

17 July 2024
Our Ref: 131306

APPENDIX 9 – ADDENDUM DESIGN VERIFICATION STATEMENT

MODIFICATION REPORT FOR NEWQUEST PROPERTY PTY LTD HAVEN ESTATE – BADAGARANG

This Addendum Design Verification Statement (DVS) has been prepared in accordance with Shoalhaven Development Control Plan 2014 Chapter NB3 (DCP), Section 8.1.

This Addendum DVS has been prepared to accompany a Section 4.55(2) modification to RA21/1003 which seeks to modify the approved lot layout and densities of Stages 5 and 6 of RA/1003 (proposed Stages 6 and 7 under MA24/1082).

Section 8.1 of the DCP states:

A DVS is a document that provides clear and sound reasoning on how the proposed development meets the relevant objectives, performance criteria and acceptable solutions of this Chapter. A DVS is required to support a subdivision DA which includes small lots as per Shoalhaven LEP 2014. The DVS must include but is not limited to:

- *A description of the proposed development (except for where the DVS is contained within a Statement of Environmental Effects).*
- *A robust explanation of the design of the subdivision and how it meets the individual key development outcomes (refer to Section 6 of this Chapter).*
- *Identify and justify any variations to the ILP*

This Addendum DVS should be read in conjunction with the Section 4.55(2) assessment report prepared by Allend Price & Scarratts, dated 16 July 2024, and the Design Verification Statement prepared by SLR Consulting Australia Pty Ltd (dated 26 November 2021, Ref. 660.30055.00000-L01-v1.1-20211126 DVS.docx) and approved under Development Consent No. RA21/1003, dated 15 March 2023.

1. DESIGN DESCRIPTION

The development as proposed to be amended provides 260 residential lots, with associated civil infrastructure and landscaping.

Road layouts continue to provide connectivity between the Moss Vale Road Urban Release Area (URA) and reflect the road layout for Stage 4 of the Indicative Layout Plan (ILP). The proposed lot layout is not proposed to be modified under this modification application,

Lot sizes for residential lots across the overall subdivision range from 400m² to 1149m² (excluding superlots and lots containing the watercourses and riparian vegetation). Lot orientation is north-south, and only a small number of lots are oriented east-west. The largest lots are not residential and are proposed to retain the existing riparian corridor and drainage basins for the subdivision.

The approved development delivered a range of lot types proposed within the subdivision including medium density/integrated housing in the south-eastern extent of the site to duplex lots and medium density housing lots. Large lot residential is placed along the northern boundary extent to offer larger lot lifestyle living while standard lot residential sized lots are contained within the interior in a standard grid pattern. The arrangements remain unchanged by the proposed modification, with smaller lots centralised around the southern area of the subdivision.

Landscaping remains high quality in accordance with the expectations of the URA, as shown on the accompanying landscape plans providing street trees within the subdivision lot layout according to the street type under the DCP.

2. KEY DEVELOPMENT OUTCOMES

Table 1 outlines the key development outcomes in accordance with Chapter 6 of the DCP as it relates to the proposed modification.

Table 1. Key Development Outcomes

Requirement	Comment
<p>The Moss Vale Road South URA will be designed to incorporate the following key development outcomes which are to be considered in the Design Verification Statement submitted at the subdivision Development Application (DA) stage.</p> <ul style="list-style-type: none"> i. The URA will provide housing diversity by enabling the development of various housing types to meet the needs for the future community. Where small lots are provided, they: <ul style="list-style-type: none"> a. Engage with the street and open space areas by minimising the dominance of garages and vehicular parking spaces. b. Maximise access to open space areas. 	<p>The proposed subdivision as amended will meet the needs of the community as currently experienced in 2024. Shoalhaven Development Control Plan 2014 (SDCP) Chapter NB3 - Moss Vale Road South (MVRS) and Indicative Layout Plan (ILP) was drafted and gazetted in 2018. The Shoalhaven 2030 - Draft Affordable Housing Strategy outlines that in this time, the strategic context of the Shoalhaven, including the dwelling demand, tenure mix and demographics, have significantly changed.</p> <p>The delivery of smaller lots within the subdivision will provide a broader range of housing typologies within the URA. The application demonstrates that future buildings on the proposed lots can provide high amenity residences, which are not dominated by parking, and with streetscapes where on street parking is not impacted.</p> <p>The densities achieved within the subdivision increase, however this is minor with only an additional 6 lots across the subdivision. Figure 1 of this report identifies that the proposed densities within the respective areas of the area to be modified which remain acceptable.</p> <p>Access to open space is improved with all lots within walking distance to proposed open space and/or adjoining open space areas.</p>
<ul style="list-style-type: none"> ii. The defined street hierarchy is determined by the placement and design of road types and achievement of the intended function. The street hierarchy is important to enable an accessible and connected movement network that integrates walking, cycling and public transport 	<p>The DVS submitted and approved with RA21/1003 outlined that:</p> <p><i>"The development includes local streets, a collector loop road, and a portion of a tree-lined boulevard as per the ILP, with these connecting via Taylors Lane to the south and</i></p>

<p>routes that are safe and convenient. The street types include:</p> <ul style="list-style-type: none"> a. Collector Road – provides an attractive entry and loop around the URA which will facilitate the provision for a future public transport route. All dwellings within the URA are approximately 400m walking distance from the Collector Road. b. Tree-lined Boulevard – two boulevards are provided in the URA. They are characterised by tree lined verges, planted road blisters and shaded footpaths that connect two large open space areas. Tree-lined boulevards are generally access restricted streets and are the focus for small lot development. c. Local Streets – provides access to residential areas from the Collector Road and Tree-lined Boulevard. They are relatively narrow streets encouraging slower vehicle speeds. Local streets are important components of the street network as they facilitate permeability within the URA. d. Laneways – provide rear access and waste collection to small lots (generally small lots located along the access restricted Tree-lined Boulevard). They are designed to be short in length to optimise passive surveillance and minimise the visual impact of the laneways. 	<p><i>Moss Vale Road to the north to provide access to residents. Road cross sections are designed to accord with Section 7.4 of Chapter NB3”.</i></p> <p>This is not proposed to change under the modification which this Addendum DVS accompanies. The street typologies and designs remain unaffected.</p>
<ul style="list-style-type: none"> iii. Open space areas will meet environmental sustainability objectives and be adaptable spaces. They will function to protect and enhance riparian corridors and significant and remnant vegetation, incorporate water sensitive urban design elements and create opportunities for passive recreation. 	<p>Open space is to be provided in adjacent Council owned lots (Lot 1 DP 1256748 and Lot 2 DP 1256748), with none required within the development site.</p>

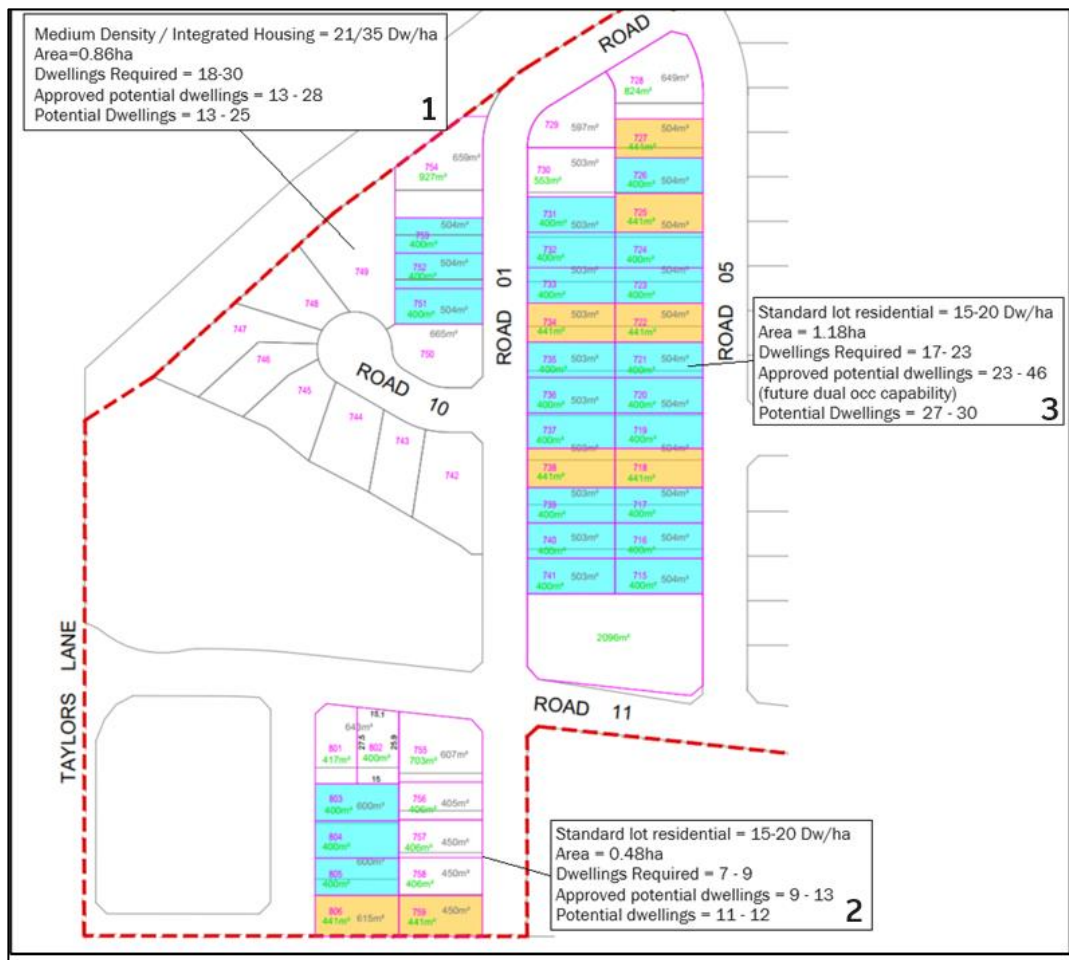


Figure 1. Subdivision Comparison plan noting required, approved and proposed lot densities
(Source: Colliers with markups by AP&S)

3. VARIATIONS

The proposed layout as proposed to be amended under this application complies with the requirements of the DCP, with the exception of the ILP. The variation to this is addressed in detail in the accompanying Section 4.55(2) assessment report.

4. SUMMARY

In summary, the proposed development as modified as generally aligns with the requirements of the DCP, with the proposed modification not giving rise to any variations with regard to the overall design of the subdivision.

Yours sincerely,

Rebecca Lockart
Senior Town Planner
BPlan (Hons) MPIA