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Landscaping	Appendix 7 – Landscape Masterplan Report	- Planted areas within the development will incorporate a mix of medium and large canopy trees around the site boundary and an understorey of low shrubs and grasses/groundcovers in order to create a visual buffer of the proposal. - Additionally where there is adequate spacing, the proposal seeks to introduce additional internal tree planting to contribute to the overall landscape strategy. - Decorative foliage and flowering species are to highlight the entry from Hollinsworth Road as well as the internal central road through the middle campus. - To facilitate water management, indigenous and native species with low water requirements are to be planted, water is to be collected on-site for irrigation, and mulching is to be provided to new planted areas.
Tree Protection	Appendix 12 – Arborist Report	When working in proximity of any tree to be retained or the nominated Tree Protection Zone (TPZ) located within or adjacent to potential development areas, the following general management principles should be adopted: - earthworks around subject trees are to be undertaken in the presence of an AQ5-certified arborist who may provide additional on-site advice. - machine digging within the root mass of the subject tree (or trees) is to be minimised and, where possible, replaced by hand digging. - any exposed roots of the subject tree should be wrapped and protected during exposure and be replaced in a similar position prior to disturbance. - inspection of retained trees by an AQ5-certified arborist should be conducted annually to 3 years after development completion. Any retained tree on site will require protection both during and after development construction, applying the following. Tree protection guidelines The following guidelines are proposed in relation to any trees that may be retained within or adjacent to the proposed works area: - Installation of a TPZ will be required surrounding any retained tree or group of trees. This TPZ can generally be provided by preserving an area equivalent to that shown in Attachment 1. A SRZ will apply to all retained trees near work areas. No more than 10% of the TPZ should be impacted by

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		earthworks with no infiltration into the SRZ. The TPZ is to be compensated elsewhere on the impacted tree to compensate for the loss of small areas of the TPZ. This is achieved by increasing the TPZ to an equivalent area to the area of impacted TPZ (Figure 5). ii. Trees to be retained, and in close proximity to any works, are to be protected by temporary fencing. Such temporary fencing can be constructed from plastic mesh, post and wire or temporary chain link fence panels. All fence posts and supports are to be located clear of the roots and have sufficient strength to support the fence without bending or collapsing. TPZs in close proximity to proposed works are to be marked and sign posted. The protection fencing is not to be removed or altered without the approval an appointed arborist. TPZ fencing is to be inspected on a regular basis and maintained in good condition. iii. All trees nominated for removal are to be removed only after the temporary fencing of the trees to be retained has been completed and prior to any construction activity or bulk earthworks. Approved tree removal operations in the vicinity of retained trees are to be undertaken in a manner that avoids canopy or root damage and / or soil compaction to any TPZ associated with any retained tree. Such works should be supervised by a qualified arborist. iv. Stumps are to be ground not dozed or dug out unless they impact on the installation of services, roads or building works. v. All excavation including but not limited to trenches, footings and major earth movement are to be avoided within TPZs. vi. Stockpiling materials and soils within TPZs are to be avoided. vii. All machinery and vehicles are to be excluded from TPZs during all operations. viii. Where the proposed works are likely to cause excessive dust generation, the tree is to be protected with shade cloth on the tree protection fence to minimise dust collection on the leaves. ix. The following activities prohibited within TPZs includes but is not limited to: • machine excavation (including trenching) • excavation for silt fencing • cultivation • storage • preparation of chemicals, including cement products • parking of vehicles or plant • refuelling • dumping of waste • refuelling

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		• wash down or cleaning of equipment • placement of fill • lighting of fires • soil level changes • temporary or permanent installation of signs • Physical damage to trees. x. Any works undertaken within TPZs are to be supervised and certified (photographed and documented) by a qualified AQF5 arborist. xi. Where advised by the arborist, trunk, and branch protection (Figure 6) is to be installed to a minimum height of 2m using materials and positioning as advised by an appointed arborist. xii. Where advised by the arborist, other temporary root protection measures such as thick mulch (50-100mm deep) or crushed rock below rumble boards, are to be installed to prevent root damage and soil compaction within the TPZ. xiii. Scaffolding is to be erected outside of the TPZ, where unavoidable, protection measures are to be specified by the appointed arborist. xiv. All services are to be routed outside of the TPZ. Where not possible the arborist will specify directional drilling (at least 600mm deep) or manual excavation to avoid impacted on the in-situ roots subject to the works and potential root damage. xv. If pruning is required it is to be undertaken or supervised by a Qualified AQF3 arborist in accordance with Australian Standards AS4373- 2007 Pruning of amenity trees, to help prevent structural damage, disease, and poor form. General tree protection measures during construction Before commencing earthworks or construction, the removal of identified trees should be carried out with meticulous attention to prevent any damage to the retained trees within and around the site. This includes safeguarding all aspects of retained trees, such as canopy foliage, branches, trunk, and the Tree Protection Zone (TPZ). Prior to demolition or earthworks, secure protective fencing is to be erected around individual trees or groups of trees that have been identified as being retained. This fencing shall be located no closer than the extent of the TPZ of each retained tree (refer to the Tree Retention and Removal Plan). Where the structure to be demolished is within the TPZ the protective fencing shall be aligned to be a maximum of 0.5m away from the structure to be demolished.

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		Where the approved construction footprints encroach into the TPZ, protective fencing must be aligned no further than 0.5 metre away from the proposed structure or footprint. The purpose of the fencing is to protect the tree roots, trunk, and branches, and to minimise detrimental impacts on the trees during demolition and construction. The site supervisor shall always ensure that during site works that no activities, stockpiles, storage, disposal of materials, vehicle access or vehicle and machinery parking shall take place within the areas encompassed by the tree protection fencing. The site supervisor shall also ensure that the protective fences remain secure throughout the development work period. Construction scaffolding can be erected within the tree protection fencing if each of the weight distribution points are spread over a minimum of 2m² and these points are over existing soil levels to avoid soil compaction. Trees shall be inspected at regular intervals by the project arborist or at critical stages during the demolition and construction stages to identify signs of stress and recommend remedial action such as mulching and irrigation. Specific excavation for services that require critical fall (e.g., sewer, stormwater) may be undertaken within the tree protection fencing if trenching is dug using hand tools, thrust or directional boring or vacuum excavation, and tree roots are not severed unless they spatially conflict with the installed pipes. This work within the tree protection fencing must be carried out under the instructions from an experienced and suitably qualified AQF5 project arborist. All access within the tree protection fencing for temporary and permanent works must be carried out under the instruction of an experienced and suitably qualified AQF5 project arborist. Tree protection fencing must remain in a functional condition throughout the demolition and construction works and can only be removed to allow for works identified in the landscape plan. Landscape works in the vicinity of retained trees must be sympathetic to tree retention and existing ground levels within the TPZ. The natural ground contours and depth within TPZs located outside of the construction or earthworks footprint must remain unchanged. Any tree damage that occurs to trees or tree roots during site works is to be treated by an experienced and suitably qualified arborist. Where branch pruning works are required, all pruning works including the removal of deadwood are to be undertaken in accordance with Australian Standard AS 4373-1996 – Pruning

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		of Amenity Trees and the work is to be undertaken or supervised by an experienced and suitably AQF3 qualified arborist. Tree protection fencing Temporary tree protection fencing should be erected before any machinery or materials are brought onto the site and before the commencement of works (including demolition and bulk earthworks). Once erected, protective fencing must not be removed or altered without approval by the project arborist. The fencing is to be fully secured to restrict access onto the protected root zone. AS 4687 Temporary fencing and hoardings, specifies applicable fencing requirements. Installed construction fencing on the recommended alignment of the TPZ fencing can be installed as part of the protective fencing. For construction crews, signage identifying the TPZ shall be placed at 10m intervals along the TPZ barrier fencing. These signs will face towards the development site and shall have lettering that complies with AS 1319 Safety signs for the occupational environment. These signs will also specify the severe penalties for harming the TPZ in any way. TPZ barrier fencing is to be inspected on a regular basis and maintained in good condition. Any works within the mapped TPZs is to be supervised or under the direction of an AQ5 qualified arborist to limit damage to root zones and to install additional root, trunk, and branch protection measures if required.
Visual Impact	Appendix 34 – Visual Impact Assessment	While the proposal will have a low to moderate cumulative visual impact; it is considered that these impacts can be appropriately managed through the adoption of appropriate mitigation measures, including: • Landscaping: Develop a strong landscape plans that employs effective screening of lower levels and implements use of tall, native, evergreen species where APZ requirements allow; • Material: Varied treatment and use of recessive colours to the facade to reduce its perceived mass and encourage integration into the existing landscape; and • Lighting: ensure that outdoor lighting does not give rise to obtrusive effects in accordance with AS/NZS 4282:2023).

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Construction Noise and Vibrations	Appendix 28 – Construction Noise and Vibration Impact Assessment	• Specific construction noise and vibration mitigation measures should be determined as part of a Construction Noise and Vibration Management Plan (CNVMP) which will include the implementation of practices to reduce construction noise impacts, including standard engineering mitigation measures as specified within Table 39. • Feasible and reasonable work practices should be implemented to reduce the noise and vibration impact to the nearest affected receivers, including: ◦ Community engagement / liaison: Notify the community of planned noisy activities. The community should be notified at least two weeks prior to works beginning and should include the duration and reason for the activity. There should be a communication system such as letter dropping, availability of a site contact and a complaint handling system in place; ◦ Locating plant and equipment as far away from sensitive receivers; ◦ Where feasible, find “less noisy” alternative construction processes; ◦ Select quieter equipment or fit equipment with silencers, where feasible; ◦ Regularly inspecting and maintaining equipment; ◦ Schedule noisy activities during less sensitive times of the day. The time of day will depend on the specific receivers and should be determined through community consultation; ◦ Organising the site layout to promote one-way traffic to reduce vehicle reversing movements; ◦ No idling of delivery trucks; ◦ Switch off any equipment not in use for extended periods of time; ◦ Educating staff and contractors about noise and quiet work practices. This could include signage and site inductions; ◦ Construction noise and/or vibration monitoring may be required to respond to noise and/or vibration complaints. A qualified acoustic consultant should determine the monitoring program and methodology; and

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		Site specific minimum buffer distances should be determined through attended vibration monitoring as part of the CNVMP. The site specific minimum buffer distances should be implemented for vibration intensive plant. With regards to vibration impacts during construction, these will be managed by the Contractor and will depend on the type, size, number and location of equipment used.
Operational Noise and Vibrations	Appendix 29 – Operational Noise and Vibration Impact Assessment	Several different design options have been considered at the site throughout the master planning and design development phases of the project. The final acoustic mitigation measures were determined through a series of iterative adjustments, balancing practical noise reduction with the functional needs of equipment (i.e. maximising airflow and minimising pressure drop). By systematically refining treatment strategies Stantec and the design team were able to define treatments which reduced the noise levels to a suitable levels without affecting the performance of the equipment. Noise mitigating barriers are required around the proposed chiller plants. The locations of each barrier type; whether it extends below the chiller deck, and how far it extends above the height of the chillers as necessary and outlined in identified in Figure 47. The barriers are required to have an absorptive lining to the inside face of the barrier (i.e. facing the chillers) with an acoustic performance of NRC 1.00. In order to ensure the chillers are able to operate sufficiently without comprising the performance, full-height barriers (i.e. extending from the roof level to above the height of the chillers) were not practical in all areas due to the airflow requirements of the chillers. As such the following strategy was adopted to provide attenuation through a convoluted path, whilst having an open area to allow for airflow through the underside of the plant deck. The barriers to the north and south of the plant are proposed to be full-height (i.e. extending to the roof level below the plant deck). All barriers on the plant deck are proposed to extend a minimum of 2m above the height of the chillers with varying requirements for the below deck extent.

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		Additionally, Stantec have implemented the use of a chiller stack type product into the model. Based on available products on the market (such as NOISEBLOCK Chiller Stacks) a 10dB(A) reduction has been applied to top surface of the chillers as a conservative estimate while manufacturers data is procured. This attenuation has been applied to the noise model in order to achieve the predicted results presented. Alternate means of achieving the required reduction are acceptable upon acoustic review through design; provided the overall noise levels at the receiver comply. Furthermore, an enclosure should be installed around the compressor of each chiller. Based on similar options provided by other manufacturers a 2dB(A) sound power reduction is expected to be achieved from this enclosure.
Hazards and Risks – Dangerous Goods	Appendix 24 – Preliminary Hazards and Risk Report	The following recommendations are made regarding the management of dangerous goods on the site: • Ensure an outer warning placard is prominently displayed at workplace entrances where emergency services may enter in accordance with Regulation 349. In addition, the placard must be clearly legible, separate from other signs and otherwise compliant with Schedule 13. • Placards must be prominently displayed on or near the diesel storage tanks in accordance with Regulation 350. In addition, the placard must be clearly legible, separate from other signs and otherwise compliant with Schedule 13. • A manifest of all Schedule 11 chemicals must be prepared in accordance with Regulation 347 and Schedule 12 of the WHS Regulation. • The SafeWork NSW must be notified of diesel storage exceeding manifest quantities in accordance with Regulation 348 of the WHS Regulation. • An emergency plan must be prepared for the Site and provided to the NSW Fire and Rescue as per the requirements of Regulation 361 and Division 4 of Part 3.2 of the WHS Regulation.
Construction Air Quality	Appendix 11 – Air Quality Impact Assessment	Inclusion of the following air quality mitigation and management measures recommended for the site which in the Construction Environmental Management Plan (CEMP) as a specific Construction Dust Management Plan (DMP): Communications:

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		- Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager. - Display the head or regional office contact information. Dust management: - Develop and implement a Construction Dust Management Plan (DMP). Site Management: - Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken. - Make the complaints log available to the local authority when asked. - Record any exceptional incidents that cause dust and/or air emissions, either on- or off-site, and the action taken to resolve the situation in the log book. Monitoring: - Undertake daily on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authority when asked. - Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the local authority when asked. - Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions. - Agree dust deposition, dust flux, or real-time PM10 continuous monitoring locations with the relevant authority. Where possible commence baseline monitoring at least three months before work commences on site or, if it a large site, before work on a phase commences. Site layout: - Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible.

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		- Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site. - Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period. - Avoid site runoff of water or mud. - Keep site fencing, barriers and scaffolding clean using wet methods. - Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on-site. If they are being re-used on-site cover as described below. - Cover, seed or fence stockpiles to prevent wind whipping. - Operating vehicle/machinery and sustainable travel: - Ensure all vehicles switch off engines when stationary - no idling vehicles. - Avoid the use of diesel- or petrol-powered generators and use mains electricity or battery powered equipment where practicable. - Impose and signpost a maximum-speed-limit of 25km/h on surfaced and 15km/h on unsurfaced haul roads and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the local authority, where appropriate). Operations: - Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems. - Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate. - Use enclosed chutes and conveyors and covered skips.

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		- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate. - Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods. Waste management: - Do not burn waste materials. Construction: - Avoid scabbling (roughening of concrete surfaces) if possible. - Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place. Trackout: - Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being continuously in use. - Avoid dry sweeping of large areas. - Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport. - Record all inspections of haul routes and any subsequent action in a site log book. - Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable.
Operational Air Quality	Appendix 11 – Air Quality Impact Assessment	The following management measures are recommended to further reduce impacts as far as reasonably and feasibly practicable: Restrict testing and maintenance activities during peak-hour travel times and on poor (or worse) Air Quality Index (AQI) days;

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		• Require documentation of how many hours spent for emergency operation; • Use high-quality, low-sulfur diesel fuel to reduce emissions; • Manage generator loads to minimise peak emissions. Implement load management strategies to balance the demand on the generators and reduce overall emissions; • Install and maintain diesel exhaust aftertreatment controls in reducing gas emissions; • Implement a regular maintenance and inspection schedule to ensure that all emission control systems are functioning correctly; • Establish protocols for cleaning and servicing the stack to maintain their effectiveness; and, • Develop contingency plans for potential issues, such as exhaust stack malfunctions or excessive emissions. Ensure these plans include immediate actions to minimise environmental and health impacts.
Construction Traffic and Transport	Appendix 33 – Traffic Impact Assessment (includes Green Travel Plan and Construction Traffic Management Plan)	In line with the preliminary Construction Pedestrian and Traffic Management Plan (CPTMP), general traffic management principles that will be implemented during construction include: • Minimise the impact on pedestrian and cyclist movements; • Maintain appropriate public transport access; • Minimise the loss of on-street parking; • Minimise the impact on adjacent and surrounding buildings; • Maintain access to/ from adjacent buildings; • Restrict construction vehicle movements to designated routes to/ from the site; • Manage and control construction vehicle activity near the site; and • Carry out construction activity in accordance with approved hours of works. Traffic management and control

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		Traffic management and control will be established at all entrances across the project site. Accredited traffic controllers will be positioned at the site access to temporarily hold traffic during construction vehicle movements into/out of the site. Traffic control will ensure that materials and deliveries will not block off roadways and will streamline the truck movements in an out of the project site. Construction Work Hours All construction work is proposed to be undertaken consistently with the standard construction hours proposed in Table 9 of this EIS. Construction work will generally be undertaken on a six-day work week, as detailed in Section 3.2.10 of this EIS. Workers would be advised of the approved work hours during induction. Any works outside of the approved work hours would be subject to specific prior approval from the appropriate authorities. Such works may include delivery of cranes, large plants or equipment required on the site that require oversize vehicle access. Construction Site Access Construction vehicle access will be provided via Hollinsworth Road in a similar location to the proposed ultimate site vehicle access location. All construction vehicles will enter and exit the site in a forward direction via Hollinsworth Road. Access is anticipated to be limited to left in / left out movements due to the proposed median construction along Hollinsworth Road. Due to the turn restrictions, it is anticipated that vehicles will be required to take U-turns at the roundabouts to the east and west of the proposed development. All loading is expected to take place within the bounds of the site. Should a works zone be required, an application will be made to the relevant authorities prior to the commencement of works. During construction the site may be accessed by a range of standard vehicles, including but not limited to semi-trailers, truck and dogs, floats, delivery vans, contractor utilities, concrete agitators, and concrete pumps, without requiring any specific permits. Heavy vehicles, such as trucks and semi-trailers, may also be required for equipment and construction material deliveries. Specialized vehicles like excavators, air compressors, bin & skips, and scaffolding may also need to access the site. Transport Routes

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		Construction materials and equipment would be delivered from other suburbs throughout Sydney. Construction vehicles will approach the site from various origins throughout Sydney. All construction vehicles will be expected to use the arterial road network where possible and will access the site via Hollinsworth Road. Heavy vehicle movements would be restricted to designated routes and confined to the arterial road network wherever feasible. Truck routes to/ from the site have been identified with the aim of providing the most direct routes to/ from the site as well as minimising the impact of heavy vehicles on local roads. Recommended inbound and outbound transport routes are detailed below and displayed graphically in Figure 59. Vehicles approaching from the M7 in both directions are to exit onto Richmond Road and continue travelling northbound, before turning left onto Hollinsworth Road and continuing towards the site. Vehicles approaching southerly from Richmond Road will turn right into Hollinsworth Road to reach the site. Truck drivers will be advised of the designated truck routes to/ from the site. Construction Worker Parking Locations for construction parking prior to the commencement of construction and the expected number of workers on site are to be confirmed as part of the detailed Construction Traffic Management Plan (CTMP) which might be required as a condition of consent. However, since the site is currently vacant and covers a large area, all associated worker parking should be contained on-site within temporary car parking areas. Construction worker parking will be provided on-site, with workers to be encouraged to take public transportation or carpool to access the site, if possible. Construction workers generally start earlier and finish earlier than the commuter peak periods and would likely not coincide with network peak periods. Traffic Generation Construction vehicle movements will be minimised/ avoided during peak hours where possible. Light vehicle traffic generation would be largely generated by construction worker traffic movements to and from the site. Construction vehicles generated by the site would generally include vehicles up to 12.5-metre heavy rigid trucks, 18.1-metre truck and dog combinations and 19-metre semi-trailers. The expected number of heavy vehicles accessing the site per day during peak activity is currently unknown. However, based on similar projects, there is expected to be on average around 15 trucks per day accessing the site, or up to 50 trucks per day during peak activities (concrete pours).

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		Construction vehicle movements will be minimised/ avoided during peak hours where possible. Traffic Impacts Some minor increase in average delay to vehicles at surrounding key intersections can be expected at times during the construction period as is typical for construction projects. Truck movements will be minimised as much as possible during road network peak hours. Traffic controllers will be required to temporarily hold traffic during construction vehicle movements into/ out of the site. Considering the low volumes along Hollinsworth Road, this arrangement is considered appropriate. Pedestrian and Cyclist Access B-Class hoarding will be installed along the Hollinsworth Road frontage of the site to maintain and ensure safe pedestrian and cyclist passage adjacent to the site particularly when overhead lifting is occurring. A-Class hoarding/fencing will be used along the remaining boundaries of the site. Overall, it is not expected that pedestrians or cyclists would be impacted by the construction works with the exception of during the public domain works where footpath works may be occurring. Alternative pedestrian routes would be established to divert pedestrians/ cyclists to use alternative footpaths on the other side of the road if and as required.
Operational Traffic and Transport	Appendix 33 – Traffic Impact Assessment (includes Green Travel Plan and Construction Traffic Management Plan)	The following potential measures and initiatives could be implemented to encourage more sustainable travel modes: • Provide a Travel Access Guide (TAG) which would be provided to all residents and staff and publicly available to all visitors. The document would be based on facilities available at the site and include detail on the surrounding public transport services and active transport initiatives. The TAG would be updated as the surrounding transport environment changes. • Providing public transport information boards/apps to inform residents, staff and visitors of alternative transport options (the format of such information boards would be based upon the TAG). • Providing a car sharing pod(s) on-site or nearby and promoting the availability of car sharing pods for trips that require the use of private vehicles.

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		• Providing bicycle facilities including secure bicycle parking for staff, bicycle racks/ rails for visitors and shower and change room facilities. • Encouraging staff that drive to work and park on surrounding roads to carpool through creation of a carpooling club or registry/ forum. • Regularly promoting ride/ walk to work days. • Providing a regular newsletter to all residents and staff members bringing the latest news on sustainable travel initiatives in the area.
Ground Conditions	Appendix 23 – Geotechnical Report	Detailed design to implement recommendations of Geotechnical Report.
Water Management	Appendix 26 – Integrated Water Management Plan	Two (2) 1200mm diameter stormwater lines convey stormwater from the proposed development site, through to the 1650mm diameter inground stormwater network at Langford Drive. The DRAINS model has been prepared to confirm that the proposed stormwater pit and pipe network is adequately sized to capture and convey the 5% AEP storm. Overland flow paths have been adequately sized to convey the 1% AEP storm flows safely across the site in a north-westerly direction. The development is intending to discharge site stormwater into an existing inground pit and pipe stormwater network in Langford Drive. Although the site is not within a zone that requires permanent OSD storage, permanent OSD will be installed to control site discharge rates to predevelopment levels. This will ensure that this existing downstream stormwater network in Langford Drive has adequate capacity to perform to the required standard. The proposed OSD tank will capture stormwater within the development and proposes a total volume of 3,865m³. The OSD tank has been sized to restrict post-development site discharge to the 20% AEP, 10%AEP, 5%AEP, 2%AEP, and 1%AEP predevelopment rates.

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Ecologically Sustainable Development	Appendix 17 – Ecologically Sustainable Development Report	Construction: In accordance with the project's sustainability principles, the development should prioritise the use of responsibly procured materials with respect to the following initiatives: • A minimum of 50% recycled water will be incorporated into all concrete used in the project to mitigate water consumption during the construction phase. • Circularity Principles: Such as prioritizing the local procurement of materials which have been manufactured using sustainable, low carbon practices. The design should aim to prolong and maintain the useful life of the materials and structures. A detailed end-of-life or decommissioning strategy should also be prepared and included in handover which outlines opportunities for reuse and details best-practice recycling options which divert resources from entering landfill. • Steel sourced from manufacturers who are members of the Australian Steel Institute Sustainability Charter for sustainable and energy reducing steel manufacture. • Best practice PVC plastics in formwork, piping, cables and conduits. These materials have a reputation for damaging the environment in their production, both upstream and downstream of the manufacturing process. PVC products should be certified demonstrating Best Environmental Practice (BEP). • Free of HCFCs in all air conditioning system to minimise depleting the ozone layer and harming the environment. Electrification: 100% of the development's energy demand is to be met using electricity. Doing so will ensure the development is future-proof as the electrical grid greens, embedding resilience. Using electricity over fossil-fuels for operations on site also increases overall efficiency of the development as wasted energy through the conversion of energy is minimized. This also aligns with the Government's goal of net zero emissions by 2050. Architecture: • Buildings are to be designed to deliver comfort, practicality, connection to the outside through views while considering energy conservation through strategic architectural form.

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		- The development will also offer fresh air and daylight access to occupants in many forms throughout habitable spaces. - The development should adopt an optimized window to wall area to balance solar heat gain and daylight exposure. - Light coloured façade and roof finishes (SRI>64) should be specified pending reflectivity implications (<0.45 Absorptance) to reduce solar heat gain through the building envelope. High Performance Building Fabric: - Insulation should be installed to minimize undesirable heat/energy flows into/out of the thermal boundary of conditioned spaces. Thermal bridging should also be mitigated to minimize the loss of energy from the thermal boundary. - To improve energy performance window systems should consider; double glazed systems, low-E glass coatings, thermally broken or low thermal conductance frames and operable windows for improved thermal comfort and ventilation control. High quality light and views: - Focusing on the wellbeing of the occupant to achieve daylight comfort and healthy indoors spaces with high quality views to nature and the outside. Shading and Blinds: - Design of external shading and use of internal blinds will reduce direct solar heat gains, control radiant heat and increase comfort through glare reduction without compromising the connection to the outside. Indoor Environmental Quality (IEQ): - The proposed development seeks to improve the overall IEQ for building occupants by addressing the following elements: - Glazing to wall ratio should be selected to maximise access to daylight while prioritising the thermal performance necessary to achieve the targeted energy consumption outcomes.

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		- Low Volatile Organic Compound (VOC) – Selection of all internally applied paints, carpets, adhesives and sealants used on site with low VOC content. - Low Formaldehyde Emission Wood – Selection of all internally applied engineered wood products from low formaldehyde emission products. Efficient HVAC System: - Selection of efficient HVAC systems with high COPs, appropriately sized to meet the needs of internal loads. HVAC systems will require adequate efficiency, with economy cycle and monitoring/control integration for temperature band fluctuation to promote energy efficiency in the design. - Legionella risks should be managed by opting for air-based HVAC systems. Efficient IT Equipment: - The proposed development will utilise highly efficient IT equipment, surpassing the standard equipment commonly used in the data centre industry. This includes selecting energy star qualified equipment, optimising power distribution units, improving battery charging, and implementing UPS systems. - By reducing energy consumption for IT equipment, this development will significantly impact overall energy usage. Efficient Domestic Hot Water Systems: - Providing high efficiency air source heat pump for domestic hot water systems to service end of trips facilities. Water Efficient Fixtures and Fittings: - Selection of low-flow showers and taps, which will reduce the hot water demand across the development associated with showering, sinks and hand basins. By implementing low-flow water fixtures, the consumption associated with amenities can be reduced. This includes taps, wash basins, WCs, Urinals, showers and supplementary water uses. Efficient Lighting Systems:

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		- Providing high efficiency LED and fluorescent lighting with lighting controls including timing, occupancy and daylight sensors to reduce the demand on the lighting system. Energy Efficient Appliances: - Specifying high energy star rated refrigerators/freezers, dishwashers, etc to reduce operational building energy use, minimum ratings. Targeting 1 star below the maximum star rating for the applicable appliance e.g. - Dishwashers – 3.5 stars (4.5 stars is the maximum) - Fridge/freezers – 5 Stars (6 stars is the maximum) - Smart Energy Metering and Monitoring Metering shall be designed to meet metering guidelines as outlined under the current National Measurement Regulations. A detailed monitoring system should be installed to help with early identification of excessive energy use and points of potential failure. All hydraulic plant and equipment shall also be monitored for faults or failures. The automatic monitoring system must be capable of: - Collecting data from all meters - Alert to any fault or failures of primary building systems Sustainable Transport: - Dedicated and site-specific transport plan including suitable provision for low-carbon modes of transport to be utilised by the occupants. The following options to support low-carbon transport as outlined in Transport Impact Assessment report are being proposed: - Providing EV charging provisions to NCC requirements - Provide 36 lockers and bicycle parking spaces for employees and visitors Rainwater harvesting and reuse: - Two (2) 22.5KL concrete Rainwater tanks will be installed per building with a surface area of 10.5sqm, and tank depth of 2.2m each. Adopting the water demand rates, the site achieves the 80% reuse target set within Part J, Section 4 of the DCP.

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		- It is proposed that reuse will be used for the toilet flushing, urinal flushing, washdown and irrigation of a limited area of the soft landscaped areas within the site. Water use metering and monitoring: - Utilise water use metering and monitoring which can identify leaks before significant water loss occurs. Native plant selection: - Native plants which have adapted to thrive in the Australian environment and are typically more resilient than their exotic counterparts. Low water demanding species will reduce further irrigation demand. Irrigation: - Sub-soil irrigation systems should be favoured with a time clock to water planter beds/substrate at night. Doing so can significantly reduce water lost to evaporation and hence overall water demand. IWMP: - An Integrated Water Management Plan (IWMP) has been developed by the project team to integrate water monitoring and management for the facility. Stormwater Management: - Design strategies have been implemented to minimise pollution of local waterways after storm events, such as through rainwater collection stormwater filtration and an underground onsite detention tank. Building Management: - Through specific contractual commitments and documented design intent the project proposes to address environmental management & building operational performance through the following initiatives:

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		- Building Commissioning & Tuning Procedures: Prior to practical completion and 12-months post practical completion. By implementing this via project contract documents the project ensures operational efficiency & building operation is optimised in accordance with the intended building design. - Smart Metering: Smart metering will provide relevant data to ensure the efficient use of systems & management by building staff. This will provide detailed information about the project energy & water use and profile on a regular basis through an accessible platform. This information will aid in the understanding of the development usage profile so that adjustments can be made to guarantee optimal performance and manage supply and demand trends, reducing operational costs. This ensures operational efficiency is maintained and also facilitates detection of systems failures, thus improving maintenance and tuning processes. - Building Management Control System: A Building Management Control System (BMCS) with automatic intelligent controls to control cooling equipment will be used. This allows plant efficiency to be optimised as cooling equipment are brought online only when required. A BMCS also allows equipment and their energy consumption to be monitored, facilitating troubleshooting and reducing excessive energy consumption when key components, such as sensors or equipment, fail. Operational Waste Management: - Implement the actions to minimise waste during construction and operation identified within the Waste Management Plan. By implementing these actions (and specifically the waste hierarchy) the development will assist in achieving the government's waste targets.
Climate Resilience	Appendix 18 – Emissions Report (GHG Mitigation Plan and Climate Change Adaptation Plan)	Extreme Temperatures: - Light-coloured roof with high solar reflective index (SRI) and other finishes selections to reduce urban heat island effect. - Provide a mixture of high-performance glazed façade systems and external shading. - Passive design elements incorporated into the design such as shading, orientation and insulation.

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		• HVAC systems efficiently designed to maintain indoor comfort during peak conditions. • Extensive landscape areas across nearly 37% of the site area. Water: <u>Water Conservation:</u> • Use of drought tolerant and native plants (100%). • Provide subsoil irrigation system to improve watering effectiveness. • Recycled water from rainwater tank for irrigation, toilet flushing and washdown. • Install water-efficient fittings to reduce risk on potable water which may be impacted during drought. <u>Flood Mitigation:</u> • Provide safer access routes that are above the peak flood levels. • Provide multiple access routes to the site. • Provide early warning system for a risk of a flood. • Increased drainage considered for the development to reduce roof and surfaces flooding. • Increased building entrance height. • Design assessment to mitigate post development probable maximum flood (PMF) level. • Incorporate best practice maintenance strategies for stormwater system. • Install additional power sources such as back-up generators or battery storage located above the flooding heights. Energy • Designing for energy efficiency and grid resilience. • Install additional power sources such as back-up generators or battery storage located above the flooding heights.

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		Fire • Provide additional filtration for carbon filters and smoke removal. • Provisions of compliant fire and life safety design of the building to protect fire and life safety strategy (e.g., provisions of exits and egress, fire sprinkler and hydrant systems, smoke hazard management, etc.). • Provide multiple access routes to the site.
Greenhouse gas and energy efficiency	Appendix 18 – Emissions Report (GHG Mitigation Plan and Climate Change Adaptation Plan)	Scope 1 – Direct emissions <u>Diesel oil from emergency (back up) generator annual testing</u> CDC will seek to optimize generator efficiency through regular maintenance and adoption of advanced emission control technologies as these develop. In alignment with the net zero carbon by 2030 target, CDC intends to calculate emissions and purchase high quality carbon offsets to become net zero carbon for scope 1 emissions. Scope 2 – Indirect emissions <u>Operational energy to run data centre facility</u> Purchase of electricity that is 100% backed by renewable electricity sources. This approach is intended to neutralize carbon emissions associated with electricity use. Scope 3 - Life cycle and supply chain emissions <u>Operational energy to run costumer IT</u> Purchase of electricity that is 100% backed by renewable electricity sources. This approach is intended to neutralize carbon emissions associated with electricity use. <u>Equipment Replacement</u> CDC partners with major manufacturers and suppliers. CDC prefers suppliers who share its sustainability values, are local or have set their own targets to reduce greenhouse gas (GHG) emissions. Where feasible CDC intends to explore and integrate equipment options with long life spans (durability), Environmental Product Declarations, sustainable certification or reduced carbon footprints, especially for

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		equipment such as UPS and chillers which have higher upfront embodied carbon emissions. <u>Upfront carbon emissions from concrete and steel during Product stage A1 - A3</u> CDC will investigate and where feasible seek to use reduced carbon construction materials such as concrete, steel and blockwork, which have higher upfront carbon emissions. Reporting CDC shall undertake a GHG emissions review each year and report to comply with the relevant reporting requirements, such as those under the National Greenhouse and Energy Reporting (NGER) scheme. The reporting strategy and whether this information is public or remains confidential will be determined by CDC during the first reporting cycle. Review of the GHG Mitigation Plan Marsden Park development has been identified as a large emitter because it will exceed the 25,000 tCO₂e per year. Once built and in operation, the project will trigger facility thresholds under the NGER Act. CDC shall undertake a GHG emissions review each year and report to comply with the relevant reporting requirements, such as those under the National Greenhouse and Energy Reporting (NGER) scheme. The reporting strategy and whether this information is public or remains confidential will be determined by CDC during the first reporting cycle. • Format: Reports must be submitted online using the Emissions and Energy Reporting System (EERS), accessed via the Clean Energy Regulator's Client Portal. • Frequency: Reporting is required annually. The reporting period aligns with the Australian financial year (1 July to 30 June), and reports must be submitted by 31 October each year. • Form: The report must include detailed information on: - Greenhouse gas emissions (Scope 1 and Scope 2). - Energy production. - Energy consumption. Implementation and Effectiveness Monitoring

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		Energy Metering is a key strategy to support energy management and identify opportunities for additional energy savings by tracking building-level and system level energy use. To enable this, the development shall: • Install advance energy metering for all building energy sources and for any individual energy and end uses that represent 10% or more of the total annual consumption of the building. • IT energy consumption, as measured from an uninterruptible power supply (UPS) output meter, should be metered separately from non-IT equipment, such as HVAC, plug loads, and lighting. If the UPS system supports non-IT loads that amount to more than 10% of its load, such as lighting or cooling, this non-IT load should also be sub metered. • Meters must be permanently installed, record consumption and demand data at intervals of one hour or less, and transmit data to a remote location. • The data collection system must use a building automation system or the like, must be remotely accessible and must be able to store data for at least 36 months. • All meters must be capable of reporting hourly, daily, monthly and annual energy use.
Aboriginal Cultural Heritage	Appendix 9 – Aboriginal Cultural Heritage Assessment Report	Works that will disturb Aboriginal objects have been approved by Blacktown City Council under the Early Works DA. The Early Works DA requires the granting of an AHIP. The works proposed within the SSDA are not expected to disturb any artefacts, and do not require an additional AHIP. Salvage Excavation Where harm cannot be avoided, measures should be taken to mitigate the impacts to Aboriginal sites. These measures are outlined in detail in the ACHAR. Discovery of Human Remains If suspected human remains are discovered and/or harmed in, on or under the land within the study area, the following actions must be undertaken: • The remains must not be harmed/further harmed • Immediately cease all works at that particular location • Secure the area to avoid further harm to the remains

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		- Notify the NSW Police and the Environment Line (Heritage NSW) on 131 555 as soon as practicable and provide any details of the remains and their location - Do not recommence any work at that particular location unless authorised in writing by Heritage NSW.
Non-Aboriginal Heritage	Appendix 30 – Statement of Heritage Impact Appendix 21 – Historical Archaeological Assessment	The following management measures are appropriate should any unexpected impacts occur: Unexpected finds protocol – If unexpected finds of historical nature are discovered during any work, work within 5 m of the find must cease and the following steps taken: - an archaeologist will be contacted to assess the find and determine if it is clearly a relic or has moderate to high potential to be a relic (this may require additional research); - if the find is determined to be a relic, a s146 (of the Heritage Act) is to be forwarded to the Heritage Council who will be consulted on the appropriate management measure; and - if the find is assessed and is not a relic, work inside the area that was made a no-go area can recommence. Human remains protocol – In the event that known or suspected human remains (generally in skeletal form) are encountered during the activity, the following procedure will be followed immediately upon discovery: - all work in the immediate vicinity will cease and the find will be immediately reported to the work supervisor who will advise the Environment Manager or other nominated senior staff member; - the Environment Manager or other nominated senior staff member will promptly notify the police (as required for all human remains discoveries); - the Environment Manager or other nominated senior staff member will contact Heritage NSW for advice on identification of the human remains; - if it is determined that the human remains are Aboriginal ancestral remains, the Local Aboriginal Land Council will be contacted, and consultative arrangements will be made to discuss ongoing care of the remains; and

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		- if it is determined that the human remains are not Aboriginal ancestral remains, the coroner will be contacted by the police and further investigation will be conducted to determine if the remains represent a historical grave or if police involvement is required. <u>Non-Aboriginal Archaeological Heritage</u> Recommendation 1: Works may proceed with caution The study area has been identified to contain low archaeological potential. The proposed works within the study area may proceed with caution, provided the mitigations measures presented in Recommendation 2 are implemented where necessary. Recommendation 2: Discovery of unanticipated historical relics Relics are historical archaeological resources of local or State significance and are protected in NSW under the Heritage Act. Should unanticipated relics be discovered during the course of the project, the following steps should be taken: - If a find is identified, works should stop immediately around the find and the area should be protected. - The find should be reported to the project manager or supervisor. - A historical archaeologist should be contacted to identify the find. - If the find is a relic, a mitigation strategy must be developed and implemented. This could include avoidance of the find, excavations or other mitigation measures. - If the find is a relic, notification to Heritage Council under Section 146 of the Heritage Act will be required.
Bushfire	Appendix 15 – Bushfire Report	Asset Protection Zones 1. At the commencement of construction works and in perpetuity all areas within the Asset Protection Zone as shown on the Site Plan Floor Plan prepared by Terras Landscape Architects (Job Number: 15175.5, Drawing No: L113, Rev B, Date 20/08/2024) shall be maintained as an Asset Protection Zone (Inner Protection Area) as detailed in the NSW Rural Fire Service’s document ‘Standards for Asset Protection Zone and Appendix 4 of <i>Planning for Bush Fire Protection</i> 2019.

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		Construction (Developments 1-3 & 6) 2. That all gaps >3mm or more on proposed buildings be either screened within aluminium, steel or bronze metal mesh having an aperture size ≤2mm or be sealed / closed. 3. That all operable windows be screened internally or externally with aluminium, steel or bronze metal mesh having an aperture size of ≤2mm in such a way that the entire opening is screened when in the open position. 4. That the external side-hung doors on proposed buildings be tight fitting and fitted with a draft excluder. This may require draft excluders on the stiles, head, sill or threshold and rebated or planted jambs & centre stiles. 5. That the external roller doors on proposed buildings have tight fitting guide tracks/seals (not providing a gap >3mm when in the closed position). 6. That any mechanical ducted ventilation on proposed buildings provides screens over air intake vents and ensuring that exhaust vents are either screened or fitted with dampers that close when positive outward air pressure is lost to ensure the maintain ember protection to the inside of the buildings. Landscaping 7. That any new landscaping within the Asset Protection Zones is to comply with Table 7.4a of <i>Planning for Bush Fire Protection</i> 2019. Gas (where applicable) 8. That any new gas services are to comply with Table 7.4a of <i>Planning for Bush Fire Protection</i> 2019 as follows: • reticulated or bottled gas is installed and maintained in accordance with AS/NZS 1596:2014 and the requirements of relevant authorities, and metal piping is used; • all fixed gas cylinders are kept clear of all flammable materials to a distance of 10m and shielded on the hazard side; • connections to and from gas cylinders are metal; • polymer-sheathed flexible gas supply lines are not used; and • above-ground gas service pipes are metal, including and up to any outlets. Emergency Management

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		9. That the bushfire emergency management plan to be prepared and is to be consistent with the NSW Rural Fire Service Guidelines for the <i>Preparation of Emergency / Evacuation Plan</i>. Water 10. That the new hydrant system is to comply with the requirements detailed in Table 5.3c of <i>Planning for Bush Fire Protection</i> 2019, specifically: • fire hydrant spacing, design and sizing comply with the relevant clauses of AS 2419.1:2021; • hydrants are not located within any road carriageway; • fire hydrant flows and pressures comply with the relevant clauses of AS 2419.1:2021. • all above-ground water service pipes external to the building are metal, including and up to any taps. • fire hose reels are constructed in accordance with AS/NZS 1221:1997 Fire hose reels, and installed in accordance with the relevant clauses of AS 2441:2005 Installation of fire hose reels. Access 11. That the proposed road design complies with the Site Plan prepared by EJE (Drawing No SYD-MP-SSDA-05, Project No 15175, Rev P, Date 21/08/2024). 12. That any new access roads comply with the following requirements for Property Access as detailed in section 7.4 of <i>Planning for Bush Fire Protection</i> 2019: • property access roads are two-wheel drive, all-weather roads; • a minimum vertical clearance of 4m to any overhanging obstructions, including tree branches; • curves have a minimum inner radius of 6m and are minimal in number to allow for rapid access and egress; • the minimum distance between inner and outer curves is 6m; • the crossfall is not more than 10 degrees; maximum grades for sealed roads do not exceed 15 degrees and not more than 10 degrees for unsealed roads.

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Biodiversity	Appendix 14 – Biodiversity Development Assessment Report Waiver and Prescribed Ecological Actions Report	1. A Biodiversity Development Assessment Report (BDAR) is not recommended. 2. Plan APZ clearing to minimise impacts on <i>Grevillea juniperina</i> subsp. <i>juniperina</i>. 3. Construction fencing to be setup at the edge of development works to minimise impacts on trees retained in the APZ. 4. Pre-clearance surveys are to be conducted prior to the beginning of upgrade works, and target: a. Koalas b. Nests for active use by Threatened species c. Cumberland Plain Land Snail 5. If a Koala is identified during pre-clearance surveys, an exclusion zone will be established to allow that animal to move from the area of its own accord, as to not disrupt breeding season. Tree clearing is to recommence after the Koala has moved on from the area. 6. If a nest of a threatened bird species listed above occurs in a tree to be removed or will be impacted by removing a nearby tree, an exclusion zone is to be set up until that nest can be safely relocated. If the nest cannot be safely relocated without disturbing the nest, the tree is not to be removed until the bird and chicks have left the nest. 7. If a Cumberland Plain Land Snail is identified during pre-clearance surveys, relocate it to the surrounding woodland. 8. Where possible salvage and translocate <i>Grevillea juniperina</i> subsp. <i>juniperina</i>. 9. Investigate reusing felled tree as logs as habitat off-site (elsewhere). Maximal log retention is highly recommended (minimise chipping).
Social Impacts	Appendix 32 – Social Impact Assessment	Implement mitigation measures identified in other specialist reports.

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Waste Management	Appendix 35 – Waste Management Plan	Operational Waste Mitigation Measures The following mitigation measures are recommended: - Waste generated during the operation stage of the development will be managed by the operational staff in line with the mitigation measures included in the WMP. - Waste will be collected by a private waste contractor. - Signs which clearly identify waste management procedures and provisions to contractors, staff and visitors will be posted at the Development as appropriate. The design and use of safety signs will comply with Australian Standard AS 1319 Safety Signs for the Occupational Environment and clearly describe the types of materials designated for each bin. Construction Waste Mitigation Measures The following mitigation measures are recommended: - Waste generated during the demolition and construction stage of the development will be managed by the principal contractor and sub-contractors in line with the mitigation measures included in the WMP. - Where possible, all demolition and construction materials would be recycled either on-site through reuse or offsite at a licensed facility. Waste would be transported and disposed of offsite by a licensed contractor to a licensed landfill facility. - Signs which clearly identify waste management procedures and provisions to contractors, staff and visitors will be posted at the Development as appropriate. The design and use of safety signs will comply with Australian Standard AS 1319 for safety signs and Australian Standards and NSW EPA for recycling signage, and clearly describe the types of materials designated for each bin.