RUSHES CREEK POULTRY PRODUCTION FARM, SSD 7004

FINAL SUMMARY OF COMMITMENTS

Development Construction

- ProTen will implement all practicable measures to prevent or minimise any harm to the local environment and surrounding populace that may result from the construction of the Development.
- ProTen will construct the Development generally as described in the EIS and RTS and in accordance with detailed design completed following development consent, along with the necessary construction approvals (for example, construction certificates).
- A CEMP will be developed for approval prior to commencing construction. It will describe the activities to be undertaken on site during construction, outline construction staging and timing, nominate the roles and responsibilities for all relevant construction personnel, include community and stakeholder consultation requirements and include procedures for complaints and incident management. The CEMP will also specify the environmental management and mitigation measures to be implemented during construction in relation to:
  - Surface water;
  - Soils;
  - Traffic;
  - Biodiversity;
  - Aboriginal heritage;
  - Noise;
  - Dust; and
  - Waste.
- Construction workers will be suitably inducted and trained. Training in relation to environmental responsibilities will take place initially through the site induction and then on an on-going basis through toolbox talks (or similar).

Development Operation

- ProTen will implement all practicable measures to prevent or minimise any harm to the local environment and surrounding populace that may result from operation of the Development.
- The Development will generally be constructed, operated and managed in accordance with current industry best practice standards, including the relevant requirements/recommendations in the RSPCA Standards (RSPCA Australia 2013) and Best Practice Guidelines (DPI 2012).
- ProTen will operate the Development generally as described in this EIS and RTS.
- An OEMP will be developed for approval prior to commencing operation. It will describe the operational activities to be undertaken on site, nominate the roles and responsibilities for all relevant personnel, include community and stakeholder consultation requirements and include procedures for complaints and incident management. The OEMP will also include the following issue-specific management plans:
  - Air Quality Management Plan;
  - Surface Water Management Plan;
  - Biodiversity Management Plan;
  - Aboriginal Cultural Heritage Management Plan;
  - Waste Management Plan;
  - Landscaping Management Plan;
  - Mass Mortality Disposal Strategy; and
  - Pollution Incident Response Management Plan.

  It will also specify the environmental management and mitigation measures to be implemented in relation to traffic, noise, energy efficiency and pest control.
- The Development will not exceed a maximum population of 3,051,000 broiler birds, and the maximum number of birds placed on any given day will be 636,000 (±6%).
- Stocking densities will comply with the RSPCA Standards (2013) specification of 34 kg/m^2.
- Employees and contractors will be suitably inducted and trained. Training in relation to environmental responsibilities will take place initially through the site induction and then on an on-going basis through toolbox talks (or similar).
- The Development will be managed in compliance with ProTen's standard operating procedures, including a regular site inspection and maintenance program to minimise the potential for adverse environmental impacts, extend the life of equipment, reduce operating costs and maximise operational efficiency. Emphasis will be placed on keeping the insides of the poultry sheds and surrounding environs as clean as possible.

Land Contamination

- The *Remedial Action Plan* (SLR 2019b) will be implemented prior to commencing construction to remediate arsenic impacted soil adjacent to the former sheep dip in Lot 165 DP 752169.
- A site validation report will be prepared in accordance with *Contaminated Sites: Guidelines for Consultants Reporting on Contaminated Sites* (OEH 2011) for submission to Council within 30 days of completing the remediation works.

Drinking Water Supplies

- Quality assurance programs will be prepared and implemented in accordance with the *NSW Health Private Water Supply Guidelines* (NSW Health 2014) for the drinking water supplies at the PPUs and farm managers' houses. These programs will be submitted to the HNELHD prior to commencing operation.

Odour

Development Design

- The poultry sheds will be tunnel-ventilated to allow control over internal moisture levels and promote optimum growing conditions and bird health.
- The poultry sheds will be fully enclosed, have wide eaves and will be surrounded by dwarf concrete bund walls to prevent stormwater entering the poultry sheds and elevated moisture levels.
- The poultry sheds will be fitted with nipple drinkers with drip cups to minimise water spillage and elevated moisture levels.
- The feed silos will be fully enclosed to prevent the entry of rainwater and elevated moisture levels.

Shed Operations During Bird Growing Phase

- The Development will not exceed a maximum population of 3,051,000 broiler birds.
- Stocking densities will comply with the RSPCA Standards (2013) specification of 34 kg/m2.
- Stocking densities and bird health will be regularly checked and, if necessary, appropriate corrective measures implemented.
- A minimum depth of 50 mm of fresh bedding material will be laid throughout the poultry sheds at the start of each batch.
- Bedding material moisture levels will be regularly checked. Any excessively wet material and/or caked material beneath drinking lines will be promptly identified, removed and replaced.
- Bird drinkers will be maintained to minimise/avoid leakage that will result in wet patches in the bedding material.
- The poultry shed ventilation systems will be maintained to ensure air movement is at design levels.
- Where possible, activities that may increase odour emissions (for example, bedding material replacement) will be undertaken during daytime hours.
- Shed access points will remain closed at all times other than for the purposes of allowing access to the sheds.
- Dead birds will be collected from the poultry sheds on a daily basis and stored in the on-site dead bird freezers prior to being removed from site.

Shed Operations During Shed Cleanout

- Poultry litter will be promptly removed from the poultry sheds and transported off site in covered trucks at the end of each production cycle.
- Where possible, litter handling will be avoided during adverse climatic conditions, such as times of cold air drainage during early morning or strong winds. The shed ventilation systems will not be used during little removal.
- Poultry litter will not be stockpiled or spread within the Development Site.

Vegetation Screens

- Vegetation screens will be established and maintained around the perimeter of each PPU on a progressive basis as soon as practicable following bulk earthworks and construction at each PPU.

Weather Station

- A weather station will be installed within the Development Site to collect on-going and up-to-date weather monitoring data, which will assist in investigating and responding to any air quality complaints.

Particulate Matter

Construction

- Surface disturbance will be limited to the smallest practicable area possible.
- Disturbed areas will be promptly rehabilitated and revegetated to a stable landform.
- When necessary, dust will be minimised by "wetting" down surfaces being worked and/or carrying traffic during dry conditions.

- Where possible, vehicles on site will be confined to designated roadways.
- Internal roads will be appropriately constructed and maintained with a suitably compacted base.
- Vehicles will not exceed a general speed limit of 60 km/hr along the internal access roads, with a reduced speed limit of 40 km/hr in the vicinity of work sites.
- Plant and equipment will be regularly maintained to ensure optimal operating condition.

Development Design

- The feed silos will be fully enclosed to minimise emissions of particulate matter when loading and unloading.
- The poultry sheds will be tunnel-ventilated, which will allow control over the moisture levels and promote optimum growing conditions and bird health. The increased airflow and improved feed conversion in tunnel-vented sheds helps to maintain bedding material within the optimal moisture range.

Wheel Generated Dust From Unsealed Roadways

- The two site access roads will be bitumen-sealed for a minimum of 50 m from Rushes Creek Road.
- Internal roads will be appropriately constructed and maintained with a suitably compacted base.
- When necessary, internal roads will be "wetted down" during dry conditions.
- Vehicles will not exceed a general speed limit of 60 km/hr along the internal access roads, with a reduced speed limit of 40 km/hr in the vicinity of the PPUs.
- Internal traffic will be restricted to the designated access roads (except in the event of an emergency or incident).

Dust Emissions from Poultry Sheds

- The bedding material will be managed to ensure that moisture levels do not drop below approximately 15%.
- The poultry shed ventilation systems will be maintained to ensure air movement is at design levels.
- The poultry sheds will be thoroughly cleaned between batches, with a focus on the fan end of the sheds.

Emergency Standby Diesel Generators

- The generators will be contained in lockable acoustics enclosures with vertical air discharge and will only be used in emergency situations when mains power from the electricity grid is lost.
- The generators will meet the relevant emission standards in Schedule 4 of the Clean Air Regulation.

Materials Handling and Transfer

- When possible, handling bedding material/poultry litter will be limited to daytime hours to avoid adverse weather conditions.
- Poultry litter will be promptly transported off site in covered trucks at the end of each batch.

Vegetation Screens

- Vegetation screens will be established and maintained around the perimeter of each PPU on a progressive basis as soon as practicable following bulk earthworks and construction at each PPU.

Weather Station

- A weather station will be installed within the Development Site to collect on-going and up-to-date weather monitoring data, which will assist in investigating and responding to any air quality complaints.

Traffic

Construction

- A CTMP will be prepared for approval prior to commencing construction.
- The generic traffic control plan will be implemented if the construction of the new site access driveways off Rushes Creek Road and/or the installation of water and electricity supply lines under Ski Gardens Road results in the need to restrict the two-way traffic arrangement on the respective roads to a single lane.
- Construction vehicles will enter and exit the Development Site during the initial site preparation works via the existing site access driveways off Rushes Creek Road and subsequently via the two new access driveways to be constructed off Rushes Creek Road at the commencement of construction.
- Vehicles will not exceed a general speed limit of 60 km/hr along the main site access roads from Rushes Creek Road, with a reduced speed limit of 40 km/hr in the vicinity of all work sites.
- All construction-related traffic and construction plant/equipment will park along the internal access roads and/or on construction sites. There will be no queuing or parking on Rushes Creek Road.
- Where possible, vehicles on site will be confined to designated roadways.
- Suitable signage will be erected indicating internal traffic direction and speed limits to ensure the orderly and safe use of the site, as well as to minimise the potential for traffic conflict.
- Internal roads will be maintained clear of obstruction and used exclusively for the purposes of transport, loading-unloading and parking.

- Loaded heavy vehicles entering or exiting the Development Site will have their loads covered.
- Heavy vehicles exiting the Development Site will be cleaned of dirt, sand and other materials (if necessary) to avoid tracking these materials on to the public road network.
- The only traffic to enter the Development Site will be construction traffic and, if required, emergency vehicles. There will not be any general public access.
- All heavy vehicle drivers will read and sign a Driver Code of Conduct that will include, but not be limited to, the following:
  - A map of the primary transport route(s) highlighting critical locations;
  - Safety initiatives for transport through residential areas and/or school zones;
  - A driver induction process and regular toolbox talks (or similar);
  - A complaints resolution and disciplinary procedure;
  - A directive to drivers to slow down and provide right-of-way to any livestock and/or farm machinery on the transport routes; and
  - A directive to drivers to avoid the use of compression braking along Rushes Creek Road.

Oxley Highway / Rushes Creek Road Intersection

- Visibility splays at the Oxley Highway / Rushes Creek Road intersection will be checked in both the horizontal and vertical planes via detailed field investigation or survey to confirm, in particular, whether there is a need for any vegetation trimming/clearing on the inside of the horizontal curve immediately to the west of the intersection to ensure SISD.
- A review of the line-marking arrangement on Rushes Creek Road at the Oxley Highway intersection will be undertaken to ensure it is consistent with the Give-Way intersection control.
- Additional signage will be erected at the Oxley Highway / Rushes Creek Road intersection in the form of advance signposting in both directions to warn of trucks turning at the intersection.

Development Design

- The two new access driveways from Rushes Creek Road will be constructed to accommodate a BAL treatment in accordance with AGRD Part 4A (Austroads 2017). Directional signage will be installed on Rushes Creek Road to assist approaching traffic identify the access points and access control (Give Way) signage and line-marking will be provided to control vehicles exiting the Development Site.
- The two new access roads will be bitumen-sealed for a minimum of 50 m from Rushes Creek Road and will be approximately 6.5 m wide. The remaining lengths of the internal access roads within the Development Site will be constructed as all-weather rural-type roads to meet the minimum requirements of AS 2890.2 Part 2 to accommodate the turning movements of B-doubles.
- Signage will be installed on the two access driveways near their intersections with Rushes Creek Road instructing heavy vehicle drivers to avoid the use of compression braking within the Development Site and on Rushes Creek Road.
- A one-way circulation road (ring road) will be established around the perimeter of each PPU to enable traffic to enter, exit and manoeuvre for loading-unloading and servicing activities in a forward direction.

Operation

- Traffic will enter and exit the Development Site via the two new access driveways off Rushes Creek Road.
- Heavy vehicles travelling between the Development Site and the poultry industry service facilities located in and around Tamworth will utilise the nominated heavy vehicle route (approved B-double route) comprising the Oxley Highway and Rushes Creek Road (see Figure 19).
- Vehicles will not exceed a general speed limit of 60 km/hr along the internal access roads, with a reduced speed limit of 40 km/hr in the vicinity of the PPUs.
- Suitable signage will be erected indicating internal traffic direction and speed limits to ensure the orderly and safe use of the site, as well as to minimise the potential for traffic conflict.
- Internal roads will be appropriately maintained to provide safe driving conditions (and also minimise noise and dust emissions).
- Internal roads will be maintained clear of obstruction and used exclusively for the purposes of transport, loading-unloading and parking.
- Internal traffic will be restricted to the designated access roads (except in the event of an emergency or incident).
- Car parking will be provided adjacent to the amenities facility at each PPU for employees and visitors, and adequate area will be available at each PPU and along internal access roads for any heavy vehicle parking requirements. There will be no parking along Rushes Creek Road.
- All heavy vehicle drivers will read and sign a Driver Code of Conduct that will include, but not be limited to, the following:
  - A map of the primary transport route(s) highlighting critical locations;
  - Safety initiatives for transport through residential areas and/or school zones;

- A driver induction process and regular toolbox talks (or similar);
- A complaints resolution and disciplinary procedure;
- A directive to drivers to slow down and provide right-of-way to any livestock and/or farm machinery on the transport routes; and
- A directive to drivers to avoid the use of compression braking along Rushes Creek Road.

- Consultation will be undertaken with Council and the local traffic committee in relation to installing signage on Rushes Creek Road near the Development Site and near the Oxley Highway intersection instructing heavy vehicle drivers to avoid compression braking along Rushes Creek Road.

Surface Water

Construction

- Construction works will be planned and coordinated in order to limit the area of disturbance at any one time (as far as practicable).
- Erosion and sediment controls will be implemented prior to disturbance activities commencing in accordance with the Blue Book (Landcom 2004) and *Erosion and Sediment Control on Unsealed Roads* (OEH 2012).
- Clean water diversions comprising a deflection bank and swale drain will be installed around the upstream sides of each of the four PPUs to convey clean water run-off around the construction sites. They will be constructed and stabilised prior to earthworks commencing at each PPU and will be designed to convey the runoff from the upstream catchment for rainfall events up to the 1% AEP event.
- Stripped topsoil will be appropriately stockpiled and managed for use in future rehabilitation works.
- Disturbed areas will be promptly rehabilitated and revegetated to a stable landform following completion of disturbance activities (see Section 4.3.6 in the EIS).
- An on-going inspection and maintenance program will be implemented to ensure the continued integrity of the erosion and sediment control structures throughout the construction period. They will be visually inspected on a monthly basis and following significant rainfall events and any required maintenance work will be promptly undertaken.

Development Design and Operation

- The poultry sheds will be fully enclosed and surrounded by a dwarf concrete bund wall to prevent stormwater entering the sheds and allow for the controlled discharge of wash down water from the sheds.
- The clean water diversions (comprising a deflection bank and swale drain) installed prior to earthworks around the upstream sides of each of the four PPUs will be maintained to convey clean water run-off around the PPUs and prevent this water from entering the controlled surface water management system. The diversions will be designed and maintained to convey the runoff from the upstream catchment for rainfall events up to the 1% AEP event.
- Engineered surface water management systems will be installed at each PPU to capture and manage wash down water and stormwater runoff within the PPU environs, providing long-term structural management controls throughout the life of the operation. Each system will be designed to capture the runoff from 200 mm of rainfall, which is equivalent to the depth of rainfall for a 1% AEP 72-hour event.
- AWTSs will be installed to manage the sewage generated by the staff amenities at each PPU and the farm managers' houses in accordance with the manufacturer's specifications and Council approval requirements. Each AWTS (12 in total) will have a treatment capacity of 10 equivalent persons at 200 L/p/d and the treated effluent will be released over an area of approximately 200 m2 via sub-surface irrigation.
- The extraction of surface water from the Namoi River to service the Development's water supply requirements will be under the provisions of the two existing water access licences held by ProTen (WAL41834 and WAL37794). Extraction will not exceed the combined licensed allocation of 437.2 units per year under the provisions of the *Water Sharing Plan for the Upper Namoi and Lower Namoi Regulated River Water Sources 2016*.
- An on-going inspection and maintenance program will be implemented to ensure the continued integrity of the surface water management systems, including upstream diversions. They will be visually inspected on a monthly basis and following significant rainfall events and any required maintenance work will be promptly undertaken to ensure the system's design capacity is maintained.
- The detention dams at each PPU will be visually inspected on an annual basis and, if necessary, will be desilted to ensure the dams maintain their design capacity.
- The grassed swale drains between the poultry sheds will be carefully managed to minimise soil disturbance and maximise infiltration and stormwater treatment potential. They will be regularly slashed to encourage continual grass growth and associated nutrient up-take.
- Dry-cleaning practices at the end of each production cycle will be maximised within the poultry sheds prior to washing with water to minimise the volume of wash water and the amount of poultry litter (and associated sediments and nutrients) in the wash down water.

- Water captured in the detention dams will be reused for regular irrigation of the planted vegetation screens at each PPU. Advice with be sought from an appropriate professional to ensure that the tree and shrub species selected for the vegetation screens can effectively cope with and utilise the anticipated nutrient loads within the irrigation water.
- The waste management systems listed in Section 4.18 of the EIS will be implemented to ensure that each waste stream generated is effectively managed and disposed of off site. There will not be any on-site stockpiling or disposal of waste.
- The best management practices and mitigation measures outlined in Section 4.19 of the EIS will be implemented for the storage of chemicals and fuels.

Mosquito Control

- The table drains and detention dams will be maintained free of vegetation.
- The vegetation screens around the PPUs will not be over-irrigated to avoid water collecting in any depressions for long periods of time.
- If it is identified that mosquitos have become an issue, a larvicide will be applied to the detention dams and surrounds to prevent mosquitoes from maturing to adults and/or the detention dams and surrounds will be fogged.

Groundwater

- There will not be any groundwater extraction or use by the Development.
- Each poultry shed will be fully enclosed and have concrete flooring.
- Each poultry shed will be surrounded by a dwarf concrete bund wall measuring 400 mm high to prevent rainwater and runoff entering the sheds and to allow for the controlled discharge of wash down water from the sheds.
- Engineered surface water management systems will be installed at each PPU to capture and manage wash down water and stormwater runoff within the PPU environs, providing long-term structural management controls throughout the life of the operation. Each system will be designed to capture the runoff from 200 mm of rainfall, which is equivalent to the depth of rainfall for a 1% AEP 72-hour event.
- The internal surfaces of the detention dams will be compacted or lined to provide an impermeable surface.
- AWTSs will be installed to manage the sewage generated by the staff amenities at each PPU and the farm managers' houses in accordance with the manufacturer's specifications and Council approval requirements. Each AWTS (12 in total) will have a treatment capacity of 10 equivalent persons at 200 L/p/d and the treated effluent will be released over an area of approximately 200 m2 via sub-surface irrigation.
- An on-going inspection and maintenance program will be implemented to ensure the continued integrity of the surface water management systems. They will be visually inspected on a monthly basis and following significant rainfall events and any required maintenance work will be promptly undertaken to ensure the system's design capacity is maintained.
- The grassed swale drains between the poultry sheds will be carefully managed to minimise soil disturbance and maximise infiltration and stormwater treatment potential. They will be regularly slashed to encourage continual grass growth and associated nutrient up-take.
- Dry-cleaning practices at the end of each production cycle will be maximised within the poultry sheds prior to washing with water to minimise the volume of wash water and the amount of poultry litter (and associated sediments and nutrients) in the wash down water.
- The waste management systems listed in Section 4.18 of the EIS will be implemented to ensure that each waste stream generated is effectively managed and disposed of off site. There will not be any on-site stockpiling or disposal of waste.
- The best management practices and mitigation measures outlined in Section 4.19 of the EIS will be implemented for the storage of chemicals and fuels.

Biodiversity

Construction

- Construction areas will be clearly delineated to ensure no native vegetation outside of these areas is cleared.
- Erosion and sediment controls will be implemented prior to disturbance activities commencing in accordance with the Blue Book (Landcom 2004) and *Erosion and Sediment Control on Unsealed Roads* (OEH 2012).
- An on-going inspection and maintenance program will be implemented to ensure the continued integrity of the erosion and sediment control structures throughout the construction period. They will be visually inspected on a monthly basis and following significant rainfall events and any required maintenance work will be promptly undertaken.
- Vehicles will not exceed a general speed limit of 60 km/hr along the main site access roads from Rushes Creek Road, with a reduced speed limit of 40 km/hr in the vicinity of work sites.
- If considered necessary, vehicles leaving the Development Site will be cleaned to avoid the spread of weeds.

- WIRES will be contacted prior to planned tree felling to advise of proposed works and arrange a volunteer wildlife handler (if required and available) to rescue any fauna.
- Rubbish, including building material wastes and food scraps, will be properly managed and will not be stockpiled within areas of native vegetation.
- Disturbed areas will be promptly rehabilitated and revegetated to a stable landform following completion of disturbance activities (see Section 4.3.6 in the EIS).
- Revegetation works and landscape plantings will be regularly inspected and assessed for maintenance requirements, including weed control.

Operation

- Engineered surface water management systems will be installed at each PPU to capture and manage wash down water and stormwater runoff within the PPU environs, providing long-term structural management controls throughout the life of the operation.
- If any native fauna are by chance injured during operations, WIRES will be contacted to arrange proper care for the animal. WIRES will also be contacted to remove any bats discovered within the poultry sheds.
- Suitable signage will be erected to direct traffic, limit traffic speed and minimise night time noise levels.
- Vehicles will not exceed a general speed limit of 60 km/hr along the internal access roads, with a reduced speed limit of 40 km/hr in the vicinity of the PPUs.
- Internal traffic will be restricted to the designated access roads (except in the event of an emergency or incident).
- Efforts will be made to ensure the poultry sheds and other site buildings are fully enclosed and maintained in an attempt to exclude bats from roosting within the sheds/buildings.
- The waste management systems listed in Section 4.18 in the EIS will be implemented to ensure that each waste stream generated is effectively managed and disposed of off site. There will not be any on-site stockpiling or disposal of waste.
- External lighting will be aimed downwards and only used when necessary during times of low light and/or heavy fog.
- A wheel wash facility will be installed on the access road to each PPU in order to minimise the risk of spread of plant pathogens and weeds.
- Pest control measures (see Section 4.21 in the EIS) will be implemented to prevent and control outbreaks.

Biodiversity Offset Strategy

- The Biodiversity Offset Strategy outlined in Section 8.6.5 of the EIS will be implemented to fulfil the offset requirements for the Development.
- The biodiversity offsetting actions and outcomes will be documented in an addendum to the Biodiversity Offset Strategy for submission to the DPE and OEH within 12 months of obtaining development consent.

Aboriginal Heritage

Aboriginal Cultural Heritage Management Plan

- Prior to the commencement of construction, an ACHMP will be prepared for approval in consultation with the RAPs and OEH. It will describe the management actions for all Aboriginal sites within the Development Site, including the seven sites within the disturbance footprint, and include an unexpected finds protocol.

Archaeological Salvage and Fencing

- The seven Aboriginal sites within the disturbance footprint of the Development, being Happy Hills-IF3, Bondah-IF1, Bondah-IF2, Bondah-IF7, Bondah-IF8, Happy Hills-OS3 and Bondah-OS11, will be salvaged by a surface collection and recording of all visible surface artefacts in consultation with the RAPs and OEH. The salvage works will be detailed in the ACHMP and will include the mapping, analysis and collection of all surface artefacts at the seven sites. The results of the salvage will be included in a report to preserve the data in a useable form.
- The five Aboriginal sites in close proximity to the disturbance footprint of the Development will be fenced with appropriate buffers and signed. Specifically:
- Happy Hills-IF4 is located within 50 m of an access road – it will be permanently fenced with a 10 m buffer and signed “Do Not Enter”;
- Bondah-IF5 is located within 30 m of an access road – it will be permanently fenced with a 10 m buffer and signed “Do Not Enter”;
- Bondah-OS2 is located within 50 m of water and electricity supply lines – it will be fenced with a 10 m buffer and signed “Do Not Enter” during construction;
- Bondah-OS3 is located within 60 m of water and electricity supply lines – it will be fenced with a 10 m buffer along its eastern extents and signed “Do Not Enter” during construction; and
- Bondah-OS9 is located within 20 m of water and electricity supply lines – it will be permanently fenced with a 10 m buffer around its northern extent and signed “Do Not Enter”.

Archaeological Excavation of Bondah-H1

- Consultation with the RAPs will be undertaken to determine the cultural appropriateness of excavating the Aboriginal hearth identified as Bondah-H1 during the preparation of the ACHMP. If the RAPs confirm the appropriateness and potential benefits, archaeological excavation of Bondah-H1 to determine if it is an Aboriginal oven will be included in the ACHMP. The excavation will also be used to determine whether in-situ charcoal remains beneath the cluster of stones for radio carbon C14 dating.

General

- No disturbance will occur outside of the disturbance footprint assessed in this EIS. Any alterations to the Development footprint will be assessed in accordance with the *Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales* (DECCW 2010).
- The three Aboriginal scarred trees identified within the Development Site will be further examined with reference to the *Aboriginal Scarred Trees in New South Wales, A Field Manual* (DEC 2005) should the Development's disturbance footprint change in a manner that potentially threatens these trees.
- Employees and contractors will be made aware of the presence of the identified Aboriginal sites during site inductions and training.
- If any Aboriginal sites are uncovered during construction or operation, all work within the vicinity will cease immediately and the unexpected finds protocol in the approved ACHMP will be followed.

Noise

Construction

- Construction activities will be restricted to the following standard daytime hours:
  - Monday to Friday – 7:00 am to 6:00 pm;
  - Saturday – 8:00 am to 1:00 pm; and
  - No audible construction work on Sundays or public holidays.
- Plant and equipment operators will be instructed on how to minimise noise generation at all times. If necessary, this may include avoiding the operation of noisy plant and equipment simultaneously.
- Plant and equipment will be maintained to meet regulatory and industry standards, as well as ensure optimal operating conditions.

Operation

- Noise generating equipment purchased by the operator will comply with relevant workplace health and safety requirements.
- Plant and equipment will be maintained to meet regulatory and industry standards and ensure optimal operating conditions.
- A unidirectional traffic movement system, via a one-way circulation road around each PPU, will be established to minimise the use of reversing beepers.
- Internal roads will be appropriately constructed and maintained with a suitably compacted base.
- Vehicles will not exceed a general speed limit of 60 km/hr along the internal access roads, with a reduced speed limit of 40 km/hour in the vicinity of the PPUs.
- Suitable signage will be erected to direct traffic, limit traffic speed and minimise night time noise levels.
- The emergency standby diesel generators will be contained in lockable acoustics enclosures with vertical air discharge and will only be used in emergency situations when mains power from the electricity grid is lost.

Road Traffic

- A directive to heavy vehicle drivers will be included in the Driver Code of Conduct to avoid the use of compression braking along Rushes Creek Road.
- Signage will be installed on the two access driveways near their intersections with Rushes Creek Road within the Development Site instructing heavy vehicle drivers to avoid the use of compression braking within the Development Site and on Rushes Creek Road.
- Consultation will be undertaken with Council and the local traffic committee in relation to installing signage on Rushes Creek Road near the Development Site and near the Oxley Highway intersection instructing heavy vehicle drivers to avoid compression braking along Rushes Creek Road.

Hazard and Risk

- Diesel and petrol will be stored in aboveground bunded tanks, with the minimum bund volumes being 110% of the respective tank capacity.
- LPG will be stored in aboveground tanks installed and maintained in compliance with *AS/NZS 1596:2014 The Storage and Handling of LP Gas*. Minimum separation distances will be maintained.
- Chemicals will be stored in the vented chemical store within the amenities and workshop building at each PPU.

- Copies of the SDSs for each chemical and fuel will be kept within the chemical store and/or office at each PPU.
- Spill kits will also be maintained within the chemical store at each PPU.
- Diesel, petrol and LPG storages will be separated from each other and separated from the chemical store in the amenities and workshop building at each PPU.
- The chemical and fuel storage bunding will be constructed of material sufficiently impervious to the stored chemicals/fuel and be able to prevent the migration of any spillage or leakage to the surrounding environment. Where relevant, the bunding will comply with the relevant requirements of the following Australian Standards and will be approved by a structural engineer:
  - *AS/NZS 1596:2014 The Storage and Handling of LP Gas*, where applicable to the proposed LPG storage tanks;
  - *AS 1940:2017 The Storage and Handling of Flammable and Combustible Liquids*, where applicable to the proposed petrol and diesel storage tanks;
  - *AS 2507:1998 The Storage and Handling of Agricultural and Veterinary Chemicals*, where applicable to the proposed storage of chemicals comprising ADG Classes 3, 6.1, 8 and 9 and non-dangerous goods; and
  - *AS 3780:2008 The Storage and Handling of Corrosive Substances*, where applicable to the proposed storage of chemicals comprising ADG Class 8 substances.
- The following controls will be implemented in relation to LPG storage to reduce risks to an acceptable level -
  - Installations will comply with AS/NZS 1596:2014, specifically sections 3, 5, 6, 8, 11, 12 and 13;
  - Tanks will be made of steel and comply with the requirements AS/NZS 1200;
  - Tank filling will comply with section 6.6 of AS/NZS 1596:2014;
  - Tanks will have an automatic fill shutoff when they have reached capacity in accordance with section 6.6 of AS/NZS 1596:2014;
  - Outflow will be controlled in accordance with section 5 of AS/NZS 1596:2014;
  - Appropriate compliant safety shut down and isolation valves will be installed as per sections 5.3 and 6.7 of AS/NZS 1596:2014;
  - Inspections, testing and maintenance will be undertaken is in accordance with section 11.5 of AS/NZS 1596:2014;
  - Separation distances will be maintained as per AS/NZS 1596:2014;
  - Hazard area classification will be in accordance with AS/NZS 60079.10.1:2009;
  - Electrical equipment will comply with AS3000;
  - Fire safety systems will be installed and/or available in accordance with section 13 of AS/NZS 1596:2014;
  - Fire-sensing elements of the emergency shutdown system will be located in a position to sense a fire at the filling/loading connection; and
  - Staff will be trained in how to use firefighting equipment and fire drills should be undertaken.
- If considered necessary, a Fire Safety Study will be undertaken following development consent, in parallel with development detailed design, for approval prior to commencing construction.

Visual Amenity

Development Design

- The poultry sheds, along with some other infrastructure items, will be constructed using non-reflective materials. The walls will be a eucalyptus green (or similar) colour sympathetic with the surrounding natural environment.
- The solar panels will have anti-reflective treatment and there will not be any mirrors or lenses used.
- External lighting will comprise individual light fixtures mounted at a height of approximately 4 m over the front and rear of each poultry shed, with no broad area or flood lighting.

Vegetation Screens

- Vegetation screens will be established and maintained around the perimeter of each PPU on a progressive basis as soon as practicable following bulk earthworks and construction at each PPU.
- Advice with be sought from an appropriate professional to ensure that the tree and shrub species selected for the vegetation screens can effectively cope with and utilise the anticipated nutrient loads within the irrigation water.

Operation

- External lighting will be aimed downwards and only used when necessary during times of low light and/or heavy fog.

Greenhouse Gas and Energy Efficiency

Development Design

- The poultry sheds will be insulted with high thermal performing expanded polystyrene with fire-retardant.
- The poultry sheds will be tunnel-ventilated, fully-enclosed and climate-controlled, which will reduce power consumption.
- Solar panels will be installed at each PPU to generate clean renewable energy to power the PPUs and reduce dependency on reticulated electricity. The panels will produce energy during the day and any surplus energy will be able to be fed into the electricity grid.

- Low lux lighting will be installed within the poultry sheds.

Operation

- External lighting will only be used when necessary during times of low light and/or heavy fog.
- The integrity of the poultry sheds will be regularly checked to identify and rectify any air leaks, which place additional load on ventilation fans.
- Internal lighting, temperature, humidity and static pressure will be continuously monitored within the poultry sheds and automatically adjusted to suit conditions. This will avoid unnecessary solar, electricity and LPG usage.
- Equipment such as ventilation fans and heaters will be regularly maintained and serviced to ensure optimal performance and efficiency.

Social

- Shortly following submission of this EIS to the DPE for public exhibition, ProTen will hold a community information session. This session will serve to overview the Development, outline and discuss the findings of key impact assessments and provide an overview of the EIS assessment and determination process, including how to review and comment on the EIS during the exhibition phase.
- ProTen will hold subsequent face-to-face meetings if requested by any of the community stakeholders.
- ProTen will arrange additional community information sessions prior to commencing both construction and operation if desired by the community stakeholders.
- Community and stakeholder consultation commitments will be included in both the CEMP and OEMP, which will be publicly available on ProTen's website once approved.
- Prior to the commencing both construction and operation ProTen will inform the surrounding residents and operators of the surrounding recreational facilities of planned commencement of construction/operation via a letter drop. The letter will advise relevant details, including general construction/operation activities, key dates, staging and hours, and relevant site contact details. These stakeholders will also be informed of any changes to the construction/operation activities in writing.
- Clearly visible signage will be installed at both the site access driveways off Rushes Creek Road prior to commencing construction and during operation. The signs will advise relevant details, including the site name, site office location, site contact details and any specific access requirements.
- ProTen will continue to operate its freecall environmental hotline number, which is provided on the company's website, to ensure community concerns can be raised and addressed.
- ProTen will work with the Lake Keepit Soaring Club following development consent to establish an emergency landing strip for gliders within the Development Site.
- ProTen will be levied and pay development contributions to Council pursuant to the EP&A Act and in accordance with the *Tamworth Regional Council Section 94A (Indirect) Development Contributions Plan 2013*.