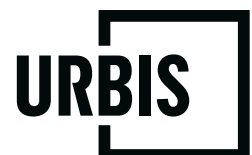




WYONG REGIONAL DISTRIBUTION CENTRE EXPANSION SSD-33701741

11 Warren Road, Warnervale

Prepared for
WOOLWORTHS GROUP LIMITED
2 May 2022



URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

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Report Number	V2

Urbis acknowledges the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society.

We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

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ACKNOWLEDGEMENT OF COUNTRY

We acknowledge the Traditional Owners of country throughout Australia and recognise their continued connection to land, water and culture. We pay our respects to their Elders past, present and emerging.

The traditional Aboriginal groups within the Central Coast Local Government Area are the Guringai Mob. Additionally, the site falls within the boundary of the Darkinjung Local Aboriginal Land Council.

SIGNED DECLARATION

Project details		
Project name	Wyong Regional Distribution Centre	
Application number	SSD-33701741	
Address of the land in respect of which the development application is made	11 Warren Road, Warnervale NSW 2259	
Applicant details		
Applicant name	Woolworths Group Limited	
Applicant address	1 Woolworths Way, Bella Vista NSW 2153	
Details of people by whom this EIS was prepared		
Names and professional qualifications	Jennifer Cooper Bachelor Town Planning (Hons) (UNSW)	Danielle Blakely Associate Director Bachelor of Science (University of New South Wales) Masters of Urban and Regional Planning, University of Sydney Diploma of Law, Law Extension Committee – University of Sydney
Address	Level 8, Angel Place, 123 Pitt Street, Sydney NSW 2000	
Declaration		
The undersigned declares that this EIS: - has been prepared in accordance with Schedule 2 of the <i>Environmental Planning and Assessment Regulation 2021</i>; - contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the EIS relates; - does not contain information that is false or misleading; - addresses the Planning Secretary's environmental assessment requirements (SEARs) for the project; - identifies and addresses the relevant statutory requirements for the project, including any relevant matters for consideration in environmental planning instruments; - has been prepared having regard to the Department's <i>State Significant Development Guidelines - Preparing an Environmental Impact Statement</i>;		

- contains a simple and easy to understand summary of the project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development;
- contains a consolidated description of the project in a single chapter of the EIS;
- contains an accurate summary of the findings of any community engagement; and
- contains an accurate summary of the detailed technical assessment of the impacts of the project as a whole.

Signatures	 Jennifer Cooper, Director	 Danielle Blakely, Associate Director
Date	2 May 2022	

GLOSSARY AND ABBREVIATIONS

Reference	Description
ACHAR	Aboriginal Cultural Heritage Assessment Report
AQIA	Air Quality Impact Assessment
ASS	Acid Sulphate Soils
BDAR	Biodiversity Development Assessment Report
CMP	Construction Management Plan
CTMP	Construction Traffic Environmental Plan
DCP	Development Control Plan
DPE	NSW Department of Planning and Environment
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2021</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EIS	Environmental Impact Statement
Local Aboriginal Land Council	LALC
PBP	Planning for Bushfire Protection
PSI	Preliminary Site Investigation
RDC	Regional Distribution Centre
RTF	Return Transfer Facility
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
Site	Lot 413 DP 1058215
Planning Systems SEPP	<i>State Environmental Planning Policy (Planning Systems) 2021</i>
SSD	State Significant Development
SSDA	State Significant Development Application
WMP	Waste Management Plan
WSUD	Water Sensitive Urban Design

SUMMARY

This Environmental Impact Statement (EIS) has been prepared on behalf of Woolworths Group Pty Limited (**Woolworths**) to accompany a State Significant Development Application (SSDA) for alterations and additions to the existing warehouse and distribution centre located at 11 Warren Road, Warnervale (the **Site**).

Figure 1 Aerial Photograph



Source: Urbis

The SSDA seeks consent for alterations and additions to the existing regional warehouse and distribution centre (**RDC**) contained within the Site. The proposed alterations will facilitate an additional 27,767m² of extra warehouse space, storage areas and banana ripening rooms. The proposal will also upgrade the existing service entry to create an express entry for Woolworths trucks.

The proposed alterations and additions are proposed in response to the growing demand for goods and new product lines at Woolworth Group's supermarkets. This demand is exacerbated by the recent COVID-19 pandemic which has increased its customer base in suburban areas, thereby requiring affected supermarkets to carry additional stock. Additionally, the existing Wyong RDC was constructed in 2005 and consequently supports outdated facilities and technology in need of upgrading.

In response to this demand and ever evolving customer expectations, Woolworths Group has identified the need to increase the capacity of its existing Wyong RDC so that it can accommodate and distribute more goods to surrounding supermarkets. The proposed alterations and additions will expand the RDC's capacity to support a diverse product range and will align Woolworths' regional service offering with metropolitan areas, as well as facilitating faster delivery services to supermarkets. This in turn will reduce carbon emissions from delivery vehicles.

The proposal will introduce a range of benefits to the Warnervale Industrial Estate and the broader Central Coast Region. It will facilitate job creation by contributing an additional 30 full-time employment opportunities and increase investment in a designated industrial precinct earmarked to support economic growth. It will also afford the opportunity to upgrade the RDC's facilities by implementing new technology that will improve Woolworths Group's supply chain for the benefit of its customer base in the Central Coast Region.

The proposed warehouse and distribution facility expansion has a Capital Investment Value (CIV) of \$67,570,648 (excluding GST). Accordingly, the Minister is the consent authority for the proposed development pursuant to Section 4.36(1) of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**) and Schedule 1, Clause 12 of *State Environmental Planning Policy (Planning Systems) 2021* (**the Planning Systems SEPP**).

Feasible Alternatives

Woolworths explored multiple site options and design concepts for the proposal. Design concepts have been prepared in consultation with key stakeholders, including the Department of Planning and Environment (DPE), Central Coast Council (Council), Warnervale Air Pty Ltd, the Aboriginal community and surrounding landowners.

Project alternatives which were considered in response to the identified need for Woolworths to expand the operations of the existing RDC are listed and discussed below:

Scenario 1 – ‘Do Nothing’

The ‘do nothing’ would have implications for Woolworth’s customer base as it would adversely impact the timing of deliveries to supermarkets and limit the product offering within the service catchment. It would also miss the opportunity to foster further job creation within the Central Coast region.

Scenario 2 – Vertical Extension to the Warehouse

This option entails a vertical expansion to the existing warehouse in lieu of a horizontal expansion the existing building footprint. This option was discounted because it would create significant visual impacts when viewed from the surrounding sensitive environmental areas and the streetscape.

Scenario 3 – Relocation of the Truck Maintenance and Refuelling Facility

The project team considered the possibility of relocating the truck maintenance and refuelling facility from the eastern portion of the Site to the west adjacent to Woolworths Way. The rationale for its relocation was to minimise the amount of development that interfaced with the C2 Environmental Conservation Zone positioned to the east of the Site. This option was considered unfeasible due to the physical separation between the facility and the vehicular entrance point from Warren Road.

Scenario 4 – Eastern Warehouse Extension

Consideration was given to relocating the extension to the temperature control room to the eastern aspect of the Site in the location of the existing trailer parking. The rationale for the design approach was to minimise the bulk of the development along the northern boundary where it has greater visibility from Warren and Sparks roads. This option was not pursued because it would necessitate the deletion of parking and potentially impact the adjacent wetland area.

Scenario 5 – The Proposal

Option 5 involves the undertaking of the proposed development as outlined in this SSDA. The proposal will ensure that a high quality building is provided on the Site that responds to the strategic need identified above.

The Proposal

The site was identified as being the most suitable location to deliver the project objectives. The SSDA seeks consent for alterations and additions to the existing warehouse and distribution centre, including:

- Alterations and additions to the existing warehouse or distribution centre including:
 - 7,012m² extension of the existing temperature controlled warehouse (including office/amenities and new exhaust fans).
 - 14,135m² extension of the ambient warehouse.
 - 5,354m² extension of the Return Transfer Facility (RTF) warehouse including B-double drive-through.
 - 1,266m² for the proposed truck maintenance and wash facility.
 - Expansion of the confectionary storage floor space.
 - 13 new banana ripening rooms.
 - Refurbishment of the existing canteen, locker rooms and amenities

- Expansion of the existing hardstand areas to accommodate a truck wash and maintenance facility and refuel station, with two new weigh bridges and total on-site parking provided as follows:
 - 485 car parking spaces (existing).
 - Formalisation of 49 chevron trailer parking spaces.
 - 18 existing truck parking spaces, plus an additional proposed five new spaces.
- Site services infrastructure including relocation of existing fire tank and pumphouse.
- Vehicle access will continue to be provided via Warren Road with provision for additional entry movements via the existing driveway to Woolworths Way.

The proposal will be undertaken in accordance with the Architectural Plans prepared by Watson Young at **Appendix G**. The proposed photomontage is provided at **Figure 2**.

Figure 2 Photomontage of Proposed Development



Source: Watson Young

Consultation

Community and stakeholder engagement has been undertaken by Urbis in the preparation of the SSDA. This includes direct engagement and consultation with:

- Adjoining landowners and occupants
- Government, agency and utility stakeholders listed within the SEARs

The outcomes of the community and stakeholder engagement have been incorporated into the final design and the recommended mitigation measures as discussed in detail at **Section 5** of this EIS.

Justification of the Project

This EIS assesses the development as proposed with regard to relevant planning instruments and policies, and outlines the mitigation measures to ensure the project does not result in unreasonable or adverse environmental effects. Additionally, the proposed development satisfies the SEARs for the project.

The key issues for all components of the project identified in the SEARs have been assessed in detail, with specialist reports underpinning the key findings and recommendations identified in the Assessment of

Impacts in **Section 6**. It has been demonstrated that for each of the likely impacts identified in the assessment of the key issues, the impact will either be positive or can be appropriately mitigated.

The proposal represents a positive development outcome for the site and surrounding area for the following reasons:

▪ **The proposal is consistent with state and local strategic planning policies:**

The proposal is consistent with the relevant goals and strategies contained in:

- NSW State Priorities
- Central Coast Regional Plan 2036
- Community Strategic Plan 2018 – 2028
- The Interim Central Coast Local Strategic Planning Statement (2020)

▪ **The proposal satisfies the applicable local and state development controls:**

The proposal is permissible with consent and meets the relevant statutory requirements of the relevant environmental planning instruments, including:

- *Environment Protection and Biodiversity Conservation Act 1999 (Cth)*
- *NSW Biodiversity Act 2016*
- *Environmental Planning and Assessment Act 1979*
- *Environmental Planning Assessment Regulation 2021*
- *State Environmental Planning Policy (Planning Systems) 2021*
- *State Environmental Planning Policy (Transport and Infrastructure) 2021*
- *State Environmental Planning Policy (Resilience and Hazards) 2021*
- *State Environmental Planning Policy (Biodiversity and Conservation) 2021*
- *Wyong Local Environmental Plan 2013*

▪ **The design responds appropriately to the opportunities and constraints presented by the site:**

- The environmental impacts associated with the demolition, construction and operational phases of the development have been comprehensively assessed and can be appropriately mitigated to avoid unacceptable impacts to the site or locality.
- The proposal seeks to optimise the development potential of an underutilised site in an industrial zone within.
- The site is positioned within the Warnervale Industrial Estate and optimises the opportunity to intensify industrial development and increase investment in the area which is earmarked to support economic growth.
- The site is located well away from sensitive land use activities, including residential development, to avoid unacceptable amenity impacts including noise, air and the like.
- The proposal protects existing industrial land by retaining the existing zoning and built form whilst intensifying the Site's industrial uses.

▪ **The proposal is highly suitable for the site:**

- The proposed alterations and additions are permissible with consent in the zone and complementary to the existing RDC contained within the Site.
- The alterations and additions do not protrude beyond the height plane established by the existing building contained within the Site, and therefore will not result in an excess bulk or detract from the visual amenity of the area.

- The Site provides opportunities for the provision of increased jobs and employment throughout the construction and operational stages of development across the Site. Specifically, the proposal will retain the approximate 710 existing jobs associated with the current operations and will facilitate the creation of 30 additional jobs. Approximately 100 jobs will be created during the construction phase.
 - Previous planning approvals have deemed the Site suitable for accommodating a warehouse and distribution centre.
 - The alterations and additions can be accommodated on the Site without causing environmental impacts to the nearby C2 Environmental Conservation area or the biodiversity values.
 - The Site is in a highly accessible location, mid-way between Warnervale Airport and the Pacific Motorway, providing connectivity to the broader Central Coast Region to which the distribution centre services.
 - The development will provide warehouse and distribution facilities and jobs close to where people live.
- **The proposal is in the public interest:**
- The proposed alterations and additions will increase the employment opportunities generated by the development. Specifically, the proposal will result in 30 operational jobs and approximately 100 construction jobs.
 - The proposal will deliver a high-quality development that integrates with the existing built form and modernises its existing facilities.
 - The proposal incorporates comprehensive landscaping which will improve the visual amenity of the Site when viewed from within the Site and externally.
 - The proposed additions can be delivered on the Site without resulting in environmental impacts.
 - The proposal will improve Woolworths ability to cater to its customer base by expediting deliveries and addressing the unprecedented demand for its services due to the recent COVID-19 pandemic.
 - The proposed development respects the industrial history and character of the place and will not obstruct or impact heritage items, objects of Aboriginal significance or archaeological importance.
 - The proposal will improve the existing warehouse and distribution facilities on the Site, which will benefit employees.

In view of the above, it is considered that this SSD Application has significant merit and should be approved subject to the implementation of the mitigation measures described in this report and supporting documents.

1. INTRODUCTION

This section of the report identifies the applicant for the project and describes the site and proposed development. It outlines the site history and feasible alternatives explored in the development of the proposed concept, including key strategies to avoid or minimise potential impacts.

1.1. APPLICANT DETAILS

The applicant details for the proposed development are listed in the following table.

Table 1 Applicant Details

Descriptor	Proponent Details
Full Name(s)	Woolworths Group Pty Ltd
Postal Address	1 Woolworths Way Bella Vista, NSW 2153
ABN	88 000 014 675
Nominated Contact	Danielle Blakely (Urbis)

1.2. PROJECT DESCRIPTION

This EIS is submitted to the DPE on behalf of Woolworths Group Pty Ltd (the **Applicant**) and in support of an application for SSD-33701741 at 11 Warren Road, Warnervale.

The SSDA seeks consent for alterations and additions to the existing regional distribution centre, including extensions to the existing temperature controlled warehouse and ambient warehouse (including additional ancillary office space), a return transfer facility warehouse, expansion of the confectionary storage floor space, 13 new banana ripening rooms and refurbishment of the existing canteen, locker rooms and amenities.

The existing hardstand areas are to be expanded to accommodate a truck wash and maintenance facility and refuel station, with two new weigh bridges and additional on-site truck parking. Vehicle access will continue to be provided via Warren Road with provision for additional entry movements via the existing driveway to Woolworths Way.

The key objectives for the proposed development and the way in which these have been achieved are summarised further below.

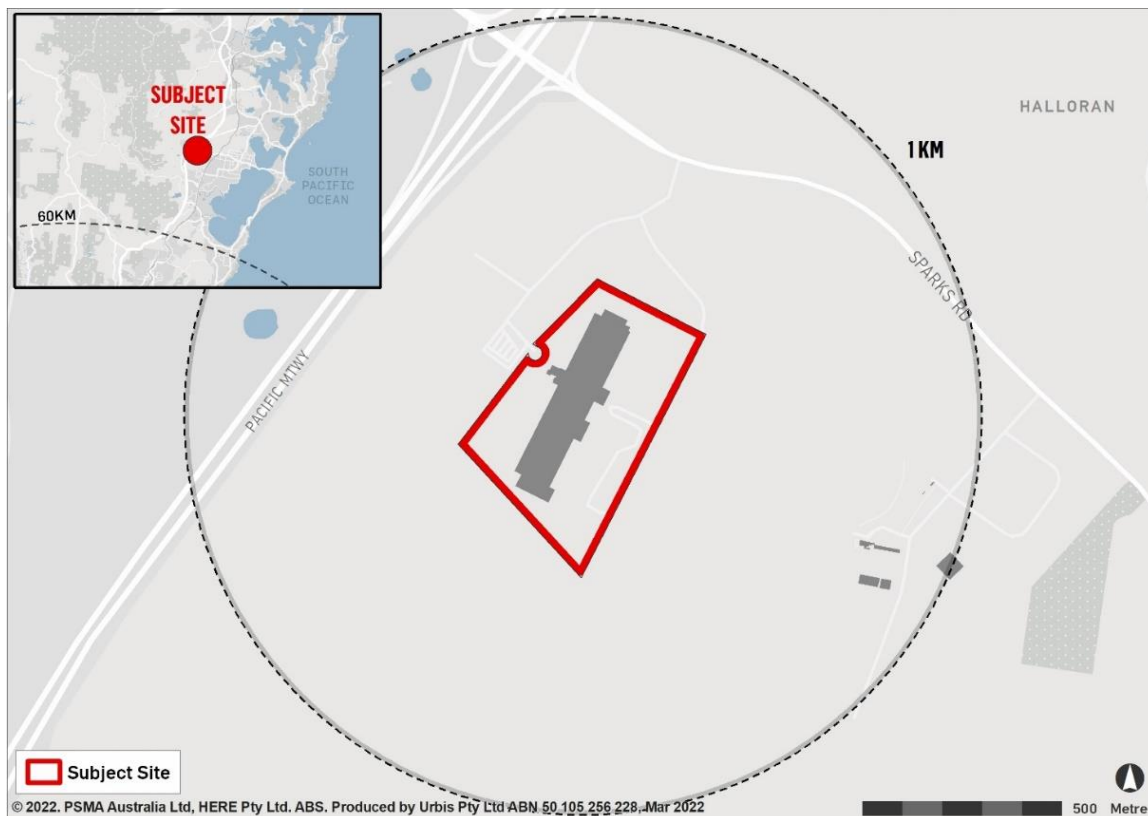
Table 2 Project Objectives

Project Objectives	Proposed Development
Provide growth and investment in an identified industrial precinct with high levels of accessibility.	Warnervale is well located and highly suited to support an expanded RDC, particularly due to its proximity to regional road networks and existing infrastructure. The proposal will upgrade the existing service entry from Woolworths Way to create an express entry for trucks. Existing vehicle access will continue to be provided via Warren Road with provision for additional entry/exit movements via the existing driveway to Woolworths Way.

Project Objectives	Proposed Development
Upgrade and expand the existing warehouse and distribution facility so it will: ▪ Meet growing demand for groceries, particularly in suburban areas, and support expanded product range for regional areas in line with product ranges available in metropolitan areas. ▪ Deliver to supermarkets in a timely manner and provide faster and more flexible delivery options for customers and supermarkets. ▪ Enable Woolworths to better manage inventory and relieve local supermarkets from having to store additional stock. ▪ Keep up with customer demands for new product lines.	The proposal seeks to expand the existing temperature controlled warehouse and ambient warehouse and introduce a Return Transfer Facility including B-double drive through. It also seeks to expand the confectionary storage floor space and existing hard stand areas to accommodate truck wash and maintenance facility and refuelling station. The proposal will introduce two new weigh bridges, 13 banana ripening rooms and additional parking. To facilitate the additions, the existing fire tank and pumphouse are proposed to be relocated. Each of the new facilities have been specifically designed to achieve each of the project objectives and facilitate significant improvements to the existing site operations and efficiencies.
Provide a warehouse and distribution facility that will stimulate economic activity and generate additional employment opportunities within the Wyong Employment Zone.	The proposed development will generate 30 new employment opportunities during its operational phase, as well as 100 full-time equivalent construction jobs.

A map of the site in its regional setting is provided in **Figure 3**.

Figure 3 Regional Context



Source: Urbis

1.3. PROJECT BACKGROUND

1.3.1. Relevant History

The development consent which applies to the existing site operations (DA-187/2003) provides for the following:

- Construction of a distribution warehouse, comprising:
 - Temperature controls rooms
 - Ambient warehouse with B-double drive-through
 - Temperature controlled warehouse
 - Return Transfer Facility Warehouse including B-double drive-through
 - Confectionary storage areas
 - Banana ripening rooms
 - Offices and amenities
- At grade car park with capacity for 485 spaces and loading docks
- Vehicular access from Woolworths Way and Warren Road

This consent has been subject to minor modification applications. The Site also benefits from development consents for minor works as outlined below.

Table 3 DA Consents for the Site

Application	Approved	Description
DA - 187/2003	28 April 2003	DA/187/2003 approved on 28 April 2003 for the existing RDC
DA - 187/2003/A	3 July 2003	Modification to DA 187/2003
DA - 187/2003/B	29 June 2004	Modification to DA 187/2003
DA – 681/2013	13 Sep 2013	Construction of carport in approved carpark
DA – 338/2020	25 May 2020	Replacement Shelter & Shipping Containers
DA – 463/2020	17 June 2020	Steel-framed Shed

1.3.2. Key Strategies

The proposal will address the principles of ecologically sustainable development (**ESD**) in accordance with the requirements of the *Environmental Planning and Assessment Regulation 2021 (EP&A Regulation)* and as outlined below:

- **Precautionary Principle:** the precautionary principle relates to uncertainty around potential environmental impacts and where a threat of serious or irreversible environmental damage exists, lack of scientific certainty should not be a reason for preventing measures to prevent environmental degradation.
- **Intergenerational Equity:** this ensures the needs of future generations are considered in decision making and that environmental values are maintained or improved for the benefit of future generations.
- **Conservation of biological diversity and ecological integrity:** the conservation of biological diversity and ecological integrity is to be a fundamental ESD consideration.

- **Improved valuation, pricing and incentive mechanisms:** this requires the holistic consideration of environmental resources that may be affected as a result of the development including air, water and the biological realm. It places a high importance on the economic cost to environmental impacts and places a value on waste generation and environmental degradation.

Detailed consideration is also given to the environmental impacts and mitigation measures which were identified in the original development consent and required to be addressed in perpetuity. Each of these matters is addressed in detail in **Section 1.4** below.

1.4. RELATED DEVELOPMENT

The proposal seeks to maintain the development permitted by the existing consent, with alterations and additions to expand the existing operations. The current approval will continue to apply to the Site and is not proposed to be surrendered as part of the subject SSD. Relevant conditions within the consent are discussed in the sections below.

Stormwater Related Conditions

Condition 23 of DA-187/2003/B is of relevance to the application. It requires the provision of an integrated water cycle management system to manage stormwater runoff from the development in accordance with Council's requirements. Additionally, modelling is required to demonstrate how the proposed stormwater management system will:

- Reduce pollutants in accordance with Council's Stormwater Management Plan.
- Maintain existing eastern boundary flow paths as shown by pre-development modelling by Ecological Engineering (May 2004).
- Limiting the total annual flow volumes to pre-development conditions.
- Maintaining pre-development cease to flow conditions including median cease to flow period and number of cease to flow days.

Costin Roe Consulting completed MUSIC modelling for the proposal to assess the volumetric discharge associated with the additions and expanded footprint. The modelling considers the MUSIC modelling results related to the existing development prepared by Ecologic Engineering in their report titled '*Woolworths RDC Water Cycle Management Strategy – Criteria for Integrated Water Cycle Management 2004*'.

Costin Roe's modelling confirms that the post development flows as expressed as the Mean Annual Runoff Volume (MARV) are slightly less than those associated with the existing development. Specifically, the MARV of the existing development inclusive of the WSUD system is 3.94 ML/Ha/yr whilst the proposal's is 3.83 ML/Ha/yr. The minor difference is considered to be immaterial. As the runoff volumes are within the maximum volumes produced by the existing development as modelled by Ecological Engineering, the proposal continues to satisfy the conditions of consent. In particular, the requirement to maintain existing eastern boundary flow paths as confirmed by the pre-development modelling by Ecological Engineering. Further discussion is provided within *Section 5.3.3* of the Civil Engineering Report at **Appendix E**.

Traffic Related Conditions

Conditions 19 – 22 pertaining to the site's traffic management have also been considered. The conditions have no direct bearing on the proposal. The relevant conditions and their relationship to the proposal are addressed in the table below.

Table 4 Traffic Related Condition from DA-187/2003/B

Condition	Relationship to the Proposal
19) The following details are to be incorporated in the traffic management plan for the development. Design plans are to be approved by Council prior to the commencement of that portion of the works.	
a) Vehicular access to the site, staff carparking, and truck queuing area are to be designed so	The condition has been implemented to facilitate the construction of the existing development. The

Condition	Relationship to the Proposal
as to clearly formalise the right of way for heavy vehicles and cars. The right turn into the car park is to be provided with a protected right turn lane and to be of a sufficient length to cater for the expected queue lengths.	condition will have no impact on the proposed alterations and additions.
b) Warren Road is to be realigned at its easterly extremity to create a smoother entry/exit to the site, generally in accordance with the approved site plan.	The works associated with this condition have been actioned to facilitate the construction of the existing development contained within the site as approved by consent DA-187/2003.
c) 'no stopping' restrictions are to be provided on both sides of Warren and Burnet Roads as required by Council.	As per the above.
d) The intersection of Warren and Burnet roads is to be readjusted to facilitate safe concurrent B Double movement for 'left in' manoeuvres from Burnet Road (north) and 'right out' manoeuvres from Warren Road to Burnet Road (north).	As per the above.
20) Deleted	N/A
21) The use of B-Doubles along Sparks Road, Burnet Road and Warren Road will require separate approval from the Roads and Traffic Authority. This is to be gained prior to commencement of operations involving B-double vehicles.	Separate approval from Roads and Traffic Authority has been obtained to facilitate the operation of the existing facility.
22) The design and construction of the carpark and access is to be in accordance with the relevant Australian Standards. Certification of the construction by a suitably qualified consultant is to be provided prior to the issue of the Occupation Certificate.	It is envisaged that the proposed chevron trailer spaces and truck spaces will be designed in accordance with the relevant Australian Standards. This requirement can form part of the conditions of consent.

1.5. RESTRICTIONS AND COVENANTS

The Site is legally described as Lot 413 in Deposited Plan 1058215. A number of easements are registered on the property, including:

- Easement to drain water (variable width) affecting the south-western part of the Site benefiting Council.
- Easement to drain water 3m wide running along the southern boundary of the Site at the south-western corner of the Site benefiting Lot 4 in DP 1149548 (the western adjoining property).
- Easements associated with electricity and a substation including a 4m wide and variable width right of way to access the substation. These easements are all located on the western side of the existing warehouse and distribution building near the turning head at the end of Woolworths Way.

- Land excludes minerals and is subject to reservations and conditions in favour of the Crown affecting the part(s) shown so burdened in the title diagram.
- Land excludes minerals (s.171 Crown Lands Act 1989) affecting the part(s) shown so burdened in the title diagram.
- Excepting land below a depth from the surface of 15.24m affecting the part shown so indicated in the title diagram.

2. STRATEGIC CONTEXT

This section of the EIS describes the way in which the proposal addresses the strategic planning policies relevant to the site. It identifies the key strategic issues relevant to the assessment and evaluation of the project.

2.1. PROJECT JUSTIFICATION

The proposal is consistent with the following planning strategies, district plans and adopted management plans as detailed below.

2.1.1. NSW State Priorities

Priorities established by the State Government represent the commitment to making a significant difference to enhance the quality of life for the people of NSW. It aims to tackle issues with ambiguous targets such as:

- A strong economy
- Highest quality education
- Well connected communities with quality local environments
- Putting customer at the centre of everything we do
- Breaking the cycle of disadvantage

Progress has been made and the State of NSW intends to continue this work to make it the best place to live, work and play.

The proposed development will support the continuation of these efforts by facilitating job creation within designated employment lands across the Central Coast region. The proposed expansion to the RDC will benefit the wider community by expediting delivery services to Woolworth's customer base and its supermarkets. These benefits will have flow on effects, including improved productivity and employment creation.

2.1.2. Central Coast Regional Plan 2036

The *Central Coast Region Plan 2036* (the **Region Plan**) provides the overarching strategic plan for growth and change on the Central Coast over 20 years. As a response to the community and stakeholder consultation it plans to deliver more local jobs, promote the renewal of urban centres, improvements to public transport and a future vision of a healthy environment.

The Site is identified to be located within the Warnervale Regional Gateway which is located next to an inter-regional road and interchange, within a regional growth corridor and biodiversity corridor.

The Region Plan outlines the following goals to which the proposal is entirely consistent with:

- Goal 1 - A prosperous Central Coast with more jobs close to home

The economic strengths of the Central Coast lie in its skilled workforce, proximity to Sydney, growing population, natural environment and resources. The proposed development will improve the delivery of Woolworth's day-to-day local services and employment activities, thereby improving the Central Coast's productivity.

– *Direction 2: Focus economic development in the Southern and Northern Growth Corridors*

The Site is situated in the northern growth corridor, within the Wyong Employment Zone which is a priority location for future jobs, services and business growth. The success of this corridor relies on connecting to and developing new growth opportunities in and around the proposed Warnervale Town Centre. The proposal will contribute new job opportunities and intensify the existing use of the Site to maximise economic activity along this corridor.

– *Direction 3: Support priority economic sectors*

The existing warehouse and distribution centre positively contributes to the economic and employment opportunities within the region. The expansion will provide additional employment within the industrial sector

and foster increased economic activity on the Site, thereby further strengthening the economic and health of the region.

- *Direction 5: Support new and expanded industrial activity*

The Site is located in an employment zone and close to an inter-regional link. The expansion will deliver additional employment and resources to the region and capitalise on its located within the inter-regional link by increasing distribution activities.

- *Direction 7: Increase job containment in the region*

Providing additional jobs within the Central Coast region will reduce the amount of employed persons leaving the region for alternative office markets. It will attract additional people to the area, allowing individuals to live closer to their place of employment.

- *Goal 2 – Protect the natural environment and manage the use of agricultural and resource lands*

In designing the proposal, due consideration has been given to protecting the important environmental values and enhancing the natural landscape setting of the Site. The proposal provides comprehensive landscaping, including canopy tree planting, which will conserve and promote biodiversity whilst minimising the appearance of the development to protect the locality's scenic values.

- *Direction 1: Protect and manage environmental values*

The Site is not identified by the statutory planning framework as occupying land with biodiversity value. Notwithstanding, the Site contains a number of trees and wetlands which are of value from an ecological perspective. The alterations and additions will occur within the bounds of the existing Site which has been subject to extensive redevelopment. It therefore does not necessitate the redevelopment of land with high biodiversity value.

Whilst tree removal is required, the loss of vegetation will be offset by replacement planting. This planting is targeted towards the perimeters of the Site to facilitates the proposal's integration with the surrounding bushland. Planting is proposed around the wetlands for the purpose to protect and maintaining the environmental values associated with these areas.

2.1.3. Community Strategic Plan

One - Central Coast, Community Strategic Plan 2018-2028 (the **Strategic Plan**) is the Central Coast's first ever community strategic plan. It is a 20-year plan that defines the priorities of the Central Coast community and presents an evidence based future road map.

The Strategic Plan has been developed in consultation with the community to ensure individuals have the opportunity to harness and direct the region's future potential. Five themes were developed that encapsulate the voice of values of the Central Coast Community, they are belonging, smart, green, responsible and liveable.

The proposed development will have a positive impact on the following focus areas of the five themes:

- The proposal will strengthen community spirit by contributing employment opportunities and enhancing the existing services that address an essential community need, including the demand for food delivery services.
- The proposal will contribute to growing a competitive region by continuing to provide essential services and improving the commercial viability of the existing distribution centre.
- The proposed development will provide a place of opportunity for people by streamlining services through the expansion of the existing warehouse and distribution centre to create additional employment opportunities for locals within the region.
- The expansion will cherish and protect natural beauty by enhancing the natural landscape via tree planting that maximises canopy coverage and by protecting the natural wetlands on the Site.
- The proposal will build on good governance and great partnerships by delivering a development that has evolved from extensive consultation with local community groups and government authorities.

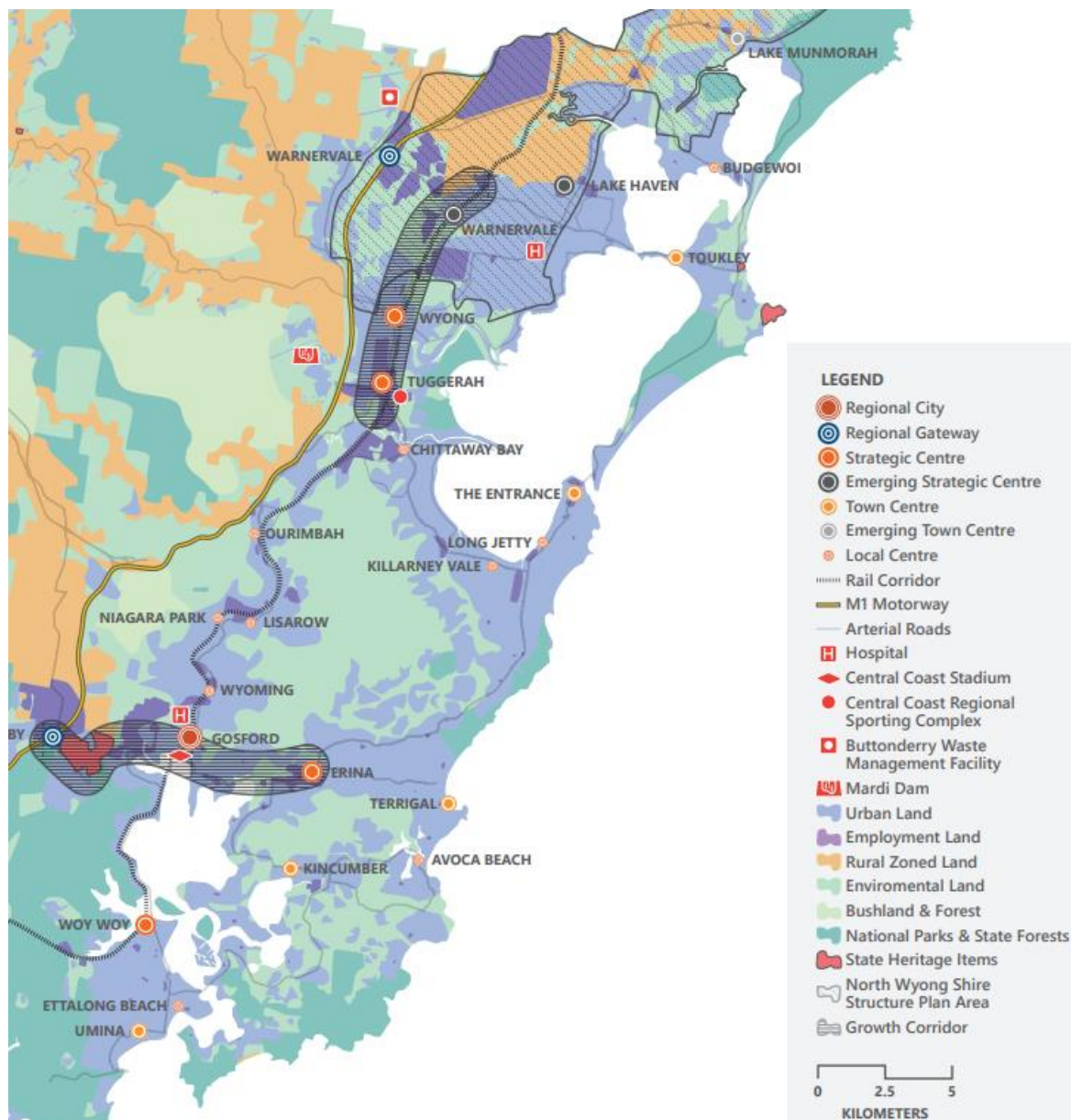
The focus areas reflect a range of social, environmental and economic factors affecting the wellbeing of the central Coast community. They will contribute to achieving some of the UN Sustainable Development Goals whilst delivering the ideas and opinions as shared from local community members.

2.1.4. Interim Central Coast Local Strategic Planning Statement

The Interim *Central Coast Local Strategic Planning Statement* (the **LSPS**) (August 2020) is a 20-year planning vision providing a framework for the future land use of the growing region until 2036. It aims to plan a well-considered and consistent approach to planning to ensure future forecast population growth is provided for and managed sustainably. It is a long term vision that will value and enhance the character of the region, preserve its natural attributes and improve quality of life.

Warnervale is identified within the Greater Warnervale Growth area as an emerging strategic centre located within a growth corridor, close to the rail corridor and within employment land (refer to **Figure 4**).

Figure 4 Central Coast Spatial Plan



Source: Draft Central Coast Local Strategic Planning Statement

There are four key drivers of change identified in the Central Coast region, including smart growth; population and labour force changes; climate resilience and sustainability; and emerging tech and economic change. These are the defining global trends and issues which will have the greatest impact on our society.

The proposed development responds to these drivers, specifically smart growth and population and labour force changes by making provision for additional employment opportunities and provision of services. It adopts best practice sustainability measures to facilitate the achievement of a carbon neutral development. The alterations and additions will incorporate contemporary facilities that respond to emerging tech and economic changes.

The LSPS nominates four guiding Planning Principles which consist of place, environment, lifestyle and infrastructure. These principles help to guide growth to ensure the development of liveable communities, greater investment in infrastructure, and the protection of the environment across the Central Coast region.

The proposed expansion will contribute to the long term strategic vision by:

- Fostering community by upgrading the existing site services to better serve the growing population in the region.
- Creating efficiencies to centralise services within the existing warehouse whilst conserving the surrounding environment and biodiversity values.
- Providing lifestyle benefits by improving access to jobs in close proximity to homes and services.
- Providing additional services in a convenient and accessible location along a major road corridor with ample access to surrounding locations within the region.

2.2. KEY FEATURES OF SITE AND SURROUNDS

The site is located at 11 Warren Road, Warnervale within the Central Coast Local Government Area (LGA). The site is legally described as Lot 413 in Deposited Plan 1058215 and is currently owned by Centuria Property Funds No. 2 Limited and operated by Woolworths Group Limited.

The location of the site and its broader context are illustrated in **Figure 5** and **Figure 6**. Photographs of the current site condition are provided in **Figure 7**. A site survey showing the geographic features and contours of the site is provided in the Site Survey at **Appendix F**.

The key features of the site which have the potential to impact or be impacted by the proposed development are summarised in the table below.

Table 5 Key Features of Site and Locality

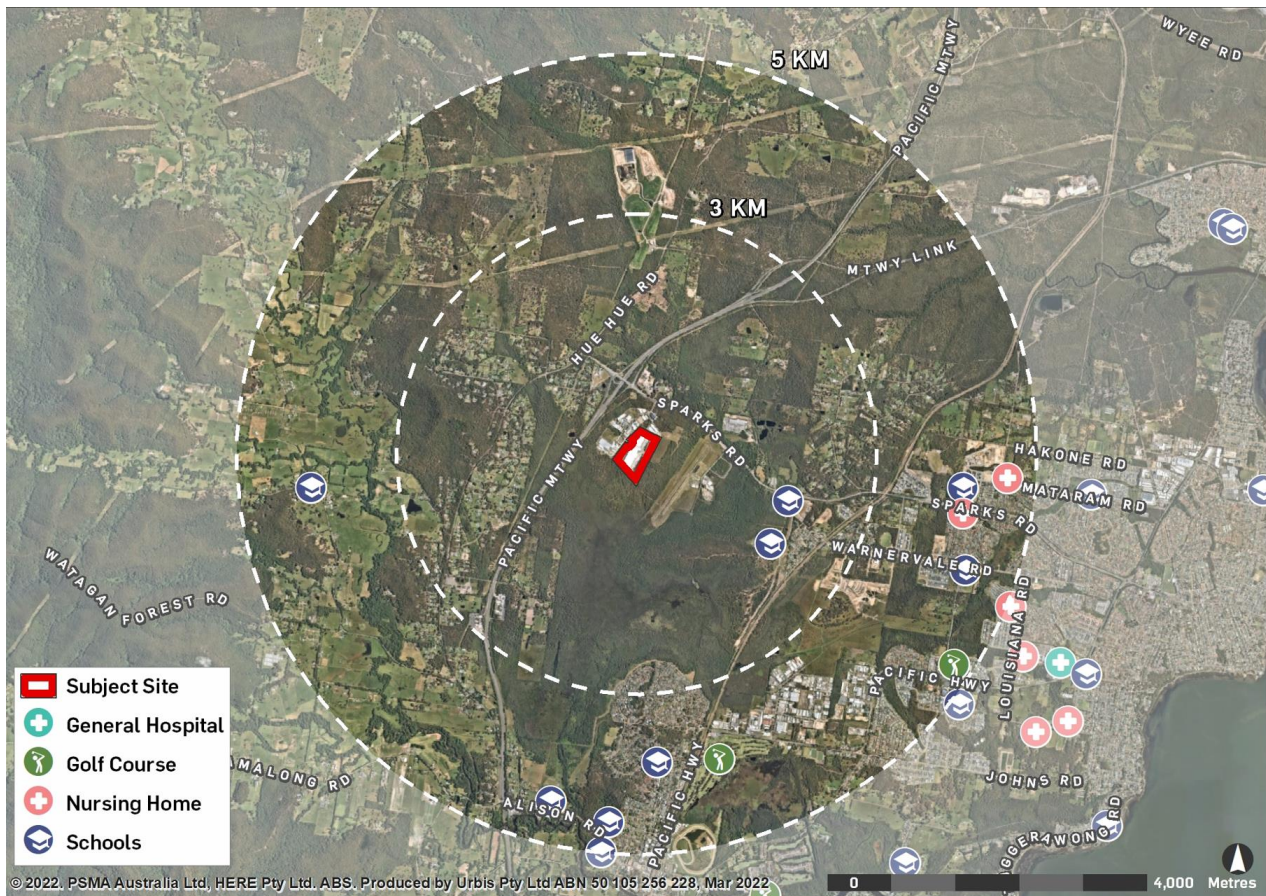
Descriptor	Site Details
Land Configuration	The site is irregular in shape with a total land area of approximately 23.16 hectares.
Land Ownership	The site is owned by Centuria Property Funds No.2 Limited and operated by Woolworths Group Limited.
Existing Development	The Site is occupied by an existing warehouse and distribution centre. It is used for the storage and distribution of groceries locally and operates 24 hours a day, seven days a week. A hardstand parking area is located along the eastern boundary with vehicle access from Warren Road. The warehouse component is situated towards the western boundary, set back behind landscaping. An existing securely fenced driveway is situated at the west of the Site, this entrance on Woolworths Way is not utilised. A large loading/unloading area and staff parking areas are located on the eastern part of the Site. The proposed development is located within the north-eastern corner of the building, within the existing loading area.

Descriptor	Site Details
Local Context	The Site is within an existing industrial area. The surrounding locality is described below: ▪ North: A mix of industrial buildings with frontage to Burnet Road. Also to the north at 13 Warren Road is 'Cubbyhole Warnervale' which offers light industrial commercial units. Further northward is Sparks Road which connects to the M1 Pacific Motorway and Warnervale Town Centre. ▪ East: Existing vegetated areas that form part of the Warnervale Airport site, with the airport located further eastward of the Site. Warnervale Airport is operated by Council and does not operate regular commercial flights, but offers private aircraft hire, training, recreational flying, maintenance facilities and fuel. ▪ South: Dense vegetation that extends approximately 3.5km to the south. This land is categorised as a bushfire prone area. ▪ West: A warehouse and distribution facility at 18 Burnet Road associated with Sanitarium Health and Wellbeing Company. Further to the west is the M1 Pacific Motorway Photographs of the surrounding land uses are provided as Figure 7.
Regional Context	The Site is situated in the suburb of Warnervale located within the Central Coast of New South Wales. It is positioned approximately 45km to the south west of Newcastle and 22km to the north east of Gosford. Warnervale Airport is located 800m to the east and the M1 Motorway a short 422m to the west. The Site is in a light industrial area and forms part of the Warnervale Employment Zone.
Infrastructure	The M1 Pacific Motorway is located directly to the west and provides connections to Sydney, the Central Coast, Newcastle and the Hunter regions. The M1 Pacific Motorway also links Warnervale to Tuggerah which is identified as the Northern Growth Corridor – a priority location for service and business growth in the Central Coast Regional Plan. Access to the Site via public transport is via a local bus service provided by Coastal Liner. Services operate along Sparks Road, a short walk north of the Site. The following services are available: ▪ Route 10: Wyee to Tuggerah and Warnervale, via Hue Hue Road and Wyong; ▪ Route 11: Lake Haven and Warnervale to Tuggerah, via Hue Hue Road and Wyong; and ▪ Route 13: Dooralong to Tuggerah and Warnervale, via Hue Hue Road and Wyong. The bus service can be utilised to access Warnervale Train Station that provides travel to Central Station, Newcastle, and all stops along the Central Coast and Newcastle line.

Descriptor	Site Details
	The Pacific Highway and railway corridor provide two of the most direct routes between the northern and southern growth corridors, with a 15km connection between Gosford and Wyong/Tuggerah.
Site Access	Existing access to the Site is obtained via Warren Road which will continue to remain the primary pedestrian access point for all employees and visitors entering the premises. Access to the existing building where the office and amenities are located is via a dedicated path of travel from the car park. It is expected that most staff commuting to the Site will either drive, cycle or travel via public transport. In light of this, the existing development includes the provision of on-site car parking, 6 bicycle parking spaces and end-of-trip facilities which are proposed to remain unchanged.
Easements and Covenants	A number of easements are registered on the property as outlined in Section 1.5 .
Services	The site is serviced by water, sewer, gas, power and telecommunications.
Acid Sulfate Soils	The Site is not located on land identified as containing acid sulphate soils.
Contamination	The Site does not contain contaminants that would preclude the site being developed for its proposed industrial use.
Stormwater and Flooding	The Site is not mapped as prone to flooding hazards.
Bushfire Prone Land	The Site is located within a potential bushfire hazard zone as confirmed by Council's Bushfire Prone Mapping. It is surrounded by 'Vegetation Category 2' bush land which relates to open woodlands and scrublands less than one hectare in size that risk being exposed to bushfires.
Flora and Fauna	The site contains native vegetation with the dominant plant community types being <i>Phragmites Australis</i> and <i>Typha Orientalis</i> Coastal Freshwater Wetlands of the Sydney Basin Bioregion; Swamp Mahogany – Flax-leaved Paperbark Swamp Forest; and Smooth-barked Apple – Red Bloodwood – Brown Stringybark – Hairpin Banksia Heathy Open Forest of Coastal Lowlands. Fauna species that frequent the site include Swamp Wallabys, Eastern Sedge Frogs, Australian Magpies, Masked Lapwing, Plague Minnow, Common Eastern Froglet, Purple Swamphen and Willie Wagtail bird.
Aboriginal Heritage	No known Aboriginal sites or objects are located within the study area. A tree located in the north-east corner of the site is identified as being of cultural significance for the Darkinjung Local Aboriginal Land Council (LALC).
European Heritage	The Site is not identified as heritage item nor is it located within a heritage conservation area under the <i>Wyong Local Environmental Plan 2013 (WLEP 2013)</i> . The closest item or area of heritage significance is the

Descriptor	Site Details
	Warnervale Train Station - <i>Warnies Railway Cafe and General Store (I108)</i> located at 1-13 Warnervale Road, Warnervale over 2.3 kilometres distance east from the eastern boundary of the Site.

Figure 5 Local Context Map



Source: Urbis

Figure 6 Aerial View of Site



Figure 7 Existing Development



View of Hardstand Area Facing South



North End of the Site Looking West



Facing East Toward the Carpark



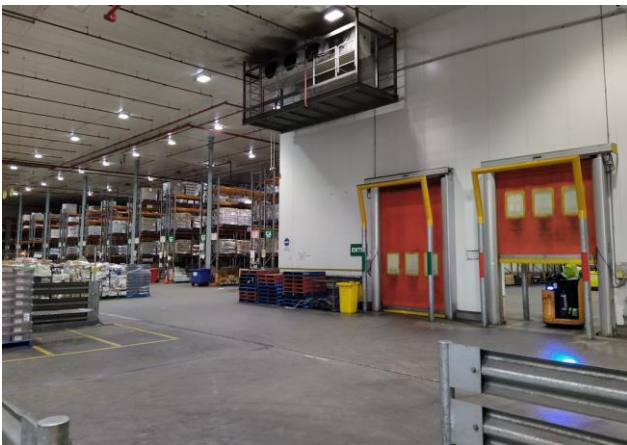
Facing North West to Woolworths Way



Woolworths Way Entrance



View Facing North West



Interior of Existing Distribution Centre



Internal Facing South Toward the Docks

2.3. CUMULATIVE IMPACTS WITH FUTURE PROJECTS

The site is located within the Warnervale Industrial Estate and forms part of the broader Wyong Employment Zone. Approved and likely future developments which may be relevant in the cumulative impact assessment of the proposal are summarised in the following table.

Table 6 Approved and Likely Future Developments

DA Reference	Development Description	Current Status
SSD 9439	The Site is located at 75 Warnervale Road, Warnervale. The application sought consent for the construction of a new school for 460 students, 53 car parking spaces, removal of 106 trees and 4,003m ² of GFA.	Approved (May 2020)
SSD 9439 (MOD 1)	Modification to the SSD that relates to Porters Creek Public School located at 75 Warnervale Road, Warnervale. It sought consent for minor design changes, including (but not limited to) modifications to the school layout, relocation of the soccer field and realignment of the bus bays. The proposal also seeks to amend conditions that govern the timing for the delivery of a roundabout,	Approved (January 2022)

DA Reference	Development Description	Current Status
	the land dedication requirements to NSW Department of Education and the definition of 'operational readiness'.	

The potential cumulative impacts of the project are addressed in **Section 2.3** of the EIS in accordance with the DPIE *Assessing Cumulative Impacts* guidelines.

2.4. FEASIBLE ALTERNATIVES

Division 5, Clause 192 of the EP&A Regulation requires an analysis of any feasible alternatives to the proposed development, including the consequences of not carrying out the development.

The Applicant identified five project alternatives which were considered in respect to the identified need for the expansion of the existing RDC. Each of these options is listed and discussed in the following table.

Table 7 Project Alternatives

Option	Assessment
Option 1 - Do Nothing	The 'do nothing' scenario is not a feasible development option for the Site. Failure to upgrade the facilities would have implications for Woolworth's customer base as it would adversely impact the timing of deliveries to supermarkets and limit the product offering within the service catchment. It would also miss the opportunity to foster further job creation and contribute employment opportunities to the Central Coast region. No future development on the Site provides minimal benefit to both Woolworths Group Limited and Woolworths customers. It would constitute a gross under-development of a valuable Site within Warnervale.
Option 2 – Vertical Extension to the Warehouse	This option entails a vertical expansion to the existing warehouse in lieu of a horizontal expansion the existing building footprint. To deliver this option, the envelope would need to extend beyond the height of the existing built form. This option was discounted because it would create significant visual impacts when viewed from the surrounding sensitive environmental areas and the streetscape. It was determined that due to the generous size of the Site, there is an opportunity to increase the building footprint whilst delivering additional built form within the parameters of the building's existing maximum height.
Option 3 – Relocation of the Truck Maintenance and Refuelling Facility	The project team considered the possibility of relocating the truck maintenance and refuelling facility from the eastern portion of the Site to the west adjacent to Woolworths Way. The rationale for its relocation was to minimise the amount of development that interfaced with the C2 Environmental Conservation Zone positioned to the east of the Site. This option was considered unfeasible due to the physical separation between the facility and the vehicular entrance point from Warren

Option	Assessment
	Road. Currently, heavy vehicles access the Site via Warren Road because this represents a more efficient route and minimises conflicts between cars and vehicles. As such, this option was considered to result in a less optimal outcome with respect to traffic and pedestrian impacts.
Option 4 – Eastern Warehouse Extension	Consideration was given to relocating the extension to the temperature control room to the eastern aspect of the Site in the location of the existing trailer parking and adjacent to the wetland area. The rationale for the design approach was to minimise the bulk of the development along the northern boundary where it has greater visibility from Warren and Sparks roads. This option was not pursued because it would necessitate the deletion of parking and potentially impact the wetland area along the eastern boundary.
Option 5 – The Preferred Scheme	Option 5 involves the undertaking of the proposed development as outlined in this SSDA. The proposal will ensure that a high quality building is provided on the Site that responds to the strategic need identified above.

Based on the summary in the table above, the proposal as considered to be the most appropriate and suitable option to facilitate the expansion of the existing RDC. The option was selected because it was considered to minimise environmental impacts to the greatest extent possible, particularly in relation to bulk and scale, biodiversity impacts (particularly to the Site's wetlands, traffic and pedestrian impacts and visual impacts. Accordingly, the proposed design is considered to represent the most optimal outcome for the site.

3. PROJECT DESCRIPTION

The following sections of the EIS summarise the key numeric components of the proposed development and describe the demolition, site preparation, construction and operational phases in further detail.

3.1. PROJECT OVERVIEW

The key components of the proposed development are summarised in **Table 8**. A copy of the Architectural Plans is attached as **Appendix G**.

Table 8 Project Details

Descriptor	Project Details
Project Area	The site has a total area of 23.1ha or 231,000m ² . Approximately 1.0ha of the site is expected to be disturbed by the project.
Site Description	Lot 413 in Deposited Plan 1058215
Project Description	7,012m² extension of the existing temperature controlled warehouse (including office/amenities and new exhaust fans). 14,135m² extension of the ambient warehouse. 5,354m² extension of the Return Transfer Facility warehouse including B-double drive-through. 1,266m² truck maintenance and wash facility. - Expansion of the confectionary storage floor space. 13 new banana ripening rooms. - Refurbishment of the existing canteen, locker rooms and amenities. - Formalisation of 49 chevron trailer parking spaces and additional proposed five new spaces. - Site services infrastructure including relocation of existing fire tank and pumphouse.
GFA	Total GFA of 78,777m ² for the proposed and existing building footprint, comprising 27,757m ² for the proposed alterations and additions.
Maximum Height	Approximately 18.7 metres (RL28.20)
Parking Spaces	485 car parking spaces (existing) - Formalisation of 49 chevron trailer parking spaces 18 truck parking spaces, including five new spaces
Cycle Parking	Six bicycle spaces (existing – no change)
End of Trip Facilities	Existing showers and lockers for employees (no change)
Capital Investment Value	\$67,570,648

3.2. DETAILED DESCRIPTION

3.2.1. Project Area

The extent of proposed works is wholly contained within the Site at 11 Warren Road, Warnervale. The Site is a trapezoidal shape and has a frontage of approximately 563.63m along the west where it is accessible via Woolworths Way; 306.71m along the north where the Site is accessible from Warren Road; and 685.3m along the east and 456.06m along the south.

3.2.2. Physical Layout and Design

The proposal comprises the redevelopment of the Site as outlined below:

- Alterations and additions to the existing warehouse or distribution centre including:
 - 7,012m² extension of the existing temperature controlled warehouse (including office/amenities and new exhaust fans).
 - 14,135m² extension of the ambient warehouse.
 - 5,354m² extension of the Return Transfer Facility (RTF) warehouse including B-double drive-through.
 - 1,266m² for the proposed truck maintenance and wash facility.
 - Expansion of the confectionary storage floor space.
 - 13 new banana ripening rooms.
 - Refurbishment of the existing canteen, locker rooms and amenities
- Expansion of the existing hardstand areas to accommodate a truck wash and maintenance facility and refuel station, with two new weigh bridges and total on-site parking provided as follows:
 - 485 car parking spaces (existing).
 - Formalisation of 49 chevron trailer parking spaces.
 - 18 existing truck parking spaces, plus an additional proposed five new spaces.
- Site services infrastructure including relocation of existing fire tank and pumphouse.
- Vehicle access will continue to be provided via Warren Road with provision for additional entry movements via the existing driveway to Woolworths Way.

3.2.2.1. Design and Built Form

Existing RDC

The existing warehouse and distribution centre comprises a large building with office amenities distributed across two storeys, reaching a maximum height of RL 28.2m. The warehouse is rectangular in shape with existing loading docks located along the eastern edge, connecting to the paved driveway and trailer parking, with car parking and truck parking located further to the east.

The existing temperature control room is located on the north side of the warehouse. A security cage, confectionary store, battery charging, and a plant area are located central to the warehouse. The existing ambient warehouse and return area/freight forward area are positioned to the south of the warehouse building.

Proposed Alterations and Additions

The proposed extension includes additions to both the ambient and temperature controlled distribution centres. It will also introduce a new RTF to the temperature controlled facility, which will facilitate Woolworths' recycling programme.

External to the warehouse and adjacent to the eastern boundary, the proposal will accommodate a truck maintenance and wash facility, and refuelling station. This facility requires the inclusion of additional hardstand areas which will be softened with landscaping. It will also accommodate the existing fire pumphouse and tanks which are proposed to be relocated.

The proposal will rationalise the existing parking arrangements by upgrading the service entry from Woolworths Way to create an express entry for Woolworths trucks.

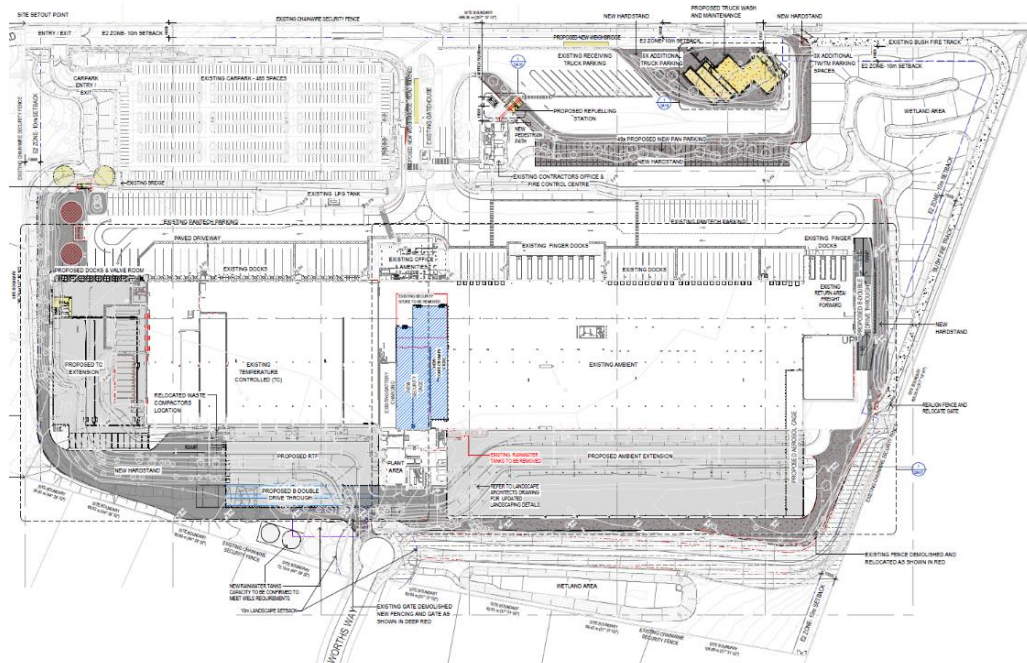
The additions will contribute an additional GFA of 27,757m² to the existing Wyong RDC. The distribution of GFA is as follows:

- Temperature controlled distribution centre extension – 6,839m²
- Office/amenities within the temperature controlled distribution centre –173m²
- Ambient warehouse extension – 14,135m²
- Proposed Returns Transfer Facility (including B-double drive through) – 5,354m²
- Truck maintenance and wash facility –1,266m²

The development yields a total GLA of 80,300m² and GFA of 78,777m² approximately 33.8% which specifically relates to the warehouse and distribution facility. The Architectural Design Report at **Appendix H** includes a table which identifies the proposed land uses and a breakdown of the total GFA/GFA.

The extract below and the Architectural Plans at **Appendix G** depict the proposed alterations and additions.

Figure 8 Proposed Site Plan



Source: Watson Young

Fit-out

Fit out works to the warehouse facility will predominately comprise the delivery and installation of racking and other fixtures, fittings and equipment. The confectionary storeroom and refurbishment will also require minor fit-out works.

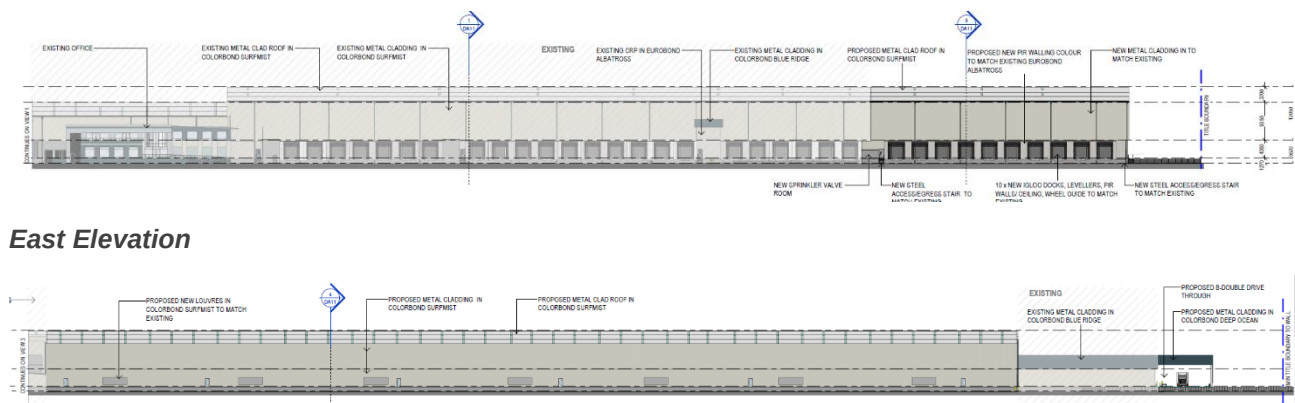
Materials and Finishes

The proposed materials and finishes will be consistent with the development's existing materiality. In consequence, the alterations and additions will present as being a continuation of the current built form (refer to **Figure 9**).

The façade and roof of the warehouse expansion will comprise metal cladding of a light grey materiality to match the existing. The southern elevation will feature translucent and blue metal cladding which will also correspond with the existing materiality at this elevation.

The refuelling station will adopt the same colour pallet, with the built form consisting of light coloured metal cladding (refer to **Figure 9**).

Figure 9 Proposed Elevational Treatments



East Elevation

West Elevation

Source: Watson Young

3.2.2.2. Landscaping

Site Image have prepared Landscape Plans which are included at **Appendix I** and illustrate the proposed landscaping strategy for the Site.

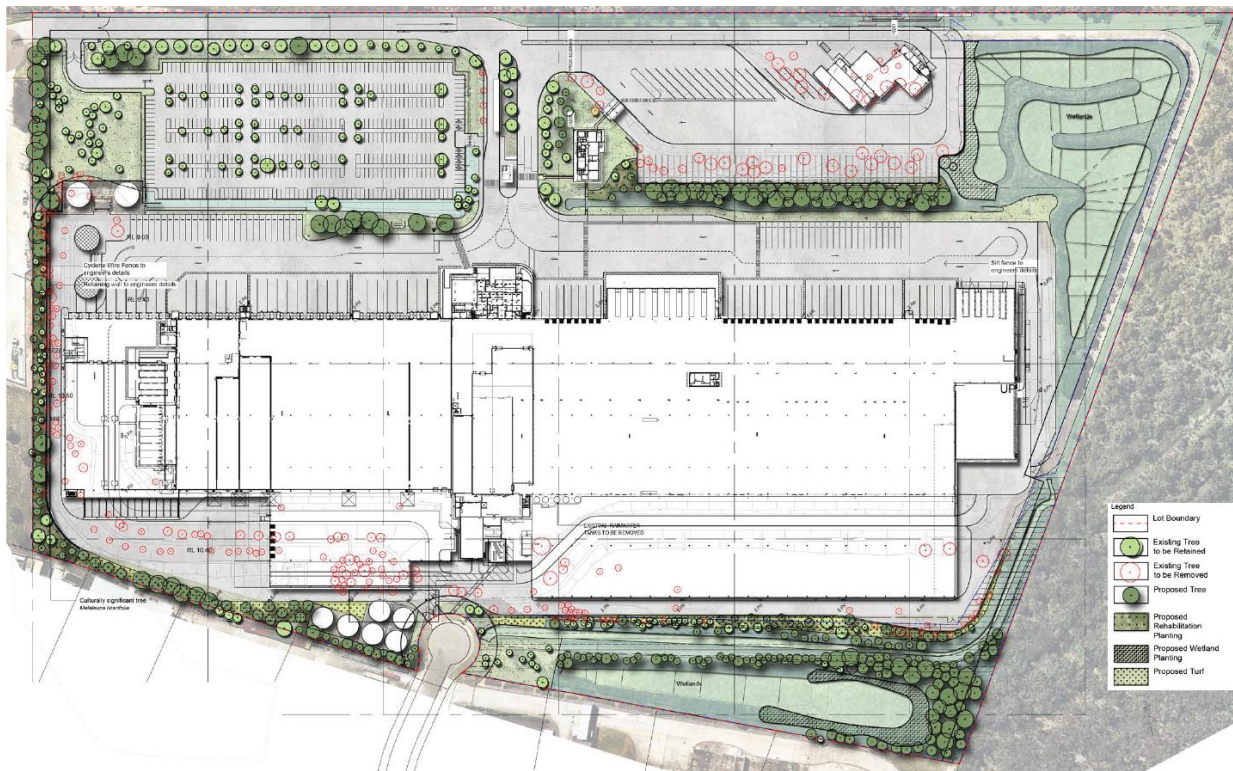
The landscape strategy will increase the tree canopy coverage on the Site by proposing tree planting along the north western and eastern boundaries, which will provide a buffer to the surrounding areas (refer to **Figure 10**). Tree planting is proposed within the at-grade car park to screen the proposed hardstand area associated with the truck maintenance and refuelling facility.

The truck maintenance and refuelling facility will partially encroach on the existing wetland area located in the south east corner of the Site. Landscaping comprising native wetland species will be planted along the fringe of this wetland to assist in restoring and maintain its habitat (refer to **Figure 11**).

Canopy tree planting is proposed in the location of the existing wetland located adjacent to the southern boundary and will further enhance the natural habitat associated with this area (refer to **Figure 11**).

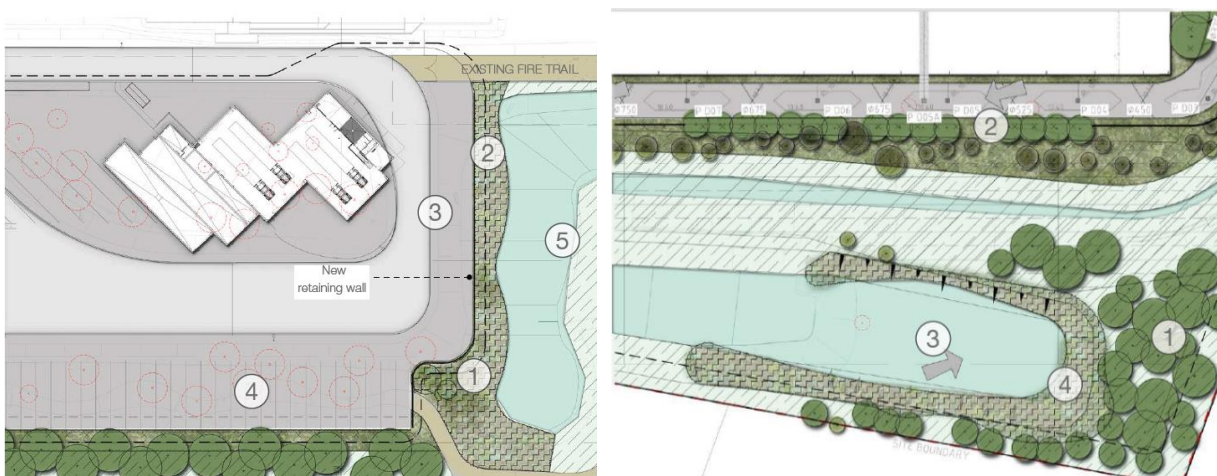
The building footprint necessitates the removal of 233 non-significant trees that conflict with the proposed building envelope. The proposed tree removal will be offset by replacement planting which includes the aforementioned canopy tree planting along the boundaries, as shown in the following figure.

Figure 10 Proposed Landscaping Strategy



Source: Site Image

Figure 11 Landscaping for the Refuelling Station (Left) and Southern Wetland Area (Right)



Source: Site Image

3.2.3. Uses and Activities

3.2.3.1. Proposed Uses

The proposal seeks approval for the continued use of the existing **'warehouse and distribution centre'** as defined under the *Wyong Local Environmental Plan 2013 (WLEP 2013)*. The existing office component will continue to be used by warehouse tenants and is deemed ancillary to the primary 'warehouse or distribution centre' use.

3.2.3.2. Activities

The alterations and additions will facilitate the following key activities on the site:

- **Returns Transfer Facility** - The RTF will facilitate Woolworths' recycling programme. Crates, beverage trays and display pallets are received via the returns transfer facility or alternatively via the Dispatch Docks where they are then transferred to the RTF. The items are then collected from the facility for re-use within the supply chain.
- **Truck Maintenance and Refuelling Facility** - External to the warehouse and adjacent to the eastern boundary, the proposal will accommodate a truck maintenance and wash facility, and refuelling station. This facility requires the inclusion of additional hardstand areas which will be softened with landscaping. It will also accommodate the existing fire pumphouse and tanks which are proposed to be relocated.
- **Warehouse Activities** – The alterations will increase the warehouse's capacity by expanding the ambient and temperature control rooms, and delivering 13 new ethylene gas ripening rooms.
- **Express Entry for Delivery Trucks** - The proposal will rationalise the existing parking arrangements by upgrading the service entry from Woolworths Way to create an express entry for Woolworths trucks.

3.2.3.3. Demolition and Earthworks

Minor demolition works are proposed to facilitate the alterations and additions as shown on the Architectural Plans at **Appendix G**. The works comprise the removal of the existing fire tanks, sprinkler tanks and pump house located adjacent to the northern boundary and the rainwater tanks positioned along the western aspect of the warehouse.

Minor internal elements within the existing temperature controlled warehouse are also proposed to be demolished to facilitate the extension. Additionally, minor earthworks for the extension of some areas will be necessary.

Initial site preparation utilities will be located and rerouted as necessary and abandoned pipes and utility conduits will be removed or filled with grout. Any topsoil and vegetation will be stripped from the Site, including an area extending at least 1.5 m laterally beyond any planned extensions and roadways.

The stormwater retention dam near the mechanical workshop at the north-eastern portion of the Site will be drained and cleared. The organic material and wet mud will be excavated. Once drained and mucked out, filling will be provided to allow for the construction of the proposed maintenance shed.

3.2.3.4. Waste Management

The storage, management and disposal of waste generated by the operation and construction of the proposed development have been considered in the Waste Management Plan at **Appendix J**.

The primary waste streams expected to be generated by the ongoing operation of the total development are summarised in the table below.

Table 9 Estimated Weekly Operational Waste

Type of Waste	Reuse	Recycling	Disposal	Method of on-site reuse, contractor and recycling outlet and /or waste depot to be used
Excavated Materials, Green waste, Bricks/pavers, Tiles, Concrete, Plasterboard, Asbestos, Metal – specify,	0	0	0	N/A
Hook General	0	0	<1.25m ³	Waste Management Centre
Comp General	0	0	<1.9m ³	Waste Management Centre

Type of Waste	Reuse	Recycling	Disposal	Method of on-site reuse, contractor and recycling outlet and /or waste depot to be used
Hooklift General	0	0	<1.7m ³	Waste Management Centre
Mixed Recyclables	0	<1m ³	0	Recycling Outlet
Hook Timber	0	<1m ³	0	Recycling Outlet
Total	0	<2m³	<4.85m³	

Waste storage locations will be provided within assigned areas (including waste compaction areas) located external to the warehouse where the recycling bins, garbage skips, plastic and cardboard compactors will be stored prior to collection. There will be four general and four recycling bins located on the eastern side of the Warehouse building. Three general and three recycling will be provided on the western side.

Sufficient space will be allowed for the segregation and storage of different waste types including provision for the collection of fluorescent tubes, smoke detectors, e-waste and other recyclable resources. Sufficient space will also be provided for reuse items such as crates and pallets.

Employment

The distribution centre and the ancillary office amenities will continue to be occupied by Woolworths Group Limited. The proposed expansion will facilitate the creation of 30 jobs in order to expand the existing Woolworths team comprising of staff, supplier representatives, contractors, management and operation team members.

The existing distribution centre supports approximately 710 operational jobs. The alterations and additions will increase the Stie's employment capacity, resulting in the following:

- 100 full-time employment opportunities at the construction phase.
- 30 full-time employment opportunities at the operational phase.

The proposal and associated job creation will provide a range of secondary benefits, including further investment in businesses and services across the region. This additional investment will benefit and grow local economies, and further contribute employment opportunities to key service industries.

Operating Hours

Consistent with the existing operational hours of the warehouse and distribution facility, consent is sought for 24-hours, seven days a week operation of the expanded warehouse and distribution facility. This includes office and warehouse operations, truck movements to and from the Site, loading and unloading operations..

Construction Hours

General demolition and construction works will be undertaken within the hours permitted within the conditions of consent.

The hours are anticipated to be as follows:

- Between 7:00AM and 6:00PM - Monday to Friday
- Between 8:00AM and 1:00PM - Saturday
- No work performed on Sundays or public holidays.

After hours work will be required to facilitate the delivery of works that are not suited to day time hours, including oversized deliveries, temporary electrical supply or infrastructure, temporary mechanical building services and plant and road opening permits.

Transport Operations

As detailed in the Operational Management Plan at **Appendix K**, The RDC supports three categories of transport operations, including primary freight, secondary freight and returns and waste management. A summary of each is provided below:

- *Primary Freight* – The RDC supports the processing of primary freight which are required to reverse into designated docks prior to their departure from the site.
- *Secondary Freight* – Relates to trailers and 12.5m rigid trucks used for dispatch which are loaded with electric pallet trolleys and relocated from the 'returns area' to the 'trailer parking' storage areas using yard tugs.
- *Returns and Waste Management* – Relates to waste collection vehicles who will service the site between 8am to 10pm. Waste collection vehicles will enter the site via Woolworths Way and exit via Warren Road. Crates and pallets are recycled and when returned to the RDC, are received by the RTF or alternatively via the dispatch docks before transferring to the RTF. .

3.2.3.5. Stormwater Management

The stormwater system proposed for the site includes a new bio-retention and proprietary filtration system with gross pollutant traps. The treatment systems will be housed within underground tanks.

The existing infrastructure, including two on-site wetlands and detention systems will be augmented. A treatment train incorporating the use of an augmented wetland, raingardens and swales will be introduced to mitigate stormwater pollutants.

3.2.3.6. Transport and Parking

The following section discusses the access, parking and transport arrangements associated with the proposed development.

Pedestrian Access

Existing access to the Site is obtained via Warren Road which will continue to remain the primary pedestrian access point for all employees and visitors entering the premises.

Access to the existing building where the office and amenities are located is via a dedicated path of travel from the car park. These access arrangements will be retained.

It is expected that most staff commuting to the Site will either drive, cycle or travel via public transport. In light of this, the existing development includes the provision of on-site car parking, 6 bicycle parking spaces and end-of-trip facilities which are proposed to remain unchanged.

Vehicular Access

Operation

Vehicular access to and from the Site will continue to be provided from Warren Road. Inbound delivery trucks will enter via Warren Road and will use the on-site truck waiting area contained within the Site.

Trucks responsible for delivering waste from the supermarkets back to the RDC via the RTF will enter from Woolworths Way and exit via Warren Road.

All trucks will enter and exit the site in a forward direction.

New docks and waste collection bays are proposed for the return transfer facility. New loading docks will be provided for the temperature-controlled extension. A B-double drive through dock is proposed on the southern side of existing ambient building. All docks will accommodate 20 metre semi-trailers B-doubles will use the new drive-through dock proposed in the southern portion of the Site.

Construction

Construction vehicles will access the Site via Warren Road and Woolworths Way. All trucks will enter and exit in a forward direction. Access for vehicles will occur within standard construction hours. All vehicles and materials handling, including the delivery of materials, will be accommodated within an on-site construction compound/ materials handling area. Truck movements will be restricted to designated truck routes and will

be confined to the main road network through the area. No work zones are expected to be required at this stage.

The construction methodology, process and staging will be finalised within a detailed CTMP once a builder has been appointed and prior to commencement of construction work.

Parking

There are currently 485 at-grade parking spaces on the Site which are sufficient to support the existing and future workers. The proposal formalises 49 chevron trailer parking spaces which will support B-Double trailers. An additional five truck parking spaces are to be accommodated in the east of the Site, resulting in a maximum of 17 spaces

Bicycle Parking

The existing development currently provides six bicycle parking spaces, showers and lockers for employees. No changes are proposed to the existing bicycle parking or end of trip facilities, noting the existing facilities are currently under-utilised and there is not expected to be any discernible increase in demand based on the site location and number of additional employees.

Loading, Unloading and Servicing

The existing loading arrangements are generally to remain unchanged by the alterations and additions. New loading docks are proposed for the additions to the temperature controlled extension at the eastern side of the building. Additional docks and waste collection bays are also proposed on the northern side of the building within the proposed addition.

A B-Double drive-through dock is proposed on the southern side of the existing ambient warehouse. The proposed docks will cater for 20m semi-trailers and have been designed to comply with the Australian Standard for Parking Facilities (Part 2: Off-street commercial Vehicle Facilities), AS 2890.2:2018.

3.2.4. Development Timing

A Preliminary Construction Management Plan (CMP) has been prepared by Root Partnership and is provided at **Appendix L** and details the construction processes and timing.

3.2.4.1. Phases

The development is expected to involve the following phases:

- Site Mobilisation
 - Dilapidation Survey
 - Geotechnical Survey and Report
 - Service Identification, Connections and Diversions
- Structure
- Façade
- Services
- Fit-out

The traffic management measures detailed in the CMP will be implemented to ensure safety, convenience, minimal movements and capacity especially at intersections.

3.2.4.2. Stages

It is predicted that the construction will be complete in approximately twelve months from commencement. The proposed staging is illustrated in the figure below and consists of the following:

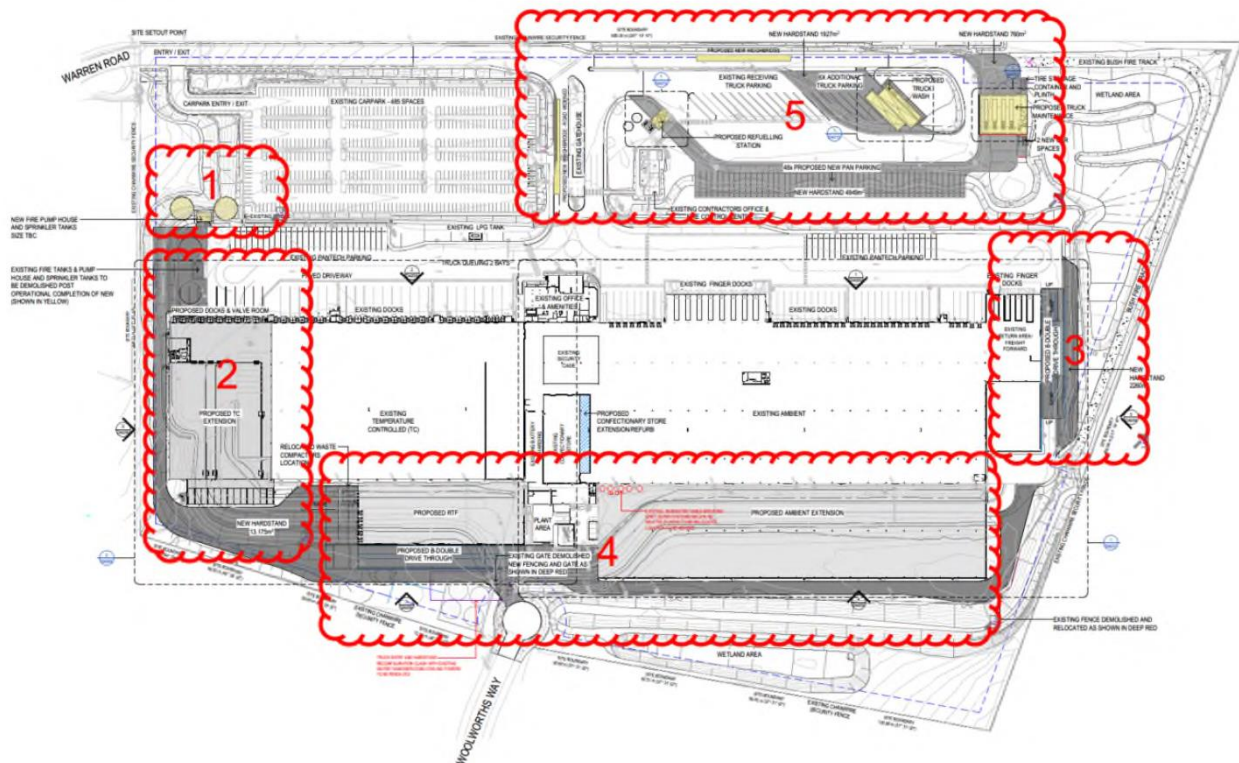
- Stage 1 – Construction and commissioning of new fire pump house and sprinkler tanks.
- Stage 2 – Demolition of fire tanks/pump, construction of ripening rooms and delivery of cool rooms.

- Stage 3 – Construction of B-double drive-through to the south and associated hardstand.
- Stage 4 – Demolition of western wall and construction of ambient extension, RTF and hardstand.
- Stage 5 – Construction of eastern hardstand, truck parking and all outbuildings.

3.2.4.3. Sequencing

The stages will occur in the order listed in **Section 3.2.4.2** and as shown in the figure below. The impacts of the project will be assessed during each stage relating to demolition works and construction works.

Figure 12 Proposed Indicative Staging Approach



Source: Construction Management Plan prepared by Root Partnerships

4. STATUTORY CONTEXT

Various legislative and statutory planning instruments require consideration in the assessment of the proposal. The following are applicable to the proposal:

- *NSW Biodiversity Act 2016*
- *Environmental Planning and Assessment Act 1979*
- *Environmental Planning Assessment Regulation 2021*
- *State Environmental Planning Policy (Planning Systems) 2021*
- *State Environmental Planning Policy (Transport and Infrastructure) 2021*
- *State Environmental Planning Policy (Resilience and Hazards 2021)*
- *State Environmental Planning Policy (Biodiversity and Conservation) 2021*
- *Wyong Local Environmental Plan 2013*
- *Draft Central Coast Local Environmental Plan 2018*

It identifies the key statutory matters which are addressed in detail within the EIS, including the power to grant consent, permissibility, other approvals, pre-conditions and mandatory considerations.

4.1. STATUTORY REQUIREMENTS

Table 10 categorises and summarises the relevant requirements in accordance with the DPE *State Significant Development Guidelines*. A detailed Statutory Compliance Table for the modified project is provided at **Appendix B**.

Table 10 Identification of Statutory Requirements for the Project

Statutory Relevance	Action
<i>Power to grant approval</i>	Schedule 1, clause 12 of the Planning Systems SEPP identifies that any warehouse and distribution centre that has a CIV over \$30 million is State Significant Development. The proposal has a CIV of \$67,570,648 (refer to Appendix M). Therefore, the Minister is the consent authority for the proposed development pursuant to section 4.36(1) of the EP&A Act.
Permissibility	The Site is zoned IN1 General Industrial and the proposed alterations and additions to the existing <i>warehouse and distribution</i> centre are permissible with consent.
Other Approvals	There are no other approvals proposed to facilitate the carry out the project.
Pre-condition to exercising the power to grant approval	An assessment of the mandatory pre-conditions that must be satisfied before the Minister may grant approval to the project are outlined in Section 4.3 .

4.2. PRE-CONDITIONS

Table 11 outlines the pre-conditions to exercising the power to grant approval which are relevant to the project and the section where these matters are addressed within the EIS.

Table 11 Pre-Conditions

Statutory Reference	Pre-condition	Relevance	Section in EIS
<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i> –clause 3.7 and clause 4.6	A consent authority must consider the findings of a preliminary hazard analysis, any feasible alternatives to carrying out the development and the likely future use of the land surrounding the development. A consent authority must be satisfied that the land is suitable in its contaminated state - or will be suitable, after remediation - for the purpose for which the development is proposed to be carried out.	The proposal is classified as potentially hazardous and is expected to be permitted within the current land zoning. Potential sources of contamination may exist at the site but are not expected to preclude the proposed development of the site.	Appendix B and Section 4.1
<i>Biodiversity Conservation Act 2016</i>	A consent authority must be satisfied that the proposal does not involve actions which have, will have, or are likely to have a significant impact on Matters of National Environmental Significance (MNES).	The proposal requires the removal of vegetation and may have implications for MNES.	Appendix B and Section 6.1.5

4.3. MANDATORY CONSIDERATIONS

Table 12 outlines the relevant mandatory considerations to exercising the power to grant approval and the section where these matters are addressed within the EIS

Table 12 Mandatory Considerations

Statutory Reference	Mandatory Consideration	Section in EIS
Consideration under the EP&A Act and Regulation		
Section 1.3	Relevant objects of the EP&A Act	Appendix B
Section 4.15	Relevant environmental planning instruments:	
	▪ Biodiversity Conservation Act 2016	Appendix B
	▪ SEPP (Planning Systems) 2021	Appendix B

Statutory Reference	Mandatory Consideration	Section in EIS
	SEPP (Resilience and Hazards) 2021	Section 6.2.4 and Appendix B
	SEPP (Transport and Infrastructure) 2021	Section 6.1.3 and Appendix B
	SEPP (Biodiversity and Conservation 2021)	Section 6.1.5 and Appendix B
	Wyong LEP 2013	Appendix B
	- Relevant draft environmental planning instruments - Draft Central Coast LEP 2018	Appendix B
	Relevant planning agreement or draft planning agreement None relevant to the proposed development	N/A
	Development control plans - Wyong Development Control Plan 2013 (WDCP 2013) - Draft Central Coast Development Control Plan 2018 (Draft CCDCP 2018)	Appendix B and Section 6.1.1
	The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality.	Appendix B
	The suitability of the site for the development	Section 7.6
	The public interest	Section 7.7
	Mandatory relevant considerations under EPIs	
SEPP (Resilience and Hazards) 2021 – Chapter 3	Departmental guidelines: - Applying SEPP 33 Multi Level Risk Assessment Approach - HIPAP No.4 – Risk Criteria for Land Use Planning - HIPAP No.6 – Guidelines for Hazards Analysis - Multi-Level Risk Assessment Guidelines	Appendix B and Section 6.1.15
Chapter 4	Managing Land Contamination: Planning Guidelines	Section 6.2.4 and Appendix M
WLEP 2013	Objectives and land uses for IN1 General Industrial Zone - Part 4 – Principal development standards - Part 5 – Miscellaneous provisions	Appendix B and Section 4.1

Statutory Reference	Mandatory Consideration	Section in EIS
	Part 7 – Additional local provisions	
Considerations under other legislation		
<i>Biodiversity Conservation Act 2016</i> (BC Act) – section 7.14	The likely impact of the proposed development on biodiversity values as assessed in the Biodiversity Development Assessment Report (BDAR). The Minister for Planning may (but is not required to) further consider under that BC Act the likely impact of the proposed development on biodiversity values.	Section 6.1.5 and Appendix N
Development Control Plans		
WDCP 2013	Part 2.2., clause 2.10 of the Planning Systems SEPP states that development control plans (whether made before or after the commencement of this Policy) do not apply to SSD. As such, there is no requirement for assessment of the proposal against the WDCP 2013 for this SSDA. Notwithstanding this, consideration has been given to the provisions of the WDCP 2013.	Appendix B and Section 6.1.1

5. COMMUNITY ENGAGEMENT

The following sections of the report describe the engagement activities that have been undertaken during the preparation of the EIS and the community engagement which will be carried out if the project is approved.

5.1. ENGAGEMENT CARRIED OUT

Community and stakeholder engagement has been undertaken by the Project Team in the preparation of the SSDA as detailed in the Consultation Outcomes Report at **Appendix O**. This included direct engagement and consultation with:

- Adjoining landowners and occupants
- Government, agency and utility stakeholders
- Aboriginal communities

The following actions were taken to inform the community regarding the project and seek feedback regarding the proposal:

- Establishment of a project website <http://www.11warrenroadwarnervale.com/>
- Dissemination of a Community Newsletter
- Engagement email and phone line
- Project emails and stakeholder briefings
- Online community information session

Consultation was also undertaken with the certain stakeholders to inform the detailed assessment of key matters including:

- Department of Planning and Environment
- Central Coast Council
- Central Coast Council – Water Authority
- Environmental Ecologist
- State Member of Parliament
- Transport for NSW
- Warnervale Air Pty Ltd
- Aboriginal Communities
- Surrounding landowners
- Lakes Grammar Anglican School
- Community Environment Network

This engagement was consistent with the community participation objectives in the Undertaking Engagement Guidelines for State Significant Projects and complied with the community engagement requirements in the SEAR as summarised below:

- Detail engagement undertaken and demonstrate how it was consistent with the Undertaking Engagement Guidelines for State Significant Projects.
- Detail how issues raised and feedback provided have been considered and responded to in the project.
- Applicants must consult with the relevant Department assessment team, relevant councils, relevant agencies and the community.

In accordance with the Regulations, the EIS will be placed on formal public exhibition once DPE has reviewed the EIS and deemed it 'adequate' for this purpose. Following this exhibition period, the applicant will respond to any matters raised by notified parties.

5.2. COMMUNITY VIEWS

The key issues raised by the community and key stakeholders are summarised in **Table 13** and **Table 14**. A detailed community engagement table is provided as **Appendix C** which details the way in which these issues have been addressed in the EIS.

Table 13 Community Feedback

Themes	Feedback	Response
Overall observations	Minimal level of interest from the local community and moderate level of interest from stakeholders during the consultation process. Correspondence received from stakeholders largely sought clarification on the project, including vegetation removal and heavy vehicle movements. Enquiries and concerns raised regarding the preparation of the acoustic report and the location of noise logging which was requested to occur on a residential property. Engagement with potential Aboriginal Parties, with responses from 11 individual / organisations who later formed part of a consultation group known as the RAPs. The stakeholder group did not object to the proposal but requested further details on the assessment methodology.	The Proponent and its project team met with key stakeholders to clarify the requirements of the SEARs, SSDA and to discuss the project's scope. Where considered appropriate, the Proponent offered landowners further briefings. A site visit was also conducted with representatives from the Darkunjung LALC. A consultation group known as RAP comprising Aboriginal interest groups was formed. Members were invited to provide feedback and were involved in the preparation of the ACHAR in accordance with the applicable consultation guidelines.
Acoustic	Feedback from one property owner was received objecting to the use of a noise logger on his property due to safety concerns.	In response to the concerns raised by the property owner, noise logging did not occur at their property.
Aboriginal Community	One response who requested clarification on the methodology used for the ACHAR report.	The Proponent and its project team provided further clarity regarding the methodology associated with the ACHAR. The ACHAR was distributed to Aboriginal stakeholders for review and comment for a period of 28 days.
Employment opportunities	Positive feedback received regarding the project's potential to contribute employment opportunities to the Central Coast.	No response required.

Table 14 Feedback from Government Agencies and Other Stakeholders

Agency / Meeting Details	Matters Raised	Applicant Response
DPE <i>Virtual Meeting – 3rd December 2021</i> <i>Emails – 23 February 2022</i>	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. 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.	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. On the 7th March 2022, the BCD issued a response outlining three possible options for fulfilling the requirements of the BAM, including: 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. In addition, the BCD noted the following in their correspondence: <i>'BCD accepts your proposed survey approach for the Wallum Froglet'</i>. In response to the three options noted in their correspondence, Eco Logical Australia note the following: 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.

Agency / Meeting Details	Matters Raised	Applicant Response
		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. Further discussion is provided within <i>Table 15</i> of the BDAR at Appendix N.
Central Coast Council <i>Virtual meeting on 23 February 2022 and 21 January 2022</i>	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. BDAR It was established that ecological studies would need to be undertaken as part of the BDAR, and additional study areas to be explored. Hydrology The SSDA would need to address water management measures approved in previous development consents for the Site. Heavy Vehicle Movements Details confirming how heavy vehicle movements would continue to operate following the development of the alterations and additions.	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. The Proponent noted the hydrology requirements and has submitted a Civil Engineering Report at Appendix E that addresses the proposed water management measures. 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.
Fire and Rescue NSW (FRNSW)	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 confirmed 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

Agency / Meeting Details	Matters Raised	Applicant Response
		concerns. Accordingly, a response is not required.
Aboriginal Community	Consultation with Aboriginal communities was undertaken in accordance with guidelines: ▪ 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. ▪ 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. A copy of the assessment methodology associated with the ACHAR was emailed to the RAPs for review and comment. In addition to the above, a site visit was undertaken with representatives from Darkunjung Local Aboriginal Land Council.	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.
Surrounding landowners, Warnervale Airport, local industrial businesses, nearby	On 1 February 2022 a community newsletter was distributed to 157 residents and businesses located nearby the proposed Site.	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

Agency / Meeting Details	Matters Raised	Applicant Response
schools and community groups Email – 1 February 2021	The newsletter included details of the project, an enquiry line and invitation to attend a briefing with the project team. In addition, residents were contacted directly via doorknocking in relation to the installation of the noise logger. Residents included the owners of 187 Sparks, Road Halloran; 13 Buttonderry Way, Jiliby; 4 downs Jiliby and 5 The Downs, Jiliby. 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. No feedback was received.	logging did not occur at the property located at 5 The Downs, Jiliby.

5.3. ENGAGEMENT TO BE CARRIED OUT

Further community and stakeholder consultation will be undertaken if the project is approved. The proposed consultation responds to the community feedback during the preparation of the EIS and the community participation objectives in the *Undertaking Engagement* guide.

- **Key Stakeholders:** it is proposed to consult with the following stakeholders during the post-approval phase of the project:
 - Council
 - Central Coast Council Water Authority
 - DPE
 - The Aboriginal Community
 - Surrounding landowners
- **Key Actions:** the following actions will be undertaken to inform, consult and engage with the community during the implementation of the project:
 - The proposal will be publicly exhibited on the Major Projects Website for a minimum period of 28 days. The community will be invited to make a public submission on the project.
 - Review of public submissions and respond to issues and concerns, including proposing design amendments where required.
 - Work with stakeholders to ensure issues are fully considered in the post lodgement phase.

The proposed actions are consistent with the community participation objectives in the *Undertaking Engagement* guide as summarised below:

- Open and inclusive
- Easy to access

- Relevant
- Timely, and
- Meaningful

The effectiveness of the engagement will be monitored, reviewed and adapted over time to encourage community participation in the project as outlined below:

- The Applicant will continue to reach out to the community throughout the approval process to keep them informed of any updates and changes to the proposal.
- The project website will continue to remain operational and will be updated periodically and at key milestones during the planning process.
- Public submissions will be reviewed and responded following the mandatory public exhibition of the proposal.
- Existing communication avenues will continue to be provided to allow the community to seek clarification on the project and its impacts (i.e. project website and engagement email). The Applicant and its project team will ensure the timely provision of feedback to all stakeholders.

6. ASSESSMENT OF IMPACTS

This section describes the way in which the key issues identified in the SEARs have been assessed. It provides a comprehensive description of the specialist technical studies undertaken regarding the potential impacts of the proposed development and recommended mitigation, minimisation and management measures to avoid unacceptable impacts. Further detailed information is appended to the EIS, including:

- SEARs compliance table identifying where the SEARs have been addressed in the EIS (**Appendix A**).
- Statutory Compliance Table identifying where the relevant statutory requirements have been addressed (**Appendix B**).
- Community Engagement Table identifying where the issues raised by the community during engagement have been addressed (**Appendix C**).
- Proposed Mitigation Measures for the project which are additional to the measures built into the physical layout and design of the project (**Appendix D**).

The detailed technical reports and plans prepared by specialists and appended to the EIS are individually referenced within the following sections.

6.1. DETAILED ASSESSMENT IMPACTS

This section of the report provides a detailed assessment of the key issues which could have a significant impact on the site and locality. It provides a comprehensive assessment of the relevant issues and the mitigation measures required to avoid, mitigate and/or offset the impacts of the project.

6.1.1. Built Form and Urban Design

As illustrated in the Architectural Plans at **Appendix G**, the design strategy for the proposal is informed by the following principles:

- Providing appropriate building articulation, in view of how the additions will appear in the context of the existing built form, immediate public domain and surrounding light industrial area.
- Achieve an appropriate bulk and scale by providing alterations that sit within the existing height plane and are suitably scaled.
- To utilise materials that are high quality, contemporary and yet sympathetic to the industrial character of the area and existing distribution centre.
- Maintain an appropriate building separation to the C2 Environmental Conservation Zone.
- Provide comprehensive landscaping around the perimeters of the Site that provides a buffer to the surrounding area.
- Provide elevational treatments that integrate the additions and alterations with the existing built form.
- Rationalise the existing vehicle arrangements by upgrading the existing service entry to create an express entrance for trucks entering the Site.
- Implement best practice sustainable measures.

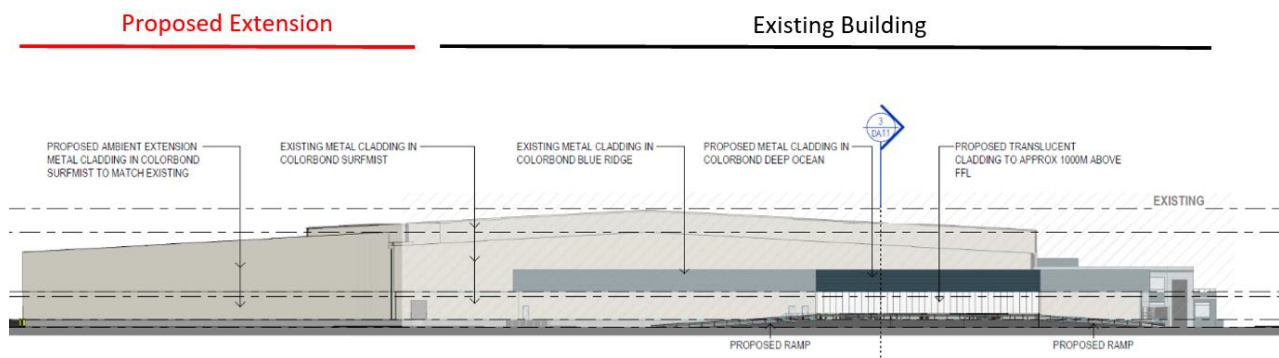
6.1.1.1. Existing Environment

In designing the proposal, due consideration has been given to the surrounding context and character of the locality area. The Site is located within an Warnervale Business Park as defined by the WDCP 2013. The character of the area is typified by warehouse buildings reaching one to two storeys. The warehouses in the broader surrounds typically adopt a light natural colour palette and are concealed by buffer vegetation around the boundary setbacks. The façade of the existing building contained within the Site consists of light coloured metal cladding.

The proposed extension of the warehouse adopts the same colour scheme and materiality to ensure it seamlessly integrates with the existing built form and presents as a continuation of the warehouse. By adopting a neutral colour palette, the proposed extension will also complement the built form in the broader surrounds and will not visually dominate the area when viewed from the streetscape.

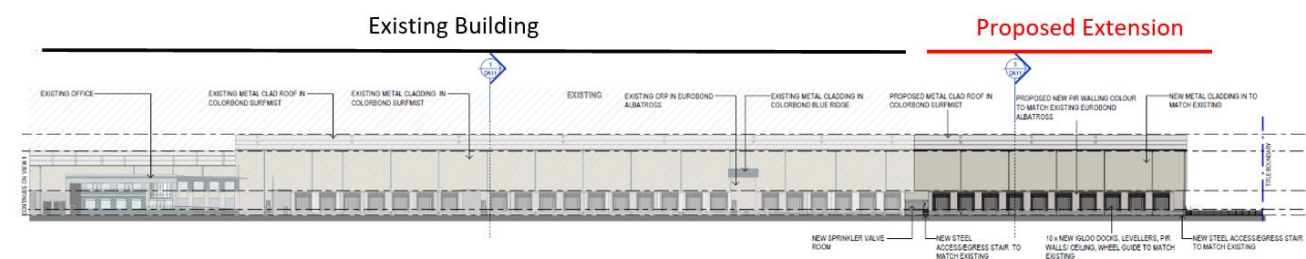
Elevational views of the proposed additions viewed from the south and east are illustrated in the figures below.

Figure 13 Proposed South Elevation



Source: Watson Young

Figure 14 Proposed East Elevation



Source: Watson Young

6.1.1.2. Potential Impacts

Height and Bulk

The WDCP 2013 provisions for the Warnervale Business Park require that building heights integrate with the landscape and be proportional to the shape and size of existing buildings. The alterations and additions comprising the extension of the existing warehouse do not protrude beyond the maximum height of the existing built form (refer to **Figure 13** and **Figure 14**). In turn, the additions present as being a continuation of the existing building envelope and will not appear obtrusive when viewed from the surrounding public domain, including Warren Road and Sparks Road.

Setbacks

Being located within the Warnervale Business Park, the proposal is required to provide a 10m setback to the adjacent C2 Environmental Conservation Zone and the street frontage of Warren Road.

The eastern boundary interfaces with Warren Road and beyond this an C2 Environmental Conservation Zone. The alterations and additions relating to the proposed truck maintenance facility are proposed adjacent to the eastern boundary. The truck maintenance facility and associated hardstand area are positioned 24m and 17m away from the eastern Site boundary, respectively and therefore comply with the minimum requirement.

Interface and Articulation

Due consideration has been given to ensuring the external appearance of the alterations and additions integrate with the existing built form. The façade is proposed to be constructed of light coloured metal cladding. The roof will also consist of metal cladding. The materiality of each will match that of the existing buildings to allow the additions to present as a continuation of the existing built form.

The truck maintenance facility interfaces with Warren Road and the adjacent C2 Environmental Conservation zone. The facility will also be constructed of light coloured cladding. It is sited well below the

height plane of the existing buildings and therefore will not present as being overly obtrusive when viewed from the surrounding streetscape.

Perimeter landscaping is proposed along the northern and western boundaries. It will soften the appearance of the built form when viewed from the surrounding light industrial area positioned to the west.

6.1.1.3. Mitigation Measures

The final architectural drawings submitted with the SSDA have been prepared to respond to the existing environment and satisfactorily respond to the potential impacts. The proposal is considered to be of high quality design that will have a positive impact on the Site and its setting.

In designing the proposal, consideration has been given to the GANSW's Better Placed objectives for good design. The objectives and an assessment of the proposal against each is provided below.

- *Better Fit: Contextual, Local and of its Place* – In designing the alterations and additions, a place based approach has been adopted. The proposal directly responds to the industrial character of the area by incorporating a metal materiality with a warehouse appearance.
- *Better Performance: Sustainable, Adaptable and Durable* – The proposal adopts best practice sustainability measures based on the Global Sustainability Megatrends developed by the World Green Building Council.
- *Better for Community: Inclusive, Connected and Diverse* – The proposal will contribute employment opportunities to the Central Coast region.
- *Better for People: Safe, Comfortable and Liveable* – The proposal adopts the principles of CPTED by locating structures and landscaping in a way that will not comprise sightlines or provide opportunities for concealment.
- *Better Works: Functional, Efficient and Fit for Purpose* – The alterations and additions are proposed for the purpose of upgrading the existing buildings facilities. The upgrades to the existing service entry from Woolworths Way, the proposed refuelling facility, and extension to the ambient and temperature controlled distribution centres will improve the efficiency of the existing warehouse and distribution operations.
- *Better Value: Creating and Adding Value* – The proposal will encourage more efficient and economical use of the Site without impacting its ecological values or resulting in environmental impacts.
- *Better Look and Feel: Engaging, Inviting and Attractive* – Consultation with specialists and local community groups has occurred in parallel with the development of the design to ensure the proposal delivers a well-designed outcome.

Overall, the proposal will deliver a high quality design which is appropriate for the site and the industrial context.

6.1.2. Landscaping

Landscape Plans have been prepared by Site Image and are included at **Appendix I**. The Plans outlined a range of landscape improvements for the Site. In accordance with the SEARs, the landscape design has south to contribute to the long term landscape setting, to increase the urban tree canopy coverage and improve the appearance of the Site when viewed from the surrounds.

6.1.2.1. Existing Environment

Most of the subject land of 23.10ha has been cleared to facilitate the existing RDC. The majority of the remaining vegetation consists of cleared exotic vegetation, native vegetation and small patches of remnant native vegetation and planted native vegetation.

6.1.2.2. Potential Impacts

The proposed landscaping consists of tree planting around the northern and western perimeters of the Site to provide a buffer to the surrounding area. Additional tree planting is proposed within the at-grade car park, including around the perimeters of the proposed refuelling station. The tree planting will offset the tree removal necessitated by the alterations and additions, and will increase the tree canopy coverage across the Site. Areas of turf are also proposed to the west of the warehouse adjacent to Woolworths Way.

The proposed landscaping strategy for the Site will deliver on the GANSW's Greener Places and Better Placed Design Principles. A detailed assessment against the principles is provided in the table below.

Table 15 Greener Places and Better Placed Design Principles

Principle		Response
Integration	<i>Combine green infrastructure with urban development and grey infrastructure.</i>	This principle seeks to integrate green infrastructure. The proposal is surrounded by bushland. The proposed canopy tree planting, particularly around the perimeters of the Site, will integrate the proposal with this bushland.
Connectivity	<i>Create an interconnected network of open space.</i>	The proposal provides tree canopy planting and bushland planting that will connect to the surrounding bushland.
Multifunctionality	<i>Deliver multiple ecosystem services simultaneously.</i>	The proposal will restore wetland habitat to protect the important biodiversity values of the Site. It is multifunctional in the sense that it protects the existing biodiversity whilst enhancing its industrial uses.
Participation	<i>Involve stakeholders in development and implementation.</i>	The landscaping strategy for the Site has been developed in parallel with ongoing engagement with various stakeholders, including Council, Aboriginal interest groups and the DPE. The need to protect the ecological values of the Site have been recognised since the project's inception phase and addressed in ongoing discussions with Council. Due consideration has been given to ensuring the alterations and additions have no impact on the biodiversity on the Site.

Source: Site Image

The proposal necessitates the removal of 233 trees. These trees are in medium to good health and are required to be removed due to conflicts with the development's footprint. The proposal will retain 6,0471m² or 26% of the Site's vegetation.

Sediment / silt fencing will be installed during construction to prevent run off and contamination which may impact the Site's existing vegetation.

6.1.2.3. Mitigation Measures

Mitigation measures comprising replacement planting are proposed for the purpose of offsetting the loss of trees, as illustrated in the Landscape Plans at **Appendix I**. The restoration planning includes new wetland planting. Cumulatively, the proposed planting across the Site amounts to 6,838m² and includes 245 new trees.

6.1.3. Traffic, Transport and Accessibility

A Transport and Accessibility Impact Assessment has been prepared by Colston Budd Rogers and Kafes Pty Ltd and is included at **Appendix P**. It addresses the requirements of the SEARs, including:

- The details of traffic volumes during the construction and operational phases.
- Predicated impacts on the surrounding road network.
- Any necessary road upgrades.
- Construction traffic impacts and management measure.

The Transport and Accessibility Impact Assessment is accompanied by a Swept Path Analysis.

6.1.3.1. Existing Environment

The Transport and Accessibility Impact Assessment includes a review of the existing road network and the Site's existing parking infrastructure.

The Site is in the Warnervale Industrial Estate, south of Sparks Road. The majority of employees commute to the Site via car. However, others use the nearby bus services that operate along Spark Road to the north of the Site and provide connections to Tuggerah, Lake Haven, and Wyong. All roads within the Warnervale Industrial Estate are classified for use by B-doubles.

The facility accommodates 6 bicycle parking spaces, 470 lockers and 9 showers. However, these facilities are seldom used.

The existing RDC provides 485 parking spaces. Survey counts indicate that more than 100 parking spaces per day are underutilised and available for staff.

Vehicular access is provided from Warren Road and trucks that enter the site utilise the on-site truck waiting area prior to being allocated to a dock. Vehicles exit the Site via Warren Road in a forward direction.

6.1.3.2. Potential Impacts

The report assesses the potential traffic generation and distribution of traffic for the future development and the adequacy of the proposed internal access, parking and service provisions. A detailed discussion is provided below.

Operational Traffic Generation

Traffic counts at the following key intersections were undertaken in November 2021 to assess if the proposal would have traffic generation impacts:

- Sparks Road/Burnet Street
- Burnet Street/Warren Road
- Burnet Street/Woolworths Way

The results of the surveys confirm that under existing conditions, the Site generates 45 car and 40 truck vehicle movements in the morning and 60 car and 40 truck movements in the afternoon period. The alterations and additions will result in an additional 30 vehicles per hour during the morning and afternoon peak periods. Most of these vehicle movements will relate to trucks.

Informed by SIDRA modelling, the assessment concludes that the proposal would introduce an additional 10 to 30 vehicle movements to Warren Road, Burnet Road and Sparks Road during peak periods. The intersections of Sparks Road and Burnet Road would continue to operate at a Service B level which equates to a satisfactory level of service.

The intersections of Burnet Road, Warren Road and Woolworths Way would continue to operate with an A/B level of service, which represents a good level of service. The assessment therefore concludes that the road network will not be impacted by the proposal and will be able to accommodate the additional traffic generation associated with the development. In consequence, mitigation measures such as road upgrades are not required.

Construction Traffic Generation

The Transport and Accessibility Impact Assessment includes an assessment of the traffic generation impacts resulting from the construction phase.

The assessment concludes the number of vehicles generated during the various stages of construction is likely to be up to 60 to 80 construction vehicles per day two-way at peak times. The level of traffic generation is equivalent to an average of 5 to 10 trucks per hour over a 9–11 hour working day. This is less than that assessed for the traffic generation associated with the operational phase (inclusive of the proposed extension) which would generate 20 to 25 additional trucks per hour.

In consideration of the above, the impacts to the surrounding road network and intersections will be within the levels forecast for the operational phase, as addressed above.

Preliminary Construction Traffic Management Plan

A Preliminary Construction Traffic Management Plan accompanies the Transport and Accessibility Impact Assessment. The Plan has been prepared in accordance with SafeWork NSW's requirements. It confirms that the appointed contractor will be responsible for the preparation of a detailed construction traffic management plan prior to the construction phase.

The detailed plan will be informed by the following key principles set out in the Preliminary Construction Traffic Management Plan, which include:

- All construction activity will occur on Site or within on-street work zones and will be coordinated with other nearby construction sites (if any).
- Construction vehicle access will be provided from Warren Road and Woolworths Way via the existing driveways.
- Truck movements to and from the Site will be restricted to the designated truck routes.
- Trucks will enter the Site in a forward facing direction and will be managed by a qualified traffic controller where required.
- Access to adjacent properties will not be obstructed.
- Pedestrian movement routes across the Site and driveways will be managed by a qualified traffic controller.
- Construction signage will be installed across the Site in accordance with the relevant Australian Standards and the TfNSW Manual for Traffic Control at Work Sites.

With the adoption of the above principles, the report concludes that a high level of safety will be achieved in the construction phase.

Proposed Car Parking Arrangements

The report provides an assessment of the car parking requirements of the proposal. As shown on the Architectural Plans, the proposal will formalise 49 chevron trailer parking spaces and introduce 5 new truck spaces to the Site.

The proposal is required to be assessed against the parking requirements set out in the WDCP 2013. The proposal relates to a warehouse and distribution centre. The WDCP 2013 does not specify a parking rate for the use. Notwithstanding, it identifies that for uses not listed, the parking requirements should be assessed on their merits.

The warehouse and distribution centre already accommodates 485 existing parking spaces. Survey counts reveal that the Site has an excess of 100 spaces which are typically unutilised.

The proposal will result in 30 additional staff during the development's operational phases who will undertake shift work at various times of the day. Based on the survey counts and anticipated staff numbers, the proposed parking arrangements are considered adequate to service the development during its operational phases.

6.1.3.3. Mitigation Measures

Overall, the assessment has identified that the proposed development will have minimal impact to the existing surrounding road network. Notwithstanding, the following mitigation measures have been identified:

- The implementation of a Construction Traffic Management Plan at the construction phase.
- The implementation of a Work Place Travel Plan prior to occupation to encourage public transport useage.
- Construction signage will be installed across the Site in accordance with the relevant Australian Standards and the TfNSW Manual for Traffic Control at Work Sites.

6.1.4. Tree Removal

An Aboricultural Development Impact Assessment has been prepared by Birds Tree Consulting and is included at **Appendix Q**. The report assesses the condition of the trees contained within the Site and comments on their viability for retention. The report has been prepared in accordance with the requirement of Chapter 3.6 of the WDCP 2013.

6.1.4.1. Existing Environment

The Aboricultural Development Impact Assessment assessed 310 across the development area. The trees are designed as having 'medium' to 'high' landscape significance.

The report identifies that select trees are in decay and not worthy of retention. A tree located in the eastern portion of the Site in the location of the proposed hardstand area (Tree 126) is in poor and declining condition and has low retention value. A tree located in the eastern portion of the Site adjacent to the proposed refuelling station (Tree 133) has been previously cut and has low retention value. In the eastern portion of the Site, Tree 128 exhibits evidence of decay.

A tree located within the eastern aspect of the Site (Tree 1) is of Aboriginal cultural significance and is proposed for retention.

6.1.4.2. Potential Impacts

A total of 310 trees were examined as part of the assessment. Of this amount, 233 trees are required to be removed due to conflicts with the proposed envelope. These trees are classified as being of medium to high retention value in accordance with the *IACA Tree Retention Value Priority Matrix*.

Notwithstanding their value, these trees are required to be removed because the proposal provides an encroachment into their Tree Protection Zones (TPZs) equal to or greater than 10%. In accordance with the applicable Australian Standards (AS4970-2009), encroachments into the TPZ of 10% or more require that the affected tree be removed. The loss of these trees will be offset by replacement planting.

Further discussion regarding the proposed vegetation removal and its biodiversity related impacts is provided in **Section 6.1.5** and **Appendix N**.

A total of 77 trees are recommended for retention and will be protected during the construction phase.

6.1.4.3. Mitigation Measures

Birds Tree Consulting nominate the following recommendations to facilitate the preservation of the trees to be retained during the construction phase:

- No excavation is to be carried out within the TPZs of the trees to be retained without the supervision of a suitably qualified Site Arborist.
- A site-specific Environmental Management Plan to ensure chemical and materials in the construction phase do not pose a risk to the health of the trees to be retained.
- The adoption of pre-construction tree protection measures, including protective fencing, mulching within all protective fencing.
- Installation of protective measures to ensure that no fill or compaction shall impact the TPZ of trees.

6.1.5. Biodiversity

A Biodiversity Development Assessment Report (BDAR) has been prepared by Eco Logical Australia and is included at **Appendix N**. The report assesses the biodiversity impacts associated with the proposal. It has been prepared in accordance with the *Biodiversity Conservation Act 2016* (BC Act) using the Biodiversity Assessment Method (BAM) 2020.

6.1.5.1. Existing Environment

The report identifies that the Site does not contain land mapped by the WLEP 2013 and WDCP 2013 as containing biodiversity values or relating to riparian zones and watercourses. The BDAR does however note that the site is mapped as a 'Wetland Management Area' under the WDCP 2013 (refer to **Figure 15**).

The associated DCP controls aim to ensure future development protects and maintains associated wetland habitat without compromising the functions of low-lying lands in order to ensure downstream water quality is maintained.

Figure 15 Wyong DCP Wetland Management Area and Site in Red Outline



Source: Eco Logical Australia

The BDAR specifies that four plant community types (PCTs) occupy the Site. These PCTs consist of *Phragmites Australis* and *Typha Orientalis*; *Swam Mahogany – Flax-leaved Paperbark Swamp Forest on Coastal Lowlands of the Central Coast*; Smooth-Barked Apple; and Spotted Gum. No known threatened ecological communities (TEC) are contained within the site. Further discussion regarding possible TEC is provided below.

The key species of fauna that either occupies or frequents the Site consists of the Swamp Wallaby, Willie Wagtails, Purple Swamphen, Masked Lapwing, Australian Magpie, Eastern Sedge Frog, Common Eastern Froglet and Plauge Minnow.

6.1.5.2. Potential Impacts

Impact to Wetlands

Eco Logical Australia identify that the PCT *Swam Mahogany – Flax-leaved Paperbark Swamp Forest on Coastal Lowlands of the Central Coast* (PCT 1718) is the only PCT considered to warrant further assessment because of its potential to contain TEC types and is listed as endangered under the BC Act. Eco Logical Australia have assessed the PCT and confirm that it does not meet the criteria to be classified as a TEC because it fails to satisfy the requirements nominated by the *Freshwater Wetlands on Coastal Floodplains of the NSW North Coast, Sydney Basin and South East Corner Bioregion*.

In addition to the above, the SEARs require an assessment of the potential for downstream impacts on aquatic fauna, particularly in the Porter Creek wetlands. It establishes that specific consideration should be given for the Wallum Froglet.

Eco Logical Australia conducted targeted surveys over a period of four nights in accordance with the *NSW Survey Guide for Threatened Frogs (DPE 2021)*. Based on the surveys completed, Eco Logical Australia confirm that the Wallum Froglet is not present within 50m of the proposal; however, conclude that it may exist further downstream within Council owned lands to the east of the Site. The Civil Engineering Report included at **Appendix E** and the associated MUSIC modelling confirm that there will be no significant alterations to the hydrology of the adjacent wetlands. Given this and the presence of high densities of the Plague Minnow which negatively impacts the presence of frog species, the report concludes that there will be no impact to downstream aquatic habitats, including those associated with the Wallum Froglet.

Tree and Vegetation Removal

The Site has the potential to contain the threatened flora species *Corunastylis* which is listed as a critically endangered species. Targeted surveys were complied over one day by two ecologists who traversed the Site on foot. Parallel transects were carried out and patches of vegetation communities the species would likely inhabit were targeted. The surveys confirm that the *Corunastylis* does not occupy the Site.

The proposal necessitates the removal of native vegetation with an area of approximately 1 ha. Of this amount, 0.25 ha is identified to consist of planted native vegetation. Based on the size of the affected vegetation propose for removal, the report has employed a *Streamlined Assessment Module* to satisfy the requirements of the BAM 2020. A vegetation survey was conducted and confirms that the trees/vegetation proposed for removal are non-significant and were originally planted for aesthetic reasons. Their removal will therefore have no impact on threatened species. In addition, given that Site is largely cleared and already urbanised, the existing vegetation does not support habitat connectivity for mobile species.

6.1.5.3. Mitigation Measures

The BDAR nominates a range of mitigation measures to minimise the impacts associated with the proposal. These mitigation measures can be summarised as follows:

- Prepare pre-clearance surveys to ensure fauna is not present prior to clearing to avoid impacts to breeding or nursing cycles.
- Conduct surveys to identify the presence of active nests prior to the clearing of trees and vegetation.
- Clearly delineate Site boundaries with fencing to prevent damage to vegetation and soil that is proposed to be retained.
- Install sediment barriers and erosion control measures during the construction and post construction phases to prevent runoff into adjacent streams/dams.
- Construction activities are to occur in accordance with the *Interim Noise Guidelines (2009)* to minimise the disturbance to fauna during construction.
- Implement dust management controls measures during construction to maintain air quality during construction.

- Undertake weed management where required to prevent the spread of disease to vegetation proposed for retention.
- Vehicles, machinery and building refuse should remain within the bounds of the Site and waste should be disposed of off-site at a waste management facility to prevent the spread of pathogens to vegetation.
- Staff should be required to undertake an induction program to ensure they are aware of the environmental aspects associated with the development.
- Provide ongoing maintenance to ensure retained vegetation is not degraded or impacted by edge effects and weed incursion.
- Proposed replacement planting should include local and native species.

6.1.6. Air Quality

An Air Quality Assessment has been prepared by NorthStar Air Quality and is included at **Appendix R**. The assessment addresses whether the proposal will provide air quality impacts during the construction and operational phases.

The assessment has been prepared in accordance with the requirements of the *Approved Methods for Modelling and Assessment of Air Pollutants in NSW* (NSW EPA, 2016) and the *Approved Methods for the Sampling and Analysis of Air Pollutants in NSW* (Dec, 2007).

6.1.6.1. Existing Environment

NorthStar Air Quality have examined the existing environment to identify possible sensitive receptors that may be impacted by the proposal. Their report notes that the Site is in an area of very low population density. The closest residential receiver likely to be impacted by the proposal is approximately 571m west from the Site on Buttonderry Way, Jilliby.

The remaining receptors are industrial and are located along Warren Road and Burnet Road within the industrial precinct. Being industrial uses, these developments will be less sensitive to changes in air pollution. The residential and industrial receptors are illustrated in Figure 15 on the following page.

The Site is affected by easterly winds with the highest wind speeds occurring from north-westerly directions. The wind speeds range of 1.5m per second to 5.5.

1.1.1.1. Potential Impacts

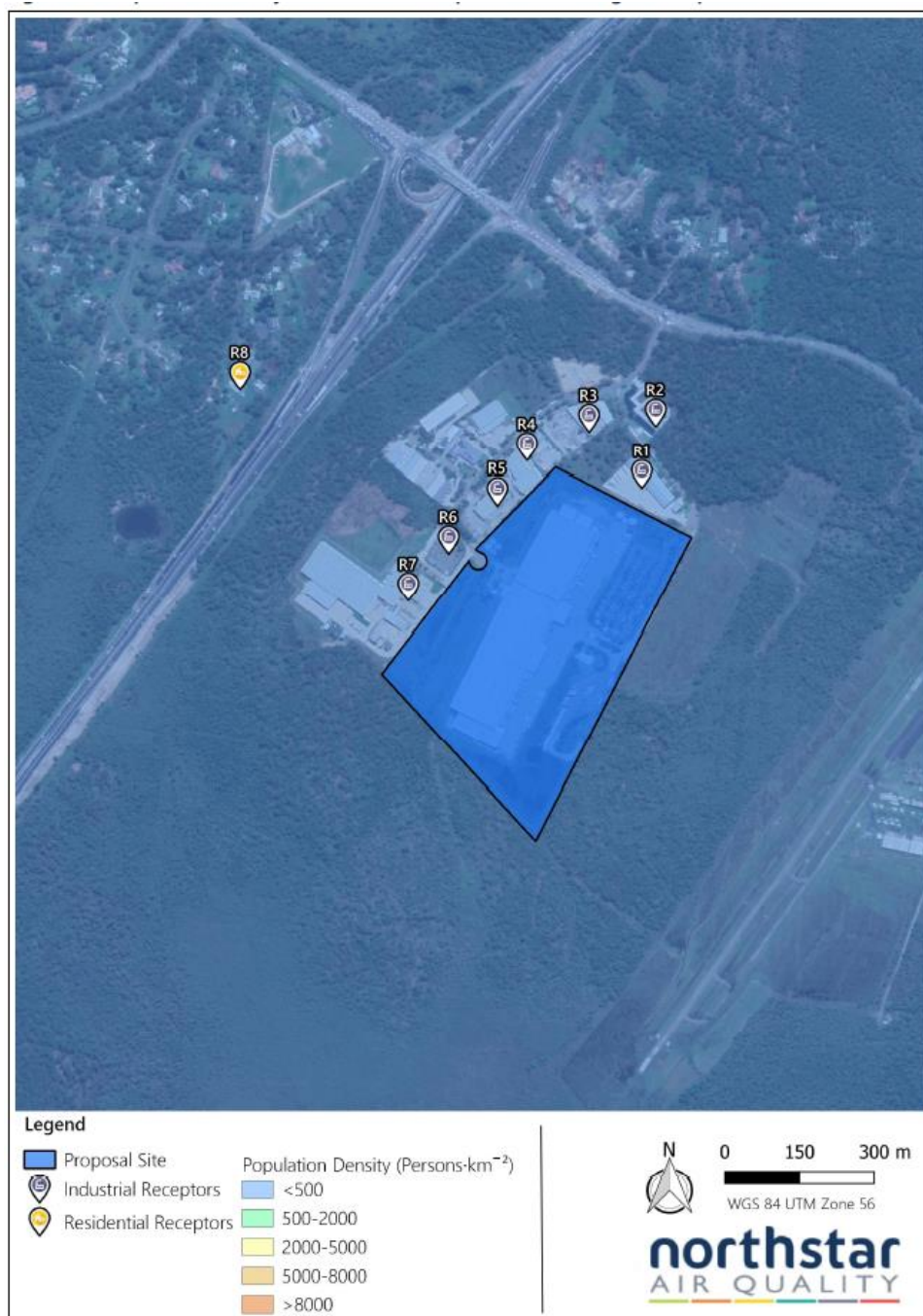
The assessment identifies the emissions capable of impacting the air quality are likely to emanate from construction activities; the movement and increase of vehicles; and diesel and petrol emissions associated with trucks and cars on the Site. The proposal does not involve odorous activities and as such odour has not been considered in the assessment.

The assessment has addressed the possible impacts to several nearby receptors located along Warren Road and Burnet Road. These receptors are a mix of residential and industrial land uses. In addition, it has considered the cumulative impacts of the proposal in the context; however, concludes that there are no recent approved developments lie in proximity of the Site.

NorthStar Air Quality have assessed the air emissions against a set of criteria derived from a range of sources, including the National Health and Medical Research Council, National Environmental Protection Council, Department of Environment, World Health Organisation and the Australian and New Zealand Environment and Conservation Council.

The assessment results conclude that air emissions produced during the operational phase do not exceed the applicable criteria and therefore would have a negligible impact on surrounding receptors. Emissions produced during the construction phase would also have a negligible impact on nearby receptors, subject to the adoption of the mitigation measures.

Figure 16 Industrial and Residential Receptors in Proximity to the Site



Source: NorthStar Air Quality

6.1.6.2. Mitigation Measures

NorthStar Air Quality recommend that the following mitigation measures be adopted at the construction phase to manage air emissions:

- Site management measures, including the keeping of a complaints log to allow emissions to be reduced or prevented in a timely manner.
- The undertaking of regular site inspections to monitor compliance with the dust management plan and CEMP.
- Position machinery that causes dust away from sensitive receptors and erect solid screens around the perimeters of the Site to limit the spread of emissions.

- Ensure all on-road vehicles comply with the relevant vehicle emission standards.
- Ensure all vehicles switch off engines when stationary.
- Use electricity or battery powered equipment in lieu of petrol or diesel powered equipment.

6.1.7. Noise and Vibration

A Noise Impact Assessment has been prepared by Renzo Tonin and Associates to assess the noise emissions generated by the proposal during its operation phase, and the noise and vibration impacts generated during the construction phase (refer to **Appendix S**).

6.1.7.1. Existing Environment

The Noise Impact Assessment provides an overview of the existing noise environment. The receivers in the surrounding environment are predominantly industrial. Three residential receivers are located within 1km of the site, including:

- Residences in Halloran nearby to Sparks Road – approximately 580m from the Site;
- Residences in Jilliby adjacent to M1 Motorway – 600m from the Site; and
- Residences in Jilliby set back from M1 Motorway – 780m from the Site.

Renzo Tonin and Associates performed short and long term noise monitoring to ascertain the existing sources of noise that impact these properties. The key sources of noise to affect the acoustic environment of these receivers relate to traffic noise generated by the M1 Motorway and Sparks Road.

6.1.7.2. Potential Impacts

Operational Noise Emissions Assessment

The operational noise emissions were assessed in accordance with the *NSW Noise Policy for Industry* (NPfI). The assessment involved the preparation of a computer noise model to provide a comparative assessment of the proposal's noise emissions against those produced by the development's existing operations. Noise measurements obtained from comparable distribution centres including Big-W Distribution Centre, Hoxton Park, the Woolworths Distribution Centre, Minchinbury and the Woolworths Customer Fulfilment Centre, Brookvale were used to assist in the preparation of the noise model.

Key sources of operational noise emissions include:

- Trucks movements to and from the Site.
- The temperature controlled and fresh produce warehouse, including refrigerated trailers and internal activities.
- The ambient warehouse, including internal activities, trailers located within the docks.
- The use of the B-doubles drive-through.
- The returns and transfer facility, including third party collections and the use of Woolworths Way.
- Mechanical plant and equipment and building services.
- The truck wash bay, office activities, trailer maintenance activities and car parking.

The report notes that the proposal is located a considerable distance from nearby residential receivers. It concludes that the predicted noise emissions will be below the applicable noise criteria. Any increase in traffic generated from the alterations and additions is considered to be minor and will not give rise to noise impacts. In consequence, it is anticipated that the proposal will comply with the requirements of the NSW Road Noise Policy.

Construction Noise Assessment

The assessment models the noise emissions generated in the construction phase. The results are considered conservative as they have not accounted for acoustic mitigation measures such as shielding from hoarding and address only the loudest type of plant.

The results confirm that the construction noise emissions will be within acceptable levels. However, the industrial receiver located at 12 Burnet Road may experience noise levels above the recommended level during the Site establishment/demolition phase.

Construction Vibration Assessment

Renzo Tonin and Associates have estimated and assessed the potential vibration impacts that may occur in the construction phase. It is concluded that there is a low risk of potential vibration impacts and that further monitoring is not required. However, the industrial building at 12 Burnet Road may potentially be impacted in the instance machinery such as a vibratory roller, 20 tonne excavator or hammer is used.

6.1.7.3. Mitigation Measures

The mitigation measures recommended for adoption at the construction and operational phases are discussed below.

Operational Phase

Based on the assessment results, mitigation measures are not required to be integrated into the design of the proposal. Mechanical plant has not yet been selected. Any selected mechanical services shall be designed to ensure that the Site continues to meet the nominated industrial noise targets. Mitigation measures may include silencers and screens.

Construction Phase

Renzo Tonin and Associates recommend the implementation of the mitigation measures nominated by the Australian Standard 2436-2010 '*Guide to Noise Control on Construction, Demolition and Maintenance Sites*' to minimise noise from construction equipment. Examples include the use of acoustic enclosures, engine silencing and the use of electric motors.

The report identifies that noise intensive works will occur at the common boundary with 12 Burnet Road. It recommends that consultation with the neighbouring property occur to understand the potential sensitivity of the Site.

Construction Vibration

It is recommended that a range of vibration management measures be adopted at the construction phase. These mitigation measures include a noise and vibration complaints management procedure. If a complaint is investigated and vibration is found to be excessive, mitigation measures such as revised construction methods or alternative equipment, should be adopted to avoid vibration impact.

6.1.8. Geotechnical

A Geotechnical Report has been prepared by Geo-Logix and is included at **Appendix T**. The report has been prepared to assess the subsurface soil conditions of the Site and the possible impacts to surrounding properties. It nominates a range of recommendations to facilitate the construction phase.

6.1.8.1. Existing Environment

The geotechnical conditions of the Site are characterised by triassic aged red-brown claystone and siltstone, interbedded with fine to medium grained green-grey sandstone. A desktop review combined with on-site testing confirm that the Site is not affected by acid sulfate soils and therefore an ASS Management Plan is not required. Further discussion is provided within the Acid Sulfate Assessment which forms part of Appendix J.

6.1.8.2. Potential Impacts

To facilitate the assessment, Geo-Logix undertook field work in September 2021 to obtain soil samples and borehole testing. The results confirm the presence of fill. Groundwater was encountered in parts of the Site and is considered to be a consequence of the swamps located in proximity to the Site. However, excavation is not anticipated to occur to the depths at which the groundwater was encountered and will therefore not impact construction activities.

6.1.8.3. Mitigation Measures

Based on the results of the site investigations, the report provides advice on the geotechnical aspects of the proposed civil and structural design. The recommendations and mitigations measures include the following:

- **Internal Site Preparation** – Utilities should be relocated where appropriate and trench excavations should be cut to competent bearing soils and backfilled with properly compacted structural fill.
- **Stormwater Retention Dam** – The north-eastern portion of the stormwater retention dam is required to be drained, cleared and lined with clay to limit infiltration to the new fill soils.
- **Structural Filling** – Fill should not contain organic mater, top soil, waste or deleterious materials. All fill material should comply with the density requirements established by the relevant Australian Standards.
- **Groundwater Inflow Management** – It is unlikely that groundwater will be encountered during the excavation of the Site. Groundwater produced by heavy rains may be managed through sump and pump methods.
- **Foundations** – Structural footings are to be founded on a consistent medium and shallow foundations are to be supported with the placement of new structural fill.
- **Ground Slabs and Pavements** – Floor slabs would be underlain by a minimum of 100mm of free-draining, well graded gravel and crushed rock base.

Geo-Logix confirm that with the adoption of the above recommendations, the proposal and associated construction activities will not impact surrounding properties.

6.1.9. Stormwater and Wastewater

A Civil Engineering Report has been prepared by Costin Roe Consulting and is provided at **Appendix E**. It includes the water cycle management strategy for the construction and operational phases.

6.1.9.1. Existing Environment

The Site supported an existing stormwater drainage system which includes two stormwater management wetland systems located within its southern and western portions.

The stormwater system was approved under DA/187/2003/B and assessed by Ecological Engineering. Their assessment confirmed that the stormwater system provided a MARV of 3.94 ML/Ha/yr for the site and surrounding catchment area which has a total area of 83ha.

Porters Creek and a mapped wetland (including the Wallum Froglet habitat) is located to the south-west of the development site.

6.1.9.2. Potential Impacts

Operational Phase: Stormwater Management System

The proposed stormwater system consists of an inground piped drainage system. The system will convey overland flow from upstream catchments, from the Warnervale Business Park through the Site. Stormwater will be discharged via two points located at the southern boundary which have been approved by Council. The proposed stormwater system will be augmented with the existing stormwater system. Additional filtration systems including rain gardens and swales will be installed to account for the proposed increase of impervious surfaces. Dedicated flow paths have the capacity to convey storms up to and including the 100-year ARI.

Water Quality Management

The proposed stormwater system complies with Council's guidelines for the management of stormwater. Based on Council's requirements, Costin Roe Consulting consider that for the proposal to comply, it is required to accommodate an active detention storage system of 15,428m² and 5,627m² to prevent inundation in the post development phase. MUSIC modelling confirms that when accounting for the alterations and additions, the proposal will have no impact on volume of stormwater runoff.

The stormwater system will incorporate stormwater treatment measures that will reduce the level of pollution in stormwater run off. The MUSIC modelling confirms that the stormwater system will comply with Council's pollutant reduction requirements and will meet Council's water quality objectives.

Costin Roe Consulting confirm that the proposal will have no impact to wetlands and riparian lands located to the south of the property within a mapped Wetland Management Area.

6.1.9.3. Mitigation Measures

During the construction phase sediment and erosion control measures will be implemented to manage downstream drainage to ensure nearby waterways are protected from sediment laden runoff. The measures will comply with the requirements of *Managing Urban Stormwater – Soils and Construction Volume 1 (Blue Book)* (Landcom, 2004). They will comprise the installation of sediment basins, sediment fences and stabilised site access from a single location to minimise the transportation of sediment to the surrounding road network.

6.1.10. Waste Management

A Waste Management Plan has been prepared by LG Consult and is included at **Appendix J**. It has been prepared with reference to the *NSW Waste Avoidance and Resource Recovery Strategy 2014 – 2021* and to satisfy the requirements of the SEARs, including the following:

- Details of quantities and classification of waste generated on the Site during the construction and operation.
- Details of waste storage, handling and disposal during the construction and operational phases.

Details of the measures to be implemented to ensure the development accords with the *NSW Waste Avoidance and Resource Recovery Strategy 2014 – 2021*.

6.1.10.1. Potential Impacts

Quantities and Classification of Waste

The report details the anticipated quantities and classification of waste to be generated during the construction phases of the development. Metal, concrete, timber, asphalt, residual waste, and bricks are identified to be the primary waste streams to be generated during the construction and demolition phases.

During the operational phases, the anticipated waste streams include packaging, containers, cardboard, and general garbage.

Waste Storage

Waste storage in the construction phase will comprise the allocation of waste to dedicated stockpile areas/skips for disposal or recycling. All waste will be adequately contained to ensure it does not provide off-site impacts. It is anticipated that a total of 14 bins with capacity for 1,000L will be provided during the construction phase. The bins will allow for the segregation of waste and recycling. All waste generated during the construction phase will be classified in accordance with the requirements of *NSW EPA (2014) Waste Classification Guidelines, Part 1: Classifying Waste*.

Waste storage during the operational phase will consist of the provision of dedicated waste storage bins located externally to the warehouse. The waste storage areas will accommodate recycling bins, garbage skips, plastic and cardboard compactors. All waste storage will comply with the applicable requirements of the BCA and Australian Standards.

The NSW Government's *NSW Waste Avoidance and Resource Recovery Strategy 2014 – 2021* identifies the need to minimise waste generation and divert waste from landfill. In light of this, the proposed waste management processes will aim to increase the recycling of commercial and industrial waste from 57% to 70% and increase recycling of construction and demolition waste from 75% to 80% by 2021.

Waste Storage

Waste storage in the construction phase will comprise the allocation of waste to dedicated stockpile areas/skips for disposal or recycling. All waste will be adequately contained to ensure it does not provide off-site impacts. It is anticipated that a total of 14 bins with capacity for 1,000L will be provided during the construction phase. The bins will allow for the segregation of waste and recycling. All waste generated during the construction phase will be classified in accordance with the requirements of *NSW EPA (2014) Waste Classification Guidelines, Part 1: Classifying Waste*.

Waste storage during the operational phase will consist of the provision of dedicated waste storage bins located externally to the warehouse. The waste storage areas will accommodate recycling bins, garbage skips, plastic and cardboard compactors. All waste storage will comply with the applicable requirements of the BCA and Australian Standards.

The NSW Government's *NSW Waste Avoidance and Resource Recovery Strategy 2014 – 2021* identifies the need to minimise waste generation and divert waste from landfill. In light of this, the proposed waste management processes will aim to increase the recycling of commercial and industrial waste from 57% to 70% and increase recycling of construction and demolition waste from 75% to 80% by 2021.

6.1.10.2. Mitigation Measures

The Waste Management Plan prepared by LG Consult nominates the following mitigation measures:

- Employee waste-type specific reduction measures during the development's operation, including:
 - Provision of take back services to clients to reduce waste along the supply chain.
 - Re-packaging of products prior to local distribution.
 - Review of packaging design to reduce waste but maintain 'fit for purpose'.
 - Investigating leased office equipment and machinery rather than purchase and disposal.
 - Establish systems with in-house and with supply chain stakeholders to transport products in re-useable packaging where possible.
 - Development of 'buy recycled' purchasing policy.
 - Flattening or base cardboard to reduce number of required bin lifts.
 - Provide recycling collections within each of the offices and team rooms.
- Where possible reuse materials such as cardboard, paper glass and cans will be reused/recycled offsite.
- Investigate opportunities for material exportation and reuse with other local industrial operations.
- Transport waste materials that cannot be reused or recycled to an appropriate facility for treatment and further resource recovery.

6.1.11. Aboriginal Cultural Heritage

An ACHAR has been prepared by Artefact and is provided at **Appendix U**. The report has been prepared to consider whether the proposed construction activities will impact Aboriginal cultural heritage and possible archaeological resources located within the Site.

The ACHAR has been prepared in accordance with the *Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW 2010*; the *Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW*; and *Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010*.

To facilitate the preparation of the ACHAR, the Proponent and Artefact engaged consultation with the Aboriginal community. The following organisations were consulted to ascertain if Aboriginal people may hold cultural knowledge relevant to determining the cultural significance of objectives or places contained within the Site:

- Heritage NSW
- Central Coast Council
- Native Title Service Corporation
- National Native Title Tribunal
- Office of the Registrar, Aboriginal and Rights Act 1983
- Darkinjung Local Aboriginal Land Council

An advertisement was also placed in the *Chronical* on the 8 December 2021 inviting feedback on the proposal in relation to the Aboriginal Significance of the Site as well as letters and email to Aboriginal

persons and organisations. A total of 11 groups/individuals expressed an interest in the proposal. Together these individuals formed a consultation group known as 'Registered Aboriginal Parties' (RAPs). The RAPs expressed an interest to understand further information about the methodology used to prepare the ACHAR. In response to this request, the ACHAR was issued for review for a period of 28 days.

6.1.11.1. Existing Environment

The consultation process combined with a detailed assessment of the Site revealed that it does not contain statutory objectives or sites of Aboriginal significance. Furthermore, no previously recorded Aboriginal objects have been documented on the Site. However, the consultation process confirmed that an existing tree located within the north west corner of the Site was of cultural significance.

In summary, the Site was found to be heavily disturbed by the construction activities associated with its existing warehouse and distribution centre. In consequence, further arachnological assessment is not considered a requirement.

6.1.11.2. Potential Impacts

The consultation process confirmed that a tree positioned in the north-west corner of the Site is of value to Aboriginal people and considered to hold cultural significance for the Darkinjung LALC. As such, Artefact recommended that this tree be protected during the construction phase. If its removal is necessary to accommodate the building footprint, it should be relocated and replanted. Having regard to this recommendation, the proposal does not seek to remove this culturally significant tree.

6.1.11.3. Mitigation Measures

Based on the ACHAR's results, Artefact conclude that the retention of the cultural significant tree as a key mitigation measure. The tree is not impacted by the proposed development's footprint. Therefore, in accordance with this recommendation, the tree is proposed to be protected and retained.

6.1.12. Social Impact

A Social Impact Assessment has been prepared by Hill DPA and is provided at **Appendix V**. The report has been prepared to identify the potential socio-economic impacts associated with the proposal. Where considered necessary, the proposal suggests mitigation measures that aim to improve the community benefit provided by the proposal. The report has been prepared in accordance with the DPE's *Social Impact Assessment Guideline*.

The report has been prepared using an impact assessment framework that identifies and evaluates the changes to existing social conditions arising from the proposal in its post development phase. It encompasses an assessment of both the direct and indirect benefits and impacts of the proposal. The framework addresses the following:

- The likelihood of the impact
- The characteristics of impact magnitude
- Level of impact magnitude
- Significance of impact

6.1.12.1. Existing Environment

The assessment has considered the existing socio-economic status of the Site and its surrounds. It identifies that the locality has higher levels of disadvantage as evidenced by a higher proportion of households having lower incomes, no qualifications and jobs within low skilled occupations. Notwithstanding this, the Site is not identified to be located within any Hotspots for Crime as defined by the NSW Bureau of Crime Statistics and Research.

6.1.12.2. Potential Impacts

Hill PDA conclude that locality's population is rapidly growing with a higher proportion of working aged residents. These trends are projected to increase given the increase of the supply of housing in the local area. The changing demographics will generate an increased demand for supermarket goods and deliveries. The anticipated population growth will also generate a demand for employment opportunities.

The existing development contained within the Site does not contribute to incidences of crime or crime 'hotspots'. In turn, the proposed alterations and additions will not result in adverse social impacts. The addition of approximately 30 jobs will benefit the wider community and address the growing demand for employment opportunities. Overall, it is considered that the proposal will have a positive social impact on the locality.

6.1.12.3. Mitigation Measures

Hill PDA nominate the following mitigation measures:

- Maximise the provision of new plantings.
- Retain approximately 710 existing jobs on Site whilst facilitating the creation of 30 new employment opportunities.
- Consideration should be given to hiring from within the Central Coast LGA.

6.1.13. Bushfire Risk

A Bushfire Assessment Report has been prepared by Newcastle Bushfire Consulting and is provide at **Appendix W**. The assessment evaluates whether the proposal complies with the requirements of *Planning for Bush Fire Protection (2019)*.

6.1.13.1. Existing Environment

The Site is located within a potential bushfire hazard zone as confirmed by Council's Bushfire Prone Mapping. Specifically, it is surrounded by 'Vegetation Category 2' bush land which relates to open woodlands and scrublands less than one hectare in size that risk being exposed to bushfires. Beyond this lies land categorised as 'Vegetation Buffer', which relates to land adjoined by bushland.

6.1.13.2. Potential Impacts

The assessment confirms that a significant Asset Protection Zone (**APZ**) and defensible space is provided around the building. Combined, these zones will allow firefighters to access the Site and will allow occupants to move in and out of the building. The proposed alterations and additions are located outside of the flame zone and access to the property complies with Section 7 of *Planning for Bush Fire Protection (2019)*. Electrical transmission zones are located below ground and therefore comply with the relevant Australian Standards.

6.1.13.3. Mitigation Measures

The report provides of the following recommendations and mitigation measures:

- The proposal should comply with the *National Construction Code 2019* structural fire safety regulations.
- That landscaping be maintained in accordance with the requirements of *Bush Fire Protection (2019)* and the NSW RFS Standards for Asset Protection Zones.
- Reticulated or bottled gas is to be installed and maintained in accordance with AS1596 (2002).
- Trees are to be positioned at least 2m away from the roofline of the building.
- Avoid planting shrubs below trees and maintain areas of turf to prevent overgrowth.
- Adoption of a Bushfire Emergency Management Plan that details procedures to manage fire risk associated with the refuelling station and the on-site storage of ammonia and ethylene.
- Tyres are to be stored onsite using a metal shipping containers.
- Store flammable items within an approved flammable cabinet.

The report confirms that the proposal can comply with *Planning for Bush Fire Protection (2019)* subject to the adoption of the recommendations above.

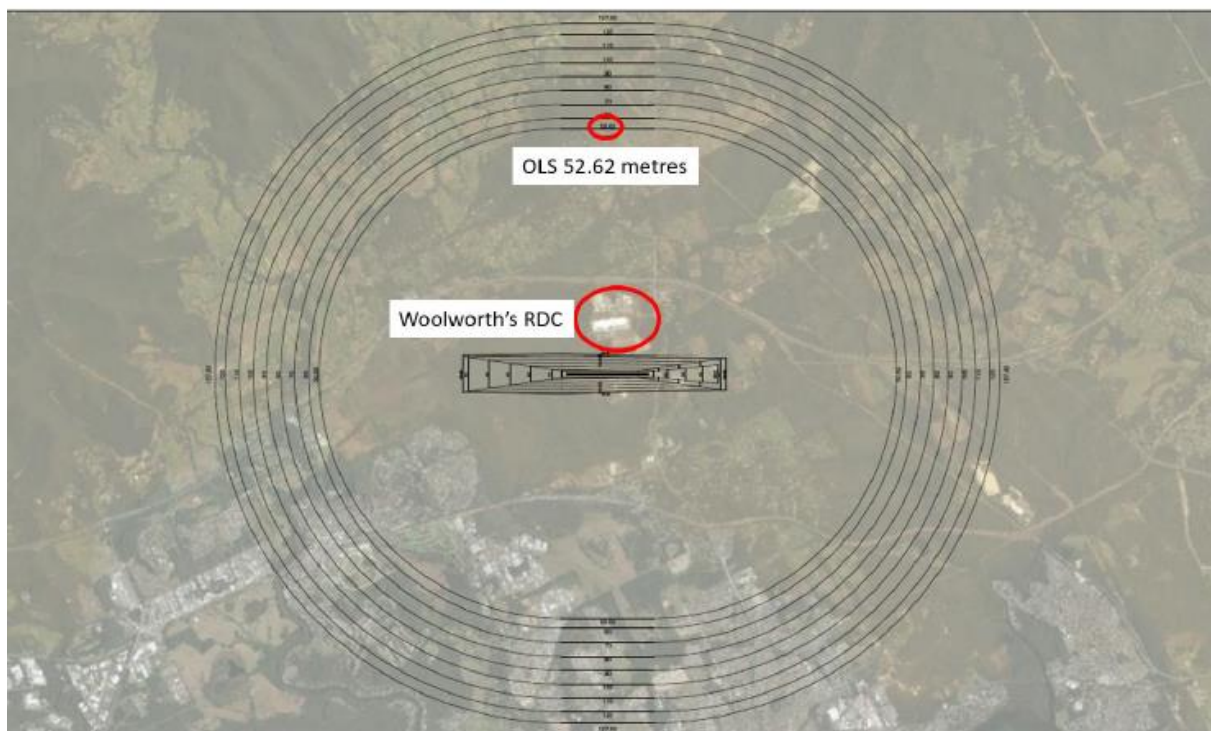
6.1.14. Aviation Impact Assessment

An Aviation Impact Assessment has been prepared by AviPro and is provided at **Appendix X**. The report provides an assessment of the impacts on the airspace operations associated with Warnervale Airport and helicopter landing site at the Wyong Hospital during its construction and operational phases.

6.1.14.1. Existing Environment

The Site is located approximately 450m from Central Coast Airport and 5.7km from the Helicopter Landing Site at Wyong Hospital. The existing RDC is within the Conical Surface of the OLS which reaches RL 52.62, as shown in the figure below (refer to Figure 17). Permanent structures should not protrude beyond this point. Central Coast Airport does not have a PANS-OPS overlay.

Figure 17 Central Coast Airport Obstacle Limitation Surfaces



Source: AviPro

6.1.14.2. Potential Impacts

As noted previously, heights up to RL 52.62 are permitted under the OLS. The report confirms the following:

- The proposed built form will not protrude into the Central Coast OLS.
- The proposal will not impact the Wyong Hospital HLS approach and departure paths.
- Tower cranes will not be used in the construction thus and therefore will not penetrate the OLS.

The report concludes that the proposal will not cause adverse impacts to the nearby aviation operations at either Warnervale Airport or the helicopter landing site at Wyong Hospital. In light of this, mitigation measures are not required.

6.1.15. Hazards and Offensive Development

A Preliminary Hazard Analysis has been prepared by Riskcon (see **Appendix Y**) to determine whether the facility is potentially hazardous and whether an additional risk assessment is required.

Riskcon have adopted a Stage 2 Multi-Level Risk Assessment approach as recommended by the DPE. The approach provides a qualitative assessment of dangerous goods of lesser quantities and hazard, and a quantitative approach for hazardous on-site materials. The approach is commensurate with the

methodologies recommended in applying the SEPP 33's Multi Level Risk Assessment approach. The methodology is as follows:

- **Hazard Analysis** – Identification of hazards for site facilities and operations, including those with potential off-site impacts.
- **Consequence Analysis** – Modelling conducted for incidents that have the potential for off-site impacts. Incidences without off-site impacts were eliminated from the assessment.
- **Frequency Analysis** – Analysis to identify the frequency of hazardous events and probability of failure of safeguards.
- **Risk Assessment and Reduction** – Identification of risk reduction measures where incidents could have offsite impacts and where a frequency analysis was conducted.
- **Reporting** – Preparation of a report detailing final results and recommendations.

6.1.15.1. Existing Environment

The Preliminary Hazard Analysis identifies that the existing RDC involves the receipt, storage and handling, and redistribution of a range of products, some of which are classified as Dangerous Goods. A Liquefied Petroleum Gas tank is currently located in the centre of the Site, adjacent to the car park. Its location is proposed to remain unchanged.

6.1.15.2. Potential Impacts

The proposed alterations and additions will continue to involve the storage of Dangerous Goods. The extension to both the ambient and temperature controlled warehouses will introduce 13 ethylene gas ripening rooms. The ambient warehouse will store a range of Dangerous Goods which will be designed in accordance with the relevant Australian Standards and protected by a Storage Mode Sprinkler System.

Acetylene, argon and oxygen gas cylinders will be stored in the Truck Maintenance Area and the Welding Area for use in oxyacetylene welding. An above-ground integrally bunded Diesel Tank and AdBlue Tank will also be installed within the proposed truck refuelling area.

The location of aforementioned Dangerous Goods are illustrated in **Figure 18**.

Dangerous Goods - Aerosols

Riskcon have identified that the dangerous goods to be stored on the Site consist of flammable glass, non-flammable, non-toxic gas, oxidising agents, corrosive substances and combustible liquids. Of the goods identified, Aerosols containing Liquefied Petroleum Gas (LPG) pose a potential risk in the instance the aerosol packages are dropped or punctured. Riskcon conducted a Consequence Analysis which determined that the Storage Mode Sprinkler System will prevent the risk of fire and its spread beyond the Site. In turn, the hazard was not investigated further.

Warehouse Fire Risk

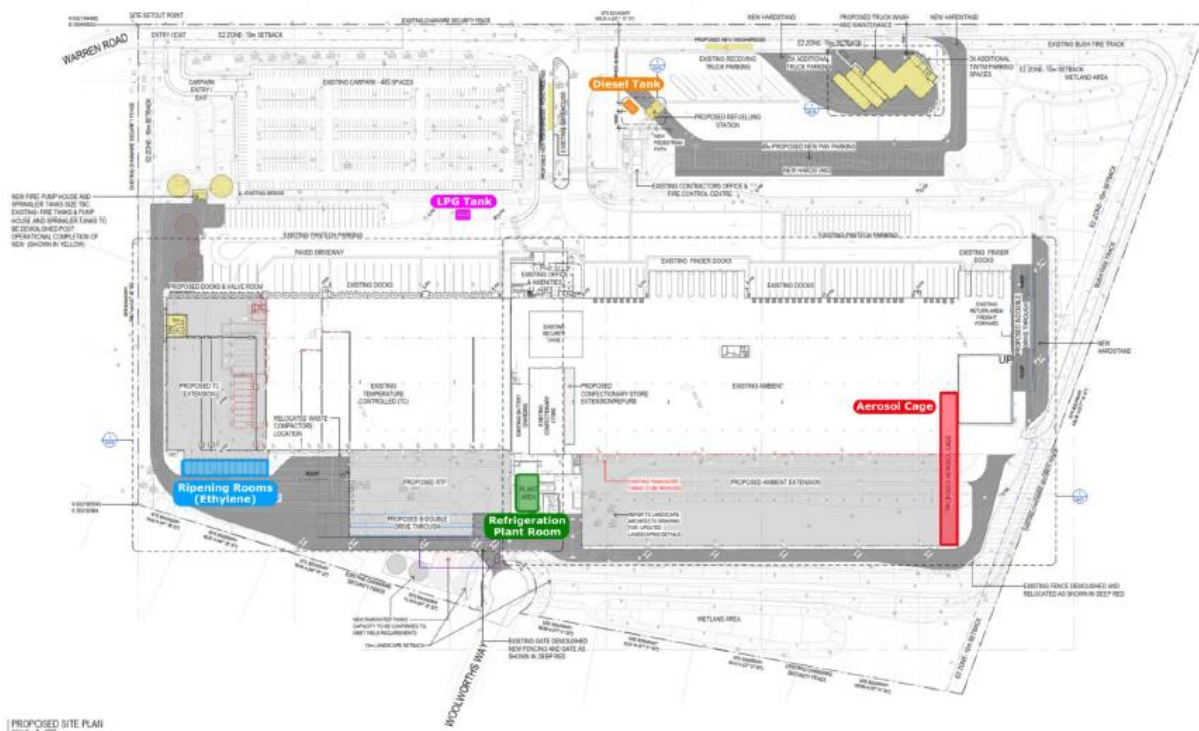
The results of the multi-level risk assessment confirm that a full warehouse fire could have the potential for off-site impacts in the location of the Site boundary in the instance the fire protection system failed to activate. Notwithstanding, the risk was significantly less for land located away from the boundary. The closest structure is located 50m from the boundary and in consequence would not be subject to sustained radiant heat. The probability of a fatality from a full warehouse fire at the boundary was considered to be within acceptable risk levels. In light of this, Riskcon conclude that the existing distribution centre, as modified by the proposal, is appropriate for the Site and its current zoning.

1.1.1.2. Mitigation Measures

Riskcon nominate the following recommendations to be incorporated at the construction phase:

- Spill kits shall be provided in all areas where Dangerous Goods are stored in facilitate clean up response.
- The use of spill kits shall be incorporated into the site Emergency Response Plan.

Figure 18 Proposed Site Layout and Location of Dangerous Goods



Source: Riskcon – Figure 3.2 Proposed Site Layout

6.1.16. Access

An Access Review Report has been undertaken by Morris Goding Access Consulting and is provided at **Appendix Z**. The report assesses the proposal against compliance against the relevant Australian Codes and Standards under the provision of the Commonwealth Disability Discrimination Act (DDA).

6.1.16.1. Existing Environment

The existing warehouse and distribution centre is to ensure accessibility considerations comply with relevant statutory requirements through the proposed extension to the Site.

The Site of the proposal falls under the following BCA classifications and their general building access requirements:

- Class 5, 6 – to and within all areas normally used by the occupants.
- Class 7a – to and within any level containing accessible carparking spaces.
- Class 8 – to and within all areas normally used by the occupants.

6.1.16.2. Potential Impacts

The requirements for the upgrading access are limited to the area of the new works and where it affects. Upon review of the drawings and documentation it appears access requirements can achieve compliance. Work throughout the design development stage will need to ensure outcomes are still achieved. The external linkages along the Site boundaries to the main building are proposed to remain as existing and accord with the premises standards.

The entrances, circulation areas, stairs, ramps and walkways, sanitary facilities achieve compliance. However further refinement of these areas is expected prior to construction. Building entrances and main building entry appears to remain as existing and maintain the premises standards. Accessible car parking remains unchanged from the existing scenario and are of adequate design.

There are areas considered exempt within the existing area as applicable for D3.4 exemptions and these are noted in the Access report documentation with attached markups.

6.1.16.3. Mitigation Measures

In conclusion, the proposal indicates accessibility requirements, pertaining to external site linkages, building access, common area access, sanitary facilities and parking can be readily achieved. It is advised that MGAC will work with the project team as the scheme progresses to ensure appropriate outcomes are achieved in building design and external domain design.

6.1.17. BCA

A Building Code of Australia (BCA) Assessment has been prepared by Blackett Maguire and Goldsmith and is included at **Appendix AA**.

6.1.17.1. Potential Impacts

The assessment identifies the areas of the proposal that comply with the *Standard BCA 2019 (Amendment 1)* and *National Construction Code Series (Volume 1)* BCA deemed to satisfy provisions or are the subject of a suitable performance based alternative solution.

The alternative solutions will be assessed against the relevant Performance Requirements of the BCA by a suitably qualified persons prior to the issuing of a Construction Certificate. Overall, the report confirms that the proposal can readily satisfy the requirements of the BCA.

6.1.17.2. Mitigation Measures

The following mitigation measures will be applied:

- A performance solution is required for any new external walls to confirm that assembly prevents the penetration of water.
- All performance solutions will need to be documented in a new fire safety engineering report which is to be reviewed by a fire safety engineer and referred to the FRNSW.

6.2. STANDARD ASSESSMENT IMPACTS

6.2.1. Visual Impact

A Visual Impact Assessment (VIA) has been prepared by Hatch Roberts Day and is provided at **Appendix BB**. The assessment evaluates the visual impacts associated with the proposed alterations and additions.

The assessment has been prepared in accordance with the RMS *Environmental Impact Assessment Guidance Note: Guidelines for Landscape Character and Visual Impact Assessment (2020)* and the *Guidance for Landscape and Visual Impact Assessment (GLVIA) (Third Edition 2013)*.

The methodology for undertaking the assessment included the preparation of a 3D model accounting for the proposed design within the context of the surrounding landscape. The 3D modelling was then assessed against a criteria that categorises the severity of the visual impacts with respect to 'sensitivity' and 'magnitude'.

Sensitivity relates to the importance of the view corridor. A vantage point that is seen more frequently and offers greater visual amenity has a higher sensitivity. Magnitude refers to the extent of impact caused by a proposal which is determined by the degree of visual change between the existing landscape and the landscape as modified by the proposal.

The proposal's impact on the vantage points depicted in the following image formed the basis of the assessment. These vantage points were selected based on their proximity to the Site and the proposal's visibility from these locations.

Figure 19 Selected Vantage Point Assessed as Part of the VIA



Source: HATCH | Roberts Day

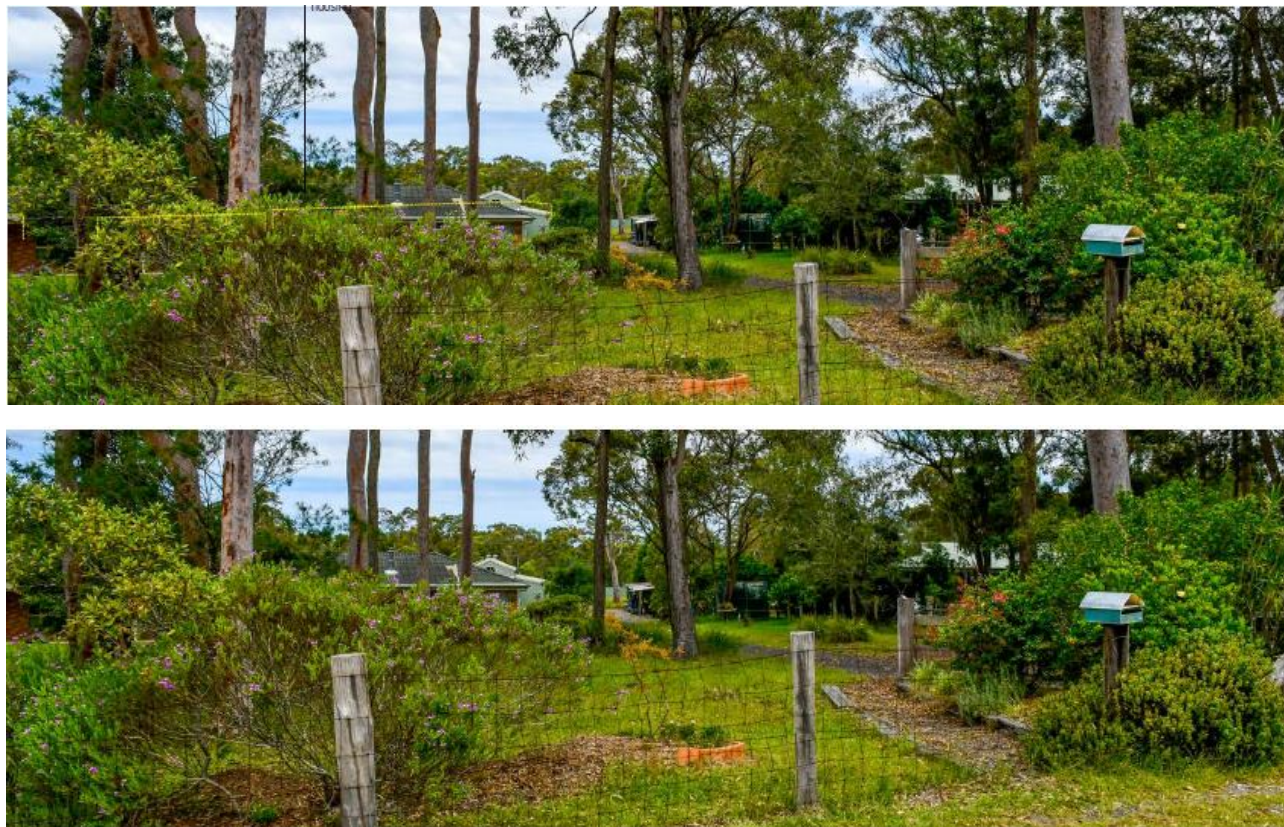
The assessment concluded the following with respect to each vantage point:

- **Vantage Point 1** – Comprises north east facing view obtained from the Pacific Motorway. The view is of moderate sensitivity given that it is perceived by motorists for a short period of time. It is also impacted by detractors such as utility poles and motorway signage. The proposal will have a negligible impact on the view corridor given the built form is concealed by vegetation.
- **Vantage Point 2** – Relates to south eastern facing view from Buttonderry Way. The view is of moderate sensitivity as it is obtained from a residential street and offers amenity to residents. The proposal will have a negligible impact on this proposal because it is concealed by vegetation and will therefore not be visible.
- **Vantage Point 3** – Consists of a south facing view of the proposal from the intersection of Sparks and Burnet roads. The vantage point is considered to be of low sensitivity given that motorists with short term views are the only receptors and the view is impacted by detractors such as existing structures and utility poles. It is considered that the proposal will have a negligible impact on the vantage point given that the proposal is screened by vegetation and there will be no resultant changes to the view corridor.
- **Vantage Point 4** – Relates to a south western facing view of the proposal from the intersection of Sparks Road and Jack Grant Road. The view is of moderate sensitivity as it captures the surrounding escarpment and has moderate visibility for motorists. The proposal will have a negligible impact on the vantage point because it is concealed by vegetation and therefore has minimal visibility.
- **Vantage Point 5** – Comprises a south facing view of the proposal from the Pacific Motorway. It is considered to be of low sensitivity given that motorists have views of the vantage point for a limited duration. The impact of the proposal from this vantage point is considered to be negligible given that the proposal is concealed by dense vegetation.

The assessment concludes that the proposal will have a negligible impact on surrounding view corridors, with the alterations and additions having no visibility from nearby public places. This is due to the bulk and scale of the additions combined with the surrounding landscape setting which conceals its structures. The following figure shows how the proposal will appear when viewed from the surrounding streetscape.

The findings of the assessment confirm that no mitigation measures are required. In light of this, mitigation measures are not required.

Figure 20 Existing (Above) and Proposed (Below) Inclusive of Proposal as Seen from Vantage Point 2



Source: HATCH | Roberts Day

6.2.2. Ecological Sustainable Development

An ESD Report has been prepared by Northrop and is included at **Appendix CC**. It outlines the best practice sustainability initiatives to be adopted by the proposal. Specifically, the report addresses the following requirements of the SEARs:

- Identify how ESD principles are to be incorporated in the design and ongoing operation of the development.
- Demonstrate how the development will meet or exceed the relevant industry recognised building sustainability and environmental performance standards.
- Demonstrate how the development will minimise the greenhouse gas emissions and consumption of energy, water and material resources.

The sustainability measures have been developed in accordance with the Global Sustainability Megatrends (Climate Action, Health and Wellbeing and Resource and Circularity). It is important to note that the development relates to an existing building and is deemed as non-eligible under the Green Star Buildings Rating Tool.

The following key sustainably measures will be incorporated into the design and ongoing operation of the development:

- The inclusion of water efficient flow and flush fixtures.
- The installation of a rainwater capture and reuse system to offset water usage on site such as washdown, toilet flushing and the like. It is considered that rainwater reuse can offset most of the potable water usage on the Site.
- The use of water metering to inform water efficiency practices.

- Full compliance with the National Construction Code (NCC).
- Adoption of a 10% reduction in Greenhouse Gas Emissions, which goes above and beyond the minimum requirements of the NCC.
- The use of a transition plan and power purchase agreements to achieve net zero emissions by 2050 in line with Woolworth's commitment to becoming carbon neutral.
- The use of natural ventilation in truck loading areas, bathrooms and stairs.
- The use of high quality glazing and durable building materials to maximise energy efficiency, acoustic performance and thermal comfort.
- The use of an HVAC system to maximise thermal comfort and energy efficiency.
- Installation of LED lighting and lighting sensors to minimise energy useable and reduce heat loads within cooled spaces.
- The inclusion of a 250kW PV system to further maximise energy efficiency.
- Provision of 20 dedicated electric car charging spaces to support electric vehicle useable to minimise greenhouse emissions.
- Waste reduction measures, including the adoption of a target to divert at least 90% of construction waste from landfill to recycling facilities.
- Measures to minimise carbon emissions including the use of an HVAC system control for spaces requiring air-conditioning; natural ventilation of tertiary spaces via louvres and vents.
- Use of materials such as high performing PIR panels to minimise heat transfer and low-e glazing to minimise heat absorption.

The aforementioned initiatives will minimise greenhouse gas emissions, exceed minimum industry sustainability standards and adopt best practice ESD measures during the construction and operational phases of the development.

6.2.3. Flooding Risk

The Civil Engineering Report prepared by Costin Roe Consulting at **Appendix E** provides an assessment of the potential flooding risk to the Site.

Costin Roe Consulting confirm that the Site is not located within a flood prone area as defined by Council's Flood Risk Mapping. It is however located adjacent to an area which is affected by flooding. This area is shown on Council's Flood Risk Mapping to be clear of the Probable Maximum Flood (PMF).

In light of the above, a detailed flood assessment is not required. Notwithstanding this, Costin Roe Consulting have prepared a desktop flood analysis.

The report confirms that the proposed floor levels have been set to allow for freeboard to the regional floodplain of greater than 0.5m during the 1% AEP flood event. In turn, the proposal complies with the requirements set out in the *NSW Floodplain Development Management*.

Costin Roe Consulting confirm that the proposal is generally flood free in the PMF event, meets the applicable Flood Planning Level requirements and complies with Council's flood policy. In light of this, no flooding mitigation measures are required.

6.2.4. Contamination and Remediation

Geo-Logix have prepared a Preliminary Site Investigation which is included at **Appendix DD**. It assesses whether the Site is affected by contamination and if it is suitable for the proposed development. It has been prepared in accordance with criteria established by the Site Contamination (ASC) *National Environmental Protection Measures (NEPM) 1999*.

Geo-Logic have completed a desktop review confirms that historically the Site has consisted of vacant land. The Site's operation as a RDC therefore represents the first use to be introduced to the Site. Notwithstanding, the importation of unknown fill during the construction phase has the potential to contain

contaminants. Furthermore, contamination has the potential to arise from the temporary truck maintenance facility located in the north eastern portion of the Site.

In addition to the above, the surrounding land uses have the potential to give rise to contamination. The surrounding area is characterised by industrial developments which were constructed in the early 2000s. In light of this, potential exists for contamination beneath the Site originating from nearby industrial properties.

To assess the potential contamination risk, Geo-Logix conducted soil sampling analysis. The results did not identify the presence of contaminants in excess of the applicable assessment criteria.

In addition to the above, Geo-Logic consider that the formalisation of the trailer parking and the new truck maintenance facility will reduce the risk of further contamination of the Site as they will deter ad hoc vehicle maintenance facilities occurring across the Site and prevent vehicle leakages being directly exposed to the soil.

Based on the results, further contamination testing is not required, and the Site is considered suitable for the proposed use.

6.2.5. Services and Utilities

A Service Infrastructure Assessment was carried out by Land Partners at **Appendix EE**. The servicing capabilities and expected demand are as follows:

- Potable Water estimated demand - Average Day Demand 68kl/day and Max Day Demand 122kl/day
- Waste Water estimated demand 15kl/day
- Electricity estimated demand – 1339amps
- Telco – NBN with established underground fibre optic cables.
- Gas – 1,050kPa gas reticulation main (gas is not required for development but the existing main would be adequate to serve most warehouse/logistics centre requirements).

In light of the above, no additional utility infrastructure is required and the proposal will rely on existing services.

6.2.6. Contributions

Sections 7.11 and 7.12 of the EP&A Act allows Councils to require development contributions for infrastructure required to support new development.

The Site is subject to the *Warnervale District Contributions Plan* (adopted 25 March 2015), being a contributions plan prepared in accordance with 7.11 of the EP&A Act.

It is anticipated that the conditions of consent will impose the relevant contributions required by the Plan which will be payable prior to the occupation phase.

7. JUSTIFICATION OF THE PROJECT

This section of the report provides a comprehensive evaluation of the project having regard to its economic, environmental and social impacts, including the principles of ecologically sustainable development.

It assesses the potential benefits and impacts of the proposed development, considering the interaction between the findings in the detailed assessments and the compliance of the proposal within the relevant controls and policies.

7.1. PROJECT DESIGN

The Site is located within an industrial estate which is earmarked to support further growth. The proposal seeks consent for alterations and additions to an existing RDC. In consequence, the site is already deemed suitable for supporting the proposed uses.

The building forms and elevations treatments of the proposed additions match those of the existing facility to ensure the proposed additions present as being a continuation of the existing warehouse and complement the surrounding industrial uses.

The proposal does not protrude beyond the height plane of the existing RDC. In turn, the alterations and additions will not present as being overly obtrusive when viewed from the surrounding area. Tree planting is proposed throughout the facility to soften the appearance of the built form and improve its integration with the surrounding bushland setting.

The proposed infrastructure including two on-site wetlands and detention systems, will be augmented to ensure the increased runoff can be managed with respect to water quality and quantity to avoid impacts to downstream waterways. The Site is located within a Wetland Management Area as defined by the WDCP 2013. The BDAR at **Appendix N** and the Civil Engineering Report at **Appendix E** confirms that there will be no amendments to the hydrology of the adjacent wetlands, particularly the Porter Creek wetlands. In turn, there will be no anticipated impacts to the Wallum Frog.

7.2. STRATEGIC CONTEXT

This proposal is consistent with the *Central Coast Region Plan 2036* which provides the overarching strategic plan for growth across the Central Coast Region. The Site is located within the Northern Growth Corridor, within the Wyong Employment Zone which is earmarked to support economic and jobs growth. The proposal will retain and expand the site's employment capacity, thereby contributing positively to the Central Coast's regions productivity.

The proposal accords with the Interim Central Coast LSPS. Warnervale is identified as an emerging strategic centre. The LSPS aims to balance economic growth alongside the preservation of the locality's natural attributes. The proposal will contribute to the productivity of the region by encouraging jobs growth and the expansion of Site's industrial uses to better service the growing population in the region.

7.3. STATUTORY CONTEXT

The relevant State and local environmental planning instruments are listed in **Section 4.3** and assessed in **Section 6**. The assessment concludes that the proposal complies with the relevant provisions within the relevant instruments as summarised below:

- The proposed development has been assessed and designed in respect to the relevant objects of the EP&A Act as defined in Section 1.3 the Act and addressed in **Appendix B**.
- This EIS has been prepared in accordance with the SEARs as required by the EP&A Regulations.
- Consideration is given to the relevant matters for consideration as required under the BC Act and the SSD is supported by a BDAR accordingly.
- This SSDA pathway has been undertaken in accordance with the Planning Systems SEPP as the proposed development is classified as SSD.
- Concurrence from TfNSW will be required as per the Transport and Infrastructure SEPP for 'traffic generating development'.

- The proposal complies with all of the relevant provisions under the WLEP 2013 as detailed in **Appendix B**.
- The proposed development is consistent with the objectives of the IN1 – General Industrial zone.
- The proposed development has been assessed in accordance with the SEPP (Resilience and Hazards) 2021. The proposed development complies with the relevant clauses of these SEPPs.
- The proposal generally accords with the relevant provisions of the WDCP 2013 outlined in **Appendix B**.

7.4. COMMUNITY VIEWS

Community and stakeholder engagement has been undertaken by the Applicant and Urbis in the preparation of the SSDA. This included direct engagement and consultation with:

- Adjoining landowners and occupants
- Government, agency, community stakeholders and utility stakeholders.

This engagement was consistent with the community participation objectives in the *Undertaking Engagement Guidelines* for State Significant Projects and complied with the community engagement requirements.

Feedback obtained by Government, agencies and utility and community stakeholders has been incorporated into the design and assessment in the EIS.

In accordance with the Regulations, the EIS will be placed on formal public exhibition once DPIE has reviewed the EIS and deemed it 'adequate' for this purpose. Following this exhibition period, the applicant will respond to any matters raised by notified parties.

7.5. LIKELY IMPACTS OF THE PROPOSAL

The proposed development has been assessed considering the potential environmental, economic and social impacts as outlined below:

- **Natural Environment:** the proposal addresses the principles of ecologically sustainable development (ESD) in accordance with the requirements of the EP&A Regulation and as outlined below:

- Precautionary principle: the precautionary principle relates to uncertainty around potential environmental impacts and where a threat of serious or irreversible environmental damage exists, lack of scientific certainty should not be a reason for preventing measures to prevent environmental degradation.

The EIS identifies the existing conditions of the site and considers the environmental assessment undertaken by technical specialists, including geotechnical and contamination, noise and vibration, air quality and biodiversity. Mitigation measures have been recommended in the event of potential impacts.

- Intergenerational equity: the needs of future generations are considered in decision making and that environmental values are maintained or improved for the benefit of future generations.

The proposed facility processes materials for recycling, which provides significant environmental benefits for future generations.

- Conservation of biological diversity and ecological integrity: a BDAR has been completed to assess the impacts on biodiversity existing on the site. Whilst the proposal will result in the removal of trees, significant effort has been made to provide offset planting and minimise impacts to the site's biodiversity values, including its wetlands. As confirmed by the BDAR, the proposal is not expected to impact significant species of flora or fauna.
- Improved valuation, pricing and incentive mechanisms: this requires the holistic consideration of environmental resources that may be affected as a result of the development including air, water and the biological realm. It places a high importance on the economic cost to environmental impacts and places a value on waste generation and environmental degradation.

The proposal will deliver a RTF which will support Woolworths' recycling programme, which will provide an increased value on waste generation and prevent environmental degradation through

valuable materials being disposed in landfill. In addition, the construction process will seek to maximise on-site reuse and recycling to minimise waste.

- **Built Environment:** The proposal has been designed having regard for the site's constraints and to minimise the environmental impact of the proposal. The built form is consistent with the existing industrial development within the Warnervale Industrial Estate. Adequate space is allocated in the design for building clearance, landscaping and infrastructure provision. The site has been designed with sufficient access points to enable the safe manoeuvring of heavy vehicles and upgrade the existing service vehicle entry. The proposal will have a negligible visual impact on its surroundings and is suitable for its industrial context.
- **Social:** The proposal is expected to result in positive social impacts in the locality and the wider Central Coast Region through the provision of additional industrial/warehousing infrastructure.
- **Economic:** Positive economic impacts and contributions to the economic health of the Central Coast Region and NSW is expected through the provision of jobs and industrial employment in an area of high growth and demand for this infrastructure.

In addition to supporting additional employment and economic growth, the proposed development will provide a range of other economic benefits for the Central Coast Region and NSW more broadly, including:

- The proposal will increase employment opportunities during the construction and operational phases which will improve the community's access to jobs. It will also maintain existing employment opportunities by retaining the existing RDC within the Warnervale Industrial Estate.
- The warehouse expansion will align with Woolworth's regional service offering with those provided by its metropolitan area stores and will expediate delivery services to ensure the community has improved access to essential goods and products.
- Upgrade the Site's existing facilities and introduce new technology that better integrates the principles of ESD.

The potential impacts can be mitigated, minimised or managed through the measures discussed in detail throughout **Section 6** and as summarised in **Appendix D** to this EIS.

7.6. SUITABILITY OF THE SITE

The proposed development is considered suitable for the Site for the following reasons:

- The proposal protects existing industrial land by retaining the existing zoning and proposing alterations and additions that will intensify the industrial uses contained within the Site.
- The alterations and additions do not protrude beyond the height plane established by the existing building contained within the Site, and therefore will not result in an excess bulk or detract from the visual amenity of the area.
- The Site provides opportunities for the provision of increased jobs and employment throughout the construction and operational stages of development across the Site. Specifically, the proposal will retain the approximate 710 existing jobs associated with the current operations and will facilitate the creation of 30 additional jobs. Approximately 100 jobs will be created during the construction phase.
- Previous planning approvals have deemed the Site suitable for accommodating a warehouse and distribution centre.
- The alterations and additions can be accommodated on the Site without causing environmental impacts to the nearby C2 Environmental Conservation area or the biodiversity values.
- The Site is in a highly accessible location, mid-way between Warnervale Airport and the Pacific Motorway, providing connectivity to the broader Central Coast Region to which the distribution centre services.
- The development will provide warehouse and distribution facilities and jobs close to where people live.

7.7. PUBLIC INTEREST

The proposed development is in the public interest for the following reasons:

- The proposed alterations and additions will increase the employment opportunities generated by the development. Specifically, the proposal will result in 30 operational jobs and approximately 100 construction jobs as demonstrated by the Employment Benefit Analysis at **Appendix FF**.
- The proposal will deliver a high-quality development that integrates with the existing built form and modernises its existing facilities.
- The proposal incorporates comprehensive landscaping which will improve the visual amenity of the Site when viewed from within the Site and externally.
- The proposed additions can be delivered on the Site without resulting in environmental impacts.
- The proposal will improve Woolworths ability to cater to its customer base by expediting deliveries and addressing the unprecedented demand for its services due to the recent COVID-19 pandemic.
- The proposed development respects the industrial history and character of the place and will not obstruct or impact heritage items, objects of Aboriginal significance or archaeological importance.
- The proposal will improve the existing warehouse and distribution facilities on the Site, which will benefit employees.

8. DISCLAIMER

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

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