

Appendix Q - Mitigation Measures Table

SSD-81426710 138 Maroubra Road, Maroubra

Mixed-use development with in-fill affordable housing

Mitigation measures have been built into the physical layout and design of the project. No mitigation offset agreements apply to the site. The following mitigation measures will ensure any potential negative impacts of the proposed development are appropriately managed and mitigated.

Table 1: Mitigation Measures

Potential impact	Particulars	Mitigation measures	Residual Impact
Traffic impacts	<ul style="list-style-type: none"> Traffic generation Sufficient parking Potential traffic conflict to rear Piccadilly Lane Construction traffic impacts 	<ul style="list-style-type: none"> Separate vehicle access and egress to limit potential for conflicting traffic movement on Picadilly Lane. Residential parking is provided per Housing SEPP non-discretionary development standards for infill affordable housing, with sufficient visitor/retail/shared additional parking provided to reflect the well-located nature of the site. <p>During construction, the following mitigation measures will be implemented as set out in the preliminary construction traffic management plan included within Appendix H:</p> <ul style="list-style-type: none"> Trucks to minimise the use of local streets for access to the construction site. Trucks to enter and exit the site in a forward direction. Pedestrians near the ingress/egress points will not be held unnecessarily. At construction vehicle access/egress points, priority is to be given to trucks accessing the site over trucks egressing the site so as to have no impact to traffic flow on surrounding roads; Trucks to not circulate on the road network to wait to enter the site (unless exceptional circumstances do not permit) 	Low

		<ul style="list-style-type: none"> • Restrict construction vehicle activity to designated routes which do not utilise any local roads; • Truck drivers will be advised of the designated truck routes to/ from the site; • Pedestrian movements adjacent the construction site will be managed and controlled by site personnel where required; • Trucks to minimise the use of local streets for access to the construction site; • Trucks to enter and exit the site in a forward direction; • Pedestrians near the ingress/egress points will not be held unnecessarily. • At construction vehicle access/egress points, priority is to be given to trucks accessing the site over trucks egressing the site so as to have no impact to traffic flow on surrounding roads; • Trucks to not circulate on the road network to wait to enter the site (unless exceptional circumstances do not permit) • Restrict construction vehicle activity to designated routes which do not utilise any local roads; • Truck drivers will be advised of the designated truck routes to/ from the site; • Pedestrian movements adjacent the construction site will be managed and controlled by site personnel where required; 	
Noise and vibration	<ul style="list-style-type: none"> • Temporary construction noise, including airborne and ground-borne vibration • Operational noise impacts to neighbours / future residents from traffic, childcare centre, plant, police station 	<ul style="list-style-type: none"> • Construction noise can be managed by a suitable construction management plan and through a condition of consent regarding work and construction hours. • Noise attenuation measures will be incorporated into building materials during detailed design. • Roof top plant and any other potential noise sources will be installed per the manufacturers specifications and can be tested by a suitably qualified acoustical engineer to ensure acceptable noise levels. 	Low

		<ul style="list-style-type: none">● Per the Mitigation Measures outlined in the Appendix T – Noise and Vibration Report, all employees, contractors and subcontractors are to receive an environmental induction. The induction will include:<ul style="list-style-type: none">- all project specific and relevant standard noise and vibration mitigation measures- relevant licence and approval conditions- permissible hours of work- any limitations on high noise generating activities- location of nearest sensitive receivers- construction employee parking areas- designated loading/unloading areas and procedures- site opening/closing times (including deliveries)- environmental incident procedures● Construction workers and other employees will be reminded of behavioural expectations regarding unnecessary shouting, loud music, swearing or dropping of materials from heights.● A noise verification program is to be carried out for the duration of the works in accordance with the Construction Noise and Vibration Management Plan and any approval and licence conditions.● Where required attended vibration measurements should be undertaken at the commencement of vibration generating activities to confirm that vibration levels are within the acceptable range to prevent cosmetic building damage.● Where required attended vibration measurements should be undertaken at the commencement of vibration generating activities to confirm that vibration levels are within the acceptable range to prevent cosmetic building damage.● Where required attended vibration measurements should be undertaken at the commencement of vibration generating activities to confirm that vibration levels are within the acceptable range to prevent cosmetic building damage.● Where required attended vibration measurements should be undertaken at the commencement of vibration generating activities to confirm that vibration levels are within the acceptable range to prevent cosmetic building damage.	
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Visual privacy	<ul style="list-style-type: none"> • Opportunities for casual overlooking 	<ul style="list-style-type: none"> • Visual privacy to neighbouring development is protected through the use of fixed and moveable louvres and deep planting to communal open spaces. • 'Pop out' windows to the eastern boundary is an appropriate design solution and mitigation measure to maintain privacy to that setback. 	Low-Moderate
Solar access	<ul style="list-style-type: none"> • Solar access to neighbouring development • Solar access to future residents 	<ul style="list-style-type: none"> • The proposed building has been designed to maintain reasonable solar access to neighbouring development, mindful of the dense urban nature of the surrounding area and the fact that neighbouring buildings are built to boundary and include setbacks that do not comply with ADG building separation. • The proposed development meets ADG requirements for solar access to future residents. 	Low-Moderate
View and visual impacts	<ul style="list-style-type: none"> • Impact on neighbouring outlook • Equitable view sharing 	<ul style="list-style-type: none"> • In terms of visual impact, the proposed development has been designed to strengthen and better define the Maroubra Street wall. • In terms of view impact, the VVIA prepared as Appendix P concludes that surrounding residential buildings will experience low or moderate view loss, however these views are inherently susceptible to change as they are obtained across common boundaries within a dense urban centre, and the proposed development is compliant with the maximum building height permitted at the Site. In any case, the proposed development is consistent with the view sharing principle established in Tenacity. 	Low-Moderate

Site isolation	<ul style="list-style-type: none"> Ability to develop 136 Maroubra Road (NSW Police Force Site) 	<ul style="list-style-type: none"> In the unlikely event that the adjoining NSW Police site at 136 Maroubra Road is redeveloped in the future, the proposed development provides appropriate setbacks to ensure that a feasible development can occur to that site. 	Low
Contamination	<ul style="list-style-type: none"> Site suitability for proposed use 	<ul style="list-style-type: none"> A detailed site investigation has been provided as Appendix V. It is anticipated, based on the findings of the preliminary site investigation and geotechnical report undertaken that the site is, or can be made, suitable for the proposed use. 	Low
Aboriginal Cultural Heritage European Heritage	<ul style="list-style-type: none"> Unexpected finds 	<ul style="list-style-type: none"> Standard precautionary measures should apply, with an Unexpected Finds Protocol (including specific procedures for Aboriginal objects and skeletal remains) to be implemented in the unlikely event that Aboriginal material is encountered during works. Depending on future finalisation of structure and use or non-use of piles, further assessment may be required. However, where the development can adhere to existing disturbance only, the impact on natural soil profiles is anticipated to be minor. In any case, all site works and personnel will undertake a heritage induction and an unexpected finds protocol will be implemented as well as an unexpected human remains procedure for the duration of the works. 	Low
NSW Police Force site	<ul style="list-style-type: none"> Construction impacts on police operations Ongoing police operations 	<ul style="list-style-type: none"> A deed of agreement between the Applicant and NSW Police will commence on the date a development consent for the proposed development is received, refer Appendix G. The deed provides agreed mitigation measures to be undertaken by the Applicant during construction works, including hoardings and temporary parking arrangements for Police vehicles, as well as providing arrangements for site access where required. 	Low