



# Response to Submissions and Amendment Report

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*15A/B Moseley St, & 25-31 Donald St, Carlingford*

February 2026

Prepared for: Capio Property

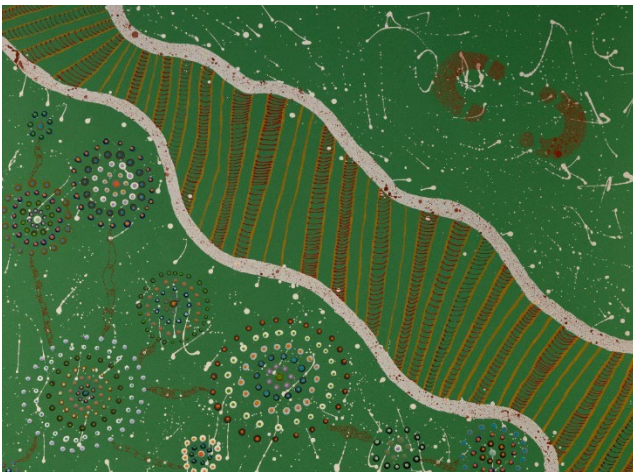
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Project Code            P0058647  
Report Number        Rev 3 RTS TOA Submission

## *Acknowledgment of Country*

Urbis acknowledges the Traditional Custodians of the lands we operate on. We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years. We pay our respects to First Nations Elders, past and present.

Urbis is committed to incorporating our respect for First Nations cultures, peoples and storytelling in our work across the Country. We are proud to have partnered with Darug Nation artist, **Hayley Pigram**, and to profile her artwork – **Sacred River Dreaming**.



*The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.*

All information supplied to Urbis in order to conduct this research has been treated in the strictest confidence. It shall only be used in this context and shall not be made available to third parties without client authorisation. Confidential information has been stored securely and data provided by respondents, as well as their identity, has been treated in the strictest confidence and all assurance given to respondents have been and shall be fulfilled.

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# 1 Introduction

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# 1 Introduction

## 1.1 Overview

This Amendment Report is submitted to the Department of Planning, Housing and Infrastructure (**DPHI**) on behalf of Captag Investments Pty Ltd (**Captag, the applicant**) in support of a State Significant Development Application (**SSDA**) (SSD-83870463) for the proposed residential development and childcare at 15A-15B Moseley Street and 25-31 Donald Street, Carlingford (**the site**).

The project is State Significant Development (**SSD**) pursuant to Schedule 1, Section 26A of the *State Environmental Planning Policy (Planning Systems) 2021* (**Planning Systems SEPP**), as it is development to which Chapter 2, Part 2, Division 1 of *State Environmental Planning Policy (Housing) 2021*, (**Housing SEPP**) applies that:

- Is not prohibited under an Environmental Planning Instrument (**EPI**) applying to the land.
- Has an Estimated Cost of Development (**EDC**) that exceeds \$75 Million for the residential components.
- Meets the locational requirements of the Housing SEPP; and
- Will provide at least 10% of the total floor space as affordable housing for at least 15 years.

In accordance with Section 4.5 of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**), the Minister is the consent authority for the proposal.

The SSDA was publicly exhibited between 9 October 2025 to 22 October 2025.

A total of 8 submissions were received during the exhibition period, broken down as follows:

- City of Parramatta Council (objection)
- 7 submissions from individuals (4 objections, 2 in support, 1 comment)

Agency comments/advice was received from:

- Transport for NSW (TfNSW)
- NSW Department of Climate Change, Energy, the Environment and Water (DCEEW Water)
- Endeavour Energy

Following completion of the exhibition period, a Request for Response to Submissions letter was issued by DPHI on 23 October 2025. This was followed by a Key Issues letter on 7 November 2025.

Several changes are proposed to the project in response to the submissions received and DPHI's Key Issues Letter. These changes are addressed in this Amendment Report, and a comprehensive response to submissions, including agency advice and DPHI Key Issues is provided in Appendix A.

This Amendment Report has been prepared in accordance with section 37 of the *Environmental Planning & Assessment Regulation 2021* (**EP&A Regulation**) to comprehensively outline the changes and provide a consolidated assessment of the amended scheme for consideration by DPHI.

This Report includes assessment of compliance with the statutory and strategic planning framework, and all other potential environmental impacts identified through the preparation of this amended SSDA. Further, this report has been prepared in accordance with *State Significant Development Guidelines – Preparing an Amendment Report* (October 2022).

This Report also provides an assessment of the proposal against the relevant considerations under Section 4.15 of the EP&A Act.

This Report should be read in conjunction with all supporting documentation.

## 1.2 Applicant Details

The applicant details for the proposed development are listed in Table 1.

Table 1 Proponent Details

Description	Details
Full Name(s)	Captag Investments Pty Ltd
Postal Address	8/45 Clarence Street, Sydney NSW 2000
ABN	45 972 553 123
Nominated Contact	c/o Zachary Quintal (Urbis)
Contact Details	+61 2 8233 9933

## 1.3 Project Overview (As Lodged)

The SSDA (as lodged) sought consent for:

- Site preparation works including demolition of structures and tree removal.
- Bulk excavation works to establish basement parking structure.
- Construction of two (2) x nine (9) storey residential flat buildings.
- A 76 place centre-based child care facility.
- Three (3) level basement parking structure (residential) and podium parking for child care.
- Associated civil, landscaping and public domain works.

The SSDA (as lodged) applied the Low and Mid Rise (**LMR**) Housing *inner area* controls under Chapter 6 of the Housing SEPP, as well as the in-fill affordable housing provisions under Chapter 2 of the Housing SEPP.

Following the exhibition period, submission received and advice from DPHI, the proposal has been amended to apply the LMR *outer area* controls, with associated design revisions to better align with the outer area controls in addition to the application of in-fill affordable housing provisions. The intent of the amended proposal remains as per the original SSDA; however, a number of design and project description changes have been made in response to issues raised by DPHI, agencies and public submissions.

The design changes broadly relate to the following:

- Removal of two levels from Building B, reducing Building B from 9 to 7 storeys.
- Removal of communal open space from rooftop of Building A1.
- Overall reduction in the number of residential apartments and floor space ratio.
- Reduced parking provision and increased storage areas within basement.
- Minor façade changes to Building A2.
- Minor façade amendments to improve privacy between buildings.
- New planter box at the balcony edge of unit 310 and 311 (Building B).
- Reconfiguration of structural columns in childcare outdoor play area.
- Addition of blast wall between substation and childcare outdoor play area.
- Addition of childcare reception area.
- Removal of rooftop communal open space from Building A1.

- Minor adjustment to Donald Street driveway including relocation of intercom/roller shutter door and increase driveway crest to 100.27 AHD.

An amended project description is provided at Section 1.4 and detailed description of amendments in Section 3 of this Amendment Report.

## 1.4 Revised Project Description

The revised description of the proposed development is as follows:

- Site preparation works including demolition of structures and tree removal.
- Bulk excavation works to establish basement parking structure.
- Construction of one (1) x nine (9) storey and one (1) x seven (7) storey residential flat building
- A 76 place centre-based childcare facility.
- Three (3) level basement parking structure (residential) and podium parking for childcare.
- Associated civil, landscaping and public domain works.

## 1.5 Site Context

The site is located at 15A and 15B Moseley Street, and 25–31 Donald Street, Carlingford within the Parramatta Local Government Area (**LGA**) and is made up of the following lots:

*Table 2 Legal Description of the Site*

<b>Property Address</b>	<b>Legal Description</b>
15A Moseley Street, Carlingford	Lot 35 DP 536982
15B Moseley Street, Carlingford	Lot 34 DP 536982
25 Donald Street, Carlingford	Lot 5 DP 35555
27 Donald Street, Carlingford	Lot 33 DP 536982
29 Donald Street, Carlingford	Lot 32 DP 536982
31 Donald Street, Carlingford	Lot 2 DP 35555

The total site area is 5,948m<sup>2</sup>. The site has a frontage of approx. 79m to Moseley Street and a frontage of approx. 45m to Donald Street. The site slopes from north-east down towards the south-western portion of the site with a crossfall of approximately 9 metres.

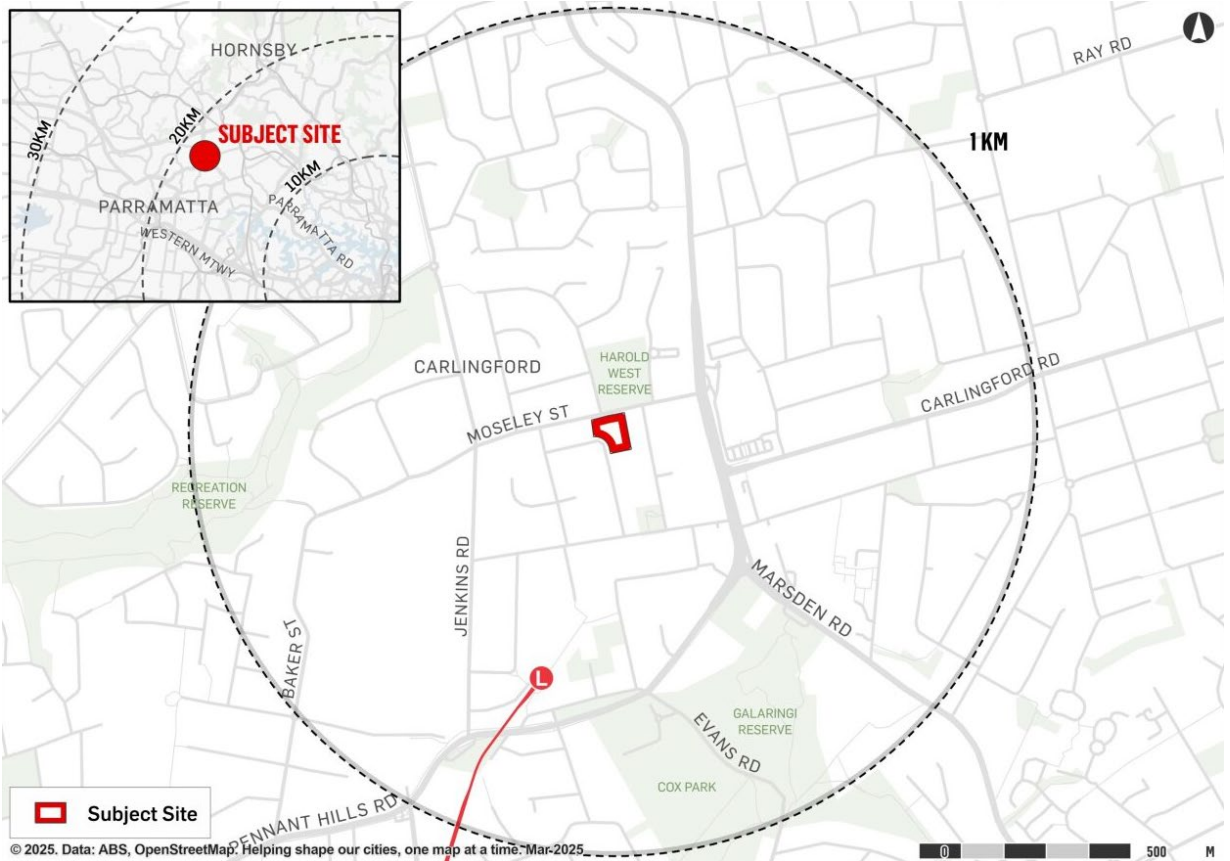
The site description, context and area remain unchanged from the SSDA (as lodged).

Figure 1 Site Context



Source: Urbis, 2025

Figure 2 Regional Context



Source: Urbis, 2025

## 1.6 Project Background

### 1.6.1 DA/588/2023

In December 2023, a development application (**DA**) was lodged for the demolition of existing buildings, and construction of two residential apartment buildings up to 4-6 storeys in height comprising 60 apartments, a childcare centre and associated basement car parking and landscaping.

The DA was subsequently withdrawn due to the acquisition of the adjacent site at 31 Donald Street and the desire to amend the proposed plans to incorporate this site.

### 1.6.2 DA/747/2023

In December 2023, a DA was lodged for use of the existing dwelling as a display suite and sales office with associated parking, landscaping and signage. The DA was approved in June 2024.

### 1.6.3 DA/759/2023

In December 2023, a staged DA was lodged for the demolition of existing buildings, tree removal, and the construction of two residential apartment buildings up to 4-6 storeys in height comprising 70 apartments, a childcare centre and associated basement car parking and landscaping.

The DA was subsequently withdrawn so that the proposal could be redesigned to incorporate affordable housing.

### 1.6.4 DA/222/2024

In April 2024, a staged DA was lodged for the demolition of existing buildings, tree removal, and the construction of two residential apartment buildings up to 4-6 storeys in height comprising 91 apartments (including 22 affordable housing units), a childcare centre and associated basement car parking and landscaping.

The DA is subject to a deemed refusal appeal in the NSW Land and Environment Court (**NSWLEC**). A deferred commencement consent was issued by the NSWLEC on 27 June 2025 for the following:

*Staged development including the demolition of existing buildings, construction of a part 4, part 7 storey residential flat building comprising 46 residential units with shared basement and construction of a 6 storey mixed use development comprising childcare centre and 45 residential units.*

The deferred commencement conditions listed in Schedule 1 of the consent relate to the relocation of Council drainage assets and, are required to be satisfied within 24 months of determination. The conditions require the following.

1. *Relocation of the existing Council owned drainage assets across the development site.*
2. *Submission to Council of suitable documentary evidence issued confirming the creation of two (2) easements to drain water, being between 2.1m, 2.4m & 3m wide over the stormwater discharge pipe system through the subject site, benefitting the development site, adjoining upstream residential lots and Council's adjoining assets, has been registered with the NSW Land Registry Services.*

Importantly, this SSDA forms a new stand-alone development application for consideration by DPHI. The proponent nonetheless intends to satisfy the deferred commencement conditions as it is expected these would be requirements of Council for any development of this scale.

At the time of EIS lodgement, works had not physically commenced in relation to DA/222/2024.

At the time of this Amendment Report, works have commenced on site in relation to satisfying the deferred commencement conditions of DA/222/2024, for the relocation of stormwater drainage assets.

## 1.6.5 DA/219/2024

In October 2024, development consent was granted for early works including the demolition of all existing buildings and structures on site, as well as tree removal.

Demolition works have commenced, and the site is currently cleared other than the display suite/sales office.

## 1.6.6 SSD-83870463

A scoping meeting was held on 17 April 2025 with DPHI and the project team. A high-level review of the SSDA proposal was undertaken and DPHI issued SEARs for the project on 14 May 2025. Notably, at this time it was contemplated that the site could be considered as an LMR *inner area*.

The subject SSDA (SSDA-83870463) was prepared on this basis and lodged with DPHI in September 2025. Public exhibition and agency consultation was undertaken between 9 October 2025 to 22 October 2025.

### Overview of Submissions

A total of **8 submissions** were received during the exhibition period, broken down as follows:

- City of Parramatta Council (objection)
- 7 submissions from individuals (4 objections, 2 in support, 1 comment)

Agency comments/advice was received from:

- Transport for NSW (TfNSW)
- NSW Department of Climate Change, Energy, the Environment and Water (DCEEW Water)
- Endeavour Energy

Following completion of the exhibition period, a Request for Response to Submissions letter was issued by DPHI on 23 October 2025. This was followed by a Key Issues letter on 7 November 2025. The applicant engaged with DPHI via a teleconference meeting on 14 November 2025, to further clarify key issues raised by DPHI.

Submissions have been addressed within this Amendment Report and the Response to Submissions Matrix attached as Appendix A.

## 1.7 Supporting Documentation

This Amendment Report is supported by the following technical reports and documentation to support the amended proposal.

Table 3 Supporting Documentation

Consultant Report	Prepared by	Appendix Reference
Mitigation Measures	Urbis	A
Updated Statutory Compliance Table	Urbis	B
Updated Clause 4.6 Request (Height)	Urbis	C
Clause 4.6 Request (Floor Space Ratio)	Urbis	D
Amended Architectural Plans	Capio	E
Amended Design Report (including Design Verification Statement)	Capio	F
Amended Landscape Plans	Conzept	G

<b>Consultant Report</b>	<b>Prepared by</b>	<b>Appendix Reference</b>
<b>Addendum Geotechnical Assessment</b>	Capital Engineering Consultants Goetechnical	H
<b>Wind Analysis</b>	Capital Engineering Consultants	I
<b>Letter Response to Stormwater Engineering Matters</b>	SGC	J
<b>Addendum Traffic Statement</b>	Stanbury Traffic Planning	K
<b>Addendum Arborist Advice</b>	Ezi Grow	L
<b>Updated BASIX Certificate</b>	SLR	M
<b>Electrical Substation Design</b>	ACME Automated Solutions	N

# 2 Strategic Context

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## 2 Strategic Context

This section describes how the amended proposal addresses the strategic planning policies relevant to the site. It identifies the key strategic issues relevant to the assessment and evaluation of the project.

### 2.1 Project Justification

The amendments are considered minor in the context of the broader proposal and do not alter the overall intent or strategic alignment of the development. The scheme will continue to deliver residential and child care uses in a highly accessible and appropriate location within Carlingford.

The development as amended remains consistent with the State, district and local strategic plans and policies applying to the site. This is outlined in Table 4.

Table 4 Strategic Planning Consistency

Strategic Plan	Comment
<p><b>Greater Sydney Region Plan – A Metropolis of Three Cities</b></p>	<p>The <i>Greater Sydney Region Plan (Region Plan)</i> provides the overarching strategic plan for growth and change in Sydney. It is a 20-year plan with a 40-year vision that seeks to transform Greater Sydney into a metropolis of three cities – the Western Parkland City, Central River City and Eastern Harbour City. The Region Plan includes objectives and strategies for infrastructure and collaboration, liveability, productivity and sustainability. The following matters are relevant to the amended development:</p> <ul style="list-style-type: none"> <li>▪ Objective 5 – Benefits of growth realised by collaboration of governments, community and business <p>The proposed redevelopment of the site (including 30% uplift) unlocks its full potential to accommodate a mixed-use building and residential buildings on the site. renewal of the site for a mixed-use residential development will provide a meaningful contribution toward housing and employment targets for Sydney, together with providing funding to support local and regional infrastructure investment.</p> </li> <li>▪ Objective 10 – Greater housing supply <p>The proposal has the potential to deliver over 11,832m<sup>2</sup> of residential floor space that would directly contribute to the dwelling targets for Sydney. This is equal to 118 new dwellings, including affordable housing (equating to 15% of the overall development yield).</p> </li> <li>▪ Objective 11 – Housing is more diverse and affordable <p>The provision of 15% affordable housing is a key driver for this project. The proposal will continue to help in delivering diverse and affordable housing in a highly accessible location.</p> </li> <li>▪ Objective 14 – a Metropolis of Three Cities – integrates land use and transport to create walkable and 30-minute cities <p>The project maintains residential uses in an accessible location that is connect to transport corridors, services and employment centres contributing to the '30-minute city' concept.</p> </li> </ul> <p>In summary, the amended development remains aligned with the vision and strategic priorities of the Greater Sydney Region Plan.</p>
<p><b>Sydney Plan</b></p>	<p>The Sydney Plan is a draft regional Strategic Plan currently on exhibition until 27 February 2026. The intent of the plan is to set out how the NSW Government how</p>

## Strategic Plan

## Comment

will accommodate more people, jobs, and housing while improving liveability, sustainability, and economic resilience in Sydney. It identifies key priorities and responses to deliver the expected growth.

Providing more housing supply, greater housing diversity close to centres and more affordable and secure housing is a key priority. The low to mid-rise housing policy which the proposed development seeks to make use of is a response to this policy. The amended development will provide additional residential accommodation including affordable housing in a well-located area close to an existing centre.

### **Our Greater Sydney 2056 – Central District Plan**

The *Central District Plan (District Plan)* is a 20-year plan to manage growth in the context of economic, social and environmental matters to implement the objectives of the Greater Sydney Region Plan, the intent of the District Plan is to inform local strategic planning statements and local environmental plans, guiding the planning and support for growth and change across the district.

The Structure Plan identifies the key centres, economic and employment locations, land release and urban renewal areas and existing and future transport infrastructure to deliver growth aspirations.

The proposal will contribute to the objectives set out in the District Plan by promoting growth in residential development and providing additional employment generating opportunities through the mixed-use scheme for the site. The proposal aligns with the following key planning priorities of the District Plan:

- Planning Priority C4 – Fostering healthy, creative, culturally rich and socially connected communities
- Planning Priority C5 – Providing housing supply, choice and affordability, with access to jobs, services and public transport
- Planning Priority C9 – Delivering integrated land use and transport planning and a 30-minute city.

The amended proposal remains aligned with the Central District Plan's priorities as it will deliver housing and services. The amended proposal will contribute to much needed housing supply, including diverse and affordable housing and therefore remains aligned with the Central District Plan.

### **Parramatta Local Strategic Planning Statement**

The City of Parramatta Local Housing Strategy (**Housing Strategy**) provides directions for housing at the local level, about when and where future housing growth will occur. It also identifies the relationship with the broader NSW government strategic objectives as identified in the Greater Sydney Region Plan – A Metropolis of Three Cities and the Central City District Plan. The housing vision is supported by the following goals:

- Goal 1: Deliver 90% of new housing within the walking catchments of existing or committed public transport and deliver active transport networks, promoting modal shift, throughout the LGA
- Goal 2: Increase the proportion of one-bedroom homes and innovative three-bedroom apartments/townhouse-style homes in growth precincts. Investigate and identify 'Housing Diversity Precincts' to assist in additional delivery of diverse housing typologies
- Goal 3: Where appropriate, maintain existing character and Heritage Conservation Areas and preserve future housing opportunity

Strategic Plan	Comment
	<ul style="list-style-type: none"> <li>▪ Goal 4: New development adequately funds infrastructure requirements and appropriately contributes to LGA-wide infrastructure</li> <li>▪ Goal 5: Support State Government to finalise and implement the SIC and PIC by the end of 2019</li> <li>▪ Goal 6: Resolve statutory barriers and plan for adequate open space in the LGA.</li> </ul> <p>The amended proposal will align with the goals of the Housing Strategy by delivering 118 new dwellings on a site located near existing public transport networks. This will help to meet Carlingford's housing target of 4,470 new dwellings by 2036. Diverse housing options and affordable housing are also included in the amended development.</p>
<b>Better Placed</b>	<p><i>Better Placed</i> is the NSW Government Architect's integrated design policy for the built environment. It sets out the principles of good design to enhance the quality of life, health, and wellbeing of communities across New South Wales. The policy promotes design excellence across buildings, public spaces, landscapes, and neighbourhoods, and is intended to guide decision-making at all stages of the planning and development process.</p> <p>The amended proposal remains consistent with the objectives of <i>Better Placed</i>, demonstrating a commitment to high-quality urban design that contributes positively to the built environment and public realm.</p> <p>A detailed assessment of the amended proposal against the <i>Better Placed</i> design principles is provided in the Design Report at Appendix G. This confirms the proposal's alignment with the NSW Government's vision for well-designed liveable and sustainable places.</p>
<b>NSW Housing Strategy: Housing 2041</b>	<p>In March 2021, the <i>NSW Housing Strategy: Housing 2041</i> was released. It sets out a long-term (20 year) strategy for better housing outcomes across NSW. High density housing and affordable housing was identified as an important housing typology to expand housing choices across the state.</p> <p>The amended proposal is well positioned to deliver both housing choice and affordability through the provision of varied apartment types and the provision of 15% of the total GFA as affordable housing.</p>

# 3

## Part 1 -

# Description of Amendments

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# 3 Description of Amendments

This section of the report describes the proposed amendments and provides a comparative analysis of the original development and amended proposal. It also includes an updated detailed description of the various components of the proposal, including the proposed amendments.

## 3.1 Overview and Comparative Analysis

The original proposal was for a mixed-use development comprising a childcare centre, two residential tower forms, and three basement levels of car parking. The amended proposal is consistent with this project description.

The following refinements have been made to the SSDA proposal following the public exhibition and submissions and further engagement with DPHI. The refinements are generally consistent with the original project description and do not materially alter the proposed development for which consent is sought.

- Removal of two levels from Building B, reducing Building B from 9 to 7 storeys.
- Removal of communal open space from rooftop of Building A1.
- Overall reduction in the number of residential apartments and floor space ratio.
- Reduced parking provision and increased storage areas within basement.
- Minor façade changes to Building A2.
- Minor façade amendments to improve privacy between buildings.
- New planter box at the balcony edge of unit 310 and 311 (Building B).
- Reconfiguration of structural columns in childcare outdoor play area.
- Addition of blast wall between substation and childcare outdoor play area.
- Addition of childcare reception area.
- Removal of rooftop communal open space from Building A1.
- Minor adjustment to Donald Street driveway including relocation of intercom/roller shutter door and increase driveway crest to 100.27 AHD.

The amendments detailed above have been incorporated into the updated Architectural Plans (Appendix F) and Architectural Design Report (Appendix G).

Table 5 provides a comparative analysis of the proposed changes to the original development.

Table 5 Comparative Analysis of Proposed and Amended Development

Aspect of the Proposal	EIS Proposal	RtS Proposal	Change
<b>Land uses</b>	Residential flat building and centre-based child-care facility	Residential flat building and centre-based child-care facility	No change
<b>Max Building Height</b>	31.7m	28.65m	-3.05m
<b>Number of storeys</b>	<b>Building A1/2:</b> 9 storeys <b>Building B:</b> 9 storeys	Building A1/2: 9 storeys Building B: 7 storeys	No change - 2 storeys
<b>GFA</b>	<b>Childcare:</b> 413m <sup>2</sup> <b>Residential:</b> 13,631m <sup>2</sup>	410m <sup>2</sup> 11,832m <sup>2</sup>	-3m <sup>2</sup> - 1,799m <sup>2</sup>

Aspect of the Proposal	EIS Proposal	RtS Proposal	Change
	<b>Total:</b> 14,044m <sup>2</sup>	12,242m <sup>2</sup>	- 1,802 m <sup>2</sup>
<b>FSR</b>	<b>Childcare:</b> 0.07:1 <b>Residential:</b> 2.29:1 <b>Total:</b> 2.36:1	0.069:1 1.989:1 2.058:1	- 0.001:1 - 0.301:1 - 0.302:1
<b>Number of apartments</b>	<b>Affordable:</b> 30 <b>Market:</b> 106 <b>Total:</b> 136	23 95 118	- 7 units - 11 units - 18 units
<b>Apartment mix</b>	<b>1 bedroom:</b> 9 (7%) <b>2 bedroom:</b> 88 (65%) <b>3 bedroom:</b> 22 (16%) <b>4 bedroom:</b> 17 (12%)	9 (8%) 74 (63%) 20 (17%) 15 (12%)	No change - 14 units - 2 units - 2 units
<b>Setbacks</b>	<b>North:</b> Building B - Min 6.5m for all levels <b>East:</b> Building B - Min 6m for first 4 floors of residential, increased to min 9m for upper residential floors. Building A2 - Min 6m for first 5 floors of residential, increased to min 9m for upper residential floors. <b>South:</b> Building A2 - Min 8.5m setback for all levels <b>West:</b> Building A1 - 4.2m to ground floor private open space, min 6m to all levels. Building B - Min 3m to car park, min 6m to first 4 floors of residential, increased to min 9m for upper residential floors.		Unchanged – further clarifications provided in Architectural Plans and Design Report
<b>Communal open space</b>	1,508m <sup>2</sup> (25.3% of site)	1,508m <sup>2</sup> (25.3% of site)	No change
<b>Deep soil (ADG)</b>	693 m <sup>2</sup> (11.65%)	683 m <sup>2</sup> (11.48% of site)	- 10m <sup>2</sup> (0.17%)
<b>Vehicular access</b>	Vehicle access to the residential basement levels is provided via Donald Street. Vehicle access to the childcare car parking is provided via Moseley Street.	Vehicle access to the residential basement levels is provided via Donald Street. Vehicle access to the childcare car parking is provided via Moseley Street.	No change
<b>Car parking</b>	<b>Residential</b> <ul style="list-style-type: none"> <li>164 (including 21 accessible spaces)</li> </ul>	<b>Residential</b> <ul style="list-style-type: none"> <li>Residential: 145 (including 18 accessible spaces)</li> </ul>	<b>Residential</b> <ul style="list-style-type: none"> <li>Residential: Decrease of 19 spaces</li> <li>Visitor: No change</li> </ul>

Aspect of the Proposal	EIS Proposal	RtS Proposal	Change
	<ul style="list-style-type: none"> <li>Visitor: 22 (including 1 car wash bay and 2 accessible spaces)</li> <li>Motorcycle: 5 spaces</li> <li>Total: 186 spaces</li> </ul> <p><b>Childcare</b></p> <ul style="list-style-type: none"> <li>Staff: 12 (including 5 tandem)</li> <li>Visitor: 10</li> <li>Accessible: 1 space</li> <li>Total: 23 spaces</li> </ul>	<ul style="list-style-type: none"> <li>Visitor: 22 (including 1 wash bay and 2 accessible spaces)</li> <li>Motorcycle: 5 spaces</li> <li>Total: 167 spaces</li> </ul> <p><b>Childcare</b></p> <ul style="list-style-type: none"> <li>Staff: 12 spaces</li> <li>Visitor: 10 spaces</li> <li>Accessible: 1 space</li> <li>Total: 23 spaces</li> </ul>	<ul style="list-style-type: none"> <li>Motorcycle: No change</li> <li>Total: Decrease of 19 car spaces</li> </ul> <p><b>Childcare</b></p> <ul style="list-style-type: none"> <li>Staff: No change</li> <li>Visitor: No change</li> <li>Accessible: No change</li> <li>Total: No change</li> </ul>
<b>Bicycle parking</b>	<p><b>Visitor:</b> 11</p> <p><b>Residential:</b> 106</p> <p><b>Total:</b> 117</p>	<p>10</p> <p>95</p> <p>105 spaces</p>	<p>- 1 space</p> <p>- 11 spaces</p> <p>- 12 spaces</p>

## 3.2 Detailed Description

The proposed development (as amended) comprises:

- Site preparation works including demolition of structures and tree removal.
- Bulk excavation works to establish basement parking structure.
- Construction of one (1) x nine (9) storey and one (1) x seven (7) storey residential flat building
- A 76 place centre-based child care facility.
- Three (3) level basement parking structure (residential) and podium parking for child care.
- Associated civil, landscaping and public domain works.

The amended Architectural Drawings are provided at Appendix F.

Table 6 Project Details

Descriptor	Project Details
<b>Project Area</b>	5,948m <sup>2</sup>
<b>Site Description</b>	<ul style="list-style-type: none"> <li>Lot 35 DP 536982 (15A Moseley Street)</li> <li>Lot 34 DP 536982 (15B Moseley Street)</li> <li>Lot 5 DP 35555 (25 Donald Street)</li> <li>Lot 33 DP 536982 (27 Donald Street)</li> <li>Lot 32 DP 536982 (29 Donald Street)</li> <li>Lot 2 DP 35555 (31 Donald Street)</li> </ul>
<b>Project Description</b>	<ul style="list-style-type: none"> <li>Site preparation works including demolition of structures and tree removal.</li> <li>Bulk excavation works to establish basement parking structure.</li> </ul>

<b>Descriptor</b>	<b>Project Details</b>
	<ul style="list-style-type: none"> <li>▪ Construction of one (1) x nine (9) storey and one (1) x seven (7) storey residential flat building</li> <li>▪ A 76 place centre-based child care facility.</li> <li>▪ Three (3) level basement parking structure (residential) and podium parking for child care.</li> <li>▪ Associated civil, landscaping and public domain works.</li> </ul>
<b>Land uses</b>	Residential flat building and centre-based child-care facility
<b>Building Height</b>	<ul style="list-style-type: none"> <li>▪ Building A: 28.65m</li> <li>▪ Building B: 25.3m</li> </ul>
<b>Number of storeys</b>	<ul style="list-style-type: none"> <li>▪ Building A1/2: 9 storeys</li> <li>▪ Building B: 7 storeys</li> </ul>
<b>GFA</b>	<ul style="list-style-type: none"> <li>▪ Childcare: 410m<sup>2</sup></li> <li>▪ Residential: 11,832m<sup>2</sup></li> <li>▪ Total: 12,242m<sup>2</sup></li> </ul>
<b>FSR</b>	<ul style="list-style-type: none"> <li>▪ Childcare: 0.069:1</li> <li>▪ Residential: 1.989:1</li> <li>▪ Total: 2.058:1</li> </ul>
<b>Number of apartments</b>	<ul style="list-style-type: none"> <li>▪ Affordable: 23</li> <li>▪ Market: 95</li> <li>▪ Total: 118</li> </ul>
<b>Apartment mix</b>	<ul style="list-style-type: none"> <li>▪ 1 bedroom: 9 (8%)</li> <li>▪ 2 bedroom: 74 (63%)</li> <li>▪ 3 bedroom: 20 (17%)</li> <li>▪ 4 bedroom: 15 (12%)</li> </ul>
<b>Setbacks</b>	<p><b>North:</b> Building B - Min 6.5m for all levels</p> <p><b>East:</b> Building B - Min 6m for first 4 floors of residential, increased to min 9m for upper residential floors. Building A2 - Min 6m for first 4 floors of residential, increased to min 9m for upper residential floors.</p> <p><b>South:</b> Building A2 - Min 8.5m setback for all levels</p> <p><b>West:</b> Building A1 - 4.2m to ground floor private open space, min 6m to all levels. Building B - Min 3m to car park, min 6m to first 4 floors of residential, increased to min 9m for upper residential floors.</p>
<b>Communal open space</b>	1,508m <sup>2</sup> (25.3% of site)
<b>Deep soil</b>	683 m <sup>2</sup> (11.48% of site)

Descriptor	Project Details
<b>Vehicular access</b>	Vehicle access to the residential basement levels is provided via Donald Street. Vehicle access to the childcare car parking is provided via Moseley Street.
<b>Car parking</b>	<p><b>Residential</b></p> <ul style="list-style-type: none"> <li>Residential: 145 (including 18 accessible spaces)</li> <li>Visitor: 22 (including 1 wash bay and 2 accessible spaces)</li> <li>Motorcycle: 5 spaces</li> <li>Total: 167 spaces</li> </ul> <p><b>Childcare</b></p> <ul style="list-style-type: none"> <li>Staff: 12 spaces</li> <li>Visitor: 10 spaces</li> <li>Accessible: 1 space</li> <li>Total: 23 spaces</li> </ul>
<b>Bicycle parking</b>	<ul style="list-style-type: none"> <li>Visitor: 10</li> <li>Residential: 95</li> <li>Total: 105 spaces</li> </ul>

### 3.2.1 Reasons for Amendments

Amendments have primarily been driven by a request from DPHI, in their Key Issues Letter dated 7 November 2025 to apply the LMR *outer area* controls. Further background to this is provided below.

At pre-lodgement consultation with DPHI and at the time of lodgement of the EIS, it was contemplated that the site could be considered as an LMR inner area. This is due the sites close proximity to Carlingford Court (approximately 200m direct walking distance, assuming the crossing of Pennant Hills Road utilising the refuge island nearest to Mosely Street). The proposal was lodged and accepted by DPHI on this basis.

In further support of the walking distance to Carlingford Court at the time of EIS lodgement, is the identification of the future pedestrian infrastructure upgrade and signalisation of Mosely Street and Pennant Hills Road intersection. This upgrade was identified in historic strategic planning documents, including the Hills Shire Public Domain Plan for Carlingford Precinct. The upgrade was also identified as a works item on the Hills Shire Council Contributions Plan 14 – Carlingford Precinct. However, the signalisation of this intersection has not yet occurred, and the status and funding of this infrastructure is unknown.

However, in DPHI’s Response to Submissions Key Issues Letter dated 7 November 2025, DPHI has confirmed their position that the nearest safe crossing of Pennant Hills Road is at the Carlingford Road intersection (being approximately 430m walking distance from north east corner of the site). As such, the LMR outer area controls have now been applied. Design revisions seek to improve compliance of the scheme and better align the proposal to the LMR outer area controls.

While the outer area controls have been applied to the amended proposal, the site is very well positioned to accommodate additional density due to its proximity to the local centre, transport services and the consolidated nature of the proposal. The nuanced and marginal nature of the inner v outer area control application is therefore a relevant consideration in terms of the evolving character of the area and anticipated density in coming years.

Other minor design amendments and clarifications have been made in response to DPHI comments to improve the overall amenity of the scheme.

# 4 **Statutory Context**

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# 4 Statutory Context

This section of the report provides an overview of the key statutory requirements relevant to the site and the amended proposal, including:

- *Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC)*
- *NSW Biodiversity Act 2016 (BC Act);*
- *Environmental Planning and Assessment Act 1979 (EP&A Act);*
- *Environmental Planning Assessment Regulation 2021 (the Regulations);*
- *State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP);*
- *State Environmental Planning Policy (Transport and Infrastructure) 2021 (Transport and Infrastructure SEPP);*
- *State Environmental Planning Policy (Resilience and Hazards) 2021 (Resilience and Hazards SEPP);*
- *State Environmental Planning Policy (Biodiversity and Conservation) 2021 (Biodiversity and Conservation SEPP);*
- *State Environmental Planning Policy (Sustainable Buildings) 2022 (Sustainable Buildings SEPP)*
- *State Environmental Planning Policy (Housing) 2021 (Housing SEPP)*

This section identifies the key statutory matters addressed in detail within the Amendment Report, including the power to grant consent, permissibility, other approvals, pre-conditions and mandatory considerations.

## 4.1 Statutory Requirements

The following sections provide a summary of the relevant statutory requirements for the amended proposal, having regard to the *State Significant Development Guidelines*. A detailed statutory compliance table for the project is provided at Appendix C.

### 4.1.1 Power to grant approval

The legal pathway under which the consent is sought, why this pathway applies, and the relevant consent authority is outlined in Table 7 below.

Table 7 Power to Grant Approval

Matter	Consideration
<b>Declaration of SSD</b>	<p>In accordance with Schedule 1, Section 26A of the Planning Systems SEPP, development to which:</p> <ul style="list-style-type: none"><li>▪ Chapter 2, Part 2, Division 1 of the Housing SEPP applies; and</li><li>▪ Has an EDC of \$75M+ (for the residential components); and is permitted with consent under an EPI applying to the land.</li><li>▪ Will provide at least 10% of the residential component as affordable housing for at least 15 years.</li><li>▪ Is classified as SSD.</li></ul> <p><b>26A In-fill affordable housing</b></p> <p>(i) Development to which State Environmental Planning Policy (Housing) 2021, Chapter 2, Part 2, Division 1 applies if—</p>

Matter	Consideration
	<p>(a) the part of the development that is residential development has a capital investment value of—</p> <p>(i) for development on land in the Eastern Harbour City, Central River City, Western Parkland City or Central Coast City in the Six Cities Region—more than \$75 million, or</p> <p>(b) the development does not involve development prohibited under an environmental planning instrument applying to the land.</p> <p>The residential component of the proposed works has an estimated EDC greater than \$75,000,000 and accordingly, the proposal is SSD for the purposes of the Planning Systems SEPP.</p> <p>In addition to EDC, to qualify for the SSDA pathway, the proposal must not be prohibited development. The proposal is permitted with development consent and therefore qualifies as SSD (see below).</p>
<b>Consent Authority</b>	The Minister for Planning under section 4.5 of the EP&A Act

## 4.1.2 Permissibility

The permissibility of the proposed development is outlined in Table 8.

Table 8 Permissibility

Matter	Consideration
<b>Land use(s)</b>	Residential flat buildings and centre-based child care facility.
<b>Land use zone(s)</b>	R4 High Density Residential
<b>Permissibility</b>	The site is zoned R4 (High Density Residential) in accordance with Parramatta LEP 2023. 'Residential flat buildings' and 'centre-based child care facility' are permitted with consent within the R4 zone.

The project seeks to utilise the provisions of the Housing SEPP, including the low and mid rise provisions (Chapter 6) and the in-fill affordable housing provisions (Chapter 2) which establish the key built form development standards. The proposed development is seeking to utilise the 30% uplift for both for space and height available under Chapter 2 of the Housing SEPP, on top of the 'base' height and floor space established under Chapter 6 Part 4 of the Housing SEPP for residential flat buildings in low and mid rise outer areas.

The following built form development standards therefore apply:

- **Building Height**
  - Part 'base' LMR height of 17.5m + 30% = **22.75m** (applies to north of site, Building B and A1)
  - Part 'base' LEP control of 21m + 30% = **27.3m** (applies to southern portion of the site, Building A2)
- **Floor Space Ratio**
  - 'Base' LMR floor space of 1.5:1 + 30% = **1.95:1**

It is noted that the LEP height control has been adopted as the 'base' control for the southern portion of the site as it exceeds the LMR outer area control.

The amended proposal proposes to exceed the maximum height of building control and floor space ratio development standards outlined above. Clause 4.6 Variation Requests have been prepared which detail the proposed non-compliance, provided under separate cover.

## 4.2 Pre-Conditions

Table 9 outlines the pre-conditions to exercising the power to grant approval which are relevant to the project and the section where these matters are addressed within the EIS.

Table 9 Pre-Conditions

<b>Statutory Reference</b>	<b>Pre-Condition</b>	<b>Relevance</b>	<b>Relevant Document Reference</b>
<b>State Environmental Planning Policy (Resilience and Hazards) 2021</b>	A consent authority must be satisfied that the land is suitable in its contaminated state - or will be suitable, after remediation - for the purpose for which the development is proposed to be carried out. Section 4.6 of the SEPP provides a State-wide approach to the remediation of contaminated land. It requires a consent authority to assess the potential for land to be contaminated and the works required to remediate the land to ensure it is suitable for its intended use.	A Preliminary Site Investigation has been prepared for the SSDA. This confirms that the development site is considered low risk for significant contamination can be made suitable for residential and childcare land uses, subject to the implementation of the identified mitigation measures.	Section 6.12 of the EIS  Appendix R to the EIS.
<b>State Environmental Planning Policy (Housing) 2021</b>	<p>Clause 20 Design Requirements requires that the consent authority consider whether the residential development is compatible with the desirable elements of the character of the area or for precincts undergoing transition, the desired future character of the precinct.</p> <p>Clause 21 Consent Authority must be satisfied that the affordable housing component will be maintained for at least 15 years and that it will be managed by a registered housing provider.</p>	<p>The project is considered to be compatible with the desired future character of the precinct, as detailed in the Architectural Design Report.</p> <p>The project includes a minimum 15% in-fill affordable housing component which will be maintained for at least 15 years and that it will be managed by a registered housing provider. A letter has been included from Link Wentworth Housing to this effect.</p>	<p>Appendix H of the EIS</p> <p>Appendix F &amp; G to this Amendment Report.</p>

## 4.3 Mandatory Consideration

Table 10 outlines the relevant mandatory considerations to exercising the power to grant approval and the section where these matters are addressed within the submitted documentation.

Table 10 Mandatory Consideration

Statutory Reference	Mandatory Consideration	Relevant Document Reference
<b>Consideration under the EP&amp;A Act and Regulations</b>		Appendix C
<b>Section 1.3</b>	The relevant objects of the EP&A Act	Appendix C
<b>Section 4.15 (1)(a)(i)</b> <b>Relevant environmental planning instrument</b>	All relevant EPIs will be addressed in the EIS, these include; <ul style="list-style-type: none"> <li>▪ <i>State Environmental Planning Policy (Planning Systems) 2021</i></li> <li>▪ <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i></li> <li>▪ <i>State Environmental Planning Policy (Housing) 2021</i></li> <li>▪ <i>State Environmental Planning Policy (Sustainable Buildings) 2021</i></li> <li>▪ <i>Parramatta LEP 2023</i></li> </ul>	Appendix C
<b>Section 4.15 (1)(a)(ii)</b> <b>Relevant draft environmental planning instrument</b>	Relevant proposed instruments include <ul style="list-style-type: none"> <li>▪ N/A</li> </ul>	N/A
<b>Section 4.15 (1)(a)(iii)</b> <b>Relevant development control plan</b>	Clause 2.10 of the Planning Systems SEPP provides that DCPs do not apply to SSDAs. As such, the Parramatta DCP 2023 is not a relevant consideration, and strict DCP compliance is not required.	N/A
<b>Section 4.15 (1)(a)(iiia) any planning agreement or draft planning agreement</b>	None are relevant to the amended development.	N/A
<b>Section 4.15(1)(b) the likely impacts of that development,</b>	The likely impacts of the development including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,	Section 6 of the EIS, and Section 5 of this Amendment Report
<b>Section 4.15(1)(c)</b>	The suitability of the site for the development	Section 7.6 of the EIS and Section 6.5 of this Amendment Report.
<b>Section 4.15(1)(d)</b>	Any submissions made in accordance with the Act or regulations	Appendix A

<b>Statutory Reference</b>	<b>Mandatory Consideration</b>	<b>Relevant Document Reference</b>
<b>Section 4.15(1)(2)</b>	The Public Interest	Section 7.7 of the EIS and Section 6.6 of this Amendment Report
<b>Mandatory relevant considerations under EPIs</b>		
<b>State Environmental Planning Policy (Resilience and Hazards) 2021</b>	Section 4.6 – Contamination and remediation to be considered in determining development application.	Section 4.2 and 6.12 of the EIS. Appendix Y to the EIS.
<b>State Environmental Planning Policy (Sustainable Buildings) 2021</b>	Chapter 2 – Standards for residential development – BASIX. Chapter 3 – Standards for non-residential development	Appendix Y and U to the EIS.
<b>State Environmental Planning Policy (Housing) 2021 (I&amp;E SEPP)</b>	Chapter 4 – Design of residential apartment development.	Appendix F and G to this Amendment Report.
<b>Development Contributions Plan</b>		
<b>City of Parramatta (Outside CBD) Development Contributions Plan</b>	The City of Parramatta (Outside CBD) Development Contributions Plan (Amendment 1) 2023 applies to the site. Section 7.11 contributions apply, and this is calculated based on the number of dwellings at the site.  The Applicant expects the contribution levy to be imposed as a condition of consent.	Section 4.3 of the EIS.
<b>HPC (regional) development contributions</b>	The Environmental Planning and Assessment Amendment (Housing and Productivity Contributions) Bill 2023 was assented on 13 July 2023, which changed how contributions for regional infrastructure are levied, by establishing a Housing and Productivity Contribution (HPC). Regional infrastructure includes public amenities or public services, affordable housing, transport infrastructure, regional or State roads and measures to conserve or enhance the natural environment.  It is understood that HPC payment will apply (other than for the affordable dwellings) and will be imposed as condition of development consent.	Section 4.3 of the EIS.

# 5

## Assessment of Impacts

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# 5 Assessment of Impacts

This section provides a comprehensive description of the updated specialist technical studies undertaken to assess the potential impacts of the project (as amended) and in response to issues raised in the agency and public submissions and DPHI's Key Issues letter. Updated mitigation, minimisation and management measures recommended to avoid unacceptable impacts are also included where relevant.

The detailed technical reports and plans prepared by specialists and appended to this Report are referenced in the following table. A summary of the updated mitigation measures is provided as Appendix B.

## 5.1 Built Form and Urban Design

As outlined in Section 3 of this Amendment Report, the amended proposal includes several design amendments in response to submissions and key issues raised by DPHI. Most notably, the project has been revised to apply the outer area LMR controls which has included the removal of two floors from Building B, amongst other minor design changes.

Updated Architectural Plans (Appendix F) and Architectural Design Report (Appendix G) have been prepared, which should be reviewed in conjunction with this Amendment Report.

Section 6.1 of the EIS included a comprehensive discussion on design quality, built form and urban design considerations. This section provided updated commentary on key design matters as relevant to the amended proposal.

### 5.1.1 Building Height

The amended proposal has been revised to apply the LMR outer area controls relating to building height. The following building height standards apply:

- Part 'base' LMR height of 17.5m + 30% = **22.75m** (applies to north of site, Building B and A1)
- Part 'base' LEP control of 21m + 30% = **27.3m** (applies to southern portion of the site, Building A2)

It is noted that the LEP height control has been adopted as the 'base' control for the southern portion of the site as it exceeds the LMR outer area control.

The amended proposal has been revised since lodgement of the EIS to remove 2 storeys from Building B (reduced from 9 to 7 storeys) and also to remove the communal open space from the rooftop of Building A1. The amended proposal presents a net reduction in building height and GFA as detailed in Table 5 above.

Notwithstanding, the amended proposal proposes to exceed the maximum height of building control development standards outlined above. An updated Clause 4.6 Variation Request has been prepared which detail the proposed non-compliance, provided under separate cover. The table below includes a summary of the maximum building heights and proposed variation.

Table 11 Height Summary

Building	LEP Control	LMR Control	Building Height Standard (inc. +30%)	Maximum Height Proposed	Extent of Variation
Building A1	16 metres	17.5 metres	<b>22.75 metres</b>	28.65 metres (RL130.45)	5.9 metres
Building A2	21 metres	17.5 metres	<b>27.3 metres</b>	28.65 metres (RL131.5)	1.35 metres
Building B	16 metres	17.5 metres	<b>22.75 metres</b>	25.3 metres (RL131.3)	2.55 metres

The amended proposal provides a net reduction in the proposed maximum building height of 3.05m as well as reduced shadowing impacts in comparison to the proposal as lodged. Updated shadow analysis diagrams have been prepared in support of the revised building envelopes, which are discussed further below.

The amended proposed building height will therefore not result in any unacceptable environmental or amenity impacts as originally assessed.

## 5.1.2 Floor Space Ratio

The amended proposal has been revised to apply the LMR outer area controls relating to floor space ratio. The following floor space ratio standard applies:

- 'Base' LMR floor space of 1.5:1 + 30% = **1.95:1**

The amended proposal has been revised since lodgement of the EIS to remove 2 storeys from Building B (reduced from 9 to 7 storeys) and also to remove the communal open space from the rooftop of Building A1.

The amended proposed GFA is 12,242m<sup>2</sup>, equivalent to an FSR of **2.058:1**. This is a net reduction of 1,802m<sup>2</sup> in GFA in comparison to the proposal as lodged. Of the proposed GFA, a minimum of 15% will be affordable housing.

Notwithstanding, the amended proposal proposes to exceed the maximum FSR development standard outlined above. A Clause 4.6 Variation Request has been prepared which details the proposed non-compliance, provided under separate cover. The table below includes a summary of the proposed FSR variation.

Table 12 FSR Summary

Site Area	LMR FSR	Max permissible FSR (LMR + 30%)	Proposed FSR	Extent of Variation
5,948 sqm	1.5 : 1	<b>1.95 : 1</b> (11,598.6 sqm GFA)	2.058:1 (12,242 sqm GFA)	+ 0.106:1 (+643.4 sqm GFA)

The proposed gross floor area and floor space ratio reflect the future character envisaged by the R4 High Density Residential zoning and aligns with the evolving built form context. Approved developments in the immediate vicinity include 6 to 7 storey residential flat buildings. With the introduction of the LMR and in-fill affordable housing provisions, the introduction of buildings 9 or more storeys is expected in the vicinity of the site to the south and the east. Inner area sites, where in-fill affordable housing is proposed benefit from an FSR of 2.86:1. It can be reasonably expected that buildings of a comparable or greater scale/massing will gradually develop over time, particularly to the south and south-east.

The proposed buildings maintain an appropriate transition between adjacent sites and do not result in any excessive visual bulk. Notably the amended proposal reduces the height of Building B from 9 to 7 storeys, presenting a permissible building height to Mosely Street. This amendment reduces the perception of overall building mass from Mosely Street at this key interface with the RE1 and R2 zones. The amended proposal continues to provide appropriate building setbacks, articulation, landscaping and modulation of building massing.

The amended building envelope will therefore not result in any unacceptable environmental or amenity impacts as originally assessed.

## 5.1.3 Shadow Analysis

As outlined above, the amended proposal includes a reduction in building height and GFA which has consequently reduced the proposed building envelope. As such, revised shadow impact analysis has been undertaken and included within Appendix F and Appendix G.

The amended proposal will result in a net reduction in shadow impacts compared to the proposal as lodged and therefore will reduce overshadowing impacts to neighbouring sites in comparison to the exhibited proposal. As outlined in Section 3.2.1, the amended proposal now applies the LMR outer area controls (rather than inner area controls). As such, analysis has been undertaken to understand the possible shadowing impacts of the amended proposals non-compliant building height, in comparison to a compliant envelope.

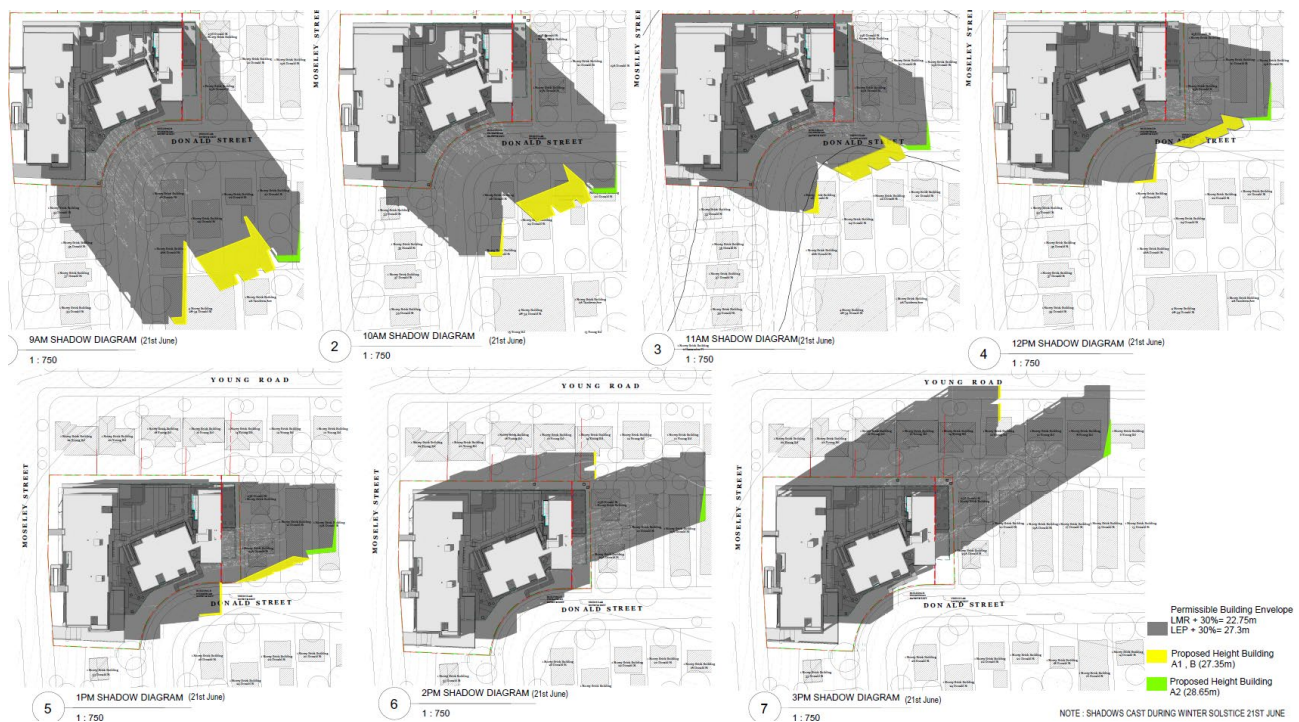
Amended shadow analysis included within the Architectural Plans (Appendix F) includes:

- Contextual view point analysis (SSD 700)
- 9am – 3pm shadow analysis which compares the permissible and proposed building envelopes for March, June, September and December (SSD 701 – 704)
- 9am – 3pm winter solstice shadow analysis with existing context shown and aerial image overlay (SSD 705 – SSD 712).

Additionally, and as requested by the DPHI, the Architectural Design Report has been updated to include an solar analysis to include consideration of how the overshadowed properties on Donald Street would be affected if they are developed under the LMR.

Figure 3 below provides a comparison of building shadows between a permissible building envelope and the proposed building envelope. Grey shadows reflect the permissible building envelope (fully compliant height), while the yellow represents additional shadows cast by the proposed envelope of Building A1 and B, and green for Building A2. This figure is based on the winter solstice on 21 June.

Figure 3 Shadow Diagram 9am – 3pm 21 June

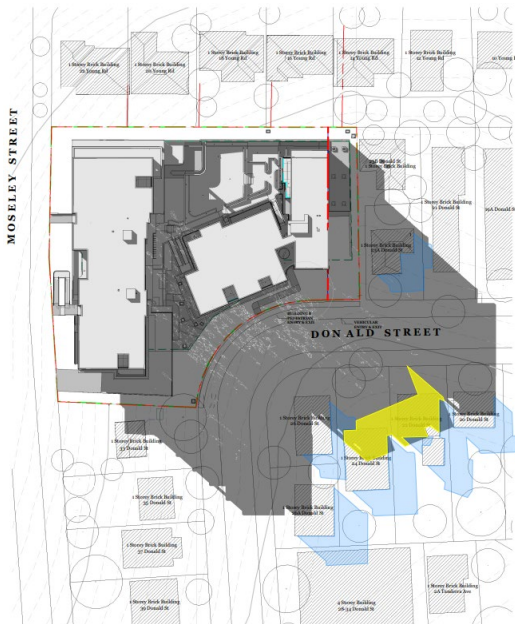


Source: Capio (2025)

## Key Findings

Shadow impacts cause by the non-compliant building height generally only impacts existing dwellings at 9am – 11am. By 12pm, there remains only a small slither of impact on 26 Donald Street, isolated to the front north-east corner of the building. A further analysis of each property on Donald Street has been provided.

Figure 4 Shadow Diagram 10am – 21 June



Picture 1 Plan view

Source: Capiro, 2025



Picture 2 Google Maps View

Source: Capiro, 2025

For properties to the direct south of the subject site, the non-compliant portion of the building envelope has minimal additional impact when compared to the compliant envelope. More importantly, the impact is limited to a short period prior to 11am after which there is in fact no solar impacts to properties to the south, Additional assessment for each property under the current scenario is provided below:

**26 Donald Street**

- 26 Donald Street has been subdivided into 2 dwellings (26 and 26A Donald Street).
- The principal open space of the dwellings is at the front of the properties, noting a dense row of mature plantings run along the eastern and north boundaries of both sites.
- At the worst time of the year:
  - At 9am, both properties are overshadowed by a compliant building envelope.
  - At 10am, a small portion of 26A Donald Street is overshadowed by a portion of the non-compliant building envelope, while approximately half of both dwellings are overshadowed by a compliant building envelope.
  - At 11am, 26A Donald Street achieves full solar access to the entire property. 26 Donald Street remains partially overshadowed along the northern side of the property by a non-compliant element of the proposal. The eastern side of house and yard achieves full solar access, with only a portion of the front yard and northeast corner of the house overshadowed by a compliant building envelope.
  - By 12pm, only a very small portion in the northeast corner of the 26 Donald Street is overshadowed by a non-compliant element of the building envelope. Similarly, the northeast corner of the front yard remains overshadowed by a compliant building envelope.
  - By 1pm, both properties are entirely free of overshadow impacts from the proposal.
- At all other times of the year (i.e. equinox and/or summer periods) the property enjoys full solar access to the private open space for the majority of the day.
- It is noted that due to these dwellings being set down from the road, only a small portion of the facades have direct lines of sight to the sun at mid-winter. Therefore, the majority of additional shadow is cast

on either the roof of the dwelling, or the yards, noting both of which in their current form would be shaded by existing dense vegetation.

#### **24 Donald Street**

- The principal open space of the dwelling is at the rear of the property, with the front area largely being hardstand and used for vehicular entry.
- At the worst time of the year, this dwelling receives direct solar access in the principle open space from 10am – 3pm (i.e. the majority of the day).
- More specifically, it is only at 9am and 10am that the dwelling itself is overshadowed by a non-compliant building envelope. From 11am onwards, the fast-moving shadow retreats towards the road, which is currently heavily vegetated.
- At all other times of the year (i.e. equinox and/or summer periods) the property enjoys full solar access to the private open space all day.
- It is reasonable to say that the majority of the rear yard of this property is already overshadowed by existing dwellings and/or a compliant built form as shown in the diagrams.
- The additional shadow cast by the non-compliant element is very negligible and falls on a very small portion of the rear south-east corner of the private open space.
- As observed in the aerial photography, this area contains very generous landscaping currently and while not modelled in the shadow diagrams would already be heavily shaded at mid-winter.
- Notwithstanding, by 10am the majority of the shadow cast by the non-compliant element falls largely on the roof-form and a very small portion of the hard-paved driveway area in the front driveway area.
- For the rest of the year, the same period is largely unaffected from the non-compliant element.

#### **22 Donald Street**

- As per 24 Donald Street, the principal open space of the dwelling is at the rear of the property, with the front area largely being hardstand and used for vehicular entry.
- At the worst time of the year, this dwelling receives direct solar access in the principle open space from 10am – 3pm (i.e. the majority of the day).
- More specifically, at 10am the dwelling itself is overshadowed by a non-compliant building envelope. However, prior to this, the overshadows derive only from a compliant building envelope, and after 10am, the fast-moving shadow retreats towards the road resulting in no overshadows impact on the property between 11am and 12pm.
- At all other times of the year (i.e. equinox and/or summer periods) the property enjoys solar access to the private open space all day. It is reasonable to say that the majority of the rear yard of this property is already overshadowed by existing dwellings and/or a compliant built form as shown in the diagrams.
- As observed in the aerial photography, this area contains very generous landscaping currently and while not modelled in the shadow diagrams would already be heavily shaded at mid-winter.
- Notwithstanding, by 10am the majority of the shadow cast by the non-compliant element falls largely on the roof-form and a very small portion of the hard-paved driveway area in the front driveway area.
- For the rest of the year, the same period is largely unaffected from the non-compliant element.

#### **20 Donald Street**

- The principal open space of the dwelling is at the rear of the property, with the front area largely being hardstand and used for vehicular entry.
- At the worst time of the year, this dwelling receives direct solar access in the principle open space from 10am – 3pm (i.e. the majority of the day).

- More specifically, it is only at 10am mid-winter that a portion of the house is overshadowed by a non-compliant building envelope. Between 10am and 11am, there is no resulting overshadow impact on the entire property, given its location further to the south of the development.
- At all other times of the year (i.e. equinox and/or summer periods) the property enjoys full solar access to the private open space all day.
- The additional shadow cast by the non-compliant element is very negligible and falls on a very small portion of the rear south-west and south-east corner of the private open space.
- As observed in the aerial photography, this area contains very generous landscaping currently and while not modelled in the shadow diagrams would already be heavily shaded at mid-winter.
- Notwithstanding, by 10am the majority of the shadow cast by the non-compliant element falls largely on the roof-form and a very small portion of the hard-paved driveway area in the front driveway area.
- For the rest of the year, the same period is largely unaffected from the non-compliant element.

As described in the Architectural Design Report (Refer to page 50-56), two hypothetical development scenarios under the LMR provisions have been considered for properties on Donal Street to the south of the development. Specifically, block massing has been shown on the Donald Street properties, built into the existing sun eye diagrams. The objective of this process is to visually represent that the development will result in minimal solar impacts for these sites if they were to be developed. That is, while the impact at 9am on both hypothetical scenarios is noted, it quickly reduces at 10am and 11am respectively. By 12pm, the sun eye diagrams clearly demonstrate that there is in fact no impact from overshadowing created by the project on these sites.

The proposed built form (as amended) has been carefully articulated and oriented to minimise shadow impacts as far as practicable. While some level of overshadowing is inevitable due to the increased building height associated with urban densification, the shadow impacts are considered limited in duration and reasonable within the evolving urban context.

The shadow impacts specifically associated with the height non-compliance result in only minor and localised shadow impacts, largely limited to times when the sun is low in the sky. Properties which are impacted by some additional overshadowing on the inner corner of Donald Street maintain good solar amenity for the majority of the day, even mid-winter. The exceedance does not cause any significant loss of solar access to sensitive adjoining properties or the public domain and is therefore acceptable in planning and design terms.

#### **5.1.4 Integration of Affordable Housing**

The amended proposal continues to provide a diverse mix of apartment typologies including 23 x affordable rental apartments. This provision equates to 15% (1,870 sqm) of the total GFA (12,232sqm). The provision of affordable rental housing in a key strategic area of Sydney with rising demand, represents a significant public benefit. The proposal provides a mix of affordable housing typologies, including one-bedroom and two-bedroom units located on Levels 1 – 6 across buildings, comprising:

- 8 x one-bedroom units
- 15 x two-bedroom units

Affordable housing units will achieve appropriate amenity which has been detailed further on Architectural Plans SSD 515 and SSD 516. Of the proposed affordable units, 61% achieve a minimum of 2 hours solar access and 74% achieve natural ventilation.

## **5.2 Environmental Amenity**

The amended proposal includes a revised number of apartments, along with other minor design changes in response to submissions as detailed in Section 3 of this Amendment Report.

Updated analysis has been undertaken by the project team to demonstrate that the residential apartments and communal areas will achieve a high degree of amenity without creating adverse amenity impacts to surrounding development.

### 5.2.1 Solar Access

The amended proposal will achieve:

- 70.3% of apartments receive minimum 2 hours of direct sunlight to living areas and balconies (83/118). This meets the minimum 70% ADG design criteria.
- 18 out of 118 apartments achieve no direct sunlight (15%) consistent with ADG design criteria.

Sun eye diagrams have been included within the architectural plan set in support of the above summary analysis.

### 5.2.2 Natural Ventilation

The amended proposal includes cross-over dual aspect apartments with open plan layouts, which allows the proposed building to achieve a high percentage of well-ventilated units. 86 / 118 apartments (72.9%) are cross ventilated exceeding compliance with the 60% ADG requirement.

### 5.2.3 Open Space and Deep Soil

The amended proposal removes the communal open space from the rooftop of Building A1 in order to limit height non-compliance caused by stair access and balustrades. Notwithstanding, landscaped areas, communal open space and private open space provision of the amended proposal contributes to a high degree of residential amenity as follows:

- 1,508 sqm of communal open space is provided at the ground floor, equivalent to 25.3% of the site areas. More than 50% (52.3%) of the principle useable portion of the communal open space will received a minimum of 2 hours solar access mid-winter.
- Each residential apartment has private open space that meets or exceeds minimum ADG design criteria.
- The proposal provides 683 sqm deep soil zones that are a minimum 6m dimension (representing 11.4% of the site area) which satisfies the ADG design criteria.
- 1,927 sqm of landscaping is provided across the site representing 32.4 % of the site area.
- The landscape design incorporates one existing tree and 22 proposed trees, equivalent to a proposed canopy cover of 21.2%. This percentage exceeds the requirements of the *Tree Canopy Guide for Low and Mid Rise Housing 2025*.

In addition, the child care centre provides high-quality outdoor play space at a rate of a minimum 7sqm per child. Outdoor play areas are north-facing and receive solar access, with shade structural slab incorporated to ensure all-weather usability. Retaining walls, landscape buffers and fencing are included to ensure privacy, noise mitigation, and safety.

It is further noted that the site has close proximity and excellent access to local public open space, including the Harold West Reserve located directly to the north on Mosely Street. This proximity further adds to residential amenity in addition to on-site facilities.

### 5.2.4 Other Amenity Impacts

**Adaptable / Livable Units:** The amended proposal includes 18 adaptable apartments, representing 15% of the total dwelling mix. These adaptable units are designed to accommodate the changing needs of occupants over time, including people with limited mobility, older residents, or those living with a disability. By integrating adaptable housing into the development, the proposal supports social inclusion, future-

proofing, and universal access. Beyond this, the proposal provides 24 liveable apartments representing 20% of total units.

**Visual Privacy:** The amended proposal does not include any proposed changes to the building setbacks or separation distances. However, further explanation has been provided within the Design Report (Appendix G) as to how visual privacy is achieved between buildings and to neighbouring sites. Design measures adopted include oblique and staggered window placements avoiding direct lines of sight between buildings and use of high-level windows with minimum sill heights of 1.8m for selected openings, minimizing quantity of external openings.

## 5.3 CPTED

The Social Impact Statement submitted with the EIS suggested the implementation of Crime Prevention Through Environmental Design (CPTED) principles throughout the internal and external layout of the childcare facility as well as the broader project site. As per the DPHI's request, further analysis of the design against these principles has been undertaken and is included in Chapter 7 of the updated Design Report. It is considered that the proposal is capable of meeting the objectives of the prescribed principles of CPTED through its proposed design and operation.

Some minor design amendments have also been made to improve safety across the site following exhibition of the proposal, including the provision of a reception area in the main entry of the childcare centre to ensure child safety in the operation of the facility.

## 5.4 Trees and Landscaping

An Arboricultural Impact Assessment was prepared by Ezigrow as part of the EIS for the proposed development. This assessed the potential impact on trees on the site and recommendations to mitigate tree impacts for retention. During exhibition of the SSDA, DPHI raised concerns about the removal of T68 and T71.

Updated arborist advice has been provided that confirms the removal of these trees is required as:

- The encroachment of the building and basement into T68 is significant and the tree will need to be removed to facilitate the building.
- T68 already has a significant amount of cambium damage and decay at its base. Such damage is often caused by borer damage, which effectively reduces the Safe Useful Life Expectancy (SULE) of a tree. The borer is a sign of tree decline, as it does not have the "immune response" to be able to fend off the borer grubs. The damage caused by the borer further reduces the tree's ability to transport water and nutrients, exacerbating the decline of the tree.
- Tree 71 requires removal primarily due to the encroachment of landscape elements (retaining walls) required to terrace the site. The proposed replacement tree and shrub planting, including a new *Angophora costata* and *Brachychiton acerifolius* will have a positive impact on the long-term biodiversity value and canopy coverage of the site
- Neither tree 68 or 71 are endemic to the area. The removal of both trees 68 was considered in the Biodiversity Development Assessment Report (BDAR) Waiver Request prepared by Fraser Ecological Consulting. Neither tree is a threatened plant community type and they do not contain any potential habitat features for threatened fauna species or ecological communities. Removal of these trees will not result any material or significant biodiversity impact, and the BDAR Waiver was granted on this basis by DPHI on 25 June 2025.

It is acknowledged that both trees are considered high category from an Arboricultural perspective, and offer amenity value in the current setting. However, for the reasons outlined above and on balance with merits of the proposal, the loss of these two trees is considered acceptable, and the impacts can be reasonably offset through replacement planting. Replacement species have been carefully selected with biodiversity value, visual amenity and canopy coverage in mind.

For clarity, the amended proposal does not propose any additional tree removal or impacts than the exhibited project and as assessed in the EIS. The above information provides additional information in relation to removal of T68 and T71 for assessment purposes.

## 5.5 Traffic, Transport and Accessibility

A Parking and Traffic Impact Assessment (**PTIA**) was prepared by Stanbury Traffic Planning for the proposed development. The report assessed the anticipated transport implications of the proposed development during construction and operation of the proposed development.

A traffic response to items raised during the exhibition of the proposed development has been provided as part of this Amendment Report. The responses to the traffic items is based on the reduction of 16 units and 19 residential parking spaces. The traffic response concludes that:

- Whilst the proposed parking spaces have been reduced. It still exceeds the parking rates in the Housing SEPP by 14%. This exceedance is considered minor and acceptable. Given the low traffic generating potential of the residential component of the amended development (less than 30 vehicle trips during weekday commuter peak hours), the potential additional traffic generating demand associated with the additional off-street parking provision is extremely minor (less than five vehicle movements in any given hourly period).
- The proposed parking yield (167 residential parking spaces and 23 childcare parking spaces) is not envisaged to result in any measurable impact over and above that which would be generated should the minimum parking requirements under the Housing SEPP be realised.

## 5.6 Geotechnical

A Geotechnical Report was prepared by Morrow Geotechnics for the proposed development. The report concluded that the site is suitable for the proposed development provided identified recommendations are incorporated into the design and construction of the development.

DPHI and NSW DCCEEW have requested further information be provided to determine the amount of groundwater that is expected to be found during construction of the proposed development. An Addendum Geotechnical Desktop Assessment and covering letter has been prepared by CEC Geotechnical and provided with this Addendum Report.

The CEC Desktop Assessment finds that:

- Based on findings of previous geotechnical advice and data available, groundwater is not anticipated to be present within the basement excavation.
- Long term seepage is anticipated to be of limited volume and readily manageable through a conventional sump and pump system. This approach is suitable for both construction dewatering and ongoing control of groundwater beneath the basement slab.
- It is recommended that seepage to be monitored throughout excavation by the site foreman and the geotechnical engineer to confirm that inflows remain within expected limits and that the designed drainage system is performing as intended.

As next steps, the CEC Geotechnical Desktop Assessment recommends that:

- Continued monitoring and evaluation during construction is recommended to confirm that groundwater conditions remain consistent with expectations of reporting.
- Regular geotechnical inspections to be carried out to determine the seepage inflow throughout phases of excavation and piling if the proposed development is altered significantly from what has been assessed and described within the Assessment.

The amended proposal does not alter the proposed excavation extent or methodology and does not give rise to any geotechnical risks or impacts than that of the exhibited proposal. The above information has been provided for assessment purposes only in response to DCCEEW queries raised during the exhibition period.

It is noted that DA/222/2024 was granted a deferred commencement development consent from the NSW Land and Environment Court. DA/222/2024 included comparable basement excavation depths and geotechnical assessment, however, was not integrated development and did not include Water NSW general terms of approval. While SSDAs are not integrated development under Clause 4.46 of the EP&A Act, it is understood that the level of assessment undertaken provides an appropriate assessment of groundwater conditions. Further conditions may be imposed by DPHI prior to commencement of works if considered necessary.

## **5.7 Wind**

A Wind Analysis has been prepared by Capital Engineering Consultants to determine the maximum wind pressures applicable to the façade. This advice has not revealed any notable impacts which would warrant specific mitigation measures.

The amended proposal includes the removal of rooftop communal open space from Building A1. The location of ground floor communal open space, and the overall siting of the development is aligned with proposal as approved under DA/222/2024 deferred commencement consent. Based on the siting and scale of the proposed buildings, the relative risk of wind related amenity impacts to ground floor communal open space or pedestrian areas is considered low.

# 6

## Response to Submissions

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# 6 Part 2 – Response to Submissions

This section provides a summary of the submissions received including a breakdown of respondent type, nature/position and number of submissions received.

## 6.1 Analysis of Submissions

A total of 8 submissions were received during the exhibition period, broken down as follows:

- City of Parramatta Council (objection)
- 7 submissions from individuals (4 objections, 2 in support, 1 comment)

Agency comments/advice was received from:

- Transport for NSW (TfNSW)
- NSW Department of Climate Change, Energy, the Environment and Water (DCEEW Water)
- Endeavour Energy

Following completion of the exhibition period, a Request for Response to Submissions letter was issued by DPHI on 23 October 2025. This was followed by a Key Issues letter on 7 November 2025. The applicant engaged with DPHI via a teleconference meeting on 14 November 2025, to further clarify key issues raised by DPHI. DPHI's Key Issues are addressed in Part 2 of this Appendix, as well as the Amendment Report.

Table 1 below provides the submission register, in accordance with the requirements of the *State Significant Development Guidelines – Preparing a Submissions Report* (March 2024)

Table 13 Submissions Register

Group	Name	Where comments are addressed
<b>Council</b>	City of Parramatta (Objection)	<b>Table 4</b> at Part 4 of this Appendix Amendment Report
<b>Individuals</b>	Anonymous (Objection)	<b>Table 5</b> at Part 4 of this Appendix Amendment Report
	Anonymous (Objection)	
	Anonymous (Objection)	
	Anonymous (Objection)	
	Yuming Chen (Comment)	
	Anonymous (Support)	
	Daniel Mendes (Support)	
<b>Agency advice/comments</b>	Transport for NSW (TfNSW)	<b>Table 3</b> at Part 3 of this Appendix Amendment Report
	NSW Department of Climate Change, Energy, the Environment and Water (DCEEW Water)	
	Endeavour Energy	

## 6.2 Categorising Key Issues

Categorisation of issues raised by the relevant parties in submissions has been identified in the table responses below as suggested by the *State Significant Development Guidelines – Preparing a Submissions Report* (March 2024).

## 6.3 Actions Taken Since Exhibition

In response to the key issues raised within the submissions, minor design refinements and clarifications have been made to the proposed development since public exhibition.

This section summarises the refinements that have been made to the project since its public exhibition. It also outlines the additional assessment undertaken to respond to the concerns raised by the public agencies and organisations outlined in Section 2.

## 6.4 Further Engagement

Following completion of the exhibition period, a Request for Response to Submissions letter was issued by DPHI on 23 October 2025. This was followed by a Key Issues letter on 7 November 2025. The applicant engaged with DPHI via a teleconference meeting on 14 November 2025, to further clarify key issues raised by DPHI.

Due to the nature of the requests/submissions, no additional engagement has been deemed necessary.

## 6.5 Response to Submissions

This section provides a detailed summary of the Applicant's response to the issues raised in the submissions. The response has been structured according to the categorisation of issues where relevant, and separated into four tables to capture submissions from DPHI, Agencies, Parramatta Council and the community.

Table 14 Response to DPHI Key Issues

Comments Provided	Response	Document Reference
<b>Department of Planning, Housing and Infrastructure (DPHI)</b>		
<p><b>Low and Mid-Rise (LMR) Provisions</b></p> <p>In accordance with the definition of walking distance under the State Environmental Planning Policy (Housing) 2021 (Housing SEPP), the site appears to be located within the LMR Outer Area (i.e. between 400m to 800m walking distance from the mapped Carlingford Court shopping centre) noting the nearest crossing of Pennant Hills Road is at the Carlingford Road intersection. Unless it can be demonstrated that the site is located within 400m walking distance of the mapped Carlingford Court shopping centre, the application should be amended to:</p> <ul style="list-style-type: none"> <li>accurately describe the correct development standards applicable to the LMR Outer Area</li> <li>reconsider and provide justification for the proposed height, FSR and built form outcomes, having regard to the maximum permissible height and floor space.</li> </ul> <p>If the proposal seeks to vary the maximum permissible height and floor space, this should be informed by robust justification of how the proposal would be consistent with the objectives of the controls, as well as a comprehensive assessment of the potential impacts resulting from the proposed exceedances of the applicable development standards and demonstration that they are acceptable.</p>	<p>At pre-lodgement consultation with DPHI and at the time of lodgement of the EIS, it was contemplated that the site could be considered as an LMR inner area. This is due the sites close proximity to Carlingford Court (approximately 200m direct walking distance, assuming the crossing of Pennant Hills Road utilising the refuge island nearest to Mosely Street). The proposal was lodged and accepted by DPHI on this basis.</p> <p>In further support of the walking distance to Carlingford Court at the time of EIS lodgement, is the identification of the future pedestrian infrastructure upgrade and signalisation of Mosely Street and Pennant Hills Road intersection. This upgrade was identified in historic strategic planning documents, including the Hills Shire Public Domain Plan for Carlingford Precinct. The upgrade was also identified as a works item on the Hills Shire Council Contributions Plan 14 – Carlingford Precinct. However, the signalisation of this intersection has not yet occurred, and the status and funding of this infrastructure is unknown.</p> <p>However, in DPHI’s Response to Submissions Key Issues Letter dated 7 November 2025, DPHI has confirmed their position that the nearest safe crossing of Pennant Hills Road is at the Carlingford Road intersection (being approximately 430m walking distance from north east corner of the site). As such, the LMR outer area controls have now been applied. Design revisions seek to improve compliance of the scheme and better align the proposal to the LMR outer area controls.</p> <p>Noting the position of DPHI, the proposal has now been amended to apply the LMR <i>outer area</i> controls. Key design changes to improve compliance with the outer area height and FSR controls include the reduction of 2 floors from Building B and removal of communal open from the rooftop of Building A1.</p> <p>The amended proposal includes proposed exceedances to the height and FSR development standards, which is outlined in the Amendment Report and Clause 4.6 Variation Requests.</p> <p>While the outer area controls have been applied, the site is very well positioned to accommodate additional density due to its proximity to the</p>	<p>Amendment Report</p> <p>Appendix D – Updated Clause 4.6 Variation Request (height)</p> <p>Appendix E – Clause 4.6 Variation Request (FSR)</p>

Comments Provided	Response	Document Reference
	<p>local centre and transport services. The nuanced and marginal nature of the inner v outer area control application is therefore a relevant consideration in terms of the evolving character of the area and anticipated density in coming years.</p>	
<p><b>Setbacks</b></p> <p>Review the proposed building setbacks, noting all balconies and habitable rooms should be set back a minimum of 6 metres (up to four storeys), 9 metres (between five and eight storeys), and 12 metres (nine storeys and above) from the side and rear boundaries, in accordance with the design criteria of the Apartment Design Guide (ADG). Currently several variations to the ADG design criteria have not been acknowledged or justified in the Design Report or the EIS. These include:</p> <ul style="list-style-type: none"> <li>▪ Building A2 does not achieve the required 9-metre setback to the southern boundary from Level 3 and above (between five and eight storeys)</li> <li>▪ the north-eastern portion of Building B at Level 6 is not setback 9 metres from the eastern boundary (between five and eight storeys)</li> <li>▪ the north-western portion of Building B at Level 6 is not setback 9 metres from the western boundary (between five and eight storeys)</li> <li>▪ the ninth storey of Buildings A2 and B is not setback 12 metres from their respective adjoining boundaries.</li> </ul>	<p>Building A2 adopts a constant building presentation to the southern site boundary from ground to top. As a result of building alignment, this presentation adopts a setback which varies between 8.5m to 9m to the common boundary, with the later to Donald street. This means from Levels G to 3 (first to fourth storey) an additional 2.5m to 3m is provided in excess to the required setback, from Levels 4 to 7 (fifth to eight storey) the applied setback is generally consistent with the ADG design criteria for 9m.</p> <p>The ninth storey of Building A2 adopts a blank wall presentation to the southern boundary with no openings proposed, with the internal spaces being non-habitable rooms. Referencing Part 3F of the ADG, the required setback for non-habitable rooms for 9+ storeys is only 6m. The proposed 9m side setback therefore exceeds this requirement. Impacts of the proposed top storey setbacks are also tested through overshadowing analysis of neighbouring properties, and results demonstrate that additional shadow impacts are only minor.</p> <p>Due to the site's topography, Building B has been designed such that its Level 3 is aligned with the ground levels along Moseley Street. Level 3 of Building B serves as the first floor above ground level of residential apartments. With reference to the North Elevation on Architectural Plan SSD 300, applied side setbacks along the north-eastern and north-western portion of Building B have been applied consistent with the ADG; being minimum 6m from Levels 3 to 6 (first to fourth storey of apartments), and minimum 9m from Levels 7 to 8 (fifth to sixth storey of apartments).</p> <p>Building B no longer has a ninth storey.</p> <p>Refer to Architectural Plans SSD 700 to SSD 712 for further detail regarding proposed setbacks and the Architectural Design Report for further discussion on visual privacy.</p>	<p>Appendix F - Amended Architectural Plans</p> <p>Appendix G - Amended Design Report (including Design Verification Statement)</p>
<p><b>Visual Privacy</b></p> <p>Review the proposed building separation distance between Buildings A1 and B2, noting the minimum ADG separation distances are not achieved from</p>	<p>Privacy amenity for future residents is maintained through multiple design solutions; oblique and staggered window placements avoiding direct lines of</p>	<p>Appendix F - Amended Architectural Plans</p>

Comments Provided	Response	Document Reference
<p>Level 6 and above, resulting in potential privacy and amenity impacts for future residents.</p> <p>Review the separation, floor plan layout, orientation of openings and privacy mitigation measures between Buildings A1 and A2, noting in several instances, bedroom windows in close proximity directly face each other.</p>	<p>sight between buildings, use of high level windows with minimum sill heights of 1.8m for more sensitive openings, minimizing quantity of external openings.</p> <p>Further to the above, Buildings A1 and B have different orientations. These orientations are carried through apartment layout and internal spaces, resulting in internal rooms being oblique to each other across the two buildings.</p> <p>Refer to Architectural Plans SSD 700 to SSD 712 for further detail regarding proposed setbacks between buildings and the Architectural Design Report for further discussion on visual privacy.</p>	<p>Appendix G - Amended Design Report (including Design Verification Statement)</p>
<p><b>Acoustic Privacy</b></p> <p>Review the design to ensure rooms with similar uses are grouped together to avoid noise transfer between apartments, particularly in instances where bedrooms adjoin the principal living areas of neighbouring apartments (e.g. the bedroom of apartment 316 adjoins the living room of apartment 317).</p>	<p>Apartment party walls will be constructed to comply with NCC requirements for noise attenuation between rooms of different uses. No design revisions are considered necessary in this regard, and conditions of consent can be reasonably applied to ensure NCC compliance and acoustic amenity.</p>	<p>N/A</p>
<p><b>Solar and Daylight Access</b></p> <p>Review the solar access analysis and calculations noting the Design Report indicates 96 of 136 apartments (70.5%) would receive a minimum of two hours of solar access between 9am and 3pm mid-winter but this analysis appears to count apartments with minimal solar access as compliant, for example, apartments 104, 204 and 707.</p> <p>Provide the following information:</p> <ul style="list-style-type: none"> <li>▪ sun eye diagrams at 30mins interval, clearly highlighting which apartments receive solar access</li> <li>▪ a solar access matrix clearly showing the exact duration of solar access (hours and minutes) achieved by each apartment.</li> </ul>	<p>The amended proposal includes 83 of 118 apartments (70.3%) receive a minimum of two hours of solar access between 9am and 3pm mid-winter.</p> <p>Additional sun eye diagrams are provided within the Architectural Plans in support of the above compliance summary. Refer to Architectural Plan SSD 601. A solar compliance matrix has also been included within the Amended Design Report.</p>	<p>Appendix F - Amended Architectural Plans</p> <p>Appendix G - Amended Design Report (including Design Verification Statement)</p>
<p><b>Natural Ventilation</b></p> <p>Review the internal layout, noting a number of apartments have a crossover depth exceeding 18 metres, which has not been acknowledged or justified in the Design Report. For example, apartments 708, 806, 901, and 1001.</p>	<p>Units 708 and 806 provide significant internal resident amenity despite their lengths. These units have 3 separate external aspects; being a primary northern orientation, supplemented by eastern and southern side external elevations. Natural ventilation is achieved via cross ventilation (instead of cross-over or cross-through ventilation) between north and eastern oriented openings, as well as between south and eastern oriented openings.</p>	<p>Appendix F - Amended Architectural Plans</p> <p>Appendix G - Amended Design Report (including</p>

Comments Provided	Response	Document Reference
<p><b>Affordable Housing- Amenity and Delivery</b></p> <p>Provide further information demonstrating the affordable apartments would achieve a level of amenity that is equitable to the market apartments, particularly in relation to solar access and cross ventilation.</p> <p>Review the proposed delivery of the affordable housing gross floor area (GFA), noting Stage 1 comprises only seven affordable dwellings (6.25%) with the remaining dwellings to be delivered in Stage 2. While the Department would consider the staging of affordable housing delivery, the amount of affordable housing delivered in Stage 1 must constitute at least 15% of the GFA for that stage.</p>	<p>23 apartments are allocated as affordable housing which achieve an acceptable level of internal amenity as follows:</p> <ul style="list-style-type: none"> <li>▪ 14 units (61%) receive 2 hours of solar access during mid-winter,</li> <li>▪ Only 3 units (13%) receive no direct solar access during mid-winter</li> <li>▪ 17 units (74%) achieve natural cross ventilation.</li> </ul> <p>Refer to Architectural Plan SSD 516. This provision is considered 'equitable' with that of the market apartments, as the % compliance figures for the affordable dwellings sit within 10% of the overall proposed compliance figures for solar and cross ventilation.</p> <p>Notwithstanding the above, reference is made to SEPP (Housing) 2021 Chapter 2, Part 2, Division 1, Section 19(3) which states that subsection 2(c) and (d) relating to deep soil and solar access provisions do not apply to development to which Chapter 4 Design of Residential Apartment Development applies.</p> <p>In relation to the staging of affordable housing, the provision of affordable housing is derived from, and applied to, the development as a whole and not based on individual stages. Staging has been proposed simply for construction considerations, and not for the distribution of units. It is noted that there is no statutory requirement under the Housing SEPP or other EPI requiring the equal allocation of affordable housing per stage.</p> <p>Technically, allocating the majority of affordable housing units in Building B presents greater amenity benefits to future residents of these units; first, a northern aspect allows for greater solar access, second, uninterrupted view outlooks onto Harold West Reserve. It can be argued that it is therefore beneficial to have a greater distribution of affordable units in Building B.</p> <p>Assuming DPHI's position on staging is driven from a desire to ensure all affordable housing is delivered on the site within a reasonable timeframe, this can reasonably be implemented via a condition of development consent. For example, prior to the issue of occupation certification for Stage 1, it could be conditioned that a CC for Stage 2 be issued or construction commenced to give certainty around the delivery of affordable housing in</p>	<p>Design Verification Statement)</p> <p>Appendix F - Amended Architectural Plans</p>

Comments Provided	Response	Document Reference
	<p>Stage 2. Such condition would be a reasonable application of the Objects of the Act 1.3 (c) and (d).</p>	
<p><b><u>Car Parking</u></b></p> <p>As the site is located within an accessible area, the number of residential car parking spaces should be reduced in line with the rates for market and affordable housing specified in the Housing SEPP.</p>	<p>Refer to Traffic Statement dated 4th December 2025, prepared by Stanbury Traffic Planning.</p> <p>The parking rates specified within Housing SEPP Chapter 2, Part 2, Division 1, Section 19 are <i>non-discretionary standards</i> which do not prevent development consent being granted if a non-discretionary development standard is not complied with. In this instance, the non-discretionary standards provide <i>minimum</i> parking requirement (see 'at least') in clause wording.</p> <p>The amended proposal includes some reduction in parking which reflects the revised unit numbers and reduced scale of the proposal. The proposed parking provision is supported based on the following:</p> <ul style="list-style-type: none"> <li>▪ Whilst the July 2025 Parking &amp; Traffic Impact Assessment reported that the site is serviced by surrounding public transport infrastructure (being approximately 650m walking distance from light rail services operating out of Carlingford Light Rail Station and approximately 250m – 300m walking distance from bus services operating along both Pennant Hills Road and Jenkins Road), the site does not provide a high Public Transport Access Level (PTAL), as assessed by the NSW Government.</li> <li>▪ In regard to the above, the site's public transport accessibility has been reported within NSW Government's Public Transport Accessibility Level (PTAL) Map which provides recommendations, one of which is whether different locations need a different level of car parking provision. The NSW Government's Movement and Place website defines PTAL as "a measure of connectivity by public transport, which has been used in various planning processes for many years. For any selected place, PTAL suggests how well the place is connected to public transport services. It does not cover trips by car.</li> </ul> <p>PTAL values range from zero to six, where the highest value represents the best connectivity. A location will have a higher PTAL if:</p> <ul style="list-style-type: none"> <li>– It is at a short walking distance to the nearest stations or stops;</li> </ul>	<p>Appendix L – Addendum Traffic Statement</p>

Comments Provided	Response	Document Reference
	<ul style="list-style-type: none"> <li>- Waiting times at the nearest stations or stops are short;</li> <li>- More services pass at the nearest stations or stops;</li> <li>- There are major rail stations nearby; and / or</li> <li>- Any combination of all the above.</li> </ul> <p>Figure 1 of the Addendum Traffic Statement indicates that the area containing the subject site has been provided with “low – medium” public transport accessibility. In areas with low-medium public transport accessibility, residents are more likely to own and travel by car, and as a result will require more parking to accommodate their vehicles.</p> <ul style="list-style-type: none"> <li>▪ Parramatta City Council provides a Community Profile, which contains demographic analysis of vehicle ownership throughout the Parramatta LGA and Carlingford area based upon previous census data. This data provides that in 2021, 41% of households in Parramatta LGA had access to two or more privately owned motor vehicles, being considerably lower than 56.8% of households in Carlingford area. The data indicates that households within the Carlingford area provide greater reliance on private vehicle use and ownership than residents within other areas within the Parramatta LGA.</li> <li>▪ In consideration of the above, a reduced off-street parking provision is expected to result in parking being accommodated within the surrounding on-street parking infrastructure (most likely along Moseley Street and Donald Street where kerb-side parking is currently unrestricted), resulting in reduced amenity for surrounding properties and generally reduced local road network capacity.</li> <li>▪ The extent to which the proposed resident parking yield exceeds the minimum requirements specified within the Housing SEPP is relatively minor, comprising only 14%. Given the minor traffic generating potential of the residential component of the subject development (less than 30 vehicle trips during weekday commuter peak hours), the potential additional traffic generating demand associated with the additional off-street parking provision is extremely minor (less than five vehicle movements in any given hourly period) in the context of the total development or indeed, the planned redevelopment of the surrounding</li> </ul>	

Comments Provided	Response	Document Reference
	<p>Carlingford precinct. The proposed parking yield is accordingly not envisaged to result in any measurable impact over and above that which would be generated should the minimum parking requirements under the Housing SEPP be realised.</p>	
<p><b>Landscaping and Trees</b></p> <p>Provide updated landscape plans or a tree canopy plan that demonstrate how the proposed landscape strategy aligns with the Tree Canopy Guide for Low and Mid Rise Housing, in accordance with Section 177 of the Housing SEPP.</p> <p>Review and amend the design as necessary to ensure retention of significant trees T68 and T71. The arborists report must be updated to:</p> <ul style="list-style-type: none"> <li>▪ include analysis of potential impacts within the structural root zone and tree protection zones of the trees, including tree root mapping investigations where warranted</li> <li>▪ detail protection measures and construction methodologies that minimise encroachments within the Tree Protection Zones.</li> </ul> <p>Provide clarification on the total proposed landscaped area noting there is an inconsistency between the figures shown on the landscape (35.8%) and architectural plans (32.4%).</p>	<p>The amended proposal includes updated Landscape Plans. Refer to Appendix H. The landscape plans confirm a proposed tree canopy figure of 21.2%, consistent with the requirements of <i>Tree Canopy Guide for Low and Mid Rise Housing</i>.</p> <p>The amended proposal continues to proposal removal of trees 68 and 71, consistent with the SSDA as lodged. In response to the Department’s request to consider retention of trees 68 and 71, updated Arborist Advice has been received which confirms that:</p> <ul style="list-style-type: none"> <li>▪ The encroachment of the building and basement into T68 is significant and the tree will need to be removed to facilitate the building.</li> <li>▪ T68 already has a significant amount of cambium damage and decay at its base. Such damage is often caused by borer damage, which effectively reduces the Safe Useful Life Expectancy (SULE) of a tree. The borer is a sign of tree decline, as it does not have the “immune response” to be able to fend off the borer grubs. The damage caused by the borer further reduces the tree’s ability to transport water and nutrients, exacerbating the decline of the tree.</li> <li>▪ Tree 71 requires removal primarily due to the encroachment of landscape elements (retaining walls) required to terrace the site. The proposed replacement tree and shrub planting, including a new <i>Angophora costata</i> and <i>Brachychiton acerifolius</i> will have a positive impact on the long-term biodiversity value and canopy coverage of the site</li> <li>▪ Neither tree 68 or 71 are endemic to the area. The removal of both trees 68 was considered in the Biodiversity Development Assessment Report (BDAR) Waiver Request prepared by Fraser Ecological Consulting. Neither tree is a threatened plant community type and they do not contain any potential habitat features for threatened fauna species or ecological communities. Removal of these trees will not result any</li> </ul>	<p>Appendix H – Amended Landscape Plans</p> <p>Appendix M – Arboricultural Statement</p>

Comments Provided	Response	Document Reference
	<p>material or significant biodiversity impact, and the BDAR Waiver was granted on this basis by DPHI on 25 June 2025.</p> <p>Refer to Section 5.4 of the Amendment Report and Arboricultural Statement, prepared by Ezi Grow at Appendix M for further discussion.</p> <p>Proposed tree removal, on balance with the merits of the proposal is considered acceptable, and the impacts can be reasonably offset through replacement planting. Replacement species have been carefully selected with biodiversity value, visual amenity and canopy coverage in mind.</p>	
<p><b>Childcare Centre</b></p> <p>Provide further consideration of the proposal against the Childcare Planning Guideline (CCPG), noting:</p> <ul style="list-style-type: none"> <li>▪ the outdoor play areas are subject to potential overlooking from the balconies of Units 310 and 311, as well as from the entry ramps to Building B</li> <li>▪ several structural columns are located within the outdoor play area and should be excluded from the outdoor play area calculations</li> <li>▪ the portion of the outdoor play area affected by the substation's exclusion zone should not be used for children's activities and should therefore be excluded from the play area calculations</li> <li>▪ the submitted Noise Impact Assessment indicates that there will be 20 children aged 0–2 years; however, the indicative indoor play area calculation does not account for the cot room and nappy change facilities.</li> </ul>	<p>To address potential overlooking concerns, the amended proposal includes a planter to the front of balconies to units 310 and 311. This planter measures 1m in depth and 1m in height. Through further testing, this is planting sufficient to obscure direct lines of sight from the balcony edge onto the outdoor play areas. Refer to Architectural Plan SSD 204.</p> <p>Column placements within the childcare centre outdoor play area have been revised upon receipt of structural engineering advice, and measurement of outdoor play area has been revised to only include floor area, excluding columns. The amended proposal continues to meet the minimum play space requirements per child.</p> <p>The outdoor play area adjacent to the substation will be protected by a 3m high solid blast wall, protecting any children's activities that occur behind the wall.</p> <p>All indoor play areas provide a minimum 3.25m<sup>2</sup> per child exclusive of cot/nappy change facilities. Refer to Architectural Plan SSD 204.</p>	<p>Appendix F – Amended Architectural Plans</p>
<p><b>Additional Information</b></p> <p>Provide a minimum of two longitudinal and two cross sections per building. The sections must clearly show:</p> <ul style="list-style-type: none"> <li>▪ the uppermost point of the building dimensioned relative to the existing ground level directly beneath; and</li> <li>▪ the relevant property boundaries to illustrate compliance with the height and setback controls</li> </ul>	<p>Amended architectural plans include cross sections per building. Refer to Architectural Plan SSD 303 and SSD 304.</p>	<p>Appendix F – Amended Architectural Plans</p>

Comments Provided	Response	Document Reference
Amend the architectural plans to clearly identify balconies as outdoor private open space. The balconies are not clearly identified for Units 314 and 306.	All balcony areas indicated with tiled fill. Refer to Architectural Plan SSD 205.	Appendix F – Amended Architectural Plans
Submit an amended Design Report that provides a comprehensive assessment against all relevant design criteria outlined in the Apartment Design Guide (ADG) including Parts 4H, 4J, 4K, and 4O. Adequate justification must be provided where specific criteria are not met.	The Amended Design Report includes an assessment against the relevant ADG guidelines and updated Design Verification Statement.	Appendix G – Amended Design Report
Amend the architectural plans to include an internal area schedule to enable assessment of apartment size and layout against Part 4D of the ADG.	A compliance schedule of units has been provided in the Amended Design Report which includes an internal area schedule of each unit.	Appendix G – Amended Design Report
Provide a storage area calculation plan that clearly identifies the required storage volume, demonstrating that at least 50% of the required storage is located within each apartment.	A compliance schedule of units has been provided in the Amended Design Report which includes a schedule of the area of storage provided for each unit.	Appendix G – Amended Design Report
Clarify the percentage of units that are designed to meet Liveable Housing Australia (LHA) standards. The Design Report indicates 20% of units are LHA-compliant, whereas the architectural plans show only 15%.	24 units of 118 total apartments (20%) are designed to satisfy Livable Housing Australia Silver level design requirements.	Appendix G – Amended Design Report
Provide a Crime Prevention Through Environmental Design Report as recommended in the Social Impact Assessment and noting the mixed-use nature of the development.	Refer to Chapter 7 of the Design Report and Section 5.3 of the Amendment Report. No significant risks have been identified from a crime prevention or safety perspective.	Amendment Report Appendix G – Amended Design Report
Provide a Wind Impact Assessment for all communal open spaces, including rooftop communal open space areas.	Rooftop communal open space has been removed. Refer to Wind Analysis dated 29th August 2025, prepared by Capital Engineering Consultants.  The location of ground floor communal open space, and the overall siting of the development is aligned with proposal as approved under DA/222/2024 deferred commencement consent. Based on the siting and scale of the proposed buildings, the relative risk of wind related amenity impacts to ground floor communal open space or pedestrian areas is considered low.	Appendix J – Wind Analysis
Provide a breakdown of solar access and natural ventilation calculations for each building.	A compliance schedule of units has been provided in the Amended Design Report which includes a breakdown of each unit’s compliance with solar access and natural ventilation.	Appendix G – Amended Design Report

Comments Provided	Response	Document Reference
Confirm tandem parking spaces would be allocated to single apartments.	<p>Confirmed. Refer to Traffic Statement dated 4 December 2025, prepared by Stanbury Traffic Planning.</p> <p>Section 3.3.1 of the Parking and Traffic Impact Assessment specifies that tandem spaces are proposed to be specifically allocated to single residential dwellings in order to ensure no unreasonable impacts on visitor manoeuvring / circulation occurs with respect to parking space accessibility and is considered satisfactory.</p>	Appendix L – Addendum Traffic Statement
Provide plans which clearly depict the height and location of any fencing on the architectural and landscape plans.	Refer to Architectural Plan SSD 202	Appendix F – Amended Architectural Plans
Provide an updated geotechnical report to clarify the information requested by NSW DCCEEW Water Group.	<p>Refer to Geotechnical Desktop Study dated 27th November 2025, prepared by CEC Geotechnical.</p> <p>Drafting note – requires update as per additional information requested from Geotech consultant dated</p>	Appendix F – Amended Architectural Plans
<p>Provide updated GFA calculation plans that:</p> <ul style="list-style-type: none"> <li>▪ include all above-ground bin storage areas located within common circulation areas as GFA</li> <li>▪ incorporate the area highlighted in yellow on the childcare centre floor plan within the GFA calculation.</li> </ul>	Architectural Plan SSD 500 within the amended plan set has been updated to include above ground bin storage areas and childcare as requested by DPHI.	Appendix F – Amended Architectural Plans

Table 15 Response to Agency Advice / Comments

Comments Provided	Response	Appendix
<b>Transport for NSW</b>		
<p><b>TAB A – TfNSW suggested conditions of consent</b></p> <p><b>Construction Pedestrian Traffic Management Plan</b></p> <p>Recommended condition: A Construction Pedestrian Traffic Management Plan (CPTMP) detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to TfNSW for review and endorsement prior to the issue of a construction certificate.</p> <p>Please send to development.ctmp.cjp@transport.nsw.gov.au.</p> <p>Reason: To ameliorate impact of construction activities on the surrounding transport network.</p>	<p>Noted. To be implemented as a condition of development consent.</p>	<p>N/A</p>
<p><b>Green Travel Plan</b></p> <p>Recommended Condition: As part of the ongoing operation of the development, a detailed Green Travel Plan (GTP), which includes target mode shares to reduce the reliance on private vehicles, shall be prepared. The GTP must be implemented accordingly and updated annually.</p> <p>Reason: To encourage and support sustainable transport outcomes for future users of the development.</p>	<p>Noted. To be implemented as a condition of development consent.</p>	<p>N/A</p>
<b>DCCEEW Water</b>		
<p><b>Attachment A</b></p> <p><b>Detailed advice to DPHI Planning &amp; Assessment regarding the Mixed-Use Development – Moseley St and Donald St, Carlingford (SSD-83870463) – EIS</b></p> <p><b>1.0 Water take and licensing</b></p> <p><b>1.1 Recommendation – pre-determination</b></p> <p>That Department of Planning, Housing and Infrastructure (DPHI) requests the proponent to quantify the maximum annual volume of water take due to aquifer interference activities and demonstrate the ability to acquire sufficient water entitlement unless an exemption applies.</p>	<p>Refer to Geotechnical Desktop Study dated 27th November 2025, prepared by CEC Geotechnical. The Geotechnical Desktop Study confirms that:</p> <p>The CEC Desktop Assessment finds that:</p> <ul style="list-style-type: none"> <li>Based on findings of previous geotechnical advice and data available, groundwater is not anticipated to be present within the basement excavation.</li> <li>Long term seepage is anticipated to be of limited volume and readily manageable through a conventional sump and pump system. This approach is suitable for both construction dewatering and ongoing control of groundwater beneath the basement slab.</li> </ul>	<p>Appendix I – Addendum Geotechnical Assessment</p>

Comments Provided	Response	Appendix
<p><u>Explanation</u></p> <p>Insufficient information has been provided to confirm the potential groundwater inflow volumes during construction and operation and how this will be managed. DCCEE Water notes the Geotechnical Investigation (Appendix Q) references drilling to a depth of no greater than 5 metres. However, as the bulk excavation is proposed to a depth of 10.5m, the potential for groundwater interception below 5m and the associated water take has not been assessed. Quantification of the maximum potential <b>annual</b> groundwater take is required for the construction and operational phases of the project and consideration of relevant licensing requirements.</p> <p>Please see the following links for guidance: Groundwater assessment toolbox for SSD/SSI and Minimum requirements for building site groundwater investigations and reporting.</p>	<ul style="list-style-type: none"> <li>▪ It is recommended that seepage to be monitored throughout excavation by the site foreman and the geotechnical engineer to confirm that inflows remain within expected limits and that the designed drainage system is performing as intended.</li> </ul> <p>As next steps, the CEC Geotechnical Desktop Assessment recommends that:</p> <ul style="list-style-type: none"> <li>▪ Continued monitoring and evaluation during construction is recommended to confirm that groundwater conditions remain consistent with expectations of reporting.</li> <li>▪ Regular geotechnical inspections to be carried out to determine the seepage inflow throughout phases of excavation and piling if the proposed development is altered significantly from what has been assessed and described within the Assessment.</li> </ul> <p>The amended proposal does not alter the proposed excavation extent or methodology, and does not give rise to any geotechnical risks or impacts than that of the exhibited proposal. The above information has been provided for assessment purposes only in response to DCCEE queries raised during the exhibition period.</p> <p>It is noted that DA/222/2024 was granted a deferred commencement development consent from the NSW Land and Environment Court. DA/222/2024 included comparable basement excavation depths and geotechnical assessment, however was not integrated development and did not include Water NSW general terms of approval. While SSDAs are not integrated development under Clause 4.46 of the EP&amp;A Act, it is understood that the level of assessment undertaken provides an appropriate assessment of groundwater conditions. Further conditions may be imposed by DPHI prior to commencement of works if considered necessary.</p>	
<p><b>1.2 Recommendation – post determination</b></p> <p>That DPH I requests the proponent to obtain a water access licence (WAL) to account for the maximum predicted water take for construction and operation activities unless an exemption applies under the Water Management (General) Regulation 2025.</p> <p><u>Explanation</u></p>	<p>Please refer to Appendix I – Addendum Geotechnical Assessment and response provided above.</p>	<p>Appendix I – Addendum Geotechnical Assessment</p>

Comments Provided	Response	Appendix
<p>Under the Water Management Act 2000, if groundwater is intercepted a WAL must be obtained prior to any water take occurring unless an exemption under the Water Management (General) Regulation 2025 applies. An exemption may be available for water take during construction activities in coastal water sources under Clause 6 of Schedule 4 of the WM Reg, or where the groundwater take during construction or operation is less than or equal to 3M L per water year (cl 19, sch 4 of WM Reg). To claim either of these exemptions certain requirements must be met, such as</p> <ul style="list-style-type: none"> <li>- the person claiming the exemption keeps a record of the water taken under the exemption and provides this to the Minister within 28 days of the end of the water year; and</li> <li>- the records are kept for 5 years.</li> </ul> <p>Further information on these requirements and other information on licensing and approvals and exemptions, including a form to report and record water taken can be found at:</p> <p><a href="https://water.dpie.nsw.gov.au/licensing-and-trade-and-groundwater-access/licence-exemptions">https://water.dpie.nsw.gov.au/licensing-and-trade-and-groundwater-access/licence-exemptions</a>   NSW Government Water.</p>		
<p><b><u>2.0 Groundwater impacts and dewatering requirements</u></b></p> <p><b><u>2.1 Recommendation – pre-determination</u></b></p> <p>If the take of groundwater is found to be greater than 3 ML per year, DPHI should request the proponent to assess impacts due to aquifer interference activities in accordance with the NSW Aquifer Interference Policy and framework (2012). Please refer to the following documents:</p> <ul style="list-style-type: none"> <li>- <a href="https://water.dpie.nsw.gov.au/data/assets/pdf_file/0005/151772/NSW-AquiferInterference-Policy.pdf">https://water.dpie.nsw.gov.au/data/assets/pdf_file/0005/151772/NSW-AquiferInterference-Policy.pdf</a></li> <li>- <a href="https://water.dpie.nsw.gov.au/data/assets/pdf_file/0007/171097/AquiferInterference-Assessment-Framework.pdf">https://water.dpie.nsw.gov.au/data/assets/pdf_file/0007/171097/AquiferInterference-Assessment-Framework.pdf</a></li> </ul> <p><u>Explanation</u></p> <p>As per Recommendation 1.1 above, the EIS has not provided a volumetric quantification of groundwater take. Additionally, the EIS has not provided an assessment of impacts to groundwater due to construction or operation of the project. NSW DCCEEW Water Group notes that without groundwater take</p>	<p>Please refer to Appendix I – Addendum Geotechnical Assessment and response provided above.</p>	<p>Appendix I – Addendum Geotechnical Assessment</p>

Comments Provided	Response	Appendix
<p>estimations it is difficult to assess the level of risk. Therefore, the proponent should determine the estimated take volume.</p>		
<p><b>Endeavour Energy</b></p>		
<p><b>Reason(s) for Conditions or Objection (if applicable)</b></p> <ul style="list-style-type: none"> <li>▪ To ensure an adequate connection, the applicant will need to engage an Accredited Service Provider (ASP) of an appropriate level and class of accreditation to assess the electricity load and the proposed method of supply for the development.</li> <li>▪ An extension or augmentation of the existing electricity distribution network may be required. Whilst there are distribution substations in the area which are likely to have some spare capacity, it is not unlimited and may not be sufficient to provide for the additional load from the proposed development.</li> </ul> <p>Other factors such as the size and rating / load on the conductors and voltage drop (which can affect the quality of supply particularly with long conductor runs) etc. need to be assessed. However the extent of any works required will not be determined until the final load assessment is completed.</p> <ul style="list-style-type: none"> <li>▪ Any required padmount substation/s will need to be located within the property (in a suitable and accessible location) and be protected (including any associated cabling not located within a public road / reserve) withan appropriate form of property tenure as detailed in the attached copy of Endeavour Energy’s ‘Land Interest Guidelines for Network Connection’.</li> </ul> <p>Generally it is the Level 3 Accredited Service Provider’s (ASP) responsibility (engaged by the developer) to make sure substation location and design complies with Endeavour Energy’s standards the suitability of access, safety clearances, fire ratings, flooding etc. If the substation does not comply with Endeavour Energy’s standards, the applicant must request a dispensation.</p> <p>For further information please also refer to the attached copies of Endeavour Energy’s:</p> <ul style="list-style-type: none"> <li>– Mains Design Instruction MDI 0044 ‘Easements and Property Tenure Rights’.</li> </ul>	<p>Noted. The applicant has engaged Acme Automated Solutions to prepare a substation design. Please refer to Appendix O – Electrical Substation Design.</p> <p>It is understood that the proposed conditions can be reasonably implemented post-consent.</p>	<p>Appendix O – Electrical Substation Design.</p>

- Guide to Fencing, Retaining Walls and Maintenance Around Padmount Substations.

Appendix DD - Infrastructure Report prepared by Erbas Revision 1 dated 14.07.2025 includes the following advice regarding whether electricity services are available and adequate for the proposed development.

The below copy of the Level 3 Plan from Appendix B - Architectural Plans shows provision for a padmount substation to the north eastern corner of the site with frontage to Moseley Street. This location may not be suitable as the restrictions for fire rating and swimming pool or substation required for padmount substation encroach the adjoining property. However with the proposed ground level building setbacks it appears a padmount substation should be able to be reasonably located on the site. There is no existing 11 kV high voltage supply that is required for a distribution substation to the Donald Street road frontage.

- Endeavour Energy's network asset design policy is generally to progressively underground all new urban developments with all new cabling / reticulation infrastructure to be of an underground construction type. Where existing overhead construction is present on or in proximity of the site, it may require undergrounding as the development proceeds.
- The low voltage service conductor and customer connection point must comply with the current 'Service and Installation Rules of NSW'.
- The electricity distribution network relies in part on the retention of appropriate building setbacks to the road frontages to allow for line route / network design options and to provide safety clearances to conductors. Particular regard needs to be had to secondary road frontages or where overhead power lines are located near side or rear boundaries where lesser building setbacks apply. The higher the voltage, the greater the safety clearance required. This is also in keeping with a policy of prudent avoidance.

The encroachment of building setbacks (including by roof structures or projections from external walls constructed with conductive materials) may transfer fault currents to the main building / dwelling. It can also result in construction works being required within the minimum safe approach distance and may require the application to Endeavour Energy for

appropriate network outages eg. when erecting and dismantling scaffold, and may also be an issue for the ongoing maintenance of the building or structure.

Endeavour Energy’s recommendation is that whenever reasonably possible buildings and structures be located and designed to avoid the need to work within the safe approach distances for ordinary persons eg. not having parts of the building normally accessible to persons in close proximity of the overhead power lines; the use of durable / low maintenance finishes. Alternatively, in some instances the adoption of an underground solution may be warranted ie. particularly for low voltage which can be more readily (in shorter distances) and comparatively economically be undergrounded.

As a guide, Endeavour Energy’s Mains Design Instruction MDI 0044 ‘Easements and Property Tenure Rights’, Table 1 – ‘Minimum easement widths’, requires a minimum easement width of 9 metres for low voltage up to 22,000 volt / 22 kilovolt (kV) high voltage overhead power lines ie. 4.5 metres to both sides of the centreline of the poles / conductors. For higher voltages, the wider the required minimum easement width.

The EIS indicates the proposed building setbacks to the ground level are:

Table 9 Project Details

Project Element	Summary
Ground Level Setbacks	<p><b>North:</b> 6.5m  <b>East:</b> 6.7m (Building A2) and 8.7m (Building B)  <b>South:</b> 8.4m  <b>West:</b> 4.2m (Building A1) and 3.3m (Building B)</p> <p>The typical setback from the main building line above ground is 6m.</p>

The minimum required safety clearances and controls for buildings and structures (whether temporary or permanent) and working near overhead power lines must be maintained at all times. If there is any doubt whatsoever regarding the safety clearances to the overhead power lines, the applicant will need to have the safety clearances assessed by a suitably qualified electrical engineer / Accredited Service Provider (ASP).

Even if there is no issue with the safety clearances to the building or structure, consideration must be given to WorkCover (now SafeWork NSW) ‘Work Near Overhead Power Lines Code of Practice 2006’ eg. ordinary persons must

maintain a minimum safe approach distance of 3.0 metres to all voltages up to and including 132,000 volts / 132 kilovolt (kV). It also includes the following requirements for work near low voltage overhead power / service lines.

TABLE 4

Approach distances for work near low voltage overhead service lines

Ordinary Persons (m)				
Hand held tools	Operation of crane or mobile plant	Handling of metal materials (Scaffolding, roofing, guttering, pipes, etc)	Handling of non-conductive materials (Timber, plywood, PVC pipes and guttering, etc)	Driving or operating vehicle
0.5	3.0	4.0	1.5	0.6

The construction of any building or structure (including fencing, signage, flag poles, hoardings etc.) whether temporary or permanent that is connected to or in close proximity to Endeavour Energy’s electrical network is required to comply with Australian/New Zealand Standard AS/NZS 3000:2018 ‘Electrical installations’.

- Whilst there may be no restrictions in legislation that stop sensitive uses such as schools, pre-schools, day / child care centres being placed next to electricity infrastructure, prudent avoidance measures should however be implemented.

As a guide Endeavour Energy’s Mains Design Instruction MDI 0044 ‘Easements and Property Tenure Rights’, Table 1 ‘Minimum easement widths’, requires a minimum easement width of 9 metres for low voltage up to 22,000 volt / 22 kilovolt (kV) high voltage overhead power lines ie. 4.5 metres to both sides of the centreline of the poles / conductors. With the observance of these separation distances, electric and magnetic fields (EMF) should not exceed the recommended magnetic field public exposure limits.

Nonetheless the applicant may wish to commission an independent review to provide an overall assessment and the consideration and adoption of prudent avoidance principles.

Comments Provided	Response	Appendix
<ul style="list-style-type: none"> <li>▪ Care must be taken to ensure that excavation activities do not infringe on or affect the integrity of the electricity distribution network.</li> <li>▪ Driveways should be designed to increase the separation to the any electricity infrastructure on the road verge as much as reasonably possible.</li> </ul> <p>The planting of large / deep rooted trees near electricity infrastructure is opposed by Endeavour Energy. Existing trees which are of low ecological significance in proximity of electricity infrastructure should be removed and if necessary replaced by an alternative smaller planting. The landscape designer will need to ensure any planting near electricity infrastructure achieves Endeavour Energy's vegetation management requirements.</p>		

Table 16 Response to City of Parramatta Council

Comments Provided	Response	Appendix
<b>City of Parramatta Council</b>		
<p><u>APPENDIX 1 – Detailed Objections/Comments</u></p> <p><u>Floor Space Ratio / Height</u></p> <p>The development is seeking to utilise the base FSR and Building Height controls prescribed under Chapter 6 – Low and Mid Rise Housing of State Environmental Planning Policy (Housing) 2021. Specifically, the proponent has identified the site as a ‘low and mid rise housing inner area’ which allows for a maximum FSR of 2.2:1 and a maximum building height of 22m (capped at 6 storeys) under Clauses 180 and 175, respectively.</p> <p>Council is of the opinion that the subject site should instead be identified as a ‘low and mid rise housing outer area’ as it is not located within 400m walking distance to Carlingford Court Town Centre.</p> <p>Walking distance means the shortest distance between 2 points measured along a route that may be safely walked by a pedestrian using, as far as reasonably practicable, public footpaths and pedestrian crossings.</p> <p>As demonstrated in Figure 1 below, safely walking from the site to Carlingford town centre requires travelling approximately 200m down Pennant Hills Road before crossing on the southern side of the Carlingford Road intersection. This results in a total walking distance of approximately 435m.</p> <p>Accordingly, the base FSR is a maximum of 1.5:1 and the base maximum building height is 17.5m. The proposed development in its current form is therefore not compliant with the controls under Clauses 180 and 175, respectively.</p>	<p><b>Categorisation of Issue/s:</b> <i>Procedural matters</i></p> <p>At pre-lodgement consultation with DPHI and at the time of lodgement of the EIS, it was contemplated that the site could be considered as an LMR inner area. This is due the sites close proximity to Carlingford Court (comfortably within 400m walking distance, assuming the crossing of Pennant Hills Road utilising the refuge island nearest to Mosely Street). The proposal was lodged and accepted by DPHI on this basis.</p> <p>Noting the position of DPHI in the Key Issues Letter dated 7 November 2025, as well as the comments raised by Council, the proposal has now been amended to apply the LMR <i>outer area</i> controls. Key design changes to improve compliance with the outer area height and FSR controls include the reduction of 2 floors from Building B and removal of communal open from the rooftop of Building A1.</p> <p>It is noted that the ‘base’ height control is partially 17.5m for the north of the site (Building B and A1) under the LMR outer area controls, and partially 21m (Building A2) for the southern portion of the site, as the LEP height exceeds the LMR outer area controls for that portion of the site.</p> <p>Please refer to the Amendment Report and Amended Architectural Plans.</p>	<p>Amendment Report</p> <p>Appendix F – Amended Architectural Plans</p>
<p><u>Floor Space Ratio/Height continued</u></p> <p>Applying the affordable housing bonus pursuant to clause 16 of the Housing SEPP:</p> <ul style="list-style-type: none"> <li>The maximum permissible FSR on the site is 1.95:1. As such, the proposal, at 2.36:1, represents a 21% variation.</li> <li>The maximum permissible building height on the site is 20.8m (northern part of site) – 27.3m (southern part of site). As such, the proposal, at 31.7m, represents a 16-52% variation.</li> </ul>	<p><b>Categorisation of Issue/s:</b> <i>Procedural matter</i></p> <p>The proposal has now been amended to apply the LMR <i>outer area</i> controls. The following built form development standards therefore have been applied:</p> <p><b>Floor Space Ratio</b></p> <ul style="list-style-type: none"> <li>‘Base’ LMR floor space of 1.5:1 + 30% = <b>1.95:1</b></li> </ul> <p><b>Building Height</b></p>	<p>Amendment Report</p> <p>Appendix F – Amended Architectural Plans</p> <p>Appendix D – Updated Clause 4.6 Variation Request (height)</p>

Comments Provided	Response	Appendix
<p>Given the significant incompatibility of the proposal will the existing and desired future development under the existing LEP, it is unlikely that variations of these quanta would be able to demonstrate compliance is unreasonable/unnecessary, or that there are sufficient environmental planning grounds, as:</p> <p>The proposal would not be consistent with the relevant objectives of the controls, namely:</p> <ul style="list-style-type: none"> <li>▪ to provide appropriate height transitions between buildings and to provide a transition in built form and land use intensity,</li> <li>▪ to ensure the height of buildings is compatible with the height of existing and desired future development in the surrounding area,</li> <li>▪ to minimise visual impact, disruption of views, loss of privacy and loss of solar access to existing development,</li> <li>▪ to reinforce and respect the existing character and scale of low density residential areas (opposite site to north).</li> <li>▪ The controls are reasonable and have not been abandoned.</li> <li>▪ There are no site-specific constraints which justify the variation.</li> <li>▪ The additional public benefit of more affordable housing would not offset the impacts, particularly related to bulk, amenity and transition in built form.</li> </ul> <p>The proposal's lack of compliance even with the non-applicable 28.6m control (22m x 30% affordable bonus) is further evidence of the overdevelopment of the site.</p>	<ul style="list-style-type: none"> <li>▪ Part 'base' LMR height of 17.5m + 30% = <b>22.75m</b> (applies to north of site, Building B and A1)</li> <li>▪ Part 'base' LEP control of 21m + 30% = <b>27.3m</b> (applies to southern portion of the site, Building A2)</li> </ul> <p>It is noted that the LEP height control has been adopted as the 'base' control for the southern portion of the site as it exceeds the LMR outer area control.</p> <p>The amended proposal does however propose to exceed the floor space ratio and building height development standards outlined above. Albeit these exceedances are less significant than noted in Council's submission due to design amendments now proposed to reduce building height and FSR. Clause 4.6 Variation Requests have been prepared which detail the proposed non-compliances, and how the proposal still meets the relevant objectives of the development standards.</p> <p>While the outer area controls have been applied to the amended proposal, the site is very well positioned to accommodate additional density due to its proximity to the local centre, transport services and the consolidated nature of the proposal. The nuanced and marginal nature of the control application has been outlined further in Section 3.2.1 of the Amendment Report and the 4.6 Requests. Of particular relevance is the identification of pedestrian upgrades across Pennant Hills Road/Mosely Street intersection in historic strategic planning documents, including the Hills Shire Public Domain Plan for Carlingford Precinct and the Hills Shire Council Contributions Plan 14 - Carlingford Precinct.</p>	<p>Appendix E - Clause 4.6 Variation Request (FSR)</p>
<p><b>Landscape</b></p> <p>There were extensive discussions during the Land and Environment Court proceedings for the previously approved development (DA/222/2024) involving the retention and protection of significant trees T30 (AA), T68 (AA) and T71 (A). Ultimately, the negotiations resulted in the buildings and infrastructure being setback to retain these trees.</p> <p>This proposal shows trees T68 and T71 to be removed which is not supported. They are still required to be retained and protected under this proposal.</p>	<p><b>Categorisation of Issue/s:</b> <i>Environmental impact</i></p> <p>It is acknowledged that the previously approved development (DA/222/2024) involving the retention and protection of significant trees T68 and T71. This SSDA is however a new, stand-alone development application to be considered and assessed on merit.</p> <p>In response to Council's comments regarding the removal of T68 and T71, Addendum Arborist Advice has been provided with this Amendment Report and Response to Submissions.</p> <p>A response regarding this matter is set out under the Landscape and Trees heading of Table 2 above and within Section 5.4 of the Amendment Report.</p>	<p>Appendix M - Addendum Arborist Advice</p>

Comments Provided	Response	Appendix
	<p>It is noted that the proposal continues to retain T30, consistent with the local DA approval. The proposal also adopts sufficient landscape setbacks and replacement planting that will achieve over 20% canopy cover across the site, in excess of the requirements of the <i>Tree Canopy Guide for Low And Mid Rise Housing</i>.</p>	
<p><b>Urban Design</b></p> <p>Scale of development: The scale of the development, at predominantly 9 storeys (in places 10), is significantly out of keeping with the existing and planned density of the area, and will have significant visual impacts, amenity impacts (solar, privacy, noise), and does not appropriately transition to adjoining sites.</p> <p>Setbacks: Similarly to the tree retention comments above. The required setback to Mosely Street was subject to extensive discussions. Ultimately a 9m street setback was approved which is a reduction from the required 10m that has been established for Mosley Street. The current proposal is further reducing the street setback to 6.5m. A consistent approach to the setback needs to be followed to avoid built form protruding beyond a future building line. It is recommended that the 9m setback be enforced as there is already a recent higher density development on Mosley Street that adheres to the 9m setback.</p> <p>Articulation: Notwithstanding the height issues, if the building is appropriate reduced in height, a few changes to the building's articulation will reduce its impact further. The proposed articulation for the additional levels has been a straightforward extrusion of the existing DA approved elevations. That DA approved articulation focused on breaking up building length across four levels with a focus on vertical articulation. The proportion of the buildings have changed significantly and a different approach to the articulation focused on breaking up building height needs to be introduced. It is recommended that a more solid, masonry treatment be applied to the façade of the lower three levels for each building to form a plinth to the levels above. A strong horizontal cap/cornice should be applied to strengthen the lower three levels as their own architectural element to each building with a focus also on how the ground level treatment meets the ground plane.</p>	<p><b>Categorisation of Issue/s:</b> <i>Environmental impact</i></p> <p>The proposal, as amended includes 1 x 7 storey building and 1 x 9 storey building which is consistent with the surrounding local character and planned density for Carlingford, noting the application of LMR provisions to surrounding sites.</p> <p>With regards to the proposed setback to Mosely Street, Council's reference to 'required' 10m setback is taken from the Parramatta Development Control Plan, which is not applicable to a SSDA. The proposed 6.5m setback to Mosely Street is considered suitable for the following reasons:</p> <ul style="list-style-type: none"> <li>▪ The 6.5m setback is consistent with the established setback pattern and street character established for comparable scale buildings. Recently constructed apartments at 17-21 Mosely Street appear to adopt a setback to the building line which is approx. 6m, reduced further for ground floor private open space.</li> <li>▪ The amended proposal reduces the scale of Building B from 9 to 7 storeys. However, due to the topography of the site, Building B presents to Mosely Street as a 6 storey built form, which provides an appropriate transition to zone interfaces and land uses to the north.</li> <li>▪ The proposed 6.5m setback provides adequate landscape buffer to the building line which will accommodate proposed canopy trees.</li> <li>▪ The 6.5m front setback will provide greater visibility of pedestrian footpaths along Moseley street, increasing public amenity along the streetscape.</li> </ul>	<p>Appendix F – Amended Architectural Plans</p>
<p><b>Social Outcomes</b></p>	<p><b>Categorisation of Issue/s:</b> <i>social impact</i></p>	<p>Appendix F – Amended Architectural Plans</p>

Comments Provided	Response	Appendix
<p>Based on the indicative floorplan layout, minimum requirements for a 76 place child care centre cannot be achieved. These issues cannot be resolved at the fitout / internal design stage. Key concerns relating to the child care centre component include:</p> <ul style="list-style-type: none"> <li>▪ Poor entrance and lack of reception area. The entrance to the facility is directly from the car park into a hallway with direct access to a play room. There is no reception or administration area. This poses concerns for children’s safety and the effective management of the centre.</li> <li>▪ Provision of outdoor play space. There are pillars located throughout the outdoor play area, which impacts the provision of genuinely unencumbered play space. If these are excluded from the calculation of unencumbered play space, the proposal is likely non-compliant.</li> <li>▪ Design does not meet needs of all age groups. The applicant has not provided a breakdown of proposed ages for the 76 places. The proposed layout does not appear equipped to cater for children aged 0-2 years old (nappy change areas and cot room are not identified).</li> <li>▪ Solar access. There are concerns about solar access for the outdoor and indoor play spaces, as the above level overhangs a significant proportion of the outdoor play space.</li> <li>▪ Noise mitigation measures. The proposed noise mitigation measures rely on staggered play times, which impacts children’s autonomy and ability to interact with different age groups, and closed windows, which impacts natural ventilation.</li> <li>▪ Privacy. Risk of overlooking into the outdoor play area.</li> </ul> <p>Council provides the following recommendations:</p> <ul style="list-style-type: none"> <li>▪ That the applicant reduce the number of child care places and redesign the facility to ensure that the centre can provide necessary components (e.g. appropriate entrance and reception area, cot room, nappy change areas) while ensuring compliance with requirements for the provision of unencumbered indoor and outdoor play space.</li> <li>▪ That the impact of any landscaping, acoustic walls, and pillars on solar access be assessed to ensure compliance can be achieved.</li> <li>▪ That design solutions be used to mitigate noise generated by the child care centre, rather than operational measures such as staggered play.</li> </ul>	<p>The amended Architectural Plans seek to resolve matters raised in Council’s comments regarding the proposed child care centre as follows:</p> <ul style="list-style-type: none"> <li>▪ Reception area added to main entry. Refer to Architectural Plan SSD 204.</li> <li>▪ Columns have been excluded outdoor play area calculation and are not expected to encumber the function of outdoor play areas. Refer to Architectural Plan SSD 204.</li> <li>▪ Nappy change and cot area added. Refer to Architectural Plan SSD 204.</li> <li>▪ Solar access to outdoor and indoor play areas maintained. Refer to Architectural Plan SSD 405.</li> <li>▪ Overlooking opportunities mitigated with addition of planter bed. Refer to Architectural Plan SSD 204.</li> </ul> <p>The Amended Architectural Plans, together with the Amended Design Report demonstrate that the site can suitably accommodate a 76 place centre based child care facility. Further resolution of detailed design matters can reasonably occur at detailed design stage.</p>	

Comments Provided	Response	Appendix
<p><b>Public Domain</b></p> <p>Footpath: On Moseley Street, the existing footpath that was constructed for the display homes was not satisfactorily built and does not meet safety standards. The survey drawing needs to reflect the existing conditions on site accurately and the demolition plan needs to be updated to reflect the demolition of this footpath.</p> <p>The new footpath on Moseley Street is to be built closer to the kerb, taking into consideration the minimum distance to accommodate the existing light poles. The footpath is to be constructed without exacerbating existing crossfall gradients. A maximum gradient of 2% is recommended instead of the proposed 2.5%.</p> <p>Street trees: The existing street trees are to be moved closer to the boundary to accommodate the footpath closer to the kerb. Additional street trees are to be added between the existing street trees to achieve 8-10m spacings. Considering site proximity to the wetland and adjacent Estuarine Swamp Oak Twig Rush Forest community, the recommended street tree species is Eucalyptus Robusta to increase wildlife movement, winter food and habitat.</p> <p>Driveway crossovers: Existing redundant crossovers to be removed and reinstated with Council standard kerbs. New driveway crossings are to be constructed in accordance with the COP standard drawings available on the website.</p>	<p><b>Categorisation of Issue/s:</b> <i>The project</i></p> <p>The civil plans submitted with this SSDA indicate a 1.8m wide footpath to Council Standards' for Moseley Street. As such, comments made by Council in relation the footpath or street tree planting could be resolved through a condition of development consent.</p> <p>If Council is not satisfied with the construction standard of the existing footpath, this should be resolved through the appropriate avenues.</p> <p>Refer to Amended Landscape Plans dated December 2025, prepared by Conzept Landscape Architects</p>	<p>Appendix H – Amended Landscape Plans</p>
<p><b>Universal Access</b></p> <p>All aspects of the design must be delivered according to the requirements of the BCA, AS1428 suite and best practice universal design. The applicant is requested to seek expert access advice to ensure this is achieved. A few preliminary observations are offered below. This does not represent a comprehensive access review and does not relinquish the applicant from its obligation to provide a fully compliant detailed universally accessible design.</p> <ul style="list-style-type: none"> <li>▪ The paths to the childcare centre are convoluted and should be streamlined.</li> <li>▪ There is a step ramp adjoining the 1:14 access way from Mosely Street this is against the BCA D4D12</li> </ul> <p>On an accessway—</p>	<p><b>Categorisation of Issue/s:</b> <i>The project</i></p> <p>The applicant's Access Consultant (Access Mobility Solutions) has made contact with Council officer Hamish Murray in relation to comments raised relating to Universal Access. The Council officer has confirmed that these matters can be resolved prior to the issue of a construction certificate.</p> <p>As such, no detailed design revisions have been undertaken at this stage.</p>	<p>N/A</p>

Comments Provided	Response	Appendix
<p>a. a series of connected ramps must not have a combined vertical rise of more than 3.6 m; and</p> <p>b. a landing for a step ramp must not overlap a landing for another step ramp or ramp.</p> <ul style="list-style-type: none"> <li>▪ The lifts providing access to the childcare should be as large as possible to accommodate wheelchairs and mothers with prams.</li> <li>▪ The accessible paths of travel to and within the centre appear to be very constrained lacking the circulation areas for persons to pass.</li> </ul>		
<p><b>Traffic</b></p> <p>Childcare Centre Parking: On level 2, the two parking spaces located near the lift on the eastern most side of the car park do not have satisfactory access as they will require an excessive length a vehicle will need to reverse. Such manoeuvres are particularly hazardous in childcare centres due to the limited rear view visibility to children. Accordingly, these spaces are to be removed from the plans and the car park be reconfigured. Furthermore, it is noted that even with the removal of the two spaces identified above, there is still a surplus of two parking spaces. While there is no objection to this, it is noted that this area will be a high-density area in the future with many users of the centre living within walking distance.</p> <p>Accordingly, it is expected that the parking demand for this centre will not be as high as the number of spaces proposed. Should there be any other benefit (such as landscaping) by reducing the size of the childcare centre carpark, Council would accept a parking provision of 19 spaces as per the DCP provision with a relatively even split between staff and visitor parking.</p> <p>Bicycle Parking: It is recommended that at least 4 bicycle spaces be provided for the childcare centre component of the development.</p> <p>Loading and Services: It is noted that the development proposes waste collection from the street, including for the childcare centre, in accordance with the TIA. This approach is considered acceptable. It is noted that section C35 of the Child Care Planning Guidelines 2021, delivery, loading and vehicle turnaround areas are to be in clearly designated and separate facilities away from the pedestrian access to the building. Furthermore, truck movements can be particularly hazardous for children due to significantly restricted sightlines and the unpredictable nature of children. Accordingly, a condition</p>	<p><b>Categorisation of Issue/s:</b> <i>The project</i></p> <p>Please refer to Amended Architectural Plans and Addendum Traffic Statement dated 4 December 2025, prepared by Stanbury Traffic Planning, which confirms:</p> <ul style="list-style-type: none"> <li>▪ <b>Childcare Centre Parking:</b> Pedestrian connectivity between the child care parking area and the building is proposed by pedestrian paths provided adjacent to visitor parking spaces that provide pedestrian access to the building, clear of vehicular circulation areas.</li> </ul> <p>All vehicle manoeuvres within the vehicular circulation aisle occurs independently of pedestrian circulation movements within the child care parking area. Therefore, the parking spaces provided in the eastern portion of the child care parking area are considered to be satisfactory.</p> <ul style="list-style-type: none"> <li>▪ <b>Bicycle Parking:</b> Parramatta DCP 2023 (PDCP 2023) does not specify a requirement for bicycle parking for child care centres. Notwithstanding this, if considered necessary, DPHI may impose a condition of consent for bicycle parking which may be provided in the south-eastern and south-western portions of the child care parking area.</li> <li>▪ <b>Loading and services:</b> Noted, a condition could reasonably be imposed which prohibits heavy vehicle access into the child care parking area.</li> <li>▪ <b>Basement design:</b> The architectural plans have been amended to provide clear dimensions for aisle widths and parking space lengths, illustrating appropriate compliance with the relevant noted requirements.</li> </ul>	<p>Appendix F – Amended Architectural Plans</p> <p>Appendix L – Addendum Traffic Statement</p>

Comments Provided	Response	Appendix
<p>should be included to ensure that there is no truck access to the childcare centre carpark during operating hours.</p> <p>Basement Design: The design of the basement carpark in the architectural plans differ from the plans assessed within Appendix 2 of the TIA. The following non-compliances are observed with the Architectural Plans and need to be addressed:</p> <p><b>Ground Floor and Upper Basement:</b></p> <ol style="list-style-type: none"> <li>1. The aisle width next to the garbage chute is 5.8m as opposed to 6.1m.</li> <li>2. The aisle width south of the ramp is reduced to 5.65m instead of 5.8m.</li> </ol> <p><b>Lower Basement:</b></p> <ol style="list-style-type: none"> <li>1. The lengths of the parking bays along the northern side of the car park appear to be 5.3m instead of 5.4m.</li> <li>2. There are several points in the northern aisle where the width is less than 6.1m when one side of the aisle has a high vertical obstruction.</li> </ol>		
<p><b>Traffic continued</b></p> <p>Vehicular Access:</p> <ol style="list-style-type: none"> <li>1. The proposed stormwater pit in Donald Street and also in Moseley Street conflict with the driveways and are not acceptable. All stormwater pits should be at least 1.2m clear of the driveway. This matter can be addressed through revised Civil and Public Domain Plans to be submitted to Council for approval prior to issue of a construction certificate.</li> <li>2. The TIA proposes a number of Traffic Control measures to improve access to the proposed development including installing No Stopping restrictions at the driveway to improve sight lines. In this regard, it should be noted that generally, Council does not approve signposting of parking restrictions at residential driveways. Accordingly, these measures are unlikely to be approved by Council and do not need to be conditioned.</li> <li>3. A condition is to be included for the roller shutter door for the driveway in Moseley Street to access the childcare centre to remain open during the operating hours of the centre.</li> </ol>	<p><b>Categorisation of Issue/s:</b> <i>The project</i></p> <ol style="list-style-type: none"> <li>1. The stormwater pits situated within Donald Street and Moseley Street are proposed to be relocated to accommodate the provision of the proposed driveways. This matter can be addressed in the revised civil and public domain plans and submitted to Council for approval prior to issue of a construction certificate.</li> <li>2. Noted.</li> <li>3. It is clarified that the childcare centre car park will be an open access car park and remain open to Moseley Street throughout the day.</li> <li>4. The architectural plans have been amended to relocate the intercom on approach to the roller door. Upon approach to the roller door, visitors will utilise the intercom to request access to the parking area. Once access is provided, the roller door will open and the visitors may proceed to the parking area.</li> </ol> <p>The amended plans also illustrate a maximum grade of 5% is provided in the vicinity of the intercom, which is considered to form the control point.</p>	<p>Appendix L – Addendum Traffic Statement</p> <p>Appendix F – Amended Architectural Plans</p>

Comments Provided	Response	Appendix
<p>4. The location of the intercom and the roller shutter door for the driveway from Donald Street appear to be mismatched as the intercom is located behind the door. Accordingly, it is unclear how visitors would access the car park. Further, it should be noted that the intercom location must ensure that vehicles stopped are not at a grade of more than 5%. Accordingly, the plans are to be revised to clearly show the location of the roller shutter as well as the intercom and ensure that the location of the control point complies with AS 2890.1.</p>		
<p><b>Stormwater</b></p> <ol style="list-style-type: none"> <li>1. Swale to capture flows from the local upstream catchment and drain separately to the OSD system</li> <li>2. Drowned orifice conditions are to be considered for the OSD system with the tailwater level taken as the top of kerb level downstream,</li> <li>3. Ensure that the proposed easement diversion is consistent that approved by DA/222/2024 and Council's approval is obtained to relocate the easement and reconstruct the system in the proposed locations,</li> <li>4. Ensure that the stormwater drainage plans and flood protections measures are consistent with those approved in DA/222/2024,</li> <li>5. The minimum bund level for the basement driveway ramp from Donald Street should be RL100.27m AHD as per the Northrop assessment (SY231114-00-CVLE01-1, dated 7/11/24),</li> <li>6. The proposed driveway ramp from Moseley Street is not shown on the stormwater drainage plans and appears to be completely negative fall from Moseley Street. A section of positive fall shall be included in this driveway to ensure that kerb flows in Moseley Street do not enter the property. The proposed location of this driveway also conflicts with the proposed kerb inlet Pit 1.03 in Moseley Street.</li> </ol>	<p><b>Categorisation of Issue/s: The project</b></p> <p>Please refer to Stormwater Statement dated 3 December 2025, prepared by SGC, which confirms the following:</p> <ol style="list-style-type: none"> <li>1. Upstream runoff will be captured and transferred to the easement trunk mains which bypass the OSD.</li> <li>2. The drowned condition has already been considered and approved by Council under the existing local DA consent. The design of the OSD is compliant with the requirements of Council.</li> <li>3. The detailed design of the trunk main diversion has already been approved by Council and is currently under construction under the supervision of Council.</li> <li>4. The stormwater design is designed as per the approved plans by Council at DA stage.</li> <li>5. The amended civil concept plans which increase the crest level from 100.20 to 100.27.</li> <li>6. This can be captured in the construction certificate stage and the public domain levels will dictate the footpath levels. The pit is not within the driveway layout. This was coordinated by the design team.</li> </ol>	<p>Appendix K – Letter Response to Stormwater Engineering Matters</p>

Table 17 Response to Community Submissions

Comments Provided	Response	Appendix
<b>Individual 1 – Anonymous (Objection)</b>		
<p>I would like to object to the proposed development of 9-storey buildings in exceeding 100 residential units within the area. As a local resident and property owner in the area, I have serious concerns regarding the suitability of this development in our neighbourhood. The proposal is not in alignment with the character, capacity, or planning guidelines that currently govern this location.</p> <p>The area is already saturated, with existing infrastructure struggling to meet current demand. During peak hours, significant traffic congestion occurs as residents from surrounding developments attempt to access main roads. The introduction of an additional 100+ units will only exacerbate this issue, putting further strain on road networks, increasing commuter delays, and raising safety concerns for both drivers and pedestrians. Council has a responsibility to ensure that infrastructure improvements precede or at least accompany major developments and not follow them as reactive measures.</p> <p>The proposed 9-storey development is significantly out of character with the existing built environment, which predominantly comprises low- to mid-rise buildings. Introducing a high-density structure of this scale into a low-density area has the potential to negatively impact the value of existing residential properties. Many existing properties in the vicinity currently enjoy open outlooks and natural vistas, particularly west-facing the Blue Mountains. A structure of this height would obstruct views and introduce direct sightlines into private dwellings and yards, reducing both amenity and desirability for future buyers or tenants.</p> <p>Prospective buyers may see the presence of a large, out-of-place development as a signal that the area is trending toward overdevelopment, which can lead to decreased demand and lowered property values. This change undermines the investments made by existing homeowners and may create uncertainty in the local property market. Taller buildings cast longer shadows and can affect surrounding dwellings by limiting sunlight exposure. Furthermore, the additional number of residents will inevitably increase noise and activity levels in what has historically been a peaceful neighbourhood. Investors and owner-occupiers alike make decisions based on zoning, streetscape, and long-term planning visions outlined by Council.</p>	<p><b>Categorisation of Issue/s:</b> <i>The Project, Environmental Impacts</i></p> <p>Individual concerns relating to the evolving character of Carlingford are acknowledged. While the proposal includes a substantial increase in density than that of the current site use, it is not out of character with the surrounding locale in terms of existing buildings and the anticipated future scale of development under the Low and Mid Rise Housing SEPP provisions.</p> <p>Notwithstanding, following the exhibition of the proposal, plans have now been amended to reduce the overall scale of the building, through the removal of 2 storeys from Building B, removal of communal open space from the rooftop of Building A1 and an overall substantial reduction in gross floor area and number of apartments. These design amendments result in a reduced building envelope and net reduction in shadowing impacts compared to the proposal as lodged, in response to concerns raised in submissions.</p> <p>Please refer to the Amendment Report and Amended Architectural Plans which further detail design amendments in response to submissions.</p> <p>Visual privacy concerns have been noted, however the proposal is not expected to give rise to any unacceptable visual privacy impacts through:</p> <ul style="list-style-type: none"> <li>▪ The adoption of appropriate setback controls,</li> <li>▪ Adequate building separation between proposed structures and surrounding sites that is consistent with the Apartment Design Guide, and</li> <li>▪ Orientation of buildings, strategic placement of windows and internal layout planning.</li> </ul> <p>With regards to impacts on the surrounding street network, the SSDA has been supported by appropriate traffic analysis and modelling within the Transport Impact Assessment prepared by Stanbury Traffic</p>	<p>Amendment Report</p> <p>Appendix F – Amended Architectural Plans</p> <p>Appendix L – Addendum Traffic Statement</p>

Comments Provided	Response	Appendix
<p>Approving this development in its current form represents a breach of community expectations and planning transparency, thereby eroding confidence in the planning system itself.</p> <p>This development starkly contrasts with the established built form and character of the neighbourhood. There is no precedent for a building of this height within 500 metres and the existing building stock in the area is consistently between 2 and 5 storeys in height. As such, this development would be visually dominant and inconsistent with the intended scale and rhythm of the streetscape. One of the objectives of the Local Environmental Plan (LEP) and Development Control Plan (DCP) is to ensure that new developments respect the existing streetscape and built form. This includes controls on building height, bulk, scale, and setbacks. The current proposal, by far exceeding the surrounding building height, fails to comply with these key objectives, resulting in visual disharmony and excessive scale that overwhelms the street. This development will protrude well above all neighbouring properties, disrupting the natural skyline. This has flow on effects such as casting prolonged shadows over neighbouring homes, private open space, and possibly public areas. These impacts are often tightly regulated under DCP guidelines, and this proposal appears to breach those thresholds. The cumulative visual impact of such a development will fundamentally alter the aesthetic and character of the local area. This street and surrounding blocks have a cohesive architectural identity that would be compromised by an isolated high-rise tower. The design and bulk of the building do not reflect the fine-grain urban fabric that currently defines the neighbourhood. It also contradicts both the strategic intent of local planning policies and the principles of orderly development. These policies exist to protect neighbourhoods from inappropriate, piecemeal high-density proposals in otherwise low- to medium-density areas. Approval of this application may also set a precedent for further inappropriate developments, placing the long-term integrity of the suburb at risk.</p>	<p>(Appendix M to the EIS). The modelling confirms that the proposal will not have an unacceptable impact on the surrounding network in terms of intersection performance. The amended proposal also includes a reduction in total number of dwellings and parking space, which will further reduce any traffic impacts to the surrounding network.</p> <p>The amended proposal has been considered against the requirements of both the statutory and strategic planning framework, as outlined in the Amendment Report. The proposal is considered to be in the public interest due to the proposed delivery of both market and affordable dwellings and a child care facility in a location that has excellent access to shops, services and transport. For these reasons, Carlingford is recognised within the planning framework as a location which should accommodate additional residential density.</p>	
<p><b>Individual 2- Anonymous (Objection)</b></p>		
<p>I wholeheartedly disagree with this proposal as a local resident. There is limited green space already in the area and this agricultural land is of great benefit to the community as the James Ruse agricultural learning space. To take this away to replace it with more housing that would over populate an already over developed area would be a great shame. This can only have negative impacts on the community</p>	<p><b>Categorisation of Issue:</b> <i>Issues beyond the scope of the project</i></p> <p>The proposal does not propose the loss of green space or agricultural land. It is located within an established residential area that is zoned R4 High Density Residential.</p>	<p>N/A</p>
<p><b>Individual 3 - Anonymous (Objection)</b></p>		

Comments Provided	Response	Appendix
<p>I do not support this project as this will congestion the traffic of the area even further and populated the already understaffed public schools. Infill affordable housing will also affect the housing price of the area.</p>	<p><b>Categorisation of Issue:</b> <i>Environmental and social impacts, issues beyond the scope of the project</i></p> <p>The SSDA has been supported by appropriate traffic analysis and modelling within the Transport Impact Assessment prepared by Stanbury Traffic (Appendix M to the EIS). The modelling confirms that the proposal will not have an unacceptable impact on the surrounding network in terms of intersection performance. The amended proposal also includes a reduction in total number of dwellings and parking space, which will further reduce any traffic impacts to the surrounding network.</p> <p>Carlingford boasts a robust network of social infrastructure, including schools, healthcare facilities, and community centres, ensuring that affordable housing residents have access to essential services. The site is currently serviced by eight educational institutions (including four primary schools, three high schools and one tertiary education facility).</p> <p>The perception that in-fill affordable housing will affect housing prices in the local area is beyond the scope of the project.</p>	<p>Appendix L – Addendum Traffic Statement</p>

#### Individual 4 – Anonymous (Objection)

There are more than 2000 apartments have been built in Carlingford in the past 5 years which caused many issues such as:

- Traffic
- Food Supply
- School catchment

**Categorisation of Issue/s:** *Environmental and social impacts, issues beyond the scope of the project*

The SSDA has been supported by appropriate traffic analysis and modelling within the Transport Impact Assessment prepared by Stanbury Traffic (Appendix M to the EIS). The modelling confirms that the proposal will not have an unacceptable impact on the surrounding network in terms of intersection performance. The amended proposal also includes a reduction in total number of dwellings and parking space, which will further reduce any traffic impacts to the surrounding network.

There is no evidence to suggest that the proposal will result in any constrain on food supply, this is therefore considered a matter beyond the scope of the project.

Carlingford boasts a robust network of social infrastructure, including schools, healthcare facilities, and community centres, ensuring that

Appendix L – Addendum Traffic Statement

Comments Provided	Response	Appendix
	affordable housing residents have access to essential services. The site is currently serviced by eight educational institutions (including four primary schools, three high schools and one tertiary education facility).	
<b>Individual 5 – Yuming Chen (Objection)</b>		
I suggest they build more public park or landscape for the surrounding residents for access.	<b>Categorisation of Issue:</b> <i>Issues beyond the scope of the project</i> The site is zoned R4 High Density Residential development and the proposal land use aligns with the zone objectives. The site is also located directly opposite local open space.	N/A
<b>Individual 6 – Anonymous (Support)</b>		
I support the project, makes sense in terms of what will be built here in future, and there seems to be an abundance of infrastructure, parks (massive reserve to the south), Carlingford station is 800m away, seems to have a few sports fields, a high school.  I use to live in Olympic park and one of my favourite things was the access to the green space in bicentennial park, which I can see this development offering similar access to others with the reserve.	<b>Categorisation of Issue:</b> <i>The project (support)</i> This submission in supported of the proposal has been noted.	N/A
<b>Individual 7 – Anonymous (Support)</b>		
I support the development	<b>Categorisation of Issue:</b> <i>The project (support)</i> This submission in supported of the proposal has been noted.	N/A

# 7

# Justification of Amendments

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# 7 Justification of Amended Project Description

This section of the report provides an evaluation of the amended proposal having regard to its economic, environmental, and social impacts, including the principles of ecologically sustainable development. It assesses the potential benefits and impacts of the proposed amendments, considering the interaction between the findings in the detailed assessments and compliance with the relevant controls and policies.

## 7.1 Project Design

The project design approach focuses on delivering a high-quality built form that integrates well with the evolving character of the area. The design includes a diverse mix of unit sizes, generous landscaping, and thoughtful architectural features to reduce perceived bulk and scale. The development maximises solar access, natural ventilation, and privacy through strategic setbacks and building orientation. It also incorporates sustainable design elements, such as passive solar design, energy-efficient systems, and water-saving fixtures, ensuring long-term environmental performance.

Efforts to maximise residential amenity include careful consideration of solar access, with 70.3% of apartments receiving adequate sunlight on the shortest day of the year, and 72.9% achieving cross-ventilation. The proposal includes communal open space offerings at ground level, an on-site childcare facility, and adaptable housing units to support diverse community needs and foster social interaction.

The proposal seeks to ensure visual privacy by adopting setbacks to neighbouring sites that are compliant with ADG building separation requirements, as well as the careful placement of windows between buildings and landscaping treatments around the perimeter of the site. The building has been articulated and orientated to minimise shadow impacts as far as practicable to surrounding sites. Visual impacts are mitigated by the site's lower elevation and the use of high-quality finishes, ensuring the development blends harmoniously with the surrounding context and is fitting of its place.

The development has been designed to align with the objectives of the NSW Government Architect's Better Placed, and these objectives have been used as guiding principles during design development. Overall, the proposal aims to enhance residential amenity and contribute positively to the evolving character of the local area.

## 7.2 Strategic Context

The proposal continues to be consistent with the strategic framework and has been considered against key Government and Council documents including the following:

- Greater Sydney Region Plan – A Metropolis of Three Cities
- Draft Sydney Region Plan
- Our Greater Sydney 2056: Central District Plan
- Parramatta Local Strategic Planning Statement
- Parramatta Local Housing Strategy
- Better Placed

The project will directly support the National Housing Accord by contributing to the NSW Government's target of 377,000 new homes in five years, with 118 new dwellings located near transport infrastructure.

At a State level, the NSW Housing Strategy: Housing 2041 emphasises high-density and affordable housing, which this proposal addresses by offering varied apartment types and dedicating 15% of the total GFA to affordable housing. The development is consistent with the architectural principles of Better Placed, ensuring

a well-designed built environment that reflects the desired future character of Carlingford. This strategic alignment underscores the proposal's potential to meet housing needs and enhance community liveability.

At the district level, the development aligns with the Greater Sydney Region Plan's vision of transforming Sydney into a metropolis of three cities. It contributes to housing and employment targets, supports infrastructure investment, and promotes diverse and affordable housing. The Central City District Plan further supports this proposal by fostering healthy, connected communities and integrating land use with transport planning, enhancing the '30-minute city' concept. Locally, the proposal aligns with the Parramatta Local Strategic Planning Statement and Local Housing Strategy. It addresses the need for diverse housing types and affordable rental housing, contributing to Carlingford's housing target of 4,470 new dwellings by 2036.

The amended development aligns with the Draft Sydney Plan. It makes use of the low to mid-rise housing policy by providing additional residential accommodation and affordable housing close to an existing centre.

## 7.3 Statutory Planning Context

The relevant State and local environmental planning instruments are listed in **Section 4** and assessed in **Appendix C**. The assessment concludes that the proposal complies with the relevant provisions of the key instruments and legislative requirements as summarised below:

- The proposed development has been assessed and designed in respect to the relevant objects of the EP&A Act as defined in Section 1.3 the Act and addressed in **Appendix C**.
- This EIS has been prepared in accordance with the SEARs as required by the EP&A Regulations. A summary response to the SEARs requirements is included at **Appendix C**.
- The proposal has been designed in consideration of the principles of ecologically sustainable development as required by s193 of the EP&A Regulation. An assessment of the proposal has been included in **Appendix C**.
- Consideration is given to the relevant matters for consideration as required under the BC Act and the SSD is supported by a BDAR waiver.
- The proposed development has been assessed in accordance with the R&H SEPP and the development complies with the relevant clauses. The site is not subject to any suspected significant contamination and is suitable for the proposed land uses.
- This SSDA pathway has been undertaken in accordance with the Planning Systems SEPP as the proposed development is classified as SSD based on the quantity of affordable housing proposed and the estimated development cost.
- The proposal generally complies with all of the relevant provisions under the Paramatta LEP and is consistent with the relevant development standards of the Housing SEPP. This application is supported by a Clause 4.6 Variation Request in relation to the proposed building height variation.

The proposal can therefore be determined as consistent with the relevant statutory requirements as supported by the consent authority of statutory planning grounds

## 7.4 Likely Impacts of the Proposal

The amended proposal has been assessed considered the potential environmental, economic and social impacts. The assessment of impacts carried out in Section 5 confirms a satisfactory outcome and compliance with key criteria in regard to the following:

- Built form and urban design
- Environmental Amenity
- CPTED
- Trees and Landscaping

- Traffic, parking and access
- Geotechnical
- Wind

No new or additional adverse impacts have been identified as a result of the amended proposal. All other impacts remain unchanged from those assessed in the EIS and the mitigation measures remain. The potential impacts can be mitigated, minimised or managed through the measures discussed in detail in the EIS and summarised in Appendix B.

## 7.5 Suitability of the Site

The site remains highly suitable for the proposed development for the following reasons:

- The proposed residential flat building and centre-based childcare facility are permitted in the R4 High Density zone under the Parramatta LEP and is consistent with the relevant zone objectives.
- The site is of a suitable scale and orientation to accommodate the proposed built form. The site benefits from dual street access which enables the separation of residential and childcare site access and favourable traffic distribution.
- The site and the Carlingford neighbourhood benefit from excellent access to local shops, services and public transport infrastructure which will provide convenience and amenity to new residents. Carlingford has been specifically recognised in the strategic and statutory planning framework as a location which is suitable to accommodate additional housing and provide affordable rental housing options. The neighbourhood is experiencing a transformation into a higher density character area.
- The built form proposed is consistent with the uplift envisaged for Carlingford introduced under the Housing SEPP. The built form and design have been carefully designed to complement the surrounding context, having avoided unacceptable impacts on residential amenity
- The site is not subject to any significant environmental constraints that would prohibit the intended land uses.
- All critical infrastructure services are available to the site, and the demand for infrastructure can be met through augmentation works.
- The proposal will not result in any significant environmental impacts that could not be reasonably managed through the implementation of mitigation measures identified in this EIS.

## 7.6 Public Interest

The proposed development is considered in the public interest for the following reasons:

- The proposal is consistent with relevant State and local strategic plans and satisfactorily addresses all the relevant State and local planning controls.
- The proposal will not result in any significant or unacceptable environmental, social or economic impacts. Where impacts have been identified, mitigation measures have been proposed to avoid, minimise or manage impacts.
- The project will generate up to 127 on-site construction related jobs and 32 offsite jobs during the design and construction phase. During the operational phase it is expected that the project will generate up to 15 jobs.
- The proposal will contribute to the NSW Government's objective to increase private and affordable housing supply, consistent with the needs of the community. This project will specifically contribute to housing supply in a location that has excellent access to local services and public transport infrastructure.

- The proposal will deliver early education and care opportunities for local residents through the inclusion of the centre-based childcare facility.
- The issues identified during the stakeholder engagement have been addressed by the design of the project or the assessment of the impacts of the project

Having considered all relevant matters, we conclude that the proposed development is appropriate for the site and approval is recommended, subject to appropriate conditions of consent.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

# Appendix A – Response to Submissions

# Appendix B – Mitigation Measures

# Appendix C – Updated Statutory Compliance Table

# Appendix D - Updated Clause 4.6 Request (Height)

# Appendix E – Clause 4.6 Request (Floor Space Ratio)

# Appendix F – Amended Architectural Plans

# Appendix G – Amended Design Report (including Design Verification Statement)

# Appendix H – Amended Landscape Plans

# Appendix I – Addendum Geotechnical Assessment

# Appendix J – Wind Analysis

# Appendix K – Letter Response to Stormwater Engineering Matters

# Appendix L – Addendum Traffic Statement



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and communities  
for a better future.**

# Appendix M – Addendum Arborist Advice

# Appendix N – Updated Basix Certificate

# Appendix O – Substation Design

# Appendix P – Summary of Design Amendments

# Appendix Q – Public Domain Drawings