

## Summary of issues raised in the public submissions, and Department response.

Topic	Summary of Issues Raised	Department's Response
Strategic Planning	The proposal is inconsistent with the Illawarra Regional Strategy. The IRS identified West Dapto as the priority release area and residents of Stages 3 & 4 West Dapto, and Marshall Vale are seeking to have their land rezoned ahead of Calderwood.	The IRS has identified Calderwood as a future land release. This issue is addressed in detail in the assessment report.
	Part of the site is not included in the IUDP, especially adjoining the Macquarie Rivulet Flood Plain, and should not be part of the proposal.	Parts of the site have previously been located outside the IUDP map boundary, although the IUDP Update 2010 does not map the Calderwood site. In any case, the merits of including these lands for development have been considered in the assessment report.
	Already sufficient land for residential and employment land in the area, with existing zoned areas providing 10-30 years supply of residential and employment land. These include Shell Cove, Flinders, Tullimbar, Hayward's Bay, Cedar Grove and Elambra, which have existing infrastructure such as roads and utilities. Therefore there may be an oversupply of land.	The IRS has identified Calderwood as a future land release. This issue is addressed in detail in the assessment report.
	The GCC review recommended dealing with Yallah/Marshall Mount and Calderwood together in a coordinated manner, however the proponent wants this site dealt with on its own.	The GGC recommended these two areas be considered together, providing a second development front in the south. However most of Calderwood is outside the West Dapto Release Area (and Wollongong Council), increasing the complexity of producing a combined planning strategy and release area by the Council.
	The site at Yallah/Marshall Mount should be released and progressed prior to Calderwood as this will bring necessary infrastructure closer to the Calderwood site, which is further from transport and other infrastructure than other sites in the region.	The rezoning of Yallah/Marshall Mount, formerly of Stage 5 of West Dapto, is being considered by Wollongong City Council (WCC). Infrastructure to service Calderwood has been considered in the assessment report.
	The 3 regional Councils and a local community group oppose the development.	The issues raised by the Councils are noted and addressed in the assessment report.
	Tullimbar has not been a success, including only 40 houses built and an underutilised school.	The proposal is by an experienced master planned community developer who will be able to provide land, housing and works in kind to assist in meeting the housing supply targets for the region.
	Vacancy rates of industrial premises are significant, and some are derelict.	Noted. The development is likely to stimulate economic activity in the region. This may increase the demand for additional industrial premises and other employment uses in the region.

	Albion Park town centre has many empty shops and offices, this development could make things worse.	Increased population is likely to encourage economic development in the region, including outside the site.
	Concern the population projections for Calderwood are underestimated as Albion Park has a higher number of persons per household than average.	Population projections are an estimate based on a range of household types that may reside on the site.
Infrastructure and Servicing	The proposal will dilute the provision of infrastructure across the region due to having too many development fronts, ensuring none of the areas get adequate levels of infrastructure, including transport facilities to reduce car dependence.	No evidence to suggest that there are too many development fronts. The provision of State and local infrastructure are addressed in the assessment report.
	If West Dapto has to reduce its S94 contributions, Wollongong Council will have to pay more for service provision, and will have difficulty funding services for Calderwood.	WCC has prepared the S94 independently of Calderwood. WCC has also been provided with a \$26 million interest free loan to assist in infrastructure provision. Provision of infrastructure and services for Calderwood is addressed in the assessment report.
	Shellharbour Council will not be able to afford to cover the inevitable shortfall between the proponents now capped contributions without borrowing and raising rates across the entire council area, which is inequitable. Suggested up to \$2 million shortfall a year after rates.	Provision of local services and infrastructure is to be addressed in the report. During the course of the assessment, SCC advised the Department it did not agree to enter into a VPA to address these costs.
	Concern that community service providers may not be able to provide adequate services for the additional population.	The provision of community services will be addressed in the VPA or S94 plan, and is addressed in the assessment report.
	Albion Park population already too big for existing infrastructure.	This is an issue for the Council. The subject development should not impact significantly on Albion Park infrastructure due to the local contributions arrangements proposed.
	Existing infrastructure including sewerage, garbage and recycling will not be able to cope with the additional development.	The provision of community services will be addressed in the VPA or S94 plan, and is addressed in the assessment report.
	The State government will be expected to fund the provision of water, sewer and electricity to the site.	The provision of utilities will be the responsibility of the relevant authorities, and agreement with the proponent
	Sydney Water has advised that Calderwood has not received approval for the uncommitted system capacity.	The provision of utilities will be the responsibility of the relevant authorities, and agreement with the proponent
	Should not be utilising surplus capacity reserved for other developments including Tullimbar as it may compromise the delivery of these sites.	This is for Sydney Water to determine.
	Should not take any existing capacity for water from the Mount Brown reservoir which Marshall Mount landowners are relying on for their development.	This is for Sydney Water to determine.

	Concern about adequate sources for water for the site, may have a conflict with rural landholders and their water requirements.	This is for Sydney Water to determine.
	Oppose to route proposed for the new 133kw overhead electricity line along Yallah Road then to the site. The planned Marshall Vale township is at the intersection of Marshall Mount Road and Yallah Road and erection of high voltage electricity lines in that area is therefore not supported.	The provision of electricity lines is a matter for the relevant electricity provider. The planned Yallah/Marshall Mount development will also need improved electricity supply.
	Landowners in Marshall Mount oppose a 25m electricity easement through their land.	The provision of electricity lines is a matter for the relevant electricity provider. The planned Yallah/Marshall Mount will also require improved electricity supply.
Urban/Site Design	Urban growth should be centred around the two currently zoned town centres, Albion Park and Tullimbar, not as linear development along the Macquarie Rivulet valley.	The proposal is in a similar location to the areas identified in the IRS and IUDP. Additional commercial centres are proposed within the subject site to service the development.
	There will be excessive retail floor space which will undermine the existing retail hierarchy in Shellharbour and other regions.	The retail floor space recommended for the proposal is addressed in the assessment report.
	The Village centre is located only a short distance from Albion Park and Tullimbar Town centres which is already zoned, and therefore should be moved future west away from these centres to ensure their viability.	The location of the centres is based on a number of factors and the suitability of these sites has been addressed in the assessment report
	Opposed to Macquarie Rivulet and Marshall Mount Creek being zoned SP2, as these watercourses are of regional importance for habitat and biodiversity corridors and must have an appropriate environmental protection zone.	The zoning of the core riparian corridors was changed to E2 to address these concerns.
	Housing form and mix should be detailed to ensure there will be adequate housing diversity and to demonstrate sustainable planning of house sizes.	The Concept Plan provides for a range of housing types and sizes, including smaller lots and dwelling size compared to other land releases to provide increased choice. This issue is addressed in the assessment report.
	The houses in Tullimbar are too close together, not environmentally ergonomic and struggling to sell, and this proposal may suffer the same problems	The proponent has advised that it recognises these issues and intends to provide a range of housing products to be responsive to demand.
Visual/Scenic impact	Calderwood should be kept a tranquil and scenic area from surrounding residential and industrial areas.	Calderwood has previously been identified for urban development. The most visually significant parts of the site will feature less development. This issue is addressed in the assessment report.
	Should be careful management of the development on the slopes of Johnsons' Spur, and impact on views to the escarpment.	Development on Johnson's Spur has been restricted through the environmental zonings and development controls in the Concept Plan. This issue is addressed in the assessment report.

	Impact on the western part of the site, where visitors enter the city. Should be a transition from rural to urban development, which is not demonstrated in the proposal.	The western-most portion of the site has been zoned for larger lot sizes to functions as a transition to rural area.
Flooding and Groundwater	Most of the area is in a hundred year flood plain and should not be built on, and not supported by State or regional policy. Should only build on land not affected by flooding as it is too risky.	Portions of the site that will be located within the 1:100 year flood plain include the riparian corridors and open space areas. The proposal includes works to ensure residential areas and roads are located above the 1:100 flood level.
	Insurance companies are already stating they are not prepared to take such risks in flood affected areas.	Residential development will not be permitted below the 1:100 year flood level.
	There is a high risk of river meander across the site over time, and the rivers will over time occupy all of the flood plain available.	The sites stormwater management system will be designed to ensure flood waters do not impact on the proposed development areas.
	Cutting and filling to the extent proposed in a clear breach of IRS and NSW Government policy and places lives at risk.	The proposed eastern fill pad within Stage 1 is not supported and the Concept Plan will be required to be modified accordingly.
	The urban form is fragmented and will create small urban islands surrounded by flood waters.	To ensure access to flood free land is achievable during a flood event the proponent has committed to a design allows uninterrupted road traffic throughout the development during events up to and including the 1:100 flood event.
	Concerns about the cumulative impacts of continued filling on the floodplains on downstream and upstream properties.	Filling in the floodplain is addressed in Section 5.5. Modelling of flood behaviour post development has demonstrated there will be no change to the extent of flood waters but there will be a minor change to levels. To further reduce any potential impact the proposed eastern fill pad within Stage 1 is not supported and the Concept Plan will be required to be modified accordingly.
	Impact of the fill proposed such as leaching of foreign material including soluble salts into ground water tributaries and systems and modification of floodwater flow patterns affecting livestock and property downstream. Existing floodplain RLs should be retained.	Fill will be subject to strict requirements to ensure it is appropriate quality. This will be addressed as part of future project applications.
	Impacts off site and in Lake Illawarra, including run off into Lake Illawarra in an extreme weather event while fill is being deposited.	Management of Construction works will be required to ensure sediment deposition during construction is effectively mitigated. This will be addressed as part of future project applications.
	Filling the flood plain will affect Tullimbar; make flooding worse and affecting roads and possibly homes.	The impact of flooding on adjoining properties is addressed in Section 5.5. Modelling of flood behaviour post development has demonstrated there will be no change to the extent of flood waters but there will be a minor change to levels. To further reduce any potential impact the proposed eastern fill pad within Stage 1 is not
	Concern about increased flooding events for residents in Pollock Crescent backing onto what is now farmland.	
	The street behind Albion Park Public School floods now and is	

	often closed, will this get worse as a result of the proposal.	supported and the Concept Plan will be required to be modified accordingly.
	Concern about impacts on downstream properties, including properties to the east that rely on Reach 16 and 17 for water during non-flood periods.	Modelling of flood behaviour post development has demonstrated there will be no change to the extent of flood waters
	Traffic impacts including road access blocked for Calderwood and North Macquarie Roads periodically by floodwaters during heavy rain.	To ensure access to flood free land is achievable during a flood event the proponent has committed to a design allows uninterrupted road traffic throughout the development during events up to and including the 1:100 flood event.
	Concerns about impacts on groundwater flow patterns and potential contamination, as a number of properties use boreholes.	The impacts of groundwater have been considered. A Statement of Commitment is also provided to address possible impacts.
	Safety issues during flooding e.g. risk of children drowning during flood events.	To ensure access to flood free land is achievable during a flood event the proponent has committed to a design allows uninterrupted road traffic throughout the development during events up to and including the 1:100 flood event.
Traffic	Proposal should be deferred until it has direct access to the proposed F6 extension and Albion Park bypass due to existing traffic problems in Albion Park, especially the single traffic lane through the town centre in peak times, as well as heading north and west.	Due to the constraints identified in the existing road network, it is recommended that staging of the development is managed to reduce the impact on the State and local road network. Each stage of development will need to be assessed with consideration of the infrastructure required to support that stage.
	Existing capacity in the road network will be taken up by other approved developments including Tullimbar, and planned developments at Marshall Vale.	The traffic generated by other developments within the region was included in the traffic modelling undertaken to assess the impact on the road network (refer to Section 5.6)
	Traffic issues are being addressed in West Dapto and Marshall Vale, so these developments should proceed before Calderwood.	
	Stages 3 and 4 of West Dapto are not included in the maps on page 54 of the EA showing release areas in the region and the report is therefore misleading.	The proponent was required to provide further assessment of the impact of traffic generation with more recent data on regional development yields and timings.
	Yallah Rd, Marshall Mount Road and Calderwood Rd were built for rural traffic and will not cope with the increased traffic volumes. Road upgrades should be done prior to people moving in due to existing congestion.	Upgrades to these roads are identified as part of the assessment and will be included in the requirements for local contributions.
	Road infrastructure improvements required especially a road from "Tates Farm" corner directly across to the Illawarra Highway as Calderwood residents will drive up to the Yellow	The intersection of Illawarra Highway and Yellow Rock road will be upgraded as part of the proposal as this intersection will provide access to the site. The upgrade will be undertaken in accordance

	Rock intersection and then through town.	with RTA standards.
	Residents will also cut along Calderwood Road and turn onto Taylor Road to try to miss the traffic lights in town.	Upgrade to Calderwood Road is identified as part of the assessment and will be included in the requirements for local contributions.
	Upgrade works should not be at significant cost to Council.	An assessment of local infrastructure contributions has been undertaken, refer to Section 5.7.
	Proposal will result in heavy car dependence and distant travel to/from employment centres, shops and services, especially as the high order jobs in the region will be located in the employment lands in Stages 1 and 2.	Provision of bus services through the development is supported by the Department and it is recommended the proponent continue to work with the private bus service provider regarding provision of a service as the development progresses. The proposed pedestrian and cycle hierarchy are considered to provide appropriate infrastructure to support active modes of transport.
	Public transport is poor, and is far from a rail link, with peak hour rail travel already stretched.	
	Parking is already a major issue in the Albion Park town centre.	Parking will provided within the site and will be assessed as part of future applications.
	Traffic impacts from construction, especially as there will be many carrying fill for the site.	Management of Construction works will be required to ensure construction traffic is effectively managed. This will be addressed as part of future project applications.
	The Illawarra highway floods in high rainfall events and has on occasion been closed and traffic detoured.	The impact of flooding has been assessed (refer Section 5.5) and the proposal is not anticipated to increase the area of Illawarra Road that is subject to flooding currently.
	Calderwood would impact, and may close off, the potential for a bypass.	The proposed earthworks and residential development within the area of the site which includes the proposed route for the Albion Park Bypass is not supported.
	Already significant traffic issues on Bong Bong Road that could be made worse by the proposal.	Bong Bong Road was not identified by the RTA as being within the area of influence of the development.
Ecology	Traffic impacts on Calderwood Road, including safety and noise due to the proximity of some dwellings to the road, as well as stock crossing the road daily.	Upgrade to Calderwood Road is identified as part of the assessment and will be included in the requirements for local contributions.
	The site is adjacent to environmentally sensitive lands and may negatively affect these.	Environmentally significant lands will be zoned accordingly. The Concept Plan will minimise impacts on these areas of the site, and therefore adjoining lands. This issue has been addressed in the assessment report.
	Impacts on the Yallah Calderwood Fauna Linkage between Macquarie Pass NP and the south of Dapto which is high conservation values (in the NPWS Bioregional Assessment Studies 2002/3).	Linkages are being provided along the primary and secondary riparian corridors, both east-west and north-south through the site.

	Impacts on the Yallah to Marshall Mount Habitat and Biodiversity Corridor.	Ecological links are being provided north-south and east-west through the site.
	Impact on the Southern Rivers CMA's 'Escarpment to the Sea' program and the control of Weeds of National Significance.	Ecological links are being provided north-south and east-west through the site. Management plans are recommended to be provided with detailed staging plan applications.
	EA indicated these corridors will not be planted and enhanced and therefore unacceptable. In the current state these corridors are poor, degraded and provide a poor connection and therefore must be enhanced.	These areas will be managed in accordance with the required Vegetation Management Plans.
	Once built and populated, all sorts of chemical and organic matter would run off and affect Lake Illawarra.	A number of controls proposed including WSUD which incorporates collection traps etc to improve water quality
	Has not adequately addressed impact on species known to inhabit the areas, including, quoll, platypus, echidnas, macropodids, reptiles, amphibian, and native fish (including bass). Wedge tail eagles are established on the foothills surrounding the Illawarra Escarpment.	The listed species are not identified as threatened, however as the zoning and management lands for the core riparian corridors are to be improved, these species should benefit.
	There will be increased invasion of weed species and undesired edge effects.	The management of the riparian corridors will be improved as a result of the use of environmental zones, and required management plans
Impact on agriculture	Much of the site is prime Class 2 agricultural land, including 80% of Stage 1, is close to rail and should be used for food growing for local food production in the future, with especially when there are still development sites available such as West Dapto and Tullimbar.	The site is being used for extensive, low intensive farming. Class 2 lands identified on the site are primarily in riparian corridors and adjoining other land release areas resulting in potential land use conflicts. This issue is addressed in the assessment report. It is noted that large areas of Class 2 have also been identified in West Dapto and other areas already identified for urban development.
	The IRS identified the Calderwood site as rural and agricultural land with important economic, environmental and social benefits and value as a food producing source to be protected in the long term. It should not be considered as an 'urban land bank' in waiting and reduces the incentive for current owners to invest in further agricultural activity.	The IRS and IUDP have identified the site for future urban development. This issue has been addressed in the assessment report.
	It is SEPP policy to protect Rural Lands	The IRS and IUDP have identified the site for future urban development. This issue has been addressed in the assessment report.
	Conflicts with the COAG plan in 2006 which indicated the natural environment in the Illawarra supporting agriculture should be protected to ensure food producing lands are close to	The IRS and IUDP have identified the site for future urban development. This issue has been addressed in the assessment report.

	large populations. This is also reflected in the IRS.	
	The site is virtually 100% agricultural uses rather than 30% as stated.	Although all properties may be used for rural purposes, most are used for low intensity and hobby farming and does not represent significant agricultural production for the region.
	EA fails to state that the site is currently used for grazing and harvesting of fodder.	Properties may be used for these purposes, but in any case is on a small scale.
	Some farms may have scaled back production as they were told in 1996 that this area was earmarked for future development. If they are assured that farming can continue on the site and recognising farming to our local market is the sustainable thing to do, then farming will continue and increase in productivity.	The IRS and IUDP have identified the site for future urban development and is therefore likely to encourage land speculation rather than investment in farming.
	Dairy farming is counted as worthwhile, but the land could be used for so much more including vegetable production in glasshouses.	The IRS and IUDP have identified the site for future urban development. The assessment has considered the current uses, as well as the identified future uses in the IRS and IUDP.
	Impact on downstream farms from increased flows and bank erosion.	Riparian corridors are likely to be improved as a result of improved environmental zoning and management plans.
	Increased risk in toxins in the water through normal household chemical use, the same water used for stock downstream.	Riparian corridors are likely to be improved as a result of improved environmental zoning and management plans, and water quality control measures.
	The state needs farmers and what they produce, and need assurance they can farm and build up their business.	The IRS and IUDP have identified the site for future urban development and is therefore likely to encourage land speculation rather than investment in farming.
	Impact on existing farmers in the area, such as land use conflicts.	Transitional uses are proposed adjoining the east and west to reduce land use conflicts.
Other	Concern that the low attendance at the information evening meant people were satisfied with the proposal.	Noted.
	Inadequate consultation by DLL with landowners who would be adversely affected by the proposal.	Noted. The proposal was placed on public exhibition for 59 days to allow all interested members of the public to express their views.
	It has not had relevant studies done by independent experts but supplied its own.	The reports submitted for the application were considered and assessed on their merits.
	Concerned the Water Management Act does not apply because it is a Part 3A application.	The Water Management Act does apply, but not certain approvals required by the Act. In any case, the impacts on water quality, ecology etc have still been considered in the assessment report.
	Increased noise effects from the airport.	The site is over 1km from the site. The ANEF corridors do not extend into the Calderwood site and is therefore satisfactory.