



File Ref: DN25/0028

04 November 2025

Department Of Planning and Environment  
Locked Bag 5022  
Parramatta NSW 2124

Dear Sir/Madam

**SSD No.** SSD-84862461  
**Address:** 2 Flide Street, Caringbah  
**Proposal:** Redevelopment of existing social housing for the purposes of social and affordable housing – two residential flat buildings.  
**Application Status:** EIS Public Exhibition  
**Proponent:** NSW Land & Housing Corporation (Homes NSW)

Reference is made to your request for advice for the State Significant Development Application at 2 Flide Street Caringbah (SSD-84862461) during its public exhibition phase.

The delivery of social and affordable housing is supported. The comments provided in this submission are prepared by Council officers and do not reflect the opinions of elected members of Council. The exterior design is generally supported with comments made for opportunities to improve the amenity of the buildings, access arrangements and supporting infrastructure.

We look forward to providing further advice regarding design amendments and any future conditions of approval.

#### Strategic merit - rezoning

The site is located immediately adjacent to the [Caringbah Medical Precinct](#). The precinct is located to the north west of Caringbah Centre and is presently bounded by the Kingsway to the north, Flide St to the south, the Sutherland Hospital to the northwest and Willarong Road to the southeast. The precinct is within an 800m radius of Caringbah railway station - convenient to shops, offices, services and public transport. The precinct aims to develop a cluster of new medical facilities in close proximity to the two adjacent hospitals and within walking distance of the Centre. The medical cluster aims to meet the health needs of Shire residents while also providing more opportunities for local employment.

The site is zoned R4 High Density Housing under [SSLEP2015](#). Clause 6.21 'Caringbah Medical Precinct' currently allows height and FSR up to 20m (6 storeys) and FSR 2:1, if the development includes a Health Services Facility.

The site is also adjacent Caringbah centre (opposite, Willarong Rd), zoned E2 Commercial centre. The commercial site opposite has a maximum 35m height limit and FSR of 2.5:1. This site was developed in the late 90's, and contains a 10 storey mixed use development with basement car parking.

The application of the Low and Mid Rise Housing reforms increases the maximum FSR and Height to 22m and 2.2:1 and when a 30% Bonus (Housing SEPP) is applied the maximum height could be 28.6m and 2.86:1.

Council has recently adopted a [Housing Strategy](#) which seeks to support housing choice across life stages, plan for future housing demand, preserve landscape and scenic character, promote affordable and secure housing, and build resilient climate responsive homes. In addition, Council has entered into a collaboration agreement with Homes NSW to help realise future housing projects. In this regard the proposal achieves a number of Council's key housing objectives – additional affordable and social housing.

To implement the Housing Strategy, Council is currently undertaking place plans for the strategic centres of Sutherland and Miranda. Caringbah and other centres will follow. For Caringbah, Council's adopted [Local Strategic Planning Statement](#) aims to look for opportunities to grow the medical precinct and improve employment in the locality. Pre-consultation on the Caringbah centre place plan (undertaken late 2021) indicated that improvements to the public domain upgrades and placemaking initiatives were key concerns of the community. 44% of respondents support increasing heights within the heart of the Centre to promote its redevelopment. Feasibility testing indicates that increases in density are necessary to facilitate redevelopment in many centres in the Shire.

While planning encourages increased building height at the core of centres, with gradual reductions toward the periphery, it is recognised that the immediate context is in a state of flux – subject to the State housing reforms and Council's pending place plan for the centre. The proposed 14 storey tower transitions to a lower 8 storey building towards Gardere Rd. Given the aspect and location of the site, overshadowing from increased height will generally fall to the rail line. However, impacts on residences on the southern side should be further considered.

As a result, increased height and density for this locality is considered appropriate within the local strategic framework, and the site is well-positioned to accommodate more housing through thoughtful design.

#### Infrastructure, Open Space & Public Domain

The site is located adjacent to a proposed new park – [Caringbah Town Centre Park](#). Initial community consultation has occurred. Council has acquired 156 & 157 Willawrong Rd to add to the proposed site at 374 Kingsway. The park will provide access to walkable, inclusive open space and informal recreation to cater for dwelling growth within the precinct. Council officers have liaised with Homes NSW regarding the future design of the park and its integration with the design of the subject proposal– the intention being that Flide St be closed and incorporated into the park. This necessitates potential relocation of current on-street parking to the western frontage of the site.

Developments in the medical precinct are required to underground powerlines and undertake appropriate frontage works. Given the substantial density uplift, the provision of these amenities (frontage works and undergrounding power) are not unreasonable and should be a requirement of the development.

Council has an interest in supporting improvements to the surrounding public domain including the interface with the proposed adjoining parkland. A much improved interface which benefits both the proposed development, parkland and surrounding community includes the closure of Flide Street and changes to the streetscape in Gardere Street including the introduction of angle parking.

The angle parking in Gardere Street will:

- Calm traffic
- Offset approx. 12 parking spaces lost with the closure of Flide Street

### Traffic, Parking and Construction Management

- From a transport perspective the application can be supported as there will be no significant impact on the surrounding road network.
- Parking provision is governed by the Housing SEPP to which the current proposal complies.
- Waste collection via Willarong Road is supported and has been addressed in the Transport Impact Assessment by TTPP dated 23 September.
- The Transport Impact Assessment from TTPP dated 23 September proposed a truck and dog haulage route via Taren Point Road, Gardere Street and Flide Street. These routes are unsuitable for this type of activity. At a minimum for all demolition and excavation of the site all haulage shall be via Willarong Road with vehicles entering and exiting the site in a forward direction.
- All other construction activity should be staged/managed to minimise deliveries via Gardere Street with Willarong Road the preferred access point with appropriate management practices in place. This will need to be covered off in a more detailed Construction Management Plan prepared in consultation with Council prior to the issue of a construction Certificate.

### ADG and Detailed Design

#### Public Domain & Vehicular Access

- A public domain plan will need to be prepared at a conceptual level prior to approval to ensure alignment with Council's expectations for the site and include the following:
  - Street lighting for the frontage of the development
  - Footpath treatment
  - Undergrounding power
  - Removal of the road island in Willarong Road to enable access to waste store
  - Review the driveway design to ensure retention of the existing large eucalypt tree adjoining.
  - Booster location will need to be reconsidered in consultation with fire services.

#### Pedestrian Access & ground level apartments

- Given the future closure of Flide Street consideration should be given for the social housing entrance to be provided off Willawrong Road.
- Consider the provision of individual access points to ground level units to provide a domestic scale and quality to the development

- Site ground level apartments so they sit above grade, with a landscaped terracing to provide both privacy to occupants and surveillance of the streets and open space. Avoid use of full floor to ceiling glass. This can result in blinds being pulled through out the day and night.
  - The secondary pedestrian access on Willawrong Road is recessed into the building and may cause safety concerns, it is recommended that the glass line is brought forward.
- Design & Amenity
- Design materials are supported and provide sustainable design quality & articulation.
  - There is a lack of genuine cross ventilation – apartments require redesign or amalgamation to enable this to occur.
  - The consideration of vertical plenums within the development to avoid train and road noise. This allows for natural ventilation in noisy environments without the need to open a window.
- Waste collection
- All bin rooms should have double doors to accommodate the movement of 660L bins.
- Landscape
- The path along the southern boundary should be reviewed and provided against the building to allow for more substantive plantings at the boundary of the rail corridor and needed visual landscape relief to the building.
  - An intermix of the following variety of native tree species in the southern landscape strip is encouraged to achieve the above and to contribute to biodiversity
    - Eucalyptus Punctata Grey Gum,
    - Allocasuarina littoralis (Black She-Oak),
    - Allocasuarina torulosa (Forest Oak)
    - Eucalyptus globoidea (White Stringybark)
  - Overall Planting palette to be consistent with Greenweb Restoration mapping of the site.
  - Levels within the site need to be consistent with the levels around the existing trees within the road reserve.
  - A proposal of retaining walls and solid walls within these deep soil areas needs careful consideration as these will have encroachments into the Notional Root Zone and structural root zone of these trees.
  - Solid masonry retaining walls and bench seating within the Tree Protection Zone of Tree 7 needs to be re-considered. Alternate construction methodology under advice from Consulting Arborist may ensure adequate retention.

- Levels around Tree 2 are retained and proposed fill to the North where the existing driveway is located should blend with existing levels to reduce any potential impacts to the tree from excessive fill.
- Arborist recommendations should be followed and arborist supervision during any excavation/works within the Tree Protection Zones of existing trees to be retained.

In conclusion Council officers are generally supportive of the proposal subject to resolution of the above design detail. It is recommended the Department and the proponent work with Council to ensure infrastructure upgrades are provided and the public domain benefits from the proposal.

Yours faithfully

A handwritten signature in cursive script, appearing to read "S. McMahon".

Sue McMahon  
Senior Manager Development Services