



APPENDIX L - UPDATED MITIGATION MEASURES

SEARs	Potential Impact	Stage of Project	Approach
Traffic and Transport	Impacts on road network from construction and operational phase. Additional demand on car parking spaces.	C & O	Traffic control would be required to manage and regulate construction vehicle traffic movements to and from the site during construction.
Noise and Vibration	Adverse noise generation during construction on surrounding neighbours.	C	<p>The proposed development will implement the best practice measures recommended in Table 21 of the Noise and Vibration Assessment prepared SLR (December 2025). These measures include:</p> <ul style="list-style-type: none"> ▪ Ensure highly noisy intensive works are undertaken during the scheduled construction hours and provide appropriate respite periods during periods of high noise impacts. ▪ The site entry and exit points and stationary sources of noise are to be located away from sensitive receivers. ▪ Work areas are to be one way to minimise the need to reverse. ▪ Training is to be provided to relevant sub-contractors, on noise and vibration requirements and the location of sensitive receivers during inductions and toolbox talks. ▪ Truck drivers should avoid compression braking as far as practicable and use broadband reversing alarms where night-time work is required. ▪ Incorporate noise source mitigation measures such as using low impact construction techniques, shutting down machinery when not in operation, avoid dropping materials from a height and fit out all machinery with noise control devices. ▪ Engage in community consultation by providing appropriate notice to the affected sensitive receivers before noisy period of work, provide signage with a 24 hour contact number and review complaints and implement additional measures where feasible. ▪ Continue to conduct noise and vibration monitoring in response to valid complaints received.
	Noise emissions associated with operation of the processing facility and additional traffic noise.	O	No specific mitigation measures are required to manage operational noise emissions.
Air Quality and Odour	Adverse air emissions generation during construction on surrounding neighbours.	C	<p>Best practice dust controls have been recommended during the construction works to minimise potential impacts on the surrounding commercial and industrial activities. The measures are detailed in Table 43 of the Air Quality and Odour Assessment prepared by SLR (November 2025) and include the following practices:</p> <ul style="list-style-type: none"> ▪ Communication management ▪ Record or all complaints and incidents ▪ Regular site inspections ▪ Management of machinery and barrier locations and construction techniques / methods ▪ Management of vehicle idling and usage

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	Air and odour emissions associated with operation of the processing facility.	O	<p>The following mitigation measures are proposed as part of the operation phase as outlined in Section 9.2 Air Quality and Odour Assessment prepared by SLR (27 November 2025):</p> <ul style="list-style-type: none"> ▪ Discharges of pollutants to the air from the majority of potentially odorous activities (ovens and production areas) will be captured by BCA and AS standard compliant extraction systems and directed to rooftop vents. ▪ Containment measures for spillages will be provided at appropriate locations in the expansion area to reduce odorous emissions from waste spillages. ▪ The good housekeeping observed during the site visit will continue to be maintained on all areas of the Site, including regular cleaning of all internal and external areas. ▪ Organic waste and general waste will be removed from site for off-site disposal on a daily basis, Monday to Friday. In addition: <ul style="list-style-type: none"> – All generated waste will be identified and separated into common material streams or categories at the point of generation for separate collection. This ensures that any waste that has the potential to cause odour emissions is dealt with appropriately. – All organic waste will be stored in closed containers and away from direct sun. – All putrescible waste materials will be covered during transport. ▪ Signage will be provided in waste management and processing areas to provide information relating to general housekeeping requirements and to act as a daily reminder to staff working at the premises. ▪ The physical controls (including ventilation fans, exhaust stacks, extraction hoods, grease traps, air pollution control devices etc.) are/will be designed to allow for easy and safe cleaning and maintenance. Regular cleaning of physical controls is and will be undertaken as per manufacturer's requirements. ▪ BCA/AS standard compliant extraction systems are being designed for the Project in order to extract emissions and discharge them to atmosphere via dedicated discharge vents. Air pollution control devices may be implemented to further reduce emissions where complaints are received in relation to nuisance odour or where prolonged smoke is visible during normal or peak operations (i.e. not during start up or shut down). ▪ Signage should be displayed to remind drivers to turn off vehicle engines when idling at the Site for longer than 1 minute to minimise exhaust emissions. ▪ General environmental awareness training should be provided to relevant staff and contractors, including: <ul style="list-style-type: none"> – Potential air quality and odour impacts that may be caused by activity during normal and abnormal circumstances; – Prevention of accidental air emissions and actions to be taken when accidental emissions occur; – Efficient and appropriate use and maintenance of equipment used on the Site (where relevant to their role); and – Procedures for complaint handling. ▪ All staff and contractors should be instructed to report any undue pollutant release (including odour) and visible emissions from the exhaust vents to the Site manager. ▪ In order to reduce the company's overall carbon footprint and combustion gas emissions generated by vehicles, it is recommended that commuting to work using sustainable modes of travel (such as public transport, cycling, and car share) be encouraged through the implementation of an incentive scheme and that facilities for cyclists such as bike storage areas, showers and lockers be provided.
Visual Impacts	Built form scale and appearance will be readily visible when viewed from key public vantage points.	O	Proposed visual impact mitigation in the form of tree planting across the site and the inclusion of partial green walls to the majority of the road frontages.
Hazard and Risk	Storage and transport of dangerous goods (DGs)	O	<p>The following recommendations were made in regard to storing DGs as to minimise any hazard and risk:</p> <ul style="list-style-type: none"> ▪ The documentation required by the Work Health and Safety Regulation 2017 applicable to a placard site shall be prepared and stored on file at the site.

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			<ul style="list-style-type: none"> ▪ The appropriate placards for storages exceeding placard quantity as defined in the Work Health and Safety Regulation 2017 shall be affixed to the applicable storages.
Contamination	Potential contamination sources identified during construction	C	Prior to the commencement of construction, an unexpected contamination finds procedure must be prepared to ensure that potentially contaminated material is appropriately managed. The procedure must form part of the of the Construction Environmental Management Plan (CEMP) and must ensure any material identified as contaminated is disposed of in accordance with the POEO Act and its associated regulations.
Salinity	Identified saline soils across the proposed development area with levels of salinity that varied with depth	C	A Salinity Management Plan should be prepared in accordance with the amended Salinity Code of Practice to outline measures to be implemented to reduce the risks associated with salinity at the site.
Biodiversity	Unnecessary removal or damage to the retained trees	C	<p>Develop and implement a CEMP that includes:</p> <ul style="list-style-type: none"> ▪ Tree protection measures recommended in the Arboricultural Impact Assessment prepared by Truth About Trees (dated 25 February 2025), consistent with Australian Standard AS4970-2009 Protection of Trees on Development Site. ▪ Soil erosion and sediment controls.
Tree removal	Construction impacts on retained trees at the site.	C	<p>Specific mitigation measures to protect the retained trees during the construction phase are summarised below:</p> <ul style="list-style-type: none"> ▪ A project Arborist with a minimum of AQF Level 5 certification is to be appointed prior to site establishment, demolition, or any site activities. ▪ The project Arborist is to certify the installation of tree protection fencing, which is to be installed in the approximate locations as shown in Appendix 2 of the Arboricultural Impact Assessment (Truth About Trees Pty Ltd, dated 25 February 2025) and maintained in good order throughout the development process. ▪ Where works to modify the existing sewer manholes conflict with the TPZs of retained trees (#169 and #218), the excavation must be carried out using non-destructive means i.e hand-digging or vacuum excavation, under the direct supervision of the project Arborist. ▪ Any demolition, excavation or work activity within the TPZ of a retained tree is to be supervised and certified by the project Arborist. ▪ The supervising Arborist is to identify any significant tree roots which are present and ensure their protection. ▪ Tree roots greater than 40mm in diameter are to be retained and protected throughout the development. ▪ Tree roots less than 40mm in diameter may be severed cleanly by the project Arborist if deemed appropriate. ▪ All other tree protection measures must be installed and maintained in accordance with Appendix 2 of the AIA and AS4970-2009-The Protection of Trees on Development Sites.
Aboriginal Heritage	Disturbance to sub-surface objects and artefacts	C & O	<p>The following mitigation measures have been identified for the construction of the proposed development:</p> <ol style="list-style-type: none"> (a) Although considered highly unlikely, should any archaeological deposits be uncovered during any site works, a procedure must be implemented. The following steps must be carried out: (b) All works stop in the vicinity of the find. The find must not be moved 'out of the way' without assessment. (c) Site supervisor, or another nominated site representative must contact either the project archaeologist (if relevant) or Department of Premier and Cabinet (DPC) to contact a suitably qualified archaeologist. (d) The nominated archaeologist examines the find, provides a preliminary assessment of significance, records the item and decides on appropriate management, in conjunction with the RAPs for the project. Such management may require further consultation with DPC, preparation of a research design and archaeological investigation/salvage methodology and preparation of AHIMS Site Card. (e) Depending on the significance of the find, reassessment of the archaeological potential of the subject area may be required, and further archaeological investigation undertaken.

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			<p>(f) Reporting may need to be prepared regarding the find and approved management strategies. Any such documentation should be appended to this ACHAR and revised accordingly.</p> <p>(g) Works in the vicinity of the find can only recommence upon relevant approvals from DPC.</p> <p>In the unlikely event that human remains are uncovered during any site works, the following must be undertaken:</p> <p>(a) All works within the vicinity of the find immediately stop.</p> <p>(b) Site supervisor or other nominated manager must notify the NSW Police and DPC.</p> <p>(c) The find must be assessed by the NSW Police, and may include the assistance of a qualified forensic anthropologist.</p> <p>(d) Management recommendations are to be formulated by the Police, DPC and site representatives.</p> <p>(e) Works are not to recommence until the find has been appropriately managed.</p>