

Date 21/10/2025

Address: Caringbah

Objection to the Proposal.

I have made no reportable political donations in the last two years.

Submission to Application SSD-84309208

Residential Flat Building – Hinkler Avenue, Caringbah

Summary of Development Site 6-20 Hinkler Ave and 319-333 Taren Point Road, Caringbah

Original Development Consent SSD-68067459 Approved 20/12/2024

The original consent was for the demolition of existing structures and construction of a mixed use development comprising -

- Two buildings, each 8 storeys high and 1 Building 9 Storeys high
- Containing 288 apartments (44 or 15.28% affordable housing units included)
- Ground level health services facility and
- Three levels of basement car parking with 386 car spaces or 1.34 car spaces per apartment.

Construction pursuant to development consent SSD-68067459 commenced prior to the 19/09/2025.

Application of Amendment Development SSD -84309208 Dated 19/09/2025

EIS Paragraph 1.3.2

The site has since been the subject of *State Significant Declaration Order (No 7) 2025* (Order) issued on 13 May 2025.

The Order enables SSD-84309208 to be undertaken through the Housing Delivery Authority (HDA) pathway with a Concurrent Rezoning to the *Sutherland Shire Local Environmental Plan 2022* (SSLEP 2015).

EIS Paragraph 1.4.1 and 1.4.2

The Amended Development proposal from Landmark Group Australia Pty Ltd now comprises -

- 2 buildings, each 17 storeys high and 1 building, 8 storeys high.
- Containing 433 apartments (66 or 15.24% affordable housing units included)
- No Ground Level health services facility and
- Four levels of basement car parking with 561 car spaces (Pg 2, Architectural Plans 29/08/2025) or 1.30 car spaces per apartment.

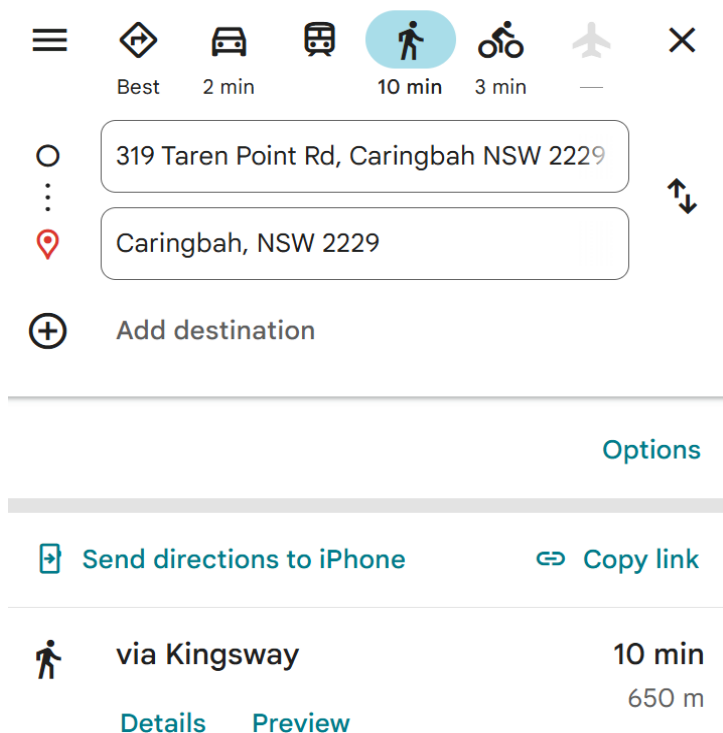
Synopsis

Landmark, the developer, in their Amendment Development proposal, espouses the view that their proposal has significant societal benefits. However, there are many concerns of owner residents in the area have that lead me to object to Landmarks Amended Development proposal—

- The distance of the site from the train station has been underestimated by 38%. The embellishment seeks to aid the developer to get approval from the State government for the Amended Development proposal.
- The scale of the amended project is huge. It is 50% larger than the approved project for the site.
- And whilst it is a large development, the number of affordable housing tenants is ungenerous compared to other developers closer to the centre of the suburb.
- Internal car parking spaces have also been reduced as a percentage of apartments compared to the approved development.
- The scale of the development will cause traffic chaos in surrounding streets that were designed over half a century ago to support the infrastructure requirements of the day.
- The developer wishes to cancel the Ground Level Health Care Facilities and replace it with additional apartments. Many residents in the area feel that a commercial site should be there instead, servicing the everyday needs of the community and health care providers in the area.
- The scale of the proposed amended development is so huge that it is incongruous to the area and casts significant shadows to neighboring residential areas.

Objections and Concerns

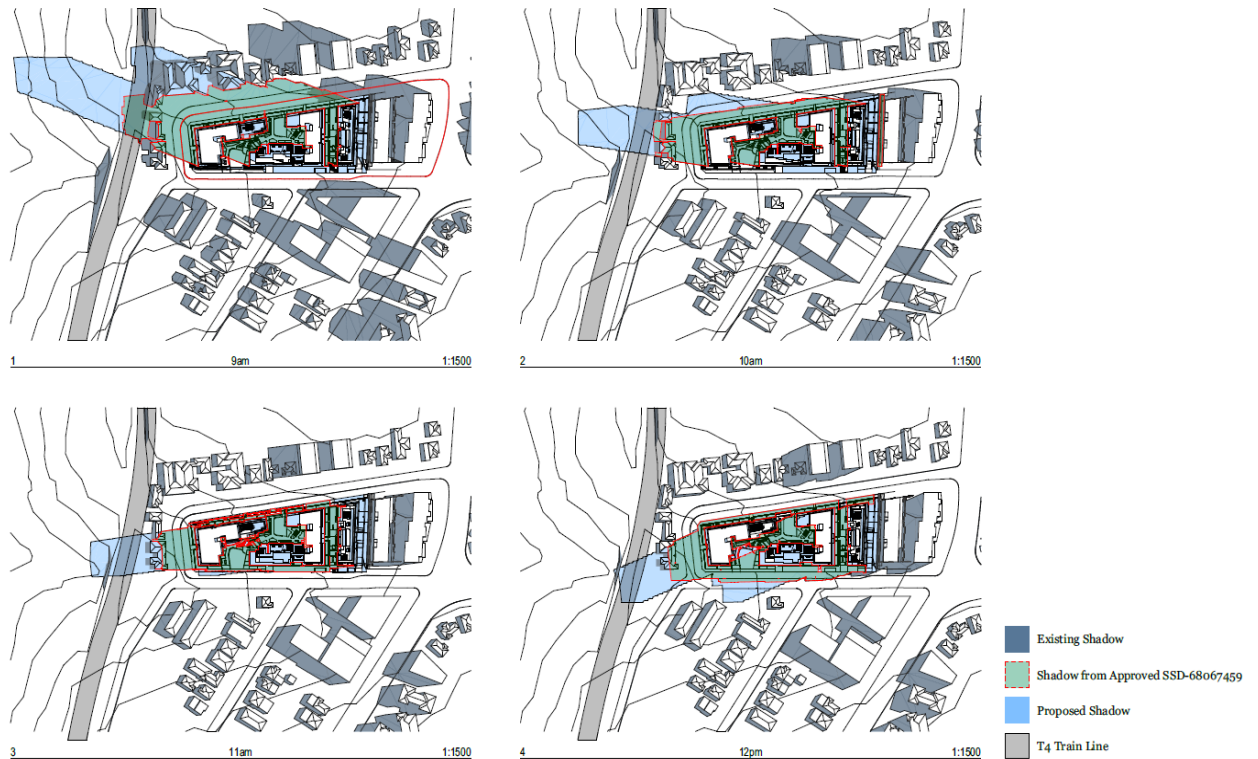
1. **The location of the site** quoted on page 17 in the Developer's Design Report as being 400 metres walking distance from Caringbah train station. A Google Maps search shows that the walking distance from 319 Taren Point Rd, the closest point of the development to the Caringbah train station, is 650 metres.
 - a. It appears that the developer has embellished the location's distance from the train station. Unfortunately, it is misleading as it incorrectly makes it the development more attractive for approval with the NSW Housing Delivery affordable housing initiatives.
 - b. Secondly, the developer's error is again misleading as it's incorrect location distance allows it to utilise the NSW Govt's Transport Oriented Development program of rezoning of land within a 400 metre radius of specified railway stations. At this point of time, Caringbah train station is not one of those specified railway stations.
 - c. Importantly, the development is 900 metres from Coles and 1,000 metres from Woolworths shopping centres. This makes it less attractive for affordable housing tenants. These distances would also force most people to drive their cars to the supermarket rather than walk and push a shopping trolley back home and dump the trolley in the street.



2. **The scale of the proposal.** The change in the scope of the building is immense. It is now 17 storeys high with 433 apartments. This development will more than double the size of any current completed or incomplete apartment development of the surrounding streets. In contrast, The Caringbah Pavilion development at 41 President Avenue located 300 metres from the Caringbah train station is only 11 storeys high with a commercial ground floor and 188 residential units. The Caringbah Pavilion would be considered “central” Caringbah whilst 319 Taren Point is at the periphery of Caringbah.
3. **Affordable Housing.** The developer, Landmark, promotes the affordable housing opportunity several times in their Amended Development proposal. Out of 433 apartments, 66 or 15.24% are deemed affordable housing. But the Caringbah Pavilion due for completion in 2026 has 42 units or 22.34% out of 188 units deemed affordable housing. Perhaps, the developer Landmark could be more in line with their fellow developers and with the spirit of the NSW government’s desire for more affordable housing. It makes it appear that this Amended Development proposal from Landmark is much more about greater profits than providing a reasonable supply of affordable housing.
4. **Car Parking.** The Amended Development proposal has 561 car spaces for 433 apartments (1:1.30) compared to the original approved development of 386 car spaces for 288 apartments (1:1.34). To bring the Amended Development proposal up to the original ratio of 1.34 car spaces per apartment, the amended development would have to provide 580 car spaces, an additional 19 car spaces. This would require an additional 267 square metres. Anecdotally, there are never enough parking spaces in a large development project so the reduced ratio of car parking spaces will eventually find its way onto the surrounding streets of Hinkler Ave and Taren Point Rd South. The societal impact will be greater congestion and danger on the roads. The cost of which will be borne by local residents.
5. **Traffic Generation.** The current amenity of Hinkler Avenue already makes it difficult to exit the driveways of homes. An extra 433 apartments and probably 800 more people with this one development will create a lot more traffic and use of street parking. There are also other property developments already in train for the immediate surrounding streets. Hinkler Avenue and Taren Point Road (South) in their current state will not be able to handle the traffic that will funnel through these two streets. The suburb of Wentworth Point in Sydney’s west is an example of failed road infrastructure. Hinkler Ave and Taren Point Road (South) will become a traffic hazard and potentially a hazard to children’s lives.

6. **Loss of Ground Level Health Service facilities.** This is a direct rejection of Sutherland Councils requirement of a Health Services Zone. There is only one reason for this. More apartments equate to more profits. However, having lived in Hinkler Avenue for almost 5 years, I can see that the strict Health Services zoning may be so restrictive that it is uncommercial. Already, there are two whole ground floors in completed apartments in Hinkler Ave that have been vacant for 5 years. There are many apartments due for completion in the immediate area of the proposed development and as stated earlier, most of the shops are a kilometre away. Perhaps the council could loosen the Health Service Zone to include businesses that also provide services to the Health Services industry. This could include convenience stores, take-away food providers, restaurants, cafes, small supermarkets, childcare centres, gyms, laundromats, cafes etc. Even the nearby Sutherland Hospital needs access to these services as the hospital has only one “café” servicing it. There is a concern that this huge, proposed development by Landmark will be desolate in the evenings and weekends because there is nothing to do. No shops equate to a lack of community. The local and state government should not allow a project of this size to fail its community. Landmark should not be allowed to abandon a commercial area on the ground floor of Building C. Instead, it should be required to provide a commercial centre on the ground floor that adds to the Health Services and the residential community in the immediate area.

7. **Increased Shadow Impact to the Local Area.** I draw your attention to page 68 of the Architectural Plans that shows the proposed Shadow Effect on the Southwestern local area side of the project. The morning sun would no longer be seen by the residents. The 17 storey towers need to be reduced in height to better fit the local area.



Page 69 of the Architectural Plan shows the proposed Shadow Effect on the Southeastern local area side of the project. At 3pm, it is like the sun disappears for the residents caught in the shadow of this overbuilt site. The 17 storey towers need to be reduced in height to better fit the local area.



8. Visual Impact.

I draw your attention to pages 17 to 25 of the Visual Impact Assessment report.



Viewpoint 2: Visual impact of current approved in cyan and additional uplift in yellow with red outline + Future Context green outline

This is the view from the northern side looking south down Hinkler Avenue. Normally the buildings in the background become smaller. But one can see the difference in height between the current approval and the proposed height. It has more than doubled. This will have a transformative effect to Caringbah and if approved, it will make the western side of Caringbah a less desirable area to live with large scale buildings, no community facilities, too far from shops to walk and carry back groceries, traffic problems and a desolate place to visit and live at night.

The remaining 4 photographs provide additional views of the bulk and height of the proposed amended Development Application.



Viewpoint 3: Visual impact of current approved in cyan and additional uplift in yellow with red outline + Future Context green outline

This is the view from the northern side looking south down Taren Point Rd. Normally the buildings in the background become smaller. But one can see the significant difference in height and bulk between the current approval and the proposed height.



Viewpoint 4: Visual impact of current approved in cyan and additional uplift in yellow with red outline + Future Context green outline

This is a distant view heading west along The Kingsway of the proposed development height. It is incongruous with its surrounds.



Viewpoint 6: Visual impact of current approved in cyan and additional uplift in yellow with red outline + Future Context green outline

This is a view from the south looking north up Taren Point Road. Once again, the bulk and height of the development makes the neighboring residents lose substantial sunlight from 3pm.



Viewpoint 7: Visual impact of current approved in cyan and additional uplift in yellow with red outline + Future Context green outline

This is a view from the south looking north up Hinkler Ave. The height and bulk are substantial and explains the loss of morning sun for the local area.