

# Notice of decision

## Section 2.22 and clause 20 of Schedule 1 of the *Environmental Planning and Assessment Act 1979*

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| <b>Application type</b>                    | State significant development                               |
| <b>Application number and project name</b> | SSD-84862461<br>Flide Street, Caringbah, Affordable Housing |
| <b>Applicant</b>                           | New South Wales Land and Housing Corporation                |
| <b>Consent Authority</b>                   | Minister for Planning and Public Spaces                     |

### Decision

The Minister for Planning and Public Spaces has, under section 4.38 of the *Environmental Planning and Assessment Act 1979* (**the Act**) granted consent to the development application subject to conditions.

A copy of the development consent and conditions is available [here](#).

A copy of the Department of Planning, Housing and Infrastructure's assessment report is available [here](#).

### Date of decision

26 June 2026

### Reasons for decision

The following matters were taken into consideration in making this decision:

- the relevant matters listed in section 4.15 of the Act and the additional matters listed in the statutory context section of the department's assessment report;
- the prescribed matters under the Environmental Planning and Assessment Regulation 2021;
- the objects of the Act;
- all information submitted to the department during the assessment of the development application;
- the findings and recommendations in the department's assessment report; and
- the views of the community about the project (see **Attachment 1**).

The findings and recommendations set out in the department's assessment report were accepted and adopted as the reasons for making this decision.

The key reasons for granting consent to the development application are as follows:

- the project would provide a range of benefits for the region and the State as a whole, including providing 164 units for the purpose of affordable housing, 424 jobs during construction and a total estimated development cost of \$118,751,344;
- the project is permissible with development consent, and is consistent with NSW Government policies including the National Housing Accord;
- the impacts on the community and the environment can be appropriately minimised, managed or offset to an acceptable level, in accordance with applicable NSW Government policies and standards;
- the issues raised by the community during consultation and in submissions have been considered and adequately addressed through changes to the project and the conditions of consent. Engagement on the project is considered to be in line with *Undertaking Engagement Guidelines for State Significant Projects*, including the community participation objectives outlined in these guidelines.
- weighing all relevant considerations, the project is in the public interest.

## Attachment 1 – Consideration of Community Views

The applicant engaged with the community during the preparation of the environmental impact statement (EIS) as a requirement of the Secretary's environmental assessment requirements. The EIS detailed the findings of the engagement and how it influenced the scope and design of the project.

Once the EIS was submitted to the Department it was placed on exhibition from 23 October 2025 until 06 November 2025 on the NSW Planning Portal (15 days). 8 submissions were received, including 6 objections and 2 in support of the project.

The Department staff also undertook a site visit on 24 November 2025 and extensively engaged with the Applicant throughout the process.

The key issues raised by the community (including in submissions) and considered in the Department's assessment report and by the decision maker include building height, local character compatibility, car parking and traffic, construction impacts, and management of social housing. Other issues are addressed in detail in the department's assessment report.

| <i>Issue</i>                                             | <i>Consideration</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| Building height and incompatibility with local character | <p><i>Assessment</i></p> <p>The application has been assessed concurrently with a State Assessed Rezoning Proposal, which includes amendments to the SSLEP to permit a maximum building height of 50 m and a maximum FSR of 4:1 at the site.</p> <p>The proposal includes two 8 - 14 storey buildings, achieving a maximum building height of 49.6 m. The development complies with the recently amended height and FSR provisions applying to the site.</p> <p>While the scale of the proposal exceeds the existing built form character immediately surrounding the site, the character of surrounding locality is undergoing transition, with the site being located in the low and mid rise housing area, and recent development approvals in proximity to the site achieving up to 17 storeys</p> <p>The Department considers that the proposal provides an appropriate response to the desired future character of the locality, locating the 14 storey component of the development adjacent to other, existing and recently approved, higher density developments between 10 and 12 storeys, and stepping down to an 8 storey built form to the west, to provide an appropriate transition to the surrounding low and mid rise housing area, and adjacent medical precinct.</p> <p><i>Recommended conditions</i></p> <p>No conditions recommended.</p> |
| Amenity impacts (Overshadowing and visual privacy)       | <p><i>Assessment</i></p> <p>The Department acknowledges that the proposal would result in some additional overshadowing to sites immediately south and east compared with the existing development. However, a detailed solar access analysis has been provided which demonstrates that neighbouring properties would retain adequate solar access on June 21 in accordance with the Apartment Design Guide requirements.</p> <p>The proposal complies with the applicable height, FSR, and building separation controls to maintain visual privacy, and therefore the Department is satisfied that the overshadowing and visual privacy impacts are acceptable and consistent with those anticipated by the controls.</p> <p><i>Recommended conditions:</i></p> <p>No conditions recommended.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Construction impacts                                     | <p><i>Assessment</i></p> <p>The Department acknowledges that some construction impacts are unavoidable due to the proximity of neighbouring properties in an established urban area. However, these impacts are temporary, hours of construction are restricted, and</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

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|                                    | <p>can be appropriately minimised and managed by conditions of consent.</p> <p>The application included a Noise and Vibration Impact Assessment (NVIA) which identifies that construction noise is predicted to exceed 'highly noise affected' levels of 75 dBA at sensitive receivers in some instances. A Construction Noise and Vibration Management Plan has been prepared and which details mitigation measures to minimise impacts such as, acoustic barriers and mechanical plant silencers, respite periods, and notification to surrounding residents.</p> <p>The Traffic Impact Assessment (TIA) submitted with the application estimates that construction vehicle traffic would peak at around 6–8 movements per hour during concrete pours but would generally remain below 10 movements per day for the remainder of the works. To reduce construction traffic impacts on the local road network, Willarong Road is nominated as the only construction route to access the site.</p> <p>To help manage dust impacts, the TIA identifies measures including restricting dust producing works on windy days, protecting stockpiles, and providing a wheel wash area for trucks to reduce debris leaving the site.</p> <p><i>Recommended conditions</i></p> <ul style="list-style-type: none"> <li>• Restrictions on hours of construction in accordance with the Interim Construction Noise Guideline</li> <li>• Detailed management plans must be prepared and implemented during construction, including a Construction and Environmental Management plan, a Construction Pedestrian and Traffic Management Plan, a Construction Noise and Vibration Management Plan, and other sub plans.</li> </ul>                                                                                                                                                                                                                                                         |
| Car parking and traffic generation | <p><b>Assessment</b></p> <p><b>Car parking</b></p> <p>The Housing SEPP provides a non-discretionary development standard (NDDS) establishing a minimum parking standard of 0.4 spaces per 1 bedroom units, 0.5 spaces per 2 bedroom units, and 1 space per 3 bedroom units. This equates to a minimum of 82.3 parking spaces (rounded to 83) for the proposed development.</p> <p>The proposal includes a total of 83 car parking spaces, comprising 82 resident spaces (including 9 accessible spaces) and 1 visitor space. The Department notes that the visitor parking space is not technically required, but its provision would ease demand for visitor parking, and may be able to be used by residents. Overall the Department is satisfied the proposed parking arrangement meets the NDDS and is acceptable as:</p> <ul style="list-style-type: none"> <li>• the site is located in a highly accessible area, within 350 m of Caringbah train station, which is anticipated to reduce reliance on private vehicle use</li> <li>• the proposal includes one visitor parking space which would be able to be used by residents and visitors of the site for short periods of time</li> <li>• the traffic impact assessment demonstrates that the parking provided with the development is not anticipated to generate adverse traffic impacts on the surrounding road network.</li> </ul> <p><b>Traffic generation</b></p> <p>The Traffic Impact Assessment (TIA) advises that additional traffic generated by the development can be accommodated without adversely affecting the surrounding road network as levels of service (LoS) of surrounding intersections remain unchanged from pre to post development scenarios.</p> <p>The site is located within walking distance of Caringbah train station and various bus stops connecting to a variety of routes, which will reduce the reliance on private vehicle use.</p> <p><i>Recommended conditions</i></p> |

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|                                           | No conditions recommended.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Management of social housing developments | <p><i>Assessment</i></p> <p>The development will be managed by a Community Housing Provider (CHP) which will include the implementation of tenancy management protocols.</p> <p>The Department has recommended a condition requiring an Operational Plan of Management to be prepared prior to the occupation of the site, outlining ongoing management requirements and measures to manage and minimise any operational impacts on the surrounding community.</p> <p><i>Recommended conditions:</i></p> <ul style="list-style-type: none"> <li>• The Department has recommended conditions requiring the preparation and implementation of an Operational Plan of Management.</li> </ul> |
| Impact to property values                 | <p><i>Assessment</i></p> <p>The Department has undertaken a detailed assessment of the proposal's amenity impacts, as outlined in the Department's assessment report. Subject to the recommended conditions, the development is considered to have acceptable impacts. The Department is satisfied the proposal is unlikely to result in any significant adverse amenity impacts.</p> <p><i>Recommended Conditions</i></p> <p>No conditions recommended.</p>                                                                                                                                                                                                                              |