



Planning Direction Pty. Ltd.
Town Planning & Development Services

12th June 2026

Consolidated List of Mitigation Measures

Provided below is a list identifying potential impacts arising from the proposed works and the mitigating measures proposed to minimise impacts. These measures have been derived from the assessment in Section 7.0 of the EIS and those detailed in appended consultants' reports.

Potential Impacts	Mitigation Measures
Traffic and on-site parking	An initial traffic report was prepared by Traffic Solutions. This report was supplemented by a more recent detailed traffic assessment prepared by McLaren. No vehicle access is provided from Pennant Hills Road to accord with TfNSW requirements. The design has been revised to provide less on-site car parking to encourage the occupants to use nearby public transport. The provision of on-site car parking is compliant with the minimum generation rates. A summary of findings follows: <i>The traffic generation of the proposed development has been estimated to be some 129 trips in the AM commuter peak period (64 in, 65 out), 52 in the PM school peak period (26 in, 26 out) and 119 trips in the PM commuter peak</i>

	<i>period (66 in, 53 out). The impacts of the traffic generation have been modelled using SIDRA INTERSECTION 11, indicating that there will be no adverse impact to the performance of the intersections because of the generated traffic.</i> <i>The subject site is expected to generate in the order of 78 pedestrian trips in the AM peak period (28 in, 50 out) and 69 pedestrian trips in the PM peak period (44 in, 25 out). These alternative travel mode trips will not have an adverse impact on the well established sufficient, safe, convenient and comfortable pedestrian infrastructure surrounding the site with good linkage in all directions.</i> <i>The existing local road congestion is caused by existing school traffic. To improve local road efficiency, investigations are required into the drop-off and pick-up arrangements of nearby schools which is outside the ability of this development to influence or resolve. Another possible improvement would be investigations into lengthening the right turn bay on the approach to Pennant Hills Road, which would improve some local congestion at the roundabout of Baker Street / Felton Street during the 8:48am to 9:03am and 3:15 to 3:20pm periods.</i>
Acoustic considerations	An amended acoustic and vibration report has been prepared by Rodney Stevens Acoustics. <i>The noise monitoring location 3 (north side of the site) had measured ambient noise influenced by noise from traffic and substation. The glazing recommendation for the development in Section 4.3 has been determined based on the road traffic and substation noise impact on the development.</i> Noise emanating from the childcare centre can be reasonably controlled through the adoption of acoustic recommendations.
Stormwater and water cycle management	A stormwater management plan includes the following conclusions: <i>From the modelling in MUSIC of the proposed Rainwater Tank, Ocean guard Filter baskets and the WSUD Tanks containing storm filter cartridge units by Ocean Protect it has been found that the results</i>

	achieve, and exceed the Council set reduction targets. Also from the proposed OSD tanks, site discharges will be limited to those maximum discharges as set out by the 4th Edition of the Upper Parramatta River Catchment trust (UPRCT) requirements which the City of Parramatta Council requires developments to comply with to ensure excessive flows from newly developed sites with greater impervious area are controlled. The key strategies that are therefore proposed to be adopted for this development include the following: 1. A pipe network system to collect storm runoff from surface areas which will minimise nuisance flooding. 2. Installation of two WSUD tanks containing a combined total of 17 x 690 Psorb Cartridges within the ground level area of the site.
Sediment and erosion	Prior to construction commencing, appropriate silt and sediment measures will be installed around the perimeter of the site to ensure there will be no run-off onto adjoining land.
Crime prevention through environmental design	A crime prevention through design report was prepared and concluded that: <i>The proposed development has been carefully designed to align with the four CPTED principles: Surveillance, Access Control, Territorial Reinforcement, and Space/Activity Management. Key features such as active street frontages, a highly visible through-site link, secure access to private areas, clear public-private transitions, and a well-managed public domain collectively enhance both perceived and actual safety. While the site's location within a dense and active local centre results in an inherent moderate risk profile, this reflects the broader urban context rather than any shortcomings in the proposal.</i> <i>The integration of passive surveillance opportunities, secure access systems, legible pedestrian movement, high-quality landscaping and ongoing maintenance will reduce opportunities for crime and foster a strong sense of community ownership.</i> <i>With the implementation of the recommended mitigation measures, the development will make a positive contribution to the safety, activation, and amenity of Carlingford over the long term.</i>
Geotechnical and ground water considerations	A Geotech and a preliminary groundwater assessment report was prepared.

	The subject site can be developed subject to following the recommendations of the consultant. <i>Dilapidation survey reports on adjacent properties and infrastructure.</i> • <i>Monitoring and supervision of excavations within the site. Geotechnical inspections of exposed materials Nany shoring piles are also recommended at an initial 0.5m depth, followed by 1.0m to maximum 1.5m excavation depth intervals, and then at bulk excavation level, with inspections undertaken by an experienced geotechnical engineer or engineering geologist.</i> • <i>As the site is a large site at approximately 6,300m², additional rock cored boreholes are required prior to excavation and construction to confirm the presence of Class III/II Shale bedrock at or near bulk excavation level across the site. An experienced geotechnical engineer should confirm the composition, class, depth and estimated strength of the underlying bedrock material prior to excavation and construction by further cored borehole drilling and rock strength testing, and during excavation and construction by inspection and appropriate testing (i.e. spoon testing, rock strength testing, etc.), predominantly in areas and at depths not assessed during the geotechnical investigation. Spoon testing is required if allowable end bearing capacities greater than 3,500kPa are adopted for the design of the proposed foundation system (and to confirm the presence of Class III/II Shale bedrock).</i> • <i>Development of a vibration monitoring plan, including a provision for an attended vibration monitoring trial.</i> • <i>Inclinometer tubes are installed within the shoring piles to assess and monitor horizontal deflections into the excavation (during installation of the piles). Inclinometer monitoring at regular intervals will be required.</i> • <i>Geotechnical inspections of shoring wall pile boring and installation, and ground anchors.</i> • <i>Geotechnical inspections of exposed materials at bulk excavation level.</i> • <i>Geotechnical inspections of foundations (shallow and/or pile foundations) to confirm that the preliminary allowable bearing capacities and shaft adhesion (if applicable) are achieved.</i>
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	• <i>Further assessment of groundwater levels by boring additional holes for groundwater monitoring using an approximately ~1.0m diameter auger from the surface. A piling rig or a powerful excavator will be required to undertake this work.</i> • <i>Care must be taken to not damage the existing monitoring wells if these are to be used for monitoring during excavation and construction.</i> • <i>Monitoring of any groundwater inflows or seepage into the excavation areas within the site. In addition, GCA recommends continual monitoring of groundwater levels in GW1, GW2 and GW3 within the site prior to and during construction.</i> • <i>Waste classification of all excavated material transported from the site.</i>
Contamination and remediation	The contamination report confirms that the: <i>potential for significant contamination of the underlying natural soils and groundwater onsite to be low. Laboratory analysis confirmed minimal indications of; TRH, BTEX, OCP/OPP, PAH, Asbestos or Heavy Metals contamination within the soil and groundwater of the site.</i> <i>The subject site does not adjoin an area of high ecological value, such as a sensitive and protected wetland.</i> <i>Thus the risk of these elevated values of Heavy Metal concentration is considered not significant. Therefore, GCA finds that the site is suitable for the proposed development and land use, providing the recommendations are met during the Construction Certificate (CC) stage.</i>
Tree removal and landscaping	All of the trees which are to be removed are non-endemic and most are less than 5m in height and are exempt from Council's tree preservation order. There are no significant trees on the site. A landscape plan has been prepared proposing the planting of suitable replacement species. Tree planting has been included in the footpath of Felton Road for added beautification.

Archaeological and aboriginal finds	Consideration has been given to archaeology in the European heritage report with the following noted: <i>Based on the historic context and an analysis of historical aerial imagery, the Project Area saw no substantive development or occupation until the mid-20th century. No activities or structures have been identified that are likely to have left features within the Project Area likely to be of local or State significance and considered 'relics' under the Heritage Act 1977.</i> <i>An Aboriginal heritage report concludes: The inspection confirmed that the Project Area has been subject to significant ground disturbance, and the landform on which the Project Area is situated has been modified using a substantial amount of fill. As such, the Project Area has low potential to contain intact or substantial archaeological deposits. No Aboriginal sites, objects or areas of archaeological sensitivity were identified within the Project Area, which was expected given the past land use disturbances, as well as the distance from fresh water. Therefore, the Project Area was unlikely to have been favoured for long term Aboriginal occupation, and it is considered to have low archaeological potential. No Aboriginal cultural heritage impacts are anticipated from the proposed development, and as such, an Aboriginal Cultural Heritage Assessment Report is not required.</i>
Construction management Use and management of waste on-site	Each subcontractor working on the site will be required to adhere to this Waste Management Plan. The Head Contractor will ensure each subcontractor: • Takes practical measures to prevent waste being generated from their work. • Implements procedures to ensure any waste that is created will be actively managed and where possible recycled, as part of the overall site recycling strategy or separately • Ensures that the right quantities of materials are ordered, minimally packaged and where practical prefabricated, and any oversupplied materials are returned to the supplier.

	• Implements source separation of off cuts to facilitate reuse, resale, or recycling. The Site Manager will be responsible for: • Ensuring there is a secure location for on-site storage of materials to be reused on site, and for separated materials for recycling off site. • Engaging qualified contractors to remove waste and recycling materials from the site. • Coordinating subcontractors to maximise on site reuse of materials. • Regular monitoring of bins by site supervisors to detect any contamination or leakage. • Ensuring the site has clear signs directing staff to the correct location for recycling and stockpiling, and that each bin/skip/stockpile is clearly signposted. • Providing training to all site employees and subcontractors regarding the WMP as detailed in Section 7 below. Should a subcontractor cause a bin to be significantly contaminated, the Site Manager will be advised through a non-conformance report and the offending subcontractor will then be required to take corrective action, at their own cost. The non-conformance process would be managed by the Head Contractor's Quality Management System.
Visual impact	A visual impact assessment report concluded that: <i>The proposal is compatible with the existing and future arrangement of built form in the precinct. The proposed design has had the benefit of a vigorous planning proposal examination, which has informed the design. The proposed development is consistent with the prior presentation to the Department.</i> <i>Based on the rendering and photographic survey, visual impacts from the proposed development were found to have a low impact. The proposed development does however introduce a quality-built form in landscaped environment which will enhance the site's appearance from a viewing perspective near and distant.</i>
Heritage	A European heritage report concluded that: <i>The proposed redevelopment will result in no impacts to heritage items in the vicinity of the Project Area. Individually listed heritage items are separated physically from the Project Area: 'K13</i>

	<i>Memorial’ by Pennant Hills Road, and the ‘Carlingford Stock Feeds’ by Pennant Hills and Jenkins Roads and a service station at the corner of these roads. Views to and from the Carlingford Stock Feeds are screened by remnant buildings, roads and vegetation located around the northern, eastern and southern boundaries of the Project Area.</i> <i>The K13 Memorial is meant to be viewed facing the south, away from the Project Area, across the Dundas Valley. The staircase leading down from Pennant Hills Road to the memorial also directs the view, like a theatre. The surrounding views of the memorial are already impacted by a multi-storey residential building to the west, although the other directional views are not affected. Despite the proposed multi-storey development of the Project Area, the works and proposed building will not directly impact the immediate views of the heritage item.</i>
Infrastructure and Utilities	The subject site is in an urban environment with access to all utility services. It is understood that an application will be made to Sydney Water to obtain a Section 73 Certificate. Such will be pursued as part of the construction certificate stage. Endeavour energy has provided a notice of requirements and a letter of offer for connection. Provision has been made in the design to protect and keep clearance from the existing substation in Felton Road within the boundary of the site. Provision has been made for the installation of a second substation beside the existing substation to meet the identified load capacity. Telecommunications can be maintained through Telstra and the NBN. The redundant driveway crossing to Pennant Hills Road will be closed and landscaped. A concept stormwater design has been prepared in accordance with Council policy. The subject site located on the opposite side of a large substation and transmission site which fronts Felton Road and Jenkins Road to the east. The adjacent substation site has a site slope from

	west to east meaning that only some structures can be seen from the Felton Road. The substation site presents some infrastructure above the boundary fence line which will be visible from the site. No further amelioration of the view can be made. The proposed development has been carefully designed to internalise viewing and interaction away from Felton Road. In addition, apartments in the tower have been suitably elevated above ground level to benefit from viewing opportunities to the north and east over the substation site. Other potential impacts arising from the substation site relate to potential impacts from electromagnetic radiation and electromagnetic energy emanating from the substation site. The Department has previously accepted that the substation presents no impacts to future users of the site. It should be noted that high rise residential development has been erected along Jenkins Road and the substation site adjoins James Ruse High School. It is understood that no risk arises from the substation site based on reporting.
Site access	The proposed design has been prepared in accordance with BCA and Accessibility considerations. An Accessibility report has been prepared and confirms that the proposed development meets the accessibility requirements.
Social and Economic Impacts	A social Impact Assessment has been undertaken by EMM Consulting Pty Limited. A summary of the report findings is as follows: <i>5.1.1 Benefits</i> <i>The project will deliver various social benefits for the community of the local and regional area by increasing housing supply and open space in the region in accordance with local housing plans and strategies. The Project will also deliver affordable rental housing, which facilitate housing for vulnerable communities members. The co-location of services, such as childcare and a gym with residential dwellings will improve access and capacity within the local area. Construction and operation of the project will also contribute to employment opportunities in the region. Overall, the project will support</i>

	<i>liveability through the development of housing which meets the needs of residents, workers and the broader community.</i> 5.1.2 Impacts <i>Some project activities may contribute to negative outcomes for nearby residents. Project activities during construction, such as traffic movements and building demolition may create negative impacts. The Project may generate noise and increased vehicle movements during construction, which may disrupt nearby residences and road users. Additionally, population influx as a result of the develop may alter the character of the local area. The proximity of the project to multiple schools may create safety impacts associated with the presence of children in the local area, who may walk or access transport near the project site. Potential impacts are expected to be limited to the local area and risk can be lowered through application of suggested mitigation measures.</i>
Overshadowing	The building has been modelled to meet the ADG solar access requirements.

Prepared by:

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10th June 2026