



APPENDIX AAA - MITIGATION MEASURES

In accordance with the DPE 'State significant development guidelines: Preparing an Environmental Impact Statement' (December 2021), this appendix provides a table of the proposed mitigation measures (**excluding** any measures that are part of the physical design and layout of the project and included in the project description). The mitigation measures are informed by the technical assessment prepared by specialist consultants as discussed in Section 6 of the EIS. The table has directly related mitigation measures responding to each impact also based upon the range of technical and specialist consultant reports appended to the EIS.

Following the implementation of appropriate mitigation measures as recommended, it is determined that the proposal will not result in any significant adverse impacts on the surrounding environment.

SEAR	Potential Impact	Stage of Project	Approach	Residual Impact
Traffic and Transport	The proposed construction works are anticipated to result in typical construction vehicle activity which may impact the existing vehicular and pedestrian traffic flow in the area.	C	Management of cumulative construction vehicle movements within the adjacent sites through the preliminary CMP and broader engagement with adjacent landholders.	Low
	The loading dock on basement level 3 will accommodate five service vehicles, including two MRVs, two SRVs and 1 van space. This may result in increased demand for use of the provided loading bays.	O	The loading dock will be managed via an online booking system, and in accordance with the draft Loading Dock Management Plan that is appended to the TTA. These practices will stagger deliveries and servicing throughout the day.	Low.

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	Visitors, guests and employees may drive to site.	O	<p>A preliminary a Green Travel Plan (GTP) has been prepared to promote sustainable travel choices for employees, residents, guests and visitors. This is provided at Section 7 of the TTA.</p> <p>The following potential measures and initiatives are proposed to be included in the final GTP to encourage use of more sustainable travel modes:</p> <ul style="list-style-type: none"> ▪ Provide a Travel Access Guide which would be provided to all staff, residents, guests 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. ▪ Providing public transport information boards/ apps to inform staff, residents, guests and visitors of alternative transport options (the format of such information boards would be based upon the TAG). ▪ Promoting use of the proposed car share bays, bicycle parking and EOTF delivered on the site. ▪ Providing a regular newsletter to all staff and residents bringing the latest news on sustainable travel initiatives in the area. 	Low.
Noise and Vibration	Adverse noise generation during construction on surrounding neighbours.	C	<p>The proposed development will implement the best practice measures recommended in the Acoustic Report at Appendix GG, including:</p> <ul style="list-style-type: none"> ▪ Preparation of a Construction Noise and Vibration Management Plan (CNVMP). This will be prepared prior to receipt of Construction Certificate and will identify project specific mitigation measures and management strategies, monitoring methodology (if required), a complaint handling procedure and indicative community consultation methods. 	Acoustic environment to be monitored during proposed development.

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			<ul style="list-style-type: none"> Preparation of a Community and Stakeholder Management Plan to manage and respond to all construction related enquiries and complaints. Selection of low noise alternatives of plant and equipment where practical and use of silencing devices Appropriate selection of plant and equipment, as well as conducting routine maintenance checks. Scheduling of works to stagger high noise-generating activities and shifting of construction activities to reduce prolonged noise exposure to any particular receiver. Site management to strategically locate loading / unloading zones and stationary equipment locations to maximise distance to surrounding sensitive receivers and utilise existing barriers and structures to shield noise amelioration. 	
	Adverse noise generation during operation on surrounding neighbours.	O	<p>The proposed development will implement the best practice measures recommended in the Acoustic Report at Appendix GG, including:</p> <ul style="list-style-type: none"> Noise emissions from licensed premises to be reviewed in a subsequent fit-out and use DA. Compliance with any condition of consent regulating noise emissions from building services, plant and equipment to comply with EPA NPfl provisions. Incorporation of rubber bearings and steel springs with lateral buffers into the pool shell, to ensure the pool is vibration isolated. Provision of pad vibration isolators, 45mm acoustic underlay and spring floors within the gym area. 	Low.

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Geotechnical and Structural Engineering	Impact on slope stability.	C	<p>The proposed development will implement the best practice measures recommended in the Geotechnical Report at Appendix KK, including:</p> <ul style="list-style-type: none"> ▪ Provision of supplementary geotechnical boreholes within the fPPb during construction (once internal elements have been demolished) ▪ Preparation of additional geotechnical reports prior to issuance of a Construction Certificate, including a geotechnical monitoring plan, geotechnical impact assessment, Sydney Water impact assessment, and a groundwater monitoring and dewatering monitoring plan. ▪ Installation of inclinometers and survey markers during construction to monitor excavation-induced movements, and to confirm that they are within the approved/ tolerable limits specified in both the geotechnical monitoring plan and track monitoring plan. ▪ Completion of a Dilapidation Survey. ▪ Waste classification of all material to be excavated and transported offsite. ▪ Inspection of footings during construction. 	No likely risk of pile excavation instability.
Groundwater	Impact on groundwater, groundwater flow direction and the potential for groundwater contamination.	C	<p>Groundwater de-watering will be required to mitigate the impact of existing groundwater flows on the safety, structure and stability of the proposed basement. An application for water use approval under Part 3, Division 2 of the Water Management Act 2000, to be obtained as a condition of development consent and prior to receipt of a Construction Certificate.</p> <p>Additional sampling and testing of the groundwater will be undertaken to confirm the method of discharge, which will be</p>	No impact on groundwater.

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			discussed further in a Groundwater Management Plan to be prepared as part of the water use approval application.	
Contamination and Remediation	Potential contamination sources or area of environmental concern (AEC) within site.	C	<p>The DSI identifies the following mitigation measures:</p> <ul style="list-style-type: none"> ▪ Implementation of actions outlined in the Remediation Action Plan, including: <ul style="list-style-type: none"> – Completion of the data gap analysis following demolition, and update to the RAP where required, – Completion of proposed remediation work and site validation work, – Management of off-site disposal of contaminated soil in accordance with the RAP, and – Implementation of an UFP protocol during construction. ▪ Intrusive investigations (sampling and testing) within the footprints of the fPPb, the Lee Street pedestrian tunnel and the containment cell in Henry Deane Plaza. As this area is currently occupied by tenanted retail spaces, this investigation can only occur post-approval once these building elements have been demolished and construction is underway. ▪ Following demolition works, additional investigation (site walkover, sampling and testing) of the footprints of any demolition works to prevent cross contaminating the subsurface soils with hazardous building material such as asbestos. ▪ Following demolition works, additional soil sampling and testing, either using <i>in situ</i> or <i>ex situ</i> sampling methods, to provide a final waste classification for surplus soils requiring off-site disposal during the excavation stage of the project. ▪ Further investigation of groundwater, particularly to assess the presence of both dissolved and total metals across the Site prior to and during dewatering. It is also noted that a groundwater 	No impact. Site is suitable for proposed development.

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			management plan is likely to be required as part of the application for a dewatering license. This will be completed as a condition of development consent.	
Flooding	Impact to safety of occupants during a rare flood event (1% AEP).	O	Adopt a Flood Emergency Response Plan during operation.	No additional flood impact and no risk to property or life.
Utilities and services	Impact on existing infrastructure and services assets	C	<p>To mitigate impact on stormwater assets, the following measures are recommended in the Hydraulic and Fire Services Report provided at Appendix SS:</p> <ul style="list-style-type: none"> ▪ A dilapidation survey report / CCTV report of the Sydney Water's stormwater asset prior to commencement of any work on the site, and upon completion of all construction works to confirm that no damage has occurred to the asset. The survey will extend at least 5m upstream and downstream from the site, and a copy will be provided to Sydney Water. ▪ Adoption of necessary protective measures during construction in the area of proposed works and for the detailed resolution of the structural footings near to the stormwater asset. <p>To mitigate impact on hydraulic assets, the following measures are recommended in the Integrated Water Management Plan provided at Appendix II:</p> <ul style="list-style-type: none"> ▪ The exact location of the gas main will be confirmed by hand excavation prior to proceeding with mechanical excavation in the vicinity of gas pipes, to ensure there is no impact to the main during construction works. ▪ The exact location of the zone of influence of the water main will be confirmed by a Building Plan Assessment submission managed by MGP, the engaged Water Servicing Coordinator for 	No adverse impacts to existing infrastructure following augmentation of services to accommodate the demand generated by the development.

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			<p>the project, to ensure there is no impact to the main during construction works.</p> <ul style="list-style-type: none"> An application for approval of wastewater discharge into the Sydney Water main will be completed post-development consent. 	
Rail infrastructure	Adverse impact on existing rail assets and future development of CBD Rail Link and Metro tunnels.	C	<p>The recommended mitigation measures reflect good practice measures to mitigate against risk of ground movement as a result of the tunnel operation and are discussed in the Rail Infrastructure Report at Appendix UU. These measures relate to detailed construction management practices, and include:</p> <ul style="list-style-type: none"> Review the movement and stresses during detailed design. Establish and implement an appropriate instrumentation and monitoring system along the tunnel alignment. This would allow for any potential movements to be closely monitored and to enable early detections of unexpected movement. Ground and foundation work specifications to be prepared in cognisance of the proposed tunnels and works within reserve zones. Regular visual inspection of the proposed building for signs of distress, excessive ground movement, vibration or construction fluid ingress during CBDRL construction works. Submission of final design and Contractor Method Statement for works within reserve zones to the tunnels for acceptance and this shall include Emergency preparedness plan for dealing with reasonably foreseeable difficulties during piling including plant breakdown, delays in concrete delivery, etc. Excavation techniques selected to minimize the vibrations near sensitive assets. Sequencing of works to control movements. 	No impact on TfNSW assets.

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			<ul style="list-style-type: none"> Temporary monitoring local to works by relevant sub-contractor during CBDRL construction. Monitoring for noise and vibration of critical assets during significant works. In the event of any design changes that could have an impact on the rail tunnels, an engineering review shall be held with TfNSW and shall be confirmed prior to continuing. 	
Construction access	Impact of construction vehicle movements	C	<p>The preliminary CPTMP appended to the Traffic Report includes a list of mitigation measures that will be adopted during construction to ensure traffic movements have minimal impact on surrounding land uses and public. To further mitigate any potential risks, the building contractor will prepare a detailed CPTMP with Traffic Control Plans and detailed vehicle swept path analysis prior to the commencement of works.</p> <p>The management of cumulative construction impacts will be detailed in the final CMP, once the construction program for the site is developed. This will determine the extent of overlap in the construction program for the site and the adjacent Atlassian and Central Place Sydney sites, and the necessary measures to manage the occurrence for this.</p>	Low.
Social impact	Adverse impact on the community as a result of the redevelopment	C and O	<p>The Urbis Social Impact Assessment recommends the following mitigation measures:</p> <ul style="list-style-type: none"> Implementation of the principles identified in the Connecting with Country framework (Appendix N), the preliminary CMP (Appendix YY) and the recommendations of the CPTED Report (Appendix AA). 	Low.

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			<ul style="list-style-type: none"> Ongoing consultation with TfNSW, Atlassian and Dexu / Frasers on the public domain alignment and delivery. 	
Aboriginal Cultural Heritage	Disturbance to sub-surface Aboriginal archaeological objects and artefacts	C	<p>The following mitigation measures have been identified for the construction of the proposed development:</p> <ul style="list-style-type: none"> Should any archaeological resources be uncovered during any site works, an Archaeological Chance Find Procedure should be implemented. In the unlikely event that human remains are uncovered during any site works, a Human Remains Procedure should be implemented. A copy of the final ACHAR must be provided to all project RAPs following the issue of development consent. Continued consultation should be undertaken in the event RAPs express the desire for further consultation on the project. 	Nil
Historical Archaeology	Disturbance to sub-surface historical archaeological objects and artefacts	C	<p>The following mitigation measures have been identified for the construction of the proposed development:</p> <ul style="list-style-type: none"> Implementation of a Chance Finds procedure, to be included in the Construction Management Plan for the site and all contractors should be made aware of this procedure. Prior to the commencement of works, an archaeological induction should be delivered by Urbis as the archaeological consultant to all relevant construction personnel to establish what to do in the event relics are uncovered and how to identify potential relics. 	Nil

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Built Heritage	Adverse impact to the heritage significance of the fPPb	C	<p>The following mitigation measures are recommended by Urbis:</p> <ul style="list-style-type: none"> ▪ Prior to the issue of a Construction Certificate a Photographic Archival Recording should be undertaken of the place and must be prepared in accordance with the NSW OEH Heritage Division's Guidelines for 'Photographic Recording of Heritage Items Using Film or Digital Capture'. ▪ A Temporary Protection Plan should be developed prior to the issue of a Construction Certificate to ensure appropriate methods for the protection of heritage fabric during construction are undertaken. ▪ A suitably qualified heritage consultant should be engaged to provide ongoing advice throughout the design development, contract documentation and construction stages of the project. ▪ An experienced Heritage Consultant be present to guide the works outlined in the Schedule of Conservation Works to ensure that heritage best practice is employed during construction. 	Low.
Air Quality and Odour	Dust soiling and human health impacts generated by dust from piling rig and plant and emissions from drilling, piling and injection works.	C	<p>The Air Quality Impact Assessment by RWDI details a series of mitigation measures for dust, contaminated material, and combustion emissions which include:</p> <ul style="list-style-type: none"> ▪ Communications with the community and key stakeholders during construction and recording and responding to complaints. ▪ Site inspections to monitor dust, including regular dust soiling checks of surfaces. ▪ Site construction management measures including avoidance of site runoff, removal of waste materials from the site, no idling of vehicles. 	Air quality and equipment to be monitored during proposed development.

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			<ul style="list-style-type: none"> Dust suppression and mitigation through use of non-potable water and dust sweepers on the surrounding roads where required. 	
Demolition and Construction Waste Management	Excess waste generation	C	<p>The Waste Management Plan at Appendix NN details a series of preliminary mitigation measures, including:</p> <ul style="list-style-type: none"> Management of hazardous waste associated with the localised remediation works will be in accordance with the procedures outline in the Remedial Action Plan. Effective management of construction materials and waste, including options for reuse and recycling where applicable and practicable. Site-specific management measures including training and site inductions, waste avoidance opportunities and site procedures. 	Nil
Structural Design	Impact on stability of fPPb	C	<p>During detailed design, further refinement of the structural design within the fPPb will occur to provide strengthening to the existing lateral load resisting system. This will be confirmed prior to issuance of a CC, however, could include the strengthening of the existing concrete diaphragm and use of the proposed core and tower columns within the fPPb as part of the lateral load resisting system. Alternatively, the existing steel frames and connections between beams and columns to resist seismic loads could be undertaken. This is discussed further in the Structural Report at Appendix U.</p>	Nil
Universal Design	Non-compliance with Disability Discrimination Act 1992, BCA and Australian Standards	O	<p>Adoption of performance solutions to achieve compliance with BCA. This will be resolved prior to issuance of a CC.</p>	Nil.

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			Refer Accessibility Review (Appendix QQ), BCA Assessment Report, provided at Appendix OO, and Fire Engineering Statement at Appendix RR.	
Trees and Landscaping	Adverse impact on tree health.	C	<p>The AIA identifies the following mitigation measures to be incorporated during construction:</p> <ul style="list-style-type: none"> ▪ All tree pruning and removal is to be carried out by an arborist with a minimum AQF Level 3 qualification in Arboriculture. ▪ All tree work must be in accordance with Australian Standard AS 4373-2007, Pruning of Amenity Trees and the NSW WorkCover Code of Practice for the Amenity Tree Industry (1998). ▪ Permission must be granted from the relevant consent authority prior to removing or pruning of any of the subject trees. Approved tree works should not be carried out before the installation of tree protection measures ▪ Any additional construction activities within the TPZ of the subject trees must be assessed and approved by the project arborist and must comply with AS 4970-2009 - Protection of trees on development sites. 	Nil
CPTED	Opportunities for crime and unsafe behaviour	O	Adoption of mitigation measures for each building level identified in the CPTED Assessment (Appendix AA). The recommendations and design considerations relate to operational management, detailed fit-out and design development measures that will be incorporated by TOGA during operation of the proposal.	Nil
Reflectivity	Impact on visibility of drivers, pedestrians and cyclists in the surrounding area	O	Adoption of a maximum 20% specular reflectance of the glazed surfaces.	Nil.