

APPENDIX 2 APPLICANT'S MANAGEMENT AND MITIGATION MEASURES

Issue	Approach
Traffic and Transport	<u>Construction Traffic Management</u> To manage the impacts from traffic and transport during construction, the following range of mitigation and management measures are identified: • Traffic Guidance Schemes would be prepared and implemented. • Dilapidation surveys of roads around the proposal area would be undertaken. • Direct access at the frontages would be provided with adequate sight distances relating to the posted road speed. • All vehicles accessing the site for the purpose of material delivery and construction works would be fitted with safety flashing lights located on the top of the vehicle and functioning reversing noises which are compliant with the non-tonal levels recommended in the noise report. • Only left-in/ right-out movements would be provided at the site access point. Site Access to Sydney Metro Western Sydney Airport stabling and maintenance facility: • Patons Lane is the sole vehicular access road to the Sydney Metro Western Sydney Airport stabling and maintenance facility. Access to the Sydney Metro facility along Patons Lane must be always maintained as there are no alternative access options. • Stakeholder consultation with Sydney Metro is reflected in the Construction Traffic Management Plan. <u>Operational Traffic Management</u> A GTP has been prepared to support the use of potential green travel options for commuters to the development site. Recommendations have been outlined to encourage sustainable transport options, including: • A Transport Access Guide (TAG) is provided to users of a building or facility, intended to inform of ways to access the site through walking, cycling or public transport. • General: ○ Introduce a travel coordinator role to execute the recommendations of this plan. This could potentially be incorporated into the facilities management function. ○ Utilise social media opportunities to inform tenants and visitors of available sustainable transport options and facilities. To increase the use of the social media site this could be combined with other useful information including local events and building maintenance activities. ○ Monitor the mode share, use and demand of facilities to inform future updates of the GTP. • Walking ○ Work with other stakeholders to improve wayfinding signage to public transport (bus stops, future rail networks) between the development and nearby infrastructure hubs. ○ Maintain a TAG (updated annually). ○ As part of building management activities, promote walking for short trips in lieu of using a private vehicle. • Cycling ○ Supply a communal bicycle repair toolkit for employees and visitors.

Issue	Approach
	○ Maintain a TAG (updated annually). ○ Ensure the bicycle parking and end of trip facilities within the building are maintained. • Public Transport ○ Provide employees and visitors with a TAG (updated annually) that includes map showing public transport stops in the surrounding area, expected walk times needed to access the locations and useful applications and travel information websites. • Carpooling ○ Promote the cost savings of car share over commuting via private vehicle to residents of the precinct through the TAG. ○ Allocate additional spaces as required for car-sharing within the Alspec warehouse. • Car Parking ○ Provide electric car charging stations within the site. ○ Provide clear signage for and advertisement (within the TAG) of electric car charging stations within the site.
Design Quality	N/A
Visual Impact	• To mitigate views particularly from the east, a mix of large and medium evergreen indigenous and native canopy trees will be planted adjacent to the site boundary within a 10m landscape setback. This will increase the landscaped area in the southeast to 20m in width and provide screening of the development. • To the north and west minimum landscape setbacks are also proposed to provide screening from the development. This will help to filter the built form from potential visual receivers particularly in the east. • Canopy cover will be maximised where possible inclusive of car parking areas to help mitigate the urban heat island effect and will be supplemented by shrub and groundcover understorey planting. • The photomontages within the report demonstrate that proposed landscape planting at the development site, can be highly effective in helping to reduce visual impacts for several sensitive locations in close vicinity to the proposed development. The mitigation measures taken will be most effective after year 15 and for those receptors that experience direct views at close to medium range.
Water Management	• To ensure no negative impact on downstream ecosystems and waterways, stormwater from the subject site is proposed to be managed through the implementation of water quality system, detention and sediment and erosion control.
Flooding	Flood mitigation measures proposed include: • The Water Supply Basin designed to collect stormwater runoff for water reuse within the Alspec Industrial Business Park. • As the proposed development fills the informal flood storage volume south of Patons Lane, two main excavation areas (Race Track Basin and Southern Supplementary Basin) together with proposed levees within the floodplain area are proposed to compensate for the would-be lost flood storage and to control the water level increase downstream of Patons Lane. • Additional flood storage has been included in this flood assessment to provide flexibility for future Orbital works.
Biodiversity	• The proposed development will implement all the required mitigation measures outlined within the CPCP biocertification.

Issue	Approach
Ecologically Sustainable Design (ESD)	The key ESD considerations assessed as part of the assessment include energy efficiency, energy generation, indoor environment quality, water efficiency, waste management, low impact materials selection, sustainable transport, water sensitive urban design, and improved ecology. The initiatives identified to achieve ESD within the proposed development illustrate how the project addresses the following: • The precautionary principle – through the implementation of environmental management and building maintainability, the project will incorporate a focus on adaptability and resilience into the building design. • Inter-generational equity to ensure that the health, diversity, and productivity of the environment are maintained or enhanced for the benefit of future generations. • Conservation of biological diversity and ecological integrity – By planning native vegetation, reducing the stormwater runoff from the site, and including integrated landscaping into the development. • Improved valuation, pricing, and incentive mechanisms – The design of the development will employ a lifecycle costing to determine the optimal strategy for major plan size as well as input from a quantity surveyor to ensure the project remains on budget. Proposed Sustainability Initiatives include the following: • Energy Efficiency ◦ Fabric Optimisation ◦ Cool Roof Integration ◦ Energy Efficient Equipment ◦ HVAC System ◦ Highly Efficient Lighting System ◦ Energy Metering and Monitoring • Energy Generation ◦ With the incorporation of the previously identified energy efficiency measures, the energy load of the facility will be significantly reduced. This will allow a large portion of the sites electricity energy demand to be met through onsite renewable energy generation from a solar array. • Indoor Environment Quality ◦ Daylight access ◦ Indoor Air Quality (IAQ) ◦ Interior Noise Level Control ◦ Material Selection • Water Efficiency ◦ Rainwater Capture and Reuse ◦ Water Efficient Equipment ◦ Low Maintenance Landscaping • Water Management • Waste Management Plan ◦ Separated Waste and Recycling Streams ◦ Construction Waste Minimisation ◦ Low Impact Materials Selection • Sustainable Transport

Issue	Approach
	○ End of Trip Facilities ○ Sustainable Transport (Green travel Plan) ○ Electric Vehicles (EV) Infrastructure • Water Sensitive Urban Design ○ The development incorporates a strong focus on Water Sensitive Urban Design (WSUD). It focuses on WSUD through the external landscape design which minimises water use for irrigation. It also incorporates features such as gross pollutant trap, bioretention (rainwater garden) systems, sediment and erosion controls to reduce pollutants in stormwater. The proposed vegetation will help decrease the stormwater discharge. • Improved Ecology ○ Green Roof
Aboriginal Cultural Heritage	• The management of all identified cultural materials would be managed and mitigated as part of the bulk earthworks DA and would be completed prior to any subsequent SSD development. These included the need to obtain an Aboriginal Heritage Impact Permit (AHIP) from Heritage NSW in advance of the bulk earthworks to allow destruction and/or mitigation of identified cultural materials. • Following receipt of the AHIP and fulfilment of permit conditions (e.g. mitigation activities such as salvage excavations), there should be no outstanding Aboriginal heritage requirements for the project area, and it is expected that further development may proceed.
Waste	Mitigation measures are proposed for both construction and operational waste management. They are as follows: • Construction ○ Waste minimisation: Where possible, the construction contractor should review material ordering to ensure appropriate volumes of construction materials are purchased for the development. Excess, unused materials may be returned, resold or retained for other projects. ○ Waste storage: All demolition and construction waste generated on site will be stored in bins by material type. ○ Waste collection: A waste contractor will be engaged to perform waste collection services at the site throughout the demolition and construction stages. It will be performed by an appropriately licensed waste collection contractor and all wastes will be transported to appropriately licensed facilities, suitable for each waste type. ○ Special or hazardous waste: a protocol for unexpected hazardous waste finds (such as asbestos) will be prepared and followed in order to minimise potential harm to human health or the environment. • Operations ○ Bulky waste management: The disposal of hard, bulky, liquid or potentially hazardous wastes shall be organised as necessary by site facilities management. A storage area has been provided within the development to accommodate the storage of bulky waste prior to collection. ○ Problem waste management: Alspec is responsible for transporting these wastes to the bulky waste storage area, and the site waste manager would be responsible for monitoring these waste types and arranging collection of these wastes once sufficient volumes have been generated. ○ Waste storage: Small residual waste and recycling receptacles will be dispersed across each office floor as necessary. Warehouse waste would be stored directly in the 31m3 general waste bins 31m3 recycling bins,

Issue	Approach
	located in an interim waste storage area, prior to being transferred to the waste storage area at the end of each day. ○ Waste servicing and access: A suitably licensed and qualified private waste contractor will be engaged to collect waste generated during standard operation of the site.
Heritage	• It is recommended to incorporate all management measures and project obligations into an Historical Heritage Management Plan that outlines the specified requirements including an unexpected finds protocol methodology.
Bushfire	In recognition of the bushfire risk posed to the site, the assessment proposes the following combination of bushfire measures: • Ember protection measures from BAL-12.5 provisions listed within section 5 of Australian Standard 'AS 3959-2018 Construction of buildings in bushfire-prone areas' should be applied to the warehouse construction. • Site area is to be maintained to achieve the performance required of an Inner Protection Area (IPA) apart from landscape screening along boundary locations. The following landscaping specification have been designed to achieve IPA at the site: ○ Trees at maturity should not touch or be within 2m of the building; ○ Tree canopies should be separated by a minimum of 2m; ○ Ensure gaps in the vegetation, such as between garden beds, to prevent the spread of fire towards the building; ○ Landscaping should be separated from the building by at least 1m; ○ Grass should be kept mown (as a guide grass should be kept to no more than 100mm in height); and ○ Leaves and vegetation debris should be regularly removed. • Fire hydrants are to be installed to comply with AS 2419.1 – 2021 Fire Hydrant Installations - System Design, Installation and Commissioning (AS 2419). • Gas services are to be installed and maintained in accordance with AS/NZS 1596-2014 The storage and handling of LP gas. • Hazardous or combustible materials stored externally to the building are to be restricted to the southern side of the building.
Soils	The sediment control measures to be implemented have formed part of the subdivision works design. The proposed Sediment Control devices are to be constructed, placed and maintained in accordance with Penrith Council's specifications. This includes: • Two sediment basins, one for each catchment. One is located to the north eastern corner and the other at the south western corner. • A sedimentation fence • Catch diversion drain • Vehicle shaker grid.
Contamination	• DRM recommends that all material proposed to be imported to the site be validated prior to importation and inspected and sampled as appropriate on arrival. Validation and documentation should be conducted in accordance with the Fill Protocol
Noise and Vibration	The following measures are prescribed for the construction stage: Work practices • regular reinforcement (such as at toolbox talks) of the need to minimise noise and vibration

Issue	Approach
	- regular identification of noisy activities and adoption of improvement techniques - avoiding the use of portable radios, public address systems or other methods of site communication that may unnecessarily impact upon nearby residents - develop routes for the delivery of materials and parking of vehicles to minimise noise - where possible, avoid the use of equipment that generates impulsive noise - minimise the movement of materials and plant and unnecessary metal-on-metal contact - minimise truck movements Plant and equipment - where possible, choose quieter plant and equipment based on the optimal power and size to most efficiently perform the required tasks - movement alarms and beepers to be replaced with non-tonal level varying quackers or equivalent - operate plant and equipment in the quietest and most efficient manner - regularly inspect and maintain plant and equipment to minimise noise and vibration level increases, to ensure that all noise and vibration reduction devices are operating effectively To mitigate operational noise levels, it is recommended to minimise noise when operating on the hard stand areas by: - minimising vehicle movements. - not leaving trucks to idle on the hard stand area. - avoiding impact noise from loading materials or air brake release. - operate with roller doors down when not loading or unloading trucks between the night and morning shoulder periods of 10pm to 7am.
Air Quality and Odour	The following air pollution mitigation measures are integrated into the design of the proposed development and considered effective at limiting the potential impacts of the proposed development to the surrounding environment. - Powder coating operations will involve the application of polyester substance-based powder and no solvents required, limiting the generation of odourous or toxic VOC substance emissions. - The heating component associated the extrusion line will be electrically powered, eliminating a fuel combustion source. - Raw materials delivered to the proposed development will primarily be aluminium billets or containerised powder, limiting the amount of fugitive particulate matter emission generation from material handling. - All material transfer and cutting activities will be contained within the proposed development warehouse with negligible ability for emission to ambient air. - Forklifts associated with the proposed development are expected to be electrically powered, eliminating a fuel combustion source.
Hazards and Risks	The assessment revealed that the SEPP-RH criteria was not exceed; hence the PHA study is not required for the purpose of the assessment to be undertaken. The assessment has made the following recommendations to mitigate potential hazards: - DGs should be stored in a manner which complies with the applicable storage methods. - Work Health and Safety (WHS) regulation 2017 documentation shall be prepared to demonstrate that the risks have been assessed and minimised So far As Is Reasonable Practice (SFAIRP).

Issue	Approach
	Flammable gases or liquids are to be stored with the hazardous area classification in accordance AS/NZS 60079.10.1:2022 to ensure that an ignition source does not enter a hazardous atmosphere required by WHS Regulations.
Social	The application of the identified mitigation measures from the traffic, noise, visual, biodiversity and flood assessments will effectively manage any potential adverse impacts which arise from the Project.