

Table 1 – Consistency with Illawarra Regional Strategy Sustainability Criteria

Threshold Sustainability Criteria	Measurable explanation of Criteria	Project consistency
1. Infrastructure Provision  Mechanisms in place to ensure utilities, transport, open space and communication are provided in a timely and efficient way	<p>Development is consistent with the Illawarra Regional Strategy, any subregional strategy, the State Infrastructure Strategy and relevant section 117 directions.</p> <p>The provision of infrastructure (utilities, transport, open space and communications) is costed and economically feasible based on government methodology for determining infrastructure contributions.</p> <p>Preparedness to enter into development agreement.</p>	<p>The majority of the site is identified as an investigation area in the 2007/2008 MDP and approximately 100 hectares of the site (located within the Wollongong LGA) is part of the WDRA (refer to EAR Figure 12, Section 3.5 Future Growth and Land Use Change). Calderwood is one of two supply sources of scale identified in the MDP. The Project consolidates a number of areas identified under the IRS and MDP (refer to EAR Section 2.2.6 Illawarra Regional Strategy and UDP Boundary).</p> <p>The IRS nominates Calderwood as an additional new release area if demand for additional housing supply arises because population growth in the Region is beyond projections and the ability of identified development areas such as West Dapto to satisfy housing demand (IRS, p.22). Calderwood is the only alternative site identified for urban release in the IRS.</p> <p>Both of the criteria set out in the IRS as a trigger for consideration of Calderwood as an additional release area have been demonstrated to have been met – population growth has exceeded projections and residential lot supply production assumed under both the IRS and the UDP have now not been released as anticipated for a number of years. Based on progress to date, and ongoing implementation difficulties, production from the WDRA at levels required in the IRS is unlikely to occur in the near future and possibly for a number of years. Refer to EAR Sections 2.2.3 Illawarra Population Growth Status Update and 2.2.4 Illawarra Land Supply Status Update/WDRA and to the Illawarra Housing and Land Supply Report at <b>Appendix E</b>.</p> <p>Given the ongoing delays in lot production and the demonstrated shortfall in land supply in the Illawarra Region, the release of Calderwood for urban development now conforms with the IRS and the State government's policy of releasing land quickly to market. Refer to EAR Section 2 Strategic Justification.</p> <p>The Project is supported by a viable implementation strategy that will leverage ready access to existing infrastructure capacity, provide structural enhancement to regional infrastructure and deliver savings and efficiencies in Government infrastructure expenditure. The provision of required infrastructure, including utility services, road network upgrades, open space provision and communications has been costed and a detailed implementation and staging proposal provided. Refer to EAR Section 5.2 Implementation and Delivery Proposal, and Infrastructure, Services and Facilities Implementation Plan and Infrastructure Delivery Schedules included at <b>Appendix G</b>.</p> <p>Treasury Guidelines indicated that additional cost to government arises generally from inefficient public resource allocation. In the case of urban development, the cause is out of sequence development as determined by the State Plan, State Infrastructure Strategy and Metropolitan and Regional Strategies. As stated above, the Project now conforms to its role as a nominated source of alternative land supply consistent with the IRS. It delivers urban capable land identified for residential land supply consistent with the NSW State Plan.</p> <p>Whilst the Project is virtually contiguous with WDRA when fully developed, and the timing of the release of land in both areas is likely to overlap, their respective early stages of release (ie initial development fronts) are more than 10km apart and will be supported by an entirely different services and delivery implementation</p>

Threshold Sustainability Criteria	Measurable explanation of Criteria	Project consistency
		<p>mechanism. As both developments have different servicing provisions they do not significantly affect each other (refer to EAR Section 2.3 Infrastructure Delivery and Independence from WDRA and Utility Services Study at <b>Appendix Y</b>).</p> <p>The Project is accompanied by an offer to enter into Voluntary Planning Agreements with both State and local governments for the funding and delivery of regional and local infrastructure to meet the future demands of the development. This includes land for education facilities, district and local open space, community and human services infrastructure and road network upgrades. Refer to EAR Section 5.1 Proposed Development Contributions, Outline VPAs included at <b>Appendix DD</b>.</p> <p>The proposal meets the requirements all relevant s.117 Directions as demonstrated at <b>Appendix EE</b>. Of note: Directions 1.2 and 1.5 relating to loss of rural land are specifically addressed at EAR Section 2.5 Alternative Land Uses and Section 3.6 Agricultural Land Capability. Direction 3.4 relating to the integration of land use and transport is specifically addressed in the Transport Accessibility Study and TMAP at <b>Appendix T</b> and at EAR Sections 4.13 Sustainability and 7.4 Transport and Accessibility. Direction 4.3 relating to planning for flood prone land is specifically addressed at Section 3.12 Flooding and Stormwater, Section 4.11 Concept Plan Flood Management, Section 7.6 Flooding and in the Floodplain Risk Management Study at <b>Appendix R</b>. Direction 5.1 relating to the implementation of Regional Strategies is specifically addressed at EAR Section 2 Strategic Justification.</p>
<p>2. Access</p> <p>Accessible transport options for efficient and sustainable travel between homes, jobs, services and recreation to be existing or provided</p>	<p>Accessibility of the area by public transport and/or appropriate road access in term of:</p> <p>Location/land use – to existing networks and related activity centres.</p> <p>Network – the area’s potential to be serviced by economically efficient transport services</p> <p>Catchment – the area’s ability to contain, or form part of the larger urban area which contains adequate transport services. Capacity for land use/ transport patterns to make a positive contribution to achievement of travel and vehicle use goals.</p> <p>No negative impact on performance of existing subregional road, bus, rail, ferry and freight network</p>	<p>Accessible transport options for efficient and sustainable travel are detailed in the Transport Accessibility Study and TMAP included at <b>Appendix T</b> and EAR Section 7.4 Transport and Accessibility. The TMAP demonstrates consistency with each of the identified accessibility criteria.</p> <p>The site is a north west extension of the existing urban footprint of Albion Park and is adjacent to existing utilities and services. It is both compatible with, and complementary to, surrounding existing and future urban land uses. It will form part of a larger urban area and assist the achievement of a public transport catchment that can be serviced by economically efficient transport services.</p> <p>As a developer led master planned community the Project can be delivered in a manner that achieves a relatively high level of self containment in terms of employment generation, retail expenditure and vehicle trip generation. DLL is committed to implementing sustainability initiatives / transport measures and urban design that encourage the uptake of non car mode transport and reduce the dependence on the private motor vehicle.</p> <p>A 10% modal shift target has been adopted for the Project, and a comprehensive package of deliverable sustainable transport measures – travel demand management, active transport principles and public transport principles - has been identified to assist in meeting this. Measures include timely provision of facilities and services, a diversity of land uses and housing types across the project, walkable access to key amenities and an holistic approach to the design of the street network, carefully balancing the needs for vehicle movement with the needs of pedestrians and cyclists. The Project will make a positive contribution to the achievement of travel and vehicle use goals in the Illawarra. Key infrastructure links will be constructed from the outset to ensure that policy measures aimed at changing travel behaviour can be supported by viable alternatives to car travel.</p> <p>The Project makes special provision for home based businesses and working from home in accordance with the principles of the National broadband network. Combined with employment lands and a new Town Centre</p>

Threshold Sustainability Criteria	Measurable explanation of Criteria	Project consistency
		<p>and Village centre, this will reduce car dependency and trip generation rates.</p> <p>The TMAP details the public transport principles and a network concept developed for bus services to integrate the site within the wide bus network at both strategic level and a district level. A strategic bus corridor is proposed to route to the north of the site along Marshall Mount Road, Huntley Road and Princes Highway to Dapto and Wollongong. Two lower order routes would link the remainder of the site with the new Calderwood Town Centre and Albion Park for onward connections to local and regional rail services. The proposed bus services and associated bus stop infrastructure provide a satisfactory level of coverage for the Project in accord with the coverage targets set out in the Outer Metropolitan Service Planning Guidelines. The proposed public transport nodes are located to maximise the opportunity for provision of higher density land use clusters around the facilities in line with the desired urban design principles and sustainable transport objectives.</p> <p>The Infrastructure, Services and Facilities Implementation and Delivery Proposal at <b>Appendix G</b> demonstrates the staging / timing of delivery of road network improvements and relevant TMAP measures, and how this will integrate with the delivery of other necessary physical and human services infrastructure.</p> <p>The proposed Outline Voluntary Planning Agreements (refer to EAR Section 5.1 Proposed Development Contributions and <b>Appendix DD</b>) incorporate apportionment of road network improvements to the Project to identify the appropriate contribution towards road network improvements that should be made by the proposed development.</p>
<p>3. Housing Diversity</p> <p>Provide a range of housing choices to ensure a broad population can be housed</p>	<p>Contributes to the geographic market spread of housing supply, including any government targets established for aged, disabled or affordable housing.</p>	<p>The Project is consistent with its strategic role under the Illawarra Regional Strategy in terms of housing supply (refer above, and to EAR Section 2 Strategic Justification, and Illawarra Land Housing and Land Supply Report at <b>Appendix E</b>).</p> <p>Within the Illawarra Region key housing supply and affordability issues include an undersupply of housing relative to anticipated demand, housing stress and housing affordability concerns (particularly for low to moderate income households) and a lack of diversity in housing stock to meet the needs of a changing and ageing population. The Shellharbour LGA has a high number of residents in housing stress. Vacancy rates are low, rents are rising, demand is increasing and the number of people in housing stress is increasing. There is a significant lack of affordable housing for purchase for low and moderate income earners, and there is an immediate need to identify an alternative source of land supply to satisfy housing demand and control housing prices. The IRS anticipates that housing stress and housing affordability will be improved through increasing supply to satisfy demand, and by delivering housing products that meet the market's ability to pay. Refer to EAR Section 2.1 Housing Affordability, Section 2.3 Residential Land Supply and Illawarra Land and Housing Supply Report at <b>Appendix E</b>.</p> <p>The Project will deliver a range of lot sizes and dwelling types and create a diverse community that is demographically balanced. The variety of housing forms will provide opportunities to respond to changing life cycle, lifestyle and work requirements over time, enabling people to age in place. It delivers key social sustainability outcomes. Refer to EAR Section 2.1 Housing Affordability, Section 4.4.2 Dwelling Yield, Mix and Minimum Lot Sizes, Section 7.13 Social and Community and Social and Community Planning Assessment at <b>Appendix AA</b>.</p> <p>The range of proposed housing products (refer to EAR Section 4.4.2) seek to maximise housing affordability</p>

Threshold Sustainability Criteria	Measurable explanation of Criteria	Project consistency
		<p>and choices at the lower and median end of the market. Housing product will be designed to suit the requirements of the households and match the ability of the market to pay. These will be delivered in a master planned community, which will ensure the quality of the housing products is maintained. The Project will provide land supply and assist in creating competitive tension in the market place.</p> <p>EAR Figure 3 Section 2.1 Housing Affordability illustrates the housing affordability principles of the project. Refer also to Illawarra Land and Housing Supply Report at <b>Appendix E</b>.</p>
<p>4. Employment Lands</p> <p>Provide regional/local employment opportunities to support the Illawarra's expanding role in the wider regional and NSW economies</p>	<p>Maintain or improve the existing level of subregional employment self-containment.</p> <p>Meets subregional employment projections</p> <p>Employment-related land is provided in appropriately zoned areas</p>	<p>The Project will inject \$2.9 billion into the local economy during the construction period and create an additional 8000 full time equivalent positions, with around 5,260 of these located in the Shellharbour LGA. This yields a high job containment ratio of over 60% for the development. Refer to EAR Section 2.4 Economic Growth, Employment and Retail Impact and Economic Impact Analysis at <b>Appendix H</b>.</p> <p>The IRS (p.12) identifies a shortfall of vacant employment land in the Shellharbour LGA, a high demand for larger parcels of employment land (2-3 ha and 10-15 ha) and a need to ensure that employment lands are available to accommodate new jobs required. At the time of publication of the IRS, there was an estimated 49 ha of vacant zoned employment land in Shellharbour. Since this time, Delmo Albion Park is the only employment land of scale to have been rezoned.</p> <p>The Project will deliver approximately 50 hectares of land for mixed use employment purposes. Employment lands within the Project are proposed to be zoned B4 Mixed Use. Together with appropriate investment in infrastructure, this land caters for new employment directions. The Project therefore supports the IRS for the delivery of employment land. The Calderwood Urban Development Project infrastructure solution will also support both the Regional Airport and Yallah employment lands which are required for the traditional employment base of the area. Business diversification and higher value jobs are important goals for economic development in Shellharbour. The Project will complement the airport precinct as the centre of business and employment growth in Shellharbour by providing land to stimulate and host job creation in the higher value service sector jobs that are necessary to strengthen the region's economic base.</p> <p>The Project will provide a balance of job creation through both a traditional base and new driver industries, supported by a range of initiatives for the facilitation of workforce skills development and business success and growth. The proposal will deliver fibre based technology to both the employment and urban lands, providing flexibility for residents and businesses to respond to the evolving nature of work in the future.</p> <p>Refer to EAR Section 2.4 Economic Growth, Employment and Retail Impact, Economic Impact Analysis at <b>Appendix H</b> and Calderwood Employment Update at <b>Appendix J</b>.</p>

<p>5. Avoidance of Risk</p> <p>Land use conflicts, and risk to human health and life, avoided</p>	<p>No residential development within 1:100 floodplain</p> <p>Avoidance of physically constrained land, e.g.</p> <p>High slope.</p> <p>Highly erodible.</p> <p>Avoidance of land use conflicts with adjacent existing or future land use as planned under subregional or regional strategy.</p> <p>Where relevant available safe evacuation route (flood and bushfire)</p>	<p>Assessment of existing site flood conditions and determination of an appropriate floodplain management strategy for the Project has formed a fundamental component of the site constraints and opportunities analysis and the determination of the urban capable footprint of the site. The Project incorporates a Flood Mitigation Plan that responds to the existing flood conditions on the site, and to the future increases in flood levels that have been identified as likely to occur under an adopted climate change scenario (refer to EAR Section 3.12 Flooding and Stormwater, 4.11 Flood Management, 7.6 Flood Management and Figure 55). The Flood Mitigation Plan has been integrated with WSUD, biodiversity conservation and riparian management outcomes to ensure an holistic approach. As a large landholding in single control, there are opportunities to undertake strategic re-shaping of the flood plain in a manner that is not readily achieved in release areas involving fragmented land ownership.</p> <p>A 1% AEP flood level (incorporating the climate change scenario) plus 500 mm free board has been adopted as the Flood Planning Level for the Project. The FPL has been determined in a manner consistent with the principles of the Flood Plain Development Manual and Section 117 Direction 4.3.</p> <p>The proposed R1 General Residential / B4 Mixed Use Zone boundaries have been determined such that the urban developable areas of the site are above the 1:100 year flood levels following implementation of the Flood Mitigation Plan. The Flood Mitigation Plan proposal mitigates the potential impacts of flooding across the site, ensures no significant off site impacts arise, and also, wherever possible, improved flood affectation external to the site. The majority of the site will be located on land above the PMF and as such will not be subject to flood related planning controls or located on flood prone land. Safe evacuation and refuge routes will be available for extreme events.</p> <p>The proposed Flood Mitigation Plan will allow oad traffic throughout the development (and beyond) during events up to and including the 1% AEP flood. The requirements of the SES for evacuation are addressed by the Concept Plan proposal. Flood modelling shows that impacts on adjoining property are minor in all events up to an including the 1% AEP event. There will be decreased off site flood levels in some locations and the cumulative impact of filling on the flood plain is demonstrated to be negligible.</p> <p>Refer to EAR Section 3.12.2 Existing Flood Conditions, Section 4.11 Flood Management, Section 7.6 Flooding and Figures 70 to 72 and Flood Study and Floodplain Risk Management Study included at <b>Appendix R</b>.</p> <p>Detailed investigations of site constraints demonstrate that the land is relatively free of major physical constraints and has a relatively high ratio of urban capable to non urban capable land. The site analysis justifies the footprint of the urban capable land reflected in the Concept Plan proposal and the land use zoning proposal. Refer to EAR Section 2 Site Analysis and Figures 42 and 43. Land to be incorporated into the site riparian network, open space master plan and environmental conservation lands under the Concept Plan and proposed to be zoned E2 Environmental Conservation, E3 Environmental Management, SP2 Infrastructure and RE1 Public Recreation accords with the findings, conclusions and recommendations of detailed technical investigations. The Concept Plan and SEPP Amendment proposal presents an holistic and integrated outcome having regard to riparian, flooding, biodiversity and water cycle management.</p> <p>The site is largely unconstrained in terms of topography, slope, stability erosion, contamination, acid sulphate soils and groundwater. Refer to EAR Section 3.7 Topography (Figure 15), Slope (Figure 16) and Stability (Figure 17), Section 3.8 Hydrogeology and Geomorphology, Section 3.9 Acid Sulphate Soils (Figure 18), Section 3.13 Groundwater and Section 7.14 Geotechnical and Contamination, Geotechnical Investigation at <b>Appendix L</b>, Acid</p>
---	---	--

		<p>Sulphate Soils Assessment at <b>Appendix O</b> and Contamination Assessment at <b>Appendix FF</b>.</p> <p>The site has minor areas of bushfire hazard, and appropriate Asset Protection Zones have been incorporated into the development proposal accordingly. Refer to EAR Section 3.17 Bushfire, Section 4.8 Bushfire Asset Protection Zones and Section 7.11 Bushfire Risk Assessment, and to Bushfire Planning Assessment included at <b>Appendix W</b>.</p> <p>The proposal is compatible with existing and future proposed surrounding land uses, including future urban growth areas identified under the IRS. Refer to EAR Section 2 Strategic Justification and Section 3.5 Future Growth and Land Use Change.</p>
<p>6. Natural Resources</p> <p>Natural resource limits not exceeded/ environmental footprint minimised</p>	<p>Demand for water within infrastructure capacity to supply water and does not place unacceptable pressure on environmental flows.</p> <p>Demonstrates most efficient/suitable use of land:</p> <p>Avoids identified significant agricultural land.</p> <p>Avoids productive resource lands – extractive industries, mining and fishing.</p> <p>Demand for energy does not place unacceptable pressure on infrastructure capacity to supply energy – requires demonstration of efficient and sustainable supply solution.</p>	<p>Water supply is available. The Albion Park WSO296 water reservoir is to provide a temporary supply of potable water to the development for up to the first 500 lots or equivalent demand. An extension from the existing water main located in Sophia Street, Albion Park, is to be constructed into the site.</p> <p>For long term water supply, construction of a 20ML reservoir at Marshall Mount is required. SWC owns a site off Mountainview Terrace, which has been identified for this reservoir. A new 375 mm diameter trunk main will be constructed from the existing Southern Towns Trunk Main at Yallah to the new reservoir site. The new Marshall Mount reservoir will be reticulated to the development site along Marshall Mount Road. Sydney Water will fund the construction of the lead-in water main works and the proposed Marshall Mount reservoir.</p> <p>The initial stages of the development will be supplied with electricity from the existing zone substation at Albion Park. A new zone substation is to be provided for electricity supply. A parcel of land is to be provided to Integral Energy for this purpose. Integral Energy will fund the zone substation and incoming feeders. Integral Energy has advised the proposed new zone substation location is suitable.</p> <p>Energy sustainability focuses on reducing the demand for energy through the efficient design of the urban form to capitalise on the natural features of the site. Demand will also be mitigated through consumer demand initiatives including BASIX requirements for dwelling design. The Project adopts potable water supply conservation targets and identifies sustainable integrated options for water supply, wastewater and stormwater servicing.</p> <p>The Utility Services Study (<b>Appendix Y</b>) for the Project demonstrates that utility services can be provided to the site independently of the WDRA (refer to EAR Section 2.3 Infrastructure Delivery and Independence from West Dapto and <b>Figure 59</b>).</p> <p>The proposed infrastructure servicing strategy demonstrates an efficient and sustainable supply solution. Refer to EAR Section 2.3 Infrastructure Delivery and Independence from West Dapto, Section 4.12 Infrastructure Servicing, Figures 56 and 58, Utility Services Study included at <b>Appendix Y</b> and Infrastructure, Services and Facilities Implementation and Delivery Plan at <b>Appendix G</b>.</p> <p>Only approximately 30% of the site is current used for productive agricultural use. The site does not include any regionally significant areas of food production. Although located in a 'rural and natural resource area' under the IRS, the site, which is identified for future housing and settlement under Chapter 6 of the Strategy, is not identified as significant agricultural land, nor as productive resource land under the IRS. No livestock or crop production activities (the major sectors dominating agricultural production in the Illawarra Region) occur within the site – it contains only small scale and low intensity farming activities. The site is also not located in or close to any area of regional agricultural significance. Land supporting regionally significant areas of food production is located in the Kiama LGA to the south of the site. This position is supported by the IRS.</p> <p>Approximately 70% of land in the vicinity of the site is used for hobby farming, lifestyle, low intensity farming or</p>

‘other’ uses. Implementation of the IRS will fundamentally change the existing rural character of the majority of the locality which will undergo transformation from the existing rural and agricultural land uses to urban development. This transformation underpins growth in the Illawarra.

The Shellharbour and Wollongong LGAs only contribute to approximately 8% of the total agricultural value of the region. The combination of the small scale agricultural production on the site and its surrounding area, and the distance of this area from the major regional agricultural areas means that the development is unlikely to have any measurable impact on the production from those areas. There will be nil to minimum impact on primary production values and practices of adjoining areas due to the limited agricultural production in the locality.

Refer to Concept Plan Section 3.6 Agricultural Land Capability and Agricultural Land Assessment at **Appendix K**.

7. Environmental Protection	Consistent with government-approved Regional Conservation Plan (if available)	<p>The Project retains core biodiversity areas within the site and incorporates both east west and north south regional habitat connectivity. It retains and protects Johnston’s Spur which has been identified as an area of high conservation value by DECCW, Wollongong City Council and Shellharbour City Council and was identified in the formerly proposed Yallah Calderwood Regional Habitat Corridor linking the escarpment to the coast (NPWS 2003b). Johnston’s Spur and other proposed biodiversity corridors within the site accommodate links to other remnants of the Yallah Calderwood Regional Habitat Corridor (off site) as shown on Figure 23 of the EAR. The Flora and Fauna Assessment (refer to <b>Appendix Q</b>) has directly informed the Concept Plan urban capable land footprint, landscape and open space master plan, riparian corridor network, identification of areas of significant vegetation to be retained, and the selection of appropriate land use zones and development control provisions under the SEPP Amendment proposal. The findings, conclusions and recommendations of the Flora and Fauna Assessment have also been integrated into the Water Cycle Management Strategy and Flood Mitigation Plan.</p> <p>The SEPP Amendment proposes the use of the E2 Environmental Conservation, E3 Environmental Management and ESL vegetation protection provision as statutory mechanisms to respond to biodiversity significance.</p> <p>These measures ensure that significant biodiversity impacts are avoided and the ecological values of the site are improved or maintained into the future. Refer to EAR Section 3.11 Ecological Characteristics and Values, Section 4.5 Concept Plan Riparian Corridor Network, Section 4.6 Concept Plan Conservation and Open Space, Section 4.7 Concept Plan Retention of Vegetation, Section 6.5 SEPP Amendment Land Use Zones, Section 6.10 SEPP Amendment Environmentally Sensitive Lands, Section 7.7 Riparian Corridor Network and Section 7.5 Biodiversity Assessment, and Flora and Fauna Assessment at <b>Appendix Q</b>.</p> <p>The Project presents a long term ownership and management regime for the protection of environmentally significant lands. The riparian corridor network, significant bushland conservation areas, and public open space (district and local) is proposed to be retained in public ownership (refer to EAR Section 4.5 Riparian Corridors, Section 4.6 Conservation and Open Space, Section 5.1 Proposed Development Contributions, Section 5.2 Implementation and Delivery Proposal, Section 6.8 Land Reservation and Acquisition, Landscape and Open Space Master Plan at <b>Appendix CC</b>, Outline VPAs at Appendix DD, Flora and Fauna Assessment at <b>Appendix Q</b>.</p> <p>DECCW advised the proponent and the Department of Planning in November 2009 that it did not wish for any part of the Calderwood site to be transferred into State government ownership for conservation purposes (National park or State reserve).</p> <p>The proposed WSUD measures will ensure that post development peak stormwater runoff flows do not exceed pre development peak flows, and that water quality improves within receiving water bodies at pre-development peak flows. Enhanced water quality functionality will be achieved. Refer to Section 4.10 Concept Plan Water Cycle</p>
Protect and enhance biodiversity, air quality, heritage and waterway health	Maintains or improves areas of regionally significant terrestrial and aquatic biodiversity (as mapped and agreed by DEC). This includes regionally significant vegetation communities, critical habitat, threatened species, populations, ecological communities and their habitats.	
	Maintain or improve existing environmental condition for air quality.	
	Maintain or improve existing environmental condition for water quality:	
	Consistent with community water quality objectives for recreational water use and river health (DEC and CMA).	
	Protects areas of Aboriginal cultural heritage value (as agreed by DEC).	

Management, Section 7.8 Drainage and Stormwater Management and Water Cycle Management Study at **Appendix N**.

The Project will make a positive contribution to the achievement of travel and vehicle use goals in the Illawarra. A comprehensive package of deliverable sustainable transport measures is identified to assist achieving a 10% mode shift away from private vehicles. A relatively high level of self containment in terms of employment generating, retail expenditure and vehicle trip generation will contribute positively to reducing the carbon footprint of the development as compared to traditional greenfields residential development. Refer to Section 3.14 Access and Transport, Section 7.4 Transport and Accessibility and Transport Accessibility Study at TMAP at **Appendix T**.

The site contains a number of Aboriginal archaeological sites, and has cultural significance to registered Aboriginal stakeholder organisations. Recommendations have been incorporated into the proposal to appropriately manage archaeological and cultural resources. Refer to EAR Section 3.16 Aboriginal Cultural Heritage, Section 7.10 Aboriginal Cultural Heritage and Aboriginal Archaeological and Cultural Heritage Assessment at **Appendix V**.

<p>8. Quality and Equity in Services</p> <p>Quality health, education, legal, recreational, cultural and community development and other Government services and accessible</p>	<p>Available and accessible services:</p> <p>Do adequate services exist?</p> <p>Are they at capacity or is some capacity available?</p> <p>Has Government planned and budgeted for further service provision?</p> <p>Developer funding for required service upgrade/access is available.</p>	<p>Consistent with its status as a rural area, the site currently provides little in terms of local community and recreation facilities, human services or open space. However the existing network of district and regional facilities and services provides a solid foundation to support the community.</p> <p>The Outline VPAs incorporate a comprehensive range of human services infrastructure responding to the identified demands of the incoming population. The Project will contribute real benefits to the region in terms of supplying quality, publicly accessible community facilities and recreation opportunities in the area. It will deliver a variety of new local services and facilities that will satisfy local needs, ensuring that existing residents are not disadvantaged in their access to services and facilities, but are also able to enjoy access to new social infrastructure. In terms of regional human services, there will be some need for additional recurrent funding commensurate with population growth within the framework of the IRS.</p> <p>The Project includes a Community Development Strategy involving engagement of a community development worker, distribution of resident information packages through a welcome program, and establishment of a Community Initiatives Fund to encourage and support community initiatives, programs and activities that will enhance the life of the community and quality of life of its residents.</p> <p>A fundamental element of social and community planning for the Project relates to the early provision of community and human services infrastructure at the initial stages of the development. By the time the first resident is living on site, a temporary community centre will be open and a community development worker employed. Early provision of retail facilities within the Village Centre as part of the Stage 1 development will provide for convenience shopping, and assist in the establishment of a sense of place.</p> <p>A comprehensive and economically feasible infrastructure delivery strategy is in place. Refer to EAR Section 2.3 Infrastructure Delivery and Independence from West Dapto, Section 3.19 Utility Services Infrastructure, Section 4.12 Concept Plan Infrastructure Servicing, Section 5 Development Contributions and Infrastructure and Delivery Proposal, Section 7.12 Utilities Infrastructure, Section 7.13 Social and Community, Utility Services Study at <b>Appendix Y</b>, Social and Community Planning Assessment at Appendix AA, and Infrastructure, Services and Facilities Implementation Plan and Infrastructure Delivery Schedules at <b>Appendix G</b>.</p> <p>Infrastructure contributions are proposed for the funding and delivery of required regional and local infrastructure. Refer to Section 5 and Outline VPAs included at <b>Appendix DD</b>.</p>
---	--	--