

BVN

HOMES NSW

29 FLORIDA STREET  
SYLVANIA (SSD-83258708)

RESPONSE TO SUBMISSIONS

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REVISION 04

26.03.26



HAEE SYLVANIA 29 FLORIDA STREET SSD-83258708 RESPONSE TO SUBMISSIONS

BVN pays respect to the Gadigal people of the Eora Nation, the Traditional Custodians of the lands on which this project is located. We recognise their continuous connection to this place.

We honour the clans, nations, families that have always been connected to this site, and respect the diverse Aboriginal and Torres Strait Islander peoples that call this place home.

DOCUMENT NO.  
AR-DA-00R-XX

DOCUMENT CONTROL

DATE	REV	FOR
06.03.06	1	DRAFT FOR INFORMATION
11.03.06	2	DRAFT FOR INFORMATION
17.03.06	3	DRAFT FOR INFORMATION
26.03.06	4	FOR SUBMISSION TO DPHI



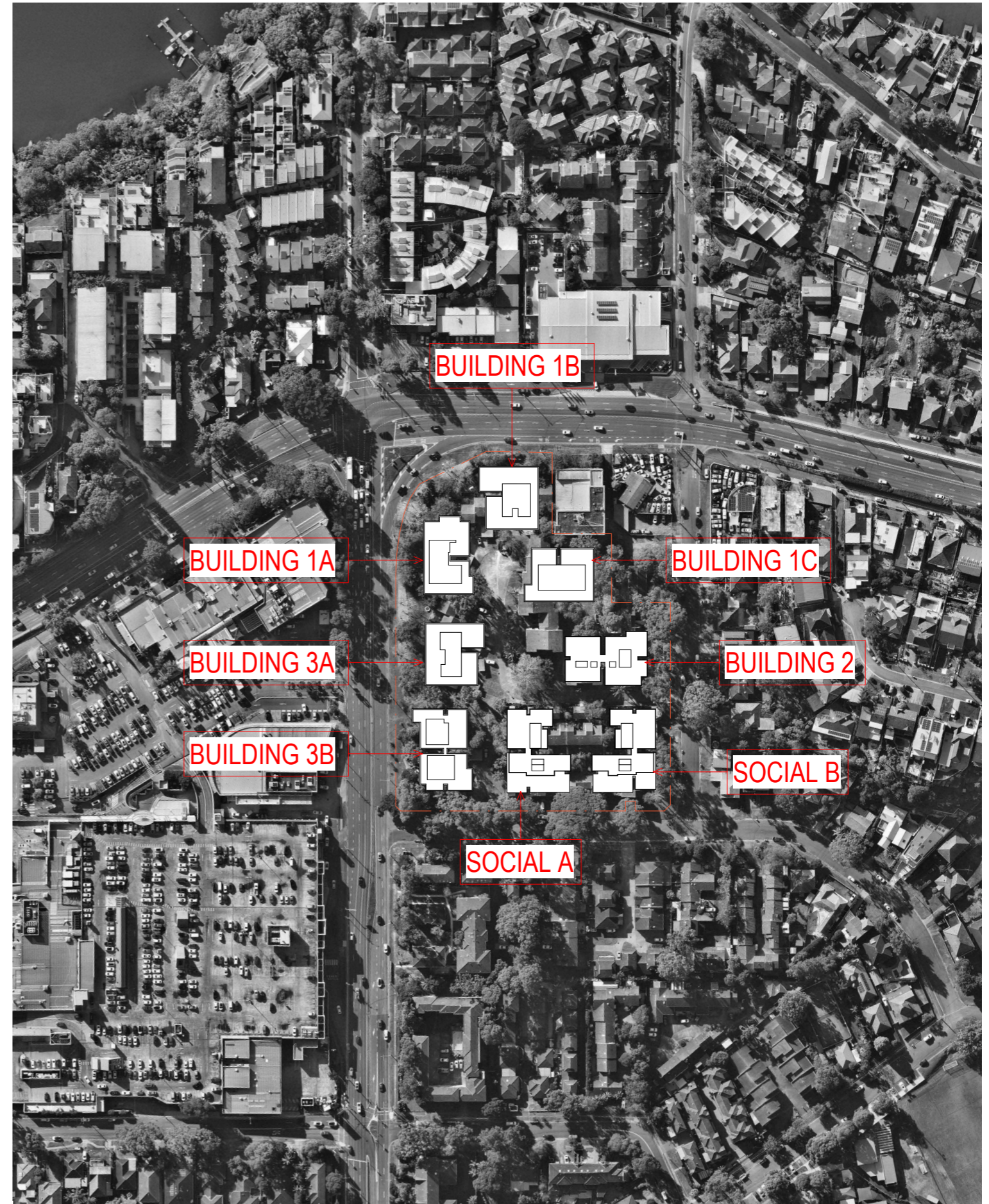
# 01

## Introduction

# 1.1 DEVELOPMENT SUMMARY



- SOCIAL HOUSING BUILDING
- MARKET HOUSING BUILDING 1
- MARKET HOUSING BUILDING 2
- MARKET HOUSING BUILDING 3



1.2 DEPARTMENT OF PLANNING COMMENTARY

NO.	ISSUE RAISED	RESPONSE
<b>BUILT FORM &amp; URBAN DESIGN</b>		
2.1	To minimise the bulk and scale of the proposal, overshadowing impacts to 16 to 26 Pembroke Street and to improve the transition to the adjoining R3 Medium Density Residential and R2 Low Density Residential zoned areas, consideration should be given to redistributing building mass to the north of the site and increase building heights fronting Princes Highway and Port Hacking Road to allow for lower building heights along Pembroke Street and Florida Street.	
2.2	The design of ground floor lobbies is to be reviewed to improve amenity, including: a) minimising the number of dead ends and increasing passive surveillance opportunities b) minimising reliance on artificial lighting and maximising access for natural light c) ensuring accessible access is provided to all lobbies.	
<b>OVERSHADOWING</b>		
4.1	There are inconsistencies between the solar access diagram and sun-eye views plan making it difficult to accurately assess the extent of overshadowing generated by the proposed height exceedance on adjoining residential buildings on the southern side of Pembroke Road (i.e., 16 to 26 Pembroke Street). Please review and clarify the extent to which the proposed height exceedance contributes to overshadowing generated by the proposal.	
4.2	Provide modelling of the adjoining Pembroke Road residential buildings impacted by overshadowing, identifying areas of private open space and windows to habitable rooms, and quantify the duration and extent of overshadowing resulting from the proposal	
<b>PRIVACY AND AMENITY</b>		
5.1	Provide a schedule detailing where recommended Apartment Design Guide (ADG) building separation distances (i.e. Part 3F) are not achieved and the proposed mitigation measure (e.g., façade privacy screening as outlined in the Architectural Design Report) that are to be implemented to ensure satisfactory visual privacy is achieved.	
5.2	Further detailed justification is to be provided (including design options) that supports the private open space for all ground floor units not achieving the dimensions recommended (area of 15 m <sup>2</sup> and depth of 3 m) in the ADG (4E Private Open Space and Balconies).	

NO.	ISSUE RAISED	RESPONSE
5.4	Provide annotated dimensions on plans that demonstrate all apartment sizes and layouts, and private open space areas are functional and provide a high standard of amenity having regard to the relevant design criteria of Part 4 of the ADG, specifically, Part 4D and Part 4E.	
<b>PARKING, TRAFFIC &amp; WASTE MANAGEMENT</b>		
7.1	As the proposal seeks to rely on Council's waste collection services, the waste servicing arrangements outlined in Council's submission dated 22 January 2026, along with Council's concerns with the design and function of the proposed internal road, must be addressed.	
7.2	Due to the extent of uplift proposed and improve pedestrian accessibility to Southgate Shopping Centre and public transport, TfNSW are to be consulted to consider the provision of pedestrian infrastructure upgrades to facilitate improved connections between the site and Southgate Shopping Centre	
<b>UTILITIES</b>		
8.1	A Fire Hydrant Services Report must be prepared that assesses NSW Fire and Rescue's fire hydrant requirements for the development, having regard to the outcomes of the localised options and hydraulic assessment to confirm that a 'suction' connection is not required.	

# 02

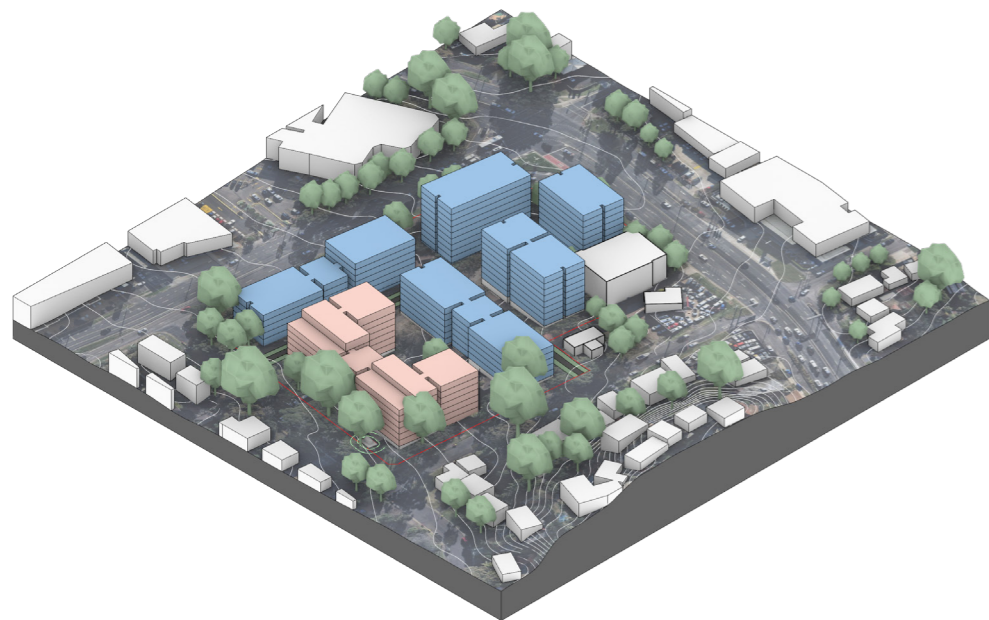
## DPHI Responses

## 2.1 RESPONSE TO SUBMISSIONS

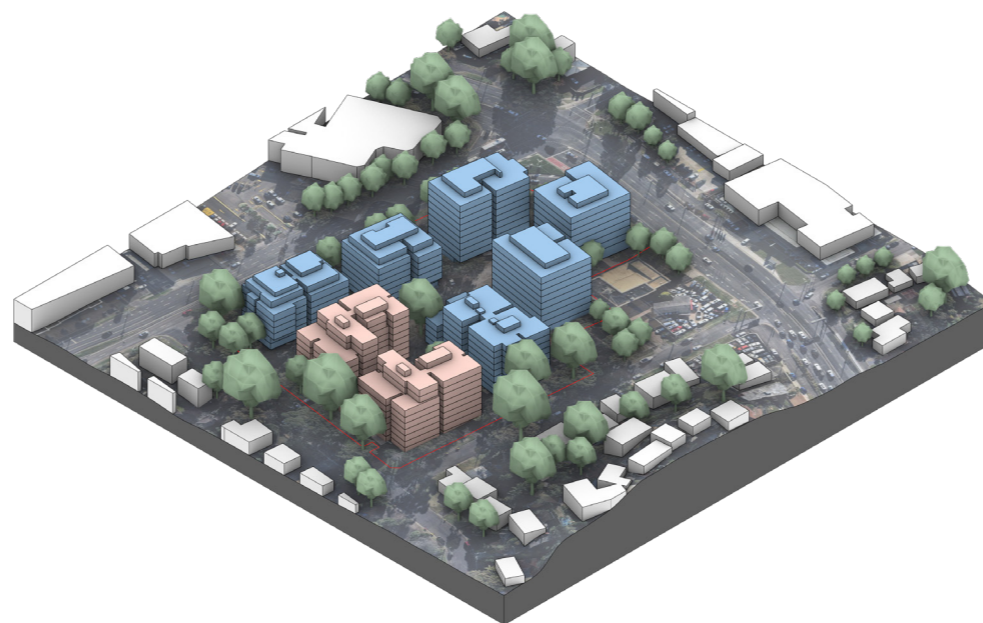
NO.	ISSUE RAISED	RESPONSE
BUILT FORM & URBAN DESIGN		

2.1	<p>To minimise the bulk and scale of the proposal, overshadowing impacts to 16 to 26 Pembroke Street and to improve the transition to the adjoining R3 Medium Density Residential and R2 Low Density Residential zoned areas, consideration should be given to redistributing building mass to the north of the site and increase building heights fronting Princes Highway and Port Hacking Road to allow for lower building heights along Pembroke Street and Florida Street.</p>	<p>While options involving greater height were explored during the design process and through the SDRP review, the design team prioritised a built form outcome that could deliver housing within the existing planning framework, enabling timely delivery while minimising the need for a future planning proposal. The distribution of built form across the site has been carefully considered in response to staging constraints and the physical characteristics of the site. The staged delivery of the project places particular limitations on the location and configuration of the social housing component, which is required to be delivered within the south-eastern portion of the site. This area is further constrained by existing site services, established road alignments, and significant retained trees. These conditions limit the opportunities to redistribute built form across the site without creating adverse impacts in terms of perceived bulk and scale, particularly when viewed from Pembroke Street.</p> <p>In response to SDRP feedback, the design has been refined to reduce the apparent scale and massing of the social housing buildings while maintaining the required housing yield. These refinements focus on breaking down the building form and redistributing height within the available envelope to moderate bulk when perceived from the public domain. As a result, only minor localised exceedances of the 28.6m height plane remain. These exceedances do not result in adverse amenity impacts to neighbouring properties or internal communal spaces, and compliance with the solar access provisions of the ADG is maintained. The proposed distribution of height across the development therefore represents a balanced outcome between planning controls, site constraints and the need to deliver essential housing. Importantly, the limited height exceedances do not compromise the development potential of adjoining sites along Pembroke Street, which retain the capacity to be developed in accordance with the applicable planning controls.</p> <p>Adjustments to setbacks and built form arising from the SDRP process have resulted in a more articulated street interface and a reduction in perceived bulk along Pembroke Street. These changes improve the transition of scale to the surrounding context while maintaining the project's housing delivery objectives. The resulting built form achieves a balanced relationship with the surrounding streets and minimises impacts on neighbouring properties. Overshadowing impacts are addressed in further detail in response to Item 4.1.</p>
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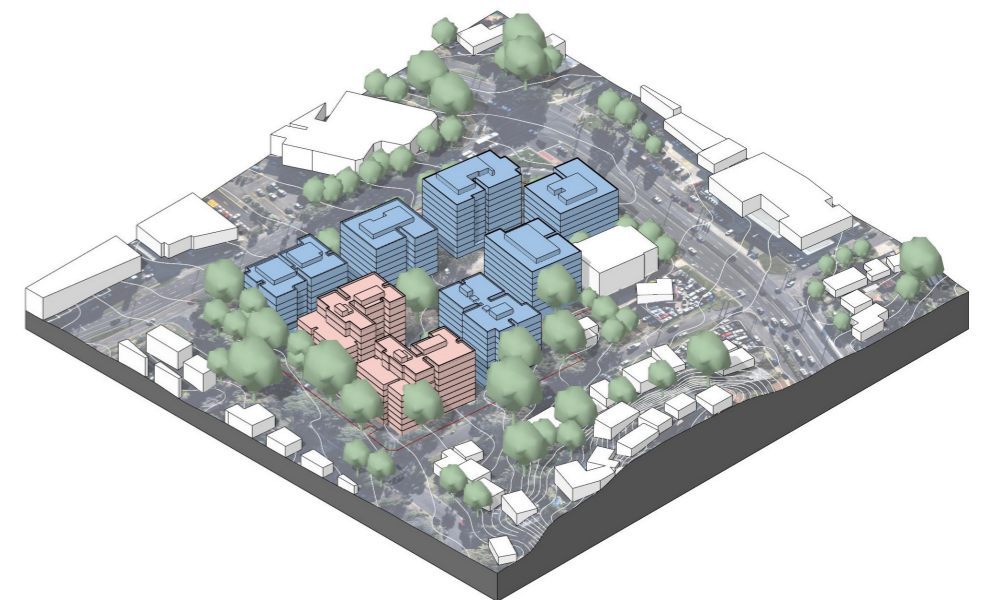
MASSING PRESENTED AS PART OF SDRP PRESENTATION 1



MASSING PRESENTED AS PART OF SDRP PRESENTATION 2



MASSING PRESENTED AS PART OF SSDA LODGEMENT

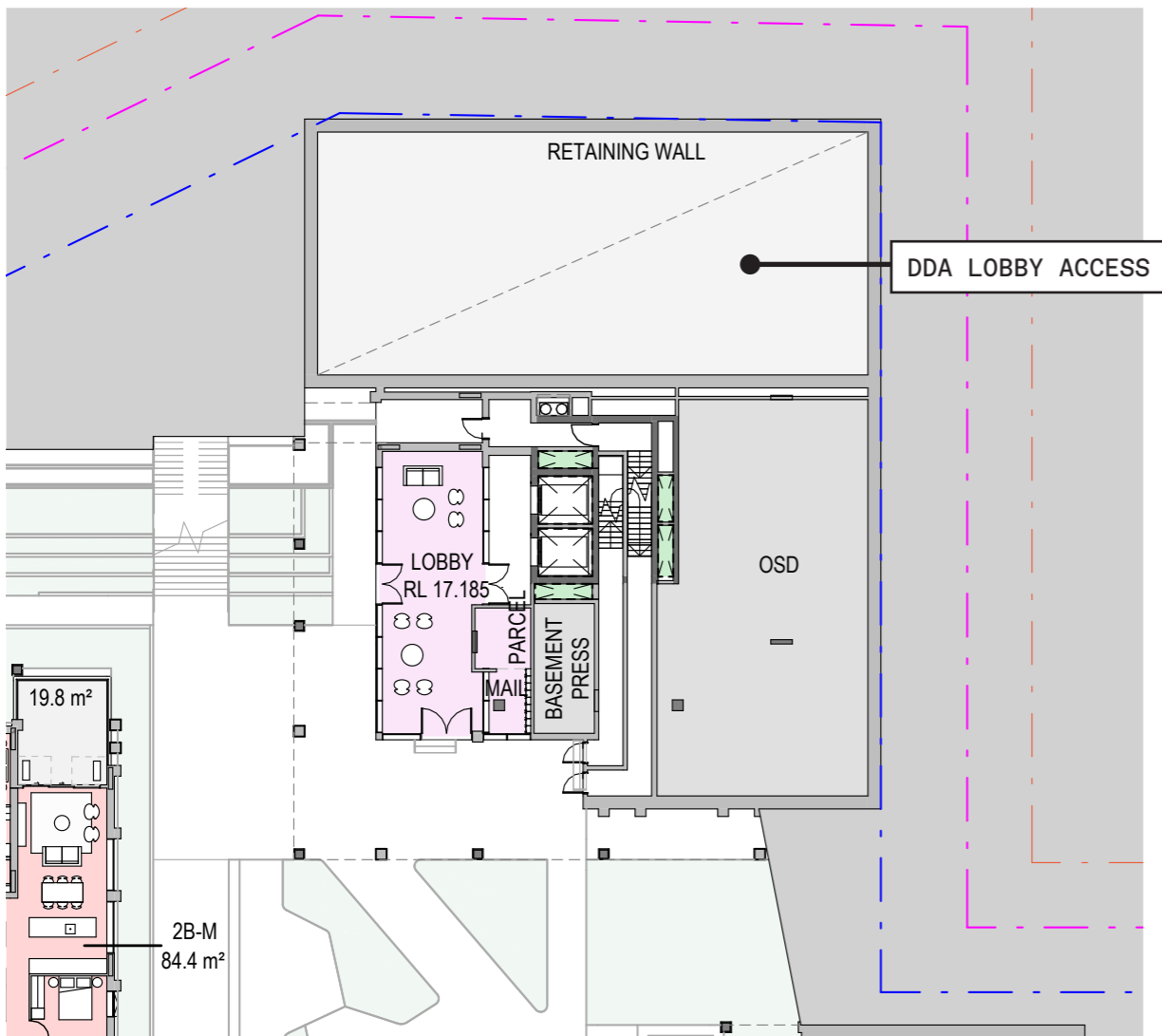


## 2.1 DEPARTMENT OF PLANNING, HOUSING & INFRASTRUCTURE COMMENTS

NO.	ISSUE RAISED	RESPONSE
BUILT FORM & URBAN DESIGN		
2.2	<p>The design of ground floor lobbies is to be reviewed to improve amenity, including:</p> <ul style="list-style-type: none"> <li>a) minimising the number of dead ends and increasing passive surveillance opportunities</li> <li>b) minimising reliance on artificial lighting and maximising access for natural light</li> <li>c) ensuring accessible access is provided to all lobbies.</li> </ul>	<p>Minor adjustments to planning of residential ground floor lobbies have been made to maximise access to natural light from ground floor entries where possible. These changes have been proposed for Market Building 1B and 3A and the Social Housing building to improve the entry and arrival experience, maximising views from residential apartment doors.</p> <p>The sloping topography of the site complicates the scheme's ability to provide views out of ground floor lobbies in two directions. Activation at the lower levels does in some cases result in lobbies that address communal spaces, but are buried within topography on the adjacent sides (such as Market Building 1). To counteract this, lobbies are generally shallow, minimising long corridors into lifts and reducing the depth from lift entries to the facade line. Where possible, lounge areas and informal areas are provided at building entries.</p> <p>All residential ground floor lobbies are accessible either directly from communal open spaces, adjacent shared footpath zones or through indicated alternative routes within close proximity of the main entry. In the social housing development, DDA access is provided from Florida Street as shown in the diagram below and not provided at the lower level adjacent to the new internal road.</p>

### MARKET BUILDING 1B

#### SSDA SUBMISSION DRAWING



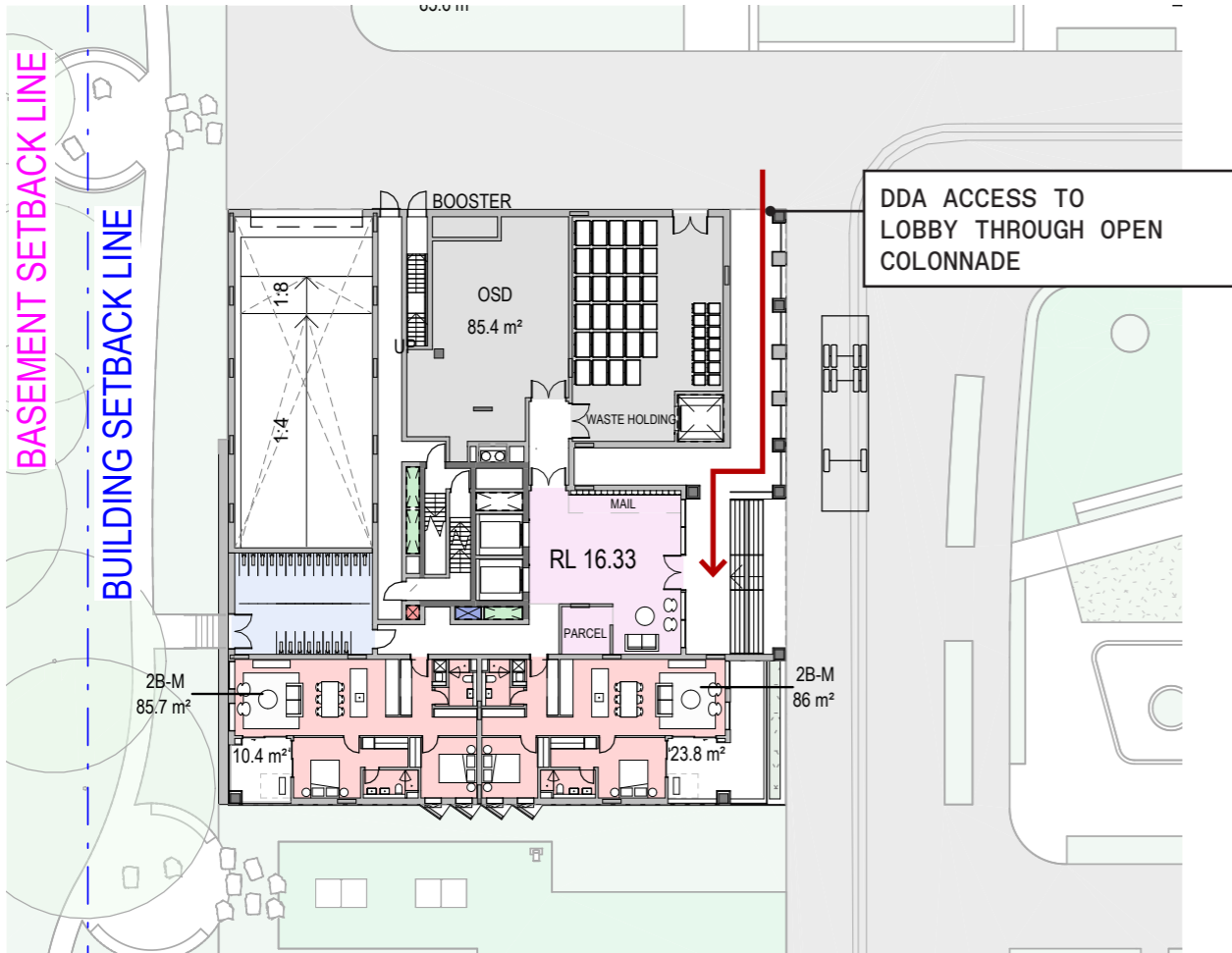
#### PROPOSED ADJUSTMENT



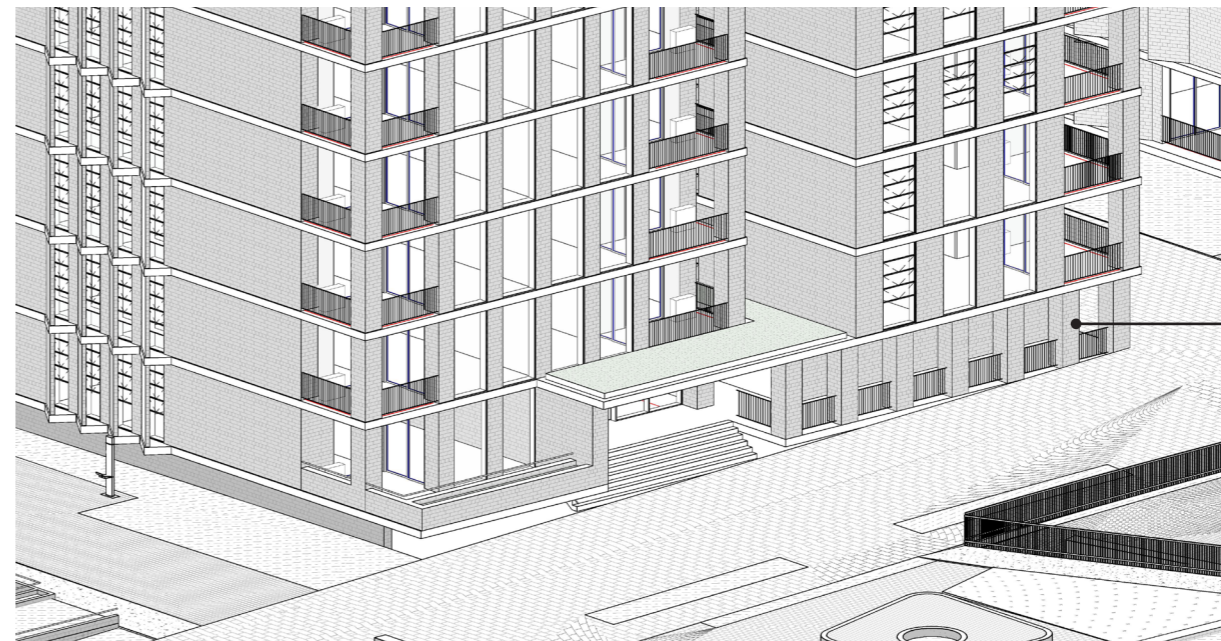
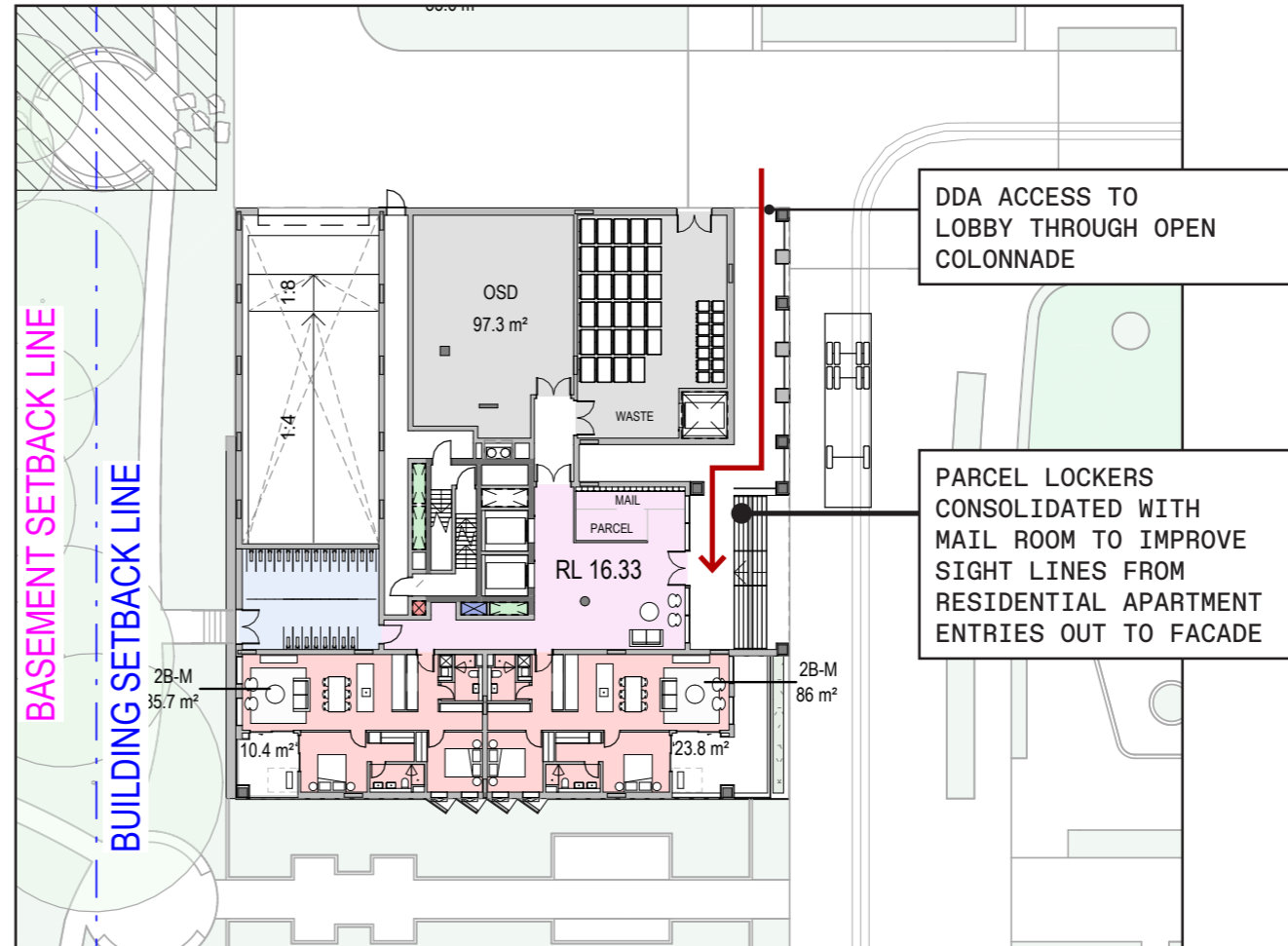
## 2.1 DEPARTMENT OF PLANNING, HOUSING & INFRASTRUCTURE COMMENTS

### MARKET BUILDING 3B

#### SSDA SUBMISSION DRAWING



#### PROPOSED ADJUSTMENT

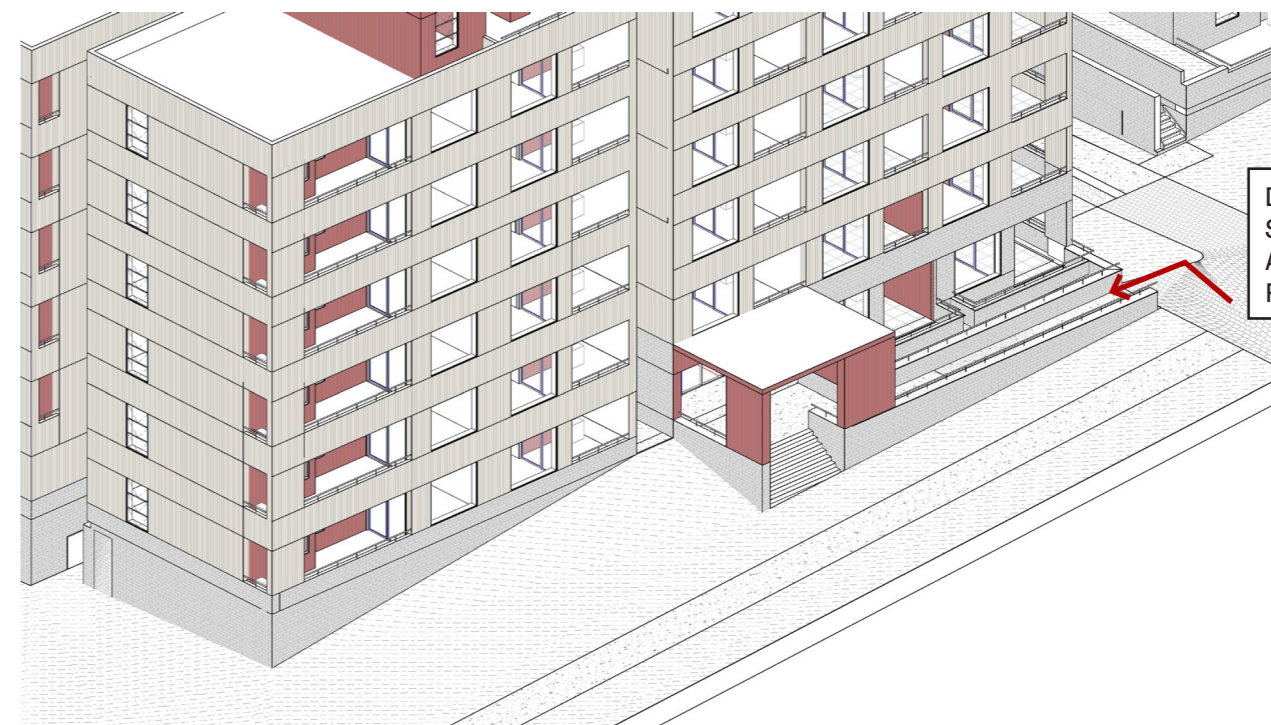


## 2.1 DEPARTMENT OF PLANNING, HOUSING & INFRASTRUCTURE COMMENTS

### SOCIAL HOUSING



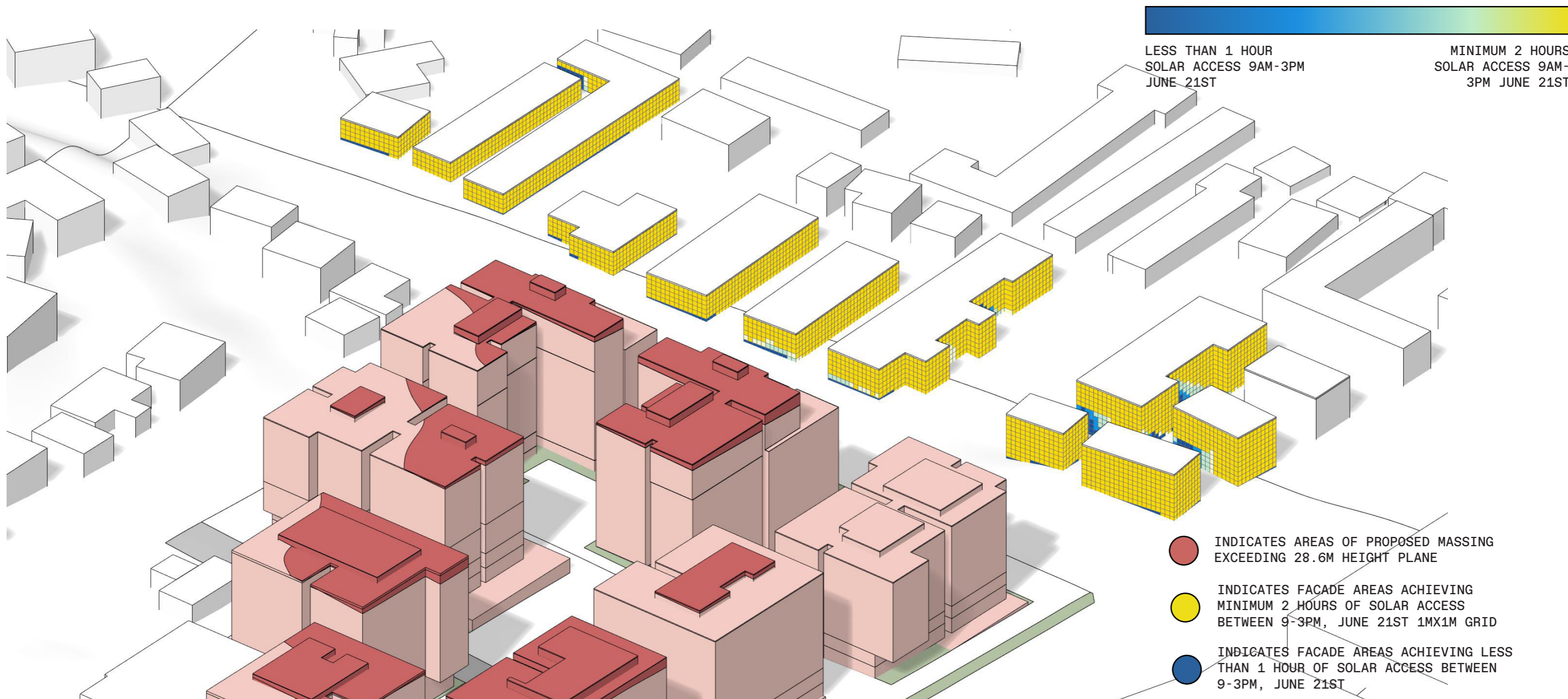
DDA ACCESS FROM FLORIDA STREET; MAIL ROOM FOR DDA APARTMENTS LOCATED OFF FLORIDA STREET ENTRY



DDA ACCESS FROM FLORIDA STREET; MAIL ROOM FOR DDA APARTMENTS LOCATED OFF FLORIDA STREET ENTRY

## 2.1 DEPARTMENT OF PLANNING, HOUSING & INFRASTRUCTURE COMMENTS

NO.	ISSUE RAISED	RESPONSE
<b>BUILT FORM &amp; URBAN DESIGN</b>		
4.1	<p>There are inconsistencies between the solar access diagram and sun-eye views plan making it difficult to accurately assess the extent of overshadowing generated by the proposed height exceedance on adjoining residential buildings on the southern side of Pembroke Road (i.e., 16 to 26 Pembroke Street).</p> <p>Please review and clarify the extent to which the proposed height exceedance contributes to overshadowing generated by the proposal.</p>	<p>The solar access diagram provided in the Architectural Design Report reflects the portions of facades of the properties along Pembroke Street that receive a minimum of 2 hours of direct sun between the hours of 9am - 3pm on June 21. This does not suggest that the development does not result in any additional overshadowing from current conditions, only that the required solar access to these sites based on ADG minimums is achieved. It is therefore not an assessment of the extent to which the height exceedance contributes to overshadowing of the neighbouring properties.</p> <p>The analysis has been undertaken based on information available to the design team at the time of submission - this included an extrapolated model of neighbouring buildings and topography based on ELVIS spatial data. The parametric analysis measures the facade based on a 1mx1m grid, at each 15 minute increment, it is therefore more granular and nuanced than the sun eye view studies which are not provided at such a fine increment and time period.</p> <p>To provide greater clarity, diagrams on the following page highlight each of the individual facades to give a clearer correlation between what is receiving sun at each time increment and associates this with the analysis provided in the report.</p>

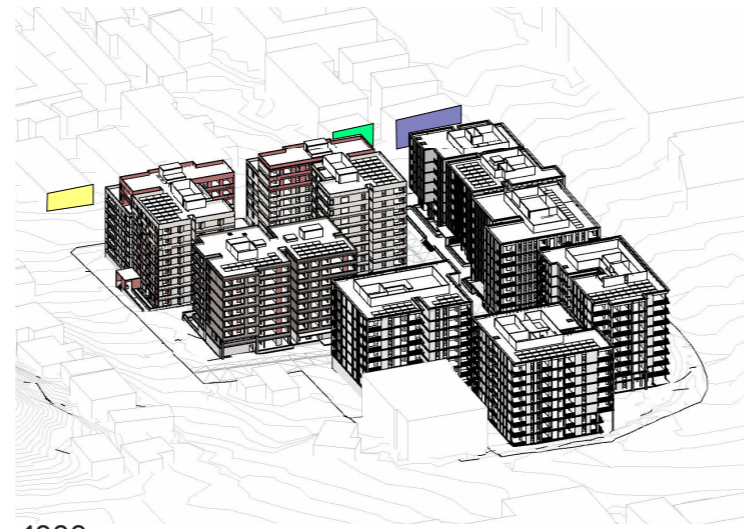


## 2.1 DEPARTMENT OF PLANNING, HOUSING & INFRASTRUCTURE COMMENTS

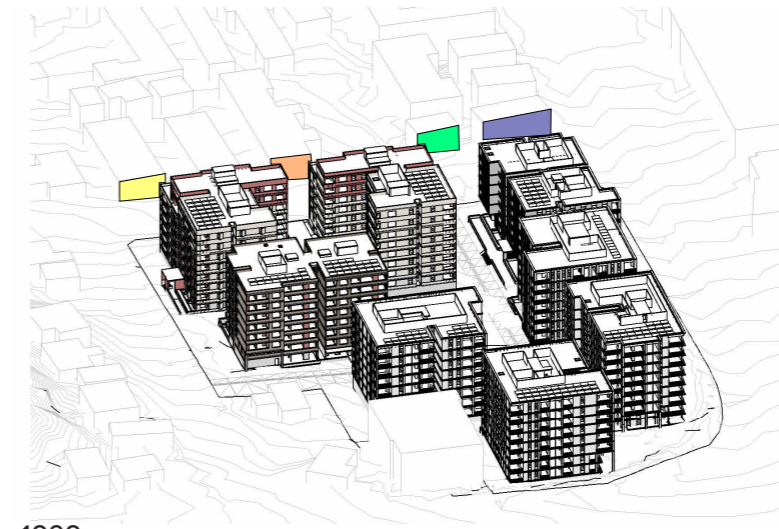
Diagrammatic sun eye view studies highlighting each individual facade to better represent solar access.



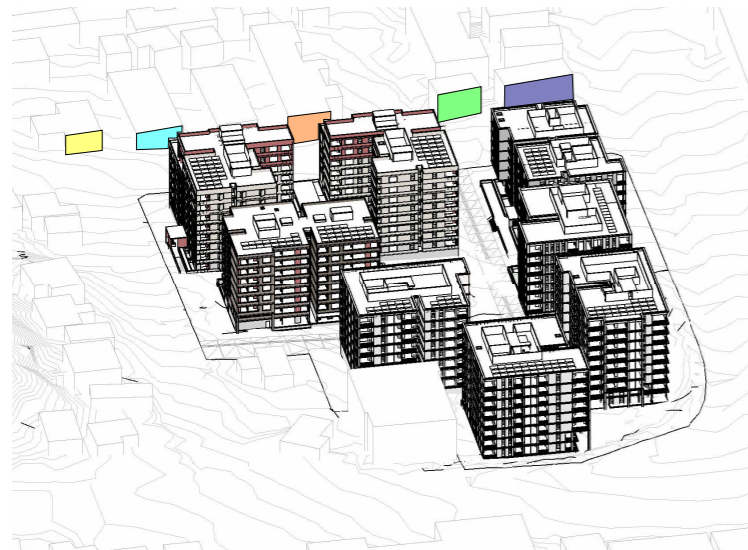
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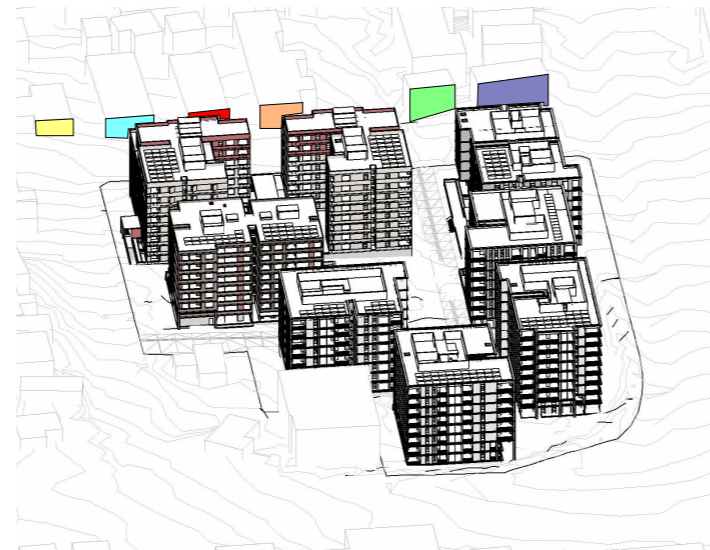
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1030



1045



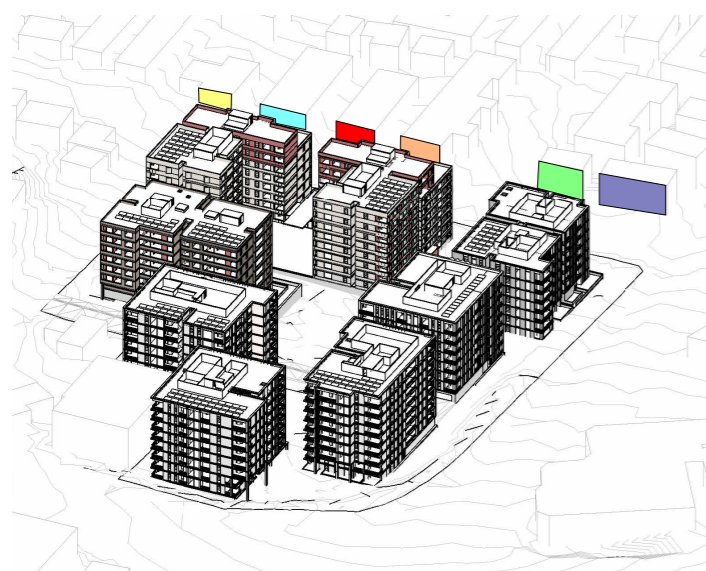
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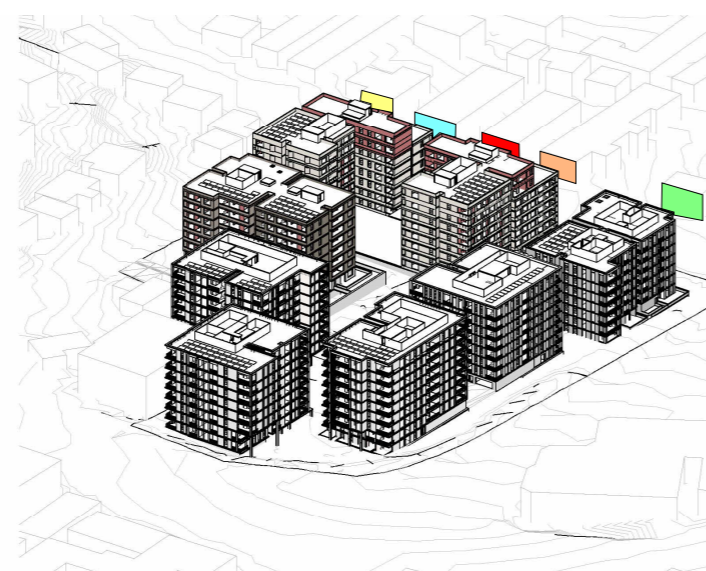
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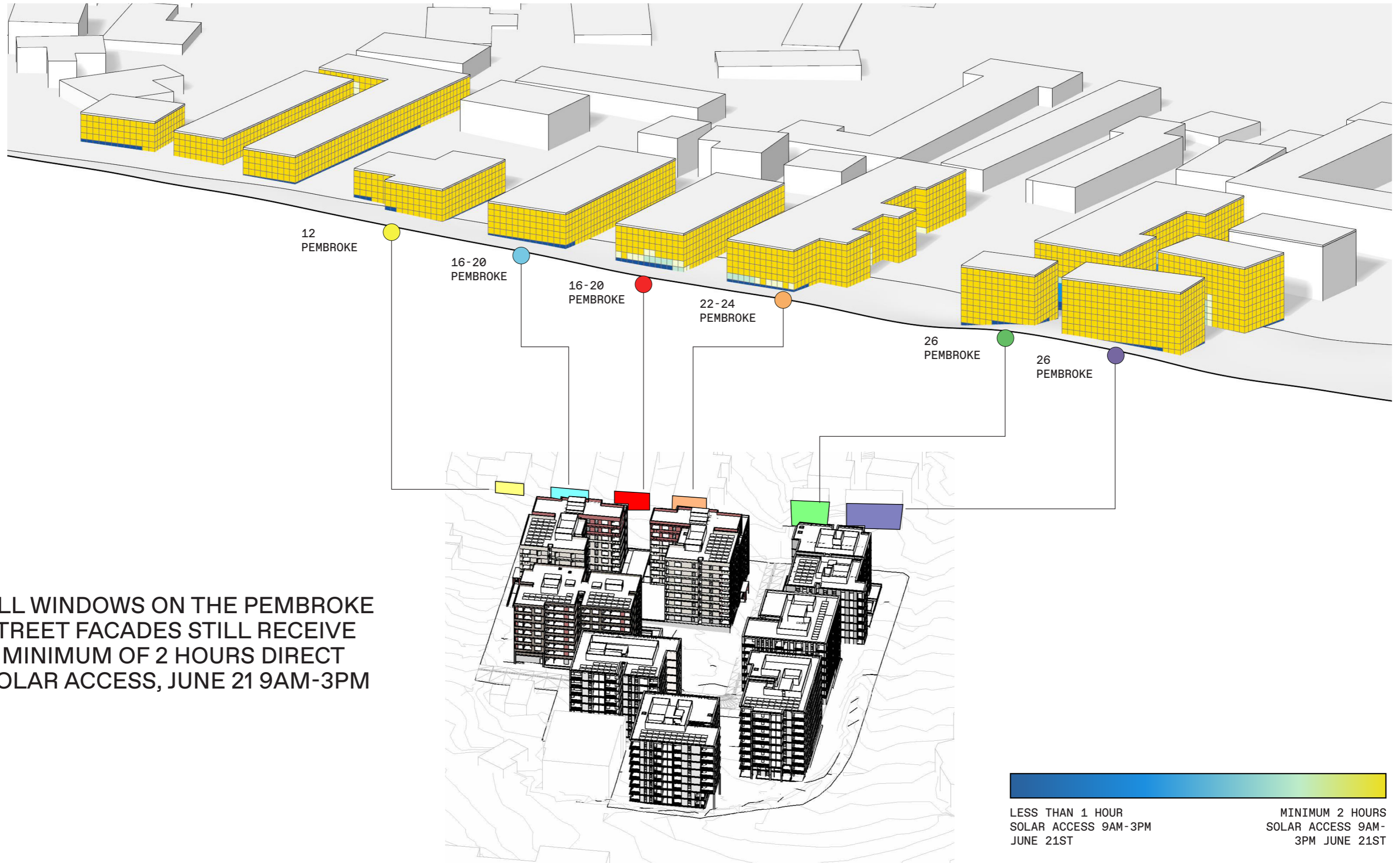
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## 2.1 DEPARTMENT OF PLANNING, HOUSING & INFRASTRUCTURE COMMENTS

The following diagram is a sectional view along Pembroke Street reflecting the extent of facade receiving 2 hours of direct solar access. This is measured with a 1x1m grid across the entire facade plane of the building.



## 2.1 DEPARTMENT OF PLANNING, HOUSING & INFRASTRUCTURE COMMENTS

To more comprehensively understand the overshadowing impact of the proposed development and one with a compliant height of 28.6m, a broader analysis of solar access to facades along Pembroke Street has been undertaken. The diagrams below assess the extent of facade that has access to up to of 5 hour of sun on June 21 9am - 3pm.

HOURS OF DIRECT SOLAR ACCESS 9AM-3PM JUNE 21ST



Diagram 1 indicates that the majority of facades receive 5 hours of direct solar access along Pembroke Street, which is reduced to generally 2-3 hours where the buildings overshadow themselves on their northern facades.

Diagram 2 shows that a height compliant scheme has some impact on these results, particularly for the buildings at 16-20 Pembroke Street and 22-24 Pembroke. However, generally these facades are still receiving a minimum or 2 hours of sun. There is a minor impact in solar access to the buildings at 26 Pembroke Street at the corner of Pembroke and Port Hacking. These facades go from a minimum of 5 hours of direct solar access, to receiving 4-5 hours.

Diagram 3 illustrates a very minor increase impact to the facades of the buildings at 16-20 Pembroke and 22-24 Pembroke Street where the proposed massing exceeds the maximum permissible height. While these facades have a minor reduction in solar access, this occurs only at lower levels where solar access goes from 2 hours, to between 0-2 hours. The upper areas of the facade remain generally unaffected and still receive updates for 3 hours of solar access

DIAGRAM 1: SHOWING SOLAR IMPACT OF EXISTING BUILDINGS ON NEIGHBOURING PROPERTIES ALONG PEMBROKE STREET

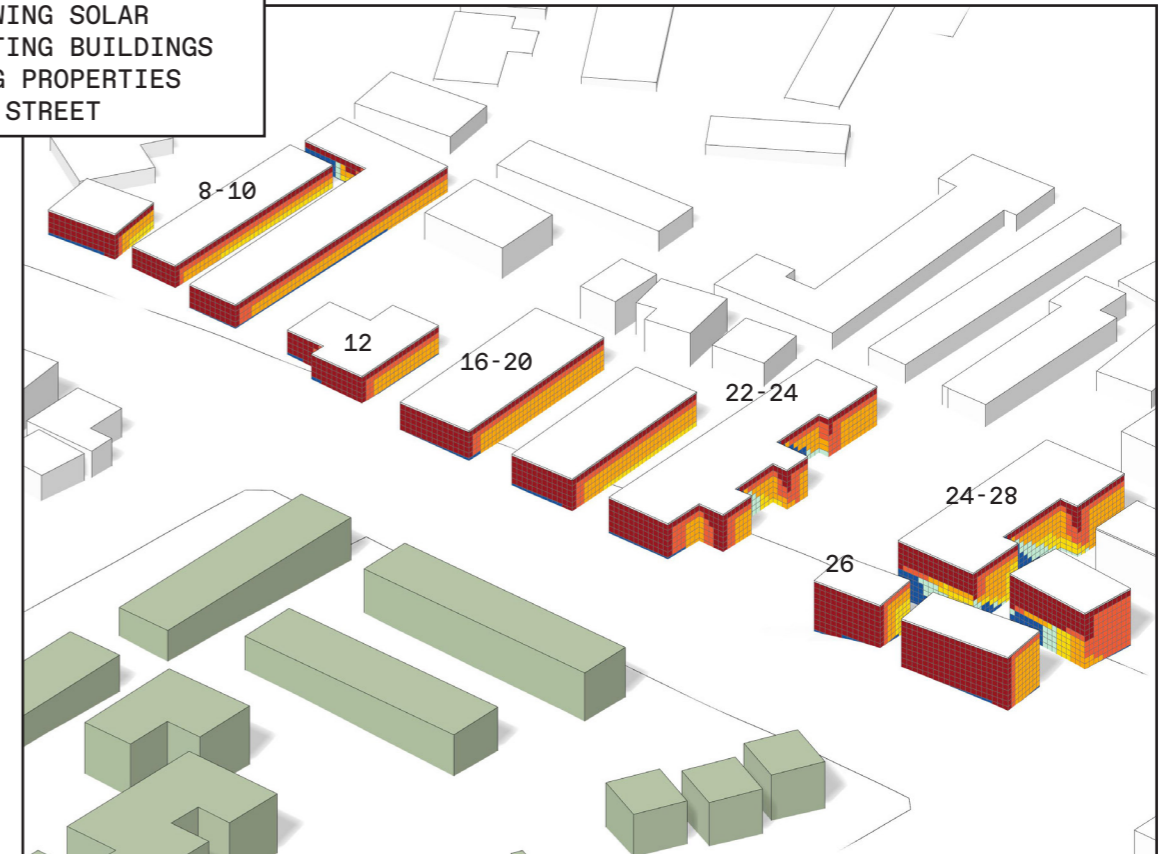


DIAGRAM 3: SHOWING SOLAR IMPACT OF PROPOSED BUILDINGS ON NEIGHBOURING PROPERTIES ALONG PEMBROKE STREET

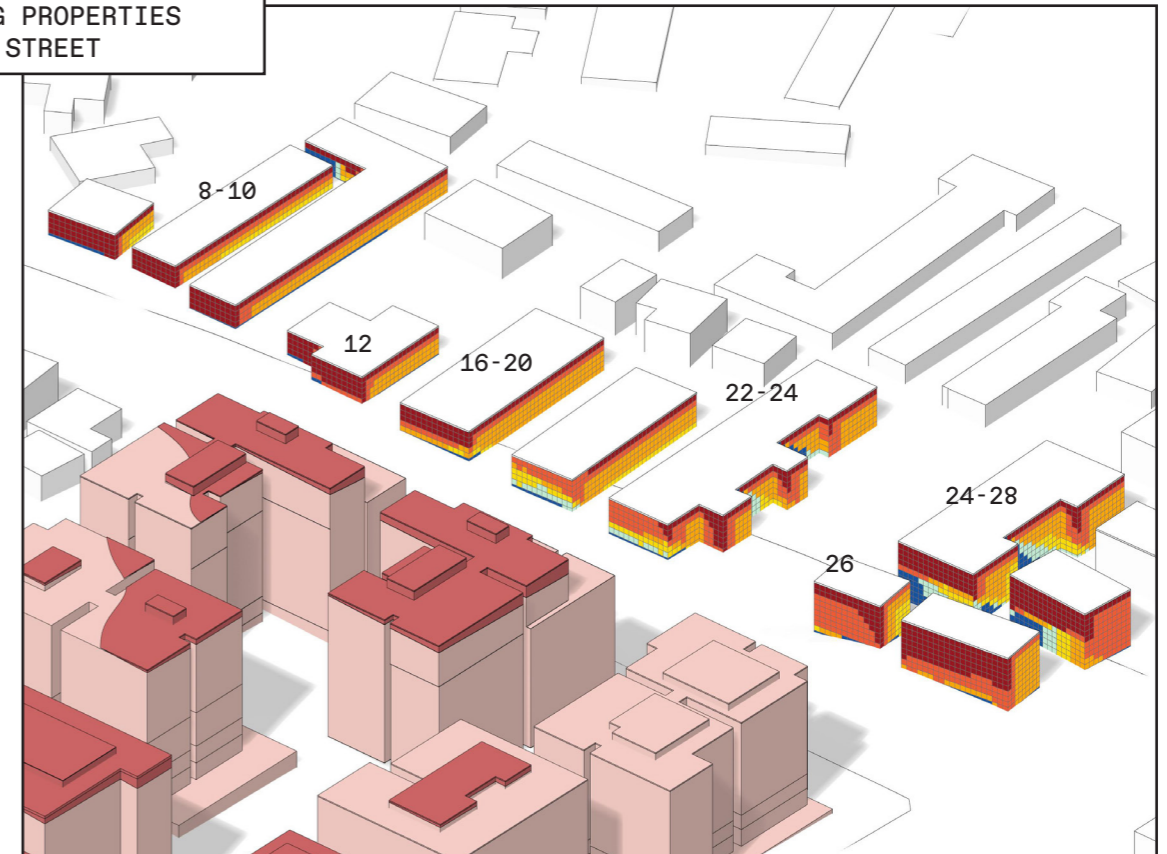
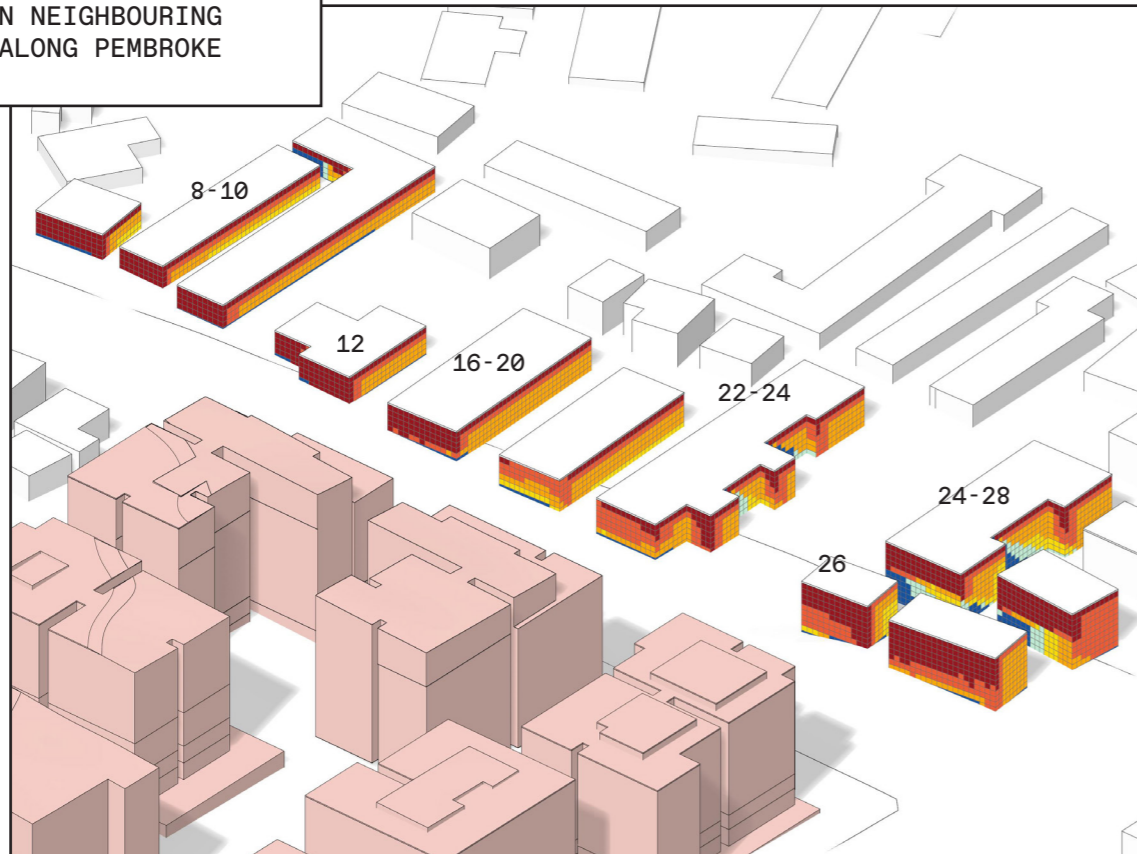


DIAGRAM 2: SHOWING SOLAR IMPACT OF HEIGHT COMPLIANT BUILDINGS ON NEIGHBOURING PROPERTIES ALONG PEMBROKE STREET

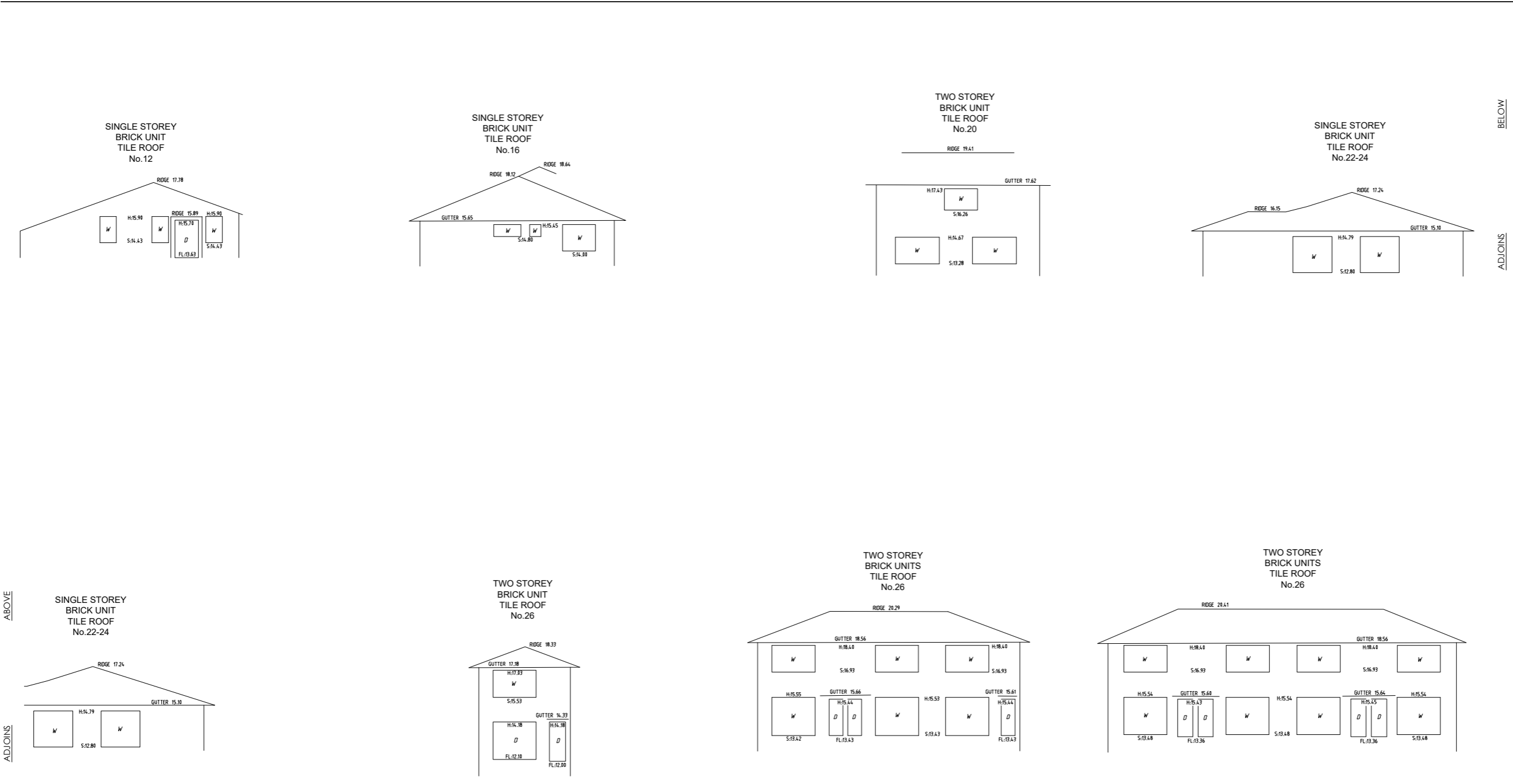


## 2.1 DEPARTMENT OF PLANNING, HOUSING & INFRASTRUCTURE COMMENTS

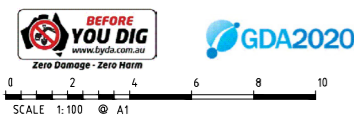
NO.	ISSUE RAISED	RESPONSE
BUILT FORM & URBAN DESIGN		
4.2	Provide modelling of the adjoining Pembroke Road residential buildings impacted by overshadowing, identifying areas of private open space and windows to habitable rooms, and quantify the duration and extent of overshadowing resulting from the proposal	Some survey information has been made available to the design team following the submission of the SSDA as reflected below however, internal layouts and details around private open spaces have not been obtained at this stage. The analysis undertaken in response to item 4.1 indicates the impact to the Pembroke Street facades holistically which is further described below. Preliminary desktop analysis suggests that private open spaces to these dwellings occur along their north and south facades, therefore, those fronting Pembroke Street are secondary.



## 2.1 DEPARTMENT OF PLANNING, HOUSING & INFRASTRUCTURE COMMENTS



PEMBROKE STREET ELEVATION - (LOOKING SOUTH)



SEE SHEET 1 FOR LEGEND & NOTES

Revision	Date	Description	Reference	Revision	Date	Description	Reference
H	00/00/00	-	00	D	00/00/00	-	00
G	00/00/00	-	00	C	00/00/00	-	00
F	00/00/00	-	00	B	02/03/26	PEMBROKE STREET ELEVATIONS ADDED	001
E	00/00/00	-	00	A	26/06/25	FURTHER STORMWATER INVESTIGATION	001



THIS IS THE PLAN REFERRED TO IN ANY LETTER DATED: \_\_\_\_\_

Client NSW LAND AND HOUSING CORPORATION  
 Drawing title PLAN OF DETAIL AND LEVELS OVER LOTS 2-9 AND 11-13 IN DP22661 LOTS X AND Y IN DP 411212 AND LOT 104 IN DP 733063 BEING HAFF 2, KNOWN AS 29 FLORIDA STREET, SYLVANIA

datum AHD reference number 52504 001DT  
 site Area 2.169ha scale 1:100 @A1 date of survey 15/04/2025  
 LGA SUTHERLAND SHIRE SHEET OF 12 | 12



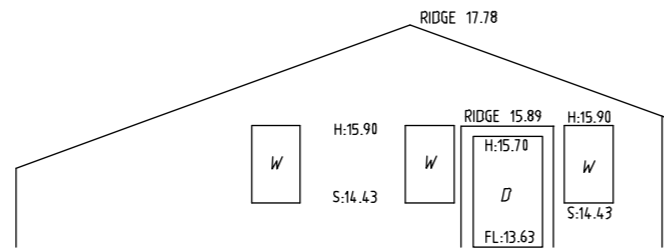
## 2.1 DEPARTMENT OF PLANNING, HOUSING & INFRASTRUCTURE COMMENTS

### 12 PEMBROKE STREET

The facade of 12 Pembroke Street facing the street is largely a secondary facade shielded by existing trees. There is no private open space that fronts this elevation. **All of the windows on these facades still receive a minimum of 2 hours direct solar access on June 21 between 9am-3pm.**



SINGLE STOREY  
BRICK UNIT  
TILE ROOF  
No.12

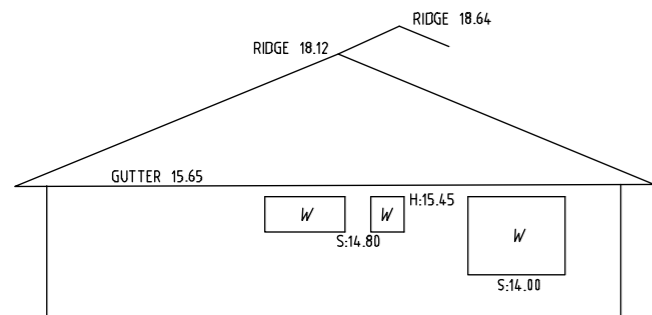


### 16 -20 PEMBROKE STREET

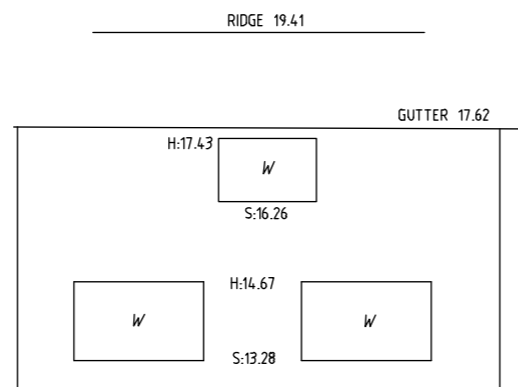
16-20 Pembroke Street is oriented such that primary facades are to the north and south of the buildings fronting an internal road. Facades fronting Pembroke are both secondary / side walls. **All of the windows on these facades still receive a minimum of 2 hours direct solar access on June 21 between 9am-3pm.**



SINGLE STOREY  
BRICK UNIT  
TILE ROOF  
No.16



TILE ROOF  
No.20



## 2.1 DEPARTMENT OF PLANNING, HOUSING & INFRASTRUCTURE COMMENTS

### 22-24 PEMBROKE STREET

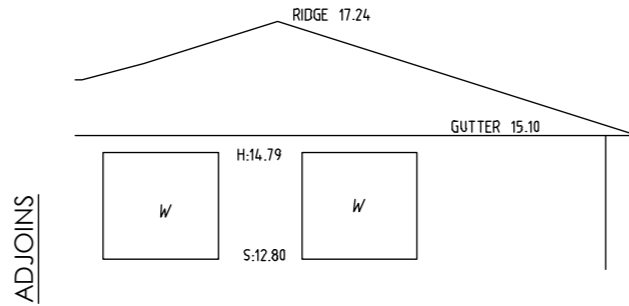
No private open spaces or primary facades of 22-24 Pembroke Street address the street.

**All of the windows on these facades still receive a minimum of 2 hours direct solar access on June 21 between 9am-3pm.**



AB

BRICK UNIT  
TILE ROOF  
No.22-24



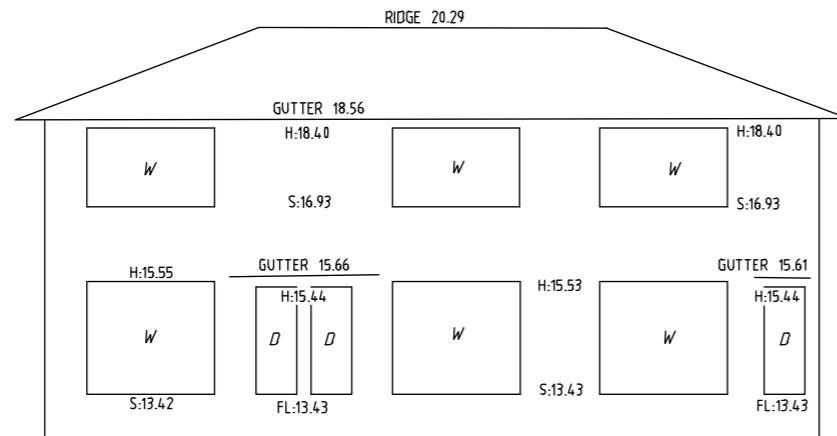
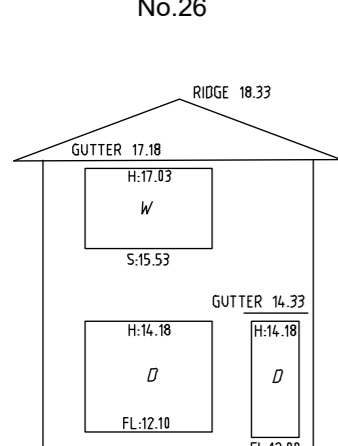
### 26 PEMBROKE STREET

26 Pembroke are a series of townhouses fronting Pembroke Street, however, as illustrated in responses to item 4.2, overshadowing of the proposed development has minimal impact to solar access to these facades and private open spaces. **All of the windows on these facades still receive a minimum of 2 hours direct solar access on June 21 between 9am-3pm.**



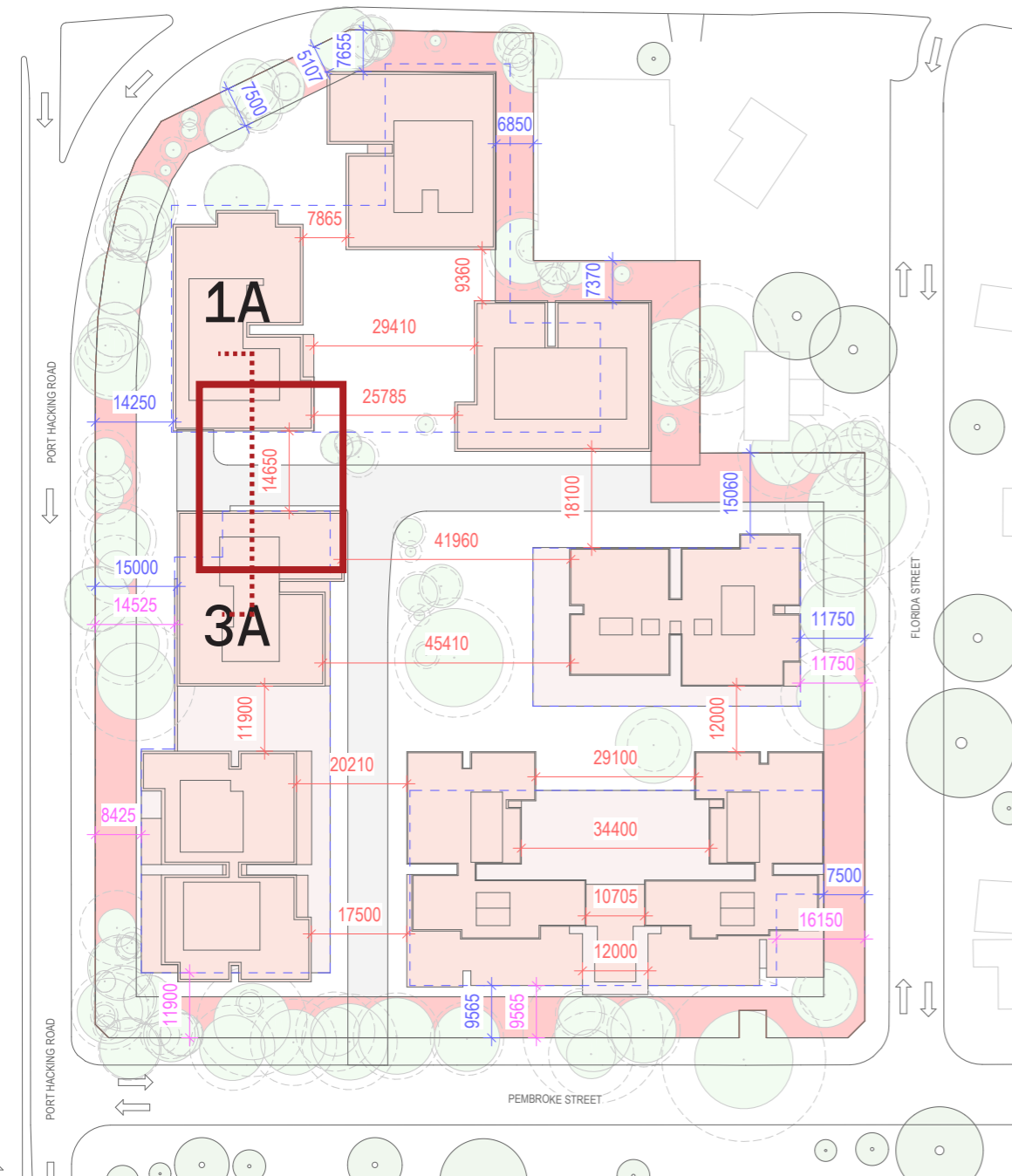
TWO STOREY  
BRICK UNIT  
TILE ROOF  
No.26

TWO STOREY  
BRICK UNITS  
TILE ROOF  
No.26

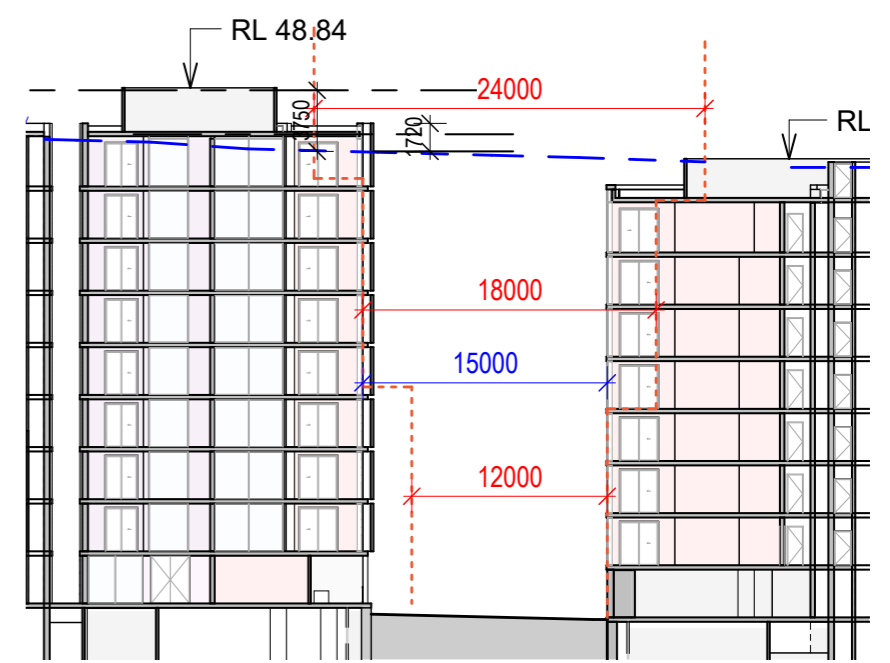
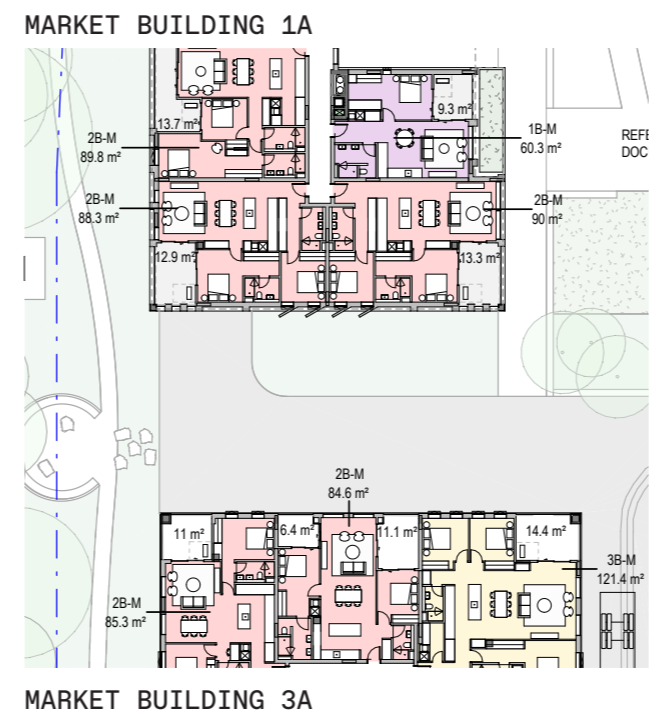


## 2.1 DEPARTMENT OF PLANNING, HOUSING & INFRASTRUCTURE COMMENTS

NO.	ISSUE RAISED	RESPONSE
<b>BUILT FORM &amp; URBAN DESIGN</b>		
4.1	Provide a schedule detailing where recommended Apartment Design Guide (ADG) building separation distances (i.e. Part 3F) are not achieved and the proposed mitigation measure (e.g., façade privacy screening as outlined in the Architectural Design Report) that are to be implemented to ensure satisfactory visual privacy is achieved.	A summary of non compliances with ADG building separations has been provided as part of the Archtiectural Design Report. Greater detail, locations and privacy amelioration techniques has been provided below.



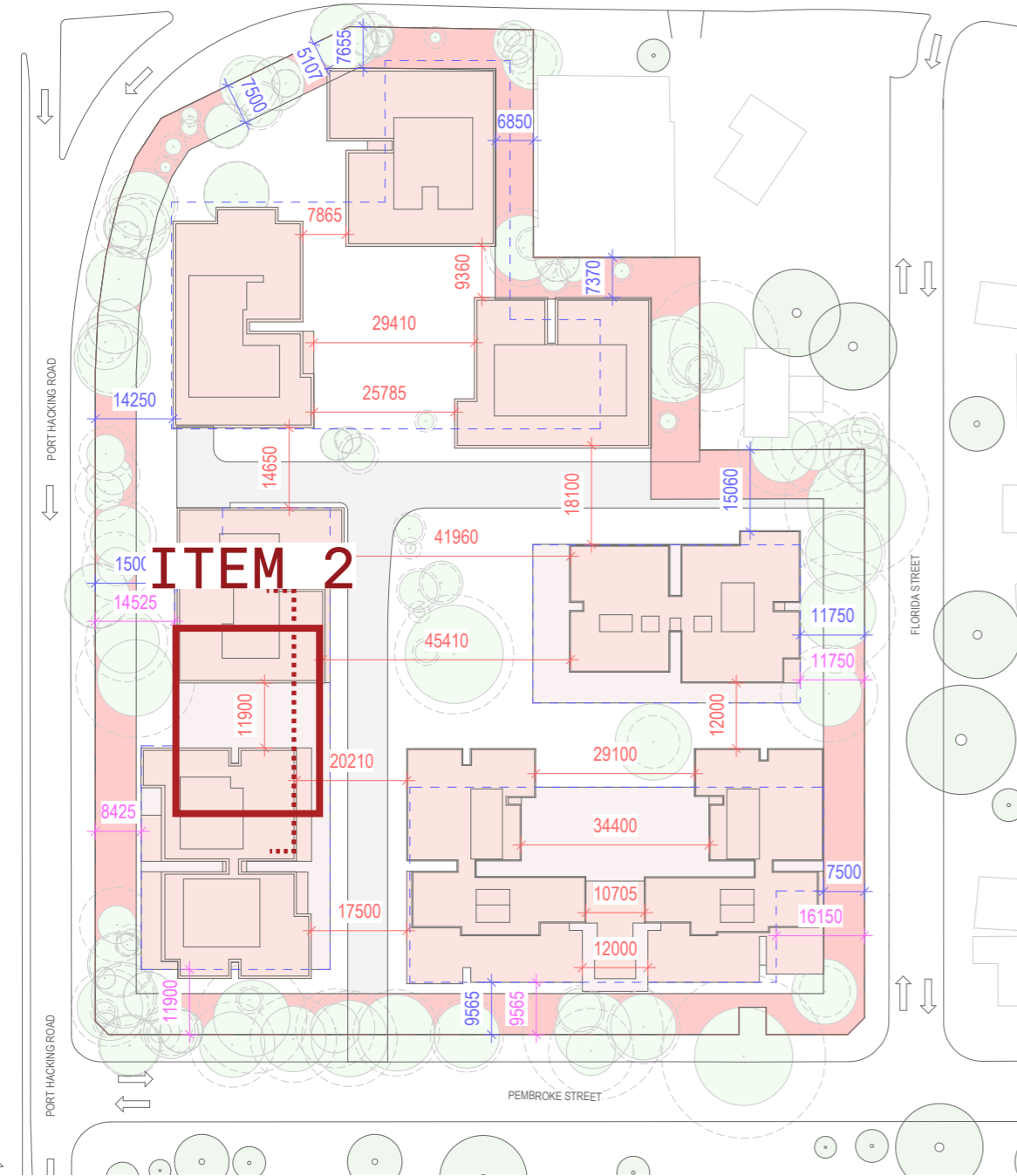
LOCATION	DESCRIPTION	PRIVACY CONSIDERATION
1.0	Building separation between Market Building 1A and 3A along Port Hacking Road. Building separation between Levels 5 - Level 8 is 15m in lieu of 18m	Angled privacy screening to Market Building 1A applied to secondary bedrooms along the southern facade. Internal planning and arrangement of apartments orientates balconies and primary habitable spaces to the east and west. Balconies are screened with vertical pier elements



- ADG BUILDING SEPARATION
- SUBMITTED PROPOSAL BUILDING SEPARATION
- GLASS: GLASS

DIMENSIONS OF MASSING INDICATIVE ONLY; GENERALLY MEASURED TO OUTSIDE LINE OF EXTERNAL FACADE

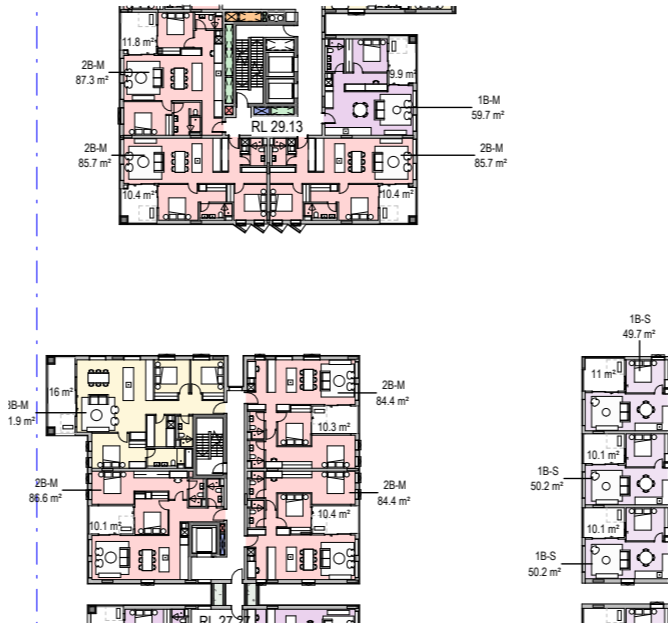
2.1 DEPARTMENT OF PLANNING, HOUSING & INFRASTRUCTURE COMMENTS



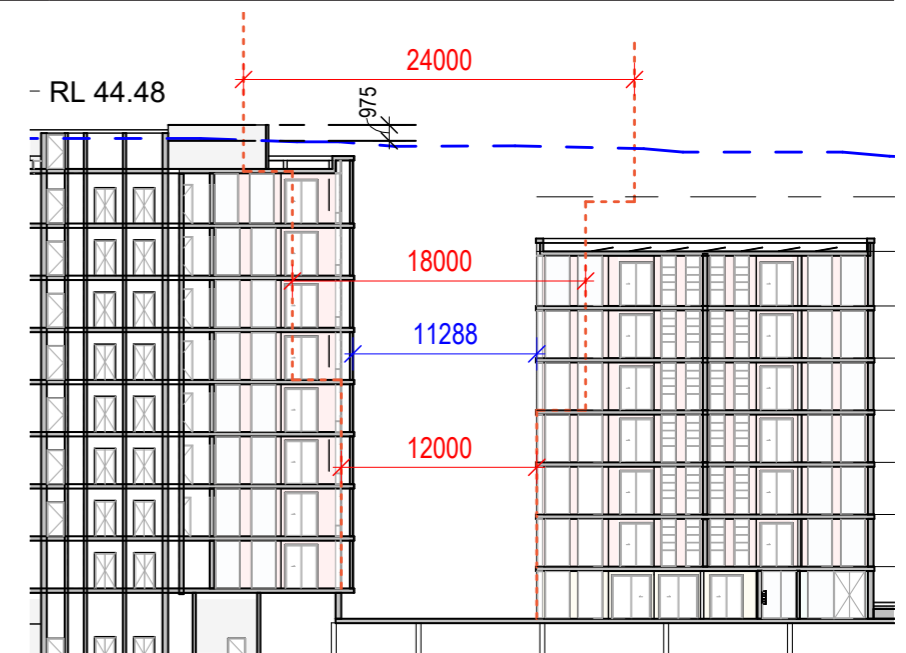
DIMENSIONS OF MASSING INDICATIVE ONLY; GENERALLY MEASURED TO OUTSIDE LINE OF EXTERNAL FACADE

LOCATION	DESCRIPTION	PRIVACY CONSIDERATION
2.0	<p>Building separation between Market Building 3A and 3B along Port Hacking Road.</p> <p>Building separation between Levels 1-4 is less than 12m</p> <p>Building separation L5-L8 is less than 18m</p>	<p>Angled privacy screening to Market Building 3A applied to secondary bedrooms along the southern facade. Internal planning and arrangement of apartments orientates balconies and primary habitable spaces to the east and west</p>

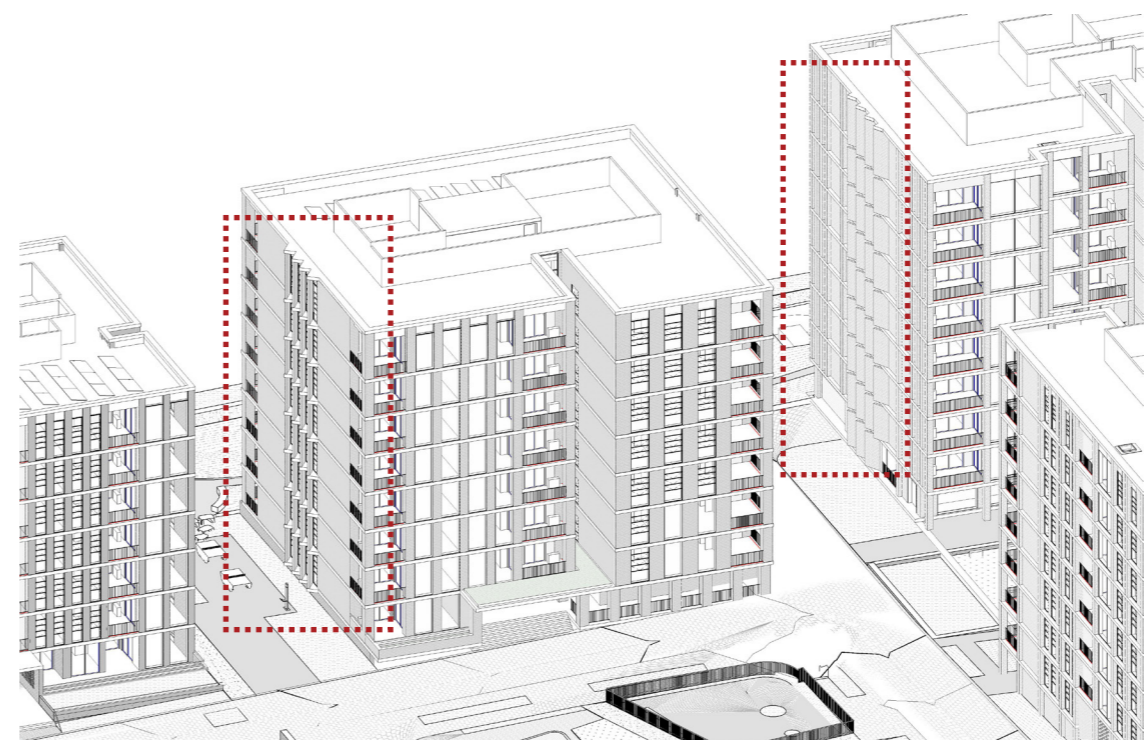
MARKET BUILDING 3A



MARKET BUILDING 3B

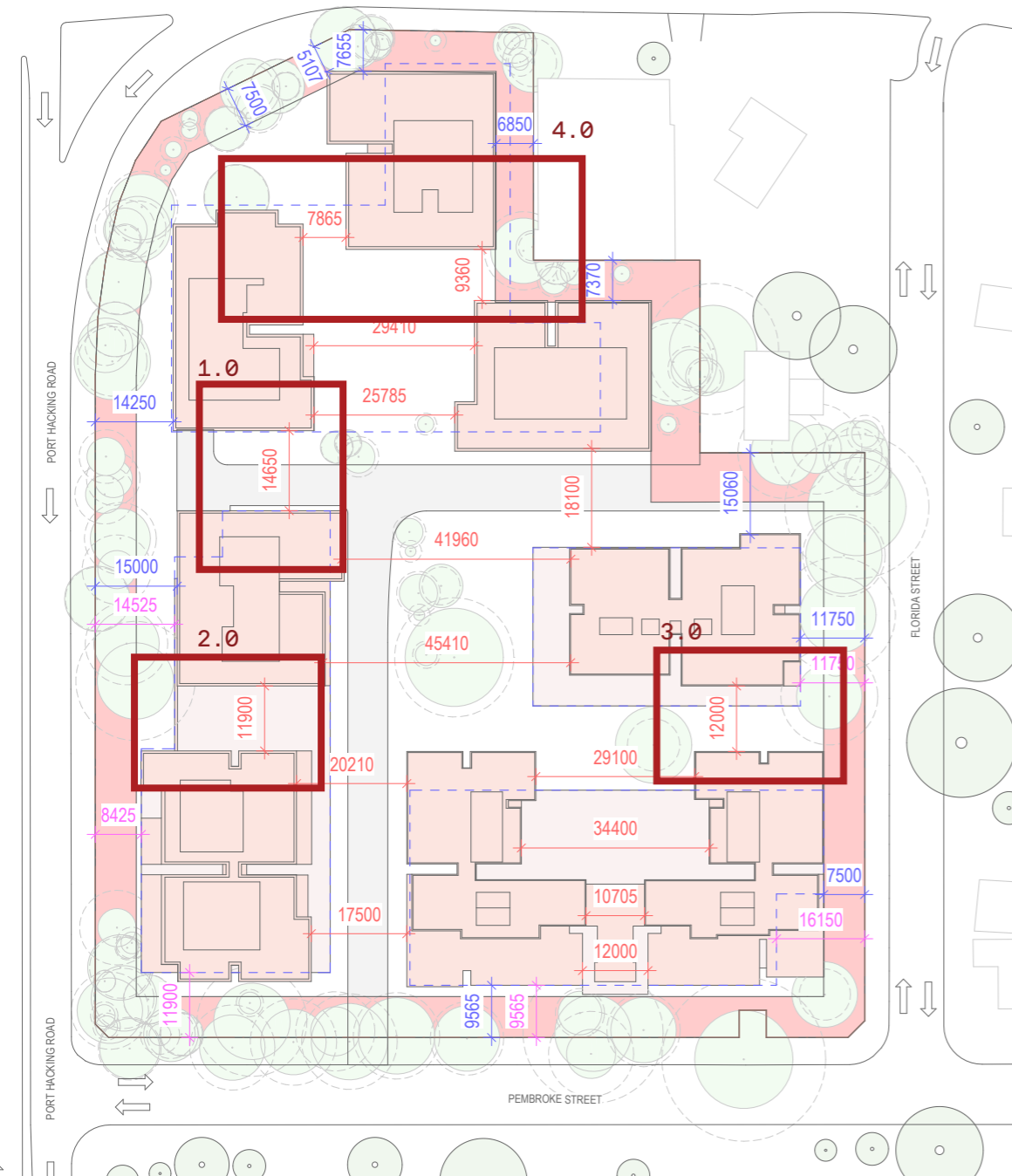


- ADG BUILDING SEPARATION
- SUBMITTED PROPOSAL BUILDING SEPARATION
- GLASS: GLASS





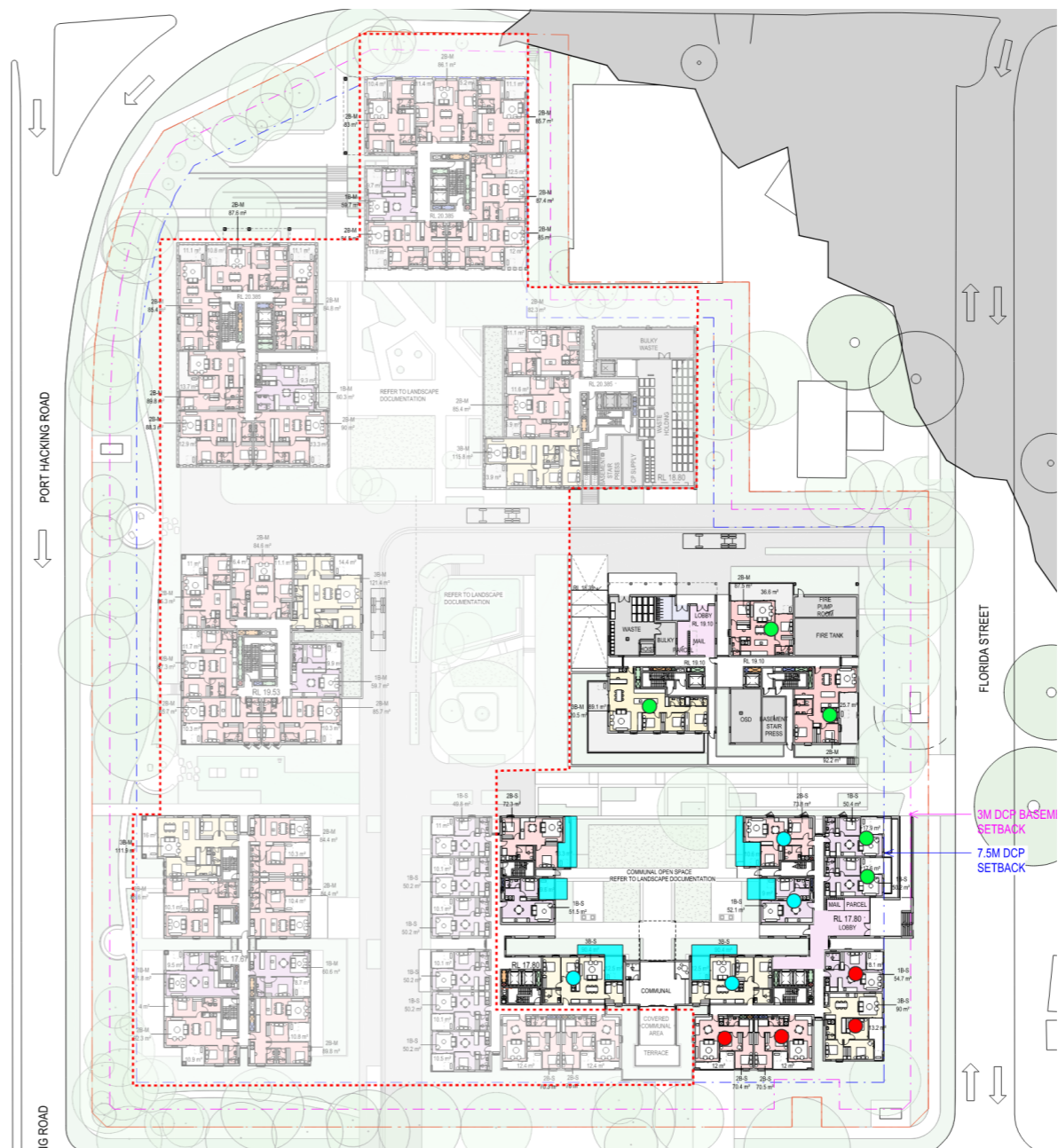
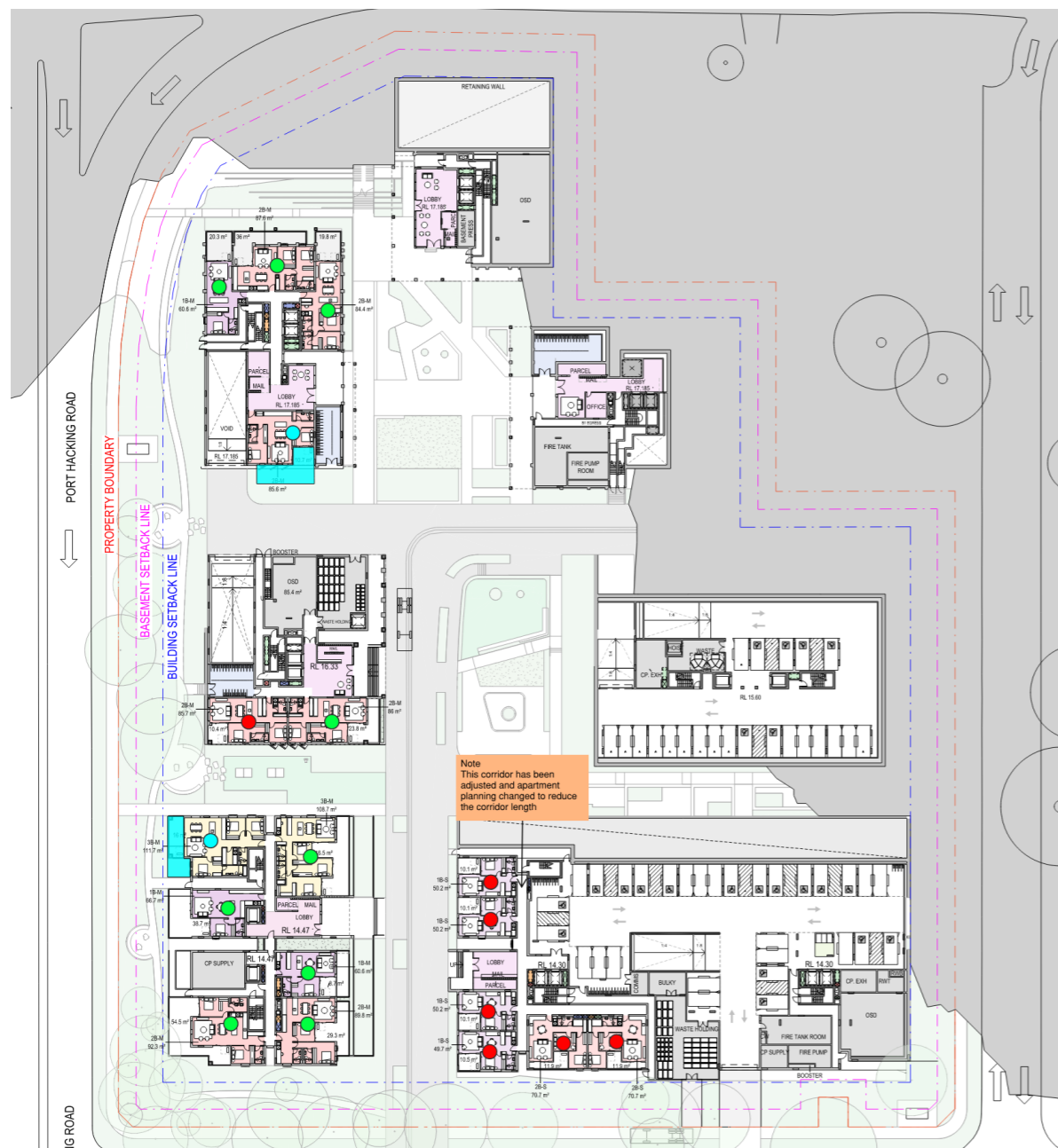
2.1 DEPARTMENT OF PLANNING, HOUSING & INFRASTRUCTURE COMMENTS



LOCATION	DESCRIPTION	PRIVACY CONSIDERATION
1.0	Building separation between Market Building 1 A and 3A along Port Hacking Road. Building separation between Levels 5 - Level 8 is 15m in lieu of 18m	Angled privacy screening to Market Building 1A applied to secondary bedrooms along the southern facade. Internal planning and arrangement of apartments orientates balconies and primary habitable spaces to the east and west. Balconies are screened with vertical pier elements
2.0	Building separation between Market Building 3A and 3B along Port Hacking Road. Building separation between Levels 1-4 is less than 12m Building separation L5-L8 is less than 18m	Angled privacy screening to Market Building 3A applied to secondary bedrooms along the southern facade. Internal planning and arrangement of apartments orientates balconies and primary habitable spaces to the east and west
3.0	Building separation between Market Building 2 and eastern wing of Social Housing on Levels 5-8 is 12m in lieu of minimum 18m	Angled privacy screening to the northern facade of the social housing building provides privacy to secondary bedrooms on this facade. Planning and fenestrations in this facade have been curated to ensure they are offset from any opposite facing windows of Market Building 2, and, all primary facades of both buildings face east and west
4.0	Reduced building separation between habitable balcony spaces to corner apartments	Privacy screening in the form of vertical piers shield balcony spaces from overlooking of neighbouring adjacent balconies.

## 2.1 DEPARTMENT OF PLANNING, HOUSING & INFRASTRUCTURE COMMENTS

NO.	ISSUE RAISED	RESPONSE
<b>BUILT FORM &amp; URBAN DESIGN</b>		
5.2	Further detailed justification is to be provided (including design options) that supports the private open space for all ground floor units not achieving the dimensions recommended (area of 15 m <sup>2</sup> and depth of 3 m) in the ADG (4E Private Open Space and Balconies).	Ground floor terraces have been provided in all locations where achievable while navigating complex site conditions and topography. The diagrams below indicate where these have been provided, where minor adjustments have been made to the lodged documentation in order to achieve these requirements, and provide further explanation of areas this is not possible. These updates have been provided as part of the revised lodgement documents.

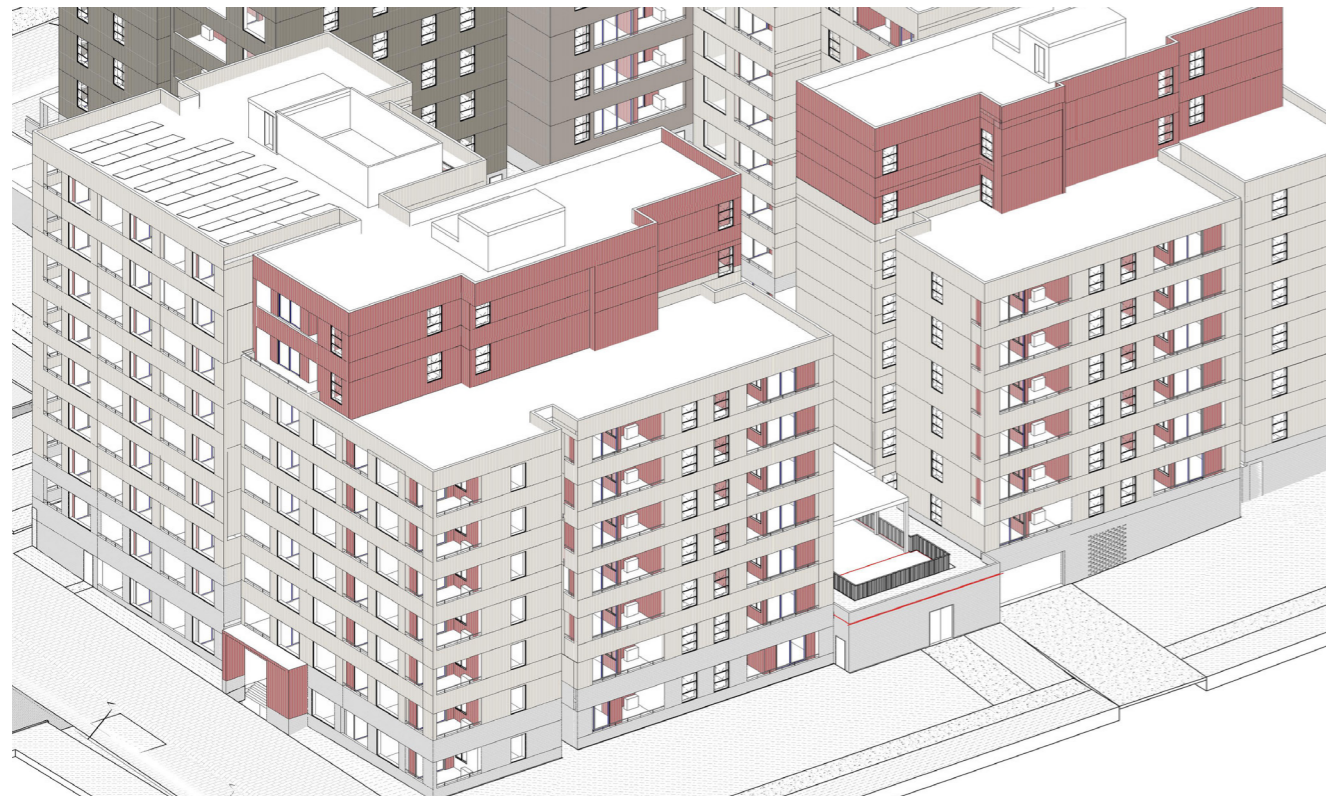


- MINIMUM DEPTH AND AREA ACHIEVED
- MINIMUM DEPTH AND AREA ACHIEVABLE WITH MINOR ADJUSTMENTS TO LANDSCAPE
- COMPLIANCE NOT ACHIEVED DUE TO LEVEL DIFFERENCES; THESE STILL ACHIEVE ADG MINIMUM BALCONY REQUIREMENTS

2.1 DEPARTMENT OF PLANNING, HOUSING & INFRASTRUCTURE COMMENTS

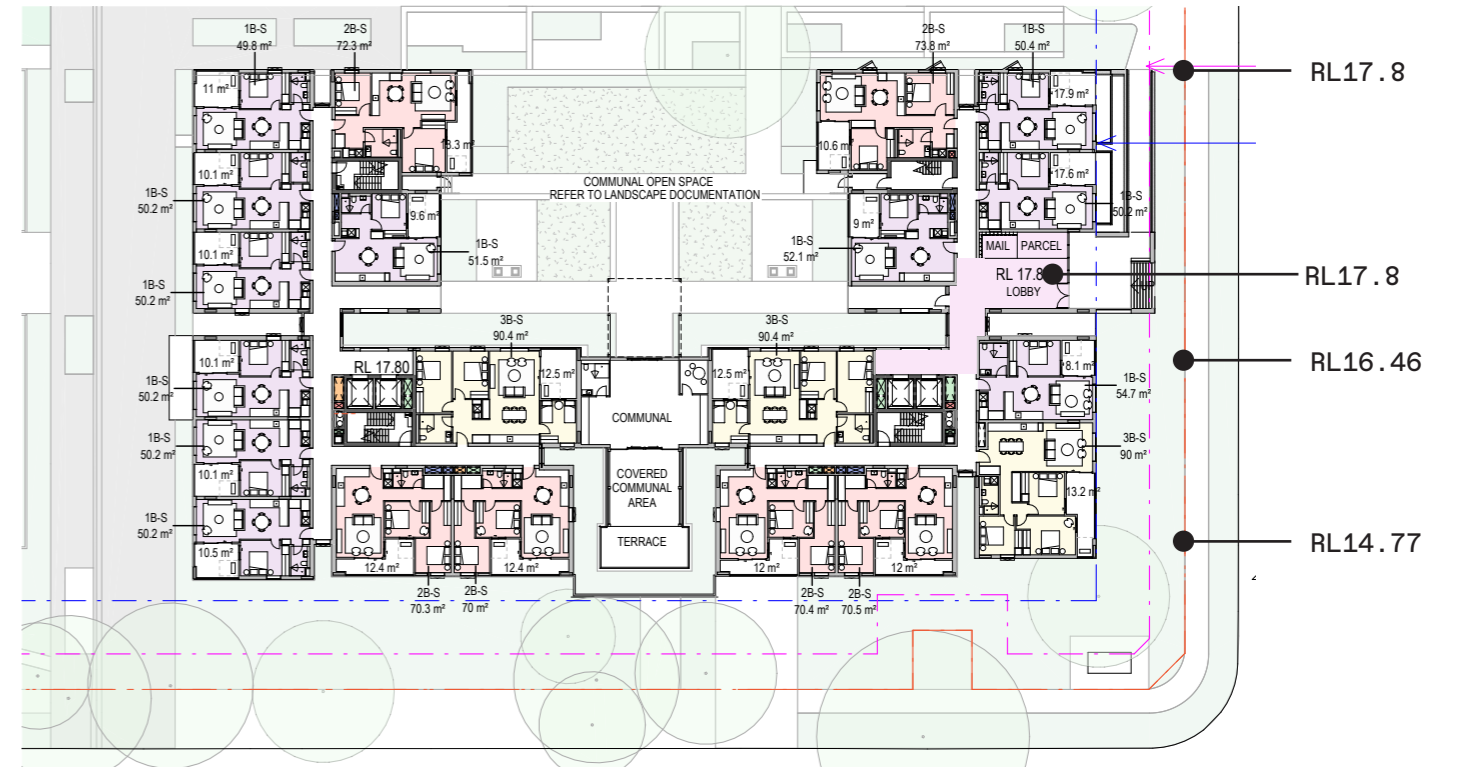


AXONOMETRIX VIEW OF SOCIAL HOUSING BUILDING SHOWING LEVEL DIFFERENCE FOR LOWER LEVEL RESIDENTIAL APARTMENTS WTIHOUT PRIVATE OPEN SPACE TO NATURAL GROUND

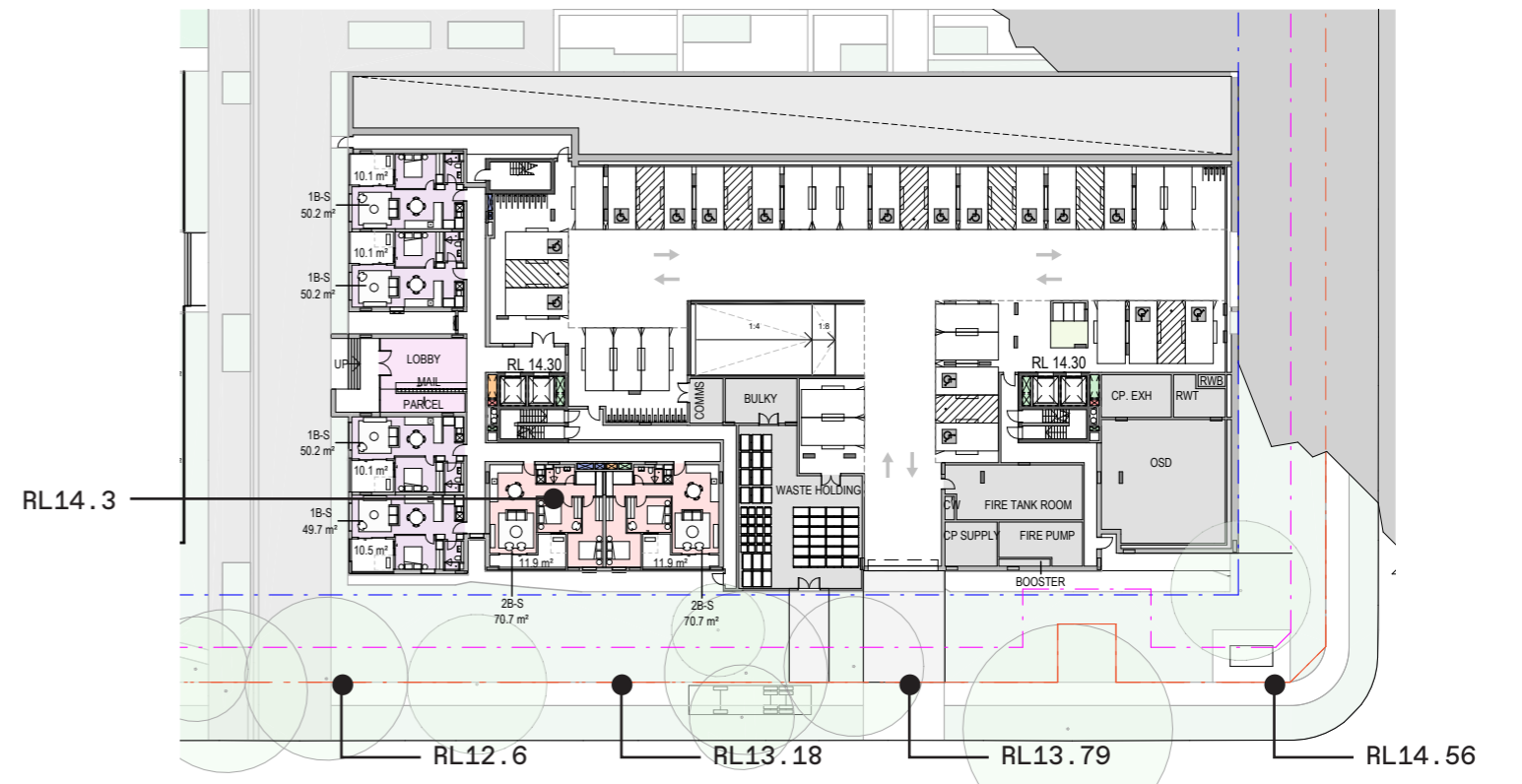


AXONOMETRIX VIEW OF SOCIAL HOUSING BUILDING SHOWING LEVEL DIFFERENCE FOR LOWER LEVEL RESIDENTIAL APARTMENTS WTIHOUT PRIVATE OPEN SPACE TO NATURAL GROUND

LEVEL 05



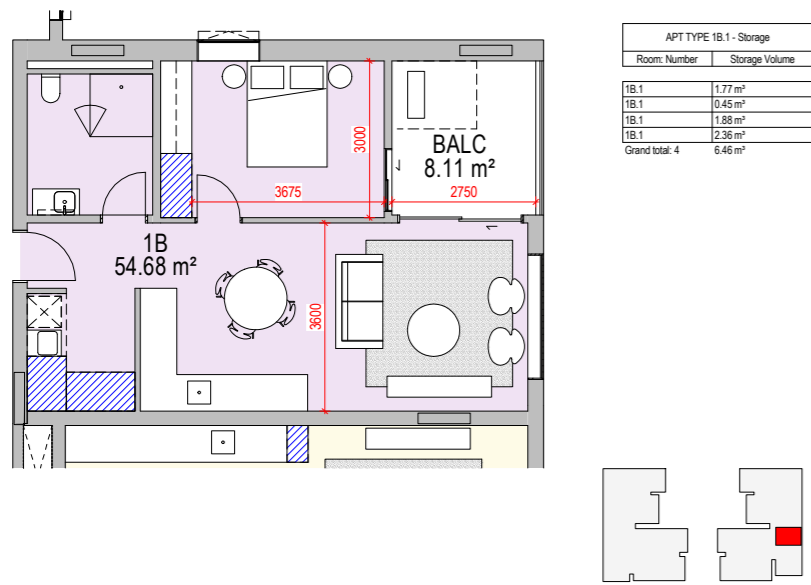
LEVEL 04



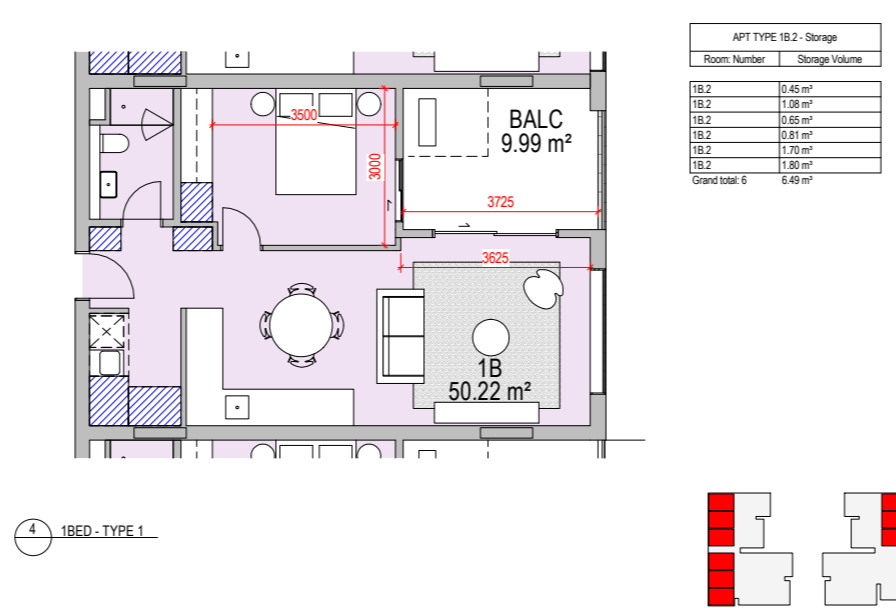
## 2.1 DEPARTMENT OF PLANNING, HOUSING & INFRASTRUCTURE COMMENTS

NO.	ISSUE RAISED	RESPONSE
BUILT FORM & URBAN DESIGN		
5.4	Provide annotated dimensions on plans that demonstrate all apartment sizes and layouts, and private open space areas are functional and provide a high standard of amenity having regard to the relevant design criteria of Part 4 of the ADG, specifically, Part 4D and Part 4E.	Annotated dimensions have been shown on plans for typical apartments below.

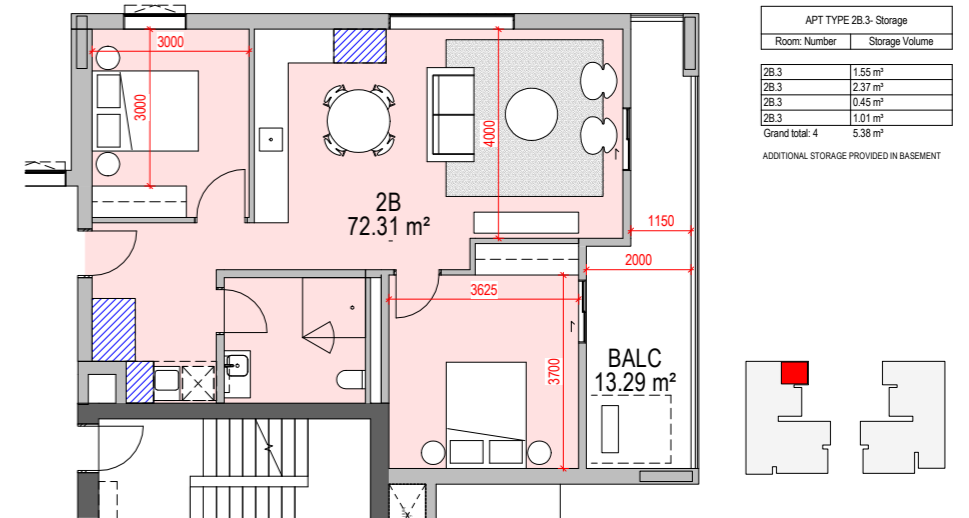
**SOCIAL 1BED**



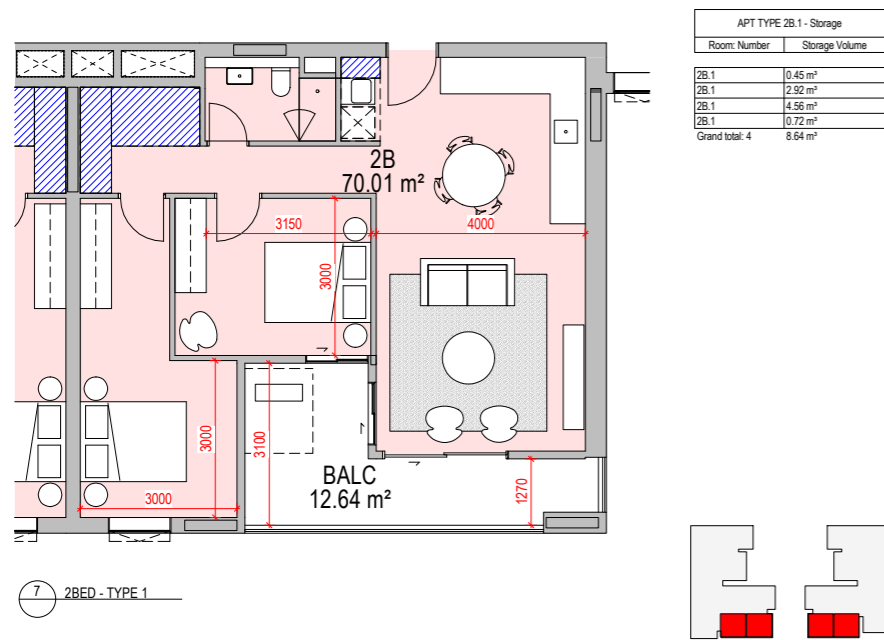
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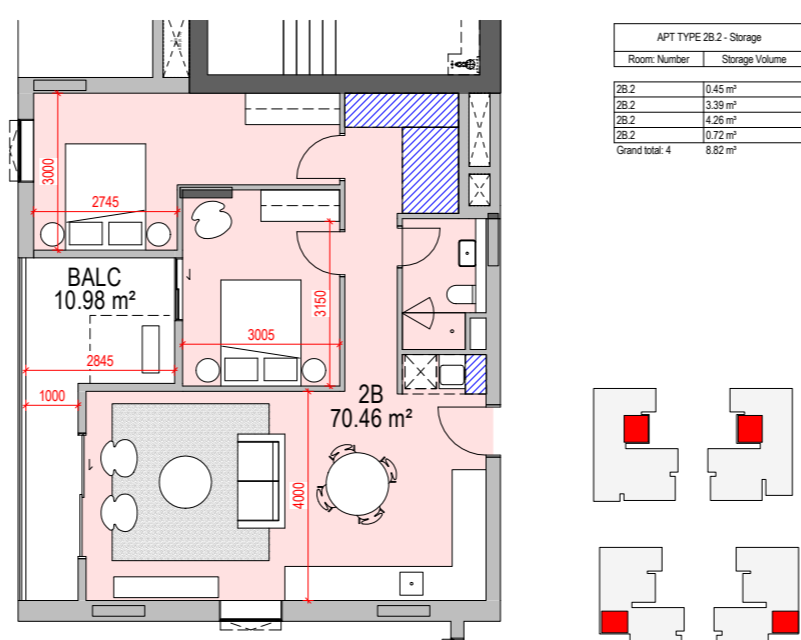
**SOCIAL 2BED**



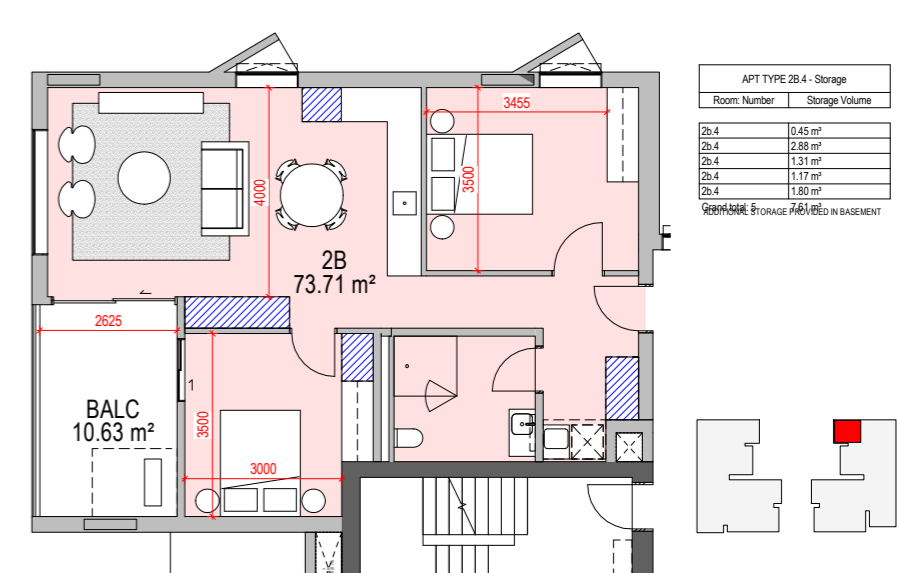
**SOCIAL 2BED**



**SOCIAL 2BED**

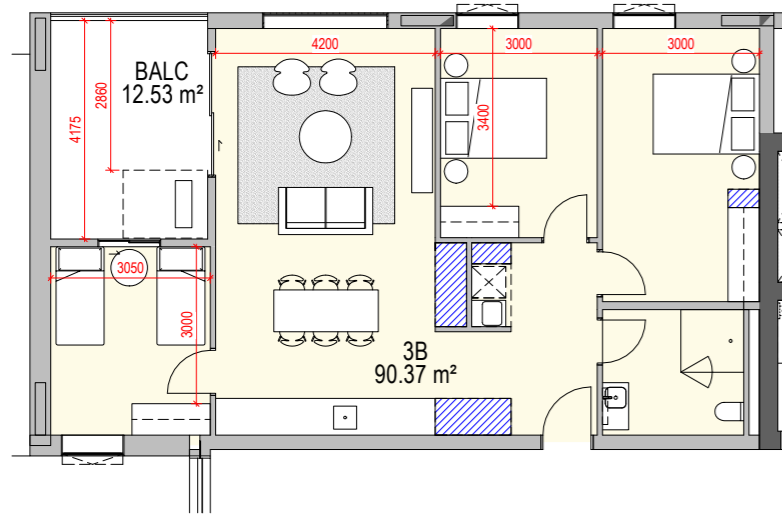


**SOCIAL 2BED**



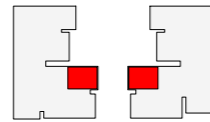
2.1 DEPARTMENT OF PLANNING, HOUSING & INFRASTRUCTURE COMMENTS

SOCIAL 3BED

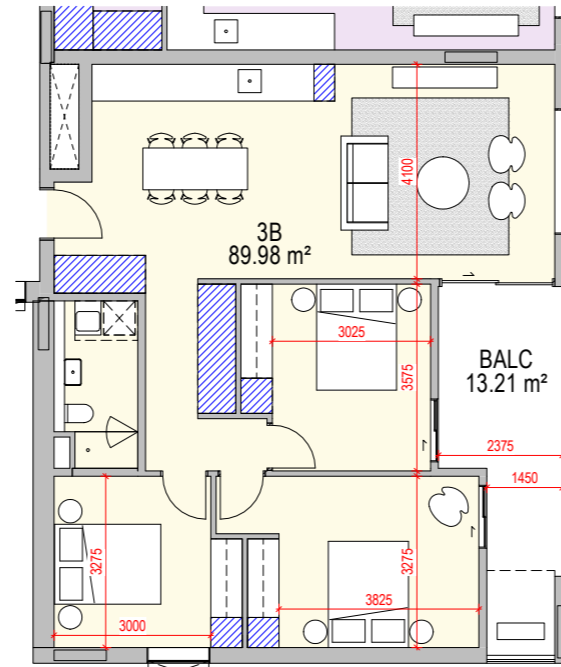


APT TYPE 3B.1 - Storage	
Room Number	Storage Volume
3B.1	0.45 m³
3B.1	2.30 m³
3B.1	0.72 m³
3B.1	2.44 m³
3B.1	0.50 m³
Grand total: 5	6.41 m³

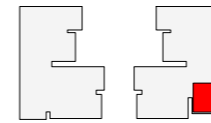
ADDITIONAL STORAGE PROVIDED IN BASEMENT



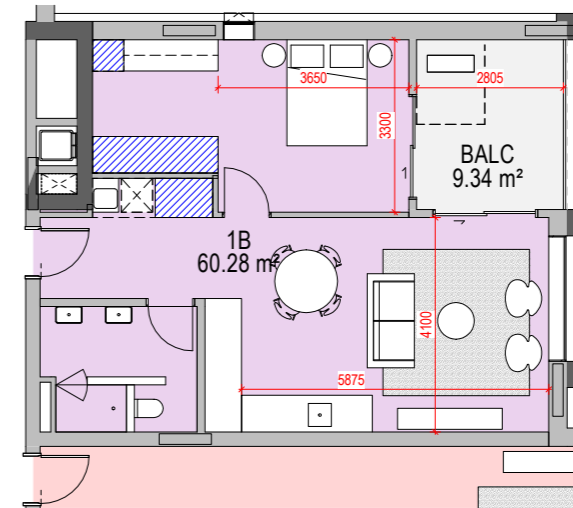
SOCIAL 3BED



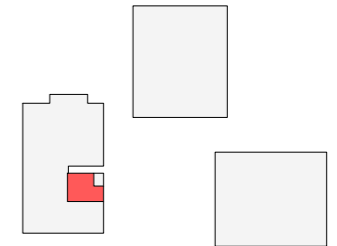
APT TYPE 3B.2 - Storage	
Room Number	Storage Volume
3B.2	4.31 m³
3B.2	0.45 m³
3B.2	0.67 m³
3B.2	3.04 m³
3B.2	0.97 m³
3B.2	0.83 m³
3B.2	0.83 m³
Grand total: 7	11.10 m³



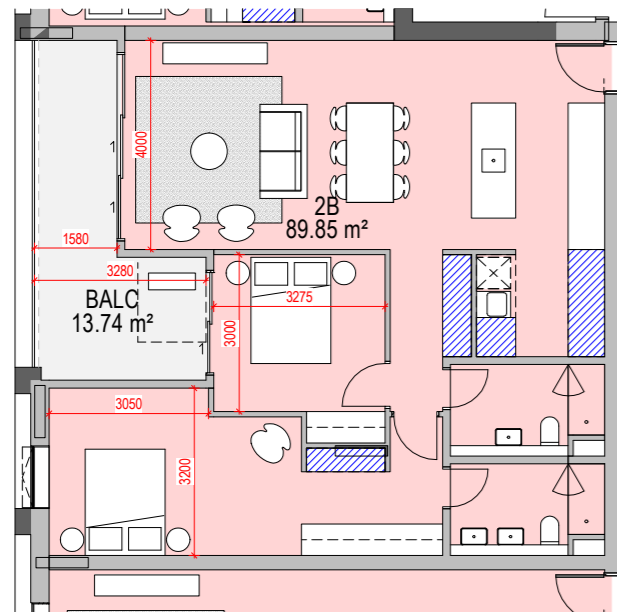
MARKET 1A - 1BED



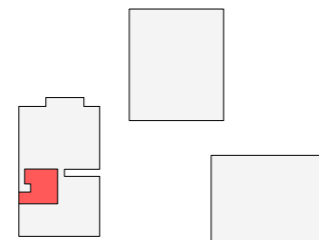
APT TYPE 1B.1 - Storage	
Room Number	Storage Volume
1B.1	0.45 m³
1B.1	1.98 m³
1B.1	4.03 m³
1B.1	0.86 m³
Grand total: 4	7.33 m³



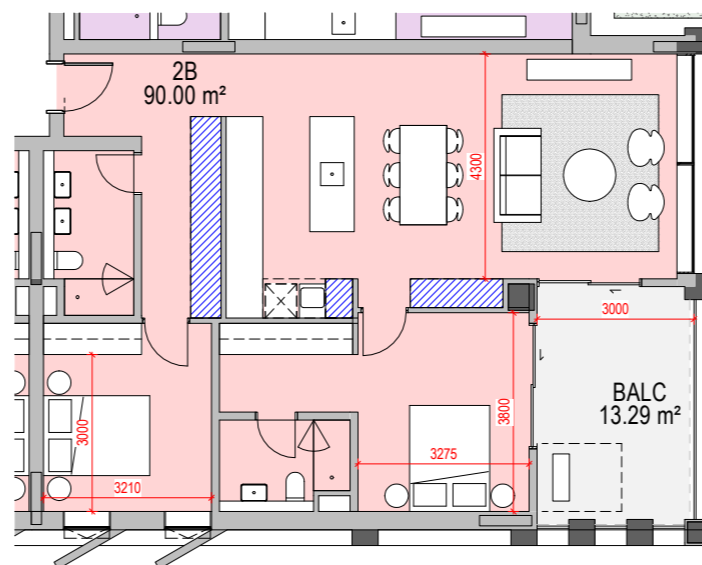
MARKET 1A - 2BED



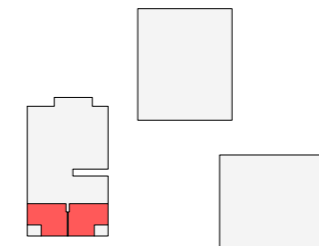
APT TYPE 2B.2 - Storage	
Room Number	Storage Volume
2B.2	2.57 m³
2B.2	3.44 m³
2B.2	0.45 m³
2B.2	1.35 m³
2B.2	1.62 m³
Grand total: 5	9.44 m³



MARKET 1A - 2BED

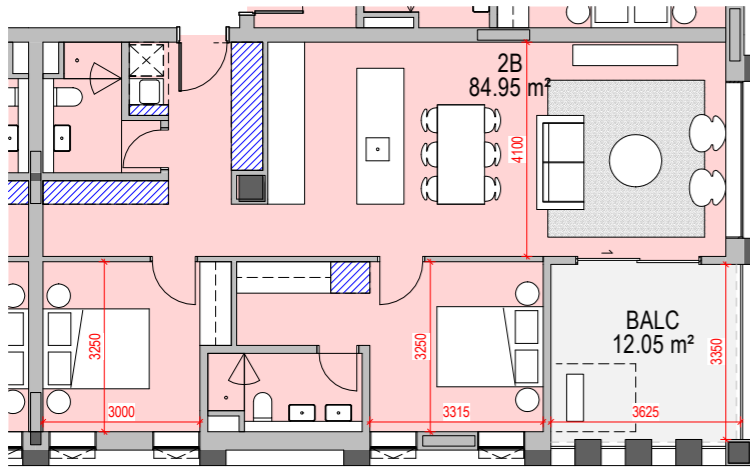


APT TYPE 2B.1 - Storage	
Room Number	Storage Volume
2B.1	2.34 m³
2B.1	0.45 m³
2B.1	0.94 m³
2B.1	5.36 m³
Grand total: 4	9.09 m³

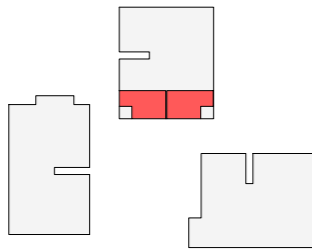


2.1 DEPARTMENT OF PLANNING, HOUSING & INFRASTRUCTURE COMMENTS

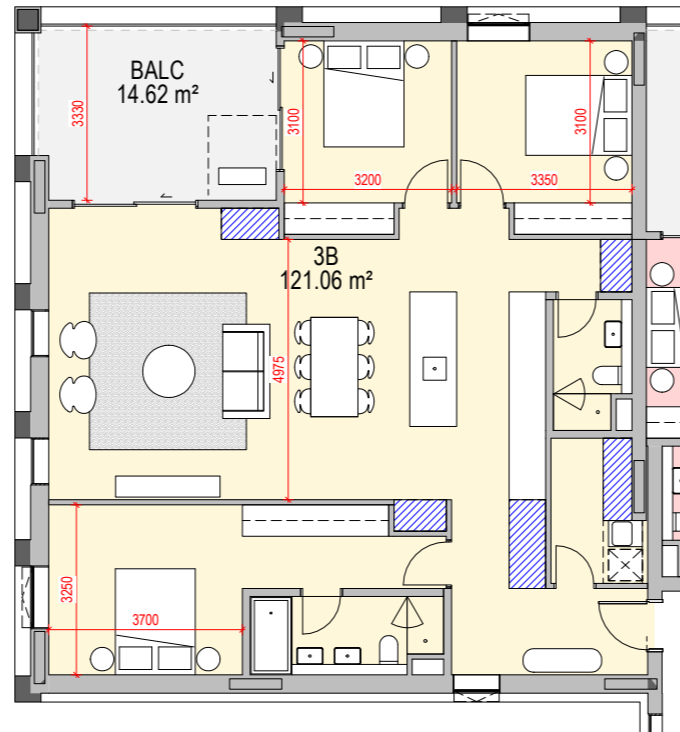
MARKET 1C - 2BED



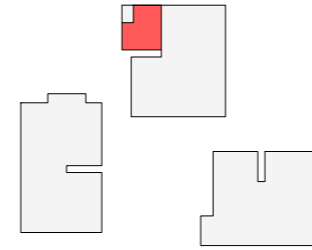
APT TYPE 2B.10 - Storage	
Room Number	Storage Volume
2B.10	0.45 m³
2B.10	0.36 m³
2B.10	2.29 m³
2B.10	3.53 m³
2B.10	1.08 m³
Grand total: 5	8.01 m³



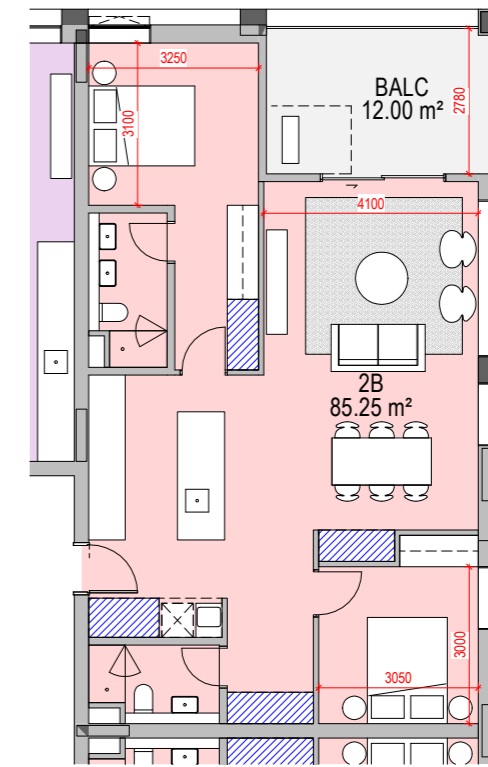
MARKET 1C - 3BED



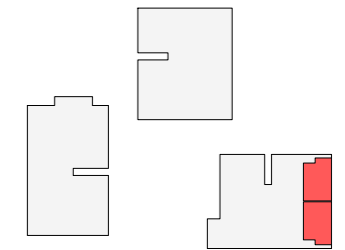
APT TYPE 3B.2 - Storage	
Room Number	Storage Volume
3B.2	0.45 m³
3B.2	2.08 m³
3B.2	1.44 m³
3B.2	2.86 m³
3B.2	1.44 m³
3B.2	1.58 m³
Grand total: 6	9.85 m³



MARKET 1C - 2BED

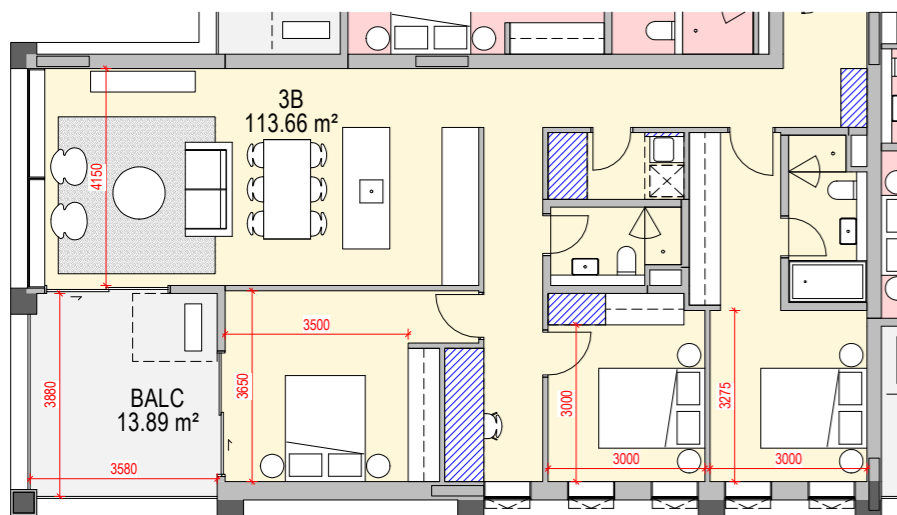


APT TYPE 2B.9 - Storage	
Room Number	Storage Volume
2B.9	0.45 m³
2B.9	2.43 m³
2B.9	2.38 m³
2B.9	2.09 m³
2B.9	1.94 m³
Grand total: 5	9.29 m³

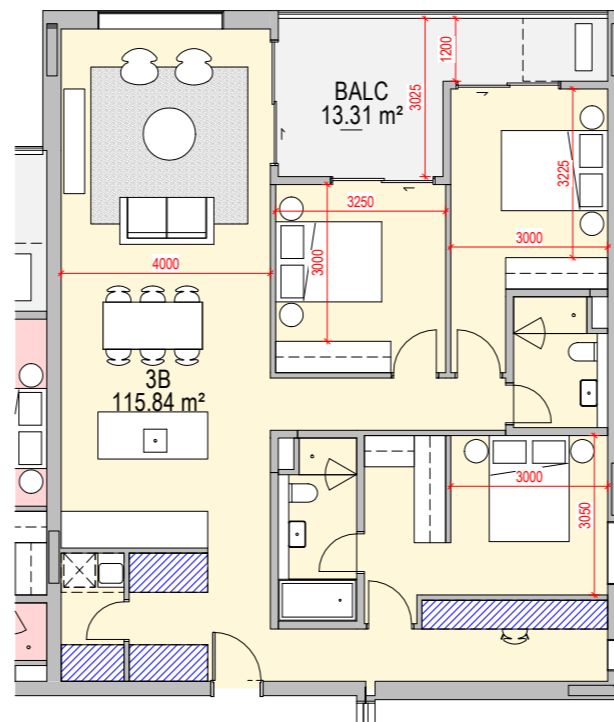
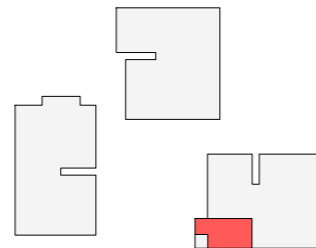


MARKET 2 - 3BED

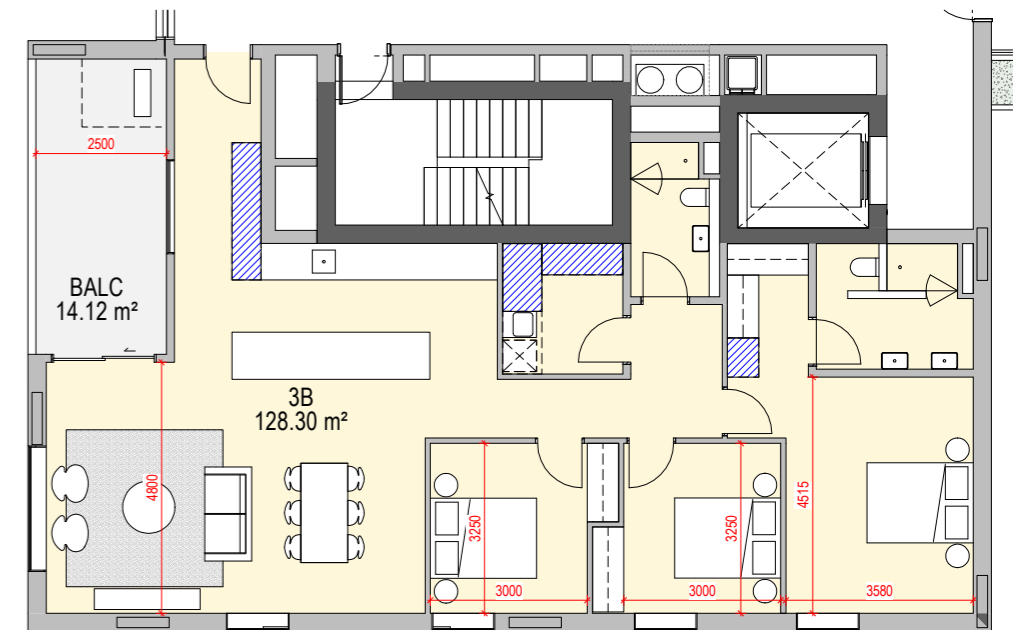
MARKET 1C - 3BED



APT TYPE 3B.3 - Storage	
Room Number	Storage Volume
3B.3	0.45 m³
3B.3	2.29 m³
3B.3	0.13 m³
3B.3	1.35 m³
3B.3	1.58 m³
3B.3	4.59 m³
Grand total: 6	10.40 m³

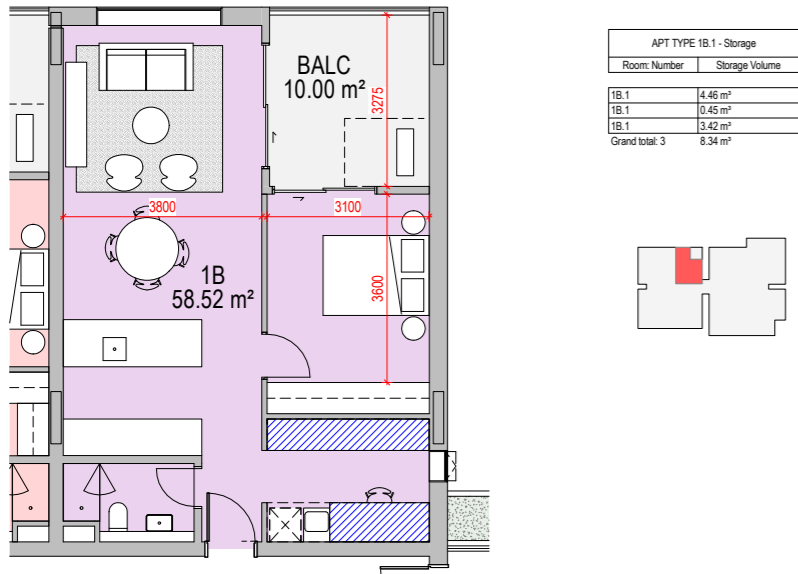


MARKET 2 - 3BED

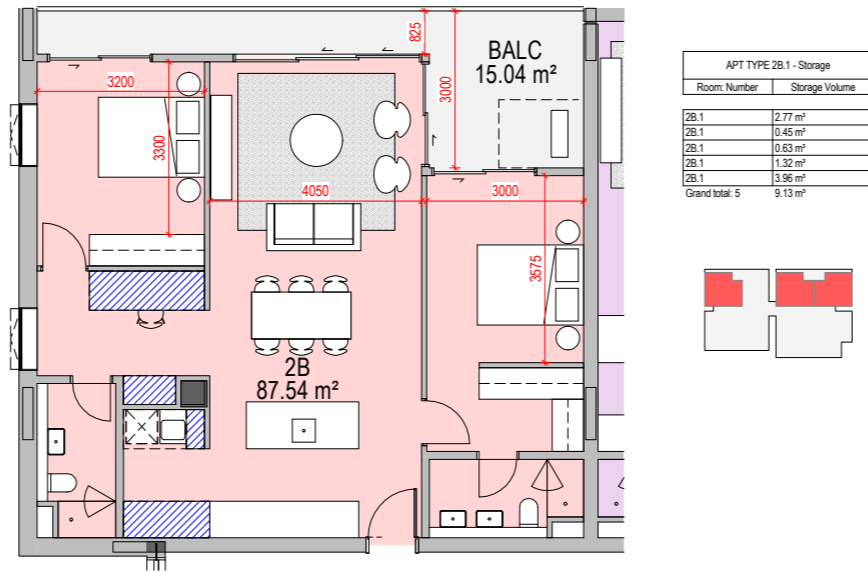


2.1 DEPARTMENT OF PLANNING, HOUSING & INFRASTRUCTURE COMMENTS

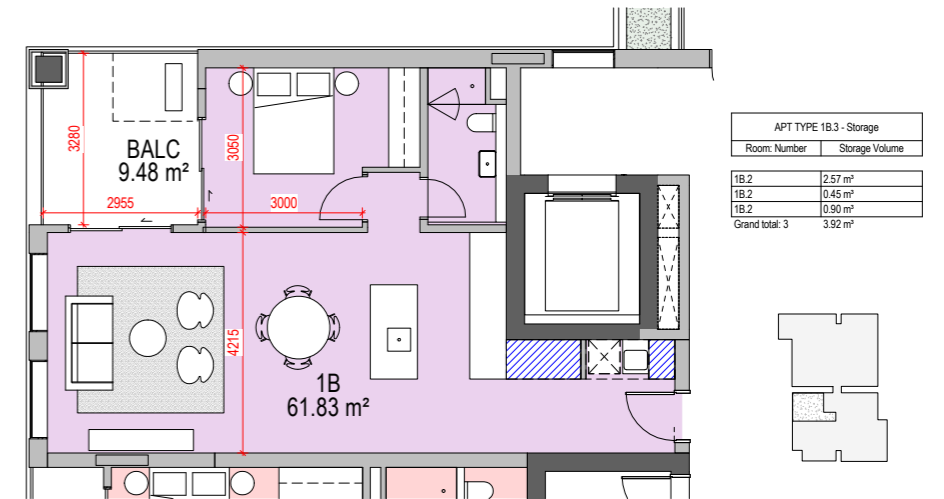
MARKET 2 - 2BED



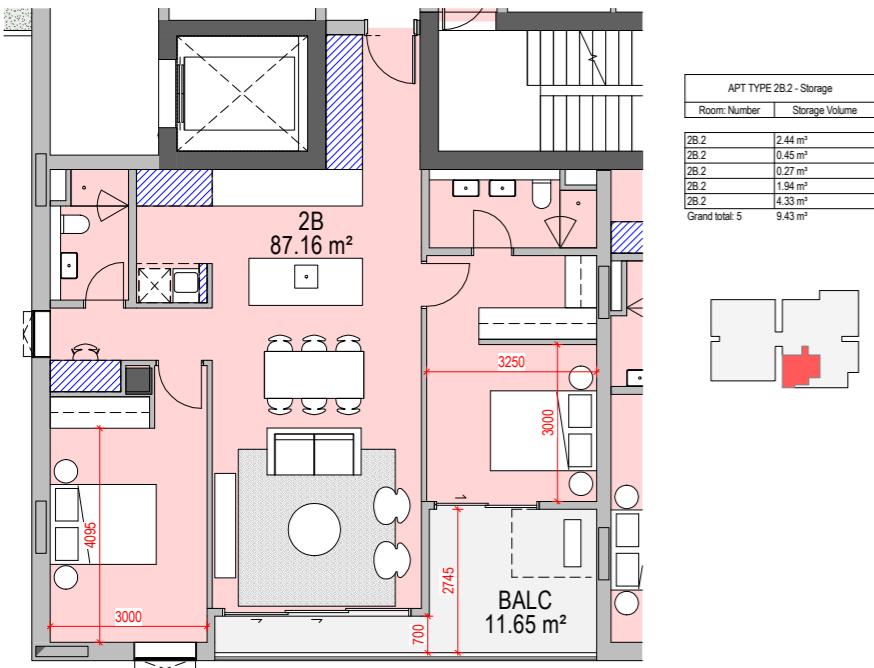
MARKET 2 - 2BED



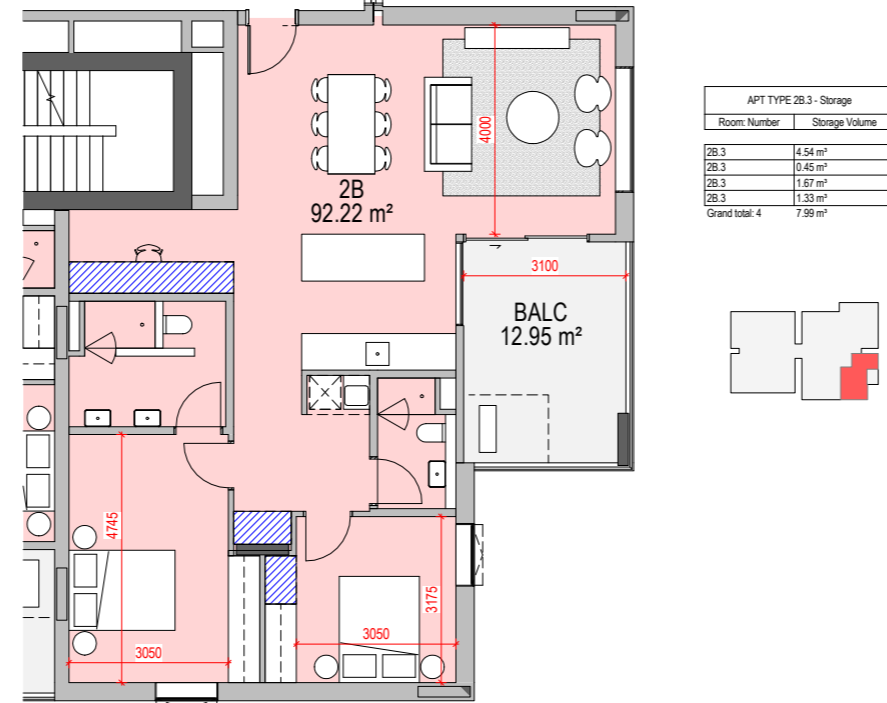
MARKET 3 - 1BED



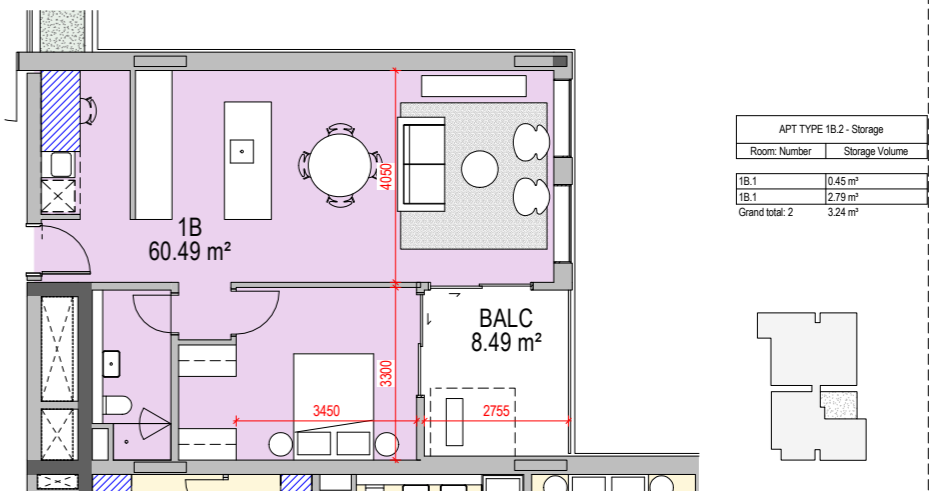
MARKET 2 - 1BED



MARKET 2 - 2BED



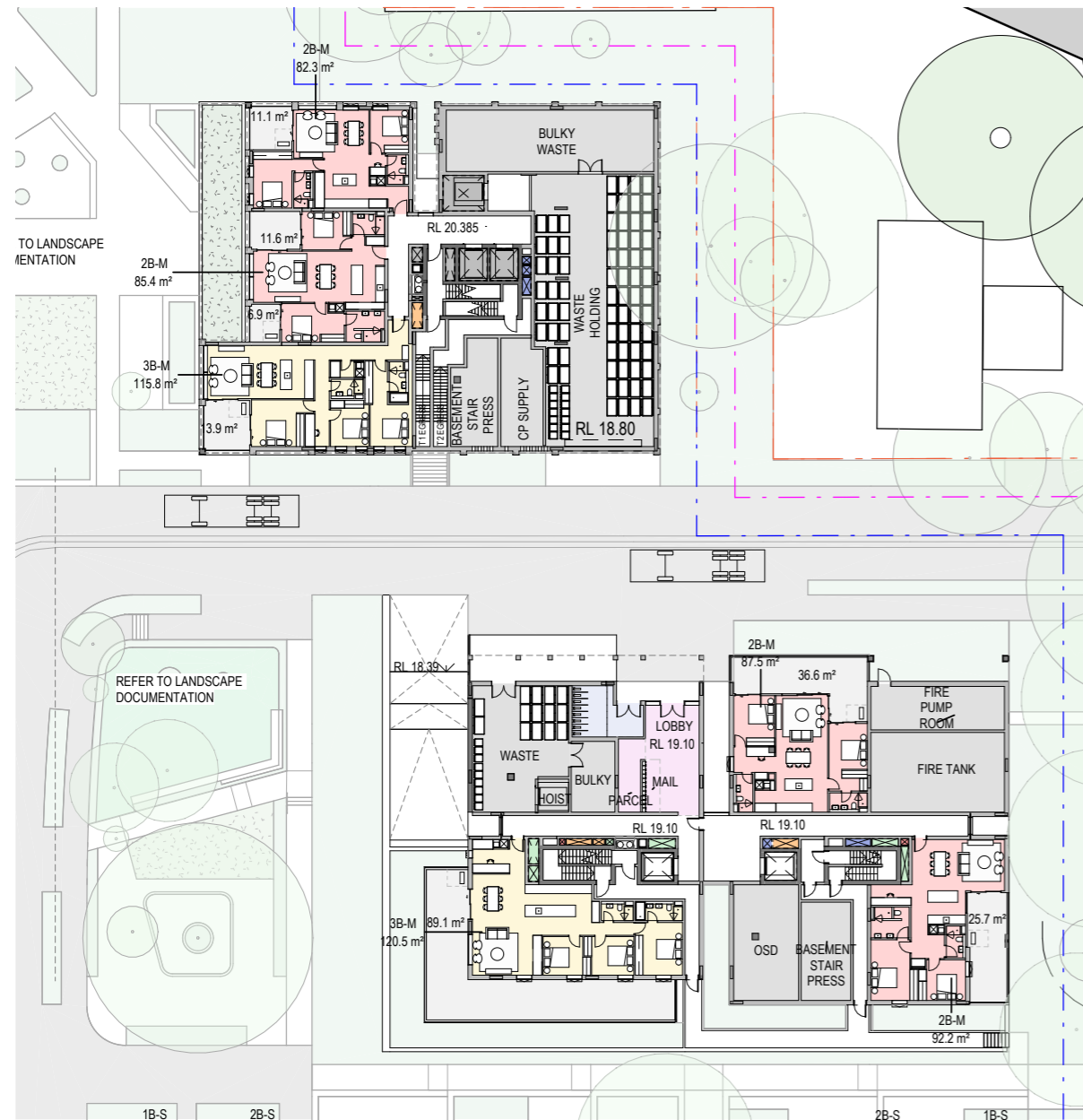
MARKET 3 - 1BED



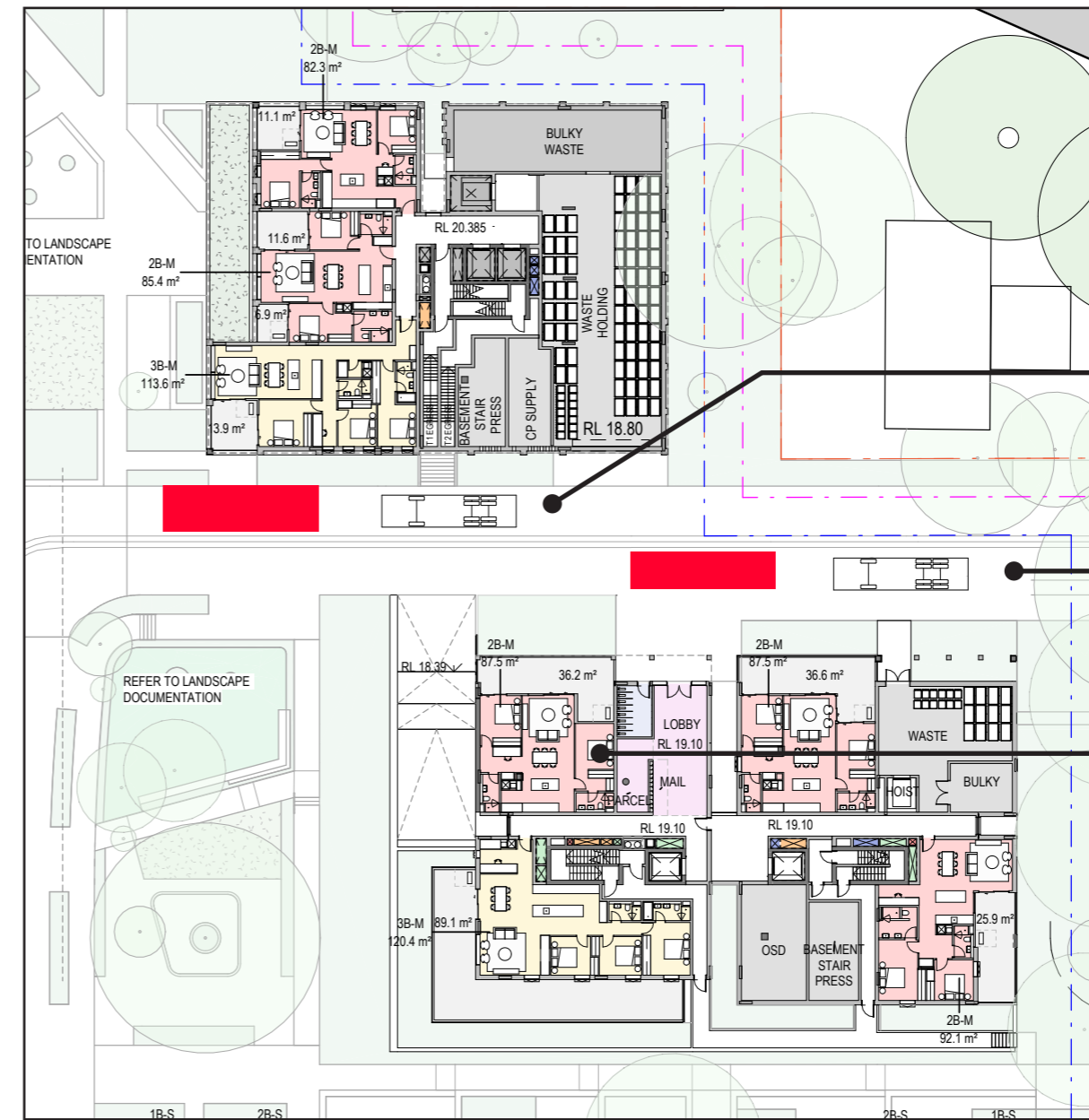
## 2.1 DEPARTMENT OF PLANNING, HOUSING & INFRASTRUCTURE COMMENTS

NO.	ISSUE RAISED	RESPONSE
<b>BUILT FORM &amp; URBAN DESIGN</b>		
7.1	As the proposal seeks to rely on Council's waste collection services, the waste servicing arrangements outlined in Council's submission dated 22 January 2026, along with Council's concerns with the design and function of the proposed internal road, must be addressed.	BVN have reviewed the proposed ground floor planning of Market Building 2 and coordinated with JMT Traffic and MRA Waste consultants to reduce the non compliant distances from waste room holding areas to waste vehicle parking on the internal road as reflected in the diagrams below. This will result in a minor re-plan of the lobby areas to the market building, and switching locations of the waste rooms with the 2bed on the other side of the lobby. As a result, waste vehicles servicing this building can park closer to Florida Street and, as indicated in the swept path, this will in turn shift the parking area for waste vehicles into Market building 3 closer to this waste holding area. Basement areas will also need a minor re-plan to coordinate hoist locations bringing waste bins up from the basement. Further clarification and detail has been provided as part of responses to submissions from waste and traffic consultants.

CURRENT LEVEL 05 PLAN



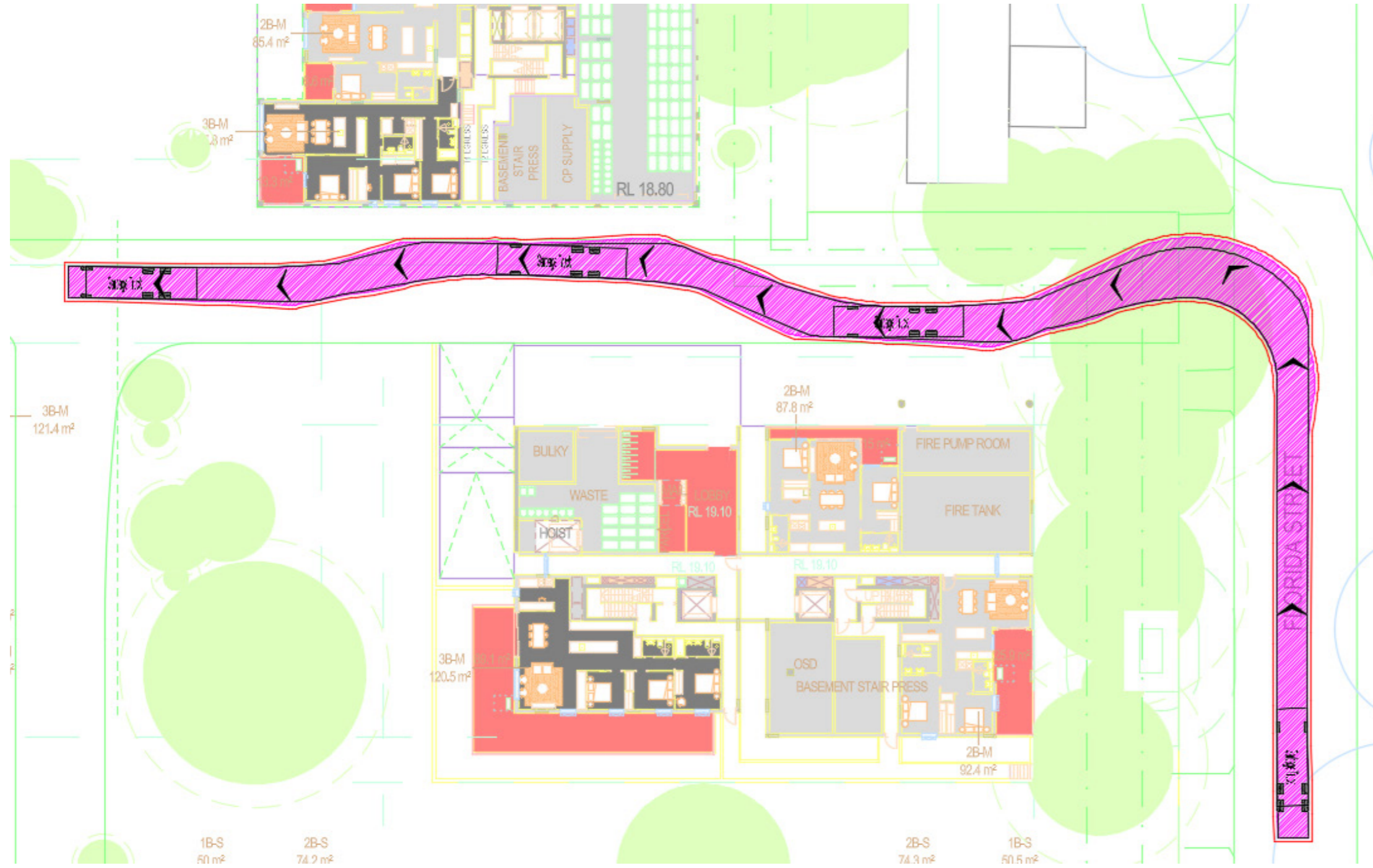
PROPOSED PLANNING AMENDMENT



- WASTE VEHICLE SWEEP PATH FROM MARKET BUILDING 2 ALLOWS THIS PARKING AREA TO MOVE CLOSER TO THE WASTE HOLDING AREA AND REDUCE THE DISTANCE TO BELOW 10M
- WASTE VEHICLE PARKING TO SERVE MARKET BUILDING 2 IS WITHIN 10M OF WASTE HOLDING AREAS AND IS AT GRADE
- 2BED LOCATION SWITCHED TO OTHER SIDE OF LOBBY TO LOCATE WASTE FACILITIES CLOSER TO FLORIDA STREET FOR MARKET BUILDING 2
- ADDITIONAL CHANGES TO GROUND FLOOR FIRE PUMP ROOM AND TANK AREAS HAVE BEEN INCLUDED AS PART OF RESPONSES TO OTHER ITEMS

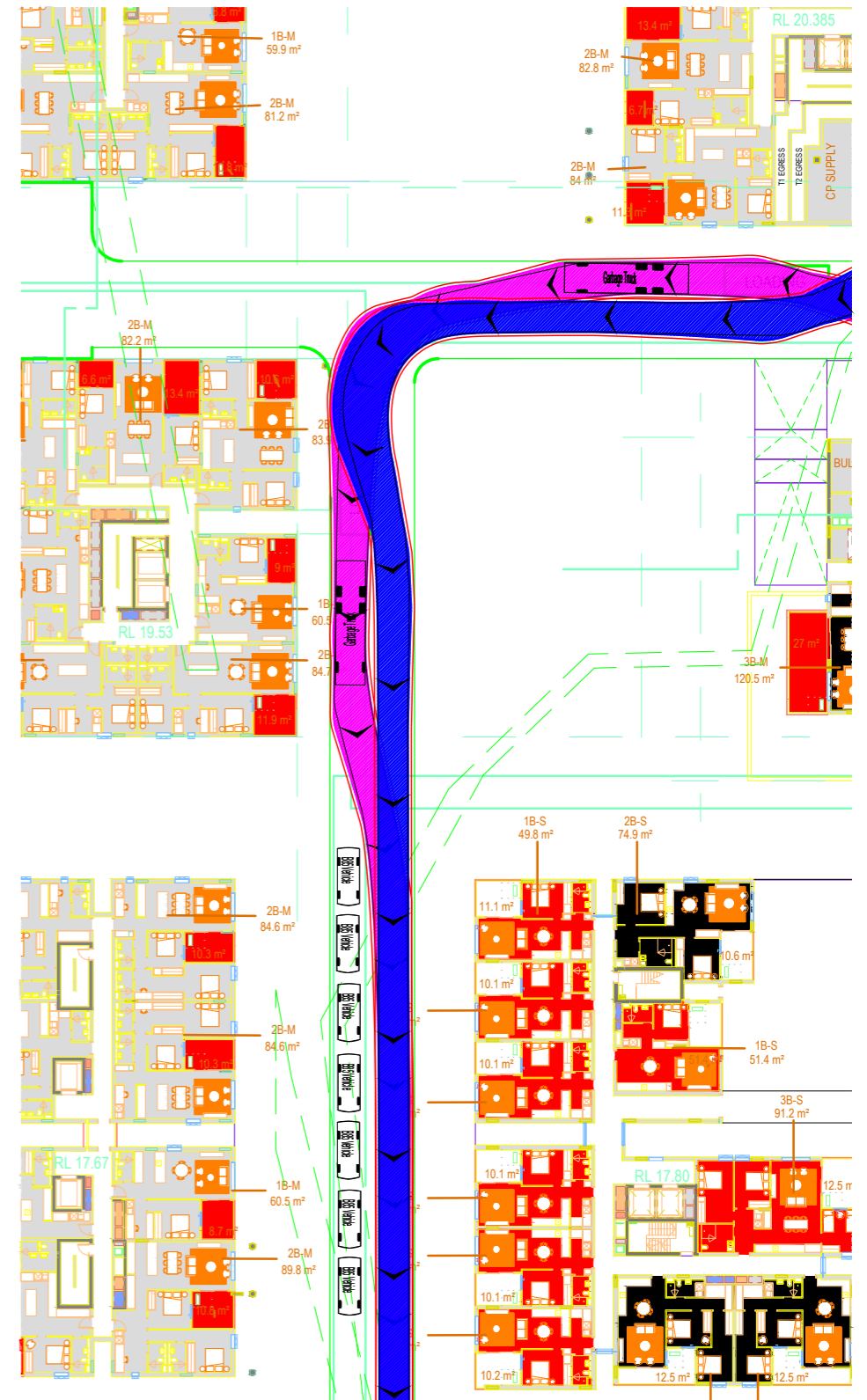
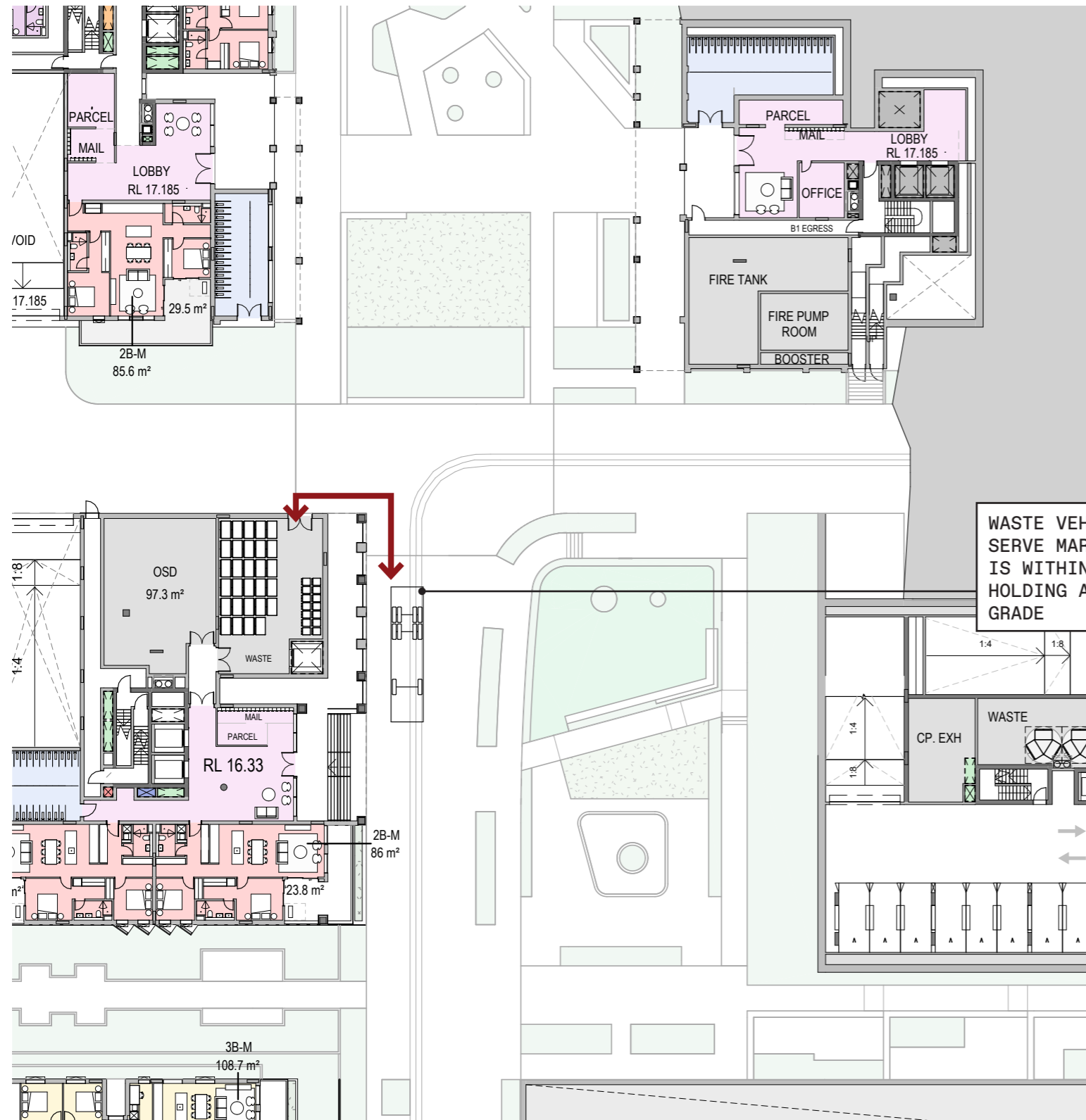
## 2.1 DEPARTMENT OF PLANNING, HOUSING & INFRASTRUCTURE COMMENTS

This diagram below has been prepared by JMT traffic reflecting the proposed parking locations for waste vehicles coming in from Florida Street



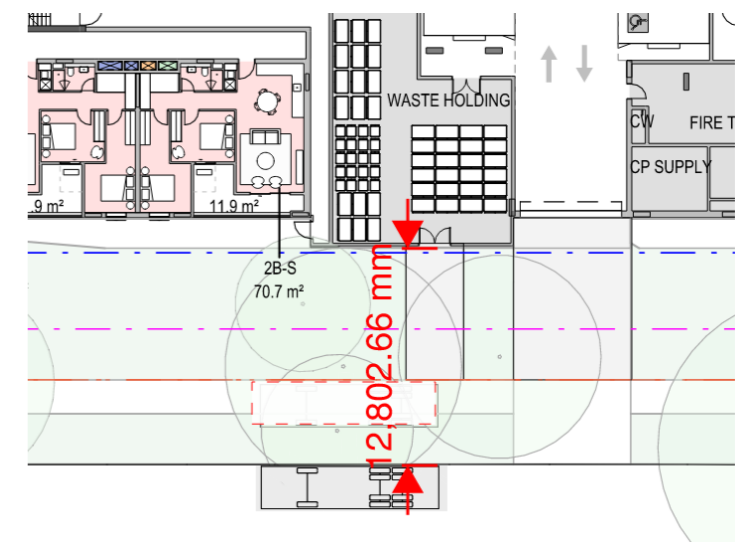
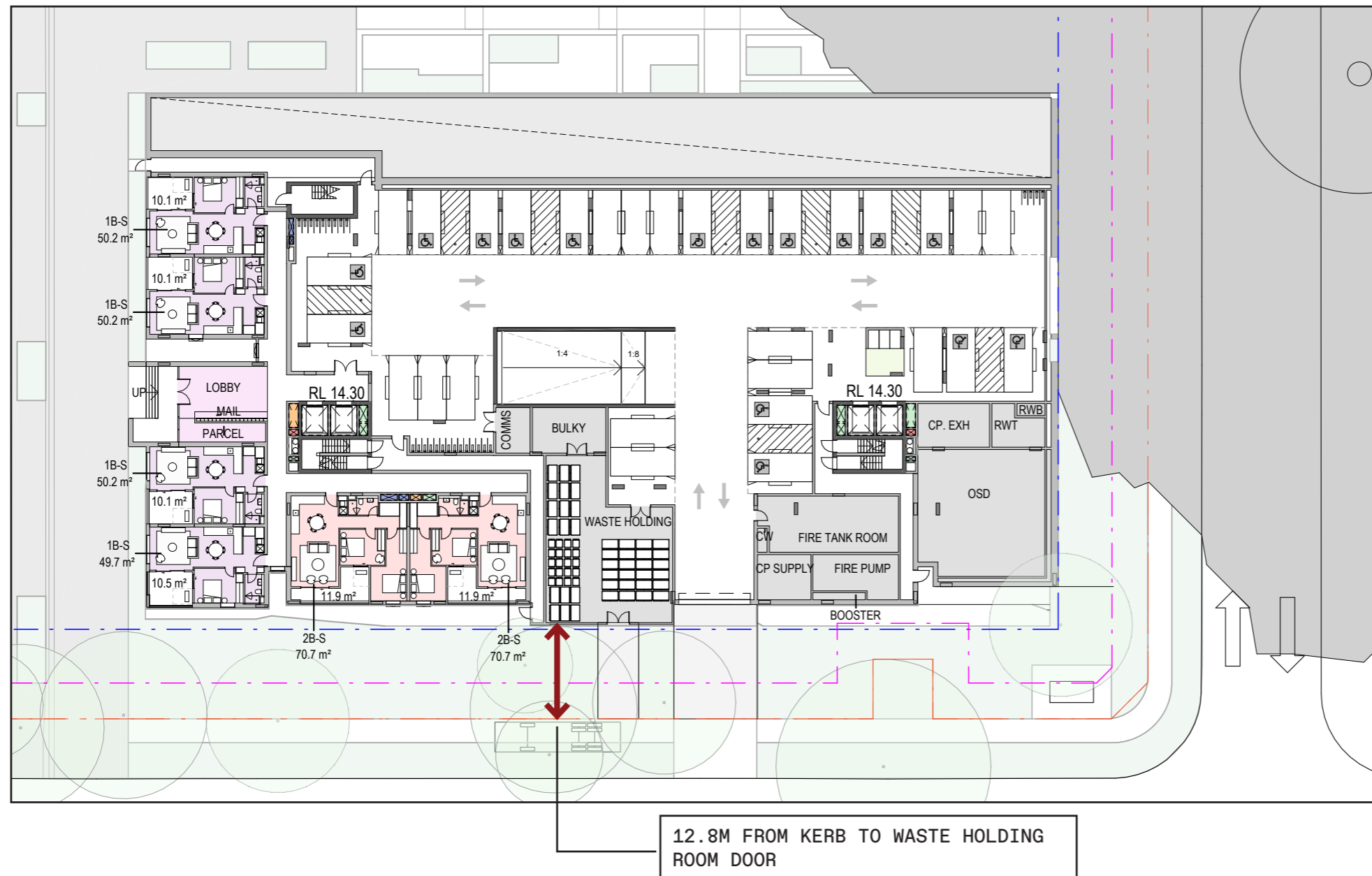
## 2.1 DEPARTMENT OF PLANNING, HOUSING & INFRASTRUCTURE COMMENTS

### CURRENT LEVEL 05 PLAN



## 2.1 DEPARTMENT OF PLANNING, HOUSING & INFRASTRUCTURE COMMENTS

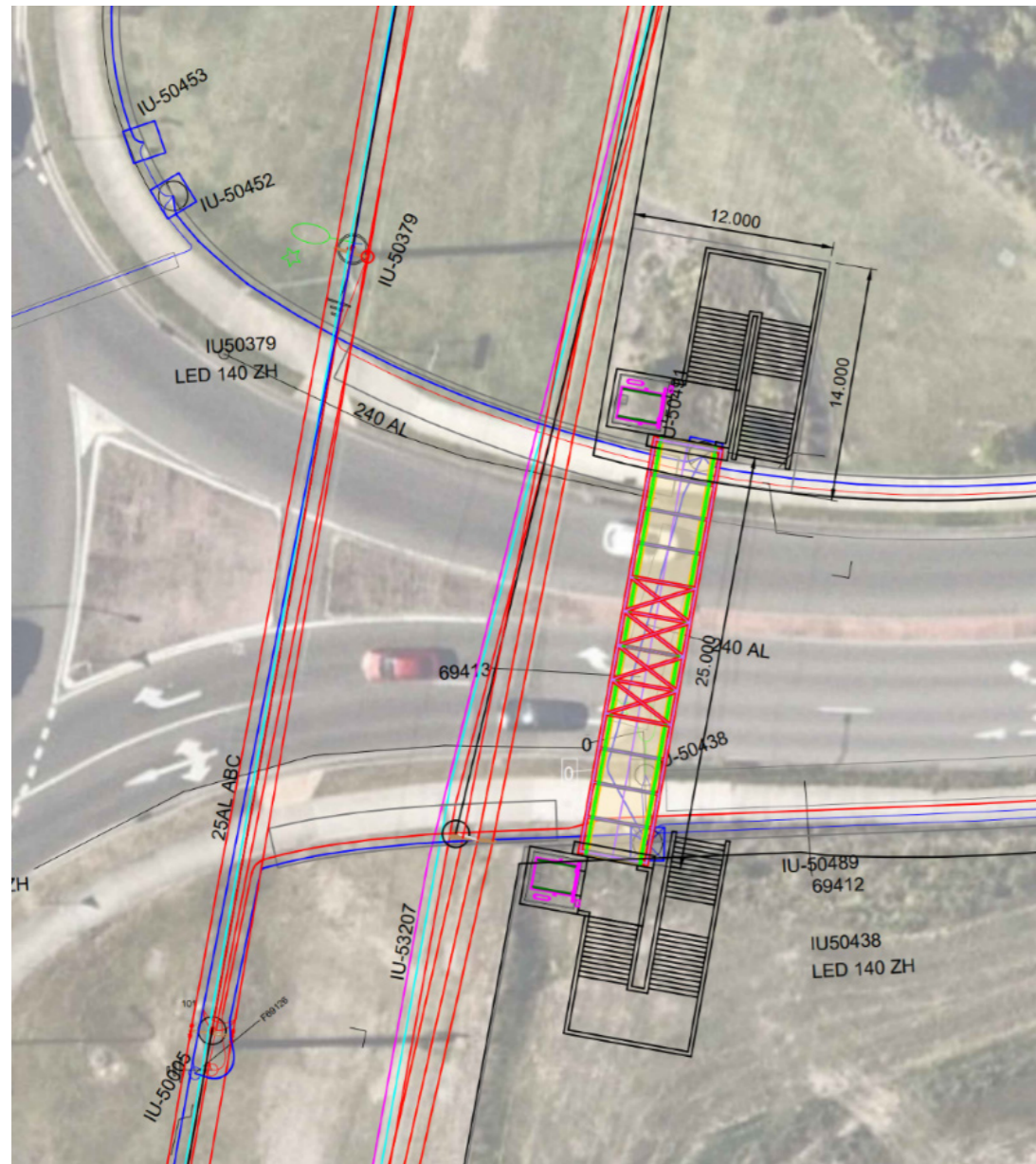
The diagram below illustrates that the proposed parking location for waste vehicles on Pembroke Road has a minimal exceedance to the maximum 10m distance that requires further discussion with Sutherland Council. A minor graphical error in this drawing has been rectified from the SSDA submission showing the waste vehicle in the correct location along the kerb.



## 2.1 DEPARTMENT OF PLANNING, HOUSING & INFRASTRUCTURE COMMENTS

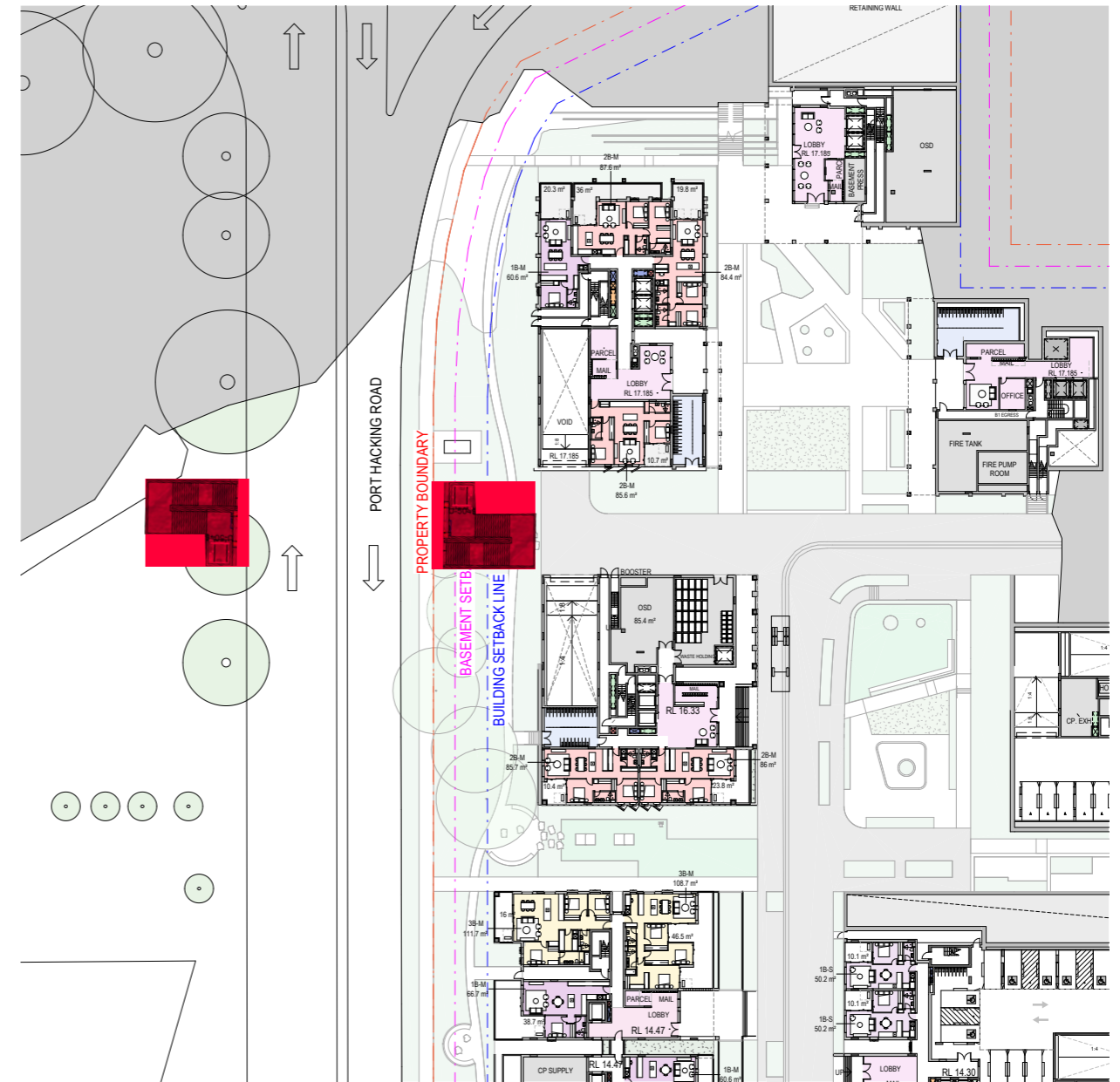
NO.	ISSUE RAISED	RESPONSE
<b>BUILT FORM &amp; URBAN DESIGN</b>		
7.2	Due to the extent of uplift proposed and improve pedestrian accessibility to Southgate Shopping Centre and public transport, TfNSW are to be consulted to consider the provision of pedestrian infrastructure upgrades to facilitate improved connections between the site and Southgate Shopping Centre	The inclusion of a pedestrian bridge across Port Hacking Drive as part of this submission has been assessed by both JMT traffic and HNSW and comes with significant complexity. The below diagram illustrates the optimal location and indicative size required to accommodate both a stair and lift (utilising a recently completed project to determine appropriate size and arrangement of the vertical circulation. This reflects the considerable limitation a new stair and lift configurations accessing the pedestrian bridge in the appropriate location along Port Hacking Drive will place on the development as well as the loss of significant trees.

HNSW have provided BVN with an example of a pedestrian overpass reflecting typical dimensions and requirements for lift and stair configurations. This does not equate to a design, or reflect the required stair heights and detail for any potential overpass over Port Hacking Drive.



SAMPLE OF PEDESTRIAN BRIDGE AND LIFT RELATIONSHIP FOR OVERPASS.

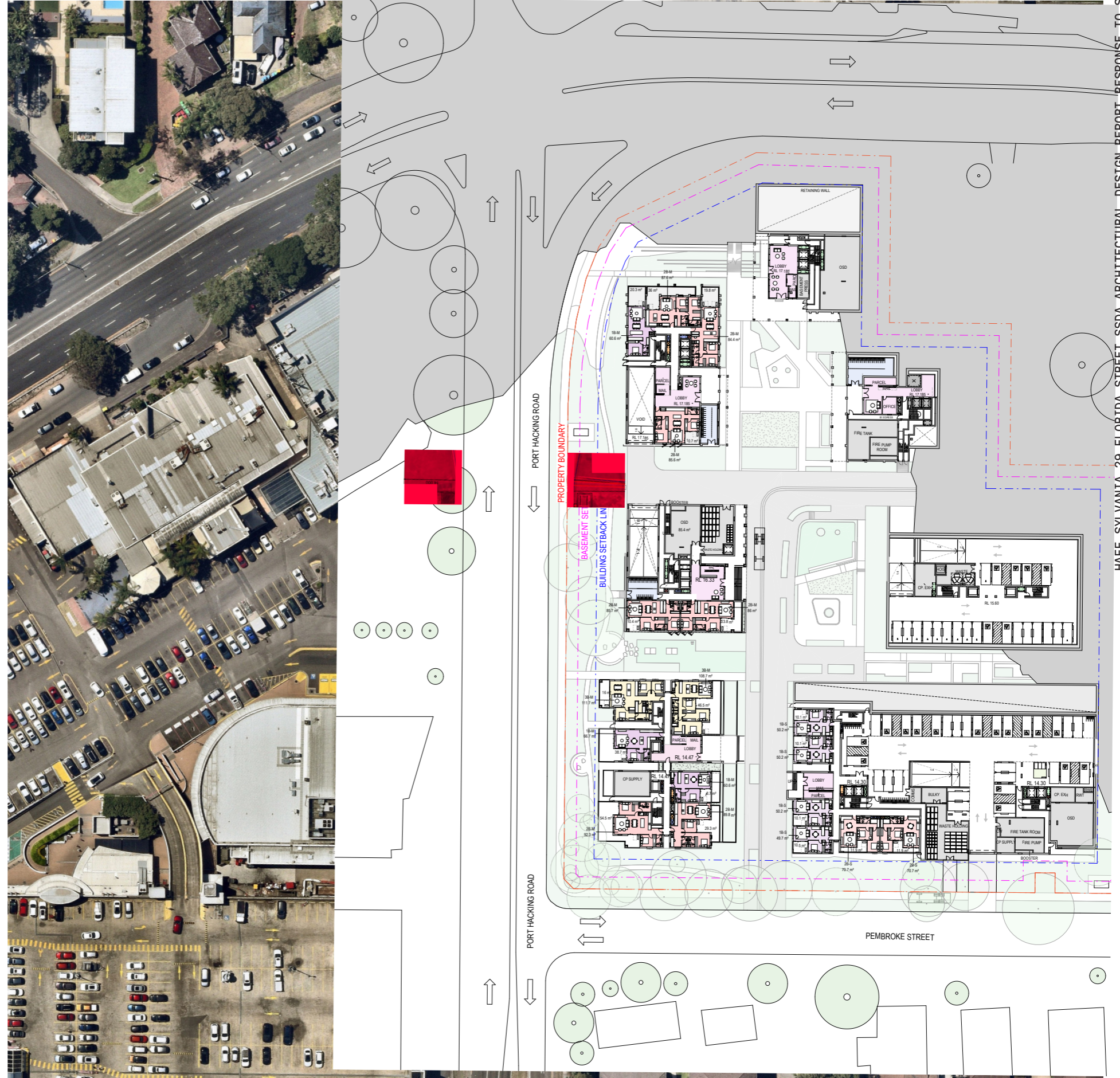
The below diagram indicates the impact to the current proposal if a new stair and lift was to be incorporated.



POTENTIAL LOCATION OF PEDESTRIAN VERTICAL CIRCULATION TO OVERPASS

## 2.1 DEPARTMENT OF PLANNING, HOUSING & INFRASTRUCTURE COMMENTS

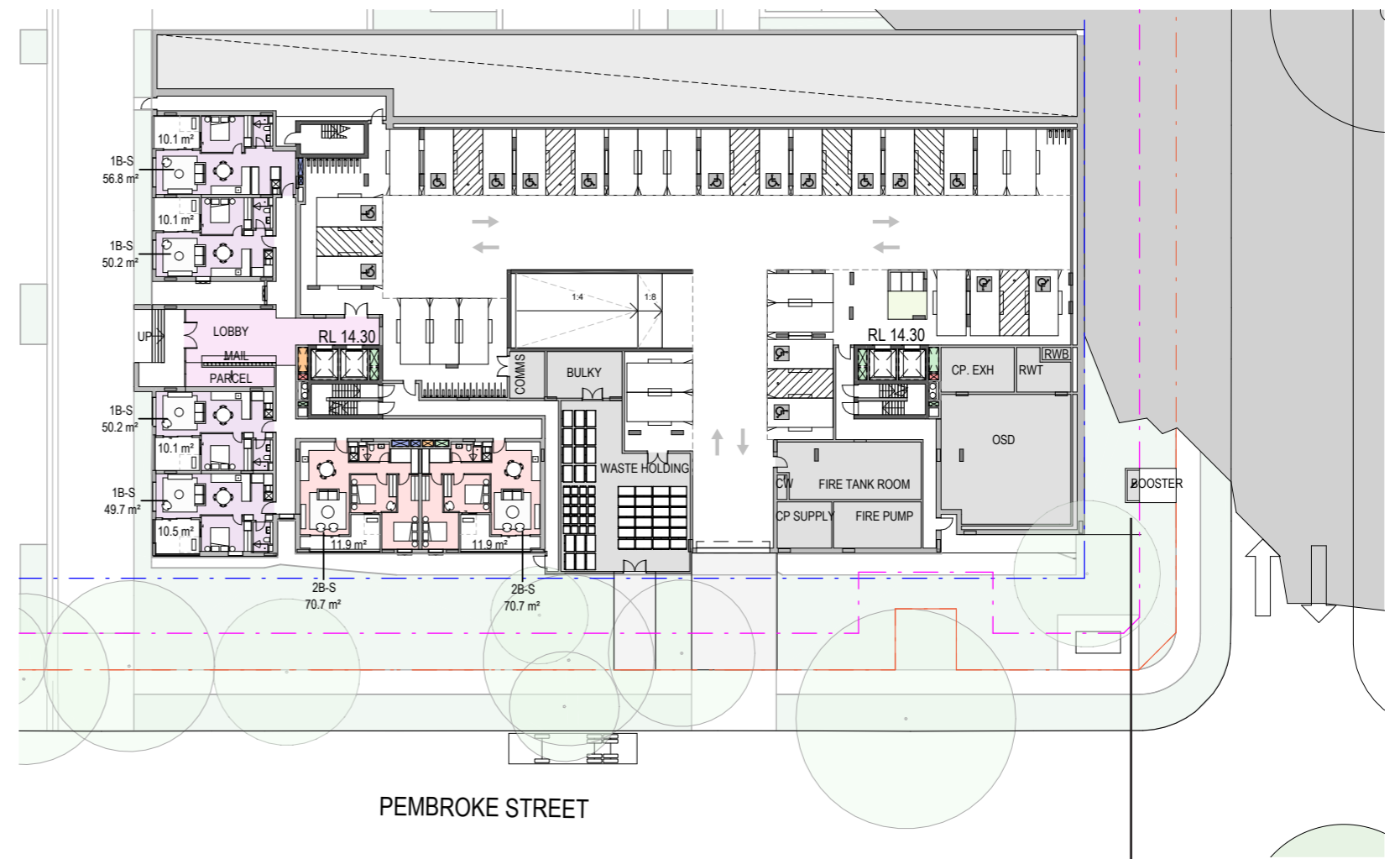
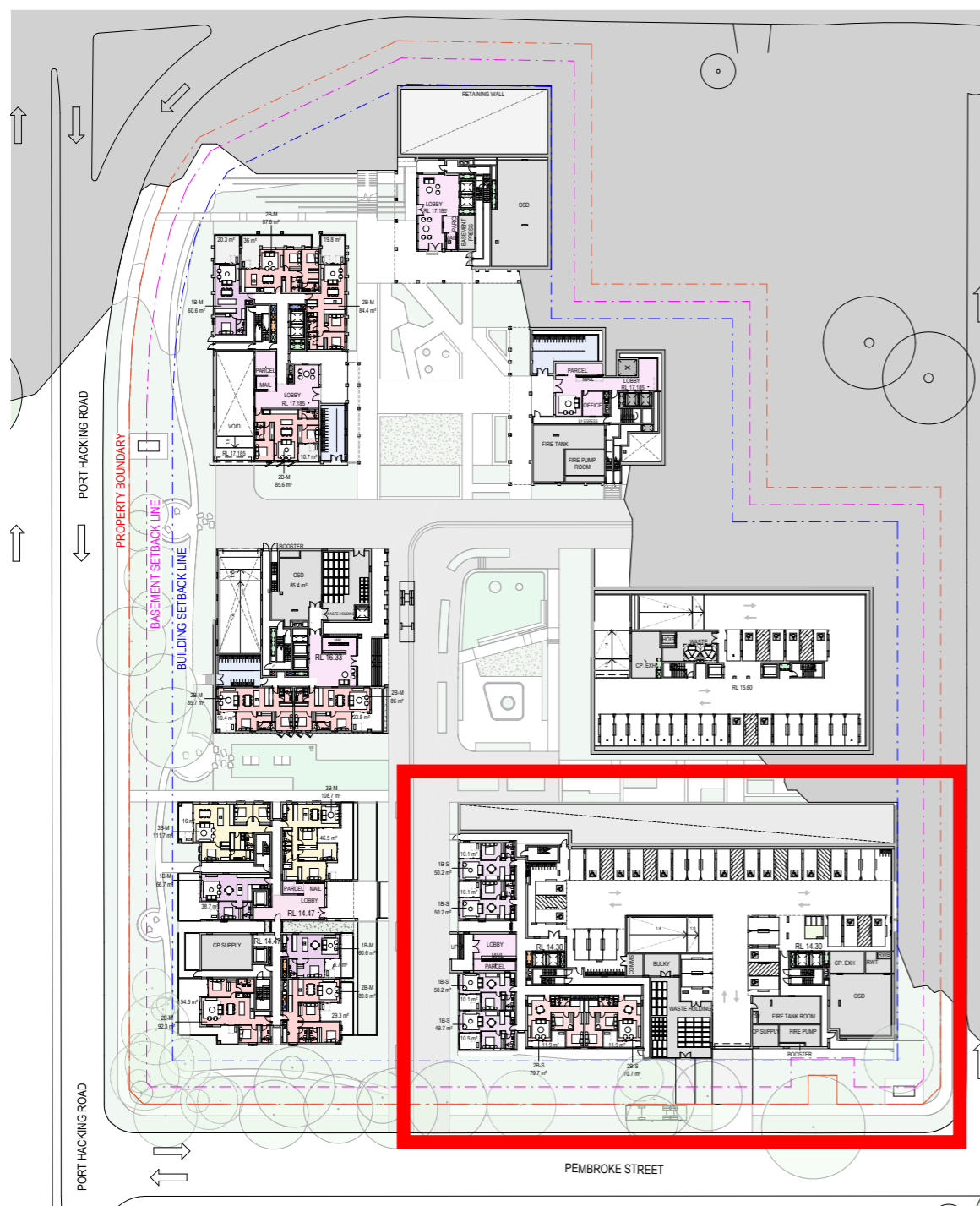
The diagram (right) reflects the potential future impact to any development on Southgate Shopping Centre, noting this site is subject to future development



## 2.1 DEPARTMENT OF PLANNING, HOUSING & INFRASTRUCTURE COMMENTS

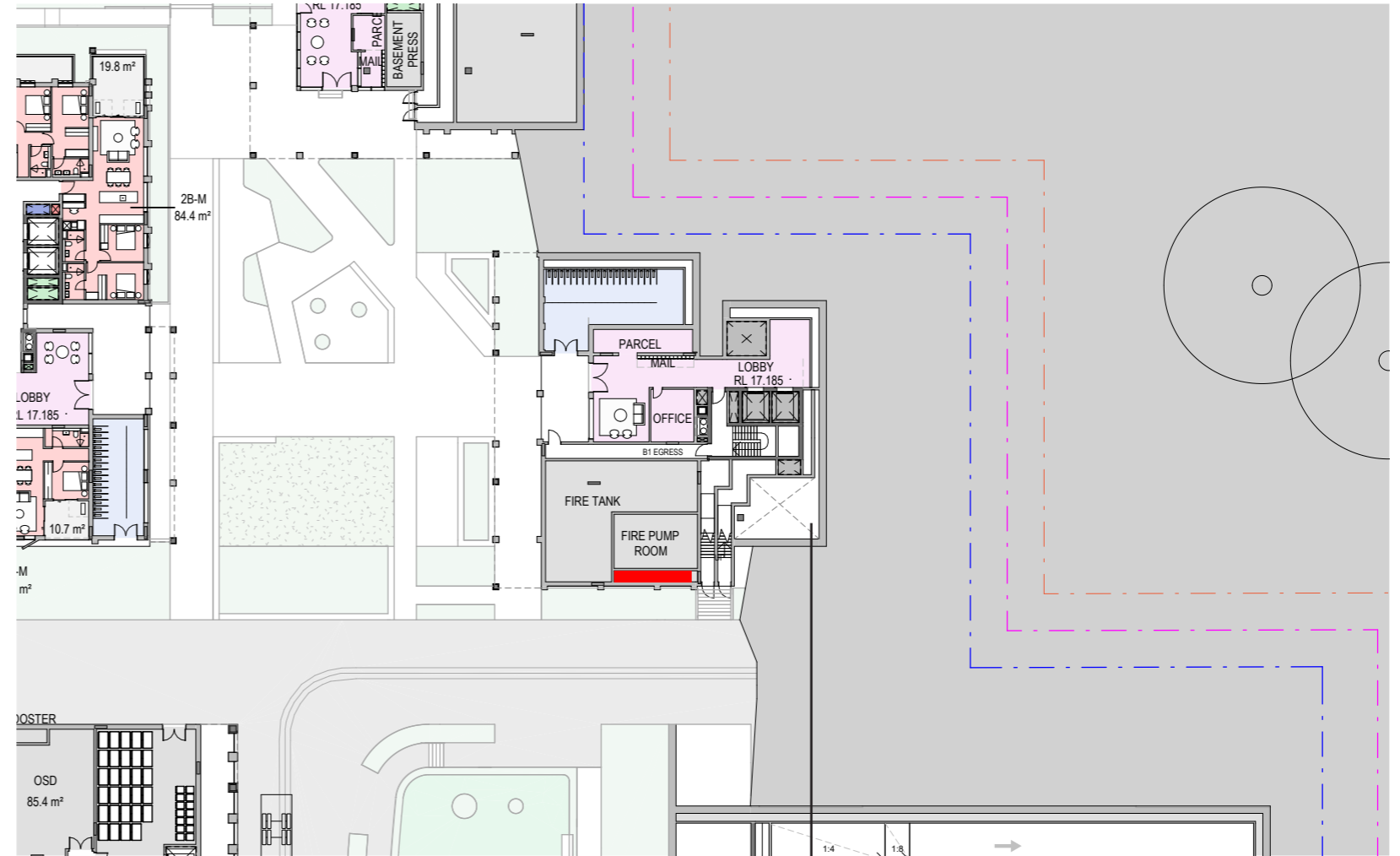
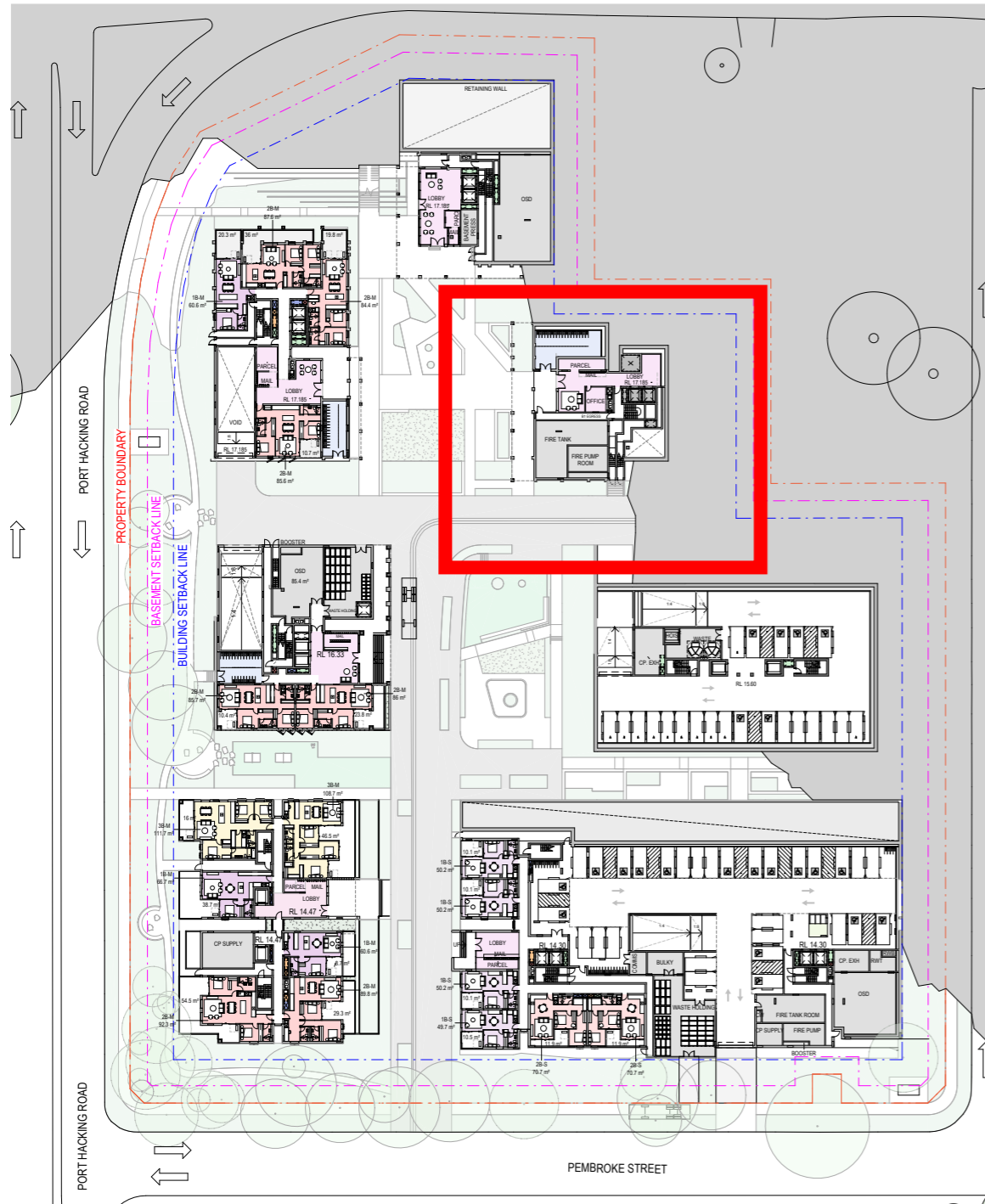
NO.	ISSUE RAISED	RESPONSE
UTILITIES		

8.1	<p>A Fire Hydrant Services Report must be prepared that assesses NSW Fire and Rescue’s fire hydrant requirements for the development, having regard to the outcomes of the localised options and hydraulic assessment to confirm that a ‘suction’ connection is not required.</p>	<p>Further coordination with Fire Service Engineers JHA has been undertaken to refine the quantity and location of fire booster pumps and associated fire tank rooms. This has been reflected in the report provided by JHA. The resulting changes have been made as per the below diagrams. The number of fire boosters provided for the precinct has been reduced to 2, one for each title. The social housing booster has been relocated from within the bulding to be along Florida Street, within acceptable distance of the fire tank and pump room and more than 10m away from the substation while also ensuring there is no impact to existing significant trees. The fire tank and pump rooms serving the market housing developments have all been consolidated into Market Building 1C, with a booster inside the bulding footprint within 8m of the internal road. This has allowed for an additional apartment to be added into Market Building 2 where there used to be a fire tank and pump room, and additional sotrage and plant areas in Market Building 3A where the fire tank and pump room used to be in the basement.</p>
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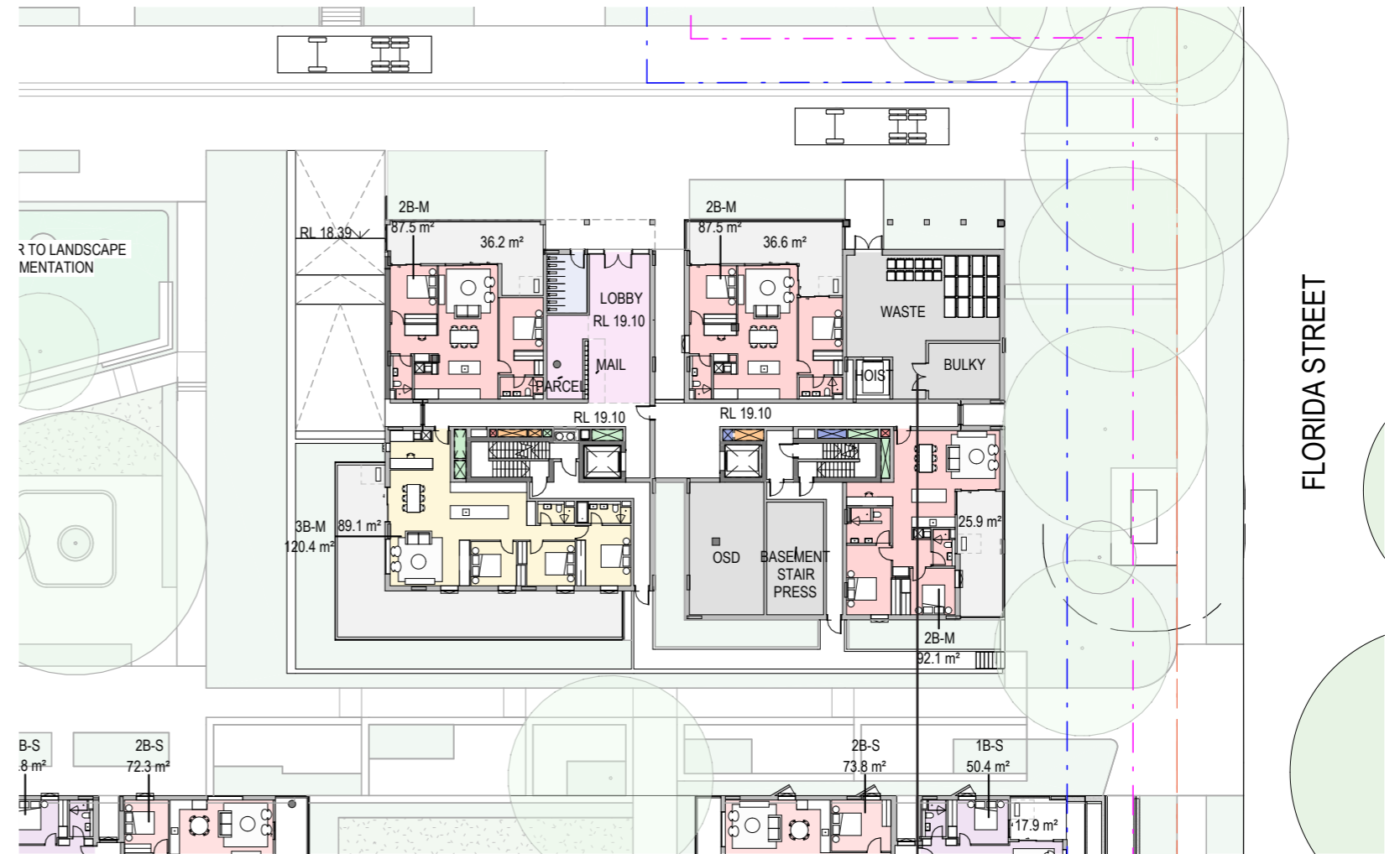
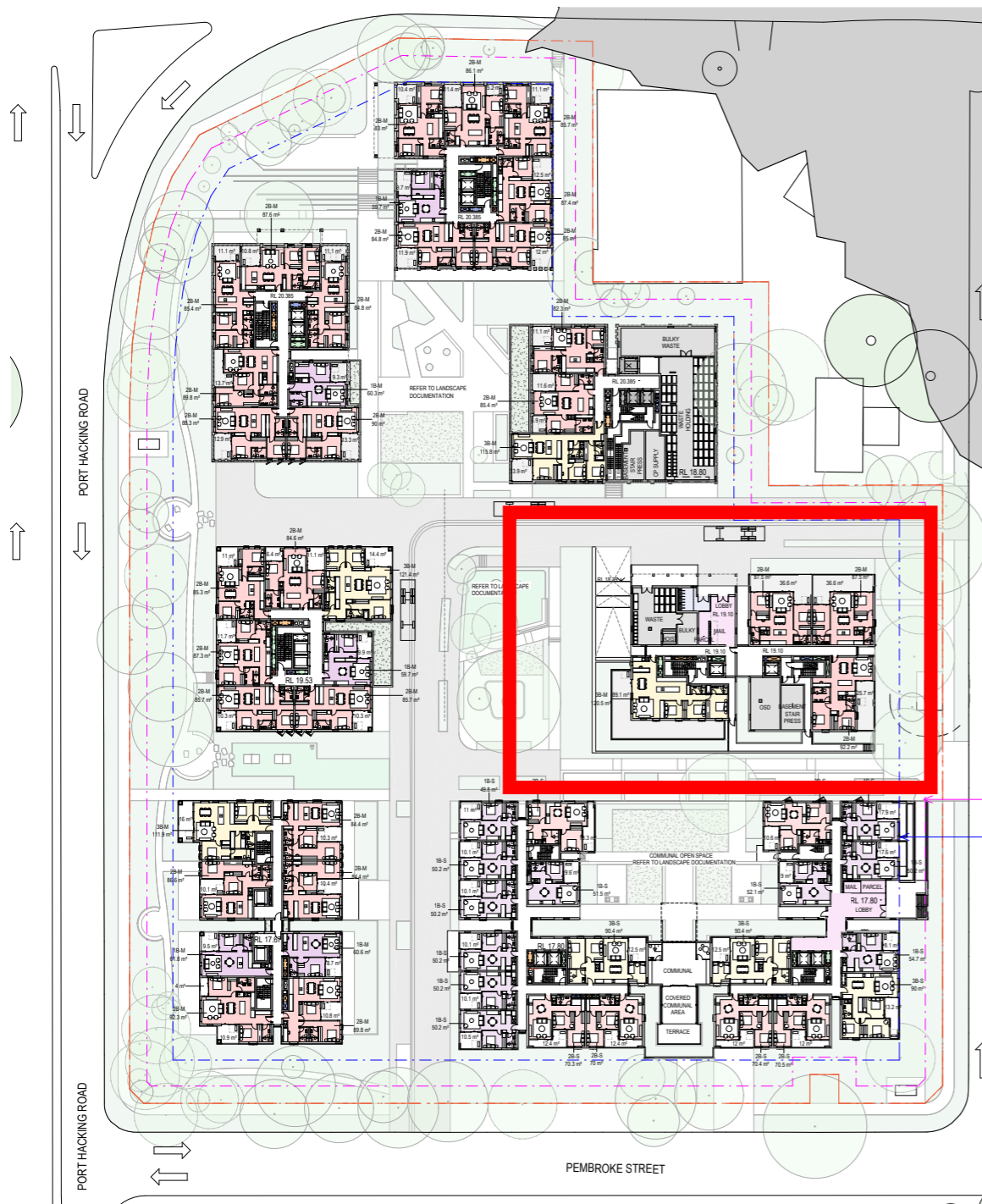
FIRE BOOSTER HAS BEEN RELOCATED FROM WITHIN THE BUILDING FOOTPRINT IN THE SOCIAL HOUSING COMPONENT OF THE DEVELOPMENT, TO BE OUTSIDE OF THE BUILDING ON FLORIDA STREET

## 2.1 DEPARTMENT OF PLANNING, HOUSING & INFRASTRUCTURE COMMENTS

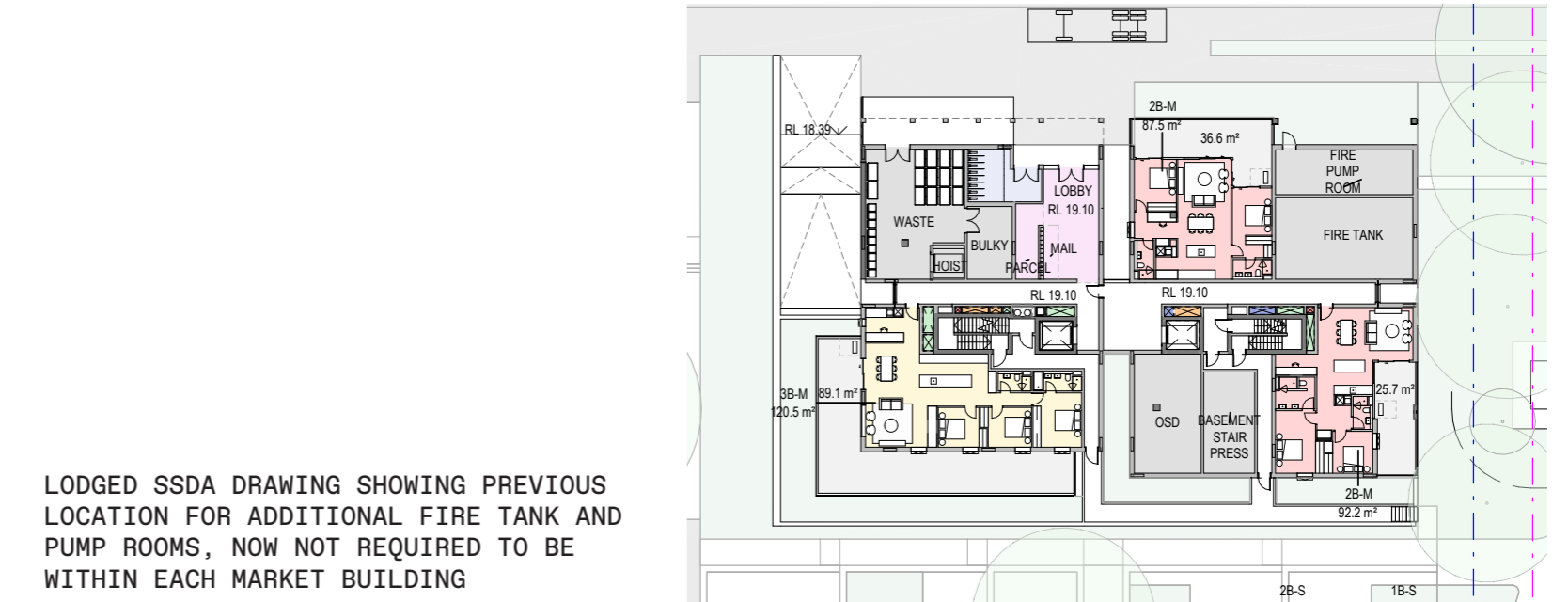


FIRE BOOSTER LOCATION IN MARKET BUILDING 1C RETAINED AS PER DA SUBMISSION TO SERVE ENTIRE MARKET HOUSING DEVELOPMENT.

2.1 DEPARTMENT OF PLANNING, HOUSING & INFRASTRUCTURE COMMENTS

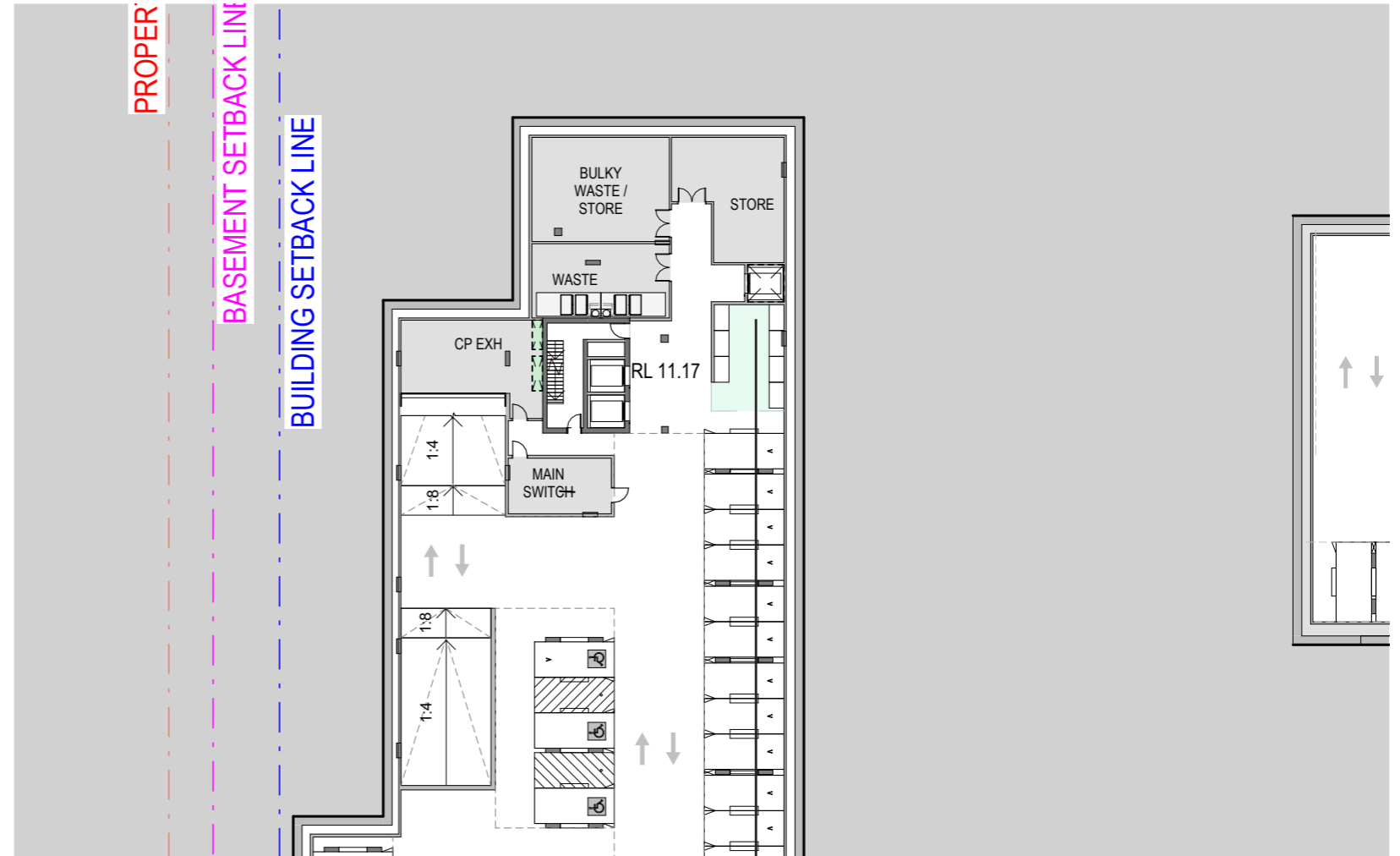
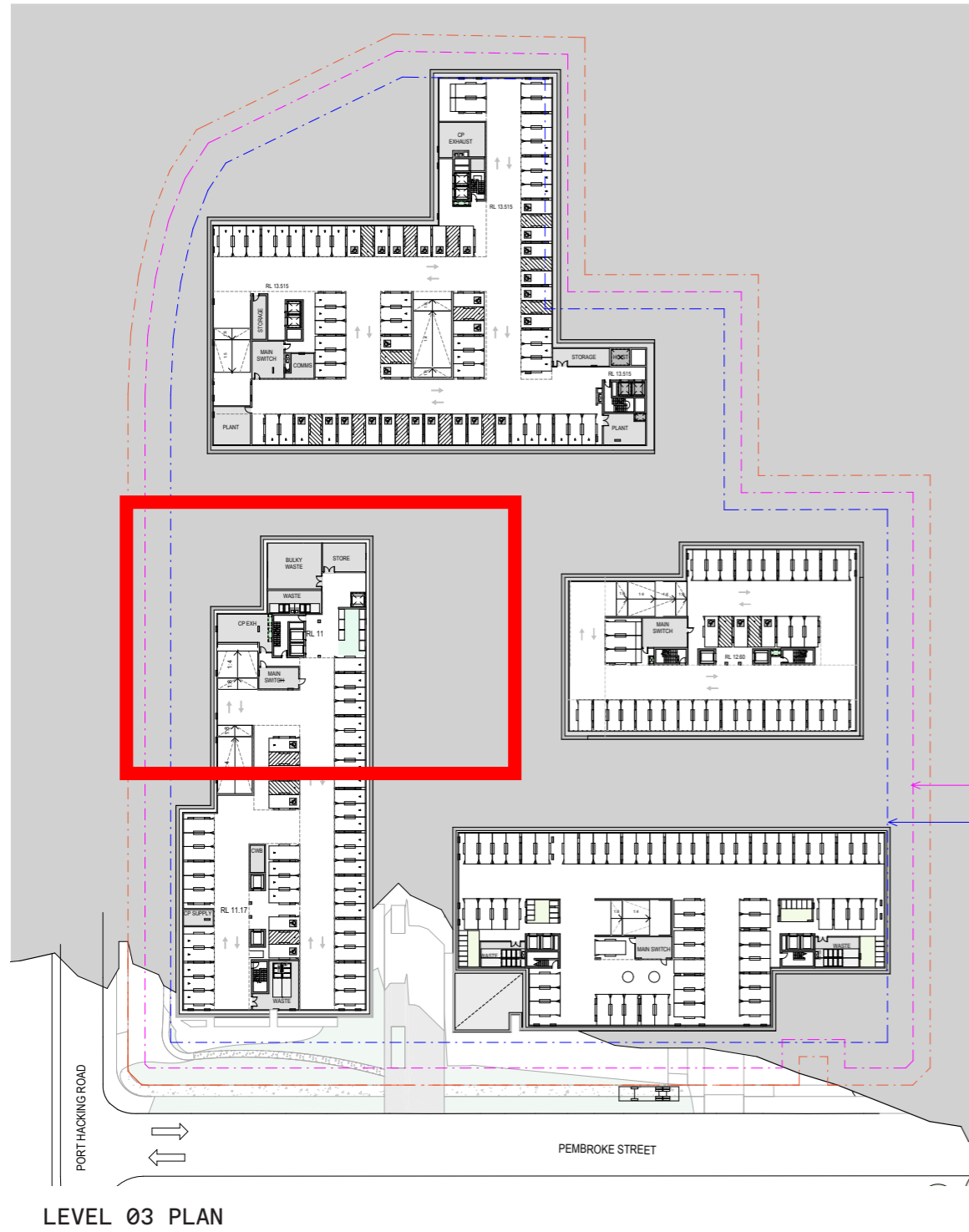


FIRE TANK AND PUMP ROOM HAS BEEN REMOVED FROM MARKET BUILDING 2 AND REPLACED WITH WASTE ROOM. ADDITIONAL 2 BED UNIT REPLACES THE ORIGINAL WASTE ROOM LOCATION

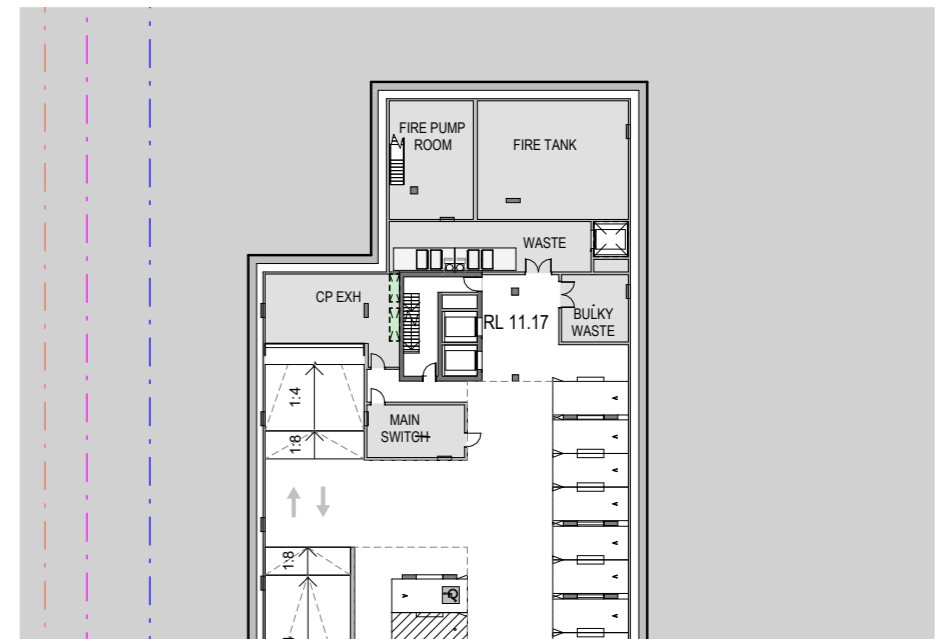


LODGED SSDA DRAWING SHOWING PREVIOUS LOCATION FOR ADDITIONAL FIRE TANK AND PUMP ROOMS, NOW NOT REQUIRED TO BE WITHIN EACH MARKET BUILDING

### 2.1 DEPARTMENT OF PLANNING, HOUSING & INFRASTRUCTURE COMMENTS



FIRE TANK AND PUMP ROOM HAS BEEN REMOVED FROM MARKET BUILDING 3, WASTE AREAS REORGANISED AND ADDITIONAL BUILDING STORAGE ROOM ADDED



LODGED SSDA DRAWING SHOWING PREVIOUS LOCATION FOR ADDITIONAL FIRE TANK AND PUMP ROOMS, NOW NOT REQUIRED TO BE WITHIN EACH MARKET BUILDING

BVN