



Flide Street, Caringbah, Affordable
Housing

SSD-84862461

Submissions Report

27 February 2026

Prepared For: Homes NSW

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Mott MacDonald

1 Introduction

This Submissions Report has been prepared by TBA Urban on behalf of Homes NSW as the Applicant to support the assessment of the State Significant Development Application (SSDA) for the 2 Flide Street, Caringbah (the Site).

The SSDA seeks approval for the redevelopment of existing social housing for the purposes of an in-fill affordable housing development comprising 164 social and affordable housing units (104 social and 60 affordable) across two residential flat buildings – one 14 storeys, and the other eight (8) storeys (the Project).

Demolition of the existing buildings was approved under a separate Division 5.1 Approval process under the *Environmental Planning and Assessment Act 1979* (EP&A Act) and does not form part of this proposal.

The SSDA was lodged with Department of Housing and Infrastructure (DPHI) on 9 October 2025 and placed on public exhibition from 23 October 2025 to 6 November 2025. A total of 13 submissions were received from relevant government agencies, organisations and the public.

DPHI addressed a letter to Homes NSW dated 26 November 2025 outlining key issues and requesting a response to the submissions received during exhibition of the SSDA.

This report addresses the issues raised in DPHI's letter and in the submissions received during exhibition. This report also describes design refinements made since lodgement of the SSDA.

This report has been prepared having regard to the *State Significant Development Guidelines Appendix C - Preparing a Submissions Report*.

This Submissions Report is to be read in conjunction with the appendices which include revised architectural plans and technical studies.

1.1 The Exhibited Development

The SSDA, as exhibited, sought approval for the redevelopment of existing social housing for the purposes of an in-fill affordable housing development comprising 164 units across two residential flat buildings — one rising to part 13 and part 14 storeys and the other to 8 storeys (the Project) at the Site.

The purpose of the Project is to facilitate the delivery of new, quality social and affordable housing in a highly suitable location to help address the housing crisis in NSW.

Specifically, the exhibited development application sought consent for the following:

- Bulk earthworks including excavation to create a two-storey basement carpark
- Construction and use of two (2) residential apartment buildings including:
 - 164 residential units (104 social housing and 60 affordable housing) GFA totalling 14,006m², including:
 - 77 x 1 bedroom
 - 71 x 2 bedroom
 - 16 x 3 bedroom
 - 1 x communal room
 - 83 basement parking spaces (including 1 visitor space)
 - 2 motorbike spaces
 - 76 resident bicycle parking spaces and visitor spaces within the landscaped areas near entrances.
- Site landscaping including removal of 31 trees, and fencing

- New vehicle crossover further south of the existing driveway with a single access driveway
- Street level communal open space (approx. 1,460m²)
- Extension/augmentation of services and utilities as required.

2 Analysis of Submissions

2.1 Breakdown of Submissions

The SSDA was placed on public exhibition from 23 October 2025 to 6 November 2025. A total of 13 submissions were received from relevant government agencies, organisations and the public as shown in Table 1 and outlined in the following sections.

Table 1 Breakdown of Submissions

Category	Nature of Submission			Total submissions
	Comments for Consideration	Support	Object	
Government or Agency Submissions	6	0	0	6
Public Submissions	0	2	6	8
Form Letters or Petitions	0	0	0	0
Subtotal	6	2	6	13

2.2 Government Authority and Agency Submissions

During the exhibition period, submissions were received from the government authorities and agencies outlined in Table 2.

Table 2 Government Authority and Agencies Submissions

Government Authority and Agencies	Position
DPHI	Comments for consideration
Sutherland Shire Council	Comments for consideration
Ausgrid	Comments for consideration
Transport for NSW	Comments for consideration
Sydney Trains	Comments for consideration
Sydney Water	Provided information to assist in understanding the servicing needs of the proposed development.

The DPHI sent the Applicant a Request for Further Information on 26 November 2025. This letter formally requested a Response to Submissions (RTS) report. The DPHI specifically identified a range of issues to be addressed in the RTS. The DPHI's letter is addressed in Section 4.1.

2.3 Categorisation of Issues

A categorical summary of the issues raised in the submissions received is provided in Table 3.

Table 3 Categorisation of Issues

Category	Subject	Matters Raised
Infrastructure	Rail corridor	Protection of the rail corridor
	Utilities	Capacity of infrastructure

Category	Subject	Matters Raised
Project	Public domain & Vehicular access	Public domain interface
	Density	Compatibility within surrounding area
	Built Form	Excessive building height
	Floor Plan	Cross ventilation
	Landscaping	- Landscaping along southern boundary - Tree selection - Landscaping levels
	Traffic	Vehicle access via Gardere Street and Kingsway and Hinkler Parade Intersection
Economic, Environmental and Social Impact	Servicing	- Social Housing Building lift efficiency - Waste room doors and access
	Amenity	Overshadowing impact
	Traffic	- Road safety - Capacity of the road network - Parking
	Noise	- Construction noise - Noise from rail corridor
	Operation	Waste management
	Amenity	Streetscape and character of the area
	Privacy	External corridor outside of living areas
	Landscaping	Tree protection
Issues that are beyond the scope of the project	Access	- Pedestrian entry - Communal room access
	Financial	Property values
	Future Residents	Background of future residents
	Infrastructure	Undergrounding of powerlines and street upgrade works

A response to each of the issues raised in the submissions is provided in Sections 4.1 to Section 4.4 of this Report.

The Submissions Register at Section 0 identifies where each submission has been addressed in the Report.

3 Actions Taken Since Exhibition

3.1 Consultation

Key consultation activities carried out since preparation of the Community Engagement Report included at Appendix M of the EIS include ongoing discussions with TfNSW, Sutherland Shire Council and DPHI.

3.2 Proposed Refinements to the Exhibited Development

The design has been refined to address the issues raised by DPHI, TfNSW and Sutherland Shire Council. Table 4 describes these refinements.

For further detail, refer to the updated Architectural and Landscape drawings at Appendix A and Appendix B, as well as Bates Smart Response to Submissions (RTS) report at Appendix C for further justification and alternative designs considered for these refinements.

Table 4 Proposed Refinements

Proposed Change	Reason for Change
Basement Level 1 and 2	
Minor adjustment to the basement envelope	Reconfiguration of basement and access to address TfNSW feedback and DPHI request for vehicle access to be via Kingsway /Willarong Road intersection.
Four residential cars have been converted to small car spaces.	Reconfiguration of basement to accommodate driveway access from Willarong Road. Car parking proposed maintains exceedance of State Environmental Planning Policy (Housing) 2021 (Housing SEPP) requirements (Demand 82, Proposed 83).
Reduction of car spaces from 84 (83 plus a visitor space) to 83 (82 plus a visitor space) - reduction of 1 space.	
15 bicycle stores introduced in the Basement Level 00	Reconfiguration of Upper Ground Level 01 to accommodate driveway access from Willarong Road.
Upper Ground Level 01	
Vehicle entrance relocated from Gardere Street to the southeast corner of the Site via Willarong Road.	To address TfNSW feedback and DPHI request for vehicle access to be via Kingsway /Willarong Road intersection.
The fire booster assembly relocated from the south west corner of the Site to within the building footprint along Gardere Street.	Relocation of driveway has allowed design refinement and integration with building design.
Bench seat and clerestory window added adjacent to the SH lift lobby	Design refinement.
Bench seat and clerestory window added adjacent to the Social Housing Building lift lobby	
Removal of one (1) x 1 bed apartment (relocated to Level 14).	Reconfiguration of Upper Ground Level 01 to accommodate driveway access from Willarong Road.
Bicycle store reduced from 76 lockers to 32 plus 15 introduced to Basement level 00 (Total lockers = 47).	
Existing secondary pedestrian entry into the Social Housing lobby via Willarong Road has been removed and replaced with bin store entry.	Refer to Bates Smart Response to Submissions (RTS) report at Appendix C, for further justification and alternative designs considered for these changes.
Bin store has been relocated	

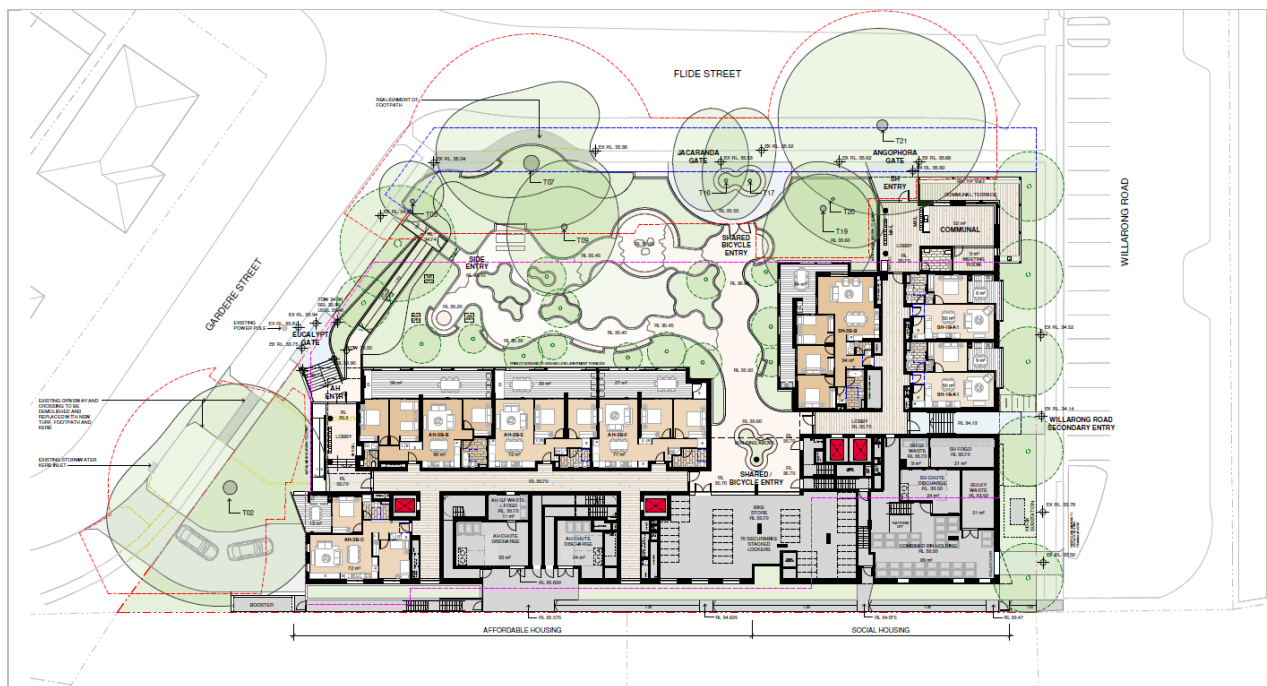
Proposed Change	Reason for Change
Five (5) on-street car spaces replaced with Two (2) part time parallel parking and loading zone to accommodate the waste truck.	
New egress path along the south-western boundary	
Driveway along Gardere street removed.	
Visitor bicycle parking relocated from Willarong Road to Gardere Street.	
Typical Level amendments 02, 03, 04, 05, 06, 07, 08	
Southern egress corridor removed from Affordable Housing Building.	The relocation of the vehicular driveway provided the opportunity to remove the southern secondary egress corridor to the Affordable Housing block by means of a performance Solution which allows: • one fire stair in a building greater than 25m in effective height • allow hydrants on other floors to comply to 50% hydrants operating during maintenance. Further details are provided at Appendix C.
Full-height mesh screen to south balconies of the Social Housing Building facing the rail corridor (Level 2-13).	To address comments received from Sydney Trains (TfNSW) in relation to safety of the rail corridor. Refer to Bates Smart Response to Submissions (RTS) report at Appendix C for further justification and alternative designs considered for these changes.
Affordable housing apartments AH-2B-D, on level 04 and 07, with south facing balconies include a wintergarden with glass louvres to the balcony.	
All south facing awning windows on restrictors to 100-125mm.	
Level 14	
One (1) x 1 bed apartment added	Replacement of 1 bed apartment removed from Upper Ground Level 01.
Plantroom extents revised	To accommodate addition of apartment to Level 14.
Minor amendments to apartment layout	
• AH-3B-B • AH-2B-E • AH-2B-F • AH-3B-A • AH-2B-D • SH-3B-A • SH-2B-C • SH-2B-D	Design refinement.
Roof	
Solar PVs relocated	Design refinement.
Roof extent and height adjusted	To accommodate addition of apartment to Level 14 to replace 1 bed apartment removed from Upper Ground Level 01.

3.2.1 Driveway Location to Basement Entry

As outlined above, majority of the changes made since exhibition are in relation to the relocation of the driveway access from Gardere Street to Willarong Road. This change is to address TfNSW feedback and DPHI request for vehicle access to be via Kingsway /Willarong Road intersection.

Engagement with Council during the SSDA and following exhibition has confirmed their preference for Flide Street to remain closed from Willarong Road, which has informed the need for basement access via a driveway off Willarong Road.

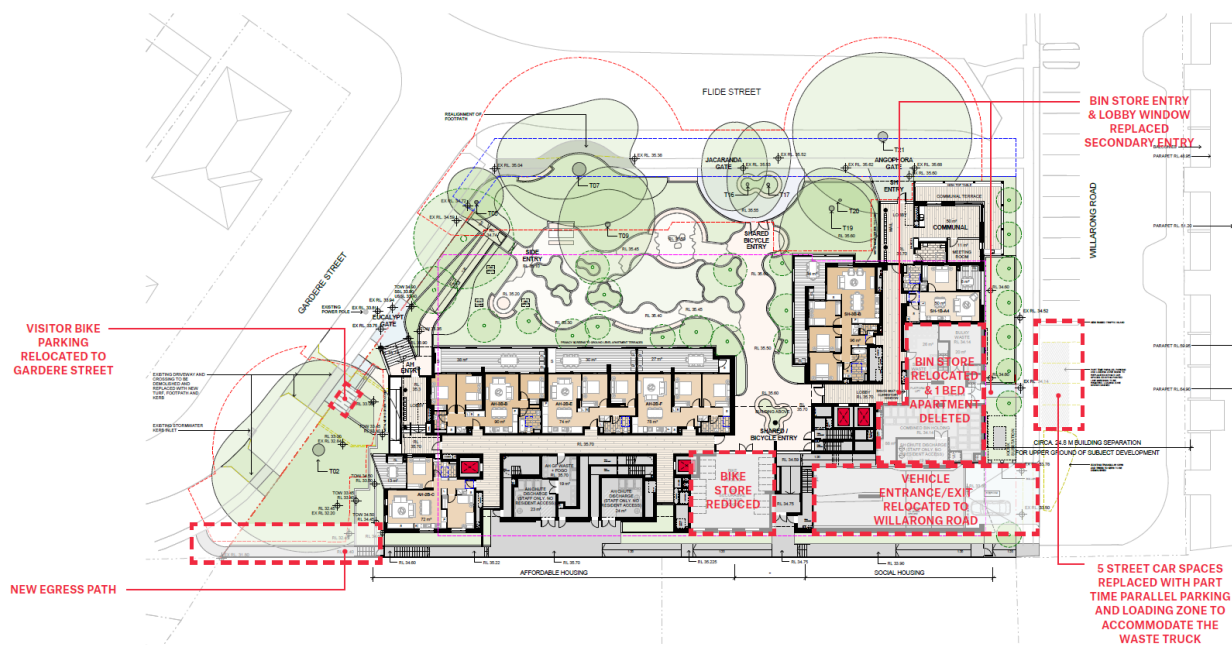
The driveway is positioned at the south of the Site which is the optimum location given the Site slopes down toward the rail corridor and thus reduces the need for excavation and ramp lengths consistent with Objective 3H-1 of the Apartment Design Guide (ADG). This has required reconfiguration of the basement and ground floor plane including landscaping. These changes are shown in the Figure 1 and Figure 2, Appendix C, and discussed further below.



Exhibited in SSDA

List of Changes

Upper Ground Level
L01



Response to Submissions (Proposed)

Figure 1 Comparison Driveway Entry – SSDA vs RTS (Source: Bates Smart)



As proposed in SSDA - Viewed from Gardere Street (top), Willarong Road (bottom)



As proposed in RTS (Current) - Viewed from Gardere Street (top), Willarong Road (bottom)

Figure 2 Comparison Driveway Entry 3D Model – SSDA vs RTS (Source: Bates Smart)

The Arboricultural Impact Assessment by Arterra (Appendix D) has been updated to reflect and assess the change to the driveway and concludes that this is a positive outcome for the improved protection of the prominent *Eucalyptus pilularis* tree (T2) as it permits greater provision of soft landscaping and permeable surfaces around the tree's root zone. There are no changes to the trees to be retained or removed. In general, from a tree protection and impact perspective, the proposed changes are relatively minor and have not altered the previous recommendations and tree management.

Direct conflict with the new driveway location has necessitated review of the secondary pedestrian access to the Social Housing Building from Willarong Road, bins store, parking and operational waste management. To address this conflict two options were explored:

- **Option 1** - Sought to retain the secondary entrance and the ground level apartment configuration. It however resulted in:
 - A clash with the secondary entrance stairs and the path for the bins,
 - the bins being too far from the collection area, and
 - Social Housing residents are required to exit the building to access the ground floor waste room.
- **Option 2** - Sought to retain a visual link between the communal courtyard and Willarong road in lieu of a secondary entrance, by providing a clerestory window above the waste room. This option improved the amenity for Council by having the bin holding room and bulky waste near the kerb. Social Housing residents did not have to exit the building to access the ground floor waste room. It however resulted in the loss of one (1) x1 bed apartment. This was regained at the rooftop of level 14.

Option 2 was considered the better of the options as it results in:

- a clearer, single identity of the building entrance, being accessed off Flide Street.
- the consolidation of services / back-of-house facilities such as the waste room, substation and vehicular driveway, discreetly located towards the end of the cul-de-sac, away from the main entrance, without being imposing to the street.

Five on-street parking spaces will be changed to part time parallel spaces with restrictions during waste collection periods. Refer to updated Traffic Impact Assessment by TTPP at Appendix E which notes that although this reduces some of the on-street parking, the removal of the driveway from Gardere Street provides the opportunity to offset some of this loss if desired by Council.

The relocation of the bin store has been reflected in an updated Operational Waste Management Plan by Elephants Foot included at Appendix F and demonstrates that waste servicing can continue to operate appropriately following the revised layout.

3.2.2 Building Envelope

Level 14 of the Social Housing Building has been extended slightly south through the addition of an apartment at its southern end, compensating for the apartment that was removed from the Upper Ground Floor Level 01. This is substantially within the envelope of the roof plant that was previously located in this area with some minor increase to the south and the height (200mm). Noting this, and that the southern extent of Level 14 remains set back from the edge of the building, there is no change to shadows to living areas or private open spaces of surrounding residences previously assessed in Section 7.3.3 of the EIS.

The built form remains respectful of the Site topography and presentation to the surrounding area, with the building stepping down with the slope of the Site.

The overall proposed building height remains consistent with the proposed building height exhibited SSDA at RL 82.80, and below the proposed 50m height control. Refer to Figure 3.



Figure 3 Comparison Level 14 – SSDA vs RTS (Source: Bates Smart)

3.2.3 Apartment Yield and Mix

No change to the apartment numbers, bedroom mix, or tenure split between social and affordable housing is proposed.

A revised area schedule is included at Appendix A. The overall gross floor area and floor space ratio has reduced from 14,006m² to 13,995m² and 3.9:1 to 3.89:1 respectively, due to the refinements to apartments as noted in this chapter.

3.3 Parking

The changes to the reconfiguration of the basement to accommodate the relocation of the driveway includes a reduction of one (1) car space to a total of 83 car spaces (including 1 visitor space), exceeding the 82 spaces required by the Housing SEPP.

Neither the Sutherland DCP 2015 nor the Housing SEPP stipulate bicycle parking rates for affordable housing developments.

Overall bicycle parking numbers remains the same at 140 spaces in total. This was incorrectly stated as being 76 in Section 4.2.2 of the EIS which only accounted for the spaces provided within the shared bicycle store that was adjacent to the bicycle entry. The remainder were located within the apartments or Basement Level 01. Whilst the overall number of spaces stays the same, there is a change to the location of spaces as follows:

- 47 spaces split between the shared bicycle store adjacent to the bicycle entry and the Lower Ground Level 00.
- 57 spaces within the Social Housing apartments.
- 30 spaces within the Affordable Housing apartments.
- Six (6) visitor bicycle spaces adjacent to the Gardere Street building entrance.

3.4 Review and Preparation of Response to Submissions

The technical consultant team and Homes NSW have reviewed the submissions received. Where appropriate updated technical reports or response letters have been prepared by the project team and are appended to this report.

3.5 Mitigation Measures

The changes to the proposal and the Response to the Submissions has not necessitated any updates to the proposed mitigation measures that were outlined at Appendix Y of the Environmental Impact Statement (EIS) submitted with the SSDA.

4 Response to Submissions

This section provides a detailed summary of Homes NSW's response to the matters raised in submissions received. The Applicant's responses are provided in the following sections and have been structured as follows:

- Department of Planning, Housing and Infrastructure (DPHI) (Table 5);
- Sutherland Shire Council (Table 6);
- Government Agencies (Table 7); and
- Public Submissions (Table 8).

4.1 Department of Planning, Housing and Infrastructure

Table 5 Response to Department of Planning, Housing and Infrastructure

Submission Reference	Matters Raised	Response
Rezoning		
DPHI_01	The height sought under the proposed rezoning would result in overshadowing impacts, particularly to podium units of 360 Kingsway (Meriton). Please provide comparative analysis illustrating the extent of overshadowing from a compliant design.	Shadows of compliant vs proposed building envelope has been undertaken by Bates Smart in Appendix C. Further assessment is provided in Section 4.5.
Traffic and Access		
DPHI_02	Amend the proposal to direct all vehicle access via the Willarong Road cul-de-sac, which connects to a signalised intersection at The Kingsway/Willarong Road, allowing for all movements under signal control If an alternative access arrangement is proposed, please consult with Transport for NSW (TfNSW) to address concerns regarding cumulative traffic impacts and road safety.	The proposal has been amended to direct all vehicle access via the Willarong Road/ The Kingsway intersection as requested. This arrangement is further considered in Section 4.5.1 and TTPP's Transport Impact Assessment at Appendix E. No alternate access arrangements are proposed.
DPHI_03	Please update the Transport Impact Assessment to address the following: • Incorporate an "existing base year plus development" scenario in the tables under Section 5.6.3 (Intersection Capacity Analysis). • Amend the proposed truck and haulage routes during construction to utilise Gardere Street in conjunction with Willarong Road.	These updates have been made to the Transport Impact Assessment at Appendix E.

Submission Reference	Matters Raised	Response
Residential Amenity		
DPHI_04	Update plans to demonstrate separation distance from 360 Kingsway is consistent with the Apartment Design Guide (3F Visual Privacy) recommended 12m (up to 4 storeys), 18m (5-8 storeys) and 24m (9 storeys and above). Where the proposal seeks flexibility in the recommended separation distances, provide justification and mitigation measures to manage visual privacy.	Refer separation distances on floor plans at Appendix A. Greater than 24m separation is provided between the proposed development and adjacent developments and therefore completed with the ADG separation distances.
DPHI_05	The Social Housing Block currently exceeds the ADG 4F - Common Circulation and Spaces guideline, with 52 units sharing a single lift (exceeding the recommended maximum of 40). • A vertical transport statement confirming operational efficiency, or • The modelling referenced in appendix A of the Design Report.	ADP have provided lift modelling analysis at Appendix H. This confirms a good level of service will be achieved when both lifts are operational. Management measures will be employed during any periodic maintenance or during furniture removals such as during off-peak hours.
DPHI_06	Amend the ventilation diagrams to demonstrate wind access. Where feasible, incorporate vertical plenums to support natural ventilation, particularly in response to the site's acoustic constraints.	The Noise and Vibration Impact Assessment (EIS Appendix AA) notes that Clause 2.1 of the SEPP Transport and Infrastructure 2021 has been considered, as well as 3.6.1 of the DoP Interim Guideline, and concludes that: • The adopted noise criteria can be achieved through the selection of glazing and a sealed façade and • Internal noise levels will comply with windows open. Therefore, vertical plenums are not necessary.

Submission Reference	Matters Raised	Response
DPHI_07	Clarify the function of the corridor located behind the units (southern side of AH building) and detail the measures proposed to mitigate privacy impacts on bedrooms facing the corridor.	The relocation of the vehicular driveway provided the opportunity to remove the southern secondary egress corridor to the Affordable Housing block by means of a performance solution. Accordingly, this request is no longer relevant. Further justification for the change is detailed in Appendix C (page 3).
Landscaping and Community Open space		
DPHI_08	Confirm whether communal room located in social housing block will be accessible to residents in the affordable housing block.	Yes, the communal room will be accessible to both the social and affordable housing residents. It will be managed by the Community Housing Provider (CHP) responsible for the whole of the development, including oversight of any bookings for social services, programs, and education-related activities.
DPHI_09	Incorporate landscaping along the southern boundary to improve the visual interface when viewed from opposite the railway corridor.	Landscaping is not suitable within the 3m setback due to: • The lack of deep soil available to support any trees large enough to be of any benefit. • Homes NSW Resilient Landscape Guide requires trees to be located 3m from building to avoid structural damage and reduce maintenance burden. • Location of a service corridor necessary for waste management in this location. Alternate measures to increase landscaping along the southern boundary such as increasing building setback would require significant re-design and compromise the contiguous communal open space and significant trees on the northern side of the buildings and therefore not considered viable. Nevertheless, the visual interface has been improved by the removal of the southern secondary egress corridors. Overall this elevation provides architectural expression and interest and is an appropriate response to its interface with a rail corridor.

Submission Reference	Matters Raised	Response
Waste		
DPHI_10	Update the plans to include double doors on all bin rooms to facilitate the movement of 660 L bins.	This has been updated. Refer to Appendix A.
DPHI_11	Confirm the location of resident access point to bin rooms. Residents on Upper Ground Level 01 will require direct access for waste disposal.	This has been updated to demonstrate direct access. Refer to Appendix A.

4.2 Sutherland Shire Council

Table 6 Response to Sutherland Shire Council

Submission Reference	Matters Raised	Response
Building Heights		
SSC_01	Concerned impact of overshadowing on residences from increased building heights needs to be further considered on the southern side of the site. Due to overshadowing generally falling to the rail line.	Refer to Section 7.3.3 and Appendix B of the EIS which provides a detailed assessment of shadow impacts of properties to the south and confirms that the proposal complies with the relevant solar access provisions, maintaining adequate sunlight to neighbouring apartments and dwellings during the critical mid-winter period. As noted in Section 3.2.2 above, the refinements to the envelope in response to the RFI do not result in any additional overshadowing of living areas or private open space and therefore the assessment in the EIS remains current. Further shadow analysis is not considered warranted.
Infrastructure, Open Space & Public Domain		
SSC_02	Developments in the medical precinct are required to underground powerlines and undertake appropriate	Council's request for undergrounding of powerlines and frontage upgrades is acknowledged; however, Council is currently preparing the Flide Street

Submission Reference	Matters Raised	Response
	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.	and Caringbah Park masterplan, and the final public domain layout is yet to be determined. In the absence of an adopted design, committing to underground power or specific frontage works would be premature and risks conflict with Council's future master planned outcome. These elements are more appropriately coordinated once the masterplan is finalised to ensure an integrated and consistent public domain interface.
SSC_03	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	Homes NSW notes this position and will continue to work collaboratively with Council to ensure that the design elements interfacing with the street are integrated and coordinated, as required.
Traffic, Parking and Construction Management		
SSC_04	• 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.	Noted. Further, Homes NSW has continued to engage with Council about the revised traffic arrangements including driveway relocation, waste servicing and traffic routes etc. Homes NSW will continue to engage with Council in the preparation of the final Construction Management Plan.

Submission Reference	Matters Raised	Response
	- The Transport Impact Assessment from TTTP 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		
SSC_05	- 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	Works proposed outside of the Site are limited to: - Removal of driveway crossover - New driveway crossover, and - Reconfiguration of on-street parking and removal of the road island on Willarong Road to accommodate waste servicing. The integration of the proposal with other elements of the public domain can be appropriately addressed through the imposition of reasonable and relevant conditions of consent.

Submission Reference	Matters Raised	Response
	- 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		
SSC_06	- Given the future closure of Flide Street consideration should be given for the social housing entrance to be provided off Willarong 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 throughout the day and night. - The secondary pedestrian access on Willarong Road is recessed into the building and may cause safety concerns, it is recommended that the glass line is brought forward.	The basement driveway entry has been relocated to Willarong Road. Consequential design changes include the reconfiguration of proposed waste servicing to Willarong Road and the removal of the secondary pedestrian entrance. As a result of these changes, there are no longer suitable options to provide a residential entry from Willarong Road as detailed at Section 3.2.1. The privacy and amenity of ground level apartments have been carefully considered. Ground level apartments fronting Willarong Road are set approximately 1.5m above street level and are further screened by canopy trees within the setback to ensure privacy while maintaining passive surveillance. Apartments fronting the communal open space incorporate privacy screens to balconies, generous landscaped buffers and subtle level changes ranging between 0.1m and 0.4 metres to reinforce separation between private and communal areas. The design approach avoids extensive floor-to-ceiling glazing at ground level and instead balances privacy, surveillance and residential amenity through built form modulation, landscaping and considered glazing treatment. These measures collectively provide a domestic scale, appropriate privacy outcomes and a high-quality residential interface to the street and communal open space.
Design & Amenity		

Submission Reference	Matters Raised	Response
SSC_07	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 for natural ventilation in noisy environments without the need to open a window.	Noted. Cross ventilation diagrams have been updated and demonstrates compliance with the ADG at Appendix C. Internal noise levels will comply with windows open. Refer to Submission Reference DPHI_06.
Waste Collection		
SSC_08	Request for all bin rooms to have double doors to accommodate the movement of 660L bins.	This has been updated. Refer to Appendix A.
Landscape		
SSC_09	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 above and to contribute to biodiversity. • <i>Eucalyptus Punctata</i> Grey Gum, • <i>Allocasuarina littoralis</i> (Black She-Oak), • <i>Allocasuarina torulosa</i> (Forest Oak) • <i>Eucalyptus globoidea</i> (White Stringybark)	Refer to Submission Reference DPHI_09. The tree planting schedule at Appendix B includes a variety of native trees selected to complement the existing street trees and enhance the biodiversity of the Site. These have been selected in accordance with Homes NSW Resilient Landscape Guide which requires trees that are low maintenance, drought tolerant, and appropriately scaled and sited for the application. The Arboricultural Impact Assessment prepared by Arterra at Appendix D has assessed the impact of the proposed development on existing trees to be retained including consideration of retaining walls, solid walls and site levels. Recommendations by Arterra to ensure the retention and protection of these trees are included within the mitigation measures outlined in Appendix Y of the EIS and will be implemented throughout construction.

Submission Reference	Matters Raised	Response
	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.	

4.3 Agency Submissions

Table 7 Response to Agencies

Submission Reference	Matters Raised	Response
Sydney Water		
SW_01	Our preliminary assessment indicates that water and wastewater servicing should be available for the proposed development. • Amplifications, adjustments, deviations and/or minor extensions may be required. • Detailed requirements will be provided at the Section 73 application stage. Should the Department decide to progress with the subject development application, Sydney Water would require the following conditions be included in the development consent. • Section 73 Compliance Certificate • Building Plan Approval.	Noted. Homes NSW accepts the recommended conditions detailed in the letter from Sydney Water.
Transport for NSW		
TfNSW_01	TfNSW notes that the vehicular traffic generated by the proposed development will impact the surrounding classified road network by the intensification of road users turning right from The Kingsway into Hinkler Avenue. The current five-year vehicle crash data indicates that the intersection of Chamberlian Avenue/Hinkler Avenue/The Kingsway is considered a 'black spot'.	The proposal has been amended to direct all vehicle access via the Willarong Road/ The Kingsway intersection as requested by DPHI. This arrangement is further detailed in Section 4.5.1. In terms of road safety, the proposed development is expected to generate a modest increase of approximately 25–31 vehicles in peak hours on Kingsway, including 18–22 vehicles through the Kingsway/Taren Point Road intersection, which is within normal daily traffic fluctuations and is not anticipated to adversely affect road safety. A review of crash data (2020–2024) for the site access route identified four injury crashes at the

Submission Reference	Matters Raised	Response
	Another high-density housing development (SSD-84309208) within this precinct for the site known as 6-20 Hinkler Avenue was recently referred to TfNSW for comment with the Agency providing a submission recommending DPHI condition this development to undertake road safety mitigation works at the above intersection on The Kingsway to provide safe right turn movements from The Kingsway into Hinkler Avenue. As this proposed SSDA (SSD-84862461) will also intensify right turn movements from The Kingsway into Hinkler Avenue, DPHI should consider requesting the Applicant modify the development to provide all vehicular access via the Willarong Road cul-de-sac, which connects with the recently signalised intersection of The Kingsway/Willarong Road with all movements permitted under signal control. TfNSW advises that this would be a much safer and efficient option for the development to avoid cumulative traffic impacts and associated road safety concerns at the intersection of Hinkler Avenue/The Kingsway due to multiple developments proposed across the precinct.	Kingsway/Willarong Road intersection, which has since been upgraded with traffic signals and turning facilities, with no evident pattern of ongoing safety issues attributable to the development. Refer to TTPP updated Transport Impact Assessment at Appendix C for further details.
Sydney Trains		
ST_01	Draft conditions of consent to be satisfied prior to the issued CC, refer to letter for detail.	Noted. Homes NSW accepts the recommended conditions detailed in the letter from Sydney Trains.

Submission Reference	Matters Raised	Response
Ausgrid		
Aus_01	The developer should refer to SafeWork NSW Document - Work Near Overhead Powerlines: Code of Practice. Consideration should be given to the positioning and operating of cranes, scaffolding, and sufficient clearness from all types of vehicles that are expected be entering and leaving the site. The "as constructed" minimum clearances to the mains must also be maintained. These distances are outlined in the Ausgrid Network Standard, NS220 Overhead Design Manual. It is the responsibility of the developer to verify and maintain minimum clearances onsite. In the event where minimum safe clearances cannot be met due to the design of the development, the Ausgrid mains may need to be relocated in this instance.	Homes NSW are accepting of the requirements outlined in Ausgrid's letter as conditions required to be satisfied during construction.
Aus_02	Ausgrid have noted the following matters that require further consideration during detailed design and construction, and provided guidance on requirements during this process: • Ausgrid Underground Cables are in the vicinity of the development. • Ausgrid Overhead Powerlines are in the vicinity of the development.	
Aus_03	To apply to connect or modify a connection for residential or commercial premises. Ausgrid recommends the proponent to engage an	

Submission Reference	Matters Raised	Response
	Accredited Service Provider and submit and connection application to Ausgrid as soon as possible.	

4.4 Public Submissions

Table 8 Response to Public Submissions

Submission Reference	Summary of Matters Raised	Response
Bulk, Height and Scale		
PS_01	Concern of proposed building height, not consistent with the Sutherland Shire DCP 2015.	The concern regarding the proposed building height and its consistency with the Sutherland Shire DCP 2015 is acknowledged. Under Section 175, Chapter 6, Part 4, Division 1 of the Housing SEPP, residential flat buildings of up to 22m are permitted within 400m of Caringbah town centre, and the proposed quantum of affordable housing qualifies for an additional 30% height under Section 18 of Chapter 2, allowing for 28.6m. This SSDA is accompanied by a concurrent State Assessed Rezoning Proposal to, amongst other things, amend the LEP controls to permit a 50m height. Detailed justification for the proposed increase to building height controls and the proposed built form is provided in Sections 7, 8 and 9 and Appendix B of the EIS. It is concluded that the proposed residential flat buildings align with the objectives of the R4 High Density Residential Zone and reflect the future character of the area. The built form and massing have been carefully designed to integrate appropriately within the context of the local centre and Caringbah Medical Precinct, while minimising any potential adverse impacts on surrounding residents, important trees or the streetscape.
PS_02	There is a concern in relation to the local character due to surrounding height differences.	The Design Report (Appendix B of the EIS) and Design Statement (Appendix B of the EIS) explicitly acknowledge the current variation in building heights and the evolving character of the area. This includes the transition identified in the Local Housing Strategy, which designates the Site as suitable for increased residential density. The Caringbah Medical Precinct is already undergoing significant change, with low – density residential properties on the northern side of Flide Street being redeveloped for high – density mixed-use development. This approach is carried along further onto the southern side of Flide Street,

Submission Reference	Summary of Matters Raised	Response
		subject to 22-24m height limits and 2.2:1 FSR control under the recent Low- and Mid-Rise Housing Policy. These planning controls clearly signify shift towards higher density-built form across the precinct. Section 7.3.6 of the EIS demonstrates a detailed visual analysis of the proposed scale, visual appearance, and urban relationship to the existing urban context, including nearby residential areas, public open spaces and key transport corridors are appropriate with the evolving context. The analysis further aligns with the urban design principles outlines in the SSLEP 2015 and the ADG. The proposal aligns with the strategic planning framework, responds to the topography and built form of the precinct, and contributes positively to the intended future character. The height differences are therefore not a detriment to local character but a reflection of the planned transition toward a higher-density, well-connected urban neighbourhood.
PS_03	Concern of overshadowing from increased building heights to surrounding residential developments.	Refer to Submission Reference DPHI_01 and SSC_01.
PS_04	Concern in relation to apartment density, between two major corridors; the Kingsway and the rail corridor.	The concern regarding apartment density between the Kingsway and the rail corridor is acknowledged. Sections 7, 8 and 9 of the EIS demonstrate that the site is well located for higher-density housing, with immediate access to public transport, services, and local infrastructure. Amenity impacts associated with the rail corridor and major roads have been carefully assessed, with the building's setbacks, orientation, and acoustic design specifically shaped to manage noise and ensure a high level of residential amenity. These measures confirm that the proposed density is appropriate for the site's strategic location and can be accommodated without adverse impacts on surrounding areas.

Submission Reference	Summary of Matters Raised	Response
Noise		
PS_05	There is concern that the proposed construction and density will result in increased noise.	Construction noise was assessed in respect to the Noise Management Levels at Appendix AA of the EIS. Residents at the adjoining properties are expected to be noise affected and highly noise affected at times throughout construction. This is typical of residential construction projects with adjoining residential uses. Construction works will be temporary and therefore potential for noise impact on the community, and the surrounding environment will not be permanent or continuous. Section 7.10.2 of the EIS provides detail of the recommended standard hours for construction in the NSW Draft Construction Noise Guideline (2020). Mitigation measures to minimise noise impacts on receivers are listed at Section 7.10.3 of the EIS, and include, but are not limited to: • The preparation of a detailed Construction Noise and Vibration Management Plan • No highly noise-intrusive works prior to 8am • Respite period is to be implemented where excavator-mounted hydraulic hammering works • Notification to adjoining residents • The use of demolition methods to minimise noise, vibration where feasible will be used • Vibration Monitoring will be conducted to establish “safe” working distances • Confirmation of predicted noise levels and confirm respite periods at start of demolition • Minimise of vehicle-related noise.

Submission Reference	Summary of Matters Raised	Response
Traffic congestion		
PS_06	There is concern with the impact of development on road congestion to the current corridor from Kingsway, Taren Point Road and Hinkler Avenue, and parking surrounding the proposed development.	The Transport Impact Assessment prepared by TPP at Appendix E has carefully examined how the proposal would interact with the surrounding road network, including Kingsway, Taren Point Road and Hinkler Avenue. Using the standard traffic generation rates for high-density residential development, the assessment finds that the project would add only a small number of additional vehicle movements—around 24 in the morning peak and 19 in the afternoon peak. These increases are well within the capacity of the existing network and are not expected to noticeably change how these key intersections operate. Parking has been designed to fully comply with the Housing SEPP. All 82 required resident spaces are provided within the basement, along with one visitor space and nine accessible spaces. Because the site is only 350 metres from Caringbah Station and close to frequent bus services and the town centre, residents will also have strong alternatives to private car use. Five on-street parking spaces will be changed to two part time parallel spaces with restrictions during waste collection periods. Although this reduces some of the on-street parking, the removal of the driveway from Gardere Street provides the opportunity to offset some of this loss if desired by Council. During construction, workers will also be encouraged to use public transport or carpooling, helping to limit temporary impacts during the build.
Privacy		
PS_07	Due to increased building height, a concern has been raised in relation to overlooking and privacy.	Concerns were raised about whether the increased building height could lead to overlooking of neighbouring homes. The design has been very carefully developed to protect the privacy of surrounding residents. The proposal provides more than 24 metres of separation from nearby buildings, which is greater than the Apartment Design Guide requirement for buildings of this height. This generous distance ensures that views

Submission Reference	Summary of Matters Raised	Response
		between buildings are limited and privacy is maintained. To the north, the site faces the future Caringbah Town Centre park, and to the south it faces the rail corridor, meaning no private properties are affected in those directions. In addition to the large separation distances, several built-in design measures further safeguard the privacy of neighbours. These include deep-soil landscaping and canopy trees that create natural screening, raised ground-floor levels to prevent direct overlooking, and privacy screens on balconies facing communal areas. Translucent glazing is used in the social housing breezeway to avoid any views toward adjacent balconies, and balcony layouts have been shaped to shield bedroom and living room windows. Throughout the building, perforated metal balustrades allow airflow while preventing direct sightlines. Together, these measures ensure that the development respects and protects the privacy of surrounding residents while also providing a high level of amenity for future occupants. Refer to Architectural Drawings prepared by Bates Smart at Appendix A for further information.
Future Residents		
PS_08	There is concern as to the negative history of condensed social and affordable housing of future residents to the surrounding community.	The Community Housing Provider (CHP) delivery partner will manage the property including implementation of tenancy management protocols to address any disruptive or anti-social behaviour. Section 7.4.1 of the EIS identifies how the design incorporates the principles of Crime Prevention Through Environmental Design to minimise opportunities for crime and anti-social behaviour.

Submission Reference	Summary of Matters Raised	Response
Construction Impacts		
PS_09	There is concern in relation to the debris impacts impacting local surrounding residents during construction period.	To manage and minimise potential impacts on surrounding residents during construction, a Construction Noise and Vibration Management Plan (CNVMP) will be prepared and implemented during construction. This is included as a mitigation measure within Appendix Y of the EIS.
Property Value		
PS_10	There is concern that the proposal will result in a negative impact on the property values in the area.	The proposed development comprises architecturally designed apartment buildings that aim to meet the design quality expectations of the community and be complementary to the landscape character. The CHP delivery partner will also act as the property manager and will have in place a policy to address any disruptive or anti-social behaviour. There is no evidence to indicate that this development would negatively affect property values in the area.
Infrastructure		
PS_11	There is concern that there is a lack of infrastructure to support the proposed development.	A Social and Community Infrastructure Report (SCIR), included in Appendix D of the EIS, carefully assessed this issue. The report confirms that the estimated future population—approximately 240 people, or an increase of around 189 residents—can be comfortably supported by existing local services. Importantly, the development delivers much-needed social and affordable housing in the Sutherland LGA, directly addressing a well-identified shortage and aligning with local demand, particularly for one- and two-bedroom homes. The assessment found that local schools, childcare centres, health services, community facilities, and open space networks all have the capacity to absorb the modest increase in population. The new park planned immediately north of the site will further support recreational needs, and

Submission Reference	Summary of Matters Raised	Response
		the site's proximity to public transport means the development is unlikely to place strain on transport services. Many future residents are expected to already live locally and currently access these services, which further reduces any additional demand. Overall, the SCIR concludes that the proposal is well supported by existing infrastructure and will make a positive contribution by providing essential housing for the community.
Materiality		
PS_12	There is concern about building material using high concrete and glass buildings will increase temperatures.	An Ecological Sustainable Development Opportunities Report has been prepared by ADP and included at Appendix Q of the EIS outlining the sustainability initiatives to be proposed and incorporated during the design, construction and operation of the Project. These initiatives outline the concern of urban heat with the use of design principles. The proposed development will include: Window-to-wall ratio of approximately 40% and use efficient glazing for thermal comfort and energy savings. Use of light-coloured, low-maintenance façade/roof materials and provide high insulation. A combination of fixed horizontal external shading, deep reveals and balcony spaces to minimise summer solar gain. Maximising the shading of glass to prevent reflected heat glare into the street. Together, these initiatives demonstrate that the project has incorporated robust design responses to minimise urban heat and enhance overall sustainability.

4.5 Assessment of Shadow Impacts - 360 Kingsway

As noted at Section 3.2.2, minor changes to the building envelope in response to submissions have not increased any overshadowing of nearby developments. Accordingly, the previous shadow assessment in Section 7.2.4 of the EIS, which concluded that the proposed development complied with the ADG requirements for solar access of adjacent properties, remains current.

This section supplements this assessment with comparison against a compliant building envelope and is supported by the Solar Access & Shadow Analysis within the Response to Submissions report by Bates Smart at Appendix C.

The compliant building envelope considered consists of the following building height and setbacks:

- Building height: 28.6m calculated based on 22m permissible under Chapter 6 Low and Mid Rise Housing within State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 plus 30% (6.6m) permitted for In-fill Affordable Housing under Division 1 Part 2, Chapter 2 of the Housing SEPP.
- Setbacks:
 - 3m to Willarong Road which takes a merit-based approach given the uniqueness of the street with 360 Kingsway the only other development and having established a zero-street setback.
 - 6m to Flide Street, which is consistent with Sutherland DCP, albeit with a 1.5m articulation zone beyond this.

The assessment of shadow impacts demonstrates that the refined proposal continues to achieve the overarching objectives of the Housing SEPP which places significant weight on facilitating the delivery of affordable housing in accessible, well-serviced locations.

The comparison shows that while there is some additional overshadowing, only two apartments (shown in red outline) of 51 apartments that were assessed in the EIS as not receiving 2 hours of solar access (proposed scenario) would have received a minimum of 2 hours between 9am and 3pm mid-winter under a compliant building envelope scenario (see Figure 4).

Notwithstanding this impact, the proposal continues to comply with the Apartment Design Guide (ADG) requirement that at least 70% of apartments within the affected development receive a minimum of two hours of direct sunlight between 9.00am and 3.00pm at mid-winter, achieving 71.3% compliance under the proposed scheme.

Crucially, maintaining full solar access compliance for the two affected apartments would necessitate a substantial redesign, resulting in the loss of approximately 12 affordable housing dwellings. This is demonstrated in Figure 5 with the orange outline representing the impact to the proposed envelope. Level 8 would be the last level and Level 9 becomes the roof/parapet. Consequently two (2) apartments per floor from Level 9 to Level 14 would be deleted. This outcome would directly undermine the core objectives of the Housing SEPP, which seek to maximise the delivery of affordable housing, particularly in locations with excellent access to public transport, services, and employment opportunities such as Caringbah.

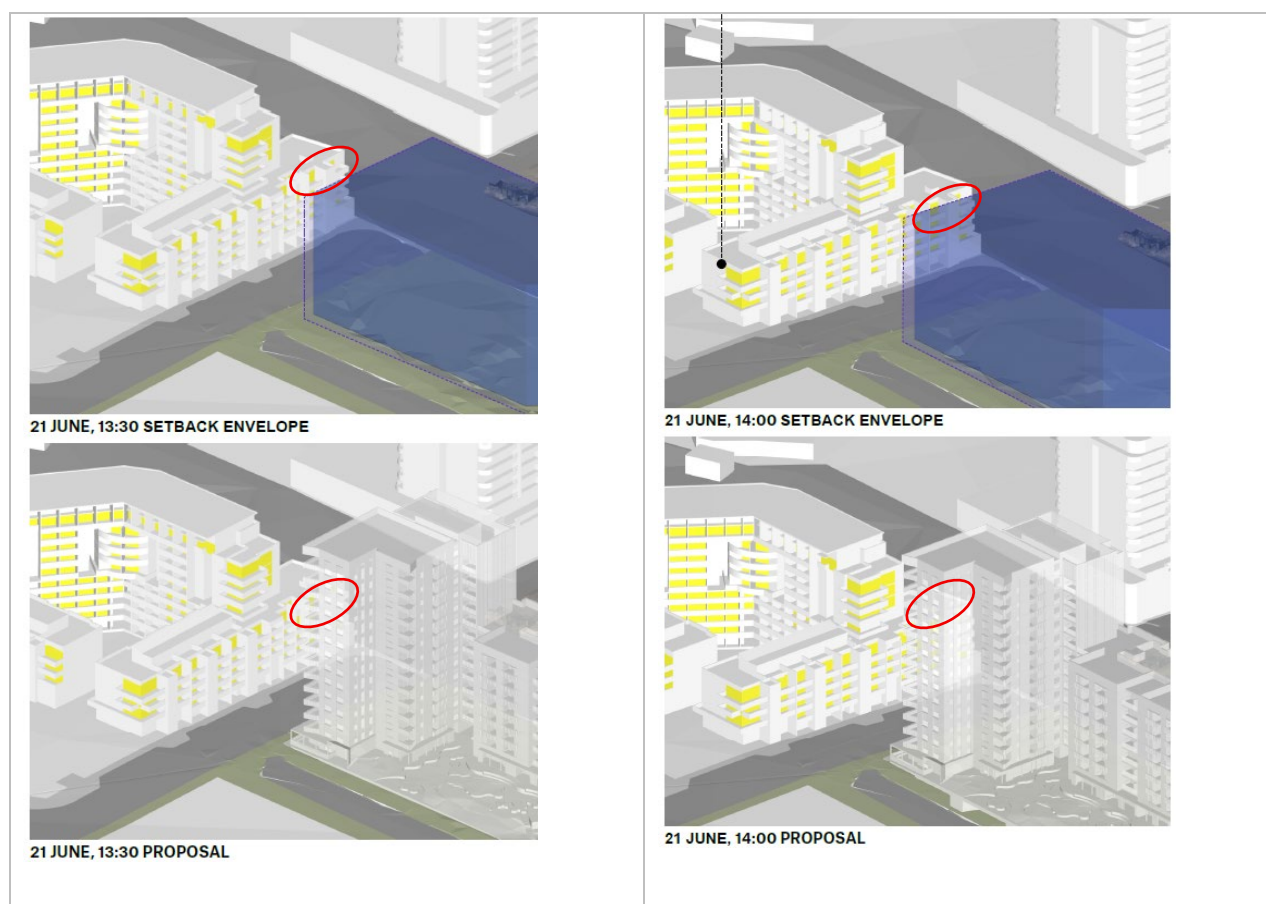
In the context of a State Significant Development and rezoning proposals, the planning framework expressly requires a broader consideration of strategic merit and public benefit, rather than a narrow focus on individual amenity impacts in isolation. The proposed development delivers 164 affordable housing dwellings, representing a significant and enduring public benefit that responds directly to the identified housing shortfall within the Sutherland Shire and Greater Sydney. This benefit is substantial when weighed against the limited and highly localised solar access impact affecting a small number of apartments, particularly where overall ADG compliance is retained.

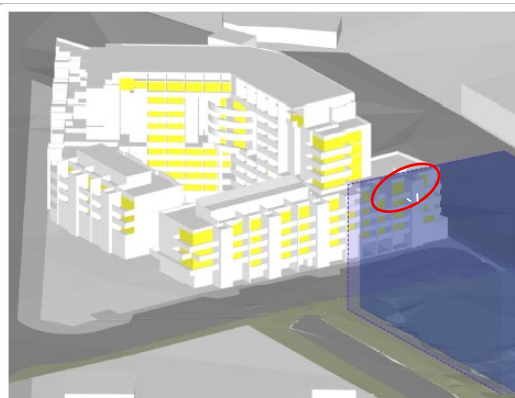
Accordingly, when considering all relevant factors, the proposal achieves an appropriate planning balance. The marginal reduction in solar access outcomes is clearly outweighed by the demonstrable public benefit of delivering additional affordable housing, consistent with State

housing objectives, the intent of the Housing SEPP, and the strategic role of State Significant Development in addressing the housing crisis. The proposed built form therefore represents a reasonable, justified and acceptable outcome in planning terms.

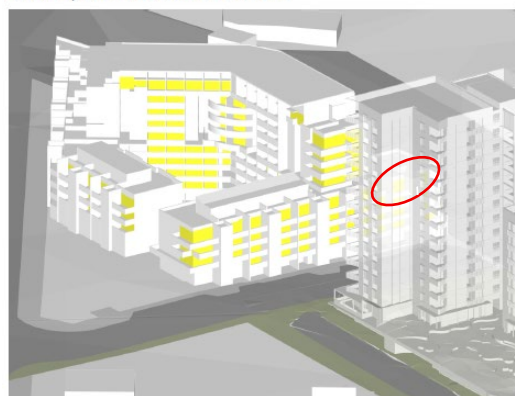
Table 9 Comparison ADG Compliance - Solar Access 360 Kingsway

ADG Requirement	Proposed Scenario	Compliant Building Envelope Scenario
70% of apartments receive minimum of 2 hours sunlight to living areas and private open space between 9am and 3pm mid-winter.	127/178 apartments = 71.3% Complies	129/178 apartments = 72.5% Complies



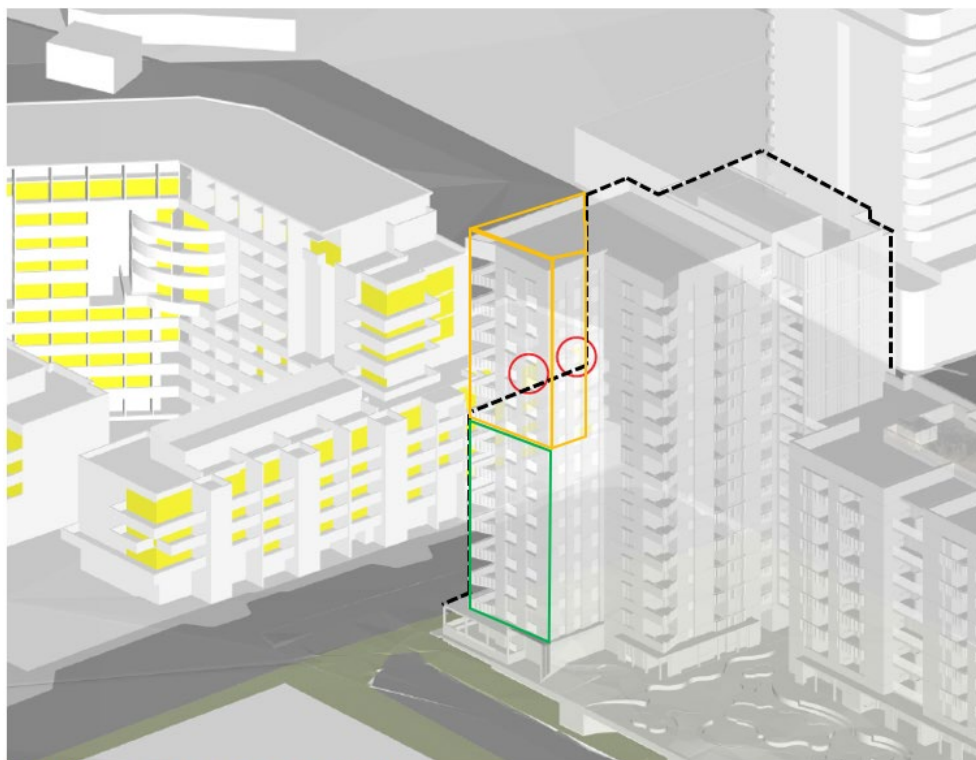


21 JUNE, 14:30 SETBACK ENVELOPE



21 JUNE, 14:30 PROPOSAL

Figure 4 Compare of Shadows Diagrams – 360 Kingsway (Source: Bates Smart)



21 JUNE, 14:00 PROPOSAL

Figure 5 Impact on Proposal to Mitigate Incremental Impacts of Proposed Height Control

4.5.1 Assessment of Proposed Access Arrangements

The Transport Impact Assessment (TIA) prepared by TPP (Appendix E) has been updated to reflect the relocation of the driveway and basement entry from Gardere Street to Willarong Road to address DPHI's request.

This change means that all cars entering the Site and waste servicing during operation will utilise the signalised intersection at Kingsway/Willarong Road, ensuring direct connection to the nearest arterial road and improving the legibility and efficiency of site access.

Existing pedestrian/cyclist access remains unchanged with the exception that some bicycles may access the bicycle lockers within the basement via the driveway. The basement has been reconfigured to suit.

To facilitate waste services, five existing 90-degree parking spaces are converted to two parallel parking spaces for part-time parking outside of waste servicing requirements. There is potential to offset some of this reduction in on-street parking with the addition of 1–2 additional parking spaces in the location of the existing driveway entry on Gardere Street.

Swept path analysis has been updated to demonstrate suitability of the new arrangements including for waste servicing.

The updated SIDRA intersection analysis confirms that both the Kingsway/Willarong Road and Kingsway/Taren Point Road intersections continue to operate within acceptable performance thresholds under Transport for NSW and Austroads guidance, maintaining Level of Service C or better in both the AM and PM peak periods for the *existing*, *existing + development*, *future base*, and *future base plus development* scenarios. Average vehicle delays remain well within the SIDRA ranges associated with stable traffic flow, with increases of no more than approximately one second under the worst-case scenario (see Figure 6), which is considered a negligible impact to road users.

Importantly, the traffic modelling already incorporates cumulative precinct growth, with the *future base* scenarios reflecting background traffic increases derived from approved developments and strategic growth assumptions within the Caringbah and Sutherland precinct. The *future base plus development* scenario therefore represents a conservative, cumulative assessment of network performance, rather than an isolated project-only analysis. The results demonstrate that, even when accounting for this cumulative growth, the additional traffic generated by the proposed development does not result in any unacceptable operational or safety impacts on the surrounding road network.

In summary, the revised traffic and transport arrangements—including the relocation of driveway and basement entry to Willarong Road, updated waste servicing, and maintained pedestrian and cyclist access—are considered suitable. These changes ensure efficient and legible site access, minimal operational impact on the surrounding network, and satisfactory intersection performance and safety under all assessed scenarios. The overall approach aligns with agency requirements and delivers improved integration with the local transport network.

Table 5.4: SIDRA Intersection Analysis Results - AM Peak

Intersection	Control	S0 – Existing Base		S1 – Existing Base + Development		S2 – Future Base		S3 – Future Base + Development	
		Avg Delay (s)	LoS	Avg Delay (s)	LoS	Avg Delay (s)	LoS	Avg Delay (s)	LoS
TCS 0547 - Kingsway / Taren Point Road	Signals	29	C	29	C	31	C	31	C
TCS 3928 – Kingsway / Willarong Road	Signals	18	B	19	B	20	B	20	B

Table 5.5: SIDRA Intersection Analysis Results - PM Peak

Intersection	Control	S0 – Existing Base		S1 – Existing Base + Development		S2 – Future Base		S3 – Future Base + Development	
		Avg Delay (s)	LoS	Avg Delay (s)	LoS	Avg Delay (s)	LoS	Avg Delay (s)	LoS
TCS 0547 - Kingsway / Taren Point Road	Signals	29	C	29	C	35	C	35	C
TCS 3928 – Kingsway / Willarong Road	Signals	22	B	23	B	23	B	24	B

Figure 6 Intersection Performance – Extract TIA (Source: TTPP)

5 Submissions Register

Submitter	Submission ID	Section addressed	issue
Government Authority and Agencies			
Department of Planning, Housing and Infrastructure		Section 4.1	
Sutherland Shire Council		Section 4.2	
Sydney Water		Section 4.3	
Transport for NSW		Section 4.3	
Sydney Trains		Section 4.3	
Ausgrid		Section 4.3	
Public Submissions			
Name Withheld	SE-97731207	Section 4.4	
Name Withheld	SE-97768466	Section 4.4	
Jernej Kos	SE-97888460	Section 4.4	
Name Withheld	SE-98191471	Section 4.4	
Anthony Hughes	SE-98209958	Section 4.4	
Name withheld	SE-98560214	Section 4.4	

6 Conclusion

This Submissions Report has addressed the submissions received in response to the public exhibition of SSD-84862461.

Pursuant to Clause 37(4) of the *Environmental Planning and Assessment Regulation 2000*, the proposal has been refined to address the matters raised and as a result of design development.

The proposal as refined will result in high-quality development that achieves the original aims of the proposal while resulting in no unacceptable environmental impacts.

In conjunction with the EIS, it has been demonstrated that the proposed amendments to Sutherland Local Environmental Plan 2015's height and floor space controls for the Site have strategic and site-specific merit and the proposal delivers a clear public benefit.

Based on the supporting material provided in this Submissions Report in addition to the material provided in the original EIS, DPHI has now been provided with sufficient information and documentation to progress the assessment of SSD-84862461. We request that DPHI complete the assessment of the application and proceed to determination.