



**STATE SIGNIFICANT
DEVELOPMENT
APPLICATION**

ADDENDUM

**VOL 5 – RESPONSE TO
PLANNING QUERIES**

25 MOSS VALE ROAD, BOMADERRY
JANUARY 2026 – UPDATE V3

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Version 3

Updated due to clarification that any Childcare will be subject to a separate DA submission and does not form part of this approval.

We acknowledge that there is more than 60,000 years of continuous Aboriginal connection to the land that makes up NSW.

We recognise that, as part of the world's oldest living culture, the Traditional Aboriginal and Torres Strait Islander Owners and Custodians of the Australian continent and adjacent islands share a unique bond to Country — a bond forged through thousands of years of travelling across lands and waterways for ceremony, religion, trading, and seasonal migration.

Aboriginal people maintain a strong belief that if we care for Country, it will care for us. The land areas surrounding this proposed development area is custodially cared for by the Tharawal People.

Country takes in everything within the physical, cultural and spiritual landscape - landforms, water, air, trees, rocks, plants, animals, foods, medicines, minerals, stories and special places. It includes cultural practice, kinship, knowledge, songs, stories and art, as well as spiritual beings and people: past, present and emerging.

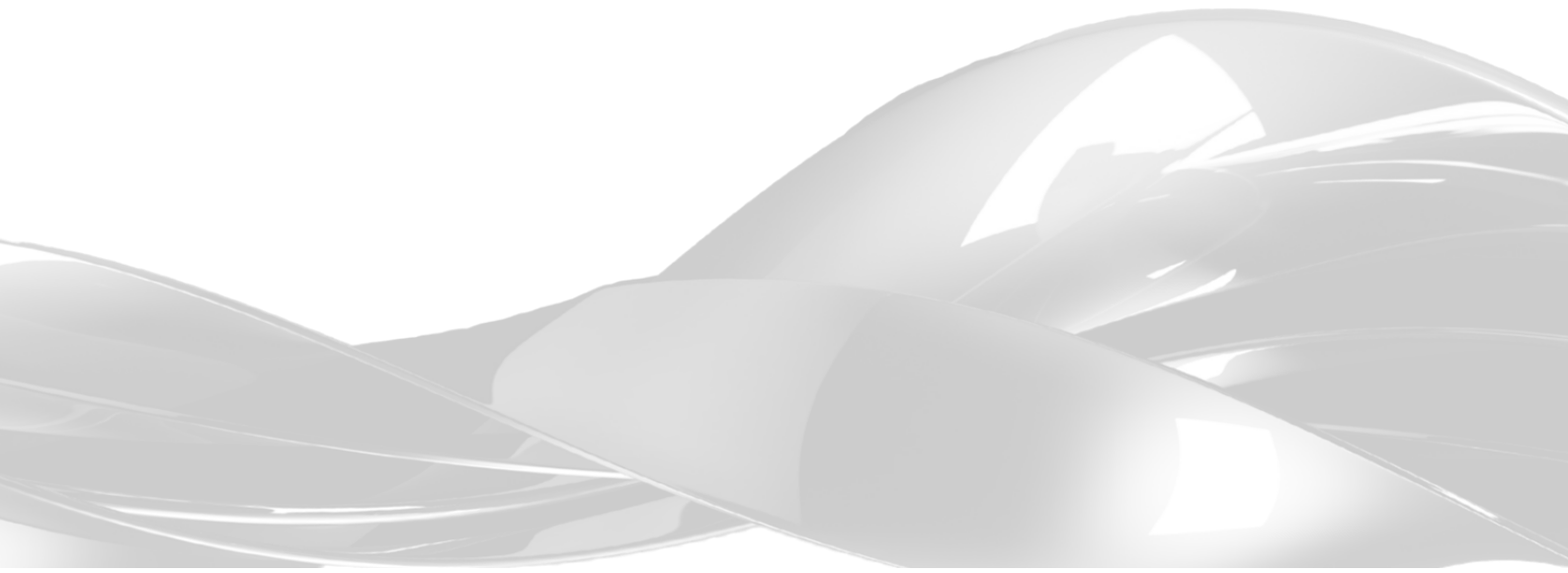




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1. INTRODUCTION

This volume responds to queries raised by the Department of Planning and other stakeholders following the submission of the project documents for assessment.

This report responds to the comments related to the Architectural and Urban Design elements for the project, with further separate reports to be lodged in response to technical queries on specialist disciplines of Flooding, Traffic, Staging, Contamination & Remediation, and Acoustics.

2. MOSS VALE ROAD

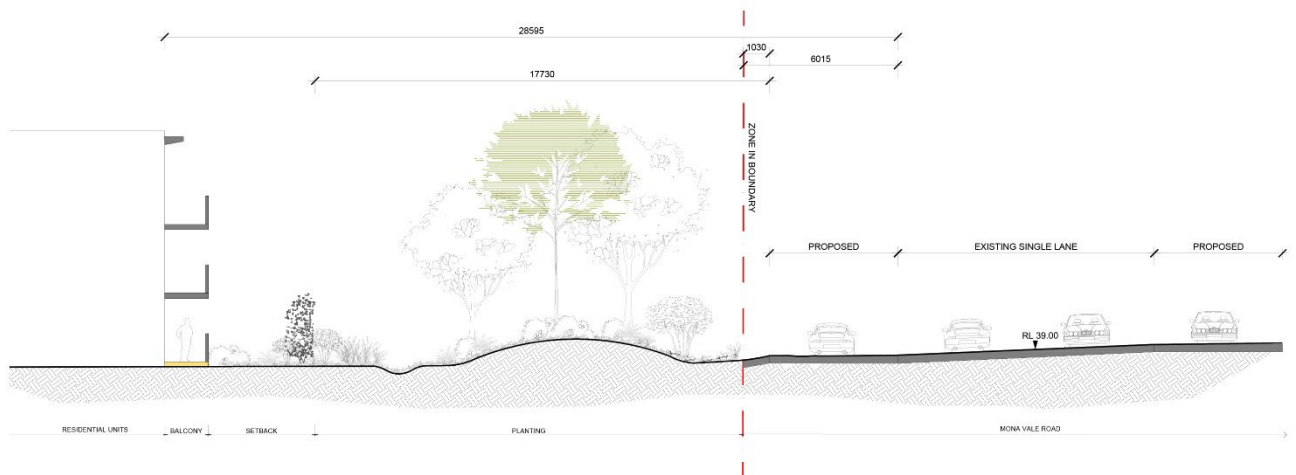
Moss Vale Road currently has a two-lane carriageway, with a carriageway width of approximately nine (9) metres in width, set within a road corridor that is forty (40) metres wide.

Currently the RTA has no formal plans for undertaking any road widening, and there is no land resumption planned or illustrated on any formal mapping of the site. As part of the discussions for the approved subdivision (SF10851) the Client consulted with the RTA. The RTA acknowledged that at some stage in the future there may be the requirement to widen Moss Vale Road to have two lanes in each direction, while also recognising that this was not either planned or budgeted for. As part of these discussions the RTA, Shoalhaven City Council, and Southern Cross Community Housing agreed to create a setback zone to Moss Vale Road to create flexibility for any future road widening.

This zone, as illustrated in the drawings accompanying this SSDA submission, was intended to be the building setback line, while still allowing the requirements of a landscaped verge and buffer planting between the building and the road corridor.

It is not the area that the RTA will necessarily take for any road widening. We again note that the existing road corridor is 40 metres wide and there may not be the need for any additional land to be used above the existing width.

A detailed cross section illustrating the proposed distance and landscape buffer treatments is shown below and included in the updated landscape package.



01 SECTION A-A
SCALE 1:100



3. RESIDENTIAL DESIGN & AMENITY

a. Residential Flat Buildings

NSW Planning have requested a separate ADG schedule for each apartment building. This is contained in the Design Report Volume 4 as attached to this response.

b. Multi Dwelling Housing

NSW Planning have requested clarification of the titling and subdivision of the Multi Dwelling Housing in Precinct C. The Strata Subdivision has been clarified on the site plan CA100 illustrating that the group is treated as 6 units of Multi Dwelling Housing on each site (C1 and C2), with each having a strata lot containing the unit and private open space area. The external off-street parking and street frontage open space is proposed as common area. This complies with the definition of Multi Dwelling housing as there are more than 3 dwellings on each site which we understand to be permissible in accordance with the SLEP2014.

c. Attached Dwellings

While we assert that the dwellings in Lots E1, E2 and E3 were connected in groups of 3, 3 and 4 respectively, we have taken the opportunity to refine the design solution to further reinforce the relationship between adjoining dwellings, and to simplify the roof scape, junctions and plane changes of these groupings. The revised drawings are including in this response, including new drawing EA149 and EA150 that illustrate a cross section through the typical conditions of the adjoining dwellings.

d. Semidetached and attached dwellings.

Planning have requested a review against Chapter G13 of the SDCP2014. This review is included within the Design Report Volume 3.

e. Solar Access

Solar access studies have been provided for the Class 2 buildings on the site.

Solar access for the Class 1 Dwellings has been included in the precinct drawing packages. Refer to Drawings Numbers:

CA173

DA173

EA173

EA174

GA173

HA173.

f. SDRP Advice

a. Connecting With Country

The local indigenous community have been consulted on the project during the process of the existing subdivision approval.

We have continued this consultation during the process of this development submission with ongoing interaction with the local Aboriginal Land Council.

b. Linear Park

Additional detail has been provided illustrating the approach to the linear park, proposed activity nodes and pedestrian walkways as per the extract below.



c. Active Transport

A pedestrian connection has been provided linking the Village High Street to Moss Vale Road, and a pathway provided along Moss Vale Road connecting the Village High Street to the proposed bus stop.

As discussed in the SDRP meetings, Shoalhaven City Council does not have a strategy for broader cycleway networks, and rather as a result of budgetary constraints, has put in place a policy of reducing open space facilities and infrastructure. The pathway provided as part of this proposal provides a connection which can be extended in the future should the position of the council change, or that a cycleway / pedestrian path be implemented along Moss Vale Road in the future.

4. SUBDIVISION APPROVAL

a. Coordination with approved plans

The response to this RFI from the Department includes revisions to the drawings to ensure coordination between disciplines.

b. Super Lot Areas

The areas on the super lots have been confirmed and amended on the updated drawings.

c. Base Conditions

Updated Engineering drawings have been included within the response to the RFI from the department.



6. CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

The CPTED Report identifies the following areas requiring determinative actions, and the response taken on each in the final column.:

Item No	Issue	Comment CPTED	Response
19	Fencing	No detail provided at this stage. Visually permeable fencing to front yards and car parks is recommended. Dark slatted fences are easier to see through than light coloured	Most properties do not have front fencing. Where fencing is used this is noted on the drawings and designed appropriate to the location and type of space being enclosed.
30	Lighting Type	No lighting plans provided	Not applicable to this stage of the process. Will be addressed at CC
31	Lighting Brightness		N/A at this stage
32	Lighting distribution, reflection		N/A at this stage
33	Lighting colour rendition		N/A at this stage
34	Lighting vandal resistance		N/A at this stage
35	Lighting obstructions		N/A at this stage
36	Lighting signs and structures		N/A at this stage
37	Mirrors, corridors, tunnels, fire exits	Mirror recommended for Building K Level 1 egress corridor	Building K egress has been redesigned to eliminate the corridor at Level 1.

39	CCTV type and use	No CCTV plans provided	N/A at this stage
40	CCTV coverage		N/A at this stage
41	CCTV vandal resistance		N/A at this stage
73	Neighbourhood Edges, eg transition between residential & commercial	Site is located on edge of existing town surrounded by bush	Yes, it is. The edge conditions are bound by public roads and open space, and it is not appropriate to provide security fencing for this situation.
78	Building, fire exit stairways, doors	Appears to be a fire door in the boarding house west of main entry. Use fire door systems to ensure door is used for emergencies only	This is a fire egress door and is intended to be for emergencies only. This is a CC issue.
85	Car Park, vehicle access	It is reasonable for mixed use buildings carparks to be open but it is recommended that Building J's car park have access restricted to residents only.	The Building J car park has a metal railing fence with a sliding gate to restrict access.
87	Car Park, actual or symbolic barriers	Based on plans provided it appears Building J has no barrier and can be entered and exited on foot.	The Building J car park has a metal railing fence with a sliding gate to restrict access.
88	Car Park, management of space	As Above	As Above

89	Car Park, recreational use	As Above	As Above
92	Short cuts, trespassing opportunities	Appears to be possible to short cut through Building J's car park	The Building J car park has a metal railing fence with a sliding gate to restrict access. A through site link has been provided to the south edge of Building J as recommended by the SDRP.



7. SITE PLANS

Site Plans are included within the updated drawing packages, specifically Drawings:

AA090 (Covering Buildings A & B)

CA100

DA100

EA100

EA101

FA090

GA100

HA100

JA090

KA090

LA100

NA090 (Covering Building M & N)

Easements: Requirements for Right of Way Easements are notated on the site plans.

8. DRIVEWAYS AND PARKING

The site plans provide gradients in each situation where the gradient exceed 1:20 slope. Additional dimensioning of parking has been included within the drawing packages, with parking in compliance with AS2890.1.

9. LEGENDS

Legends have been incorporated where appropriate on the drawings.



10. OPEN SPACE

The existing subdivision plan makes provision for an open space corridor along Bomaderry Creek. While a significant part of this is riparian revegetation area, there is a area of the open space that we propose as active open space. We understand that Shoalhaven Council may be reluctant to permit this area as active open space given their stated policy to reduce open space and facilities as a result of budget constraints. We however believe it is important to provide quality open space facilities for the future community.

Recognising the council's reluctance to take on open space areas, the Village Park and Village Square is retained as part of the Building A site, which is proposed as the head office of SCCH as the community housing provider. SCCH has a vested interest in the success of the community, and the retained ownership of the Village Square and Park will enable appropriate maintenance and management of the space on an ongoing basis.

Similarly, we have created communal open space with the ability for public access as part of the Building M & N sites, creating a communal garden area fronting to the new internal street, and with the buffer zone to Moss Vale Road providing the opportunity for a walking trail connecting the Village High Street to the Bomaderry Creek open space.

To clarify our intentions, a new diagram has been included in the drawing set MP440 illustrating the Open Space Hierarchy.



11. WASTE MANAGEMENT

Shoalhaven City Council have provided a detailed response on waste management. The waste management for the project has been updated in accordance with this advice.

Specifically, we note that SCC have required that the project provide for FOGO bins throughout. This is despite SCC having a specific policy that does not allow for FOGO bins to be used or collected in the council area. As such we have now revised the plans to accommodate these bins if required at some time in the future if SCC revises its current policy.

In addition, we have made allowance for bin tugs to be provided where appropriate. This includes a shared tug for buildings J & K (which will be jointly managed by SCCH); and a tug in each of buildings M and N. We note that Building A and F both have bin rooms at grade with access for collection within proximity to the bin room location, and as such a bin tug would not be required.

The provision of bins in accordance with the waste management plan is shown in the adjacent table.

LEVEL	WASTE ROOM TYPE	REQUIRED EQUIPMENT	ESTIMATED AREA REQUIRED (m2)	PROVIDED
Basement	Area A Residential Communal Bin Room	General Waste: 1 x 240L bins Recycling: 1 x 240L bins FOGO 2 x 240L bin	3	General Waste: 2x240L Recycling: 2x240L FOGO: 2x240L Bulky Waste: 10m ²
Basement	Area A Commercial/Retail Bin Room	General Waste: 4 x 240L bins Recycling: 3 x 240L bins	6	General Waste: 4x240L Recycling: 3x240L
GF	Area B Residential Communal Bin Room	General Waste: 3 x 240L bins Recycling: 2 x 240L bins FOGO 2 x 240L bin	5	General Waste: 3x240L Recycling: 2x240L FOGO: 2x240L
GF	Area F Residential Communal Bin Room	General Waste: 7 x 240L bins Recycling: 7 x 240L bins FOGO 2 x 240L bin Bulky Waste Room	11 10	General Waste: 2x240L Recycling: 2x240L FOGO: 2x240L Bulky Waste: 10m ²
Undercroft	Area J Residential Communal Bin Room	General Waste: 14 x 240L bins Recycling: 14 x 240L bins FOGO 3 x 240L bin Bulky Waste Room	20 10	General Waste: 15x240L Recycling: 14x240L FOGO: 3x240L Bulky Waste: 10m ²
Basement	Area K Residential Communal Bin Room	General Waste: 14 x 240L bins Recycling: 14 x 240L bins FOGO 3 x 240L bin Bulky Waste	20 10	General Waste: 14x240L Recycling: 14x240L FOGO: 1x240L Bulky Waste: 10m ²
Basement	Area K Commercial / Retail Bin Room	General Waste: 7 x 240L bins Recycling: 6 x 240L bins	12	General Waste: 7x240L Recycling: 6x240L
Basement	Area K Medical Bin Room	Bins to be determined by the medical waste team	TBC	4x240L
GF	Area L Commercial / Retail Bin Room	General Waste: 1 x 240L bins Recycling: 1 x 240L bins	2	General Waste: 1x240L Recycling: 1x240L
Undercroft	Area M – Core M1 Residential Communal Bin Room	General Waste: 16 x 240L bins Recycling: 16 x 240L bins FOGO 4 x 240L bin	14	General Waste: 16x240L Recycling: 16x240L FOGO: 4x240L Bulky Waste: 10m ²
Undercroft	Area N Residential Communal Bin Room	General Waste: 14 x 240L bins Recycling: 14 x 240L bins FOGO 2 x 240L bin Bulky Waste Room	20 10	General Waste: 14x240L Recycling: 14x240L FOGO: 3x240L Bulky Waste: 10m ²

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