

MITIGATION MEASURES TABLE

This table identifies mitigation measures required for the proposed SSDA at 32-42 Cooper Street, Strathfield and satisfies the requirements of Appendix B of the SSD Guidelines published by DPPI in July 2022 to inform how an EIS is prepared. The mitigation measures below have been resultant from the EIS Assessment in Section 6 and also the specialist supporting consultant reports.

| Impact Theme | Impact Detail | Level of Impact | Mitigation measures |
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| Mitigation measure integrated through design. | | | |
| Built Form, Urban Design and Design Excellence | - Impacts to context, site characteristics, streetscape and existing and future character of the locality | Low | - The design of the building respects the existing streetscape through building articulation and façade design. The proposed building design and materials are sympathetic to the locality. |
| Environmental Amenity | - Potential impacts on surrounding locality, including solar access, visual privacy, visual amenity, overshadowing and wind impacts - Overshadowing to neighboring buildings and open spaces | Low | - It is understood that the development site will be landscaped with numerous trees and shrubs along the street fronts, around the perimeter of the site the through-site link on ground level. - The new pedestrian/ cycle link will be adequately landscaped to ensure there are no adverse impacts to the neighbouring locality. - The building is designed to limit overshadowing to neighboring buildings |
| Visual Impact | - Changes in the streetscapes Clarence Street and Cooper Street | Low | - The Visual Impact Assessment has been considered as part of the urban design report which examined the likely visual implication of the proposed development. The assessment was based on detailed site surveys, architectural documentation, and 3D photomontages. The Visual Impact Analysis Evaluates how the new multi-storey shop-top building will visually affect the public areas in the vicinity. Key consideration include the degree of visibility of the new building from various locations, the extent of view loss (differentiation loss of sky versus loss of important landscape or built features). Overall, the visual impacts analysis concludes that the development's visual impacts. are within acceptable limits given its compliance with planning parameters and the context of anticipated change in the area. |

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| Ecologically sustainable development | - Impacts arising from increase energy consumption | Low | - ESD report has been prepared which concludes the proposed development embraces the principles of ecologically sustainable development. |
| Noise | - Construction noise impacts - Operation noise impacts | Low | - The Noise and Vibration Impact Assessment (Appendix 11) concludes that this has been adequately addressed and noise and vibration should not be the grounds to reject this application. - To reduce the impact of noise and vibration facades, glazing will be engineered to achieve required internal noise levels. - The operational noise from the development (mechanical services, etc.) can be controlled to comply with the strict noise limits at neighboring properties. The preliminary review indicates that with the implementation of high-performance acoustic design (e.g. silencers, enclosures for equipment), the project can operate within the criteria. - The assessment of rail noise impact from the operation of the future Sydney West Metro south of the development has found that ground-borne rail noise inside residential spaces to comply the noise criteria |
| Water Management | - Impact on potential stormwater during construction and operation of the development | Low | - The Integrated Water Management Plan outlines a series of recommended measures to manage stormwater on-site, incorporate water-sensitive design, and ensure proper ongoing maintenance. - Stormwater Detention & Flood Mitigation: Provide a substantial On-Site Detention (OSD) tank beneath the development to capture and slow release of storm runoff. |
| Environmental Heritage | - Potential impact on surrounding heritage items | Low | - The development is accompanied by a Statement of Heritage Impacts which concludes that the proposed development will not adversely impact the heritage items within the sites proximity. |
| Other Mitigation measures | | | |
| Traffic and Transport | - Impacts on neighboring road networks during operational and construction phases - Increased demand for car parking | Low | - This increase in traffic is minor and could not be expected to compromise the safety or function of the surrounding road network. - The attached transport impact statement notes as follows <ul style="list-style-type: none"> o <i>The proposed development provides 226 car parking spaces (being 206 residential, 4 retail 3 commercial and 13 childcare), which is considered supportable and inline with The City of Canada Bay DCP and Homebush Transport Oriented Development Precinct Design</i> |

Guide as discussed in Section 6. As such, all standard parking demands will be readily accommodated on-site.

- The traffic generation arising from the development has been assessed as a net change over existing conditions and equates to an increase of 40 and 23 vehicle trips per hour during the morning and evening peak, respectively. SIDRA intersection modelling has been conducted to show that no external improvements are required to facilitate the proposed development. The traffic impacts of the development are therefore considered acceptable.

- A Green Travel Plan has been created to reduce reliance on private vehicles.
- Construction Traffic Management plan has been prepared as part of this development.

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| Biodiversity | - No significant impacts as there are no existing trees established within the site. | Low | - The application is accompanied by BDAR Waiver as part of the formal lodgment. |
| Noise | - Construction noise impacts - Operation noise impacts | Low | - The Noise and Vibration Impact Assessment (Appendix 11) concludes this has been adequately addressed and noise and vibration should not be the grounds to reject this application. - Construction hours will be limited to 7am to 5pm (Monday to Friday) and 8am to 3pm (Saturday). |
| Ground water conditions | - Subsurface ground condition and geotechnical risks | Low | - Preliminary Site Investigation report has been prepared as part of this development application/ the geotechnical report concludes that following the recommendation of the existing geotechnical report the site is considered suitable for the use as residential development. |
| Contamination and remediation | - Possible exposure to contamination during construction and operation period. - Possible risk of site not being suited for the proposed development. | Low | - Preliminary Site Investigation (Appendix 12) have been prepared as part of the SSDA which concludes that the site can be made suitable for the proposed development. |
| Waste management | - Potential waste impacts during construction and operations of the residential flat building | Low | - An Operational Waste Management Plan (Appendix 22) has been prepared and submitted as part of this SSDA. |
| Social Impact | - Impact upon the social environment during construction and operation of the development. | Low | - The development application includes a Social Economic Impact Assessment (Appendix 30) prepared by Mecone outlining the impact of Construction and Operation upon the following; <ul style="list-style-type: none"> ○ Way of Life |

- Community
- Access
- Culture
- Health and Wellbeing
- Surroundings
- Livelihoods
- Decision Making.
- Mitigation methods are proposed to reduce potential impacts during construction.
 - Dust suppression and noise screening equipment
 - CTMP mitigations (road management)
 - Designated parking for workers
 - Ongoing engagement with surrounding residents
 - Implementation of recommendations from Statement of Heritage Impact, Aboriginal Heritage Archaeological Assessment and Historical Archaeological Assessment
- Mitigation methods are proposed to reduce potential impacts during operation.
 - Further resident engagement to manage operation of facilities.
 - Window and façade treatments for noise mitigation.
 - Location and treatment of plan equipment to minimize impact (screening, acoustic insulation).

Construction

- Construction traffic impacts on streets and parking Low

- As part of this development application includes a construction pedestrian and traffic management plan (CPTMP) which provides the following overview.
 - Construction site access arrangements
 - anticipated truck volumes during construction stages
 - truck routes to/ from the site
 - requirements for works zones
 - pedestrian and cyclist access
 - site personnel parking
 - traffic control measures