



**SNOWY MONARO**  
REGIONAL COUNCIL

# **ATTACHMENTS TO REPORTS**

**(Under Separate Cover)**

**Ordinary Council Meeting**

**16 November 2023**

**ATTACHMENTS TO REPORTS  
FOR  
ORDINARY COUNCIL MEETING  
THURSDAY 16 NOVEMBER 2023**

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# GYDE

## Planning Proposal

56 Hilldowns Road, Kalkite

Submitted to Snowy Monaro Regional Council  
on behalf of John Sacco Enterprises P/L



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Planning Proposal

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**Report Version:** FINAL – Post Exhibition

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## APPENDICES

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2	Proposed Land Use, Lot Size and Land Release Urban Area Map	Place Logic
3	Strategic Bushfire Study	Australian Bushfire Protection Planners Pty Limited
4	Biodiversity Assessment Report, Biodiversity Assessment Addendum Report and Biodiversity Certification Assessment Report	Cumberland Ecology
5	Economic Impact Assessment	Arbor Advisory
6	Preliminary Site Investigation	Lanterra Consulting
7	Aboriginal Heritage Due Diligence Assessment	Ecological
8	Historic Heritage Assessment	Ecological
9	Transport Impact Assessment	Cardno/Stantec
10	Letter from DPE – In principle support	DPE
11	Consultation Report	GYDE
12	Geotechnical Advice	ACT Geotechnical Engineers
13	Site Investigation Report	Cardno
14	Email from NSW Rural Fire Service – In principle support	NSW RFS
15	Draft Planning Agreement	Gyde/John Sacco Enterprises P/L
16	Preliminary Development Control Plan	Place Logic
17	Indicative Masterplan – Lower Paddock	Place Logic
18	Aboriginal Cultural Heritage Assessment	Eco Logical
19	Flooding Report	Stantec



## 1. EXECUTIVE SUMMARY

Gyde Consulting has prepared this Planning Proposal (PP) for submission to Snowy Monaro Regional Council. The PP is submitted on behalf of the proponent, John Sacco Enterprises P/L. This PP explains the intended effect of, and justification for, the proposed amendment to the Snowy River Local Environmental Plan 2013 (SRLEP 2013). The amendment is a site specific LEP for 56 Hilldowns Road, Kalkite (the subject site). The PP has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the relevant Department of Planning Guideline '*Local Environmental Plan Making Guideline (August 2023)*'.

It should be noted that extensive engagement with the NSW Department of Planning & Environment (DPE) as well as Snowy Monaro Council in relation to the proposal commenced in November 2019. These engagements commenced prior to the release of the LEP making guidelines in December 2021. They also resulted in DPE issuing correspondence dated 3 August 2021 (copy provided at Appendix 10) which outlined their understanding of the proposal and recommending that it proceed as a PP with Council. These engagements, associated investigations, as well as DPE's correspondence, are equivalent to Pre-Scoping Reports required by the August 2023 LEP Making Guidelines. In addition to engagement with regulatory authorities, consultation was commenced with the local community in 2021 as well. This included notification in various social media avenues, onsite information sessions, and the like.

### Summary of Proposal's Objectives

The subject site is located within the boundaries of the Snowy Mountains Special Activation Precinct Investigation Area (SAP). The Snowy Mountains SAP seeks to, in summary, create a year-round tourism economy for the region, protect sensitive natural communities, as well as improve housing opportunities.

The PP seeks to achieve balanced environmental planning outcomes, as well as the objectives of the Snowy Mountains SAP. The PP also seeks to utilise the relatively unconstrained nature of the subject site to deliver additional and diverse housing opportunities within an existing high amenity environment. It seeks to encourage local employment, avoid impacts to key environmental sensitivities, as well as respect the existing land and water-based landscape character of the locality.

This will be achieved by replicating that type of development which already exists within the Kalkite Village on that portion of the subject site closest to Lake Jindabyne (i.e. 'lower paddock'). Such development will be mostly low density residential in nature, but will also include public open space, emergency facilities, a community centre, as well as a small quantity of commercial floor space predominantly for day-to-day convenience needs. It is proposed to adopt land use zones of RU5 – Village, RE1 – Public Recreation, E1 – Neighbourhood Centre, and SP2 – Infrastructure for this portion of the subject site. Proposed minimum residential lot sizes are 850m<sup>2</sup> and the maximum number of residential lots will be 'capped' at 220 for the entire site area whilst up to 214 lots will be allowed for in the 'Lower Paddock', or land proposed to be zoned RU5. Whilst the RU5 zone permits medium density type development such as dual occupancy housing, this PP will seek to prohibit such development within the 'lower paddock' so as to limit overall density as well as limit potential visual impacts associated with built form.

In conjunction with this PP, it is proposed to amend the existing Snowy River Development Control Plan 2013 (SRDCP) to include controls for the purposes of future development at the subject site. One such control will be a limit (i.e. 220) on the number of lots permitted at the site. This will ensure any development taking place on the site within the next 10-15 years remains consistent with the constraints and opportunities analysis which has informed this PP.

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The aerial image below demonstrates, in a general sense, the PP's proposed land use zones and key development standards. Detailed proposed land use and lot size maps can be found at Appendix 2.

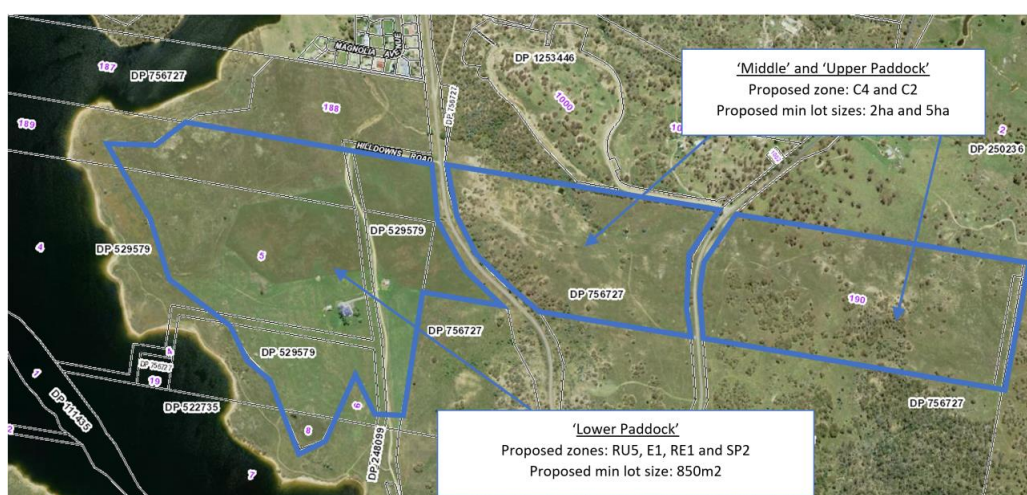


Figure 1: Site aerial image with proposed conceptual zones and lot sizes (Source: SixMaps/Gyde)

It should be noted that the PP includes the delivery of substantial infrastructure upgrades including upgrades to roads and some intersections in the locality. Drinking water infrastructure will be upgraded for the purposes of the subject site and it is also anticipated that some existing overhead power lines across the subject site will be undergrounded for amenity improvement purposes. Sewer will be provided to the subject site and the proponent is in discussions with Council in relation to upgrades for the locality wide sewer infrastructure. Any such sewer upgrades are subject to detailed discussions with Council and relevant agencies and may form part of a future development contribution plan or similar strategy. It can be confirmed that active open space, informal open space, a new rural fire shed and a new community centre (which is also intended for use during any emergencies) will be provided on the subject site as part of this PP. They will be delivered as part of a Planning Agreement (PA), a draft version of which accompanies this PP at Appendix 15.



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### Summary of Proposed LEP Amendments

The tables on the following page outline the amendments currently sought to the SRLEP 2013 by this PP, as well as indicative yield. These have been developed following detailed site investigations, as well as engagement with a range of stakeholders, including members of the existing Kalkite Village. That said, it is recognised that ongoing engagement and studies may be required. Therefore, the proponent is willing to discuss modifications to the following LEP amendments and yield outcomes.

Table 1: Summary of Proposed LEP Amendments

Control	Existing	Proposed
Zoning	RU1 – Primary Production	<ul style="list-style-type: none"> <li>• RU5 – Village</li> <li>• E1 – Neighbourhood Centre</li> <li>• SP2 – Infrastructure (Community Centre, Rural Fire Service)</li> <li>• RE1 – Public Recreation</li> <li>• C4 – Environmental Living</li> <li>• C2 – Environmental Conservation</li> </ul>
Maximum Floor Space Ratio	N/A	<ul style="list-style-type: none"> <li>• Residential zones - 0.5:1</li> <li>• Neighbourhood village – 0.65:1</li> </ul>
Maximum Building Height	9m	<ul style="list-style-type: none"> <li>• No change</li> </ul>
Minimum Lot Size	40ha	<ul style="list-style-type: none"> <li>• RU5 zone - 850m<sup>2</sup></li> <li>• C4 zone - 2ha and 5ha (subject to ongoing discussions with Council)</li> <li>• Stewardship Sites/C2 zone – no further subdivision permitted.</li> <li>• E1 zone – 700m<sup>2</sup></li> </ul>
Part 5 – Miscellaneous provisions, Part 6 – Land release areas, Part 7 – Additional local provisions or Part 8 – Growth areas (subject to discussions with Council)	N/A	<ul style="list-style-type: none"> <li>• Prohibition of medium density type housing in most of the 'Lower paddock', which would ordinarily be permissible in the RU5 zone. This includes dual occupancy development, attached dwellings, boarding houses, co-living housing, group homes, multi dwelling housing, residential flat buildings, semi-detached dwellings and shop top housing development within the vast majority of the 'Lower Paddock'. The intent is to limit built form, character and traffic impacts which may arise within this particular locality as a result of the abovementioned land uses. Subsequently, the intent is to make dwellings on Torrens title allotments the predominant form of housing on the subject site.</li> </ul>



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Table 2: Key Concept Statistics to Date

Key Concept Statistics (indicative only & subject to additional assessments)	
Residential	<p>Up to 220 residential lots within the follow size ranges:</p> <ul style="list-style-type: none"> <li>• 850m<sup>2</sup> to 1,000m<sup>2</sup> = 87 lots</li> <li>• 1,001m<sup>2</sup> to 1,500m<sup>2</sup> = 88 lots</li> <li>• 1,501m<sup>2</sup> to 3,000m<sup>2</sup> = 35 lots</li> <li>• 3,000m<sup>2</sup> to 2ha = 4 lots</li> <li>• 2ha+ = 6 lots</li> </ul>
Commercial	<ul style="list-style-type: none"> <li>• Total site area = 4,970m<sup>2</sup> approximately, inclusive of building footprints, parking, landscaping etc...</li> <li>• Gross floor area (GFA) = 3,230m<sup>2</sup> based on a floor space ratio of 0.65:1</li> </ul>
Community Uses and Public Open Space	<ul style="list-style-type: none"> <li>• Community facilities = 600m<sup>2</sup> in total approximately, inclusive of 300m<sup>2</sup> for a new RFS station and 300m<sup>2</sup> for a community centre which will also provide emergency management facilities.</li> <li>• Public open space = 7,360m<sup>2</sup> in total approximately, inclusive of a 2,530m<sup>2</sup> park for formal active open space activities and 4,830m<sup>2</sup> for informal open space activities. A 2,130m<sup>2</sup> detention basin is also provided for, and can function as additional informal open space.</li> </ul>

### Summary of Public Benefits

The following is a summary of the proposal's public benefits:

- Additional commercial floor space to support the immediate locality primarily. Such floor space would improve local convenience given commercial services currently do not exist in Kalkite. It would also provide additional employment opportunities in potentially various sectors, including tourism, hospitality, as well as local manufacturing.
- Increased public accessibility to Lake Jindabyne and its foreshore.
- Improvements to housing supply, diversity and affordability for the region.
- Improved emergency response facilities, in particular, a new and larger rural fire station. Importantly, this new facility will service the proposal's population as well as the population within the existing Kalkite Village as the current fire services are considered to be inadequate for existing residents.
- A new community centre. The community centre could accommodate multiple purposes including conventional community functions, as well as shelter in the event of natural emergencies.
- Various traffic improvements including a 'slip lane' into the proposed estate along Kalkite Road, as well as an intersection upgrade at Kalkite Rd and Eucumbene Rd.
- Potential undergrounding of overhead power lines between lower Kalkite Rd and the Lake Jindabyne foreshore to enhance visual amenity. Discussions are ongoing with Endeavour Energy in relation to the delivery of this outcome.





### Summary of Ongoing Community and Stakeholder Engagement

Community consultation, engagement with Council and State Authorities, together with detailed specialist site investigations were central to preparing this PP. The extent of and feedback from community consultation is detailed in the Consultation Report included at Appendix 11. In summary, however, the following consultation took place:

- A 5-hour information session for all members of the community. This took place in the existing fire shed on Kalkite Road on 26 March 2022. The session included representatives from Gyde Consulting as well as the proponent. Information boards were included for attendees. Approximately 40 stakeholders attended the session.
- In conjunction with the abovementioned onsite information session, electronic consultation was also provided in the form of 'Facebook' posts on the local Kalkite Community Page, posts on LinkedIn, a dedicated email address, as well as the placement of noticeboards within Kalkite Community and the main neighbourhood shop in Jindabyne East.
- Ongoing meetings with representatives from DPE, NSW Rural Fire Service, staff and Councillors from Snowy Monaro Council, the Local Aboriginal Land Council, Crown Land, and Snowy Hydro.
- An additional community consultation session was undertaken on 25 March 2023. This was provided for the purposes of a general update on the matter to the public, advise the public of the proponent's application to acquire several Crown Land roads extending through the subject site, and seek feedback from the community generally. The session took place between 9.00am to 12.00 midday and was well represented by local stakeholders predominantly.

The key themes derived from community consultation are as follows:

- There is a need for housing, but it should be designed to reflect the existing built form and landscape character. Specifically, density should be low and lots should be medium to large in size. Small lots of 600m<sup>2</sup> would be inconsistent with the existing character and environmental sensitivities. Lots should be positioned such that they do not impact views from dwellings in the existing Kalkite village.
- Infrastructure, in particular roads, water and sewer, would require upgrades. Other social infrastructure should also be incorporated such as parks, playgrounds and boat ramps, for example.
- A small amount of commercial floor space would be ideal to meet basic day-to-day needs in order to avoid trips to Jindabyne. Such floor space, in conjunction with other social infrastructure such as a park, could form a meeting place for locals, and offer basic entertainment such as a café, for example.
- Additional commercial floor space may provide an affordable alternative to existing centres at Jindabyne for example. Such floor space may also enhance the boutique food and beverage manufacturing trend which is developing in Kalkite.
- The existing character and identity of Kalkite, which is based on a rural lifestyle and high visual amenity, should be retained as much as possible.

Engagement was undertaken with a range of authorities including Snowy Monaro Regional Council, DPE, Snowy Hydro, the Bega Local Aboriginal Land Council, Crown Land and the NSW Rural Fire Service. The outcomes are explained in the Consultation report provided separately.



### Summary of Strategic Planning Merit

The PP demonstrates strategic planning merit by aligning with the Snowy Mountains SAP, the South East and Table Lands Regional Plan, the Snowy Monaro Local Strategic Planning Statement 2020 as well as the Snowy Monaro Draft Settlements Strategy 2022 which was recently endorsed by Council and subsequently publicly exhibited. This draft strategy specifically nominates the subject site as land which may be suitable for expansion of the existing Kalkite Village.

Specifically, the proposal is consistent with the Snowy Mountain SAP's intent to deliver a year-round tourism destination by providing much needed housing, including diverse housing options. Such housing could accommodate employees of an expanded tourism industry as well as provide some housing for tourist related accommodation. More specifically, the proposal is likely to provide more permanent housing options given the distance to Jindabyne means Kalkite is likely to function as a sub-housing market in the region. The proposal's housing could deliver accommodation for tourists as well. However, it is the proponent's preference that at least the majority of its housing is for permanent housing purposes. That said, there are few, if any, environmental planning controls which can deliver this outcome. Given that Kalkite is somewhat detached from Jindabyne centre, however, it is expected that it will act as a permanent housing market, rather than a market predominantly for tourists. That is, it is likely to act as somewhat of a sub-housing market.

The proposal would offer additional access and engagement with Lake Jindabyne's foreshore. In particular, it is likely to enhance existing foreshore walking and mountain bike riding. This represents tourism options in addition to the region's well established skiing facilities, thereby assisting with developing a year round tourism industry as sought by the Snowy Mountains SAP as well as the South East and Table Lands Regional Plan. It is noted that Snowy Monaro Regional Council Councillors recently endorsed and achieved funding for the Lake Jindabyne Shared Trail project. This project would deliver a walking and mountain biking track from Jindabyne to Kalkite. The proposal would be particularly consistent with this project.

Further, the proposal includes some commercial floor space. There is potential for some of such floor space to be used by a local boutique food and beverage sector which is developing in Kalkite, as was identified during the associated consultation activities. This may provide a further alternative destination for visitors, and contribute again to the development of a year round tourist destination. Similarly, the proposal's large lots may be used for agri-tourism or boutique farming practices.

The SAP's objective of conserving and enhancing important environmental features is satisfied by the proposal given its overall density is low, and much of the built form is concentrated on that part of the site with very few environmental constraints (i.e. within the 'lower paddock'). Conversely, very limited built form is anticipated on those parts of the site with greater constraints (i.e. 'middle' and 'upper paddock'), which in this case includes sensitive stands of established trees, sensitive grass lands, steep gradient, bushfire risk, rocky outcrops, and high visual/landscape qualities. Further, the proponent commits to achieving 'biodiversity certification' for the site, as well as nominating large portions of the 'middle' and 'upper paddocks' as stewardship sites. Effectively no development, including any further subdivision, will be able to occur in such sites.

Much of the regional plan's economic, tourism and biodiversity objectives are similar to those provided in the Snowy Mountains SAP. The proposal is consistent with these, as demonstrated above. In addition, the South East and Table Lands Regional Plan has a strong emphasis towards housing supply and diversity, as demonstrated below.



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- Direction 24: Deliver greater housing supply and choice  
Direction 25: Focus housing growth in locations that maximise infrastructure and services  
Direction 26: Coordinate infrastructure and water supply in a cross-border setting  
Direction 27: Deliver more opportunities for affordable housing

Figure 2: Extract of South East and Table Lands Regional Plan directions

The proposal is clearly consistent with these directions given it would provide for additional housing lots in a variety of sizes, which can accommodate a variety of housing types. Importantly, such housing opportunities are consistent with the environmental constraints of the site and the broader locality. The proposal would also result in the efficient use of existing infrastructure given sewer, town water, road access and electricity are currently provide to the Kalkite Village. It is understood that several of these utilities will require upgrading as part of the proposal.

The Snowy Monaro Local Strategic Planning Statement 2020 (LSPS) was in the process of being finalised when the Snowy Mountains SAP was announced. In this case, it is considered that the LSPS does not fully recognise the substantial strategic planning details which it would provide. That said, the LSPS does recognise that the SAP would have a substantial influence on strategic planning in the Snowy Monaro LGA generally, and particularly in the Jindabyne region, which Kalkite forms a part of for the purposes of the LSPS. For example, the LSPS recognises that tourism is a substantial sector within Jindabyne, and that this will continue to influence land use in the locality particularly in light of the SAP's objective to develop the locality into a year-round tourist destination. The LSPS further recognises that agricultural and/or rural land uses may have to change to achieve this intent.

Snowy Monaro Regional Council has prepared a Draft Settlements Strategy 2022. The Draft Settlements Strategy 2022 nominates land around the existing Kalkite village, and specifically the subject site, as 'village expansion investigation area'. This is demonstrated in the following extract from the Draft Settlements Strategy 2022. The strategy was endorsed for public exhibition by Councillors at the ordinary Council meeting of 17 November 2022. The strategy has since been publicly exhibited.

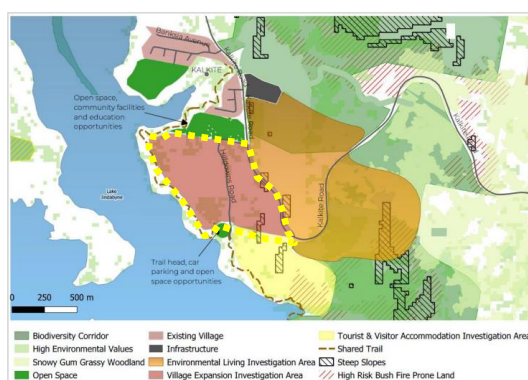


Figure 3: Nomination of 'lower paddock' (outlined yellow) as 'Village Expansion Investigation Area' (Source: Draft Settlements Strategy 2022, page 133)

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**11.4.5 Kalkite**  
The Snowy Mountains Special Activation Precinct (SAP) Plan has identified that villages around Jindabyne will support some of its growth over the next 40 years. It is expected much of this development will occur at Kalkite and Berridale due to the existing reticulated water and wastewater services which can be augmented to support further development.

Council should be mindful of the local character of Kalkite as described in section 5.7 of this plan and that any future development should be mindful of Kalkite's community and local character. Any future development must minimise ecological and heritage impacts, protect view vistas to Lake Jindabyne and provide adequate access and services. Any future developments must consider and effectively manage risks relating to natural disasters including but not limited to bushfire.

Expansion of Kalkite Village should be further investigated and may be suitable subject to the planning proposal process. Any future development should complement the existing village character and provide for densities in keeping with community expectations while providing a variety of housing options.

While the RUS Village zone does permit commercial land uses there is currently no commercial or retail offerings in Kalkite requiring the community to travel to Jindabyne for these services. Consideration should be given to some small scale commercial development to provide services to the local community such as a café, kiosk or general store.

*Figure 4: Discussion in relation to potential expansion of existing Kalkite Village (Source: Draft Settlements Strategy 2022, page 130)*

Whilst it has been demonstrated above that the proposal is consistent with relevant strategic plans, it is noted that recent revisions to DPE's LEP Making Guidelines (August 2023) encourage housing delivery generally, in order to address current housing supply constraints and increasing housing unaffordability in general. That is, a PP is no longer reliant only on demonstrating an obvious connections or consistency with a strategic plan. Rather, the justification for a PP can be demonstrated by consistency with strategic plans as well as a proposal's ability to increase housing supply, housing diversity, and contribution to improving housing affordability. The proposal clearly is consistent with this direction given it increases housing supply in the region and provides some degree of housing diversity which assists with housing affordability.

#### Summary of Site-Specific Merit

The PP demonstrates that the site has specific merit to enable and deliver the proposed amendments given:

- It is in close proximity to the existing Kalkite Village as well as East Jindabyne. Integration with existing character can, therefore, be achieved.
- The site contains very few environmental constraints. Almost no environmental constraints were found on the 'lower paddock'. Specifically, the site is not affected by flooding, salinity or acid sulfate soils. Specialist investigations conclude that there is no notable fauna on the site. Whilst there is sensitive vegetation, it is isolated and in small volumes. The 'lower paddock' is clear of any native trees and there is only a very small portion of sensitive grass lands in the north western corner. The site itself does not contain any significant European or Aboriginal cultural heritage.
- Essential services such as water, electricity, sewer and telecommunication facilities currently exist to the site and in the locality. It is understood that Snowy Monaro Regional Council is investigating upgrades to existing sewer services, whilst initial investigations suggest that other essential services can be upgraded by the proponent to suit the proposal.
- Construction will be easy on the 'lower paddock', which is equivalent to approximately 27,000m<sup>2</sup> or 28ha of area, given it is relatively flat and cleared. It could, therefore, make a sizeable contribution in terms of housing affordability and diversity.

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- The site is accessible by a sealed road.
- Emergency management provisions can be implemented for the 'lower paddock'.

This PP demonstrates strategic and site-specific merit and addresses all relevant considerations under the *Local Environmental Plan Making Guidelines (August 2023)*. The proposed concept is consistent with State, Regional and Local planning policies. It will be demonstrated that the proposal is substantially compliant with the Section 9.1(2) Ministerial Directions. The rezoning of rural and agricultural land may be considered to be inconsistent with Directions 9.1 and 9.2. The proposal is consistent with the objectives of the directions, however. The proposal is consistent with applicable strategic planning directions and principles outlined in the Snowy Mountains SAP. As also mentioned in the Snowy Monaro LSPS 2020, consideration of alternative land uses is required given the significance of the tourism sector to the region. The Draft Settlements Strategy 2022 specifically states that expansion of the existing Kalkite Village could occur. Further, the draft strategy refers to the subject site specifically for such expansion purposes.

Further, and in line with recent revisions to the LEP Making Guidelines (August 2023), the proposal responds to a current government intention of boosting housing supply and improving housing affordability.

Overall, the site is a unique opportunity to improve housing supply as well as deliver housing diversity in a context which is safe and of very high amenity. The proposal is not the establishment of a new village, but the expansion of the existing Kalkite village. This can achieve substantial infrastructure efficiencies even if some existing utilities require upgrades. The proposal can be delivered with minimal impacts to the natural environment. In this case, the proposal warrants support from Snowy Monaro Regional Council.



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## 2. SITE AND LOCALITY DETAILS

### 2.1. Local and District Context

The site is located at 56 Hilldowns Road within the suburb of Kalkite, approximately 9km north of Jindabyne. The site is located within the Snowy Monaro LGA. A location plan of the site is shown in Figure 5 and Figure 6. In terms of local context, the site is located on the eastern edge of Lake Jindabyne and to the south of the existing Kalkite village.

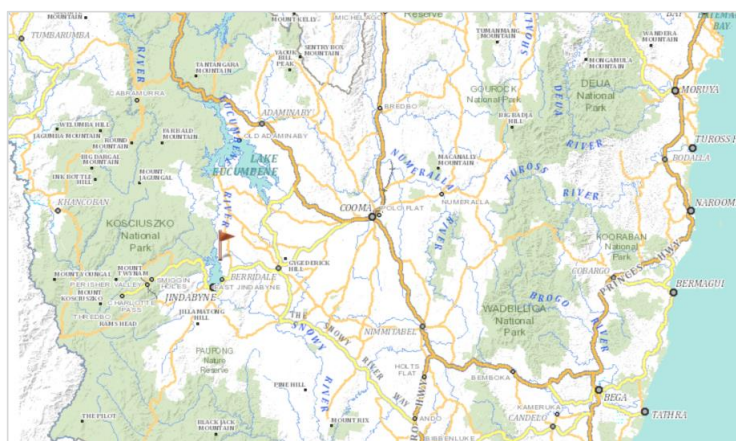


Figure 5: Regional Context Map, site marked by red flag (Source: Sixmaps)

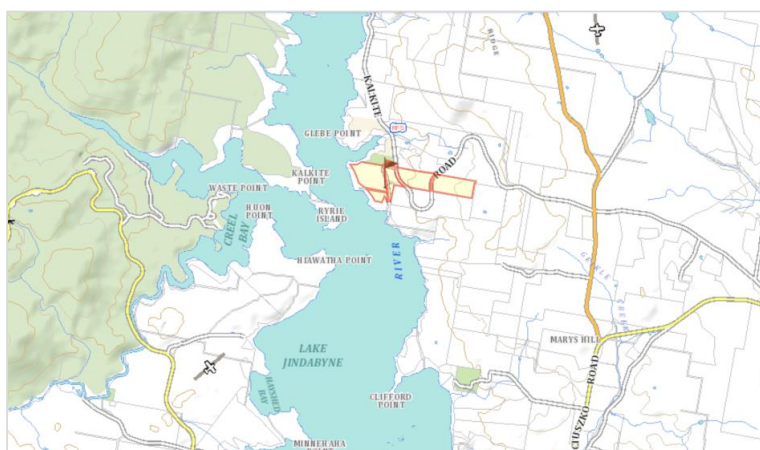


Figure 6: Local Context Map, site outlined red and shaded yellow (Source: Sixmaps)



## 2.2. Site Features and Existing Development

The site is legally described as Lot 190 DP 756727 and Lot 5 DP 529579 and has an area of approximately 98ha. In terms of structures, the site is currently occupied by one residential dwelling and two sheds. The site is largely cleared with scattered trees and vegetation in the eastern portion of the site. Vegetation decreases towards the western portion of the site which is predominately grass paddocks. Figure 7 below provides further explanation of existing development and vegetation.



Figure 7: Aerial view, site outlined yellow (Source: Sixmaps)

The site comprises five sections as shown in Figure 7 and has frontages to Hill Downs Road and Kalkite Road. The topography of the site falls from east down to west towards Lake Jindabyne with an overall change in levels of approximately 250m as per the Survey Plan (Appendix 1).

Figure 8 and Figure 9 on the following page are drone photos of the site looking west towards the lake and east into the site.



Figure 8: Drone photo of site looking west towards Lake Jindabyne. Approximate boundaries shown in blue dashed line (Source: United Surveyors/Gyde)



Figure 9: Drone photo of site looking east. Approximate boundaries shown in blue dashed line (Source: United Surveyors/Gyde)





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### 2.3. Surrounding Land Use Context

The surrounding land uses are similar to the existing site being large lots containing scattered vegetation or are partially cleared. In terms of structures, the surrounding sites contain single detached dwellings and sheds. However, immediately to the north of the site, the land at 374 Kalkite Road, Kalkite has development consent for a community title subdivision for the purpose of rural tourist accommodation. This development, known as 'The Three Rivers Estate', has been partially constructed and some lots have sold. The consent for the development allows for 500 beds, internal roads, resort facilities and a community space/recreation area. This approval reflects the gradual diversification in character and land uses within Kalkite.

Located approximately 500m north of the site is the existing Kalkite village. The village contains mostly single detached dwelling houses, and the Berridale Rural Fire Brigade is located approximately 450m to the north of the subject site on Kalkite Road. The existing dwellings within the Kalkite village are located on lots generally in the range of 800 - 1,000sqm and there are approximately 160 dwellings in the village. The setbacks of the dwellings on each lot vary, however they generally setback 7m from their respective front boundaries, and include a front garden and larger setback and landscaped area at the rear. There are scattered trees throughout the village and limited hard landscaped areas. All dwellings are generally one or two storeys in height. The existing Kalkite Village is subject to the RU5 – Village land use zone, a minimum lot size of 700m<sup>2</sup>, and a height of 9m.

Immediately to the west of the subject site is the Lake Jindabyne foreshore area, which is owned by Snowy Hydro. This foreshore land will form part of the future Lake Jindabyne Shared Trail project which seeks to extend the existing trail network from Jindabyne to the Kalkite Village. The trail project will be delivered in stages. The PP and its anticipated development would not preclude the delivery of the trail. Rather, the proponent is willing to discuss options which may advance its delivery.



Figure 10: Lake Jindabyne Shared Trail Project Map. Trail shown in red, green and white (Source: Snowy Monaro)



Planning Proposal

The nearest major precincts include East Jindabyne which is approximately 6km to the south (or 20 minutes), Jindabyne Centre which is approximately 9km to the south (or 25 minutes), and Berridale which is approximately 18km to the east (or 40 minutes).



Figure 11: Context aerial view with main centres and Kalkite locality circled blue (Source: SixMaps/Gyde)



Planning Proposal

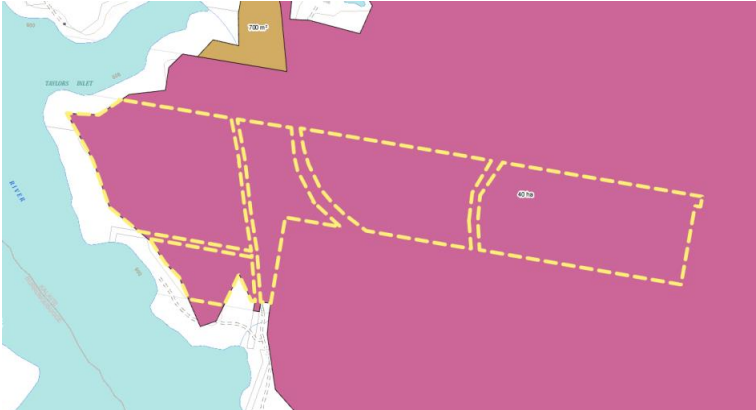
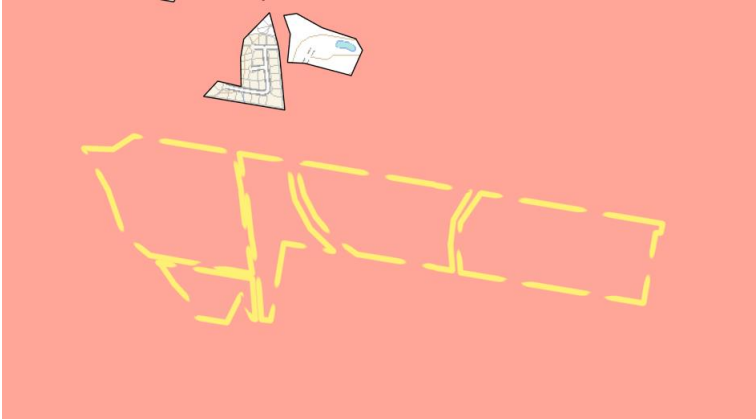
2.4. Existing Planning Provisions

The Snowy River Local Environmental Plan 2013 (SRLEP) is the relevant local Environmental Planning Instrument (EPI) applicable to the site. The following controls apply to the subject site.

EXISTING SRLEP CONTROLS	MAP
<p><b>Zoning – RU1 Primary Production</b></p> <p>(It is worth noting that the existing Kalkite Village is within zone RU5 – Village).</p>	
<p><b>Height of Buildings – Maximum 9m</b></p>	

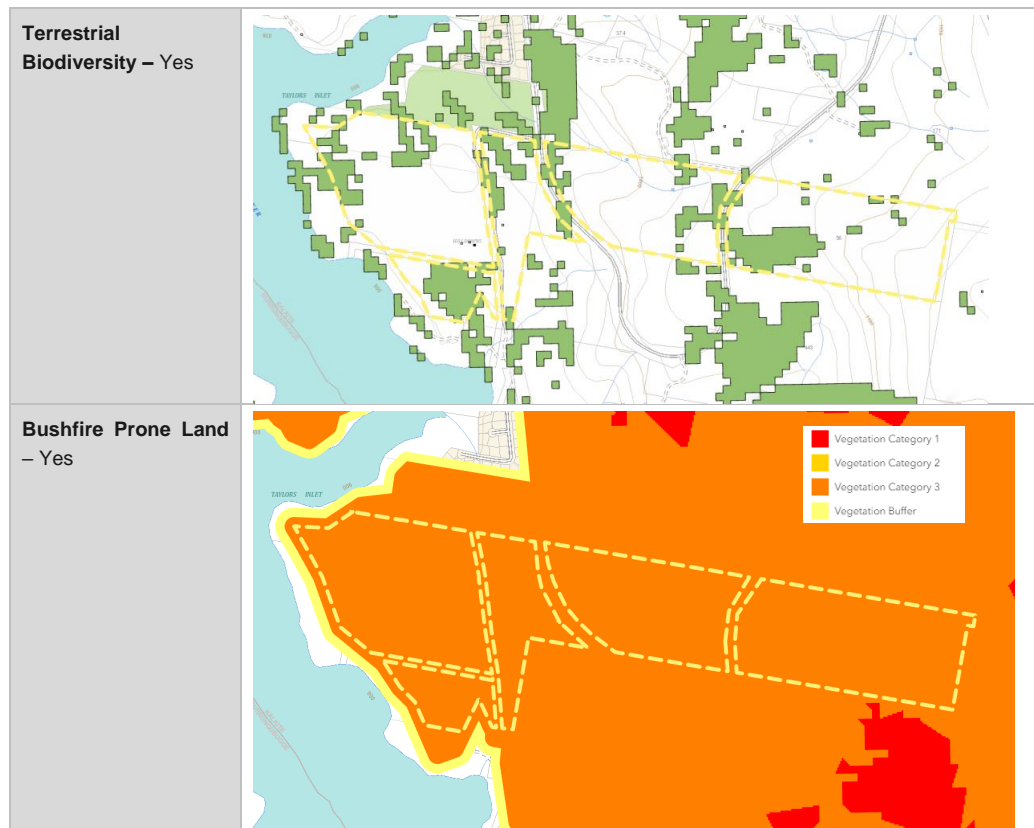


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<b>Floor Space Ratio –</b> N/A	N/A no floor space ratio (FSR) applies to the site.
<b>Minimum Lot Size –</b> 40ha  (It is worth noting that the minimum lot size in the existing Kalkite Village is 700m2).	
<b>Heritage</b>	The site does not contain a heritage item, nor is the site located in a heritage conservation area. However, the site is located in close proximity to Lake Jindabyne which is a local heritage item.
<b>Scenic Protection –</b> Yes	



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The subject site is not affected by flooding, acid sulfate soils, or salinity, and neither is it an item of environmental heritage, according to the SLEP 2013.



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### 3. INDICATIVE CONCEPT

#### 3.1. Constraints & Opportunities Analysis

For the purpose of investigating the suitability of development at the subject site, the following disciplines were investigated:

- Aboriginal and European Cultural Significance – Eco Logical Australia P/L
- Traffic Impact – Stantec (formerly Cardno)
- Flooding – Stantec (formerly Cardno)
- Utilities capacity – Stantec (formerly Cardno)
- Contamination – Lanterra Consulting
- Geotechnical conditions – ACT Geotechnical Engineers
- Survey – United Surveyors P/L
- Biodiversity – Cumberland Ecology
- Economic and Market conditions – Arbor Advisory
- Bushfire conditions – Australian Bushfire Protection Planner P/L

In summary, the investigations revealed:

- An absence of any notable fauna.
- Sensitive vegetation in the form of native grass lands and trees. The 'lower paddock' included a limited amount of native grass lands and no trees. There were larger expanses of native grass lands as well as native trees in the 'middle' and 'upper paddocks'. There were sizeable portions of area around such constraints which could be suitable for development, productive land use zones, or environmental living type zones.
- The site and locality are bushfire prone. Existing firefighting facilities were inadequate for the proposal as well as the existing Kalkite village.
- Key 'trunk' infrastructure was already available to the locality and the subject site, and efficiencies can be gained by utilising existing trunk infrastructure. Available infrastructure includes road access, town water, sewer, electricity and telecommunications/internet. Some utilities would require upgrades as a result of the proposal. It is understood that Snowy Monaro Council was in the process of sewer upgrades.
- The site and locality are not affected by flooding, salinity or acid sulfate soils.
- There is a moderate to steep gradient throughout the 'middle' and 'upper paddock'. In the 'lower paddock', the gradient is mostly low.
- Contamination is negligible and limited to around existing farm sheds on the subject site.
- The site offers a very high level of residential amenity.
- The landscape character from the site, as well as to the site from Lake Jindabyne, is of a very high value.
- Overall, the character is one of a rural and/or landscape atmosphere, with low to very low built form volume.
- The region is experiencing severe housing stress as well as a lack of housing diversity. Housing stress increases during the winter period with the arrival of seasonal workers.





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- Kalkite lacks commercial floor space to meet day-to-day convenience needs. Residents are required to travel to Jindabyne or Berridale for basic goods and services.
- Low scale built form is provided by the existing Kalkite village. Although there is significant separation between the subject site and the existing village, consideration of views and amenity will be required.

The following diagram combines the geographic constraints and opportunities.

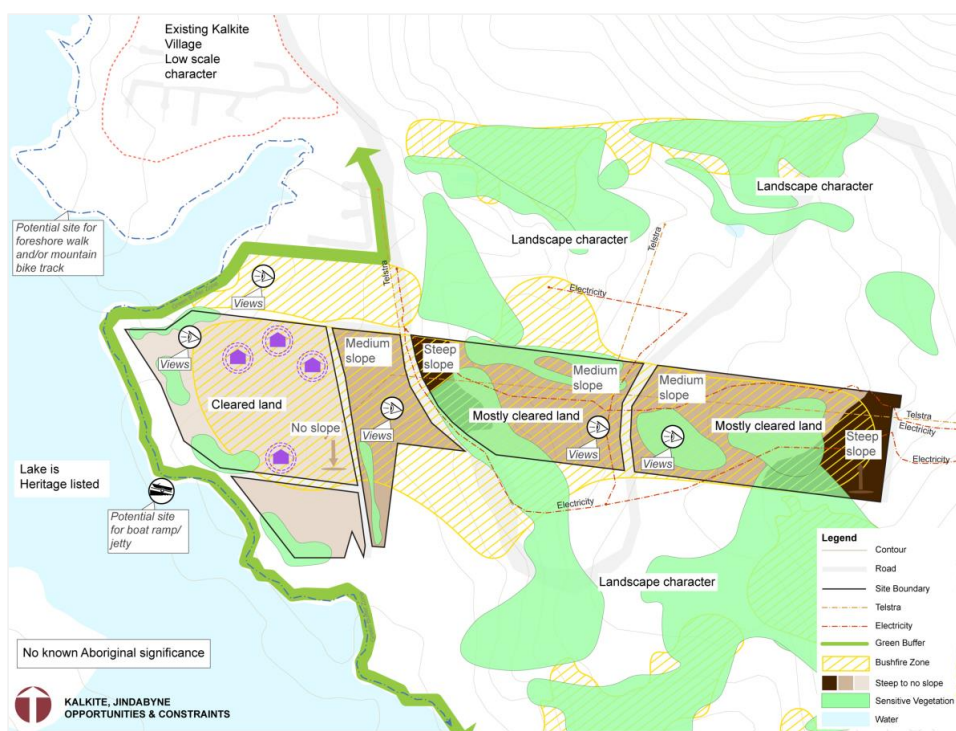


Figure 12: Constraints and opportunities map (Source: Gyde Consulting)

## 3.2. Site Layout Principles

Following the constraints and opportunities analysis, the following principles were developed for the purpose of the land use zoning map, lot size map and the indicative site layout:

- Limiting the extent of built form and the number of lots in the 'middle' and 'upper paddocks' so as to minimise impacts on existing stands of trees, native grass lands as well as minimising visual impacts. Further, the steep gradient in these areas is not conducive to a greater number of lots or building footprints.



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- Concentrating the majority of any development on the 'lower paddock' given the existing nearby Kalkite Village has established a built form character. Further, the 'lower paddock' has very few environmental constraints. For example, it is clear of any trees, contains very limited sensitive grass lands, is relatively flat and it is, therefore, suitable in relation to construction practices.
- Whilst development is proposed to be concentrated in the 'lower paddock', the extent of density is low in order to minimise visual impacts, retain the existing landscape character and sense of spaciousness, as well as avoid unreasonable demands on utilities. This outcome will also be reinforced by prohibiting dual occupancy type development, which is ordinarily permitted in the proposed RU5 zone, within most of the 'lower paddock' zone. Such development will be permitted within a small predefined area around the proposed E1 zone.
- Position roads and developable areas within the 'lower paddock' such that views to the broader landscape and Lake Jindabyne are maximised. This would maximise amenity for residents.
- Encourage larger lots (e.g. 1,500m<sup>2</sup>) along the foreshore in order to minimise visual impacts from Lake Jindabyne as well as existing dwellings in Kalkite Village, even further. Smaller lots (e.g. 850m<sup>2</sup>), and therefore greater density, would be encouraged towards the middle of the 'lower paddock'. The middle of the 'lower paddock' is lower and somewhat surrounded by moderate hills, ensuring that the concentrated built form of the smaller block is not as highly visible from Lake Jindabyne or dwellings within the existing Kalkite Village.
- Establish a sense of identity for the 'lower paddock' by placing the main vehicular entry as well as the central 'spine' in a mostly elevated and central position such that views to Lake Jindabyne and the broader landscape are maximised. Views would be maximised by all users of the central 'spine', including motorists, walkers, bicyclists etc...The proposed E1 zone is also expected to include informal and formal open space areas, landscaping and the like, which should also assist with achieving a sense of identity.
- Allow for 'stewardship sites' in the 'middle' and 'upper paddocks' to minimise impact to existing vegetation. The operation of such sites will be in accordance with Biodiversity Certification which is being sought for the entire site.
- Adopt a perimeter road, complimented by the main central 'spine' to maximise general accessibility throughout most of the 'lower paddock', as well as to the foreshore. It is intended that this arrangement will make for convenient and pleasant walking or bicycling throughout the 'lower paddock' as well as along the foreshore for all age groups. The perimeter road also provides for emergency response accessibility.

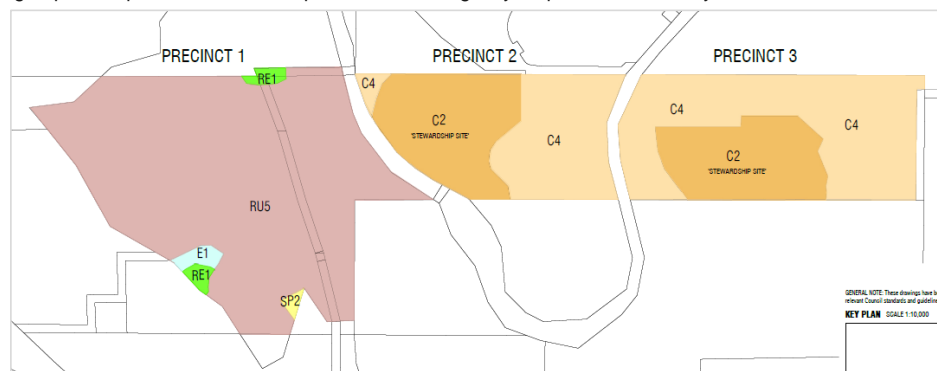


Figure 13: Concept land use zoning map (Source: Place Logic)





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### 3.3. Built Form Principles

It is intended that any built form would not dominate the landscape and that impacts to the existing sense of spaciousness would be minimised. Not only would this be achieved by the large nature of the proposed lots, but also by limiting the height of any development to approximately 2 storeys, or 9m for the purposes of development standards. A floor space ratio of 0.5:1 would also apply to all residential development. Such development standards are identical to those already applicable to development in the existing Kalkite Village. Further, the PP offers to prohibit medium density type development throughout much of the 'lower paddock', which would ordinarily be permissible within the RU5 zone. This is for the purpose of limiting building volume and associated visual impacts (such a control also limits other density related impacts such as traffic impacts).

The large nature of the lots, as well as the abovementioned development standards, will ensure there is significant separation between any building envelopes. This ensures that landscape remains a dominant visual feature.

The Snowy River Shire Development Control Plan will be amended to include provisions which reflect the character, land use zones, height of building developments, and floor space ratio development standards outlined in this PP. Any new DCP provisions will provide additional design controls to reinforce the intended landscaped and spacious outcome. It will provide controls in relation to, for example, setbacks, architectural character, building materials and landscaping. It is worth noting at this point that any DCP provisions would not encourage extensive landscaping, or high canopy trees because of the locality's bushfire hazard. Nevertheless, the DCP provisions would provide for some form of suitable low scale landscaping.

In fact, a preliminary DCP prepared by Place Logic, forms part of this PP at Appendix 16. It seeks to establish key design objectives for the locality. In this case, it is largely for discussion purposes. That said, the preliminary DCP does include some numerical controls for built form features such as setbacks and landscaping, for example. As part of ongoing analysis of the site, a complete set of DCP controls will be prepared in conjunction with Council.

Place Logic has also prepared an indicative masterplan for the 'Lower Paddock', which is included at Appendix 17. It is anticipated that any masterplan will form part of a final DCP. The masterplan and DCP will be relied upon to deliver suitable layout for the Lower Paddock as well as a respond to market conditions. The masterplan will limit lot yield to 220 lots for all land relating to the PP. Whilst the master plan forms part of any DCP, it would be included only on the basis that a suitable degree of flexibility is allowed for in its implementation. This is because there are numerous variabilities with land development generally, but particularly the case for the subject site where Crown Lands remains a significant stakeholder in the site.



Figure 14: 'Lower paddock' concept image



Planning Proposal

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#### **4. PART 1 – OBJECTIVES AND INTENDED OUTCOMES**

##### **4.1. Objective**

To amend the Snowy River Local Environmental Plan 2013 to provide for increased and more diverse housing supply on the site, a new small neighbourhood centre including local shops, a community centre and fire station, tourism activities, space for public recreation and infrastructure. This Planning Proposal seeks to expand on and support the existing Kalkite village as well as the intent of the Snowy Mountains SAP.

##### **4.2. Intended Outcomes**

- Build upon nomination of the region as a Special Activation Precinct by the NSW Department of Planning & Environment and the NSW Department of Regional Development.
- Facilitate additional services and amenity for existing residents of Kalkite.
- Increase housing supply to provide additional housing opportunities as well as assist with relieving housing unaffordability.
- Provide diverse housing to cater for a range of demographics as well as assist with relieving housing unaffordability.
- Expand upon existing RU5 – Village zone of Kalkite village and integrate with its existing character.
- Improve accessibility to the area's amenity.
- Allow for tourism activities including related employment opportunities.
- Provide large lot residential development on environmentally constrained land.
- Adopt lot size development standards as well as DCP controls which enable development to proceed flexibly, in response to rapidly changing market conditions, but also with regard to the constraints and opportunities analysis which has informed this PP.



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## 5. PART 2 – EXPLANATION OF PROVISIONS

The PP proposes the following modifications to the Snowy River Local Environmental Plan 2013:

Table 3: Summary of LEP Amendments

Control	Existing	Proposed
Zoning	RU1 – Primary Production	<ul style="list-style-type: none"> <li>• RU5 – Village</li> <li>• E1 – Neighbourhood Centre</li> <li>• SP2 – Infrastructure (Community Centre, Rural Fire Service)</li> <li>• RE1 – Public Recreation</li> <li>• C4 – Environmental Living</li> <li>• C2 – Environmental Conservation</li> </ul>
Maximum Floor Space Ratio	N/A	<ul style="list-style-type: none"> <li>• Residential zones – 0.5:1</li> <li>• Neighbourhood village – 0.65:1</li> </ul>
Building Height	9m	<ul style="list-style-type: none"> <li>• No change</li> </ul>
Minimum Lot Size	40ha	<ul style="list-style-type: none"> <li>• RU5 zone – 850m2 and 1,500m2</li> <li>• C4 zone – 2ha and 5ha (subject to ongoing discussions with Council)</li> <li>• Stewardship Sites – no further subdivision permitted</li> <li>• E1 zone – 700m2</li> </ul>
Part 5 – Miscellaneous provisions, Part 6 – Land release areas, Part 7 – Additional local provisions or Part 8 – Growth areas (subject to discussions with Council)	N/A	<ul style="list-style-type: none"> <li>• Prohibition of medium density type housing in most of the 'Lower paddock', which would ordinarily be permissible in the RU5 zone. This includes dual occupancy development, attached dwellings, boarding houses, co-living housing, group homes, multi dwelling housing, residential flat buildings, semi-detached dwellings and shop top housing development within the vast majority of the 'Lower Paddock'. The intent is to limit built form, character and traffic impacts which may arise within this particular locality as a result of the abovementioned land uses. Subsequently, the intent is to make dwellings on Torrens title allotments the predominant form of housing on the subject site.</li> </ul>



## 6. PART 3 – JUSTIFICATION OF STRATEGIC AND SITE-SPECIFIC MERIT

**NOTE:** This part and the entire PP report in general is based on the recently released LEP Making Guidelines – August 2023, despite the PP originally being submitted under earlier iterations of the guidelines. This is for the purpose of ensuring that the PP is considered against the most recent, and therefore relevant assessment criteria relating to planning proposals.

It is considered that the recent revisions to the LEP Making guidelines place further emphasis on boosting housing supply and addressing increasing housing unaffordability. The revisions suggest that housing delivery no longer relies entirely on demonstrating strategic merit. Rather, the test is a combination of strategic merit and housing delivery in general (together with site specific merit). In general, the PP is entirely consistent with this revised approach given it boosts housing options, delivers housing diversity, and is consistent with Council's exhibited Draft Settlements Strategy.

### 6.1. Section A – Need for a Planning Proposal

#### 6.1.1. Q1 – Is the planning proposal a result of an endorsed LSPS, strategic study or report?

The PP is considered to be consistent with and/or will enact specific recommendations from the following strategic documents (each of which is explored in further detail below):

- Snowy Mountains Special Activation Precinct, including correspondence from DPE dated 3 August 2021 stating that development of the site could be consistent with the SAP and that any such development should proceed as a separate Planning Proposal (refer to Appendix 10).
- South East and Tablelands Regional Plan.
- Snowy Monaro Local Strategic Planning Statement 2020.
- Snowy Monaro Draft Settlements Strategy 2022.

#### 6.1.2. Q2 – Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

##### Option 1 – No action

The first option is to undertake no action. This would not achieve the objectives and intended outcomes. In particular, it would not be consistent with the Snowy Mountains SAP and the related correspondence from DPE dated 3 August 2021. A no action approach would not allow for appropriate development on a site which contains very few constraints, and which is already characterised by development given its proximity to the existing Kalkite Village.

Neither would no action be consistent with the recently exhibited Snowy Monaro Council Draft Settlements Strategy 2022 which nominates the site for future village expansion purposes as shown in the following extract of the strategy. In relation to Kalkite, the draft strategy suggests investigating expansion of the existing village in order to increase housing supply as well as improve housing diversity. The strategy also outlines that existing built form and landscape character should be closely considered as part of any expansion.



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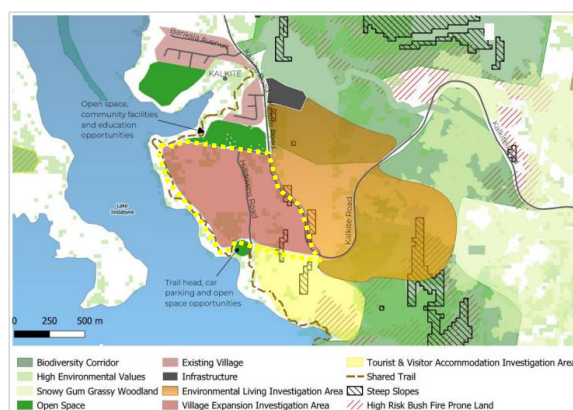


Figure 15: Nomination of 'lower paddock' (outlined yellow) as 'Village Expansion Investigation Area' (Source: Draft Settlements Strategy 2022, page 130)

### Option 2 – Redevelop the site under current controls

The second option is to redevelop the site under current controls which will not improve housing supply or affordability in the locality and the additional uses proposed including local shops, community hall, public recreation and tourism activities would not be permitted on the site. Such outcomes could not be delivered as the Snowy Mountains LEP 2013 does not allow for such lot sizes or land uses.

### Option 3 – Lodge DA with Clause 4.6 variation request

This option cannot be pursued for this proposal as it would not facilitate the change in zoning or extent of lot size changes proposed.

### Option 4 – Site Specific Planning Proposal

The fourth option is to lodge a site-specific Planning Proposal (PP) to enable the redevelopment of the site in accordance with the Snowy Mountains SAP, in particular. Specifically, it will facilitate increased dwelling supply, housing diversity, a local centre including shops and a community centre, tourism activities and recreational spaces, a new RFS shed for the proposal's residents as well as residents of the existing Kalkite village, plus employment opportunities. A site specific PP is the most practical and transparent means of achieving the desired outcomes to facilitate the economic redevelopment of the land and provide public benefit. The PP enables the relevant planning controls to be updated at one time through a holistic approach to the site. A site specific PP would also be consistent with the investigation objectives provided for Kalkite by the Draft Settlements Strategy 2022. Therefore, Option 4 is considered to be the preferred option and a PP is required to facilitate the permissibility of the proposed development. It is also noted that this option is consistent with DPE's recommendation for the proposal, as provided in their correspondence date 3 August 2021 (refer to Appendix 10).

## 6.2. Section B – Relationship to Strategic Planning Framework

- 6.2.1. Q3 – Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

### Snowy Mountains Special Activation Precinct

The Snowy Mountains Special Activation Precinct (SAP) was announced in November 2019. DPE is working with the Department of Regional NSW to develop a 40-year master plan for the Snowy Mountains precinct. The purpose of the master plan is to expand the precinct from a one season visitor economy to a year-round destination, that will increase investment and jobs in the area.

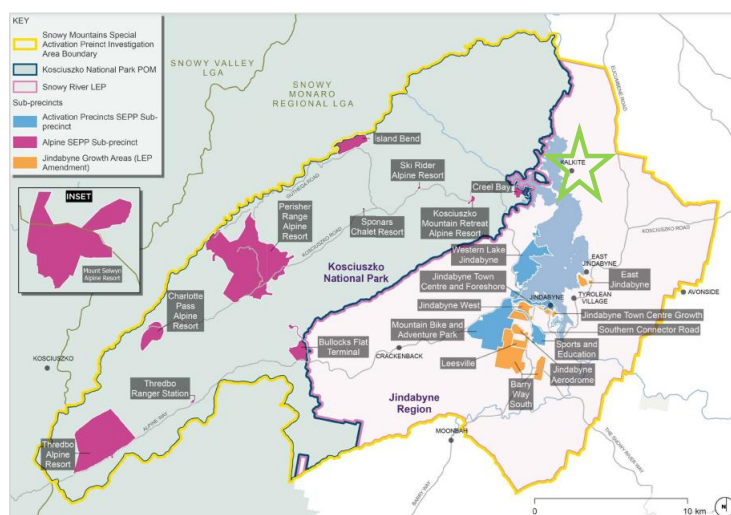


Figure 16: Extract demonstrating Kalkite's inclusion within Snowy Mountains SAP boundaries – see green star  
(Source: DPE)

It also aims to leverage the region's natural beauty and unique climate to improve tourism opportunities, as well as the infrastructure and services needed to meet the growing needs of permanent residents, seasonal workers and temporary visitors.

A letter dated 3 August 2021 was sent from DPE to City Plan (now trading as GYDE Consulting) in relation to the proposal and the Snowy Mountains Special Activation Precinct. A copy of this letter is provided at Appendix 10. An extract of the letter is provided below:

*The draft Master Plan also identifies that to meet the projected growth over the 40-years of the Master Plan, housing demands would be met primarily through the identified sub-precincts and approximately 10% would be met through rural residential and growth in villages such as Kalkite, Berridale and Dalgety. The Department has determined that it is more appropriate for these developments to occur through the standard planning proposal pathway working with*



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*Council. This is to ensure that infrastructure delivery and community expectations are managed consistently in villages and the broader region.*

*In finalising the Master Plan, the Department will seek to further highlight the strategic role of surrounding villages in meeting future growth in and around the Special Activation Precinct.*

These comments from DPIE highlight the need for the proposal which will deliver additional housing to meet the projected growth in the Snowy Mountain Special Activation Precinct outside of Jindabyne. This PP has also given detailed consideration to available and required infrastructure upgrades to facilitate the increased growth.

### Draft Settlements Strategy 2022

In relation to Kalkite, the Draft Settlements Strategy 2022 reflects the Snowy Mountains SAP. Specifically, it provides that some dwelling demand arising from the Snowy Mountains SAP should be accounted for in villages such as Kalkite and Berridale. Subsequently, the Draft Settlements Strategy 2022 nominates some land around the existing Kalkite Village, including the subject site, as suitable for urban expansion investigation (refer to extract of Draft Settlements Strategy 2022 on following page). This is demonstrated in the following extract of the strategy. The draft strategy suggests that some commercial floor space could be considered within expansion areas, as well as residential development similar to that already provided in the existing Kalkite Village. As part of any investigations, the strategy provides that close attention should be given to minimising impact to the existing landscape character which includes landform and water bodies.

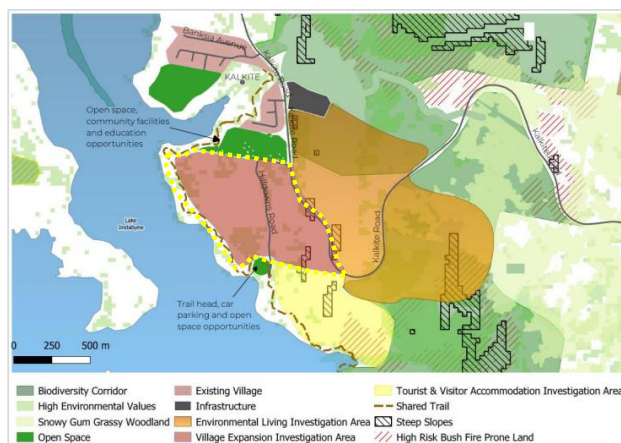


Figure 17: Nomination of 'lower paddock' (outlined yellow) as 'Village Expansion Investigation Area' (Source: Draft Settlements Strategy 2022, page 130)



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### South East and Tablelands Regional Plan

The South East and Tablelands Regional Plan guides the NSW Government's land use planning priorities and decisions over the next 20 years. It provides an overarching framework to guide more detailed land use plans, development proposals and infrastructure funding decisions.

In 2036, more than 320,000 people are expected to live in the South East and Tablelands Region. Tourism and agricultural exports are expanding through the region's strategic location and connections to global markets and metropolitan centres in Canberra, Western Sydney and the Illawarra. New homes are located in places that make the best use of infrastructure and services. The type of new housing is more diverse, and better suited to the growing and ageing population. New housing is also contributing to housing affordability and the demand for visitor accommodation.

The Plan sets out the following regional goals:

- A connected and prosperous economy
- A diverse environment interconnected by biodiversity corridors
- Healthy and connected communities
- Environmentally sustainable housing choices

The regional goals are then broken down into different directions to achieve these goals. The directions relevant to this proposal are discussed in the table on the following page.

Table 4: Consistency with the relevant directions of the South East and Tablelands Regional Plan

Direction	Comment
Direction 8: Protect important agricultural land	The site is not considered to be or identified as important agricultural land. The site's steepness does not support important crop production. Similarly, the site's grasslands are not particularly suited to large scale or important livestock grazing. This is largely due to the alpine weather conditions. Notwithstanding, the proposal seeks to retain a large part of the site for rural activities given lots of between 24,000sqm – 85,000sqm are anticipated. This will ensure parts of the site can be used for agricultural activities, albeit in a small scale
Direction 14: Protect important environmental assets	The specialists site investigations identified that important environmental features are limited to several stands of trees and a small area of grass lands. The site does not contain any widespread important ecological assets. The proposal is divided into 3 precincts, each responding to their unique characteristics and environmental features. The proposal seeks to retain the existing large lot rural land on the eastern portion of the site (i.e. 'middle' and 'upper paddocks') to minimise potential impacts on the existing vegetation. The position of the large lots in this location was carefully considered. For example, the lots are sized and located such that they can accommodate a building footprint that would result in minimal tree removal, minimal disruption to any water courses,





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	minimal impact to rocky outcrops, and minimal change to existing gradients. The smaller residential lots are proposed in the western portion of the site (i.e. 'lower paddock') closer to the lake as this land contains very few constraints. That is, it is mostly flat, mostly without any significant vegetation, and not impacted by flooding or the like.
Direction 16: Protect the coast and increase resilience to natural hazards	In terms of natural hazards, the site is bushfire prone land. Australian Bushfire Protection Planners Pty Ltd (ABPP) were engaged to assess the subject site, its surrounds, as well as the locality. Following their assessment, which included extensive consultation with the NSW Rural Fire Service, it was concluded that the proposal is suitable and would be consistent with this direction. This outcome is outlined in detail in their assessment at Appendix 3. In summary, though, suitability and consistency with the direction can be achieved subject to a number of hazard reduction measures being implemented. Importantly, these measures would also suit the existing Kalkite village as it was determined that currently does not have suitable fire protection measures. Whilst the site is not on the coast, it is adjacent to Lake Jindabyne which presents a unique visual aspect. The proposal responds to this adequately by limiting overall scale to 9m and adopting large lots. This ensures built form remains subservient to the landscape.
Direction 22: Build socially inclusive, safe and healthy communities	The proposed high level concept plans have been designed to encourage walking and cycling in the site and as part of the future walking/bicycle path along the lake edge. The neighbourhood centre in the site will encourage people to walk to the shops rather than driving. Further, the proposal 7,360m2 of open space for active and passive recreation activities. Overall the village zoned land, public recreation space and neighbourhood shops will create a neighbourhood atmosphere and promote a social, inclusive and in turn, safe community. A range of lots sizes are proposed which could accommodate a range of housing types. Not only would this improve supply, but also encourage affordability and cater for various household types such as families, downsizers, families with grandparents, or first homeowners, for example.
Direction 23: Protect the region's heritage	This PP is accompanied by a Historical Heritage Assessment and Aboriginal Heritage Assessment prepared by Ecological. The site is located in the vicinity of local heritage item 'Lake Jindabyne'. The proposed re-zoning of the study area would not cause heritage impact to Lake Jindabyne and future impact as a result of the rezoning is likely to be negligible. Similar development already exists in the vicinity and the steep topography will continue to allow for extensive views. No specific significant views to and from Lake Jindabyne have been identified in the listing in regard to the study area. Aboriginal objects are unlikely to be present in the study area and the proposed works will not impact sites and objects.



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<p>Direction 24: Deliver greater housing supply and choice</p>	<p>The proposed rezoning and change of the minimum lot size will deliver greater housing supply and diversity in Kalkite. It is expected that approximately 220 lots can be created on the site as a result of this PP. The minimum lot size range in the 'lower paddock' (i.e. 850m2 and 1,500m2) will assist with improving housing supply and diversity, in particular. This range in minimum lot sizes will cater for varied budgets as well as varied household types from first homeowners to downsizers, as well as families. It is noted that 'multi-unit housing', 'seniors housing', as well as dual occupancies are permitted forms of development within the RU5 zone which this PP seeks to apply to the 'lower paddock' portion of the subject site. Although such forms of development are not likely on the subject site in large volumes due to market influences, the proposed zone nevertheless encourages greater housing choice, which compliments the proposed varied lot sizes.</p>
<p>Direction 25: Focus housing growth in locations that maximise infrastructure and services</p>	<p>The proposed rezoning will build upon and amplify existing infrastructure to the benefit of the existing community.</p> <p>Kalkite Village is currently serviced by water, sewer, electricity, telecommunication facilities, sealed roads as well as a school bus service. The subject site also benefits from all such services, except for sewer. As such, the proposal is well placed in relation to services. Investigations to date by Stantec (previously Cardno) indicate that all essential services can be made available for the proposal, or upgraded as required. It should be noted that the proponent will commit to undertaking or funding some of the necessary upgrades as outlined in the various appendices. In particular, the proponent would build a 'slip lane' along Kalkite Road to facilitate a safe entry into the proposal's 'lower paddock'. The proponent would also contribute funds to upgrade the intersection at Kalkite Rd and Eucumbene Rd. The proposal also includes a new fire station to replace the existing fire station along Kalkite Rd, given it is too small to service existing dwellings in the locality, let alone dwellings as part of this PP. A community centre is also proposed, which would not only be able to accommodate general community-oriented activities, but would operate in conjunction with the new fire station in the event of a major emergency. Finally, various parks for both active and passive recreational activities are proposed.</p> <p>Other upgrades or improvements being considered by the proponent include the undergrounding of existing overhead power lines between lower Kalkite Rd and the existing dwelling on the subject site. This is subject to ongoing discussions with the relevant electricity provider.</p> <p>As part of ongoing discussions with Council, it is understood that upgrades to the existing Kalkite Village sewer system are also being planned. It is understood that such upgrades would be able to accommodate demand generated by the proposal.</p>



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	As part of the ongoing assessment of this PP, the proponent is willing to discuss with Council the delivery of some of the abovementioned services as part of a VPA, or similar.
Direction 28: Manage rural lifestyles	<p>The proposal is consistent with this direction given it retains the majority of the subject site's area for large lots (i.e. from 2ha – 4ha) and adopts a land use zone (i.e. C4 – Environmental Living) on such lots which would continue to allow for rural type activities.</p> <p>Whilst the 'lower paddock' would contain smaller lots, they are nevertheless generously sized. This ensures that all of the proposal's lots will retain, to varying degrees, the existing rural character of the locality.</p> <p>With regard to the broader locality, the proposal's density is low relative to its site area such that it would not substantially affect rural operations or the existing character.</p>

**Snowy Monaro Local Strategic Planning Statement 2020**

The Snowy Mountains SAP was, and remains, in development phase at the time Council completed the preparation of the Snowy Monaro Local Strategic Planning Statement 2020 (LSPS). Therefore, the LSPS does not reflect in detail any specific strategic planning directions of the SAP. That said, the LSPS recognises that the Snowy Mountains SAP would substantially alter or enhance the strategic planning direction of certain precincts within the Snowy Monaro region. In relation to the subject site and the Jindabyne region generally (of which Kalkite is a part of), the LSPS recognises that there is likely to be further demand for land development, and that tourism will not only remain the main sector for the region, but actively encourages it to expand. In taking this approach, the LSPS recognises the potential for land use conflicts, such as conflicts between existing rural zonings and the demand for land development in order to expand the tourism sector for the region. It recognises that land uses may require change in order to achieve the intent of an expanded tourism sector.



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Jindabyne's rural landscape is an elevated, undulating patchwork of Tablelands Snow Gum Grassy Woodland and natural temperate grasses interspersed with cleared land sown to pasture. Due to the physical constraints of the area, including climate, soil quality and topography much of the land is not suitable for cultivation and therefore the grazing of livestock dominates the rural land use. The majority of properties do not exceed and 250 hectares. Land suitable for agriculture is limited by significant biodiversity values with the area surrounded by Kosciuszko National Park on three sides.

Given the primary economic driver within this area is tourism and the shifting nature of agriculture, such as diminishing farm sizes and the motivation of owning rural land, it is considered that agri-tourism and agricultural diversification is to be encouraged.

Figure 18: Discussion regarding suitability of agricultural activity in Jindabyne region. Source: LSPS 2020 page 86

The proposal's consistency with the LSPS will also be demonstrated elsewhere in this report in detail. However, residential development is fundamentally considered in the LSPS in greenfield locations and rural locations, subject to various amenity and infrastructure provisions. It is considered that the proposal has met all such provisions. For example, *Planning Priority 9 – Provide a variety of housing options throughout the Snowy Monaro*, is an obvious goal within the LSPS which seeks to deliver housing, and which this PP is consistent with.

### Strategic Planning Merit Considerations

DPE has released assessment criteria for assessing PPs, to justify and determine if a PP has strategic and site-specific merit. Table 5 below demonstrates the site has clear strategic and site-specific merit.

Table 5: DPIE's Assessment Criteria

Does the proposal have strategic merit? Does it:	
give effect to the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, and/or corridor/precinct plans applying to the site. This includes any draft regional, district or	As demonstrated above, the proposed concept is consistent with the relevant directions in the Regional Plan and consistent with the overall aims of the Snowy Mountains Special Activation Precinct. DPE's correspondence to the proponent (dated 3 August 2021) encourages the lodgement of a PP for the proposal. The PP is also strictly consistent with the publicly exhibited Draft Settlements Strategy 2022.  In summary, the proposal is consistent with the Snowy Mountains SAP



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corridor/precinct plans released for public comment or a place strategy for a strategic precinct including any draft place strategy; or	as well as the South East and Table Lands Regional Plan given it improves housing supply, provides for housing diversity, integrates with the existing natural landscape, and encourages tourism including ancillary operations which allow for tourism (such as housing for tourist related employees, tourist accommodation, and commercial floor space which may accommodate tourism related businesses). It is also consistent with the Draft Settlements Strategy 2022 in that the subject site is listed in the strategy as an option to expand the existing Kalkite Village.
demonstrates consistency with the relevant LSPS or strategy that has been endorsed by the Department or required as part of a regional or district plan; or	The proposal's consistency with the Snowy Monaro LSPS is demonstrated throughout Section 6.2 of this report, and particularly at Section 6.2.1. It is important to recognise that the LSPS was prepared at around the same period when the Snowy Mountains SAP was announced. The LSPS recognises the SAP, but arguably does not recognise its full strategic planning effect given the SAP process is not yet finalised. That said, the LSPS recognises the SAP's overarching objectives of developing the region into a year round tourism destination, developing the resources to support further tourism related activities, the need for housing in particular rural – residential type housing, and conserving key environmental features. As outlined in this report, the proposal is consistent with this intent given it provides for additional households who could supported an expanded tourism sector, it provides potential tourism accommodation, improves access to the foreshore, avoids extensive development in proximity to sensitive vegetation, and adopts an overall low density and low scale in order to minimise visual impacts to the landscape character.
respond to a change in circumstances that has not been recognised by the existing planning framework	<p>The PP responds to the Snowy Mountains SAP in particular, which precedes the SLEP2013. As discussed above, whilst the LSPS recognises the Snowy Mountains SAP, arguably it does not integrate in full its strategic planning outcomes given the SAP process is still ongoing at the time of preparing this PP.</p> <p>The LSPS does not reference the undeniable housing shortages and increasing housing unaffordability current experienced in NSW. This may be because the LSPS was finalised in early 2020, prior to the full impacts of Covid-19. Some of the pandemic's impacts include increasing housing unaffordability and a shortage in housing supply generally. The proposal responds to this change in circumstance, which is not recognised by the LSPS, given it would increase housing supply as well as housing diversity. It is considered that increasing housing supply and addressing housing unaffordability is also a key priority of the current NSW State Government.</p>



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Does the proposal have site-specific merit, having regard to the following:	
the natural environment on the site to which the proposal relates and other affected land (including known significant environmental values, resources or hazards)	<p>The lower part of the site where development will be focused has minimal environmental constraints. Specifically, there is no flooding risk, acid sulfate soils, salinity, tree related vegetation or rocky outcrops. There are some significant grasslands but this is limited in area and located in the north western corner over which there would be minimal development.</p> <p>The locality is bushfire prone. A strategic bushfire report, developed following extensive discussions with the NSW RFS, supports this PP. The report includes a range of measures to ensure that the proposal and locality are suitable with regard to the bushfire hazard. It includes measures such as a new fire station co-located with a new community centre and park which can function as a refuge centre in the event of an emergency. These facilities would cater for the proposed development as well as existing development within the Kalkite Village as the existing emergency response measures are considered to be insufficient.</p>
existing uses, approved uses, and likely future uses of land in the vicinity of the land to which the proposal relates	<p>Kalkite village already establishes a rural village character which the proposal seeks to replicate. The 'Three Rivers' development immediately to the north of the subject site's 'middle' and 'upper paddock' also establish a rural village character and built form, or will do so as construction of its approved building envelopes continues. Otherwise, the locality retains a strong rural and alpine character, which the proposal seeks to integrate by limiting most proposed density to the western portion of the site (i.e. 'lower paddock'), and retaining large lots of 20,000m<sup>2</sup> up to 60,000m<sup>2</sup> for the vast majority of the site. The larger lots are also located where gradients are greatest, or where there are sizable stands of trees which warrant retention.</p>
services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision.	<p>Electricity, drinking water, telecommunications including internet are currently available to the site. The site is also accessible via a sealed road. Initial investigations for the purpose of this PP indicate that all such facilities can be upgraded to suit the demand generated by the proposal. Sewer services are provided to the existing Kalkite Village and it is understood that Snowy Monaro Council is investigating expanding the existing sewer facility to not only improve sewer services for the existing village, but also for future residential growth in the locality. It is understood that any such proposed expanded sewer system can cater for the proposal.</p> <p>The proposal will also include additional fire safety measures which will serve residents of the proposal, but also the existing Kalkite Village. This includes a new fire fighting shed as well as a community hall and open space area which can provide emergency management infrastructure if required.</p>



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6.2.2. Q4 - Is the planning proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GSC, or another endorsed local strategy or strategic plan?

As discussed in detail below, the proposed concept is consistent with the:

- Snowy Monaro Local Strategic Planning Statement 2020
- Snowy Monaro Community Strategic Plan 2040
- Snowy Monaro Council Draft Settlements Strategy 2022.

**Local Strategic Planning Statement**

The Snowy Monaro Local Strategic Planning Statement (LSPS) 2020 sets out the community's environmental, social and economic land use needs over the next 20 years.

The proposal's consistency with the Snowy Monaro LSPS is demonstrated throughout Section 6.2 of this report, and particularly at Section 6.2.1. It is important to recognise that the LSPS was prepared at around the same period when the Snowy Mountains SAP was announced. The LSPS recognises the SAP, but arguably does not recognise its full strategic planning effect given the SAP process is not yet finalised. That said, the LSPS recognises the SAP's overarching objectives of developing the region into a year round tourism destination, developing the resources to support further tourism related activities, and conserving key environmental features. As outlined in this report, the proposal is consistent with this intent given it provides for additional households who could supported an expanded tourism sector, it provides potential tourism accommodation, improves access to the foreshore, avoids extensive development in proximity to sensitive vegetation, and adopts an overall low density and low scale in order to minimise visual impacts to the landscape character.

Table 6 on the following page outlines the proposal's consistency specifically with the planning priorities contained in the LSPS.

*Table 6: Consistency with LSPS*

Key Priorities	
<b>Planning Priority 1</b> - Protect and enhance the cultural and built heritage of the Snowy Monaro	As discussed, this PP is accompanied by a Historical Heritage Assessment and Aboriginal Heritage Assessment prepared by Ecological. The site is located in the vicinity of local heritage item 'Lake Jindabyne'. These assessments conclude that the proposed rezoning of the subject site would not cause any substantial impact to the heritage value of Lake Jindabyne. This is because the existing Kalkite village already establishes a built form character, and the proposal's overall density and anticipated built form is of such a low nature that it would not impose on Lake Jindabyne in any significant manner. Conversely, the proposal would have somewhat of a positive impact as it would improve access to the Lake Jindabyne, thereby allowing greater appreciation of its significance. Whilst not of any major historical significance, a number of very





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	<p>large former bridge members are scattered throughout the subject site. Subject to future discussions, the proponent may consider integrating these into any future layout of the subject site. They could, for example, form part of the proposed E1 – Neighbourhood Village zone or any proposed public recreation areas.</p> <p>The assessments did not identify any items of Aboriginal significance on or in proximity to the subject site. The assessment indicated that had there been any Aboriginal significance, it may have been in closer proximity to the original route of Lake Jindabyne, prior to its flooding for the purpose of Snowy Hydro. This is not accessible however.</p>
<p><b>Planning Priority 2</b> - Protect and enhance the scenic landscape of the region</p>	<p>Impacts to the scenic landscape are negligible primarily because the proposal adopts a very low density, whilst the built form is also intended to be very low. Specifically, minimum lot sizes are large ranging from 850m<sup>2</sup> to 4ha (the proposal's minimum lot size of 850m<sup>2</sup> is larger than the 700m<sup>2</sup> lot size currently prescribed for the existing Kalkite village). The proposed height limit is 9m and an FSR of 0.5:1 will apply to most envelopes. These standards ensure that landscape will remain the dominant visual feature, and that built form is visually recessive.</p> <p>Further, the proposal is an extension of the existing Kalkite village, rather than the establishment of an entirely new urban area.</p> <p>Other design controls proposed as part of this PP to minimise visual impacts include prescribing the smallest lot size of 850m<sup>2</sup> in the lower portions of the 'lower paddock', whereby they are somewhat obscured by hills elsewhere throughout the site. This will ensure the proposal's highest level of density, although quite low, is partially hidden from sensitive locations such as Lake Jindabyne as well as dwellings within the existing Kalkite village. Conversely, larger minimum lots sizes are proposed for that land which is much more visually accessible. For example, minimum lot sizes of 1,500m<sup>2</sup> is proposed on land adjacent to the foreshore within the 'lower paddock', whilst land in the 'middle' and 'top paddock' will be subject to lots between 2 – 4ha in size. Further, these lot sizes have been designed to ensure existing stands of established trees as well as existing rocky outcrops, which form part of the landscape character, can be retained.</p> <p>The proposal will be supported by a Development Control Plan (DCP) with additional controls to protect the landscape character. Any DCP may include, for example, controls in relation to architectural style, building materials, building colours, and landscape treatments.</p>



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<p><b>Planning Priority 3</b> - Identify protect and encourage restoration of environmental values of the Snowy Monaro Region</p>	<p>The central and eastern portion of the site contain native bushland, part of which is mapped under the SRLEP 2013 as terrestrial biodiversity and a small part of the site is mapped on the Biodiversity Values Map. The biodiversity values of the subject site and potential ecological impacts of any future development has been assessed by Cumberland Ecology and the findings are provided in the Biodiversity Assessment Report (Appendix 4). The proposed rezoning layout plan seeks to minimise ecological impacts by locating higher density lots in the 'lower paddock' which contains the lowest biodiversity value, and locating the lower density lots in the 'middle' and 'top paddock' which contains the highest biodiversity value. This density arrangement will be achieved by prescribing large minimum lot sizes (e.g. between 2ha – 4ha) on land within the 'middle' and 'top paddock'.</p>
<p><b>Planning Priority 5</b> - Promote, grow and protect agricultural production and industry</p>	<p>The vast majority of the site is too steep to support any large scale crop production, as is much of that land within Kalkite in proximity to Lake Jindabyne. Similarly, the site's grasslands are not particularly suited to livestock grazing. This is largely due to the alpine weather conditions. Notwithstanding, the proposal would adopt a C4 – Environmental Living zone for approximately half of the site area. This zone allows for various agricultural type activities. Further, various large lots of between 2ha – 4ha would be delivered on any land zoned C4, which is of a sufficient size to enable agricultural type activities.</p>
<p><b>Planning Priority 6</b> - Maximise potential for business growth and efficiency</p>	<p>At present, the current Kalkite residents must travel outside of town to visit retail shops. The proposal includes a neighbourhood centre which will provide local shops for the Kalkite community. This will not only facilitate employment opportunities but also boost the local economy and provide retail close to homes.</p> <p>It is noted that there are several examples of boutique food and beverage practices within Kalkite. During the PP's community consultation phase, the operators of such practices expressed a desire to have suitably zoned land within Kalkite to develop their operations further. The proposed E1 zone could accommodate such practices.</p>
<p><b>Planning Priority 7</b> - Support development of the Snowy Mountains as Australia's premier year-round alpine destination</p>	<p>The proposal would provide additional housing opportunities generally. Such additional housing could accommodate employees within the region's tourism sector without detracting from the supply of housing with the regions key tourist destinations, such as Jindabyne. The proposal's housing could accommodate tourists as well. The region's housing unaffordability is well recognised. The proposal represents a</p>



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	<p>genuine opportunity to relieve this current occurrence.</p> <p>The proposal also provides for commercial floor space, albeit in a small quantity. It could, nevertheless, support Kalkite's emerging boutique food and beverage manufacturing operations, which may attract tourists.</p> <p>Overall, the proposal engages with Lake Jindabyne and its foreshore. As such, it will increase accessibility to the foreshore for residents and visitors. In particular, the proposed lot sizes and land use zones would integrate effectively with the proposed Lake Jindabyne Foreshore Trail project which has recently gained support by Snowy Monaro Regional Council Councillors.</p>
<b>Planning Priority 8</b> - Use appropriate evidence-based planning controls to respond to a diverse region and provide for the recreational needs of the community	<p>The proposal provides a unique opportunity to connect the site and future homes with the foreshore area of the lake. As discussed in Section 2.3, this foreshore land will form part of the future Lake Jindabyne Shared Trail which seeks to extend the existing trail network to the Kalkite Village. This PP will improve accessibility to the foreshore area and encourage use of the future shared trail. Further, the proposed zoning includes pockets of RE1 Public Recreation Land which will provide increased recreational areas in close proximity to homes and the future neighbourhood centre. Other evidence supporting the PP is general endorsement of the proposal by the NSW Biodiversity and Conservation Department, TfNSW and the NSW Rural Fire Service.</p>
<b>Planning Priority 9</b> - Provide a variety of housing options throughout the Snowy Monaro	<p>The proposal's residential minimum lot sizes are varied, which will allow for diverse housing types. For example, within the proposed RU5 zone, the proposed minimum lot size is 850m<sup>2</sup> but is expected to accommodate a number of lots at 1,500m<sup>2</sup>. Whilst the proposal seeks to prohibit medium density type housing, which would ordinarily be permissible within an RU5 zone, throughout much of the 'lower paddock', some small areas will still be permitted to enable medium density type development such as dual occupancies. This demonstrates that diversity can be provided on the subject site.</p> <p>Minimum lot sizes on that part of the subject site proposed to be zoned C4 and C2 are much larger in response to steep gradients, landscape character and sensitive vegetation.</p>
<b>Planning Priority 11</b> - Foster resilient, enduring and safe local communities using land use planning controls which address local and regional natural hazards	<p>The site's most significant natural hazard and risk is bushfire. Australian Bushfire Protection Planners P/L, in conjunction with feedback from NSW RFS, have guided the strategic direction for the site such that the risk is suitably mitigated. They are available</p>



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	<p>to continue providing such direction and advice should the proposal proceed to any Development Application stage.</p> <p>In terms of bushfire risk, the proposal's greatest density is located on the part of the site which is most accessible. Specifically, most development is proposed at the western edge of the site where gradients are least and accessibility is maximised. Further, the proposal will include a new and expanded fire station, as well as co located community and open space park which can function as a place of refuge in the event of natural emergencies. These new facilities will service both the proposed development, as well as existing development within the Kalkite Village, as the existing firefighting facilities are inadequate.</p> <p>TfNSW has also determined that the proposal is suitable with regard to the locality's main arterial roads.</p>
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**Snowy Monaro Community Strategic Plan 2040**

The Snowy Monaro Community Strategic Plan 2040 was adopted by Council in 2018. The following table includes the key strategic themes established within the plan. The themes were established following extensive consultation with the community. An assessment of the PP against these themes is provided following the table.

<p><b>Our health and wellbeing needs are met</b></p> <p>Our region's diverse cultural identity is preserved, and we foster creative expression and spaces</p> <p><b>Our region is prosperous with diverse industry and opportunities</b></p> <p>Our community has access to a range of diverse lifelong learning opportunities</p> <p>Our residents and visitors connect with our region's welcoming and iconic attractions</p> <p><b>Our natural environment is protected and sustainable</b></p> <p><b>Our built infrastructure is attractive and fit for purpose</b></p> <p>Our community is connected through efficient transportation networks, technology and telecommunication services</p> <p>Our Council is strategic in their planning, decision making and resource allocation</p>
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**Our Council delivers best value to the community**

**Our Community is informed and engaged in decision making**

The PP is consistent with the key themes of the community strategic plan for the following reasons:

- As demonstrated in the concept layout, the site is of a sufficient size to encourage walking and bicycling activities by residents. That is, it can incorporate convenient and accessible alternative transportation options. Further, the proposal's low density and large lots will retain a significant landscape character, which when combined with views to Lake Jindabyne, will provide for very high amenity.
- The proposal's low density and large lot adaptation, ensures its overall 'footprint' is small. Not only does this avoid excessive impacts to sensitive vegetation, rocky outcrops, and the like, but the existing landscape identity will be largely retained. The proposal's additional housing opportunities will also increase the number of households which can benefit from the high amenity offered by the subject site and its surrounds.
- As part of preparing this PP, extensive community consultation was undertaken. This consultation revealed the development of a boutique food and beverage manufacturing scene within Kalkite. The drivers of this scene, however, noted that there was insufficient space of a commercial nature to develop their goods. The proposal includes some commercial floor space, which could be occupied by these creative industries.
- The proposal would improve accessibility to iconic features such as Lake Jindabyne and its foreshore.
- The proposal will be delivered in conjunction with new or upgraded infrastructure, much of which will be delivered by the proponent. Specifically, the proposal includes additional passive and active open space, a community centre, as well as a new fire fighting facilities.
- Currently, residents of Kalkite must travel to Jindabyne for basic day-to-day goods. The proposal includes a small quantity of commercial floor space which could offer basic goods and services to residents. This will improve transport efficiency for residents of Kalkite as well as the locality generally, as it minimises locality wide trip generation.
- This PP has been the subject of extensive and varied community consultation. The proposal will continue to be the subject of ongoing consultation with community as well public authorities.
- It is demonstrated throughout Section 6.2 of this report that the proposal is consistent with the primary land use strategic plans, including the South East and Table Lands Regional Plan, The Snowy Monaro LSPS 2020, as well as the Snowy Mountains SAP.
- The proposal will deliver significant public benefits mostly at the proponent's expense. For example, the existing fire fighting facilities at Kalkite are considered to be insufficient, but the proposal seeks to replace these for existing residents of Kalkite, as well as residents of the proposal.

**Draft Settlements Strategy 2022**

In relation to Kalkite, the Draft Settlements Strategy 2022 reflects the Snowy Mountains SAP strategy. Specifically, the SAP indicates that some demand generated by its own objectives will be accommodated in villages such as Kalkite and Berridale. The Draft Settlements Strategy 2022 states the same outcome and expressly provides that strategic planning should be undertaken to accommodate such likely demand. In relation to Kalkite, the Draft Settlements Strategy 2022 provides that land in proximity to the existing Kalkite Village, which includes the subject site, should be investigated for its suitability to accommodate such demand. This is also demonstrated in the following extract.

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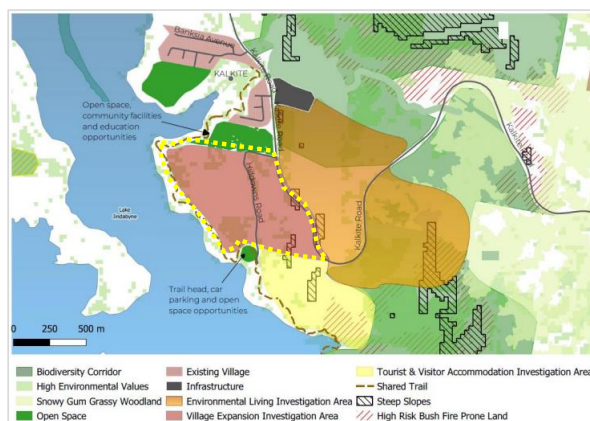


Figure 19: Nomination of 'lower paddock' (outlined yellow) as 'Village Expansion Investigation Area' (Source: Draft Settlements Strategy 2022, page 130)

As the site the subject of this PP is specifically included in the 'village expansion investigation area', the PP is consistent with this element of the Draft Settlements Strategy 2022.

6.2.3. Q5 - Is the planning proposal consistent with any other applicable State and regional studies or strategies?

Not applicable, there are no other State or regional studies/strategies applicable to the subject site.

6.2.4. Q6 – Is the planning proposal consistent with applicable SEPPs?

Table 7 below outlines consistency with the relevant State Environmental Planning Policies.

Table 7: Consistency with state environmental policies (SEPPs)

SEPP/SREP Title	Consistency	Comment
State Environmental Planning Policy (Biodiversity and Conservation) 2021	Yes	The biodiversity values of the subject site and potential ecological impacts of future development practises have been assessed by Cumberland Ecology and the findings are provided in the Biodiversity Assessment Report (Appendix 4). The proposed rezoning layout plan seeks to minimise ecological impacts by locating greater density lots in the 'lower paddock' which contains very low biodiversity value, and locating the lower density lots in the 'middle' and 'top paddocks' which contains the highest biodiversity value. This ensures that a very high



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SEPP/SREP Title	Consistency	Comment
		degree of conservation can be adopted on those portions of the subject site where it is most warranted. Specifically, it ensures a low volume of development will occur where there are existing stands of sensitive trees, rocky outcrops, steep gradient, or water courses. Effectively, development can be avoided around these features. It is also worth noting that the proponent commits to securing Biodiversity Certification for the subject site. Substantial progress has already been made in relation to achieving such certification, including ongoing discussions with the Department of Biodiversity and Conservation.
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004	Yes	The PP will not contain provisions that will contradict or would hinder application of this SEPP.
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008	Yes	The PP will not contain provisions that will contradict or would hinder application of this SEPP.
State Environmental Planning Policy (Housing) 2021	Yes	The PP will not contain provisions that will contradict or would hinder application of this SEPP. Rather, the proposal is consistent with the principles of the SEPP as provided in clause 3. In particular, the proposal improves housing supply whilst it's range of lots sizes will cater for various housing structures as well as contribute towards affordability.
State Environmental Planning Policy (Industry and Employment) 2021	Yes	The PP will not contain provisions that will contradict or would hinder application of this SEPP in relation to advertising and signage.
State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development	N/A	Not applicable - Residential flat buildings will not be permitted on the site.
State Environmental Planning Policy (Planning Systems) 2021	Yes	The PP will not contain provisions that will contradict or would hinder application of this SEPP.





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SEPP/SREP Title	Consistency	Comment
State Environmental Planning Policy (Precincts—Central River City) 2021	N/A	Not applicable.
State Environmental Planning Policy (Precincts—Eastern Harbour City) 2021	N/A	Not applicable.
State Environmental Planning Policy (Precincts—Regional) 2021	Yes	The site is located within the Snowy Mountains Special Activation Precinct. The PP will not contain provisions that will contradict or would hinder application of this SEPP. Conversely, the proposal is consistent with the SEPP as it will give effect to its objectives insofar as they apply to the Snowy Mountains region.
State Environmental Planning Policy (Precincts—Western Parkland City) 2021	N/A	Not applicable.
State Environmental Planning Policy (Primary Production) 2021	Yes	Chapter 2 of this SEPP relates to primary production and rural development with the aims of the chapter including to facilitate the orderly economic use and development of lands for primary production, reduce land use conflict and sterilisation of rural land and encourage sustainable agriculture.  The vast majority of the site is too steep to support any large scale crop production, or the like, as is much of the remaining land in Kalkite which is in proximity to Lake Jindabyne. Similarly, the site's grasslands are not particularly suited to livestock grazing. This is largely due to the alpine weather conditions and the extent of rocky outcrops throughout the site. Notwithstanding, the proposal seeks to retain very large lots for much of the subject site, as well as a adopt a C4 zone for such lots, all of which will allow for agricultural type activities.
State Environmental Planning Policy (Resilience and Hazards) 2021	Yes	The PP will not contain provisions that will contradict or would hinder application of this SEPP. Specifically, a Preliminary Site Investigation (PSI) has been prepared by



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SEPP/SREP Title	Consistency	Comment
		<p>Lanterra Consulting and is provided at Appendix 6. The PSI concludes that overall, the majority of the site is suitable for the proposed large lot residential with a neighbourhood centre and community space. Remedial works to remove zinc impacted soil from around the shearing shed and possibly around the hay shed will be required should the site be redeveloped. After the demolition of these structures, validation of the underling soil will be required.</p> <p>The site is not affected by flooding, salinity or acid sulfate soils. The site is identified as bushfire prone land, but suitable measures to mitigate against this hazard have been included in the proposal to satisfy the objectives of this SEPP. In particular, the proposal will include construction and dedication of a new fire station and a community centre as well as a park which can complement the fire station in the event of a major emergency. That is, the community centre and park can provide 'refuge in place' facilities for residents of the proposal, as well as those residents within the existing Kalkite Village.</p>
State Environmental Planning Policy (Resources and Energy) 2021	N/A	Not applicable.
State Environmental Planning Policy (Transport and Infrastructure) 2021	Yes	The PP will not contain provisions that will contradict or would hinder application of this SEPP.

There are no deemed State Environmental Planning Policies (former Regional Environmental Plans (REPs)) applicable to the PP.

6.2.5. Q7 – Is the planning proposal consistent with the applicable Ministerial Directions (section 9.1 Directions) or key government priority?

It is considered that the PP is consistent with the relevant Directions issued under Section 9.1 of the Act by the Minister to councils, as demonstrated in Table 8:



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Table 8: Consistency with S9.1 Ministerial Directions

Direction Title	Consistency	Comment
Focus area 1: Planning Systems		
1.1 Implementation of Regional Plans	Yes	As discussed in Section 6.2.1, the proposal is consistent with the relevant directions in the South East and Tablelands Regional Plan. It has been demonstrated that the proposal is particularly consistent with the Snowy Mountains SAP.
1.2 Development of Aboriginal Land Council land	N/A	N/A Aboriginal Land Council land is not included in the PP.
1.3 Approval and Referral Requirements	Yes	The application has minimised the inclusion of provisions that require the concurrence, consultation or referral of development applications to a Minister or public authority.
1.4 Site Specific Provisions	Yes	The proposal is consistent with the direction as it does not include any site specific provisions.
1.5 Parramatta Road Corridor Urban Transformation Strategy	N/A	N/A
1.6 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	N/A	N/A
1.7 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	N/A	N/A
1.8 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	N/A	N/A
1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor	N/A	N/A
1.10 Implementation of the Western Sydney Aerotropolis Plan	N/A	N/A
1.11 Implementation of Bayside	N/A	N/A



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Direction Title	Consistency	Comment
West Precincts 2036 Plan		
1.12 Implementation of Planning Principles for the Cooks Cove Precinct	N/A	N/A
1.13 Implementation of St Leonards and Crows Nest 2036 Plan	N/A	N/A
1.14 Implementation of Greater Macarthur 2040	N/A	N/A
1.15 Implementation of the Pymont Peninsula Place Strategy	N/A	N/A
1.16 North West Rail Link Corridor Strategy	N/A	N/A
1.17 Implementation of the Bays West Place Strategy	N/A	N/A
Focus area 2: Design and Place		
The details of this direction were not made at the time of preparing this PP.		
Focus area 3: Biodiversity and Conservation		
3.1 Conservation Zones	Yes	Parts of the site are nominated as environmentally sensitive land. In response, the proposal seeks to minimise potential impacts on existing vegetation by including large lots in the eastern part of the site and increasing density towards the western portion of the site, or the 'lower paddock', where there are no native trees and very limited natural sensitive in general. The 'lower paddock' is well suited to development for this reason. In addition, the proponent commits to achieving Biodiversity Certification for the subject site and the proposal. Extensive discussions have already taken place with the NSW Department of Biodiversity & Conservation (BCD) for the purpose of achieving such certification. Some key design outcomes from these discussions is an agreement to include two substantial 'stewardship' sites on the 'middle' and 'upper paddocks' as part of the proposal. Such sites are proposed to be zoned C2 – Environmental Conservation and will, in effect, accommodate a very limited range of development (i.e.



Planning Proposal

Direction Title	Consistency	Comment
		predominantly maintenance and conservation).
3.2 Heritage Conservation	Yes	<p>This PP is accompanied by a Historical Heritage Assessment and Aboriginal Heritage Assessment prepared by Ecological. The site is located in the vicinity of local heritage item 'Lake Jindabyne'. The proposed re-zoning of the study area would not cause heritage impact to Lake Jindabyne and any future impact as a result of the rezoning is likely to be negligible given the low density nature of the proposal. Similar development already exists in the vicinity and the steep topography will continue to allow for extensive views. No specific significant views to and from Lake Jindabyne have been identified in the listing in regard to the study area. Regardless, the proposal minimises landscape related view impacts by proposing an overall low density and low built form, almost all of which is concentrated towards the lower portion (i.e. 'Lower paddock') of the site such that the dominant view towards the elevated portions of the site from the lake are unaffected.</p> <p>Ecological also concluded that Aboriginal objects are unlikely to be present in the study area and the proposed works will not impact sites and objects.</p>
3.3 Sydney Drinking Water Catchments	N/A	<p>The site is not within the Sydney Drinking Water Catchment. Whilst it may not be within the catchment, the principles of this direction warrant consideration given the site's proximity to Lake Jindabyne. In summary, any impacts to the lake as a result of the proposal are negligible given the foreshore between the subject site and the lake is some 100m in width. Further, the proposal allows for substantial drainage lots, and its low density nature will result in minimal stormwater generation. The proposal would also be connected to a reticulated sewer system.</p>
3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs	N/A	<p>Due to the existence of sensitive trees and grasslands in sections of the subject site, the C2 zone is proposed to be adopted as part of this PP. Specifically, C2 will be adopted for the proposed 'stewardship sites' in the 'middle' and 'upper paddocks'.</p>
3.5 Recreation Vehicle Areas	N/A	N/A



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Direction Title	Consistency	Comment
Focus area 4: Resilience and Hazards		
4.1 Flooding	Yes	The subject site is not flood prone according to the Snowy River LEP 2013. Nevertheless, a flood impact assessment was undertaken by Stantec and is provided at Appendix 19. In summary, the assessment finds that any likelihood of flooding throughout the entire site is limited and would not impact the proposal. Similarly, the assessment finds that the proposal would not unreasonably impact any existing flooding behaviour. In this case, it is considered that the PP achieves consistency with the objectives of the direction.
4.2 Coastal Management	N/A	N/A
4.3 Planning for Bushfire Protection	Yes	The site and locality are bushfire prone. Extensive investigations were undertaken by Australian Bushfire Protection Planner P/L (ABPP) to ensure that the proposal would be consistent with the objectives and prescriptive requirements of this direction. These investigations included ongoing consultation with the NSW Rural Fire Service. The strategic assessment prepared by ABPP (Appendix 3) outlines in detail how the proposal is consistent with the direction. In summary, though, consistency will be achieved principally through the following means: <ul style="list-style-type: none"> <li>• Applying perimeter roads where required.</li> <li>• Adopting a density and lot sizes which will allow for the necessary Asset Protection Zones (AZ).</li> <li>• Proposing the construction and dedication of a new fire station.</li> <li>• Including provisions for a park as well as a community centre which would complement the fire station. In essence, these features which ensure that residents of the proposal as well as the existing Kalkite village can have suitable 'refuge in place' facilities in the event of a major emergency.</li> </ul>
4.4 Remediation of Contaminated Land	Yes	A Preliminary Site Investigation (PSI) has been prepared by Lanterra Consulting and is provided at Appendix 6. The PSI concludes that overall, the majority of the site is suitable for the proposed large lot residential with a neighbourhood centre and community space. Remedial works to remove zinc impacted soil from around the shearing shed and possibly around the hay shed will be required should the site be redeveloped. After the demolition of these structures,



Planning Proposal

Direction Title	Consistency	Comment
		validation of the underling soil will be required.
4.5 Acid Sulfate Soils	N/A	The site is not affected by acid sulfate soils.
4.6 Mine Subsidence and Unstable Land	N/A	The site is not affected by mine subsidence or unstable land.
Focus area 5: Transport and Infrastructure		
5.1 Integrating Land Use and Transport	Yes	<p>The development of the 'lower paddock' is subject to detailed design and ongoing assessments. However, the concept design included as part of this PP demonstrates that the proposal's most dense area can be traversed without the need for vehicles. That is, it includes a 'central spine' road which maximises accessibility, and then provides convenient access to the foreshore. Combined with a perimeter road around most of the 'lower paddock', the area will be walkable, convenient and usable by various methods of active transport.</p> <p>Further, the 'lower paddock' includes a E1 – Neighbourhood Village zoning. This will allow for some convenience services which are currently absent in Kalkite. It will therefore avoid residents having to use private vehicles to access such goods and services at either Jindabyne or Cooma. In this case, the proposal will be consistent with this direction.</p>
5.2 Reserving Land for Public Purposes	N/A	<p>The proposal includes approximately 10,000m2 of land for public purposes. Most of this land is proposed within the 'lower paddock'. It comprises of active and passive recreation areas, as well as a community centre and a new fire station. A new slip lane is proposed at along lower Kalkite Rd to provide safe access to the proposal. Provision has already been made for drainage reserves and the like, although, such land will most likely be delivered as passive recreation areas. The final amount of land to be provided for public purposes is subject to ongoing discussions with Council and relevant authorities.</p> <p>Given the above, the proposal will be consistent with this direction.</p>
5.3 Development Near Regulated Airports and Defence Airfields	N/A	N/A
5.4 Shooting Ranges	N/A	N/A





Planning Proposal

Direction Title	Consistency	Comment
Focus area 6: Housing		
6.1 Residential Zones	Yes	<p>This PP will broaden and increase the choice of dwelling types within Kalkite. The increased residential density will be adequately serviced through the required upgrades to current services and introduction of new services and infrastructure, where required.</p> <p>It is generally accepted that housing is becoming increasingly unattainable in the Sydney metropolitan area as well as in NSW's regions. Housing unattainability is arguably intensified in the Snowy Mountains regions as a result of the influx of employees during the snow season. The proposal will assist in alleviating this current trend by increasing housing supply as well providing a range of lot sizes which will suit a range of demographics.</p>
6.2 Caravan Parks and Manufactured Home Estates	N/A	N/A
Focus area 7: Industry and Employment		
7.1 Business and Industrial Zones	Yes	<p>The proposal includes business zoned land to facilitate a neighbourhood centre including local shops and a community hall. The proposal is consistent with this direction as it introduces additional business zoned land and does not seek to reduce any existing business or industrial zones.</p> <p>Further, the economic impact assessment provided at Appendix 5 concludes that the proposal's quantity of business-related floor space, would not undermine existing or planned commercial centres elsewhere in the region.</p>
7.2 Reduction in non-hosted short-term rental accommodation period	N/A	This direction applies to the Byron Shire Council local government area.
7.3 Commercial and Retail Development along the Pacific Highway, North Coast	N/A	N/A
Focus area 8: Resources and Energy		
8.1 Mining, Petroleum Production and Extractive Industries	N/A	The locality is not recognised for the purposes of mining, petroleum production or extractive industries.



Planning Proposal

Direction Title	Consistency	Comment
Focus area 9: Primary Production		
9.1 Rural Zones	Justifiable	<p>The proposal is inconsistent with this direction as it seeks to convert existing rural zoned land to RU5, E1, SP2, RE1, C4 and C2. However, this PP is not inconsistent with the objective of the direction given more than half of the subject site's area is proposed to be zoned either C4 – Environmental Living or C2 – Environmental Conservation. Within the C4 zone, a range of agricultural type activities can be undertaken with consent. Further, the total area of such land within the C4 zone is approximately 20ha, which is sufficient to undertake some form of agriculture if desired. As provided by the direction, a proposal may be inconsistent with the direction if the site in question is the subject of a strategy which is endorsed by the Planning Secretary. As has been discussed throughout this PP, the subject site is within the Snowy Mountains SAP which is a strategy jointly released by DPE and the NSW Department of Regional Development. In its correspondence to the proponent dated 3 August 2021, DPE specifically encouraged the lodgement of a PP for the proposal largely because the site is subject to the strategic direction of the Snowy Mountains SAP. It should also be recognised that the subject site, and much of the other land which surrounds it, is not ideally suited to agricultural land uses because of its steep gradient. Extensive agricultural development is arguably incompatible with the residential development in the existing Kalkite Village, as well as the 'Three Rivers' development which is currently under construction. Neither would the proposal inhibit agricultural or rural type land uses elsewhere within the region. Although, it should be noted that very little agricultural or rural land uses occur throughout the region because they are not suited to its soils and the alpine climate. In fact, the Snowy Monaro Local Strategic Planning Statement 2020 (LSPS) recognises that whilst agricultural activities are prevalent in certain areas of the Snowy Monaro and South East Table Lands Region, the area of Jindabyne and surrounds is not such a region:</p>



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		<p><b>Jindabyne's</b> rural landscape is an elevated, undulating patchwork of Tablelands Snow Gum Grassy Woodland and natural temperate grasses interspersed with cleared land sown to pasture. Due to the physical constraints of the area, including climate, soil quality and topography much of the land is not suitable for cultivation and therefore the grazing of livestock dominates the rural land use. The majority of properties do not exceed and 250 hectares. Land suitable for agriculture is limited by significant biodiversity values with the area surrounded by Kosciusko National Park on three sides.</p> <p>Given the primary economic driver within this area is tourism and the shifting nature of agriculture, such as diminishing farm sizes and the motivation of owning rural land, it is considered that agri-tourism and agricultural diversification is to be encouraged.</p> <p><i>Figure 20: Discussion regarding suitability of agricultural activity in Jindabyne region. Source: LSPS 2020 page 86</i></p> <p>The LSPS further states that agricultural activity, including grazing, may not be suitable to some of the region's biodiversity values, such as sensitive grass lands. It also provides that, given the important contribution tourism makes to the region, and to the states/territories of NSW, Victoria and the Act, diversification from agricultural activities is warranted.</p> <p><b>Given the primary economic driver within this area is tourism and the shifting nature of agriculture, such as diminishing farm sizes and the motivation of owning rural land, it is considered that agri-tourism and agricultural diversification is to be encouraged.</b></p> <p><i>Figure 21: Discussion regarding the role of tourism in the Jindabyne region. Source: LSPS 2020 page 86</i></p> <p>Minimal development will be permitted on those portions of the site proposed to be zoned C2 – Environmental Living. Given the natural sensitivities of these areas, such a zone and the associated permitted uses is considered suitable.</p>
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Direction Title	Consistency	Comment
9.2 Rural Lands	Justifiable	See response provided in relation to Direction 9.1 – Primary Production.
9.3 Oyster Aquaculture	N/A	N/A
9.4 Farmland of State and Regional Significance on the NSW Far North Coast	N/A	N/A

A key current government policy is clearly boosting the supply of housing and addressing increasing housing unaffordability. The proposal is consistent with this policy given it will increase housing options (in a suitable location and in a suitable manner). In doing so, the proposal will assist with addressing increasing housing unaffordability. Whilst the PP offers to prohibit medium density type housing which would ordinarily be permitted within the proposed RU5 zone, some medium density type housing will remain permitted, albeit in a small area around the proposed E1 zone. This enables housing diversity as well as smaller housing which assists with housing affordability.

Given the above, it can be seen that the PP is consistent with the relevant ministerial directions, as well as a key government policy.

### 6.3. Section C - Environmental, Social and Economic Impact

- 6.3.1. Q8 - Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

#### Ecology

A Biodiversity Assessment Report has been prepared by Cumberland Ecology and is provided at Appendix 4. The subject site contains native bushland largely confined to the central and eastern portions that is part of a north-south running vegetated corridor. Exotic vegetation in the form of planted exotic trees around the dwelling is also present on the lower reaches of the subject site and along the road in the central areas of the subject site. The majority of the subject site contains exotic-dominated grassland.

The subject site contains:

- areas mapped on the Biodiversity Values Map as of 29 March 2022. These areas comprise approximately 1.86 ha of the subject site and occurs on the eastern side of the subject site corresponding roughly to a patch woodland.
- areas included on the Terrestrial Biodiversity map of the SRLEP. These areas are likely associated with the mapped native vegetation in the central and eastern portions of the subject site.
- areas included on the Riparian Land and Watercourse map of the SRLEP. These mapped areas are likely associated with the riparian corridor of Lake Jindabyne and the mapped 1st order watercourses in the central and western portions of the subject site.

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The subject site does not contain threatened entities listed under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999, it is unlikely that a referral to the Commonwealth will be required to accompany future DAs.

Fauna habitat assessments were conducted in the subject site by an ecologist between the 3-5 November 2021. The subject site was assessed for groundcover, shrub/understory cover, canopy cover and tree hollows, as well as other habitat features such as bush rock, fallen trees and signs of fauna use such as scats, scratches and scrapings.

In terms of fauna, twenty-four (24) vertebrate fauna species were recorded from the subject site during surveys, including 23 native and one exotic species (the European Rabbit). The full list of species is provided in the Biodiversity Assessment Report (Appendix 4) and included Kookaburra, Magpie, Cockatoo, Eastern Grey Kangaroo, etc.

No threatened flora or fauna species were recorded during these surveys. However, the BAM-C was used to generate a list of potentially occurring species which will require further assessment at the DA stage of future developments.

The following direct and indirect impacts as a result of the proposal are detailed in the Biodiversity Assessment Report:

- Direct
  - Potential Vegetation Removal
  - Fauna Habitat Removal
  - Koala Habitat Removal
  - Impacts to Riparian Land and Mapped Watercourses
- Indirect
  - Edge effects (impacts that occur at the interface between natura habitats ad disturbed land)
  - Construction impacts including noise, dust, light, sedimentation and erosion

Avoidance and minimisation measures are detailed by Cumberland Ecology to reduce the potential impacts listed above. When determining the location and design of the zoning, the client has sought to avoid and minimise direct impacts on native vegetation and habitat by locating the proposed smaller, higher density lots in the western portion of the subject site containing areas of lowest biodiversity value (ie. Exotic-dominated Grassland), whilst locating the larger, lower density lots in the eastern portion of the subject site which contains the majority of the threatened ecological communities, thereby minimising the potential impact of future development on areas of higher biodiversity values.

The following mitigation measures have been identified to minimise ecological impacts, including impacts on potential foraging, breeding or roosting habitat for threatened species:

- Inclusion of 'stewardship sites' within the 'middle' and 'upper paddock' portions of the subject site. These site's are also proposed to be zoned C2 – Environmental Living. Such a zone permits mostly conservation and site management works only, thereby preserving the sensitives features of the areas in question.
- The proponent commits to achieving Biodiversity Certification for the subject site. Extensive research has already been undertaken to achieve this certification with the relevant public agencies.
- Inductions - Site inductions should be given by the civil contractor to ensure all site workers and visitors are aware of ecological issues associated with the subject site and the location of any restricted access areas.



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- Access Restrictions - To avoid unnecessary removal or damage to vegetation to be retained adjacent to the rezoning area, the clearing area should be clearly demarcated and signed to ensure no vegetation beyond these boundaries is removed. Clearing works and equipment should be excluded from areas outside the clearing area.
- Erosion, Sedimentation and Pollution Control
- Pre-clearing and Clearing Surveys
- Weed control, landscaping and understorey replanting to provide habitat values in the longer term for locally native fauna groups including small birds, microchiropteran bats, arboreal mammals and reptiles.

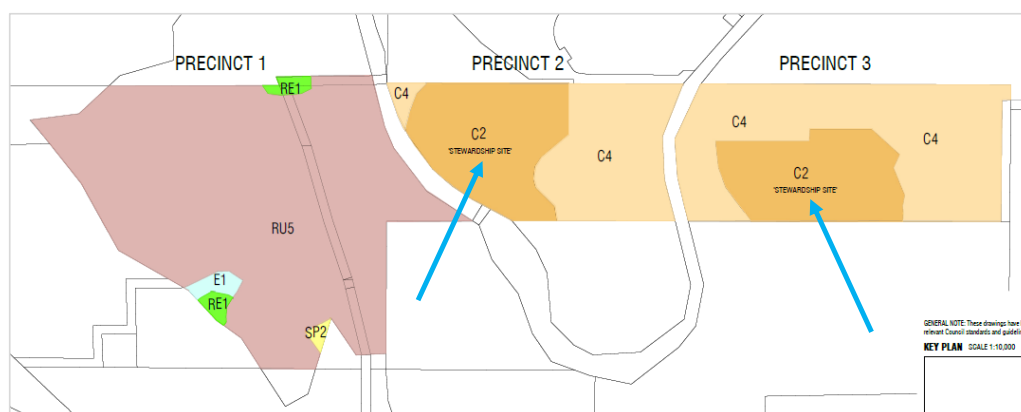


Figure 22: Extract of proposed zoning map demonstrating 'Stewardship sites' and their accompanying C2 land use zone (Source: United Surveyors/Gyde)

- 6.3.2. Q9 - Are there any other likely environmental effects of the planning proposal and how are they proposed to be managed?

### Heritage

This PP is accompanied by a Historical Heritage Assessment and Aboriginal Heritage Assessment prepared by Ecological. There are no heritage items located within the site, nor is the site location in a heritage conservation area. However, the site is located in the vicinity of local heritage item 'Lake Jindabyne'. The site inspection undertaken by Ecological revealed evidence of agricultural/pastoral activities within the study area including fence lines and disused farming equipment, however no archaeological remains or additional heritage items were encountered.

Lake Jindabyne (100 metres west of the study area) is significant as a component within the historic Snowy Scheme, contributing to the overall landscape and setting of Jindabyne. The lake was developed from 1949, with planning for the new township of Jindabyne commencing in 1961. Residents of the old townships of Jindabyne, Adaminaby, and Talbingo were relocated in 1962, whilst a small number of buildings and the cemetery were also moved. The valley was flooded in 1967, with the valley becoming synonymous with the lake (Heritage NSW 2012).

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Ecological subsequently concludes that the proposed re-zoning of the study area would not cause heritage impact to Lake Jindabyne and future impact as a result of the rezoning is likely to be negligible. Similar development already exists in the vicinity and the steep topography will continue to allow for extensive views. No specific significant views to and from Lake Jindabyne have been identified in the listing in regard to the study area.

Another heritage item, Wee Wah, is located 1km north east of the site and is significant as a representative example of a late nineteenth century Monaro rural dwelling. Constructed in c1870, the single-storey Victorian weatherboard structure is thought to have been built by/for George Wheatley, held by the Wheatley family into the late 1990s (Heritage NSW 2011). The proposed re-zoning of the study area would not cause a heritage impact to Wee Wah as it is located over one kilometre to the north east.

Ecological has recommended that a suitably qualified heritage professional be engaged following land re-zoning, and prior to future development to assess any potential visual impacts. A suitably qualified heritage professional may also be engaged during detailed design, to discuss potential heritage interpretation outcomes for the site. In addition, a heritage professional can be engaged to assist with the preparation of any DCP.

In terms of Aboriginal heritage, a search of the AHIMS database was conducted on 2 November 2021 by Ecological to identify if any registered Aboriginal sites were present within, or adjacent to (within 6km) of the study area. No Aboriginal sites have previously been recorded within the study area. One site, AHIMS ID 62-1-0252, is listed as a 'restricted site'. This will not be impacted by the proposed works.

Landscape features on the site are generally very steep with shallow soils and rocky outcrops. This type of terrain was not occupied by Aboriginal people apart from moving through country. Aboriginal people preferred to occupy raised flat terraces adjacent to permanent water sources. The study area does not contain these landforms. The formation of the lake is likely to have drowned the majority of Aboriginal sites.

A site inspection was undertaken by ELA Principal Archaeologist on the 4th and 5th of November 2021. No sensitive landforms, areas of archaeological potential or Aboriginal objects were identified. ELA subsequently concludes that Aboriginal objects are unlikely to be present in the study area and the proposed works will not impact sites and objects. As such, no further assessment and mitigation measures will be required to ensure no harm will occur.

#### Visual/Scenic Impact

The entire site is located within a scenic protection area under the SRLEP. The proposed zoning and lot sizes on the site have been carefully selected to minimise impacts on the scenic landscape of the region, especially when viewed from Lake Jindabyne. The lot sizes and concept layouts will ensure the future dwellings on the site appear as "scattered" in the lower portion of the site, closest to the lake, and this density decreases significantly in the eastern portion of the site where larger lots are proposed. The proposed density, mix of zones (including public recreation, infrastructure and tourism) and retention of trees on the site, where possible, will assist in protecting and enhancing the scenic landscape of the region. Visual and scenic qualities can also be accounted for as part of any DCP. The 'scattered' built form on the western portion of the site is illustrated in the CGI Image at Figure 23.





Figure 23: Concept CGI Image (Source: Involve Studios)

#### Traffic and Transport

A Transport Impact Assessment has been prepared by Cardno/Stantec and is provided at Appendix 9. The report assesses the current operation of the existing local Kalkite Road traffic network to determine the net effect that the proposed Kalkite residential development will have on the road network. Cardno/Stantec have undertaken SIDRA traffic modelling for the local network which includes the traffic generated from existing township dwellings and the proposed Kalkite residential development.

The total generated trips associated with the proposed development was calculated with reference to the "RMS Guide to Traffic Generating Developments" (Oct 2002), the Snowy River Development Control Plan (Chapter C – General Planning Consideration) and SMRC's Development Design Specification – D1 Geometric Road Design. The table on the following page summarises the traffic generation for the development. As is outlined in the assessment by Cardno/Stantec, the traffic generation modelling included a scenario where medium density type development (e.g. dual occupancy dwellings) is prohibited from almost the entire site area. Specifically, the modelling accounted for a total of 25 dual occupancy type developments, therefore, a total 231 dwellings given 6 large lots are anticipated in the 'middle' and 'upper paddocks'.

It should also be noted that the Cardno/Stantec assessment took into account impacts to the Eucumbene Rd and Kosciuszko Road intersection as a result of the proposal, given this is a major intersection in the locality. This assessment was undertaken in close consultation with Transport for NSW (TfNSW).

Traffic generation as a result of the proposal on a typical weekday is demonstrated in the following table extracted from the Cardno/Stantec assessment. Essentially, the table demonstrates that 3 vehicles per minute will be traversing up Kalkite Road during the morning peak period, whilst 2 vehicles will be traversing down during the afternoon peak period. This is not considered to be a large volume of vehicles. It is also considered that Kalkite Rd and surrounding streets can accommodate the estimate volumes, subject to various upgrades such as road widening where necessary, line marking, installation of safety barriers, surfaces improvements and the like. Reference should be made to the Cardno/Stantec assessment for a full understanding of the recommended road infrastructure upgrades.



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Land Use	Yield	Peak Period	Trip Rate	Peak Direction	Peak Split	Total Trips Generated
Section A Single Residential	225 dwellings	AM	0.85	In	0.23	44
				Out	0.77	147
		PM	0.9	In	0.68	138
				Out	0.32	64
Section B Single Residential	3 dwellings	AM	0.85	In	0.23	1
				Out	0.77	2
		PM	0.9	In	0.68	2
				Out	0.32	1
Section C Single Residential	3 dwellings	AM	0.85	In	0.23	1
				Out	0.77	2
		PM	0.9	In	0.68	2
				Out	0.32	1
<b>Total</b>		<b>AM</b>		<b>In</b>		<b>46</b>
				<b>Out</b>		<b>151</b>
		<b>PM</b>		<b>In</b>		<b>142</b>
				<b>Out</b>		<b>67</b>

Figure 24: Proposal's typical weekday traffic generation (Source: Cardno/Stantec Traffic assessment, page 17)

As indicated earlier, a detailed assessment was undertaken of the proposal's suitability to the Eucumbene Road and Kosciuszko Road intersection in close collaboration with TfNSW. Reference should be made to Appendix 9 for a full understanding of the assessment's outcomes. In summary, however, the intersection in its current configuration would not operate at a satisfactory level as a result of the proposal in a '2033 with development + sensitivity' scenario. If a range of measures are included to the intersection, it will operate satisfactorily. These measures include the following, which should be constructed in a scenario where approximately 60% of the proposal's lots will be delivered:

- Converting the existing Auxiliary Left turn on Kosciuszko Road into a Channelised Left (CHL) turn lane through the use of road widening and separation of the through and turning lane with either line marking or a raised median. This work should include the relocation of the existing hold line on the Eucumbene Road leg.
- Widening the left turning lane on the eastern side of Eucumbene Road to provide a low angle left turn and merge lane for vehicles turning left out of Eucumbene Road.

In terms of construction traffic, the number of construction vehicles accessing and egressing the site will need to be confirmed by the contractor as part of the detailed construction planning stage. However, the estimated construction traffic volumes are not expected to adversely affect the existing road network. Furthermore, the predicted construction traffic is significantly less than the calculated future operational traffic of the proposed development. Therefore, from the completed development TIA, it can be assumed that the network will continue to operate at an acceptable level of service even with the expected impact of construction vehicles.



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A Preliminary Construction Management Plan has been considered as part of the Traffic Impact Assessment. The proposed construction entrance to the subject site will be off Kalkite Road, south of the town centre. All light and heavy vehicles will access/egress the subject site to and from the Jindabyne and Cooma area via Kalkite Road.

The figure on the following page shows the proposed light and heavy vehicle access route.



Figure 25: Vehicle Access Route (Source: Cardno/Stantec TIA, page 18)

### Bushfire

The site and locality are bushfire prone. Australian Bushfire Protection Planner Pty Ltd (ABPP) were engaged to inform the suitability of the site for any change in land use and density. Their assessment is provided at Appendix 3. In summary, their assessment concludes that the proposed rezoning as well as the accompanying site layout satisfies relevant bushfire standards and legislation. In coming to this conclusion, ABPP inspected the site and locality, determined the existing vegetation and gradient, analysed the existing Rural Fire Service facilities in the locality, and liaised extensively with the NSW Rural Fire Service.

According to ABPP, the proposal is suitable with regard to the bushfire risk primarily because of the following reasons and mitigation measures:

- The proposal will include new fire fighting facilities which will not only serve the proposal, but also existing residents of the Kalkite village as the current facilities are inadequate. Those new facilities include a new fire station, a community centre which can provide 'refuge in place' capacity in the event of an emergency, as well as a park which can also provide additional spatial capacity in the event of an emergency.
- Suitable perimeter and access roads will be provided throughout the development.



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- Asset Protection Zones (APZ) and suitable separation can be provided for. APZs can be provided for likely building footprints on the subject site, whilst separation from sensitive receivers on the subject site can be achieved from unmanaged land on adjoining properties.
- Very low density is proposed on that portion of the site, being the 'middle and lower paddock', which has the greatest bushfire risk due to existing vegetation and steep gradients.
- The proponent has committed to adopting vegetation management plans, APZs, access roads, and the like, as restriction on titles or easements, on respective lots.
- Upgrading of reticulated water supply.
- Development and implementation of an Emergency Management Plan for the proposal as well as for dwellings within the existing Kalkite village.

6.3.3. Q10 - Has the planning proposal adequately addressed any social and economic effects?

**Economic Benefits**

An Economic Impact Assessment has been prepared by Arbor Advisory and is provided at Appendix 5. Key outcomes from the assessment are outlined below.

The proposal represents an opportunity to address some of the issues and challenges being faced in the Snowy Mountain region. These issues include:

- Housing affordability at critical levels resulting in significant dwelling price growth, which has 'priced out' many aspiring homeowners from the local housing market.
- The combination of a dwelling shortage and weak housing additions undermining population.
- Mismatch between housing supply and the demand profile.

The justification for the proposed development has been supported by relevant market-based rationale which addresses the issues above and is discussed in detail below.

Kalkite to play an important support role and function

While the proposed development will deliver multiple direct and indirect benefits during the construction and operational phases, its core objective is to support the broader Snowy Mountains region (and Special Activation Precinct) in achieving its role and function as the primary economic and tourism anchor. This includes enabling the region to capitalise on its established tourism specialisation and in turn generate accommodation expenditure.

It is envisaged that the proposed development will fulfil its intended support or ancillary role by:

- By providing a point of difference and not undermining existing businesses in Jindabyne and other centres in the Snowy Mountains region;
- Delivering more housing to alleviate affordability constraints and shortages;
- Improving housing choice and diversity by providing a range of lot sizes and housing options;
- Providing additional long-term rental housing for permanent residents and workers;
- Accentuate tourism by facilitating alternative recreational activities or events outside of peak season;
- Providing overflow or additional tourist and worker accommodation capacity during the high season;



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- Activating the lake and its foreshore through enabling infrastructure and better connectivity/access;
- Enhancing the economic resilience of Kalkite by accommodating jobs in non-core industries such as retail, commercial, health and other services; and
- Leveraging on Kalkite's established agriculture, arts and food industry base.

Without the proposal, affordable housing options for young working adults will be restricted. This will result in a reduction in the labour supply in the Snowy Mountains region.

Reducing housing shortages and improving housing diversity and choice

The housing shortage is one of the major challenges in the local housing market affecting both owner-occupiers and renting households. This has resulted in significant house price growth and effectively 'priced-out' aspiring local home owners. Another issue the proposed development seeks to target is the mismatch between housing stock and requirements. Existing housing stock is dominated by detached or separate dwellings, which is not congruent with prevailing the main socio-demographic sources of growth, being residents aged 65 years and above, and smaller household typologies (i.e. lone person and family couple with no children).

The proposed development will assist via the provision of more housing, which will assist in resolving the apparent shortage. The development also intends to provide a variety of lot size configurations and housing typologies in and around the local activity hub (i.e. proximate to retail, local service provision and other amenities).

Alleviate housing affordability pressures

House price levels are elevated and restricting aspiring homeowners from entering the market. According to CoreLogic, the median house price in Jindabyne and East Jindabyne was \$1,220,000 and \$1,465,000 respectively (as at November 2021), which is on-par with Sydney (\$1,360,543).

Notably, when wages are considered, the housing affordability constraint in Jindabyne and East Jindabyne appears more pronounced. Based on the Corelogic house price and ATO wages data, the median house to income multiple in Jindabyne and East Jindabyne is 15.4 and 18.5 times respectively, compared to just 6.8, 6.2, 7.8 and 7.6 times in Bathurst, Wagga Wagga, Orange and Nowra respectively. A large portion of resident workers in the LGA are engaged in Accommodation & Food Services, Arts and Recreational Services and Retail Trade which are generally the lowest paying industries in Australia.

The proposed development presents as an opportunity to deliver much needed housing supply and diversity. It is anticipated that the price point of residential lots will be lower than for comparable development in Jindabyne or East Jindabyne due to the following reasons:

- At \$770,000 (as November 2021), the median house price in Kalkite is materially lower than Jindabyne (\$1,220,000) and East Jindabyne (\$1,465,000);
- Owing to its rural zoning, the base price of raw land at Kalkite is lower than in Jindabyne and East Jindabyne, which increases the probability of feasible development;
- Ownership is consolidated which provides time and cost efficiencies. The act of consolidating properties usually attracts a premium on the price (of land), which can compromise the feasibility of the underlying development;

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- The owner intends on delivering the development, which presents significant cost efficiencies (for the owner and planning authorities), as each subsequent purchaser (or developer) would seek a profit on the initial land acquisition;
- The supply of multiple lots in release stages will provide prospective buyers (including locals) with the best opportunity to secure a residence in Kalkite given that the opportunity to acquire dwellings has been historically constrained – there have just been 20 dwelling sales in CY 2021 to date; and
- The proposed development intends to incorporate a variety of lot sizes and potentially, housing typologies in pursuit of relative affordability.
- From a feasibility standpoint, the certainty around delivery of the proposed development is significantly higher than for an equivalent development in Jindabyne or East Jindabyne.

Provide convenience retailing and service provision for current and future residents and visitors

The proposed development seeks to incorporate non-residential floorspace capacity in the estate, which can be utilised to accommodate convenience retailing and local service provision for the existing and future residents, visitors and workers of Kalkite.

At present, residents of Kalkite travel vast distances for basic goods and services. Residents travel between 13-20km for all their basic retail goods and services. Bulky goods and durable items (e.g. white goods, appliances and motor vehicles) are purchased either at Cooma (approximately 55km from the subject property) or Canberra (approximately 170km from the subject property). The main concern relates to day-to-day retail needs, as residents and visitors are currently forced to navigate vast distances along roads which are not sealed or well-lit and can be very challenging late at night or when weather conditions are adverse. The proposed development seeks to address this issue by providing proximate convenience retailing.

The proposed development will add to and not detract from existing retail and commercial provision, as future residents will still need to visit Jindabyne for the majority of their grocery requirements, but also to purchase specialty items and services such as sports apparel, fresh meat, poultry and seafood, dry cleaning, etc.

The specific land uses suggested for the non-residential floorspace in the proposed redevelopment include convenience retail (including some local services such as Australia Post or NSW Lotteries), food catering, primary health services and tourist-related commercial services hub. It is estimated the future Kalkite will support approximately 2,700-3,000m<sup>2</sup> of retail and commercial floorspace at the proposed development.

The delivery of non-residential floorspace will be staged over time. It is estimated that the full quantum be delivered over a 10 to 15-year timeline, as surrounding development and new short-term accommodation facilities are completed. The proposed stages or sequencing of the non-residential component includes the initial delivery of 1,250-1,600m<sup>2</sup> of non-residential floorspace in conjunction with the proposed development, and the remainder as other nearby developments are completed, and demand thresholds are met.





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**Public Benefits**

The public benefits of this PP include the following:

- Additional commercial floor space, albeit in a small quantity. Such floor space would improve local convenience and provide additional employment opportunities in various sectors, including potentially tourism and hospitality, as well as local manufacturing.
- Park/ connection to waterway/cycleway
- Increased Housing Supply/diverse housing
- A new community centre. The community centre would accommodate multiple purposes including conventional community functions, as well as shelter purposes in the event of any emergency.
- A new and expanded rural fire service (RFS) station to replace the existing station on Kalkite Road.
- Various traffic improvements including a 'slip lane' into the proposed estate and intersection upgrades at Kalkite Rd and Eucumbene Rd (the exact nature of any upgrade is to be discussed with Council).
- The proponent is investigating the undergrounding of overhead power lines between lower Kalkite Rd and the Lake Jindabyne foreshore.
- Improved natural emergency response measures for both the proposed dwellings as well as dwellings within the existing Kalkite Village.

**6.4. Section D – Infrastructure (Local, State and Commonwealth) State and Commonwealth Interests**

**6.4.1. Q11 - Is there adequate public infrastructure for the planning proposal?**

**Infrastructure Servicing**

The subject site is currently accessible by a public road and has access to town water, electricity as well as wireless internet. The existing Kalkite village has access to a reticulated sewer system, in addition to the abovementioned infrastructure. It is expected that these services can be upgraded to accommodate the proposal. Several public parks are currently provided in the existing Kalkite village, whilst Lake Jindabyne provides a range of water based recreational options.

A small firefighting facility exists within the lower Kalkite Road road reserve, in close proximity to the existing Kalkite village. In assessing the proposal as well as the locality, ABPP Pty Ltd has determined that these facilities are not ideal either for the existing village, or the proposal, in the event of a fire related emergency, and for natural emergencies in general. Therefore, as part of their assessment, ABPP Pty Ltd have recommended the construction of a neighbourhood centre which can accommodate a new and larger fire station, as well as a community centre as well as a park which can complement the new fire station in the event of a major emergency. For example, the community centre and park can provide 'refuge in place' services in the event of a major emergency. The delivery of these facilities is subject to detailed negotiations with Council and relevant authorities, although, it is expected that they will be delivered by the proponent as part of a VPA.

As explained earlier in this report, the proposal is not likely to generate significant transport demands. Upgrades at the existing Eucumbene Rd and Kalkite Rd intersection, as well as a slip lane into the proposed 'lower paddock', will be necessary, however. It is recognised that the proponent would have to contribute to the delivery of these services.

The proposal includes a total of 7,360m<sup>2</sup> of open space which can accommodate passive and active recreational activities. A 250m<sup>2</sup> fully enclosed community centre, with kitchen and sanitary facilities, is also proposed as part of the PP. Although subject

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to discussions with Council or the relevant authority, it is expected that such facilities will be delivered or funded by the proponent as part of a VPA.

In addition to the abovementioned recreational facilities to be delivered as part of the proposal, extensive public recreational facilities are also already available, or are expected to be available. For example, the Lake Jindabyne foreshore land is currently accessible to the public and is expected to be enhanced for pedestrians and bike riders as part of the previously mentioned Lake Jindabyne Shared Trail project. Lake Jindabyne itself is also accessible to the public for active water-based activities, fishing, and the like.

Overall, it is considered that sufficient infrastructure facilities can be made for the proposal, as well as residents within the existing Kalkite village.

#### 6.5. Section E – State and Commonwealth Interests

##### 6.5.1. Q12 - What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?

Extensive engagement will take place with State and Commonwealth public authorities upon formal public exhibition of the proposal. Some engagement has already take place for the purposes of investigating the merits of, and then devising basic land use concepts for the site.

For example, extensive engagement was undertaken with the NSW Rural Fire Service given the site is within a bushfire prone area. Several meetings took place, with the final meeting taking place on 14 March 2022. Following this meeting, and the provisions of additional details by the proponent, RFS provided their in principle support for the proposal (refer to email at Appendix 14).

Discussions have also been held with Snowy Hydro, Crown Land, Endeavour Energy as well as the Bega Local Aboriginal Land Council. These engagements are likely to be revisited upon formal exhibition of the PP.



## 7. PART 4 - MAPS

Draft land use and lot size maps are provided at Appendix 2. For convenience, extracts of the plans are provided below. The plans are conceptual only at this stage. The merits of each can be discussed further with relevant stakeholders including Council, local residents and utility providers.

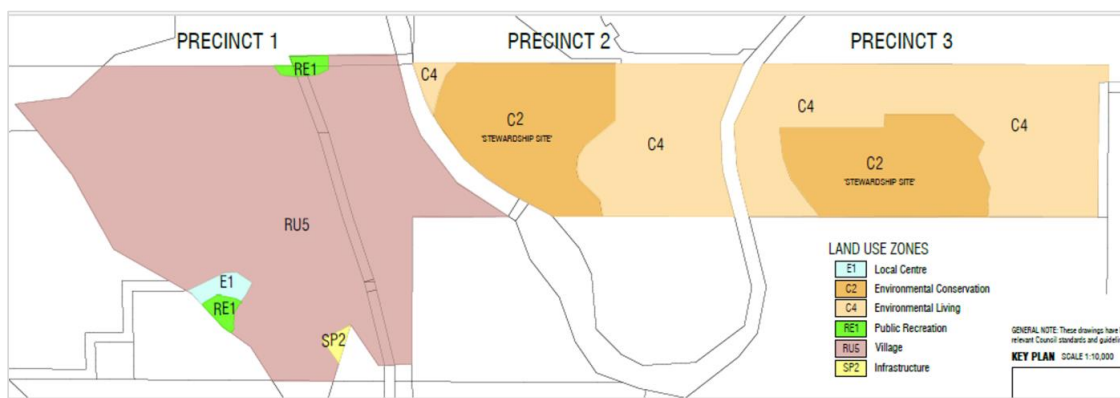


Figure 26: Concept land use zoning map (Source: Place Logic)

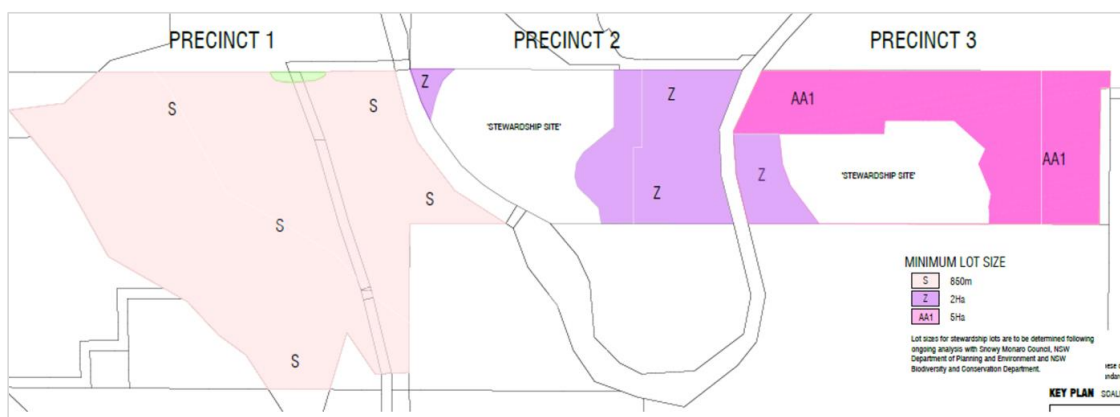


Figure 27: Concept minimum lot size map (Source: Place Logic)



## 8. PART 5 – CONSULTATION

### Preliminary Stakeholder Engagement

Extensive consultation with a range of stakeholders was undertaken for the purpose of preparing this PP. Stakeholders included the local community, Snowy Monaro Regional Council staff and Councillors, DPE, Crown Lands, Snowy Hydro, as well as NSW Department of Regional Development. Whilst extensive consultation has already taken place, it is recognised that further engagement will occur throughout the process.

The Consultation Report included at Appendix 11 outlines in detail the full extent of consultation undertaken, as well as any feedback received. In summary, however, the following consultation took place:

- A 5-hour information session for all members of the community. This took place in the existing fire shed on Kalkite Road on 26 March 2022. The session included representatives from Gyde Consulting as well as the proponent. Information boards were included for attendees. Approximately 40 stakeholders attended the session.
- In conjunction with the abovementioned onsite information session, electronic consultation was also provided in the form of 'Facebook' posts on the local Kalkite Community Page, posts on LinkedIn, a dedicated email address, as well as the placement of noticeboards within Kalkite Community and the main neighbourhood shop in Jindabyne East.
- Ongoing meetings with representatives from DPE, NSW Rural Fire Service, staff and Councillors from Snowy Monaro Council, the Local Aboriginal Land Council, Crown Land, and Snowy Hydro.
- An additional community consultation session was undertaken on 25 March 2023. This was provided for the purposes of a general update on the matter to the public, advise the public of the proponent's application to acquire several Crown Land roads extending through the subject site, and seek feedback from the community generally. The session took place between 9.00am to 12.00 midday and was well represented by local stakeholders predominantly.

The key themes derived from consultation are as follows:

- There is a need for housing, but it should be designed to reflect the existing built form and landscape character. Specifically, density should be low and lots should be medium to large in size. Small lots of 600m<sup>2</sup> would be inconsistent with the existing character and environmental sensitivities. Lots should be positioned such that they do not impact views from dwellings in the existing Kalkite village.
- Infrastructure, in particular roads, water and sewer, would require upgrades should the proposal proceed. Other social infrastructure should also be incorporated such as parks, playgrounds and boat ramps, for example.
- A small amount of commercial floor space would be ideal to meet basic day-to-day needs in order to avoid trips to Jindabyne. Such floor space, in conjunction with other social infrastructure such as a park, could form a meeting place for locals, and offer basic entertainment such as a café, for example.
- Additional commercial floor space may provide an affordable alternative to existing centres at Jindabyne for example. Such floor space may also enhance the boutique food and beverage manufacturing trend which is developing in Kalkite.
- The existing character and identity of Kalkite, which is based on a rural lifestyle and high visual amenity, should be retained as much as possible.



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Planning Proposal

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**Planning Proposal Stage**

In addition to ongoing informal engagement, it is anticipated that the PP will be placed on exhibition for a minimum of 28 days by SMRC. The community will be notified of the commencement of the exhibition period via a notice in a local newspaper and via a notice on Council's website. The notifications are likely to:

- Give a brief description of the objectives or intended outcomes of the PP;
- Indicate the land affected by the PP;
- State where and when the PP can be inspected.
- Give the name and address of the RPA for the receipt of any submissions; and
- Indicate the last date for submissions.

During the exhibition period, the following material will be made available for inspection:

- The PP, in the form approved for community consultation by the Director General of Planning and Environment;
- Any Gateway determination; and
- Any studies relied upon by the PP.



Planning Proposal

## 9. PART 6 - PROJECT TIMELINE

The timeframe for the completion of the PP will depend on the complexity of the matters, the nature of any additional information that may be required and the need for agency and community consultation. The following details are indicative only and may be amended at Gateway to provide the necessary level of confidence that the PP will be finalised within a reasonable time.

Table 9: Project Timeline

Step	Indicative Timeframe
Lodgement of Planning Proposal	May 2022
Anticipated commencement date	June 2022 (1 month)
Anticipated timeframe to finalise the infrastructure studies/plan	October 2022 (4 months)
Anticipated timeframe for completion of any additional technical studies, not completed prior to Gateway	September 2022 (3 months)
Timeframe for public agency consultation	February 2023 (40 days)
Anticipated dates of public exhibition and, if required, a public hearing	June to July 2023 (28-40 days)
Timeframe for submissions to be considered	August 2023 (1 month)
Timeframe for the consideration of a proposal after the exhibition	September – October 2023 (1 month)
Date the plan will be made (where council is the LPMA) or date of submission to the Department to finalise the LEP	December 2023 (1 month)
Date of notification	December 2023 (2 months)



Planning Proposal

## 10. CONCLUSION

This Planning Proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (the EP&A Act) and the relevant guideline prepared by the NSW Department of Planning and Environment '*Local Environmental Plan Making Guideline (September 2022)*'. It sets out the justification for the proposed rezoning of the subject site at 56 Hilldowns Road, Kalkite. To ensure the redevelopment and associated public benefits are delivered, the following amendments to the SRLEP are required:

Table 10: Summary of LEP Amendments

Control	Existing	Proposed
Zoning	RU1 – Primary Production	<ul style="list-style-type: none"> <li>• RU5 – Village</li> <li>• E1 – Neighbourhood Centre</li> <li>• SP2 – Infrastructure (Community Centre, Rural Fire Service)</li> <li>• RE1 – Public Recreation</li> <li>• C4 – Environmental Living</li> <li>• C2 – Environmental Conservation</li> </ul>
Maximum Floor Space Ratio	N/A	<ul style="list-style-type: none"> <li>• Residential zones – 0.5:1</li> <li>• Neighbourhood village – 0.65:1</li> </ul>
Maximum Building Height	9m	<ul style="list-style-type: none"> <li>• No change</li> </ul>
Minimum Lot Size	40ha	<ul style="list-style-type: none"> <li>• RU5 zone – 850m<sup>2</sup> and 1,500m<sup>2</sup></li> <li>• C4 zone – 2ha and 5ha</li> <li>• Stewardship sites/C2 zone</li> <li>• E1 zone – 700m<sup>2</sup></li> </ul>
Part 5 – Miscellaneous provisions, Part 6 – Land release areas, Part 7 – Additional local provisions or Part 8 – Growth areas (subject to discussions with Council)	N/A	<ul style="list-style-type: none"> <li>• Prohibition of medium density type housing in most of the 'Lower paddock', which would ordinarily be permissible in the RU5 zone. This includes dual occupancy development, attached dwellings, boarding houses, co-living housing, group homes, multi dwelling housing, residential flat buildings, semi-detached dwellings and shop top housing development within the vast majority of the 'Lower Paddock'. The intent is to limit built form, character and traffic impacts which may arise within this particular locality as a result of the abovementioned land uses. Subsequently, the intent is to make dwellings on Torrens title allotments the predominant form of housing on the subject site.</li> </ul>



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**Planning Proposal**

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The proposal has been demonstrated as being the best means of achieving the objectives and intended outcomes as it:

- Is consistent with the objectives of Council's Local Strategic Planning Statement as well as the existing and proposed Community Strategic Plans;
- Is consistent with the Regional Plan as well as the Snowy Mountains Snowy Activation Precinct;
- It is consistent with the Snowy Monaro Draft Settlements Strategy 2022 which has been adopted by Council and has been publicly exhibited;
- It is consistent with key government priorities, namely the delivery of more housing and addressing increasing housing unaffordability;
- Is consistent with the relevant Ministerial Directions under Section 9.1 of the Act;
- Does not pose any unreasonable environmental or social impacts to the surrounding community. Rather, the additional housing which could be delivered by the proposal would be a significant positive social and economic impact in a climate where housing affordability has declined severely since 2019; and,
- Consistent with correspondence from DPE, dated 3 August 2021, suggesting that the proposal should proceed as a PP via Council.

In summary, there is a sound planning basis and strategic planning merit to support the zoning of the site as promoted by this Planning Proposal.



Department of Planning and Environment

## Gateway Determination

**Planning proposal (Department Ref: PP-2022-2114):** to rezone 74 hectares of rural zoned land at 56 Hilldowns Road, Kalkite to enable urban development.

I, Daniel Thompson the Director, Southern Region at the Department of Planning and Environment, as delegate of the Minister for Planning, have determined under section 3.34(2) of the *Environmental Planning and Assessment Act 1979* (the Act) that an amendment to the Snowy River Local Environmental Plan 2013 as described above should proceed subject to the following conditions:

1. An assessment of the environmental constraints of the land is to be undertaken in accordance with the Biodiversity Assessment Method 2020 including targeted surveys for threatened flora and fauna. These surveys should be undertaken in consultation with the Department of Planning and Environment - Biodiversity and Conservation Division.
2. The planning proposal is to be revised to include the outcomes of the additional studies and updated to reflect the draft Snowy Monaro Settlement Strategy and provided to the Department for review and approval prior to exhibition.
3. Public exhibition is required under section 3.34(2)(c) and clause 4 of Schedule 1 to the Act as follows:
  - (a) the planning proposal is categorised as complex as described in the *Local Environmental Plan Making Guidelines* (Department of Planning and Environment, 2021) and must be made publicly available for a minimum of 28 days; and
  - (b) the planning proposal authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in *Local Environmental Plan Making Guidelines* (Department of Planning and Environment, 2021).
4. Consultation is required with the following public authorities and government agencies under section 3.34(2)(d) of the Act and/or to comply with the requirements of applicable directions of the Minister under section 9 of the EP&A Act:
  - Biodiversity and Conservation Division of the Department of Planning and Environment
  - NSW Rural Fire Service
  - Transport for NSW
  - Heritage NSW
  - Snowy Hydro

Consultation is also required with the following:

- Local Aboriginal Land Council

Each public authority and the Land Council is to be provided with a copy of the planning proposal and any relevant supporting material via the NSW Planning Portal and given at least 21 days to comment on the proposal.

5. A public hearing is not required to be held into the matter by any person or body under section 3.34(2)(e) of the EP&A Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).
6. The Council as planning proposal authority is authorised to exercise the functions of the local plan-making authority under section 3.36(2) of the EP&A Act subject to the following:
  - (a) the planning proposal authority has satisfied all the conditions of the gateway determination;
  - (b) the planning proposal is consistent with applicable directions of the Minister under section 9.1 of the EP&A Act or the Secretary has agreed that any inconsistencies are justified; and
  - (c) there are no outstanding written objections from public authorities.
7. The LEP should be completed within 12 months or by the 9th December 2023.

Dated 9<sup>th</sup> day of December 2022.

**Daniel Thompson**  
**Director, Southern Region**  
**Local and Regional Planning**  
**Department of Planning and Environment**  
  
**Delegate of the Minister for Planning**





# Post Exhibition Report

56 Hilldowns Road, Kalkite Planning Proposal

Record of versions

Version	Date Published	Reason for Amendments	Resolution	Author or Document Owner
1				Strategic Planning

SNOWY MONARO REGIONAL COUNCIL

Post-Exhibition Report | Planning  
Proposal – 56 Hilldowns Rd, Kalkite

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1    **Background**

1.1    Community engagement principles

The Snowy Monaro Community Engagement Strategy 2022-2026 guides Council community engagement that will be proactive and accessible through a diverse range of mediums. The Community Engagement Strategy provides a number of community engagement principles that Council is committed to.

- Participate in meaningful, accessible and diverse engagement that has outcomes and actions measured both internally and externally
- Provide a well-coordinated planned approach to engagement
- Monitor and review out engagement practices to ensure they stay relevant in meeting our community's needs and expectations
- Connect with and listen to our community
- Build and maintain relationships with all of our region's stakeholders
- Identify not only those who are engaged, but those who may be impacted
- Report back to the community on the results of engagement activities
- Keep on top of best practices by recognising and responding to trends and behaviour changes to remain not only connected with the community, but to learn and improve how we engage

1.2    Objectives of this consultation

Consultation of this planning proposal, as required by the Gateway Determination received 9 December 2023, was conducted in accordance with the section 3.34(2)c) of the Environmental Planning and Assessment Act 1979, the Local Environmental Plan Making Guidelines August 2023, and the Snowy Monaro Community Participation Plan.

The public exhibition made the following material available for inspection on Council's website and on the NSW Planning Portal:

- The planning proposal in the form approved for public exhibition by the Gateway determination

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- The Gateway determination
- All relevant additional information relied upon by the planning proposal.

This consultation sought community feedback on the planning proposal to rezone land at 56 Hilldowns Road, Kalkite from RU1 Primary Production to enable urban development, and additional amendments to the Snowy River Local Environmental Plan 2013 to enable this development. The public exhibition conducted by Council post Gateway determination was to inform and consult. As set out in the Snowy Monaro Community Engagement Strategy 2022-2026, Council is committed to keeping the community informed, listening and acknowledging concerns and aspirations, and providing feedback on how public input influenced the decision. This report provides staff responses to submissions.

## 2 What Council did

Council received the Gateway Determination 9 December 2022 that provided a list of conditions the proposal must meet prior to public exhibition and delegated Council as the Local Plan Making Authority. Following these conditions, Council referred the planning proposal to the required public authorities and government agencies for a minimum of 21 days. These included:

- Biodiversity and Conservation Division of the Department of Planning and Environment
- NSW Rural Fire Service
- Transport for NSW
- Heritage NSW
- Snowy Hydro
- Local Aboriginal Land Council

It was also a condition that the proposal, once updated to address the draft Snowy Monaro Settlements Strategy, the proposal would be provided to the Department of Planning and Environment (DPE) for review and approval prior to public exhibition. DPE provided this approval 4 July 2023, Appendix 8.1.

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Public exhibition was open from Monday 10 July and closed Monday 11 September. This extended the period beyond the 30 working days requirement as provided by the Local Environmental Plan Making Guideline.

The full suite of documents were made available through Council's Your Say page and the NSW Planning Portal. These documents included the planning proposal, the Gateway determination and supporting studies such as strategic bushfire assessment, geotechnical report and a draft Development Control Plan for the land. Physical copies of these documents were placed at Council offices (Berridale, Bombala, Cooma and Jindabyne) and libraries (Bombala, Cooma and Jindabyne).

Notification was sent out to the previously consulted key agencies via an email informing them that the documents were on public exhibition;

*Please be advised that the planning proposal for 56 Hilldowns Road, Kalkite is currently on public exhibition for a period of at least 30 working days, from 10 July to 21 August, in accordance with the Environmental Planning and Assessment Act 1997 and NSW Department of Planning, Industry and Environment Local Environmental Plan Making Guidelines September 2022.*

*All relevant documentation may be accessed through the Planning Portal or through Council's Your Say page.*

<https://www.planningportal.nsw.gov.au/ppr/under-exhibition/rezone-land-ru1-primary-production-ru5-village-and-c4-environmental-living>

<https://yoursaysnowymonaro.com.au/>

Notification was provided to Councillors through a briefing note regarding the public exhibition Wednesday 5 July 2023; Appendix 8.2.

The community was notified through a variety of different means.

- Letter notification, Appendix 8.3, was sent to the landowners of the existing Kalkite village, adjoining landholders to the subject site, and landowners along Kalkite Road, along Hilltop Road and along Eucumbene Road between Kosciuszko Road

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to Kalkite Road. A total of 233 letters were sent out with only 5 letters returned to sender. See the figure below for the distribution of these letters.

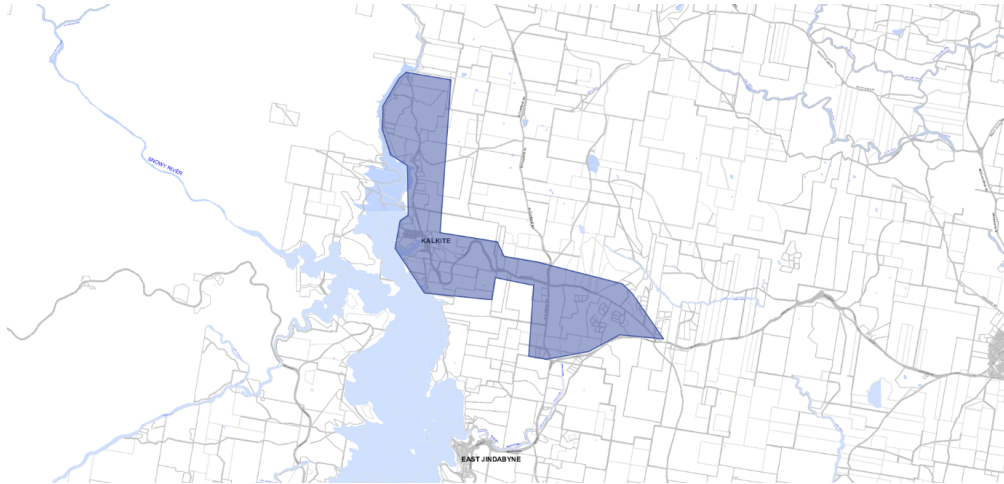


Figure 1 - Distribution of notification letters

- Social media post – notifying extension of public exhibition (below)

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- Posters placed in the Kalkite RFS shed and the East Jindabyne service station;  
Appendix 8.4
- Media release on Council's website (below)



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## Feedback sought on planning proposal for Kalkite

Published on 11 July 2023

Snowy Monaro Regional Council is seeking community feedback on a major planning proposal for the village of Kalkite, which if approved will see the rezoning of land at 56 Hilldowns Road from Primary Production to a variety of new zones.



This proposed rezoning is a necessary step before the proposed development can proceed, and must be approved by both Snowy Monaro Regional Council and the NSW Department of Planning and Environment.

Feedback will be accepted from Monday 10 July 2023 through 11.59pm on Monday 21 August 2023.

Council is holding two drop-in sessions on this proposal:

- Monday 24 July – Kalkite RFS Shed – 5pm to 7pm
- Tuesday 25 July – Jindabyne Library – 11am to 1pm

Following the consultation period, the proposal will go to a Council meeting where councillors will decide whether the proposed zoning changes can proceed.

The planning proposal covers the land at 56 Hilldowns Road, Kalkite (see map below) and proposes rezoning from RU1 Primary Production to RU5 Village, RE1 Public Recreation, E1 Local Centre, SP2 Infrastructure, C2 Environmental Conservation and C4 Environmental Living.

This proposal will allow for the subdivision of up to 220 lots south of Kalkite village.

**Please visit [www.yoursaysnowymonaro.com.au/hilldowns-road-kalkite](http://www.yoursaysnowymonaro.com.au/hilldowns-road-kalkite) today to have your say.**

SNOWY MONARO REGIONAL COUNCIL

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## Extension of consultation on major Kalkite planning proposal

Published on 23 August 2023

In response to community feedback, Council has extended the deadline for public consultation on a major planning proposal for the village of Kalkite, which – if approved – would see the rezoning of land at 56 Hilldowns Road from Primary Production to a variety of new zones.



**Feedback will now be accepted until 11.59pm on Monday 11 September 2023, an extension of 21 days.**

Traffic count data for Kalkite Road, a primary concern raised by Kalkite locals in the consultation so far, will be released next week to help inform community responses.

Following the consultation period, the proposal will go to a Council meeting where councillors will decide whether the proposed zoning changes can proceed.

The planning proposal covers the land at 56 Hilldowns Road, Kalkite and proposes rezoning from RU1 Primary Production to RU5 Village, RE1 Public Recreation, E1 Local Centre, SP2 Infrastructure, C2 Environmental Conservation and C4 Environmental Living.

This proposal will allow for the subdivision of up to 220 lots south of Kalkite village.

**Please visit [www.yoursaysnowymonaro.com.au/hilldowns-road-kalkite](http://www.yoursaysnowymonaro.com.au/hilldowns-road-kalkite) today to have your say.**

- Newspaper advert in the Monaro Post (below)

There were additional stories with the Monaro Post, 25 July 2023, 1 August 2023 and 19 September 2023, that covered this planning proposal, however they were not part of Council's notification process.



Two face-to-face drop-in consultation sessions were held to inform the community and answer questions.

- 1. Kalkite RFS Shed  
5pm – 7pm, 24 July 2023  
Approximately 50 attendees
- 2. Jindabyne Library  
11am – 1pm, 25 July 2023  
Approximately 5 attendees

Throughout the exhibition period, Council staff collected submissions received through NSW Planning Portal, Council's Your Say page, emailed, posted or handed in through Council's front counter. Enquiries were provided an answer and phone lines were open. A phone log was kept to record these enquiries, see below.

Phone Enquiries Log

Date	Summary	Support
21/07/2023	Enquiry to location of planning proposal, didn't want subdivision to share same boundary as her lot.	Neutral

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27/07/2023	Objection to proposal; road safety, water sewerage, school bus, too many dwellings - would be happy with larger lots (5 ha)	Do Not Support
7/09/2023	Crown road closure of Hilldowns Road - access to Possum Lodge; confusion between subdivision layouts appendix 2 vs appendix 17	Neutral

Councillors requested a site visit Thursday 14 September and held an informal discussion with the proponent. Councillors in attendance were Mayor Hanna, Cllr Beer, Cllr Davis, Cllr Hopkins, Cllr Johnson, Cllr Mitchell and Cllr Stewart. In the evening of 14 September, Councillors attended a community meeting with the residents of Kalkite at the Kalkite Playground. The Councillors in attendance were Mayor Hanna, Cllr Beer, Cllr Davis, Cllr Frolich, Cllr Hopkins, Cllr Johnson, Cllr Mitchell and Cllr Stewart and over 80 community members attended.

## 2.1 Updates to documents

At the time of the public exhibition, traffic count data was being collected at the Kalkite Road, Eucumbene Road intersection to inform the appropriate intersection upgrade required. Public exhibition started before this data was collected in order to reach the 9 December deadline in time. The documents were updated on Council's website Monday 4 September to reflect the reported findings. An email was sent to all submitters notifying them of the availability of the updated TIA for review.

Additional aboriginal cultural heritage assessment was performed in response to Heritage NSW referral comments. This assessment was conducted throughout the public exhibition period and a draft report was provided to staff 13 September 2023, after the close of exhibition. The final document was provided 12 October 2023 to Council and referred to Heritage NSW for review. Response from Heritage NSW was received 24 October 2023.

3    What the proponent/developer did

The proponent provided the physical exhibition material for the face-to-face consultation sessions. This included four A0 posters that outlined the intent of the planning proposal, two copies of the planning proposal, two copies of the draft VPA, two copies of the bushfire assessment and two copies of the transport impact assessment.

The proponent also attended the face-to-face consultation in company with their principal consultant and their traffic engineer.

At the close of the public exhibition period, submissions were collated, redacted and sent to the proponent for them to address issues raised. The proponent responded to these issues by making amendments to their planning proposal to reflect these submissions.

4    Consultation reach

Your Say page statistics:

- Total visits: 1.99 k
- Document Downloads: 1.45 k
- Aware Participants
  - Visited at least one page: 1,168
- Informed Participants
  - Downloaded a document: 345
  - Contributed to a tool (engaged): 107
- Engaged Participants
  - Participated in survey: 103

Document Downloads Breakdown

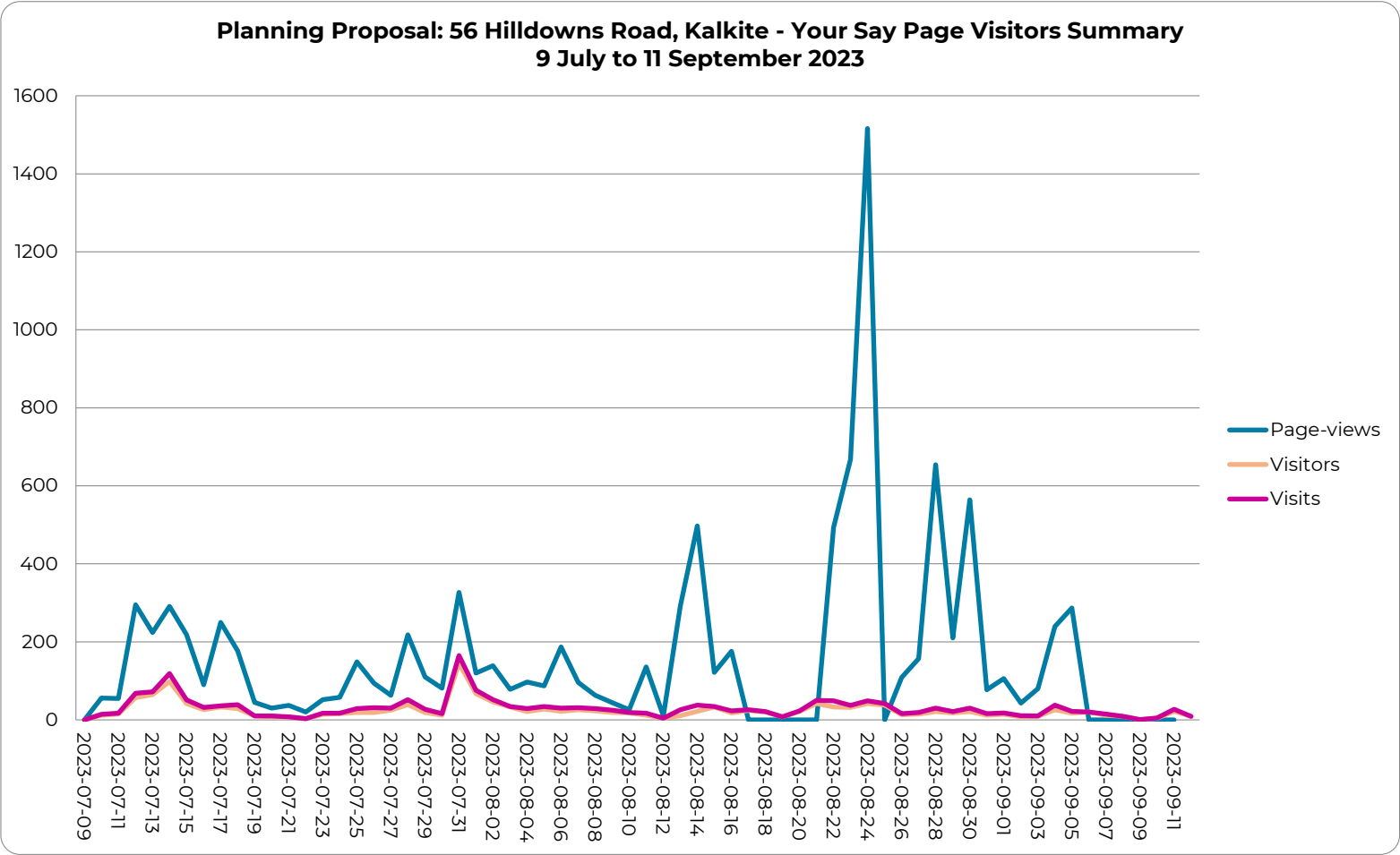
Widget Type	Engagement Tool Name	Visitors	Downloads / Views
Document	56 Hilldowns Road, Kalkite Planning Proposal	145	206
Document	Appendix 2 - Concept Subdivision Plan aerial overlay - Precinct 2 & 3	131	171
Document	Appendix 2 - Proposed Lot Size Map	99	111

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Document	Appendix 2 - Proposed Land Release Urban Area Map	83	97
Document	Appendix 17 - Indicative Masterplan for Precinct 1	65	81
Document	Appendix 2 - Proposed Land Use Map	64	73
Document	Appendix 1 - Survey Plan	56	61
Document	Appendix 9 - Transport Impact Assessment	52	69
Document	Gateway Determination	50	61
Document	Appendix 16 - Kalkite Village Development Control Plan Draft	49	52
Document	Appendix 3 - Strategic Bushfire Study	45	62
Document	Appendix 10 - Letter from NSW Department of Planning and Environment	40	53
Document	Appendix 14 - Rural Fire Service Comments	35	44
Document	Appendix 4 - Biodiversity Assessment Report	31	37
Document	Appendix 5 - Economic Impact Assessment	30	32
Document	Kalkite Draft New RFS Shed Plans	26	28
Document	Appendix 7 - Aboriginal Heritage Due Diligence Assessment	26	28
Document	Updated 04 September 2023 - Kalkite Traffic Impact Assessment With Appendices	20	31
Document	Appendix 4 - Addendum Biodiversity Report	19	25
Document	Appendix 15 - Draft Planning Agreement	18	22
Document	Appendix 13 - Site Investigation Report	18	22
Document	Appendix 6 - Preliminary Site Investigation	18	18
Document	Appendix 11 - Consultation and Engagement Report	16	22

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Document	Appendix 8 - Historic Heritage Assessment	16	17
Document	Archaeological Assessment	14	17
Document	Appendix 12 - Geotechnical Advice	10	10





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## 5 Submissions received

### 5.1 Agency referral

Prior to the public exhibition period, consultation was required with the following public authorities and government agencies under section 3.34(2)(d) of the Act and/or to comply with the requirements of applicable directions of the Minister under section 9 of the *Environmental Planning and Assessment Act 1979*:

- Biodiversity and Conservation Division of the Department of Planning and Environment
- NSW Rural Fire Service
- Transport for NSW
- Heritage NSW
- Snowy Hydro
- Bega Local Aboriginal Land Council

These agencies provided their comments and a response was provided prior to exhibition.

### 5.2 Agency comment throughout exhibition period

The agencies listed above were notified of the public exhibition period when it began and were given another opportunity to provide comment alongside community comments.

Additional comments were provided by:

- Biodiversity and Conservation Division of the Department of Planning and Environment
- Transport for NSW
- Heritage NSW
- Snowy Hydro

A copy of all government agencies' and public authorities' comments is provided in Appendix 8.5 along with staff consideration in Appendix 8.6. Over the course of agency referral and public exhibition, eleven responses were received from these agencies and authorities.

There is an unresolved objection from Snowy Hydro that refers to flooding constraints on the subject lot. Flood risk management manual 2023 identifies flood risks to a community if it has consequence to the community, regardless of how likely it is to occur. It is the human interaction with flooding due to occupation and use of the floodplain that creates risks to communities. Flood risk can vary with a range of factors including:

- The different elements that may be at risk. These elements may include people, their social or community setting, and the built environment
- The vulnerability of different elements to flooding and how this may vary within these elements, for example, across people within the community
- The varying exposure of these elements to flooding
- Flood behaviour. This is affected by the types and scale of scale of storms that cause flooding, how quickly flooding occurs, flood duration and a range of local factors that influence flood behaviour. These can include the shape and size of the waterway. Floodplain and catchment as well as the vegetation, development and structures. Downstream conditions can also have a significant influence on flood behaviour, for example, in the lower portion of costal waterways, tides, sea levels, storm-induced ocean conditions and waterways entrance conditions can all influence flooding.

The proponent has responded to the flooding concern raised through additional high level analysis of the flooding impacts to and from the proposed development. This particularly addressed the potential impact of the development on the existing dwellings along Magnolia Avenue that sit at the base of a drainage channel that crosses Kalkite Road and into the northern section of the subject site. Due to the limited impact of the proposed C2 and C4 zone and anticipated siting of dwellings on the drainage channel, the high level analysis was accepted as sufficient at this planning proposal phase.

5.3 Community submissions

A record of all submissions received has been attached in Appendix 8.7.

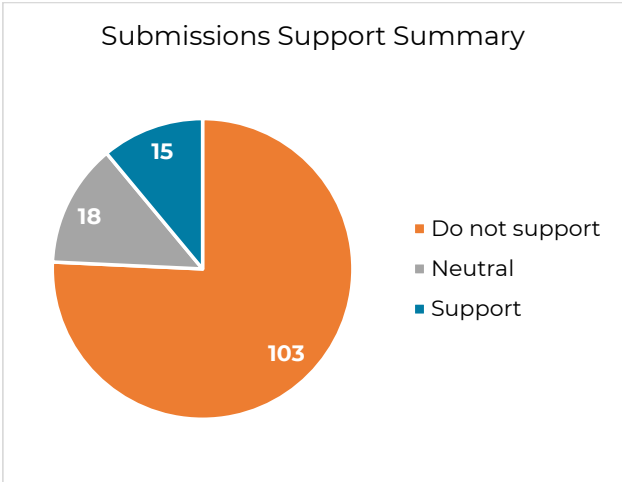
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A total of 182 submissions were received from the community from 136 submitters. There were a number of submitter who provided multiple submissions.

Method of submission	All submissions	Remove multiple submissions from individual
Letter	2	1
Email	51	26
Your Say Survey	128	108
Petition	1	1
<b>Total</b>	<b>182</b>	<b>136</b>

Calculation of whether a submission was in support or opposition of the planning proposal was taken from the last submission received from an individual.



The issues noted throughout the submissions were grouped into themes as below:

No.	Theme	Issues	No of Submissions (submissions can account for multiple themes)
1	Transportation	Road capacity	93
		Road safety and maintenance	91

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		Traffic noise	57
		Lack of public transport connection or alternative travel methods (including school buses)	9
		Lack of road connection or alternative route	8
		Road improvements proposed or required including ongoing maintenance costs	23
		Travel distance misrepresented and commutes are not excessive to nearby centres	1
		Traffic intensity including construction traffic impact	33
2	Infrastructure	Sewage capacity	94
		Stormwater runoff and treatment	65
		Water supply constraints	26
		Electricity capacity	12
		Increased costs and rates to provide and maintain infrastructure. Lack of available funds to meet current demands	26
3	Rural Character and Landscape	Protect village character (local)	97
		Protect natural values including lake (scenic and amenity values)	93
		Light pollution	59
4	Biodiversity	Maintain ecological values (including stewardship sites)	70
		Impact on wildlife (road strike)	76
		Impact of introducing domestic animals and more people in the locality	4
		Biosecurity risks increased	9
		Impact on waterbody from contamination	9
		Responsibility of managing stewardship sites	1
5	Natural Hazards	Bushfire risk	83
		Flood risk	58

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6	Economic Impact	Commercial space compliments the proposed residential development	1
		Increase natural tourism and visitors	57
		Increase recreational tourism (boating and fishing)	59
		Inclusion of holiday homes	3
		Economic resilience unnecessary for the village (no need for new commercial area)	2
		Impact on personal and business investments	2
7	Social Impact	Illegal campers, increase population and associated nuisance and safety	5
		Increased density and associated nuisance from households and domestic animals including animal attacks and trespassing	64
		Public access to the foreshore	7
		New public open space	1
		Community infrastructure needs including; age care, medical services, education, emergency facilities, sports facilities and improvements to open space and parks.	15
		Existing facilities such as RFS shed and open space are suitable for current population and do not require improvements	18
		More job opportunities	1
8	Strategic Merit	Community Strategic Plan	2
		Local Strategic Planning Statement	7
		Draft Rural Land Use Strategy	5
		Draft Settlement Strategy	9
		South East and Tablelands Regional Plan	2
		Snowy River Local Environmental Plan	3
		Draft Snowy Monaro Local Environmental Plan	2
9	Other Matters	Not associated with SAP, or not aligned with this document that sets priorities for growth in Jindabyne, or why council	18

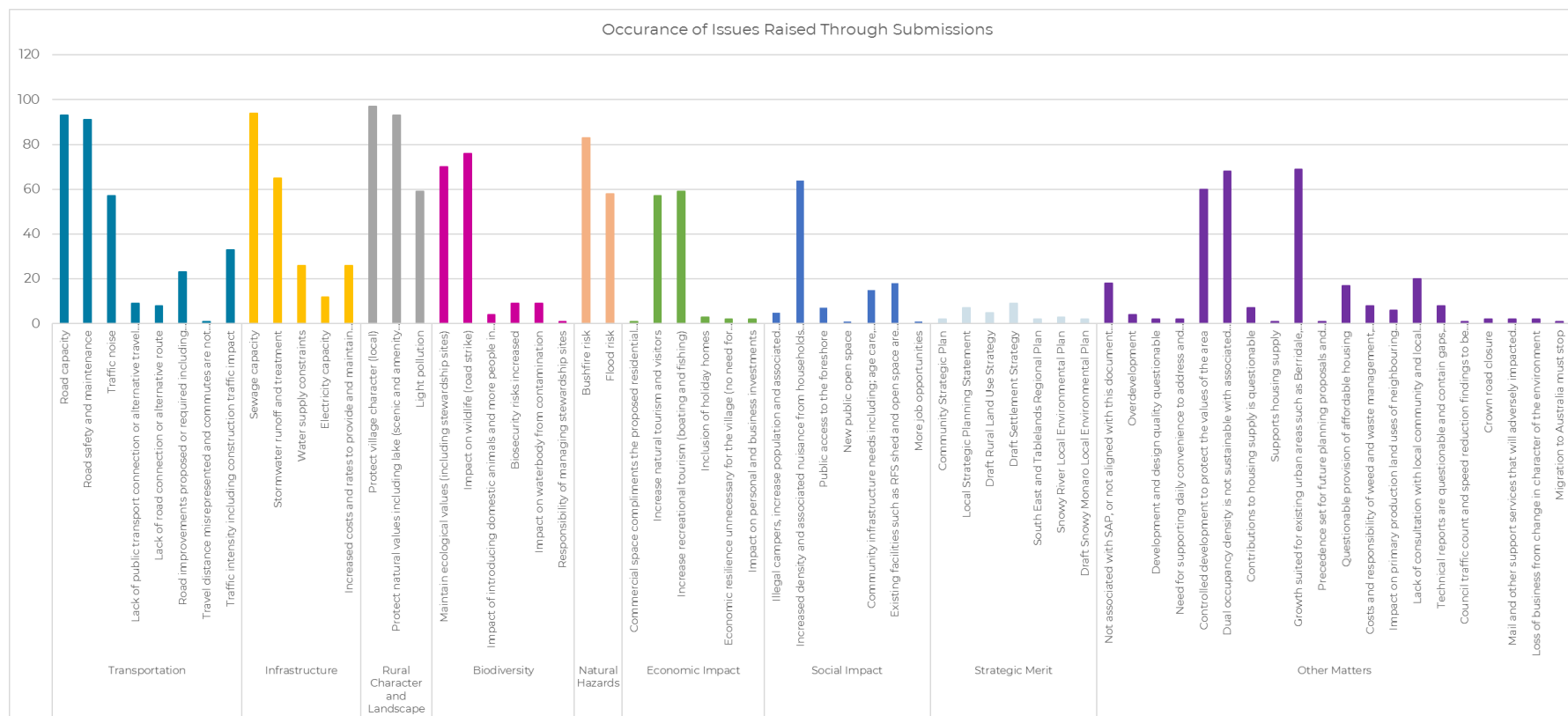
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	supported this proposal as being part of SAP	
	Overdevelopment	4
	Development and design quality questionable	2
	Need for supporting daily convenience to address and improve shortfalls in the existing market	2
	Controlled development to protect the values of the area	60
	Dual occupancy density is not sustainable with associated impacts and use of tourists	68
	Contributions to housing supply is questionable	7
	Supports housing supply	1
	Growth suited for existing urban areas such as Berridale, Jindabyne and Cooma, that is supported with infrastructure	69
	Precedence set for future planning proposals and subdivisions	1
	Questionable provision of affordable housing	17
	Costs and responsibility of weed and waste management, social services and disaster relief	8
	Impact on primary production land uses of neighbouring properties	6
	Lack of consultation with local community and local Aboriginal community	20
	Technical reports are questionable and contain gaps, particularly the traffic report	8
	Council traffic count and speed reduction findings to be released	1
	Crown road closure	2
	Mail and other support services that will adversely impacted by proposal	2
	Loss of business from change in character of the environment	2
	Migration to Australia must stop	1

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## 6 Response to submissions

It was clear from the submissions that community members are primarily concerned with Kalkite Road (theme – transportation, issues – road capacity, and road safety and maintenance) and visual amenity (theme – rural character and landscape, issues – protect village character and protect natural values).

### 6.1 Summary of amendments to planning proposal in response to public exhibition

All submissions (redacted) were provided to the proponent, providing the proponent the opportunity to respond to the raised community concerns and make amendments to the proposal to reflect this. The amendments made to the planning proposal were;

- Restriction of high density dwelling types within the proposed RU5 Village zone including dual occupancies
- Addition of more detailed high level flood analysis



Summary of response to community feedback

Theme	Council Staff Assessment
Transportation	<p>The proposal would greatly increase the use of Kalkite Road and would require upgrades to meet greater capacity requirements. The proponent prepared a Traffic Impact Assessment has used SIDRA modelling to traffic behaviour to recommend the upgrades required. This TIA was informed by the traffic counts collected during the 2023 peak winter period, indicating the current peak period. It has undergone various amendments and was completed in consultation with Transport for NSW who were concerned with the impact of the proposal on the state road, Kosciuszko Road.</p> <p>It is recognised that through the recommended upgrades of the TIA, the road network would have the capacity to facilitate the additional 220 lots intended through the planning proposal. There are solutions available to upgrade the existing network to accommodate the proposed development. It would cost approximately \$2.5 million on Kalkite Road and \$0.5 million per intersection upgrade. Funding of the road upgrade would fall under a s7.11 or s7.12 contributions plan under the EP&amp;A Act or a Voluntary Planning Agreement (VPA). A VPA would need to be formed in accordance with Council’s VPA and Land Dedication Policy, and all costing provided by a qualified quantity surveyor. At this planning proposal stage, it is to be assessed with a letter of offer for a VPA however, no agreement has been made between the proponent and Council at this time.</p> <p>Internal Referral – Development Engineer</p> <p>Scenario 1 – 50% Dual occupancy:</p> <ol style="list-style-type: none"><li>1. Kalkite Road - Additional traffic on Kalkite road from the proposed planning proposal would be 2500 to 3400 vpd which would require the Kalkite Road upgraded to a Collector Street.</li></ol>

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TABLE D.1.2 Characteristics of roads in residential subdivision road networks

Road Type	Maximum Traffic Volume (vpd) See note 1.	Maximum Speed (km/h) See note 2	Carriageway Width (m)	Parking Provisions Within Road Reserve	Kerbing See note 3	Footpath Requirement	Verge Width (each side)	Minimum Road Reserve Width (m)
Access Street	150	25	6.0	Carriageway	Layback	1.2 m wide footpath on one side	4.5 m	15.0
			6.0	Carriageway	Concrete edge strip where grassed swale drains used	1.2 m wide footpath on one side	Minimum 3.0 m excluding swale drains	20.0 minimum
Local Street Not bus route	1,000	40	8.0	Carriageway	Layback	1.2 m wide footpath on one side	3.5 m	15.0
			8.0	Carriageway	Concrete edge strip where grassed swale drains used	As Above	Minimum 3.0 m excluding swale drains	20.0 minimum
Collector Street or bus route	3,000 (with access to residential allotments)	50	9.0	Carriageway	Layback or barrier	1.2m wide footpath both sides.	Minimum 4.0m	16.0
Local Sub-Arterial Road	6,000 (no access to single dwelling residential allotments)	60	11.0	Parking not permitted on carriageway	Barrier	1.2m wide footpath both sides. One footpath may be min. 2.5m wide shared bicycle path.	Minimum 4.5m.	20.0

Derived from AMCORD

2. Eucumbene Road: Additional traffic on Eucumbene road from the proposed planning proposal would be 2287 to 3060 vpd which would require the Eucumbene Road upgraded to a Collector Street.
3. Hilltop Road: Additional traffic on Hilltop road from the proposed planning proposal would be 255 to 340 vpd if only 10% traffic from the development travel to Hilltop road which would require the Hilltop Road upgraded to a 2 lane sealed road.

## D1.22 GENERAL

1. In addition to the foregoing sections this section specifically applies to all those sites identified as being suited to rural subdivisions inclusive of rural home sites and hobby farms types of developments.

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6. Public roads in rural residential subdivisions shall be constructed as two lane sealed roads. **Sealed roads**

7. Unsealed roads may be constructed for rural right of carriageway accesses or for the upgrading of existing rural roads where specifically authorised in development consent conditions. **Unsealed roads**

#### D1.27 CARRIAGEWAYS

1. Carriageway widths for sealed rural roads should generally be as follows: **Sealed rural roads**

Major road over 1,000 AADT	6 metre seal
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Contract No. XYZ

#### GEOMETRIC ROAD DESIGN

Minor road up to 1,000 AADT	2 x 1 metre sealed shoulders 6 metre seal 2 x 0.5 metre sealed shoulders
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4. Intersection Kalkite Road and Eucumbene Road – Intersection of Kalkite and Eucumbene Road requires a minimum BAL/BAR treatment.

Scenario 2 – Only single dwelling permitted on each lot:

1. Kalkite Road - Additional traffic on Kalkite road from the proposed planning proposal would be 1728 to 2300 vpd which would require the Kalkite Road upgraded to a Collector Street.
2. Eucumbene Road: Additional traffic on Eucumbene road from the proposed planning proposal would be 1555 to 2070 vpd which would require the Eucumbene Road upgraded to a Collector Street.

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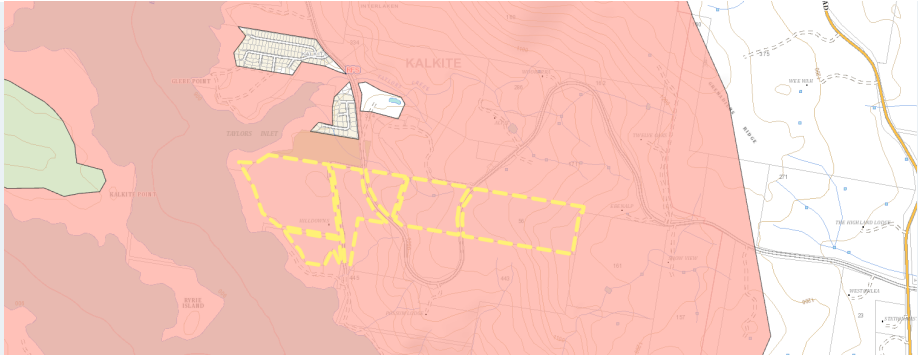
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	<p>3. Hilltop Road: Additional traffic on Hilltop road from the proposed planning proposal would be 173 to 230 vpd if only 10% traffic from the development travel to Hilltop road which would require the Hilltop Road upgraded to a 2 lane sealed road.</p>
Infrastructure	<p><b>Water</b></p> <p>The current infrastructure includes a rising main that only pumps to the reservoir at night due to heavy chlorination. It is anticipated that any upgrades required to the water treatment plant and intake would be covered by s64 contributions. A new treatment plant would be required for clarification and disinfection.</p> <p><b>Storm water</b></p> <p>Treating the runoff of stormwater across the site that ends up in Lake Jindabyne both during and post construction is a concern shared by the community and Snowy Hydro. As part of treatment of stormwater, the proponent has proposed to develop a detention basin within the proposed SP2 Infrastructure zone. All stormwater infrastructure would be subject to controls with the Snowy River Development Control Plan and the Snowy River Engineering Specifications.</p> <p><b>Wastewater</b></p> <p>The sewerage treatment facility is at capacity with the addition of the 42 lots at Three Rivers Estate. To enable this development, an upgrade to the facility would be required. While the infrastructure has the capacity, the issue is effluent disposal. A viable solution must be found prior to approval of planning proposal. Possible options include:</p> <ul style="list-style-type: none"> <li>• <b>Dispose into lake</b> This is a potential option, however, there are many hoops to jump through including EPA Health, Snowy Hydro, public perception, etc.</li> <li>• <b>Pump back to East Jindabyne</b> This is the most preferable option long term. It had been intended that it would piggyback off the shared trail project for easements and to hide the visual impact of the pipes and pumps along the foreshore. This is an expensive option that Council is not willing to pursue</li> <li>• <b>Irrigation on land</b> A large amount of land is required for the increase of this development. More than the C2 and C4 zones proposed in the planning proposal. The RU5 would not be usable for this purpose.</li> <li>• <b>Reuse within new subdivision</b> Circulating the treated effluent back into the dwellings within the RU5 zone would still require a plan B. No certainty that on a rainy day the residents will be using enough water to dispose of enough effluent. Note that existing residents of Kalkite are approximately 50% absentee landholders (service address is not Kalkite address) and there are 15 non-hosted and 2 hosted STRA dwellings (as at 13/10/2023).</li> </ul>

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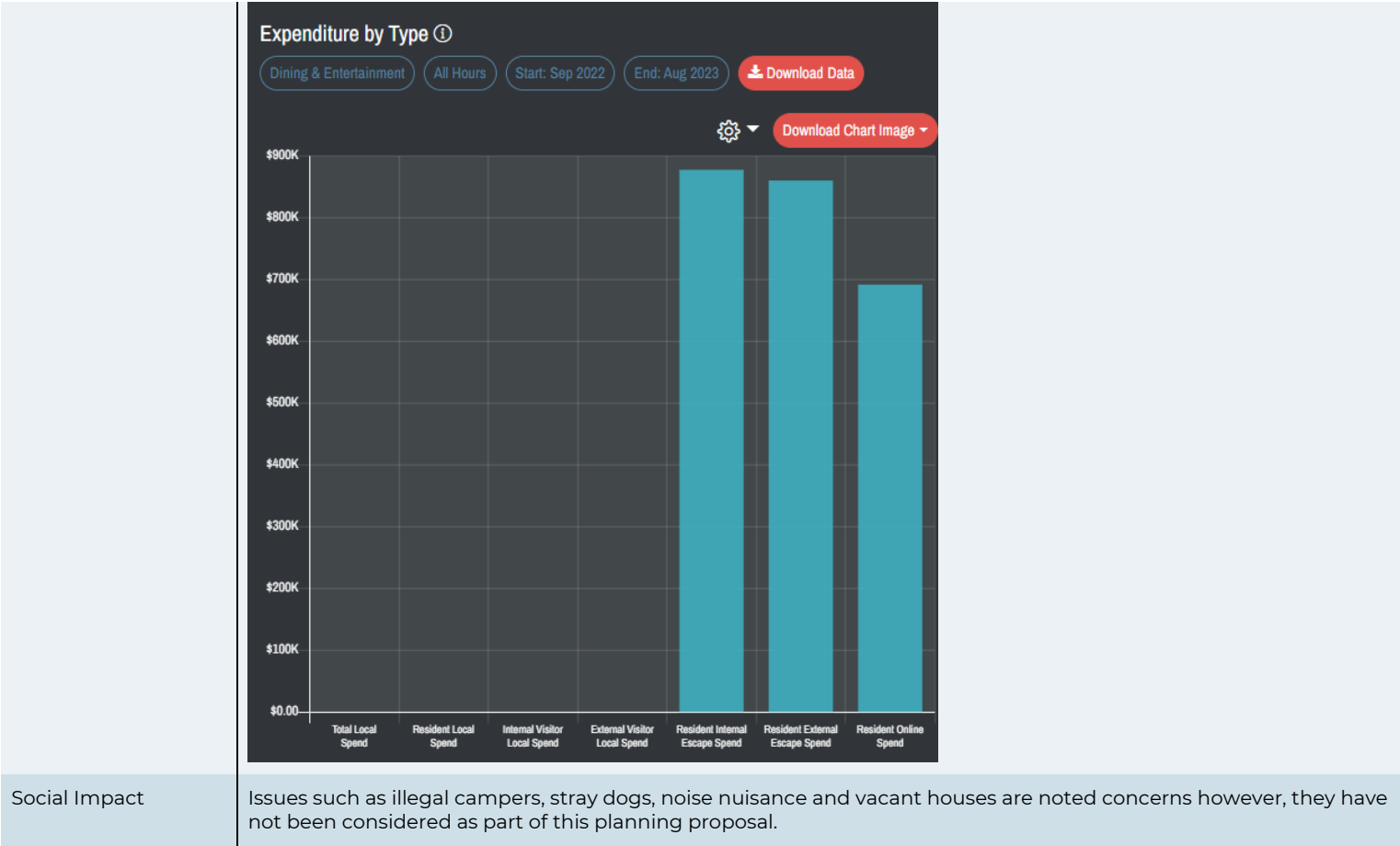
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	The identified solution is to pump back to East Jindabyne.
Rural Character and Landscape	<p>The planning proposal seeks to implement building envelopes (height, floor space ratio and setbacks) consistent with the existing Kalkite village, with a greater minimum lot size of 850sqm within the proposed RU5 Village zone. The proposal relies on these building envelopes to mitigate visual impact by limiting dwelling density along with locating larger lots on the visually prominent areas. For example, it is proposed to have 1500 sqm lots along the foreshore.</p> <p>While the Precincts 2 and 3 (these being proposed conservation zoned lots) contain larger allotments which are fitting with the landscape and offer spaciousness; the allotments closest to the lake, proposed to rezone to RU5 Village zone, are substantially more intensive.</p> <p>The existing village is located around Taylors Bay and is topographically enclosed and hidden from the view of the main body of Lake Jindabyne. The subject site of the proposed development is located on a prominent headland. The topography of the site rises from the lake towards and continues into the proposed Village zone. This generally rising topography aside from the few depressions in the site means the project area is almost entirely visible. When developed this will likely present an intensive built form, visible from the surrounding areas particularly the existing Kalkite village and from the lake. Existing vegetation is limited on the proposed RU5 Village zone that adjoins the lake and the topography of the site leaves it largely exposed to views from the Lake. Further mitigation measures would be required to integrate the proposed development with the surrounding landscape and prevent adverse impact on the visual amenity of Lake Jindabyne and the existing village.</p> <p>A draft Development Control Plan was exhibited along with the proposal which captured the design components that could be used to mitigate visual impact and keep the character consistent with the existing village. Controls such as setbacks, buildings material and colour, and landscaping.</p> <p>A visual impact assessment has not been required for this planning proposal however, if this planning proposal were to proceed it would be required at Development Application stage as the subject site falls entirely within the Snowy River Local Environmental Plan Scenic Protection Area Map, see below.</p>

	
	<p>This map triggers clause 7.6 Development within the Lake Eucumbene and Lake Jindabyne scenic protection areas, requiring the development to consider the visual impact when viewed from Lake Jindabyne at full supply or from a public place at the time of development application.</p>
Biodiversity	<p>The proponent is undergoing a Biodiversity Certification process as requested by BCD. The Biodiversity Certification will be registered on Title and ensure protection of the ecological values on site. While this process is separate to the planning proposal rezoning process, Council staff met with BCD and the proponent 26/10/2023 to discuss the process so far. The proponent is at the stage of a working draft for the Biodiversity Certification Assessment Report (BCAR), it was acknowledged in the meeting that the draft BCAR meets all the requirements of a BCAR. It provides biodiversity offsets onsite and the hierarchy of 'avoid, minimise, offset' has been demonstrated.</p> <p>It is acknowledged that by undergoing the Biodiversity Certification process, the planning proposal adequately addresses biodiversity values both for flora and fauna.</p>
Economic Impact	<p>The planning proposal has identified land along the foreshore to be rezoned E1 Local Centre to accommodate local shops for the Kalkite community. According to Spendmapp, as seen in figure below,, in the last 12 months residents of Kalkite have spent \$1.57m on dining and entertainment either online or elsewhere within the Snowy Monaro LGA. The percentage of this that was entertainment and what was dining cannot be separated, but there seems to be potential there for a local café business to capture some of this escape spending from Kalkite.</p>

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	<p>Services such as age care, post and the school bus were not a consideration of this planning proposal. The planning proposal was internally referred to rubbish and it was noted that this development may impact the scheduling of bin collection. It was also noted that the subdivision of the RU5 Village zone would need to consider the turn-around capacity of garbage trucks, particularly in the number and size of cul-de-sacs.</p>
Strategic Merit	<p>In accordance with condition 6(b) of the Gateway Determination requires that the planning proposal is consistent with applicable directions of the Minister under section 9.1 of the EP&amp;A Act of the Secretary has agreed that any inconsistencies are justified. This planning proposal has been reassessed against the s9.1 Ministerial Directions and it was found that the proposal had relied on the site's inclusion within the SAP precinct to justify the rezoning from rural land, RU1 Primary Production for Gateway Determination. It referred to correspondence received 03/08/2021 from the Department of Planning and Environment that determined development of this site more suited to a planning proposal process than inclusion within the SAP Master Plan. The Master Plan was finalised since this letter and the strategic role of surrounding villages in meeting future growth in and around the SAP was identified. The Master Plan states that "20% of residential dwellings needed to meet demand are expected to be met by rural residential or residential development located outside the Precinct." As this planning proposal is no longer incorporated within the SAP area, this s9.1 direction must be redressed.</p> <p>Former justification also draws from the Snowy Monaro Local Strategic Planning Statement where it describes Jindabyne's rural landscape; "Given the primary economic driver within this area is tourism and the shifting nature of agriculture, such as diminishing farm sizes and the motivation of owning rural land, it is considered that agri-tourism and agricultural diversification is to be encouraged." The proponent inferred that this warranted diversification from agricultural activities. The LSPS does not make this claim, instead it is encouraging diversification of agricultural activities and value add land uses such as agri-tourism.</p> <p>The proponent also claims that the proposed zones C2, and C4 which covers approximately 20ha of the subject site, permit a range of agricultural type activities. They state that the 20ha of C4 would be sufficient to undertake some form of agriculture if desired. Given the C2 zone will be subject to a biodiversity certification and the intent for the C4 zone is to subdivide into 6 lots, with the largest approximately 8ha, this statement is redundant.</p>
Other Matters	<p>Access to southern lots. While the landowner south of the subject site has access directly from Kalkite Road, due to topographic constraints, this access point does not provide access to the foreshore. This landholder is currently working towards a Development Application for Eco-tourist facilities along the foreshore section of the lot. They require continued access via their current access point from Hilldowns Road.</p> <p>It is essential that continued access is maintained throughout the construction and finished stages of the subject site.</p> <p>A meeting was held between Council staff and Crown Roads 29/05/2023 and it was discussed that Crown Roads will not close the crown road Hilldowns Road unless an agreement between the landholders has been reached.</p>



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If the planning proposal were to proceed, vehicular access to the southern lots must be identified within the indicative layout plan within the DCP controls.

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## 7 Conclusion

This consultation on the Planning Proposal for 56 Hilldowns Road, Kalkite reached a large number of residents within the Kalkite village.

Over the course of 64 days, at least 1,168 people were made aware of the consultation opportunity (figure of those who visited the Your Say page) through the various channels notification was provided. This notification was provided through a letter send out, a media release and through a newspaper advert.

Of the 1,168 that were made aware of the consultation, approximately 345 sought out information in some way, and 50+ people attended the face to face sessions, not including the community led session 14 September attended by Councillors and Council staff.

A total of 182 community submissions were received through the Your Say survey and email across 136 different submitters. The main themes raised through submissions were transport (road), infrastructure, rural character and landscape, biodiversity, economic impact, social impact, and strategic merit.

Of those submissions, a majority were not supportive of the proposed development, with a minority of submitters supportive or neutral.

SNOWY MONARO REGIONAL COUNCIL

Post-Exhibition Report | Planning  
Proposal – 56 Hilldowns Rd, Kalkite

## 8 Appendices

### 8.1 DPE Letter Authorising Public Exhibition



Department of Planning and Environment

File: IRF23/1770 - EF22/15938

Mr Peter Bascomb  
General Manager  
Snowy Monaro Regional Council

By Email: [council@snowymonaro.nsw.gov.au](mailto:council@snowymonaro.nsw.gov.au)

Dear Mr Bascomb

**Planning proposal PP-2022-2114 to amend Snowy River Local Environmental Plan 2013.**

I am writing in response to the revised planning proposal received from Council on 3 July which seeks to rezone rural zoned land at 56 Hilldowns Road, Kalkite to enable urban development and environmental protection.

I have reviewed the revised proposal and advise that it satisfies condition 2 of the Gateway determination dated 9 December 2022. As such, the planning proposal may now proceed to consultation.

Should you have any enquiries about this matter, I have arranged for Mr Nathan Foster to assist you. Mr Foster can be contacted on [REDACTED]

Yours sincerely

[REDACTED]

4/7/23


**Graham Towers**  
Acting Director, Southern Region  
Local and Regional Planning

4 Parramatta Square, 12 Darcy Street, Parramatta NSW 2150 | Locked Bag 5022, Parramatta NSW 2124 | [dpie.nsw.gov.au](http://dpie.nsw.gov.au) | 1

SNOWY MONARO REGIONAL COUNCIL

Post-Exhibition Report | Planning  
Proposal – 56 Hilldowns Rd, Kalkite

## 8.2 Councillor Briefing Note



# Councillor Briefing Note

05/07/2023

## Public Exhibition – Planning Proposal 56 Hilldowns Rd, Kalkite

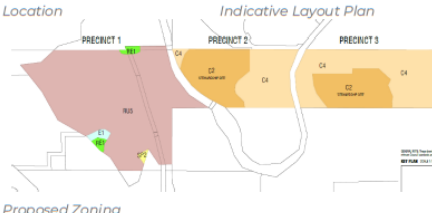


### Planning Proposal Details

The planning proposal covers the land at 56 Hilldowns Road, Kalkite and proposes rezoning from RU1 Primary Production to RU5 Village, RE1 Public Recreation, E1 Local Centre, SP2 Infrastructure, C2 Environmental Conservation and C4 Environmental Living.

This proposal is to allow for the subdivision of up to 220 lots south of Kalkite village that currently holds approximately 160 dwellings. It would increase the population of Kalkite dramatically, almost triple the current number of lots.

The proposal plans to provide upgrades to Kalkite Rd, a new RFS shed, and public open space areas. It will provide access to the foreshore and pedestrian connectivity via linear open space linkages.

Traffic counts are being conducted throughout the winter peak period, 10 July to 24 July, to investigate the most appropriate upgrade to the Kalkite Road, Eucumbene Road intersection. Exhibition material will be updated partway through the exhibition period to reflect this and the community will be notified of changes made.



### Public Exhibition Requirements

The draft planning proposal was reported to Council 15 September 2022 and was endorsed to go for public exhibition. The resolution (241/22) in addition states to;

*“proceed with consultation on the planning proposal in the event the NSW Department of Planning & Environment issues a gateway determination.”*

In accordance with the *Environmental Planning and Assessment Act 1997* and condition 3 of the Gateway Determination received 9 December 2022; public exhibition for this planning proposal will be held for a minimum of 30 working days. This is anticipated to occur from 10 July to 21 August. Notification will be provided in the newspaper, on Council's Facebook page and through letters to residents adjoining and along Kalkite Rd, Eucumbene Rd and in Kalkite village. The full suite of documents supporting the planning proposal will be placed online via Council's Your Say page and the NSW Planning Portal. Face-to-face consultation will be held with the community at the Kalkite village fire shed.

Following public exhibition, a review of the documents will consider submissions received and the final planning proposal will be reported to Council at the Council meeting 21 September.

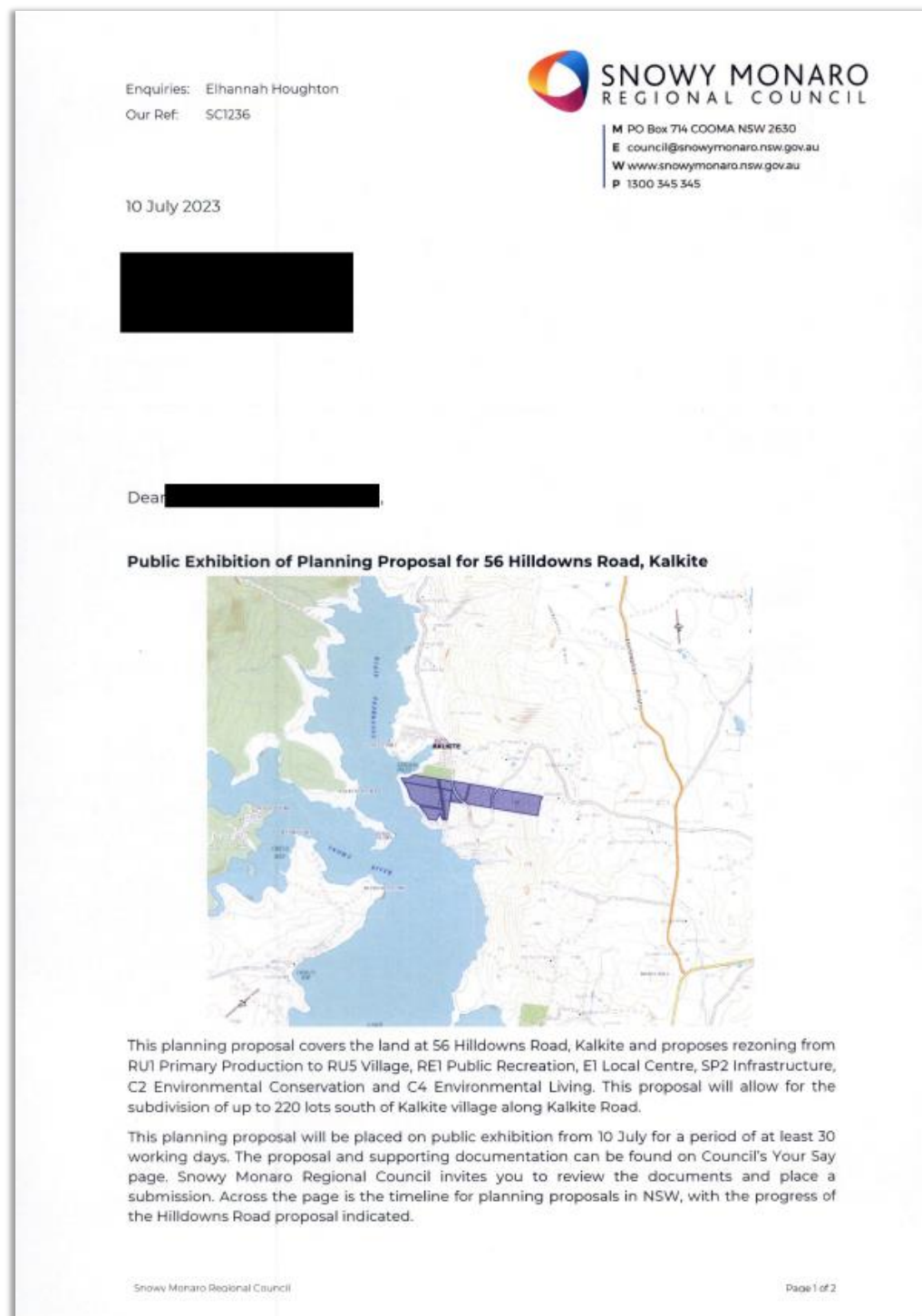
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**Council Staff Contact**  
Gina McConkey, Coordinator Strategy Development; [gina.mcconkey@smrc.nsw.gov.au](mailto:gina.mcconkey@smrc.nsw.gov.au)  
Elhannah Houghton, Strategic Land Use Planner; [elhannah.houghton@smrc.nsw.gov.au](mailto:elhannah.houghton@smrc.nsw.gov.au)

SNOWY MONARO REGIONAL COUNCIL

Post-Exhibition Report | Planning  
Proposal – 56 Hilldowns Rd, Kalkite

### 8.3 Notification Letter



SNOWY MONARO REGIONAL COUNCIL

Post-Exhibition Report | Planning  
Proposal – 56 Hilldowns Rd, Kalkite

<b>Stage 1</b>	<b>Pre-Lodgement</b> Early analysis of the development potential of the relevant land including key environmental or site constraints, review of the strategic planning framework, obtaining advice and consultation with authorities and government agencies and identification of study requirements to underpin a planning proposal.
<b>Stage 2</b>	<b>Planning Proposal</b> Council is to review and assess the planning proposal and decide whether to support and submit it to the Department for a Gateway determination.
<b>Rezoning Review</b> Review of proponent-initiated planning proposal by independent planning panel if not supported / or progressed by council	
<b>Stage 3</b>	<b>Gateway Determination</b> Department assesses the strategic and site-specific merit of a planning proposal and issues a Gateway determination specifying if the planning proposal should proceed and whether consultation with authorities and government agencies is required.
<b>Gateway Review</b> Reviewing and altering a Gateway determination	
<b>Stage 4</b>	<b>Post-Gateway</b> PPA reviews the Gateway determination and actions any required conditions prior to public exhibition.
<b>Stage 5</b>	<b>Public Exhibition and Assessment</b> Consultation with the community, key authorities and government agencies (as required). Review of the planning proposal to address conditions of Gateway determination and submissions.
<b>Stage 6</b>	<b>Finalisation</b> Final assessment of the planning proposal and if supported, preparation of the draft LEP, review and finalisation. Once finalised, the LEP may be made, notified and come into effect.

Please see the link through to the Your Say page: <https://yoursaysnowymonaro.com.au/>

The Your Say page also contains the time and date for the drop-in consultation sessions, should any changes occur, and ways to place a submission and have your say.


Council is the delegated Local Plan Making Authority for this planning proposal. Following the consultation period, the proposal will go to a Council meeting where the councillors will decide whether the proposed changes to the Snowy River Local Environmental Plan may proceed.

Should you have any queries regarding this application, please contact Council's Strategic Department on (02) 6451 1360.


Yours faithfully,  
Elhannah Houghton  
**Strategic Land Use Planner**

Snowy Monaro Regional Council

**Drop-in Consultation Sessions**



Monday 24 July  
Kalkite RFS Shed  
5pm – 7pm



Tuesday 25 July  
Jindabyne Library  
11am – 1pm

Page 2 of 2



SNOWY MONARO REGIONAL COUNCIL

Post-Exhibition Report | Planning  
Proposal – 56 Hilldowns Rd, Kalkite

#### 8.4 Notification Poster



**Snowy Monaro, have your say!**  
Public exhibition of planning proposal: 56 Hilldowns Road, Kalkite

**Tell us what you think about the planning proposal for 56 Hilldowns Road, Kalkite.**

*What's being proposed?*

- Rezoning the site from RU1 Primary Production to RU5 Village, RE1 Public Recreation, E1 Local Centre, SP2 Infrastructure, C2 Environmental Conservation and C4 Environmental Living
- If approved, this proposal will allow for the subdivision of up to 220 lots south of Kalkite village along Kalkite Road

We encourage you to stop by to ask questions, learn more about the planning proposal and provide feedback until **Monday 21 August 2023** at our Your Say Snowy Monaro website.

Visit [www.yoursaysnowymonaro.com.au/hilldowns-road-kalkite](http://www.yoursaysnowymonaro.com.au/hilldowns-road-kalkite) to find out more or have your say.

In-person drop-in sessions will be held at the following venues, come and see us at:

- Kalkite RFS Shed  
5pm – 7pm, Monday 24 July 2023
- Jindabyne Library  
11am – 1pm, Tuesday 25 July 2023

Scan the QR Code or visit the link above for more information on these sessions, to learn more about this proposal and what it means for Kalkite, or to provide feedback.

24/7 customer service line  
**1300 345 345**

PO Box 714 COOMA NSW 2630  
E [council@snowymonaro.nsw.gov.au](mailto:council@snowymonaro.nsw.gov.au)  
W [www.snowymonaro.nsw.gov.au](http://www.snowymonaro.nsw.gov.au)

**Current Zoning — RU1**

**Proposed Zoning — C2, C4, E1, RE1, RU5, SP2**  
(Source: Place Logic)

**LAND USE ZONES**

Zone	Description
E1	Local Centre
C2	Environmental Conservation
C4	Environmental Living
RE1	Public Recreation
RU5	Village
SP2	Infrastructure

**SCAN ME**

SNOWY MONARO REGIONAL COUNCIL

Post-Exhibition Report | Planning  
Proposal – 56 Hilldowns Rd, Kalkite

## 8.5 All Government Agency and Public Authority Responses

UNDER SEPARATE COVER



SNOWY MONARO REGIONAL COUNCIL

Post-Exhibition Report | Planning Proposal – 56 Hilldowns Rd, Kalkite

## 8.6 Government Agency and Public Authority Response Summary

State Agency / Public Authority	Key Issues	Staff Response
BCD	<ul style="list-style-type: none"> <li>Critically Endangered Ecological Community (CEEC) of Monaro Tableland Cool Temperate Grassy Woodland on site</li> <li>Proponent should seek Biodiversity Certification of the development area</li> <li>Impacts to road side vegetation should be included within the Biodiversity Certification</li> <li>The site is flood prone and the proponent should prepare a Flood Impact and Risk Assessment (FIRA)</li> </ul>	<p>Council received a draft BCAR 11/10/2023 that will inform the Biodiversity Certification as requested by BCD. The Biodiversity Certification will be registered on Title and ensure protection of the ecological values on site. Council staff met with BCD and the proponent 26/10/2023 and it was acknowledged that the draft BCAR meets all the requirements of a BCAR. It provides biodiversity offsets onsite and the hierarchy of 'avoid, minimise, offset' has been demonstrated.</p> <p>While this draft touched on roadside vegetation, it was not looked at in detail. It is the understanding of the proponent that any roadworks that would be required along Kalkite Road such as road widening, would be done as a Part 5 assessment.</p> <p>The planning proposal has adequately addressed biodiversity values.</p> <p>Met with BCD and proponent 05/09/2023 to address BCD's concerns regarding flood of the subject site. Their main issue as addressing public safety in line with the Floodplain Risk Management Manual. It was determined at this meeting that at this planning proposal stage of the development, the proponent would elaborate on public safety in the proposal document. Council received the additional information on flooding 10/10/2023.</p> <p>This additional information address the potential flooding along the drainage channel at the north of the site that drains into Taylor's Bay/Creek. It concludes that the proposed development would not be adversely impacted by flooding along this drainage channel. It also concludes that an onsite detention basin would control the additional flows generated by the development, maintaining or improving the current level of performance of downstream assets. The residential properties on Magnolia Avenue would therefore not be adversely impacted by the development in relation to flooding.</p> <p>This detention basin would be subject to DA conditions.</p>

SNOWY MONARO REGIONAL COUNCIL

Post-Exhibition Report | Planning Proposal – 56 Hilldowns Rd, Kalkite

RFS	<ul style="list-style-type: none"> <li>No objections subject to the development being generally in accordance with the concept plans, recommendations for future bush fire protection measures and conclusions of Strategic Bushfire Assessment</li> </ul>	<p>No objections were raised by RFS. RFS acknowledges the one ingress/egress point into the existing Kalkite village and the planning proposal from Kalkite Road. RFS find the recommendations from the Strategic Bushfire Assessment satisfactorily address and mitigate the risk.</p> <p>There is risk in Council accepting the assets recommended within the Strategic Bushfire Assessment, these being the new RFS shed and the</p>
TfNSW	<ul style="list-style-type: none"> <li>Impact of development on local road intersections with Kosciuszko Road</li> <li>A suitable upgrade at the intersection for Eucumbene Road and Kosciuszko Road in line with updated Traffic Impact Assessment 12 October 2023</li> <li>Vehicles travelling to and from the east will utilise Hilltop Road; measures to restrict and enforce construction vehicles along Eucumbene Road must be provided</li> <li>Appropriate mechanism to fund and deliver the upgrades requires the developer to enter a WAD for works along Kosciuszko Road</li> <li>Intersection works must be completed prior to release of 65% of allotments</li> </ul>	<p>The key interest of TfNSW is the impact of this development on Kosciuszko Road and its intersections with Eucumbene Road and Hilltop Road. The Traffic Impact Assessment has undergone many renditions in consultation between the proponent and TfNSW. While TfNSW no longer raise objection to this planning proposal, there are still concerns regarding contributions of the developer to funding the necessary road works. This concern is reflected within Council and appropriate measures must be taken to ensure an appropriate apportionment rate is implemented. Additionally, while the proponent has indicated that there will be multiple stages, they have not confirmed whether they would do it as one whole staged development application or multiple development applications for the different stages. This has implications for the threshold that would require the developer to upgrade the road.</p> <p>Should this planning proposal proceed, it is imperative that Council adopts a contribution plan for the Kalkite locality that reflects the required upgrades to the road and other enabling infrastructure. TfNSW identified that the required roadworks should be constructed prior to the release of 65% of the allotments (two thirds - 147 lots).</p>
Heritage NSW	<ul style="list-style-type: none"> <li>A comprehensive Aboriginal Cultural Heritage Assessment was requested to inform this planning proposal for its consultation requirements</li> </ul>	<p>A final Aboriginal Cultural Heritage Assessment (ACHA) was received 12/10/2023. Heritage NSW reviewed this and provided comments on the consultation conducted with the Aboriginal community. The ACHA reported that notification was given through a public notice on the 'Buy, Search, Sell' platform, which is not a local paper, and through letters to Registered Aboriginal Parties. The biggest concern Council</p>

SNOWY MONARO REGIONAL COUNCIL

Post-Exhibition Report | Planning Proposal – 56 Hilldowns Rd, Kalkite

	<ul style="list-style-type: none"> <li>The newspaper used for circulation of information was not a local newspaper of the general location of the planning proposal</li> <li>No State or Local heritage items are impacted by this planning proposal</li> <li>The proponent should undertake an investigation to assess likelihood of 'relics' and any subsequent management</li> </ul>	<p>notes with the platform used to circulate information to the Aboriginal community was that it is not a local paper of the general area of the planning proposal, meaning some stakeholders may have been missed and were uninformed by this method of consultation. Council was made aware throughout the consultation period that one particular aboriginal stakeholder was not contacted and this was relayed to the proponent who then contacted that individual.</p> <p>The lack of documentation provided to demonstrate Aboriginal community consultation was another concern of Heritage NSW. While no minutes or other primary sources have been provided, the ACHA does provide a record of consultation undertaken within the appendices that lists all Aboriginal persons contacted.</p>
Snowy Hydro	<p>Unresolved objection</p> <ul style="list-style-type: none"> <li>Stormwater drainage arrangements and treatment designed to prevent impact on Snowy Hydro land or water storage assets; water quality during and post construction</li> <li>Details to proposed sewerage treatment facilities and impact on reservoir</li> <li>Do not permit any permanent or temporary structure within active storage area of Jindabyne reservoir; wharf/jetty</li> <li>Location for proposed shared trail and options to maintain public access to foreshore</li> <li>Potential flooding scenarios, exacerbated by climate change, would make a significant increase in population undesirable</li> </ul>	<p>The sewerage treatment facility is at capacity with the addition of the 42 lots at Three Rivers Estate. To enable this development, an upgrade to the facility would be required.</p> <p>The Council project for the shared trail from East Jindabyne to Kalkite has been halted so the planning proposal cannot rely on this. It is a potential that a path from the site to the existing village is incorporated within the Development Control Plan (DCP) controls and a contributions plan, however, this has not been addressed within the planning proposal. The planning proposal remains reliant on the Jindabyne Shared Trail project.</p> <p>There is a perimeter road proposed that surrounds the RU5 zone that is a requirement of RFS as a recommendation from the Strategic Bushfire Study. This would provide public access to the foreshore. The issue is vehicular access to the lots south of the subject site that are currently serviced by the Crown Road, Hilldowns Road. This may be addressed by the indicative layout plans within the DCP. The current indicative masterplan does not allow for access, this should be redressed.</p> <p>It is a condition of the Gateway Determination that there are no outstanding written objections from public authorities. The unresolved objection regarding potential flooding scenarios would recommend refusal of this planning proposal however, the information contained in the second letter sent by SH to Council objecting to the planning proposal provides no evidentiary basis Council could rely on to support the conclusion that the planning proposal should not proceed and therefore the letter should be given little weight as an objection to the planning proposal under the <i>Environmental Planning and Assessment Act 1979</i>.</p>

SNOWY MONARO REGIONAL COUNCIL

Post-Exhibition Report | Planning Proposal – 56 Hilldowns Rd, Kalkite

Bega LALC	<ul style="list-style-type: none"><li>Incorporate Lot 188 DP 756727 within planning proposal to rezone to RU5 Village for positive benefits for Aboriginal community</li></ul>	The rezoning of Lot 188 DP 756727 has not been addressed in this Planning Proposal. The options available for Bega LALC is to submit a separate Planning Proposal or place a submission for the comprehensive LEP when it goes on public exhibition.
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SNOWY MONARO REGIONAL COUNCIL

Post-Exhibition Report | Planning  
Proposal – 56 Hilldowns Rd, Kalkite

8.7   Submissions Received Throughout Public Exhibition

UNDER SEPARATE COVER



Department of Planning and Environment

Your ref: PP-2022-2114  
Our ref: DOC23/114568-1

Ms Elhannah Houghton  
Strategic Land Use Planner  
Snowy Monaro Regional Council  
PO Box 714  
COOMA NSW 2630

By email: elhannah.houghton@snowymonaro.nsw.gov.au

Dear Ms Houghton

**Re: Gateway consultation Planning Proposal PP-2022-2114 for Lot 190 DP 756727 and Lot 5 DP 529579 – 56 Hilldowns Road, Kalkite**

I refer to the above Planning Proposal (PP) and supporting information:

As you are aware, a significant area of the proposal area supports the critically endangered ecological community (CEEC), known as *Monaro Tableland Cool Temperate Grassy Woodland in the South Eastern Highlands Bioregion*. Given its critically endangered status, the community is what is known as a Serious and Irreversible Impact (SII) candidate entity. This means that at the subdivision stage, the consent authority must refuse the development application if it is of the opinion that the proposed development is likely to have serious and irreversible impacts on biodiversity values (*part 7.16 (2) of the Biodiversity Conservation Act 2016*).

It is for this reason that the Biodiversity and Conservation Division (BCD) recommended that the applicant design the planning proposal to give adequate protection to a sufficient area of the CEEC and then seek Biodiversity Certification of the development area. Once certified, the consent authority does not need to have regard to Part 7.16. This gives certainty to the developer and future landholders. The proponent has agreed with the recommended approach and is now pursuing Biodiversity Certification.

We provided comments at the scoping stage to guide how the planning proposal should be designed to meet the requirements for Biodiversity Certification (see correspondence reference number DOC22/669086). However, unfortunately the PP is not consistent with this guidance and presents a design that provides inadequate protection to the CEEC. We therefore object to the current design of the planning proposal based on the potential impact of the development on the serious and irreversible impact (SII) entity.

BCD understands the proponent is now undertaking the assessment to proceed with Biodiversity certification. BCD recommends that the proponent waits for the outcomes of the Biodiversity Certification assessment and uses them to inform the zoning of the land. The design and the zoning will need to provide an adequate level of protection to ensure that the development will not lead to a serious and irreversible impact, and to ensure that it is eligible for Certification.

We look forward to working with Council and the proponent in redesigning the proposal and are available to give further advice on the Certification process.

We have noted some additional matters in Attachment 1.

If you have any further questions about this issue, please contact [REDACTED] Senior Team Leader Planning, South East, Biodiversity and Conservation Division, on [REDACTED] or at [REDACTED]

Yours sincerely

[REDACTED]

**Director South East  
Biodiversity and Conservation Division**

**ATTACHMENT 1***Biodiversity Assessment*

The Biodiversity Assessment Report (BAR) provided (Cumberland Ecology April 2022) is the same Biodiversity Development Assessment Report (BDAR) provided at scoping stage.

As previously advised, this report failed to correctly identify the presence, quality/integrity, and dominance of the critically endangered ecological community (CEEC), Monaro Tableland Cool Temperate Grassy Woodland in the subject area. It is essential that the Biodiversity Certification Assessment includes an accurate map of the vegetation communities including their condition. Particular attention needs to be given to accurately assessing the secondary grassland on the subject site as it may still meet the definition of the community despite not having an overstory.

*Zoning Changes*

BCD note the only change to the PP since we last commented is to the areas which were originally proposal to be zoned Conservation 3 (Environmental Management) have now been proposed to be zoned Conservation 4 (Environmental Living).

BCD does not support this zoning due to the reduction in minimum lot size. A reduction in minimum lot size increases the likelihood of impacts on the biodiversity values of the site, due to increased fragmentation and impacts from the associated increase in infrastructure and dwellings.

BCD recommended removing the permitted use of extensive agriculture in the C3 zoning to ensure the zoning reflects the biodiversity values of the area.

*Ministerial Directions*

We consider the PP in its current form may not meet the requirements of, or be able to justify inconsistencies with, the Ministerial Planning Directions listed below:

- 3.1 Implementation of the Regional Plans requires that planning proposals give effect to the vision, land use strategy, goals, directions and actions contained in Regional Plans
- 3.1 Conservation zones, requires that a planning proposal must include provisions that facilitate the protection and conservation of environmentally sensitive areas

*South East and Tablelands Regional Plan*

The current design has the potential to result in a substantial reduction in environmental protection and we also consider that it may be inconsistent with the *South East and Tablelands Regional Plan* aims of (14) Protecting important environmental assets and (15) Enhancing biodiversity connections.





Department of Planning and Environment

Your ref: PP-2022-2114  
Our ref: 23/682908

Ms Elhannah Houghton  
Strategic Land Use Planner  
Snowy Monaro Regional Council  
PO Box 714  
COOMA NSW 2630

By email: [council@snowymonaro.nsw.gov.au](mailto:council@snowymonaro.nsw.gov.au)

Dear Ms Houghton

RE: Planning Proposal PP-2022-2114, 56 Hilldowns Rd, Kalkite

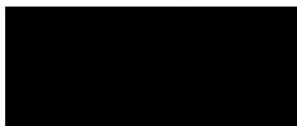
Thank you for the opportunity to review the Planning Proposal for 56 Hilldowns Rd, Kalkite. We have completed a full review of the documents, including the Biodiversity Assessment Report (BAR) April 2022, the Addendum Biodiversity Report, and Planning Proposal.

The proponent has committed to obtaining a Biodiversity Certification for the site, and this process is close to completion. The proponent engaged with Biodiversity Conservation Division (BCD) early in the process, and the proposed Biodiversity Certification reflects this engagement. BCD agrees with the proposed zoning of C2 Environmental Conservation and C4 Environmental Living in the areas which have intact native vegetation. If the site proceeds with the Biodiversity Certification in place as outlined in the Addendum Biodiversity Report, including all avoidance and mitigation measures, then BCD supports this Proposal with the current zoning. Please note any upgrades to the Kalkite Road which are required as a result of the increase in population within Kalkite village may result in impacts to the road side vegetation. These impacts have not been addressed in the addendum report and therefore should be included in the Biodiversity certification process to ensure all impacts associated with the Planning proposal are fully assessed.

The proposal seeks to rezone land that is flood prone and therefore should be consistent with *Section 9.1(2) Direction 4.1* of the Local Planning Direction, the NSW Government's Flood Prone Land Policy and the Flood Risk Management Manual 2023. Council should prepare a Flood Impact and Risk Assessment (FIRA) to address all the local planning direction requirements including adverse flood impacts to other properties. For more detail, please see Appendix A.

If you have any further questions about this response, please contact [REDACTED]

Yours sincerely



**Senior Team Leader Planning  
Biodiversity and Conservation Division**

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## Appendix A

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### Water Floodplains and Coast (WFC) Floodplain Risk Management

The DPE-Biodiversity and Conservation Division, Water, Floodplains and Coastal (WFC) team has reviewed the documentation associated with this planning proposal and offers the following advice for consideration in our response to Council.

#### **Floodplain Risk Management Comments**

The planning proposal will involve the rezoning of flood prone land, therefore should be considered in accordance with *Section 9.1(2) Direction 4.1 Flooding* of the Local Planning Direction and the NSW Government's Flood Prone Land Policy as set out in the NSW Flood Risk Management Manual, 2023..

As Council has no flood study or flood risk management plan for this location, we recommend a site-specific Flood Impact Risk Assessment (FIRA) be undertaken to enable planning proposal determination consistent with Local Planning Direction 4.1 and Flood Risk Management Manual. Guidance on a fit for purpose FIRA can be found at:

<https://www.environment.nsw.gov.au/research-and-publications/publications-search/flood-impact-and-risk-assessment>

The FIRA should assess flood risk over the full range of possible floods up to the probable maximum flood, and address the following key matters as a minimum:

- The impact of flooding on the proposed development..
- The impact of the proposed development on flood behaviour. This includes offsite flood impacts particularly downstream due to land use and landform changes.
- Assess the effectiveness of proposed management measures required to minimise the impacts of flooding to the development and off-site impacts.
- Provide appropriate setbacks and zoning that is compatible with the flood function, natural flow paths and Snowy River Local Environmental Plan 2013 for flood risk, riparian land and watercourse environment objectives.
- Propose adequate flood planning levels considering flood risk, the implications of climate change (particularly increased rainfall intensity), cumulative development impacts, and inherent flood estimation variability and uncertainty.

Should further flood risk management technical advice be required, Council should not hesitate to contact the South East Water Floodplains and Coast team on [REDACTED] or by email [REDACTED]



## NSW RURAL FIRE SERVICE

Snowy Monaro Regional Council  
PO Box 714  
COOMA NSW 2630

Your reference: REF-1952 (PP-2022-2114)  
Our reference: SPI20230127000012

**ATTENTION:** Elhannah Houghton

Date: Tuesday 14 March 2023

Dear Sir/Madam,

**Strategic Planning Instrument  
Rezoning – Planning Proposal**

Related: PRE-DA20211205000294 (MD)

The Planning Proposal proposes the rezoning of land from RU1 Primary Production to RU5 Village and C4 Environmental Living and a reduction in minimum lot size adjacent to the village of Kalkite. Areas of the site are proposed to be rezoned B1 Neighbourhood Centre, RE1 Public Recreation and SP2 Infrastructure to accommodate minor commercial uses, public recreation and community uses.

I refer to your correspondence dated 25/01/2023 inviting the NSW Rural Fire Service (NSW RFS) to comment on the above Strategic Planning document.

The NSW RFS has considered the information submitted and provides the following comments.

The New South Wales Rural Fire Service (NSW RFS) has reviewed the proposal with regard to Section 4.3 of the directions issued in accordance with Section 9.1 of the Environmental Planning and Assessment Act 1979.

The objectives of the direction are:

- (a) to protect life, property and the environment from bush fire hazards, by discouraging the establishment of incompatible land uses in bush fire prone areas, and
- (b) to encourage sound management of bush fire prone areas.

The direction provides that a planning proposal must:

- (a) have regard to Planning for Bushfire Protection,
- (b) introduce controls that avoid placing inappropriate developments in hazardous areas, and
- (c) ensure that bushfire hazard reduction is not prohibited within the APZ.

Based upon an assessment of the information provided, NSW RFS raises no objections to the proposal subject to a requirement that the future development/subdivision of the land is generally in accordance with the concept plans, recommendations for future bush fire protection measures and conclusions contained within the document titled "STRATEGIC BUSHFIRE STUDY FOR THE REZONING OF LOT 190 in DP 756727 & LOT 5 in DP

**1**

**Postal address**

NSW Rural Fire Service  
Locked Bag 17  
GRANVILLE NSW 2142

**Street address**

NSW Rural Fire Service  
4 Murray Rose Ave  
SYDNEY OLYMPIC PARK NSW 2127

**T** (02) 8741 5555  
**F** (02) 8741 5550  
[www.rfs.nsw.gov.au](http://www.rfs.nsw.gov.au)

529579 No. 56 HILLDOWNS ROAD KALKITE" prepared by Australian Bushfire Protection Planners Pty Limited, report number B213805-2, dated 16 May 2022.

The NSW RFS advises that the recommendation contained within the aforementioned report for a Emergency Management Committee (EMC), is not currently a specific requirement of the planning proposal as this level of detail should be subject to future discussions between the Snowy Monaro District office and other stakeholders.

For any queries regarding this correspondence, please contact [REDACTED]

Yours sincerely,

[REDACTED]  
**Manager Planning & Environment Services**  
**Built & Natural Environment**

## Transport for NSW



9 February 2023

TfNSW reference: STH22/00177/03  
Your reference: DA330.2022.1005.1 (REF 1955)

Strategic Land Use Planning  
Snowy Monaro Regional Council  
BY EMAIL: [elhannah.houghton@snowymonaro.nsw.gov.au](mailto:elhannah.houghton@snowymonaro.nsw.gov.au)  
[council@snowymonaro.nsw.gov.au](mailto:council@snowymonaro.nsw.gov.au)

Attention: Elhannah Houghton

**DA330.2022.1005.1 – Rezone Land from RU1 Primary Production to RU5 Village and C4 Environmental Living – LOT:5 DP: 529579 & LOT: 190 DP: 756727 – 56 Hilldowns Road, KALKITE**

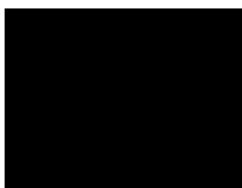
Dear Elhannah

Transport for NSW (TfNSW) is responding to the Planning Proposal (PP) referred on 25 January 2023.

TfNSW has reviewed the information and does not support the proposed development in its current form. Transport's reasons are set out in Attachment 1.

If you have any questions, please contact [REDACTED] Development Services Case Officer, via email [REDACTED]

Yours faithfully



Development Services Case Officer, South  
Community and Place  
Regional and Outer Metropolitan  
**Transport for NSW**

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## Transport for NSW



### Attachment 1

#### **DA330.2022.1005.1 – Rezone Land from RU1 Primary Production to RU5 Village and C4 Environmental Living – LOT:5 DP: 529579 & LOT: 190 DP: 756727 – 56 Hilldowns Road, KALKITE**

##### Context

TfNSW notes for this DA:

- The key state road is KOSCIUSZKO ROAD
- Access from the development to Kosciuszko Road is via Eucumbene Road or Hilltop Road, both local roads managed by Council. These intersections with Kosciuszko Road are located in a 100km/h zone;
- The intersection with Kosciuszko Road has not been considered in the Traffic Impact Assessment (TIA) analysis or modelling.
- TfNSW has provided advice to the proponent via letter dated 13 July 2022, and meeting on 13 January 2023. TfNSW requested an updated TIA prior to a formal referral being received.
- TfNSW has provided Cardno Stantec with traffic data and an indication of an appropriate growth rate for use in an updated TIA on 20 January 2023.

##### Implications on the road network

TfNSW provided preliminary feedback on 13 July 2022. This letter outlines the following matters to be addressed in an updated TIA:

##### Kosciuszko Road intersections

Analysis of the impact of the additional traffic associated with the PP on the local road intersections with Kosciuszko Road (i.e. Eucumbene Road, Hilltop Road) is required as part of the TIA. TfNSW notes that the Guide to Traffic Generating Developments TDT 2013/04a indicates that low density residential dwellings each generate 7.4 daily vehicle trips in regional areas.

TfNSW acknowledges that the Eucumbene Road/Kosciuszko Road intersection is currently in good condition and has formalised turn treatments in place. However, TfNSW has concerns about the capacity of the existing Hilltop Road/Kosciuszko Road intersection to safely accommodate additional traffic without further upgrades. The following is required to be completed for each intersection, at a minimum, as part of the TIA:

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- A current survey to demonstrate that the existing turn treatments are compliant with the relevant Austroads Guide to Road Design and other TfNSW standards;
- A turn warrant assessment (per Section 3.3.6 of the Austroads Guide to Traffic Management Part 6) to be undertaken for the appropriate design speed to determine whether an upgraded turn treatment is required. The assessment must be completed for both the weekday and weekend winter peak periods;
- A diagram which demonstrates that sight distance is available at the intersection, based on a design speed as per the Austroads Guide to Road Design (that is, the posted speed limit plus 10km/h);
- A swept path analysis (in accordance with Austroads turning templates) to demonstrate that the largest vehicle likely to use the intersection can exit onto Kosciuszko Road without crossing the centreline;
- A strategic design of any identified upgrades which are required on Kosciuszko Road;
- SIDRA intersection modelling for the current and future (10 year) scenarios with and without the proposed development.

The Preliminary Construction Traffic Management Plan states that all light and heavy vehicles will access the site via Eucumbene Road. However, TfNSW believes that vehicles travelling to and from the east will utilise the more direct route i.e. via Hilltop Road. Proposed measures to restrict and enforce construction vehicles to the use of Eucumbene Road must be provided.

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## Transport for NSW



14 April 2023

TfNSW reference: STH22/00177/06  
Your reference: PP-2022-2114

Strategic Land Use Planner  
Snowy Monaro Regional Council  
By Email: [elhannah.houghton@snowymonaro.nsw.gov.au](mailto:elhannah.houghton@snowymonaro.nsw.gov.au)  
CC: [council@snowymonaro.nsw.gov.au](mailto:council@snowymonaro.nsw.gov.au)

Attention: Elhannah Houghton

**PP-2022-2114 – Land Rezoning – LOT:5 DP: 529579 & LOT: 190 DP: 756727 – 56 Hilldowns Road KALKITE**

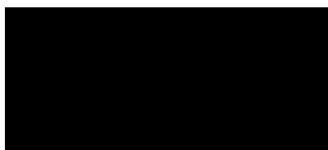
Dear Elhannah

Transport for NSW (TfNSW) is responding to the PP-2022-2114 referred on 13 March 2023.

TfNSW has reviewed the information and does not support the proposal to rezone to land at Kalkite in its current form. The rezoning would enable the development of 228 residential lots and, as predicted by the proponent, potentially 300 dwellings. The traffic generation from these dwellings would have a significant impact on the safety of the intersection of Eucumbene Road and Kosciuszko Road. TfNSW's reasons are detailed in Attachment 1.

If you have any questions, please contact [REDACTED] Development Services Case Officer,  
on [REDACTED] or email [REDACTED]

Yours faithfully



Manager, Development Services  
South Region

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## Transport for NSW



### Attachment 1

#### **PP-2022-2114 – Land Rezoning – LOT:5 DP: 529579 & LOT: 190 DP: 756727 – 56 Hilldowns Road KALKITE**

#### **Context**

TfNSW notes for this proposal:

- The key state road is Kosciuszko Road and its intersections with Eucumbene Road and Hilltop Road.
- The development proposes the rezoning of 74 ha of land from RU1 Primary Production for residential (RU5 Village, C4 Environmental Living), commercial (B1 Neighbourhood Centre), recreation (RE1 Public Recreation) and infrastructure (SP2 Infrastructure) uses. This will enable approximately 228 residential lots.
- TfNSW has been engaged in pre-application discussions with Council and the proponent since June 2022.
- Gateway Determination was issued for the Planning Proposal on 9 December 2022.

#### **Reasons**

TfNSW's reasons for not supporting the proposed development are detailed below:

- TfNSW believes that the traffic associated with development will have a significant impact upon the intersection of Eucumbene Road and Kosciuszko Road, and that it is not appropriate for it to proceed without a plan to deliver a suitable intersection upgrade in an appropriate timeframe.
- The provided SIDRA modelling predicted the performance of the intersection during the winter peak with and without the development. It predicts:
  - Without the rezoning, the proponent's modelling indicates that vehicles exiting Eucumbene Road onto Kosciuszko Road in the AM peak in 2033 would experience a delay of 37.6 seconds with a queue length of less than 10 metres on Eucumbene Road.
  - With the rezoning (and associated development), the proponent's modelling indicates that the intersection will perform at an unacceptable level. Most notably, the right turn from Eucumbene Road onto Kosciuszko Road in the AM peak in 2033 would experience a delay of over 30 minutes with a queue length of almost 1.2 km on Eucumbene Road. This is unacceptable and is likely to lead to drivers making poor decisions with severe road safety consequences.
- Given the above, the proponent's analysis indicates that the traffic generation associated with the rezoning will have a significant impact upon the intersection of Eucumbene Road and Kosciuszko Road, and that it is not appropriate to rezone the land without a

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supporting and legally binding plan to deliver a suitable intersection upgrade in an appropriate timeframe.

To reconsider the proposed rezoning, TfNSW would require:

- A suitable upgrade at the intersection of Eucumbene Road and Kosciuszko Road to be identified. This upgrade needs to be supported by a traffic analysis (including SIDRA) for winter peak conditions.
- A supporting strategic design for the identified upgrade. For guidance on the requirements for a strategic design, refer to this [link](#).
- An appropriate mechanism to fund and deliver the upgrades needs to be identified (i.e. voluntary planning agreement, satisfactory arrangements clause or other appropriate planning mechanism).

### Additional comments

If there are concerns over the traffic counts used for the current winter peak analysis, TfNSW would welcome the collection of more traffic data for the intersection which included observations of queue lengths and the delay for the right turn out of Eucumbene Road. Noting the variation that occurs across the winter peak, this would need to be collected over an extended period to inform any revised traffic analysis. This would also enable a better understanding of existing and likely future distributions at the intersection.

## Transport for NSW



20 October 2023

TfNSW reference: STH22/00177/14

Your reference: PP-2022-2114

Strategic Land Use Planner

Snowy Monaro Regional Council

By Email: [elhannah.houghton@snowymonaro.nsw.gov.au](mailto:elhannah.houghton@snowymonaro.nsw.gov.au)

CC: [council@snowymonaro.nsw.gov.au](mailto:council@snowymonaro.nsw.gov.au)

Attention: Elhannah Houghton

**PP-2022-2114 – Land Rezoning – LOT:5 DP: 529579 & LOT: 190 DP: 756727 – 56 Hilldowns Road KALKITE**

Dear Elhannah

Transport for NSW (TfNSW) is responding to the PP-2022-2114 originally referred on 13 March 2023, subsequent discussions with the proponent and Council, and additional information provided by the proponent on 12 October 2023.

TfNSW has reviewed the information and has no objections to the Planning Proposal in principle on the basis of the comments provided in Attachment 1.

If you have any questions, please contact [REDACTED] Team Leader Development Services, on [REDACTED]

Yours faithfully



Development Services Case Officer, Development Services  
South Region

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## Transport for NSW



### Attachment 1

#### PP-2022-2114 – Land Rezoning – LOT:5 DP: 529579 & LOT: 190 DP: 756727 – 56 Hilldowns Road KALKITE

#### Context

TfNSW notes for this proposal:

- The Gateway Determination was issued for the Planning Proposal on 9 December 2022.
- The key classified state road is Kosciuszko Road, an approved B-Double route, and its intersections with Eucumbene Road and Hilltop Road. Eucumbene Road and Hilltop Road, both local roads managed by Council, intersect with Kosciuszko Road in a 100 km/h speed zone.
- Kalkite can be accessed from Kosciuszko Road via Eucumbene Road or Hilltop Road. The primary access is via Eucumbene Road, as Hilltop Road is unsealed past its intersection with Kosciuszko Road.
- The intersection of Kosciuszko Road and Eucumbene Road is a T-intersection with an auxiliary left (AUL) and channelised right (CHR) turn treatments. The intersection of Kosciuszko Road and Hilltop Road does not have any existing formal turn treatments.
- The development proposes the rezoning of 74 ha of land from RU1 Primary Production for residential (RU5 Village, C4 Environmental Living), commercial (B1 Neighbourhood Centre), recreation (RE1 Public Recreation) and infrastructure (SP2 Infrastructure) uses. This will enable 206 residential lots across three Sections (A-C).
- Based on the information provided, a maximum of 25 dual occupancy lots will be included in the development, resulting in a total of 231 residential dwellings. TfNSW understands that a restriction on dual occupancy lots is intended to be applied through the relevant Local Environment Plan (LEP).
- The provided traffic analysis demonstrates that the additional traffic associated with the development will result in the failure of the intersection of Kosciuszko Road with Eucumbene Road in the future. Works to improve the performance of this intersection will be required as part of the development. TfNSW has had discussions with the proponent regarding appropriate staging for the future upgrade works.
- The proponent has submitted documentation advising that works are proposed to be undertaken to upgrade the intersection of Kosciuszko Road and Eucumbene Road to provide a channelised left (CHL) turn from Kosciuszko Road and a left turn lane from Eucumbene Road prior to the release of 150 allotments (i.e. 65% of the total development).
- Depending on the timing of the required upgrades, there may be an opportunity for TfNSW to deliver the works (with a contribution from the development) as part of planned pavement rehabilitation of Kosciuszko Road in the vicinity of the intersection. The proponent should liaise with TfNSW to discuss this option further when the timing of the upgrades is known.

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## Comments

TfNSW does not object to the Planning Proposal on the basis of the following:

- Section 6.4.5 of the updated Traffic Impact Assessment (TIA) dated 12 October 2023 and prepared by Stantec outlines proposed upgrades to the intersection of Kosciuszko Road and Eucumbene Road, which include:
  - Reconstruction of the intersection to provide a channelised left (CHL) turn lane including the installation of a raised median. Appropriate street lighting of the intersection may be required.
  - Construction of a short turn lane on Eucumbene Road for vehicles turning left onto Kosciuszko Road.
- Prior to finalising the rezoning, a strategic design for the proposed upgrades of the intersection of Kosciuszko Road and Eucumbene Road must be provided for TfNSW review and approval. This design must be consistent with the TfNSW [Strategic design requirements for DAs - February 2022 \(nsw.gov.au\)](#).
- Any works within the road reserve of Kosciuszko Road shall be designed and constructed to the satisfaction of TfNSW. These works will require concurrence from TfNSW under Section 138 of the *Roads Act, 1993* and shall be subject to a separate application.
- The intersection works outlined above shall be constructed prior to the release of 65% of the allotments (i.e. 150 lots) at full cost to the development.
- To undertake the works to the intersection of Kosciuszko Road and Eucumbene Road, the developer must enter into a Works Authorisation Deed (WAD) with Transport for NSW (TfNSW), or other suitable arrangement as agreed to by TfNSW.

### Notes:

- A WAD is a legally binding contract between TfNSW and the developer, authorising the developer to undertake works on a State road.
- To progress the WAD, the developer should review the TfNSW factsheet ([Works Authorisation Deed \(WAD\) - Roads - Private development and other third party work - Partners & suppliers - Business & Industry - Roads and Waterways – Transport for NSW](#)) then email a copy of the conditions of development consent to [development.south@transport.nsw.gov.au](mailto:development.south@transport.nsw.gov.au).
- All roadworks and traffic control facilities must be undertaken by a pre-qualified contractor. A copy of pre-qualified contractors can be found on the TfNSW website at: [www.rms.nsw.gov.au/business-industry/partners-suppliers/tenders-contracts/prequalified-contractors.html](http://www.rms.nsw.gov.au/business-industry/partners-suppliers/tenders-contracts/prequalified-contractors.html)

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Our ref: DOC23/55171

Elhannah Houghton  
Strategic Land Use Planner  
Snowy Monaro Regional Council  
Elhannah.Houghton@snowymonaro.nsw.gov.au

**Planning Proposal 56 Hilldowns Road, Kalkite**

Dear Ms Houghton

Thank you for the opportunity to comment on the planning proposal (PP-2022-2114 Ref 1953) for 56 Hilldowns Road, Kalkite which seeks to rezone Lot 190 DP 756727 and Lot 5 DP 529579 under the Snowy River Local Environmental Plan (LEP) 2013.

We have reviewed the planning proposal and make the following comments:

**Aboriginal cultural heritage considerations under Part 6 of the *National Parks and Wildlife Act 1974***

We advise Council that an assessment under the 2010 *Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW* is not considered an archaeological assessment or substitute for a comprehensive Aboriginal cultural heritage assessment report. The due diligence process does not adequately assess the impacts of this planning proposal on Aboriginal cultural heritage as required by Local Planning Direction 3.2. This is because without Aboriginal community consultation the extent of the impacts on Aboriginal objects and heritage values through the planning proposal and future development is not known.

An Aboriginal cultural heritage assessment and consultation with the Aboriginal community, needs to occur early in the planning process to identify Aboriginal cultural heritage values that may occur within the proposal area and establish how this may constrain future development.

Heritage NSW recommends that a comprehensive Aboriginal cultural heritage assessment is needed and should inform this planning proposal. Early assessment provides the best opportunity to identify and protect Aboriginal cultural heritage values. It also provides certainty to all parties about any future Aboriginal cultural heritage management requirements.

The requirement for a full assessment to be prepared at the planning proposal stage is consistent with Planning Priority 1 of the *Snowy Monaro Local Strategic Planning Statement 2020* (Snowy Monaro Regional Council). It is important that any management, mitigation and conservation mechanisms are developed at the planning proposal stage to help mitigate the cumulative impact of development in this region on Aboriginal cultural heritage.

Further information about preparing an Aboriginal cultural heritage assessment is available on our website:  
[environment.nsw.gov.au/topics/heritage/apply-for-heritage-approvals-and-permits/aboriginal-objects-and-places](https://environment.nsw.gov.au/topics/heritage/apply-for-heritage-approvals-and-permits/aboriginal-objects-and-places).

**State heritage and historic archaeology considerations under the *Heritage Act 1977***

Based on the information provided, it is understood that there are no SHR listed items located within the subject area.

In relation to historic archaeology, if the proponent has not already undertaken their own investigation to assess the likelihood of 'relics' and any subsequent management required under the *Heritage Act 1977*, they should do so.

**Local heritage considerations under the *Environmental Planning and Assessment Act 1979***

It is noted that the planning proposal has the potential to impact on Local heritage listed under the Snowy River LEP 2013.

As Local heritage is protected under the *Environmental Planning and Assessment Act 1979* and under Council LEPs, Snowy River Regional Council is the consent authority, and the assessment and consideration of impacts on this Local heritage rests with Council.

If you have any questions about the advice above, please contact:

- [REDACTED] in relation to environmental heritage matters by phone on [REDACTED] or by email at [REDACTED] or
- [REDACTED] in relation to Aboriginal cultural heritage matters by phone on [REDACTED] or by email at [REDACTED]

Yours sincerely

[REDACTED]

A/Manger Assessments  
Heritage NSW  
Department of Planning and Environment  
(As Delegate under *National Parks and Wildlife Act 1974*)

12 April 2023



Our ref: DOC23/910273

Elhannah Houghton  
Strategic Land Use Planner  
Snowy Monaro Regional Council  
Email: [elhannah.houghton@snowymonaro.nsw.gov.au](mailto:elhannah.houghton@snowymonaro.nsw.gov.au)

**56 Hilldowns Road, Kalkite (PP- 2022-2114)**

Dear Ms Houghton

Thank you for the opportunity to comment on the planning proposal for 56 Hilldowns Road, Kalkite under the *Snowy River Local Environmental Plan 2013*.

We have reviewed the planning proposal and make the following comments:

**Aboriginal cultural heritage considerations under the *National Parks and Wildlife Act 1974***

The following reports were considered in our assessment:

- 56 Hilldowns Road, Kalkite NSW, Aboriginal Cultural Heritage Assessment (Ecological 10 October 2023).
- 56 Hilldowns Road, Kalkite NSW, Archaeological Technical Report (Ecological 11 October 2023).

Heritage NSW supports the conservation and protection of Aboriginal cultural heritage values. We note that an Aboriginal cultural heritage assessment report (ACHAR) has been completed to inform this planning proposal.

The outcomes of the ACHAR need to inform the planning proposal. If significant Aboriginal cultural heritage values have been identified in the planning proposal area, then options to avoid impact to these values need to be explored. If impact cannot be avoided or if the values have been assessed as moderate, appropriate mitigation measures should be negotiated with the registered Aboriginal parties.

We provide the following comments on the ACHAR:

- No documents to demonstrate Aboriginal community consultation have been provided in the report.
- The use of Buy Search Sell Online Classifieds is not a local newspaper circulating in the general location of the planning proposal as required in the *Aboriginal cultural heritage consultation requirements for proponents* (DECCW 2010).

Any future Aboriginal Heritage Impact Permit (AHIP) applications need to be prepared in accordance with Heritage NSW guidelines that are available on our website: <https://www.environment.nsw.gov.au/topics/heritage/apply-for-heritage-approvals-and-permits/aboriginal-objects-and-places>.

Please note the above comments relate only to Aboriginal cultural heritage regulation matters. You may wish to seek separate advice from Heritage NSW in relation to matters under the *Heritage Act 1997*.



**General Comments**

Before finalising the planning proposal, Council should be satisfied that all necessary heritage assessments have been undertaken and that any impacts have been sufficiently addressed. Council's assessment should include, but not be limited to, a search of the State Heritage Inventory (<https://www.heritage.nsw.gov.au/search-for-heritage/search-for-nsw-heritage/>) and the Aboriginal Heritage Information Management System (<https://www.heritage.nsw.gov.au/protecting-our-heritage/record-aboriginal-sites/>).

If you have any questions about the advice above, please contact [REDACTED] in relation to Aboriginal cultural heritage matters by email at [REDACTED]

Yours sincerely

[REDACTED]

Manager Assessments  
Heritage NSW  
Department of Planning and Environment  
**As Delegate under National Parks and Wildlife Act 1974**  
24 October 2023



28 February 2023

Ms Elhannah Houghton  
Strategic Land Use Planner  
Snowy Monaro Regional Council  
PO Box 714  
COOMA NSW 2630

Dear Elhannah

**Subject: Planning Proposal Referral: To amend Snowy River Local Environment Plan to rezone 74 hectares of rural land at 56 Hilldown Road, Kalkite to enable urban development**

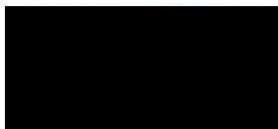
Snowy Hydro has received advice from Council that the Department of Planning and Environment has issued a Gateway Determination seeking to rezone the above land at Kalkite and requesting comments/feedback.

We have reviewed the documentation provided in the planning portal and provide the following comments and wish to continue to receive information and updates, including on the following issues:

- The proposal adjoins a large section of Snowy Hydro foreshore and we would seek assurances the stormwater drainage arrangements and treatment will be designed to prevent any impacts on Snowy Hydro Ltd land or water storage assets. This will also include potential impacts on water quality both during and post construction.
- We are interested to see further detail of the proposed upgrades to the village sewerage treatment facilities to accommodate increase in population, and how these may impact Snowy Hydro's operational requirements for the reservoir.
- We note the proposal includes a site for wharf/jetty and we reiterate Snowy Hydro does not permit any permanent or temporary structures to be constructed within the active storage area of the Jindabyne Reservoir, as these have the potential to impact, and be impacted by, SHL operational requirements.
- The current plans do not appear to include any provision or location(s) for the proposed shared trail and options to maintain public access to the foreshore areas and we would seek further clarification before commenting further on this.
- We would also seek further information regarding options/plans to manage ongoing public access to the reservoir from the proposed development as this area is currently accessed via a crown road through to the foreshore.

We are happy to provide further information on the issues raised above if required.

Yours sincerely



Head of Environment and Lands



11 September 2023

Snowy Monaro Regional Council  
81 Commissioner Street  
COOMA NSW 2630

**Re: Objection to Planning Proposal: 56 Hilldowns Road Kalkite**

Snowy Hydro Ltd (Snowy) operates the Snowy Mountains Hydro-electric Scheme and owns the foreshore land at Jindabyne adjoining the property at 56 Hilldowns Road, Kalkite, where the above planning proposal to rezone Rural RU 1 Primary Production to RU5 Village with a potential for an additional 220 residential lots is currently on exhibition.

Snowy has reviewed the proposal and assessed a range of potential flooding scenarios. Based on these assessments, we have come to the conclusion that it will be undesirable to allow a significantly increased number of people to be located in close proximity to the reservoir in this location through a spot rezoning without the strategic planning work required to understand all the risks.

We also want to highlight these scenarios are likely to be exacerbated as the frequency of extreme weather events likely increase with climate change.

If you would like any further information, please contact [REDACTED]

Yours faithfully [REDACTED]

Head of Environment and Lands  
Encls

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**From:** [REDACTED]  
**Sent:** 07 February 2023 07:04:05  
**To:** Elhannah Houghton  
**Cc:** Alexandra Adkins  
**Subject:** RE: Planning Proposal Referral - 56 Hilldowns Road, Kalkite

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For the attention of the strategic planning team,

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Bega Local Aboriginal Land Council has a number of land claims over land within the snowy Monaro region and this includes parts of Jindabyne and Kalkite. As such we have an interest in any land use zoning related matters within this area. It is on this basis we make the following comments.

\~

I am responding to the request for comment on the Planning Proposal for the rezoning of 74 hectares of rural land at 56 Hilldowns Road, Kalkite. We note that part of the proposal is to adopt the land use zones of RU5 Village. While we recognise that there are also other land use zones captured in this proposal, our interest is with respect to the village zone component as we would also like to see the inclusion of Lot 188 DP 756727 in this proposal with a view to also proposing a change to the same village land use zone for this parcel.

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Our reasoning for this request is that we currently have a claim over Lot 188 DP 756727. If the claim is granted, we will hold title over this parcel. And it is our position that if it is captured in the planning proposal and is ultimately rezoned, there will be positive flow on benefits for the Aboriginal community, consistent with the intent of the NSW Aboriginal Land Rights Act (1983).

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The current land use zoning is not complementary to our needs and will potentially lead to the LALC having to manage pest and weed infestations with no funding stream which will place a burden on the LALC .

\~

Please do not hesitate to contact me if any further information is required. We hope you will consider this submission with the Aboriginal community in mind.

\~

Yours Sincerely

\~

\~

[REDACTED]  
Chief Executive Officer  
Bega Local Aboriginal Land Council

[REDACTED]  
**Office** \~ 104 Gipps St, Bega  
**Postal** \~ PO Box 11 Bega NSW 2550

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**ABN** 60 937 578 961

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#	Date	Comment	Key Issues	Support
1.	12/07/2023	Kalkite is a village and you are planning on at least doubling the population. Yes it can do with some development but 220 properties is a joke. Everyone who has moved here to get away from the busy centres and expansions happening in other places such as tyrolean, East jindy and berridale. I don't believe the roads can sustain this sort of population. It is already dangerous driving up and down kalkite hill so be prepared for many accidents on this road as I don't see how council will be able upgrade this road (if all the other roads in the area are an indication) to prevent this. This will destroy our beautiful community just so you can line your pockets. Perhaps for once you can look at the picture and see what us best for the local community instead of just seeing the dollar signs.	Road safety, increase population	Do not support
2.	12/07/2023	I am all for it. I think it's a great step forward for Kalkite. The commercial space will be great with the right tenants. I think the road def needs fixing or maintained more regularly.	Commercial space, road maintenance	Support
3.	14/07/2023	My concern is for the number of proposed lots, sewerage etc which is already an issue at peak times. Will all the road issues be corrected not just those near the subdivision. What sort of foreshore access will there be and will it be the entire shoreline?	Infrastructure pressure, road quality, foreshore access	Neutral
4.	14/07/2023	I object to the proposed development because the road infrastructure to Kalkite is not of a high enough standard to support more vehicles. Also the council are tardy at dealing with problems in Kalkite now . For example illegal campers, dogs and household noise issues. Therefore I cannot have any faith in the council or the community being able to cope with an increase of residents in the area.	Road capacity, population increase	Do not support
5.	15/07/2023	I don't think the development proposal is going to be beneficial to Kalkite or any locals. We have one road in and out and it's bad enough as it is. Kalkite will lose its small intimate village like. If you want to help locals, maybe a smaller development would be more appropriate. Such a large development proposing and none of us locals want this. We want our roads fixed.	Road capacity, village feel	Do not support
6.	15/07/2023	This development is far too large and dense for Kalkite. The unique nature and value of Kalkite Village is one to be preserved from hyper-development, as was stated clearly in Council's LEP designating Environmental Protection Zones to large acreages in the area. The developers claim they want to "support the SAP". The SAP does not include Kalkite Village and does not need "supporting" by adding 220 (dual-occupancy) lots to Kalkite Village. The SAP stands on its own merits the way it has been adopted. Future developments should focus on preserving and enhancing the unique beauty and serenity of this tiny area while encouraging visitors to come here to enjoy the serene open spaces on the Lake and escape the congestion of Jindabyne. Kalkite is a rare destination and hidden gem for the increasing holidaymakers to the area to enjoy, where wildlife abounds in the creeks and bushland. Any future residential development should be approached with an aim to enhancing the area as a valuable natural tourism destination for an increasing visitor population. Not turning it into another Jindabyne. The developers make a wrong assumption about the people of Kalkite being disadvantaged because of having to travel "vast distances" for basic necessities. Kalkite is not "disadvantaged" nor do we travel vast distances. Convenience store, post office and petrol are 10 minutes drive away. Jindabyne is a 20 minute easy drive away. Kalkite Road is very steep in places, winding and unsuitable for the thousands of cars, trucks and buses that would need to use it daily. And we can expect even more wildlife death and vehicle accidents from our large population of echidnas, kangaroos, wombats and wallabies. Not to mention our reptile population of bluetongues and snakes frequently seen crushed on the road. How does Council propose	Population increase, village feel, evacuation, visual amenity, road safety, wildlife, flood, noise pollution, stormwater, tourism	Do not support

		to prevent another Mallacoota in case of bushfire in the Grenadiers, closing Kalkite Road and trapping thousands of people in Kalkite with no way of evacuation? Are you going to be able to turn Kalkite Road and Eucumbene Road into a 4 lane highway? Where is all the sewerage going to go? Uphill? Not to the existing plant because it is not large enough and not expandable. Light pollution on an industrial scale will be caused by a development of this size, adversely affecting residents uphill and adjacent to the development. This needs to be addressed. Noise pollution - Kalkite acts like an amphitheatre, sound from the Village travels far and wide up the hill. 330 residences in a confined space is a lot of noise. This needs to be addressed. Daily traffic noise and congestion, steep uphill and downhill travel of heavy vehicles all the way down to Kalkite is going to be constant and severe for many years, negatively impacting the residents of the area. Lake visibility: This development sits right on the lakefront. Lakefront development has been fiercely objected to by Council for decades, and previous development applications have been rejected by Council due to their visibility from the lake. Council has stated such developments detract from the lake and environment. How has stormwater runoff been addressed? Will runoff be directed into the lake or will there be absorption trenches? Has chemical runoff been addressed? Flood mitigation. Being directly on the lake, flood insurance has become extremely difficult or impossible to obtain for homeowners. How has this issue been addressed? I am not opposed to development, I am opposed to unsustainable over-development. And this is unsustainable over-development. I would like to see unique little Kalkite on the lake develop as a tourism mecca for boaters, fishing enthusiasts, hikers and nature tourism as well as see a sustainable addition of permanent residential and holiday homes in the Village and surrounds. Kalkite is an incredible place with great potential in that regard. This massive residential development, which has been estimated by them to be as many as 330 residential buildings or more when dual occupancy is factored in, is better suited to Jindabyne or Cooma where the supporting infrastructure already exists and where it would not destroy the entire character, amenity and environment of an area and jeopardise the safety and lifestyle of residents, visitors and wildlife.		
7.	16/07/2023	The proposed subdivision at 56 Hilldowns Road is a dangerous and unsustainable development. Kalkite Road is a dead-end road in an ecologically fragile area, with dense bush presenting a fire hazard to both local residents and holidaymakers. The winding one-lane road in and out will put pressure on wildlife which is abundant in the area, and for residents in emergency situations such as bushfires. 220 new dwellings will increase the pressure on infrastructure, roads, schools, public transport, as well as having a negative impact on the landscape, appearance and desirability of the area. Eucumbene Road residents in particular will be affected by noise and increased traffic. We chose to live in a rural area for peace and tranquility. [REDACTED] to build a cultural landmark in the area [REDACTED]. The drawcard was having beautiful and peaceful surrounds to work in and to welcome visitors to. Having Eucumbene Road turned into the arterial link to town for such a large number of new properties will negatively impact [REDACTED] which directly faces the road. For this reason, I hope the council	Road safety, wildlife, infrastructure pressure	Do not support
8.	16/07/2023	Development is a good thing, but the lack of infrastructure to support it is concerning. There needs to be another road in to support the traffic. If there was a fire, it would be a bottle neck and we'd all be trapped. The phone towers cannot handle the traffic as it is. Internet is so slow and adding more people would make it worse. There also needs to be more infrastructure like post office and corner store to support the population	Road capacity, evacuation, internet capacity, services, infrastructure pressure	Neutral
9.	16/07/2023	I would like to know what infrastructure improvements will be made to cope with this new proposal. 1.Currently the road into Kalkite is always in a state of disrepair due to its current use and population 2.The sewerage truck sometimes comes	Infrastructure pressure, road maintenance	Neutral

		twice a day increasing the road damage and what will be done to improve the sewerage situation 3.The water pressure is variable due to the current population what will be done about this		
10.	16/07/2023	I think the proposal is an absolute joke. Disgraceful. I understand that there may be a need for more housing in the region but to virtually triple the dwellings in one swoop through a zoning change stinks of a cash grab. There will be no affordable housing. That is a guarantee. This has always been a peaceful part of the snowy mountains and this zoning and development proposal all but kills the area's amenity for the benefit of one land owner. Notwithstanding, there is real concern about the areas services most notably Kalkite Rd and the dangers to the community of increased fire activity in the future and all the noise pollution this development will bring. I think a more sensible and sustainable approach should be proposed and not this current cash grab. Less housing for a start.	Population increase, area's amenity, road capacity, evacuation, affordable housing	Do not support
11.	16/07/2023	Road will need to be upgraded as it's already wrecked from too much traffic and is too narrow. Lots of people drive in the middle of this road . They must think it's one way until they nearly have a head on with oncoming traffic ..Loss of habitat for wildlife and their deaths need more wildlife signage and lower speed limit to 60km at night, dawn and dusk Sewer treatment plant is to small and will need major upgrade that council cannot afford . We do not need this subdivision...Go back to the city!	Road maintenance, road safety, wildlife, sewer infrastructure	Do not support
12.	17/07/2023	This is a speculative and a gross over development on existing farm/rural land and steep sloping land to the north of the Kalkite road. a) The current village has only 123 dwellings. A subdivision on this proposed scale will utterly destroy the existing character and quiet amenity. b) Road infrastructure is currently poor. This will exacerbate that situation. Intersection upgrades at the Highway intersection and Kalkite Road/Eucumbine Rd would be necessary. The road needs widening on the steeper sections. c) I cannot see much discussion regarding water and sewer infrastructure. Will any plant upgrade be required? How is the full cost of that, if necessary, being explored and detailed? How will existing ratepayers be slugged for that? Will the impact of this development impact on the Lake water quality. Given the town draws its water from the inlet in Taylors Bay. How is that being considered and future monitored? d) Though possibly a later issue, the proposition of weekend construction work for what is clearly in a quiet holiday settlement is unacceptable on this scale. Work hours should not be permitted on Saturdays at all. e) It appears as a mini sprawling car based development in the Snowys. Shame on Council for not directing this to Berridale or Jindabyne. This is obviously going to be a car based settlement. There is no public transport. It is some distance from Jindabyne and is located well off the main road network. How can that be possible against Council settlement policy and principles of sustainability? Settlement should be concentrated around the existing large settlements with the appropriate infrastructure.f) How will this not become yet more expensive vacant holiday houses for the people of Canberra and Sydney? Will short term letting be banned as in Byron? I am disappointed in the secrecy of this development. Where are the minutes of Councillor meetings with the developer? When did that first occur? Timelines and minutes please. The drop in sessions were just dismissive. Slick Sydney developers talked over the locals and acted as if it was a done deal with Council. One of the developers said "we know how to look after Councillors". What does that even mean?	Village amenity, intersection upgrades, water quality, public transport, affordable housing	Do not support
13.	18/07/2023	<div style="background-color: black; width: 100px; height: 1.2em; margin-bottom: 5px;"></div> As a landowner in Kalkite I am looking at this privately initiated Planning Proposal (PP) in Kalkite. A number of my neighbour's have contacted me on this matter over the last year or so. I have repeatedly assured them that the Council	Village amenity, alignment with Council strategic documents, traffic counts, affordable	Neutral

		<p>strategic documents (Local Strategic Planning Statement 2020 - LSPS) identifies and protects the character and amenity of our small village.</p> <p>Good planning practice dictates the necessary future increase in housing in the region will be met in the main centres (Jindabyne, Berridale, Cooma) where the supporting infrastructure (schools, shops, transport etc) is in place - as opposed to the small outlying villages such as Kalkite.</p> <p>A speculative rezoning application on what is currently utilised rural land for what amounts to more than a doubling in size of the Kalkite village, is a serious departure from the strategic policy documents of the Council. A 220 lot subdivision in such a remote location is clearly going to fundamentally change the current character and amenity of the village.</p> <p>In order to make a meaningful submission (and I am sorry to prematurely include some thoughts as above) there are a number of documents I believe the community needs to have better sight of. I hope you can help.</p> <p>1. I wondered where the Stage 2 Planning Proposal assessment by Council staff (endorsed I assume via public Council Report), prior to it being sent to Gateway determination, can be found. Given the radical departure of the PP from the 2020 Council LSPS and its proposed more than doubling in the current size of the village, I assume a detailed and considered analysis occurred at that time.</p> <p>2. To enable a proper submission can I please be provided with that Council report and the associated documentation as would have been forwarded to the Department as part of the Gateway determination. It would be preferable if that information was made publicly available on the Council website to allow the community an opportunity to properly consider as part of the consultation process.</p> <p>3. I also request all relevant dates and minutes of the meetings held between Council staff and Councillors with the proponent. Unfortunately it appears comments made at a previous information session, by I assume the developer, have raised concerns among the community on possible relationships between Councillors and the developer. Again for transparency, It would be preferable if that information was made publicly available to allow the community an opportunity to properly consider as part of the consultation process.</p> <p>4. Given the quite extraordinary scale of the proposal in relation to the existing village I am also after the detailed analysis regarding sewer and water infrastructure upgrades? Is that documentation and relevant analysis available? Water for the village is sourced direct from the lake near this proposal. How has that potential impact been analysed? Again, given the importance of this component can I please be provided with the analysis that was considered and forwarded to the Department as part of the Gateway process. It would be preferable if that information was made publicly available to allow the community an opportunity to consider as part of the consultation process.</p> <p>5. I am surprised the associated traffic data and analysis seems to be contingent on surveys occurring now? If that is the case how was the initial determination reached to send for Gateway in the first place? The single in out road is narrow and in part</p>	<p>housing, precedence, road quality</p>	
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		<p>steep. It is a road in rather poor condition. Intersection treatments and widening will likely be a significant and costly issue. That cost will occur in the first instance and then be a cost for Council in the future. It would be preferable if that traffic information was made publicly available to allow the community an opportunity to consider as part of the consultation process.</p> <p>6. When was the last 200 (or greater) lot subdivision, in the Snowy Monaro region, approved by Council when it was contrary to the approved zone in the LEP.</p> <p>7. When will meaningful discussion take place with the community regarding public benefit if this massive over development takes place? The developer suggestions are inadequate and vague. Has Council properly considered the ongoing costs of the proposed Community Hall? How will land be "affordable" as contended in the PP. Agreed that development will be "easy" on the relatively flat land but that sounds like greater margin for profit rather than genuine affordability. If affordable how does the relative remoteness of the village help except to generate numerous car based trips on a sub standard road?</p> <p>Ill considered private rezonings of this type, contrary to the Council strategic intent and documents, will only lead to speculative actions all around the Lake. It will be a free for all and detrimentally impact the established centres.</p> <p>Given the timeframes, for submission I look forward to your prompt response.</p> <p>Kind Regards</p> <p>██████████</p>		
14.	18/07/2023	<p>As a resident of Kalkite, I can see the pros of this development. One of the major pros that I foresee this development changing the Kalkite village for the better, is more infrastructure, with the potential of shops, community hall and new fire shed. The fire shed is a hugely valued piece of our community that keeps the locals feeling secure in our village given there is only one access road in and out. By providing better services only improves our living standards, but our security as well. The other major improvement I see this development bringing to our village is upgrading the roads. This is something that draws residents away from the community, is the lack of care for our access road. Again it is the only one in and out of the village. The land development itself will provide more affordable living for all demographic of buyers. Being a real estate agent in the area, I experience first hand the high demand of this type of living in our area. When referring to the SAP master plan for the area, this development would only help with the continually growth the Snowy Mountains will have over the many years to come.</p>	Commercial space, fire shed, road upgrade, SAP growth	Support
15.	18/07/2023	<p>This proposed development would require some serious upgrades to Kalkite Road, both for the development itself and for the future road usage by so many more residents. The road currently is narrow with several dangerous sections, is poorly maintained, accidents are frequent particularly in winter, and with the increase both in heavy vehicle and residential traffic that the development would involve Kalkite Road would need to be both widened and upgraded considerably. To leave the existing road infrastructure as it is without an upgrade would be tantamount to a neglect of council's 'duty of care.' Perhaps the developer could fund these improvements? In addition, the information provided to date does not readily highlight what</p>	Road upgrade, road safety, land use permissibility	Neutral

		type of residential development would be permissible in this new subdivision. When investigating online what the proposed zoning alteration to RU5 Village actually means the information provided was obscure, detail lacking. Does the proposed development allow for low rise units, small apartment complexes, or are the lots devoted exclusively to residences? Council needs to be more community inclusive regarding this proposal, rather than leaving residents to trawl through internet searches trying to find answers. The council's internet page highlights their emphasis on the provision of various local services valued by the community, this position being self-described as that of a "trusted community partner." I believe council needs to do more to ensure their internet page self-description is in fact the reality. I note we are at Stage 5 now. Stage 6 is Finalisation. When will there be an opportunity to hear about responses to feedback submissions such as this one?		
16.	21/07/2023	There will be too much traffic for the road to handle especially on snow days where the road can get very icy. More wildlife will be killed by additional traffic. The feel of Kalkite village will be destroyed, most people who live here like the isolation and quietness. The foreshore will no longer be a peaceful place. It would be better to develop the other side of the lake past Jindabyne-flatter and closer to the resorts.	Road capacity, road safety, wildlife, village feel, foreshore amenity	Do not support
17.	23/07/2023	Please ensure covenants are in place to create and maintain an alpine village theme, in keeping with the alpine location. This is a critical opportunity to set a precedent and ensure growth and development in Kalkite compliments and enhances the location. For example; Use of local granite retaining walls, stone cladding over cement render, deep building setbacks, native landscaping, post and rail fencing (please NO COLOURBOND fencing!), street names reflecting locations within the region etc etc. Alpine villages in Europe adopt a similar approach by ensuring any new developments fit their alpine design criteria. I'm sure that you agree that their alpine villages are absolutely stunning as a result. Please embrace this opportunity. Kind Regards, [REDACTED]	Village character, growth	Support
18.	23/07/2023	I have to say I am not a permanent resident of Kalkite, but have owned a property at Kalkite for over 30 years. Having looked at the proposed over head view showing the number of building blocks it raises several issues for my self. Safety issues - Kalkite has ONE way in and out. In my opinion Kalkite is a semi-rural area that has one road in and out, this road in often not in the best condition and only seems to be patched up as an after thought from other jobs. This road construction also does not seem to withstand the current amount and type of traffic so I do not believe that it would be able to cope with the dramatic increase that would eventuate if this prop[osal goes ahead in its current plan. This would be exacerbated due to the number and type of construction vehicles required to complete such a project. I have been in Kalkite several times the we as a family have decided to leave due to environmental safety, one was when very large bush fires were a huge risk and we has burnt leaves raining down on our house, we left due to the risk the surrounding bush area may catch fire, and with only one way in and out, it was and is a huge risk, this risk would be increased dramatically if the planned residential numbers are realised. It was only recently that this road was closed due to road side grass fires that thankfully were contained by our local RFS. We have also had to leave due to snowfall when we had 150mm of snow during the day, and had this amount on the road from top to bottom, with the gradient of the road if this were to reoccur with the extra traffic and peoples poor ability to drive on snowy roads the risk to all would be dramatically increases. Due to Kalkite's semi-rural area, which is what appealed to us many years ago, its bush landscape with its peace and quiet is what we appreciate greatly, it would be very sad to us if this were to be diminished or ruined. Regards [REDACTED]	Road safety, evacuation, village amenity	Do not support

19.	23/07/2023	I'm sorry left two items of concern from my earlier feedback. When we purchased our Kalkite property 30 years ago there were water quality and sewage concerns, can the current water supply and sewage treatment capacity handle the scope of the proposed development. Regards [REDACTED]	Water quality, infrastructure pressure	Neutral
20.	24/07/2023	[REDACTED]  I refer to my email of 18 July 2023. I was wondering when I could expect a response to the series of requests I made?  I am informed the Developer has stated on the Kalkite community page that State and Federal money was provided to Council to upgrade sewer and water infrastructure in Kalkite. Is that true?  Can you please inform me when that occurred, the amount of any money that was provided, whether it was a grant and, if so, what funding body oversaw the grant. If it was a Grant can I please have a copy of the grant application as would have been submitted by Council.  That is one of a number of important issues in the consideration of this privately initiated rezoning - which involves of the doubling the size of our village.  I look forward to your response.  Kind Regards  [REDACTED]	Infrastructure upgrades, Council grant for sewer, population increase	Neutral
21.	24/07/2023	Personally I support the development, I believe it will open up more land for future generations to purchase and build homes upon. I do believe the Kalkite Road will require widening and a centreline as a minimum safety upgrade to support the increased volume of traffic that the development will attract. With regards to the development proposal I believe it is a fantastic mix of residential, recreational and light commercial lots that will only strengthen the Kalkite village in the future. I believe the community engagement from the developers has been sufficient to this stage and the proposed infrastructure upgrades included in the proposal are quite generous compared to other development proposals I have witnessed.	Future generations, road upgrade, commercial space, consultation, infrastructure upgrade	Support
22.	27/07/2023	Attention: [REDACTED] I must admit that, facing considerable time constraints, I have copied this letter as it outlines all the questions I would like answered. Also, what exactly is Hilldowns Road? It does not appear on any map I have seen in the last 40 years..... 1. I wondered where the Stage 2 Planning Proposal assessment by Council staff (endorsed I assume via public Council Report), prior to it being sent to Gateway determination, can be found. Given the radical departure of the PP from the 2020 Council LSPS and its proposed more than doubling in the current size of the village, I assume a detailed and considered analysis occurred at that time. 2. To enable a proper submission can I please be provided with that Council report and the associated documentation as would have been forwarded to the Department as part of the Gateway determination. It would be preferable if that information was made publicly available on the Council website to allow the community an opportunity to properly consider as part of the consultation process. 3. I also request all	Population increase, Councillor meetings, infrastructure pressure, road quality, community hall maintenance, affordable housing, strategic documents	Do not support

		<p>relevant dates and minutes of the meetings held between Council staff and Councillors with the proponent. Unfortunately it appears comments made at a previous information session, by I assume the developer, have raised concerns among the community on possible relationships between Councillors and the developer. Again for transparency, It would be preferable if that information was made publicly available to allow the community an opportunity to properly consider as part of the consultation process. 4. Given the quite extraordinary scale of the proposal in relation to the existing village I am also after the detailed analysis regarding sewer and water infrastructure upgrades? Is that documentation and relevant analysis available? Water for the village is sourced direct from the lake near this proposal. How has that potential impact been analysed? Again, given the importance of this component can I please be provided with the analysis that was considered and forwarded to the Department as part of the Gateway process. It would be preferable if that information was made publicly available to allow the community an opportunity to consider as part of the consultation process. 5. I am surprised the associated traffic data and analysis seems to be contingent on surveys occurring now? If that is the case how was the initial determination reached to send for Gateway in the first place? The single in out road is narrow and in part steep. It is a road in rather poor condition. Intersection treatments and widening will likely be a significant and costly issue. That cost will occur in the first instance and then be a cost for Council in the future. It would be preferable if that traffic information was made publicly available to allow the community an opportunity to consider as part of the consultation process. 6. When was the last 200 (or greater) lot subdivision, in the Snowy Monaro region, approved by Council when it was contrary to the approved zone in the LEP. 7. When will meaningful discussion take place with the community regarding public benefit if this massive over development takes place? The developer suggestions are inadequate and vague. Has Council properly considered the ongoing costs of the proposed Community Hall? How will land be "affordable" as contended in the PP. Agreed that development will be "easy" on the relatively flat land but that sounds like greater margin for profit rather than genuine affordability. If affordable how does the relative remoteness of the village help except to generate numerous car based trips on a sub standard road? Ill considered private rezonings of this type, contrary to the Council strategic intent and documents, will only lead to speculative actions all around the Lake. It will be a free for all and detrimentally impact the established centres. Looking forward to your informative reply Kind regards [REDACTED]</p>		
23.	27/07/2023	<p>I am a landowner and resident of Kalkite. 1. What is Hilldowns Road ? We have owned our land for over 50 years and have never seen this road at Kalkite. 2. The land is presently zoned rural residential. Current restrictions mean there is considerable visual amenity to the historic homestead on the lake foreshore previously known as the "old Harvey Place". 3.The proposed development represents a gross overdevelopment of the land and involves rezoning land previously "protected" under rural residential zoning. 4. The scale of the proposed development is too big and not at all in keeping with the relatively small development that is presently Kalkite village. The proposed development will more than double the current village size. 5. Part of the proposal covers land that is extremely steep and not at all suitable to development. Considerable erosion and soil degradation is likely resulting from the need to use heavy equipment. 6. The proposed development will likely impact the water quality of the current Kalkite village which draws its water from Lake Jindabyne. Water and sewer infrastructure will be extremely difficult to plan and implement in the area. 7. The Kalkite road is a narrow two lane road without lane or edge markings in poor condition. The road is unsuitable for a considerable additional quantity of traffic. 8. The Kalkite road is the only way in and out for the residents of Kalkite. In an emergency (eg bushfire) a large increase in traffic on the road would create unacceptable risk to residents. One small accident would create a dangerous bottleneck. 9. Has the safety of the proposal been considered by the Kalkite Volunteer Bushfire Brigade. 10. If the proposal</p>	Visual amenity, dwelling density, erosion, steep topography, water quality, road capacity, evacuation, precedence of foreshore development	Do not support

		succeeds the precedent established would mean that Council will have difficulty refusing any future lake foreshore developments, no matter the location, scale or suitability.		
24.	27/07/2023	<p>1. I wondered where the Stage 2 Planning Proposal assessment by Council staff (endorsed I assume via public Council Report), prior to it being sent to Gateway determination, can be found. Given the radical departure of the PP from the 2020 Council LSPS and its proposed more than doubling in the current size of the village, I assume a detailed and considered analysis occurred at that time. 2. To enable a proper submission can I please be provided with that Council report and the associated documentation as would have been forwarded to the Department as part of the Gateway determination. It would be preferable if that information was made publicly available on the Council website to allow the community an opportunity to properly consider as part of the consultation process. 3. I also request all relevant dates and minutes of the meetings held between Council staff and Councillors with the proponent. Unfortunately it appears comments made at a previous information session, by I assume the developer, have raised concerns among the community on possible relationships between Councillors and the developer. Again for transparency, It would be preferable if that information was made publicly available to allow the community an opportunity to properly consider as part of the consultation process. 4. Given the quite extraordinary scale of the proposal in relation to the existing village I am also after the detailed analysis regarding sewer and water infrastructure upgrades? Is that documentation and relevant analysis available? Water for the village is sourced direct from the lake near this proposal. How has that potential impact been analysed? Again, given the importance of this component can I please be provided with the analysis that was considered and forwarded to the Department as part of the Gateway process. It would be preferable if that information was made publicly available to allow the community an opportunity to consider as part of the consultation process. 5. I am surprised the associated traffic data and analysis seems to be contingent on surveys occurring now? If that is the case how was the initial determination reached to send for Gateway in the first place? The single in out road is narrow and in part steep. It is a road in rather poor condition. Intersection treatments and widening will likely be a significant and costly issue. That cost will occur in the first instance and then be a cost for Council in the future. It would be preferable if that traffic information was made publicly available to allow the community an opportunity to consider as part of the consultation process. 6. When was the last 200 (or greater) lot subdivision, in the Snowy Monaro region, approved by Council when it was contrary to the approved zone in the LEP. 7. When will meaningful discussion take place with the community regarding public benefit if this massive over development takes place? The developer suggestions are inadequate and vague. Has Council properly considered the ongoing costs of the proposed Community Hall? How will land be "affordable" as contended in the PP. Agreed that development will be "easy" on the relatively flat land but that sounds like greater margin for profit rather than genuine affordability. If affordable how does the relative remoteness of the village help except to generate numerous car based trips on a sub standard road? 8. Eucumbene Rd (close to the junction with Kosciuszko Road) is already crumbling and potholed. Construction traffic and subsequent additional residential traffic will only make this worse. Section 9 of Appendix does not appear to pay any attention to this. What will the impact on the school bus service be? Ill considered private rezonings of this type, contrary to the Council strategic intent and documents, will only lead to speculative actions all around the Lake. It will be a free for all and detrimentally impact the established centres.</p>	Strategic documents, Councillor meetings, infrastructure pressure, traffic counts, community hall maintenance, affordable housing, Eucumbene Road, school bus, precedence	Do not support
25.	28/07/2023	Our primary concern is the existing Kosciuszko Road intersection with Eucumbene road and Hilltop road, the intersection of Kalkite/Hill Top Eucumbene roads, the formation of Hill top road and the formation of Eucumbene Road. The Cardo traffic report makes no mention of the current substandard road corridors of Eucumbene Road and Hill Top Road and contains	Eucumbene intersection, Hilltop Road, road	Neutral

		<p>assumptions about growth, existing traffic use and future traffic use that appear to be deficient in both volume of traffic, speeds and road corridor standards compliance. For the proposal to go ahead the above intersections will need upgrading to complaint AusRoads standards, Eucumbene road between Kosciusko road and Kalkite road will require to be upgraded to AusRoads standards with line marking and shoulder construction and an appropriate intersection constructed at Burru Lane. The Kalkite/Hilltop/Eucumbene road intersection currently has compromised line of site for a rural urban 80/100km/h intersection and is subject to heavy fog at various times of the year including peak winter usage. This intersection will require a major upgrade as will the Hill Top/Koscisuko Road intersection which currently is not AusRoads complaint for a 100\kmh rural T intersection. Kosciusko Road at Eucumbene road currently has major pavement failure that will need to be addressed prior to any increase of construction and development traffic. Eucumbene road at Feldmark Pottery currently also has major pavement failure not addressed for over 4 months and the recent shoulder construction at Feldmark Pottery remains unfinished and unsealed and the existing pavement is edge degrading due to these unfinished works. The generated volumes of traffic from the proposed development will concentrate in peak times of dawn to 9:00am which in winter are subject to sunrise\set glare and fog, wildlife incursion and these existing conditions need to be taken into account in the Cardno desktop study road report. The volume of traffic along Hill Top road will greatly increase on what is a very occasionally graded rough dirt road without shoulders, narrow in places with a particularly narrow and slippery rising corner that has seen rollovers and is only just wide enough for two vehicles to pass and has highly compromised sightlines. Hill Top road is the "rat run" to and from Cooma and has 5 of rural development lanes\roads running off it with increasing housing development being undertaken. Currently Avonside Road is under a rebuild and asphalt surface construction program and given that Avonside road has far less traffic volumes than Hill Top road Hill Top road should be subject to the same upgrade. A concern is the use of the proposed development for short term rentals. We believe the subject area should be under a covenant that only allows a single dwelling per block with nil short term rental allowed. Short term rentals greatly increase demand on roads and infrastructure and introduce non rural drivers into the road user mix. These very real issues do not appear to be addressed by the proposed development Cardno desktop road study. Lakefront access does not appear to be allowed for with a nominal comment about a "proposed wharf". Public lakefront access and a public boat launching facility should be included as part of the proposal. The existing Kalkite boat ramp is really is grossly insufficient to take the increase development recreational traffic. Its essentially a dirt track with nil parking which was fine 20 years ago but no longer fit for purpose. The proposal does not integrate with the existing Kalkite Village and steps should be taken to acquire the block between the existing Kalkite Village and the new medium density development so as to integrate the proposed commercial and public spaces with the existing Kalkite village and in doing so reduce the use of local vehicles to access the proposed commercial area. Development of road infrastructure, public lake access, boat ramp and a single dwelling with nil short term rental covenant should all be in place prior to the approval of the proposed development. Roads within the proposed development should be of sufficient standard so as to allow on street parking and the mistakes we see in recent East Jindabyne development in access and crowding avoided. Regards [REDACTED]</p>	<p>maintenance, road safety, wildlife, STRA, foreshore access, boat ramp, street parking</p>	
26.	28/07/2023	<p>we wish to object to this proposal being THE KALKITE ROAD AS IT IS NOW IS EXTREMELY DANGEROUS FOR LOCALS AND TOURISTS kalkite road would need to be totally widened to a normal sized 2 way marked lined road so no major accidents occur as it is so narrow with no white middle or edge lines marked on road at present many local people have been pushed off the road causing accidents as on coming drivers who do not know how to drive on narrow rural roads use all the road causing major problems the road is steep and windy which adds to the danger of using this road with the 200 odd house sites proposed the road use would be massively doubled causing a chaotic problem on the road when snow is on the road</p>	<p>Road safety, infrastructure upgrades, water quality</p>	<p>Do not support</p>

		again it becomes totally chaotic for road users again doubling the massive use and problem of this road that is not fit for purpose as is SO IF THIS GOES AHEAD THE FULL KALKITE ROAD FROM TOP TO BOTTOM WOULD NEED TO BE WIDENED TO A NORMAL SIZED TWO WAY MARKED LINED ROAD MY QUESTION WILL THE PLANNER PAY FOR THE FULL LENGTH OF KALKITE ROAD TO BE WIDENED??? ALSO THE UPGRADE OF THE WATER AND SEWERAGE PLANT??? the other concerns is for the LAKE ENVIRONMENT with the amount of run off from 200 more houses the existing WATER AND SEWERAGE PLANT has problems now with existing village		
27.	28/07/2023	Not good		Do not support
28.	29/07/2023	<p>Thank you for your prompt response. I still maintain the proposal is not in keeping with the area or the Councils own outlined intentions, vis a vis:</p> <p>7.6 Development within the Lake Eucumbene and Lake Jindabyne scenic protection areas (1) The objective of this clause is to protect the following attributes within the catchments of Lake Eucumbene and Lake Jindabyne - (a) the visual qualities and scenery, (b) the sense of isolation that can be enjoyed in many areas on and adjacent to the lakes,</p> <p>There are just too many building blocks proposed for this site. It seems like once again developer greed winning over good, reasonable planning.</p> <p>What a sad legacy that would be.</p> <p>Thanks again for your considerations.</p> <p>██████████</p>	Visual amenity, dwelling density	Do not support
29.	29/07/2023	<p>Dear Councillors, As a long-time resident of Kalkite, I can't help but feel a deep emotional attachment to this beautiful little village nestled on the shores of Lake Jindabyne. Living here has been a dream come true, surrounded by the serenity of nature and the breathtaking views of the lake and Kosciuszko National Park. The natural environment has been a source of solace and inspiration for me, providing a sense of peace and tranquility that is hard to find elsewhere. The proposed 220-lot dual occupancy subdivision on the farmland next to our village fills me with immense sadness and concern. This development threatens to destroy the very essence of what makes Kalkite special. The thought of seeing our serene views marred by rows of roofs, densely packed houses and commercial buildings is disheartening. The open fields and natural landscape that we cherish will be lost, replaced by a concrete and colourbond jungle that disrupts the harmony of the area and creates a terrible visual impact from the lake, the village and the surrounding areas. In Kalkite, we have formed a close-knit community where neighbours know each other, and we share a deep connection with the land. We value our natural surroundings and take pride in living in harmony with nature. The proposed subdivision would shatter this way of life, introducing a sudden influx of hundreds of new residents and changing the character of our village forever. The sense of belonging and community that we have nurtured over the years will be eroded, and our village will lose its unique identity. Beyond the emotional attachment, the practical implications of this subdivision are deeply troubling. Our village already faces challenges during bushfire season due to its location in a high-risk area. With only one steep, narrow and winding road as an escape route, the safety of our community would be at even greater risk in the event of a bushfire. The increased population density and single evacuation route will lead to chaos and potential tragedy in such an emergency. It is a frightening thought. The environmental impact is equally concerning. The proposed subdivision would lead to the destruction of valuable farmland and natural habitats, further threatening the delicate balance of the local ecosystem. The</p>	Village feel, quality environment, visual amenity, bushfire, evacuation, wildlife	Do not support

		abundant wildlife that we have coexisted with for generations will be displaced and put at risk, disturbing the natural rhythm of life we have come to cherish. I implore the decision-makers to consider the profound consequences of this development on our community, our environment, and our way of life. Instead of prioritising short-term monetary gains, let us preserve the beauty and serenity that attracted us to Kalkite in the first place. There are other ways to promote responsible growth and development that do not sacrifice the very essence of what makes our village and area so unique and special. The SAP addresses this already very well. Together, we can find more sustainable solutions that respect our unique natural heritage and ensure a better future for generations of families to enjoy.		
30.	29/07/2023	I feel that this proposal is an environmental nightmare. So many lots of land right on the lake to pollute it. There are too many lots. This proposal will look unsightly and jam packed - please don't destroy this beautiful farm land. We live in Kalkite at present. We love the pristine area. This subdivision will also detract from the beauty of the area and also devalue the price of our properties	Water quality, dwelling density, development quality, quality environment quality, devalue properties, visual amenity	Do not support
31.	29/07/2023	<p>Dear Members of the Snowy Monaro Regional Council,</p> <p>I am writing to express my deep concerns about the proposed residential development at 56 Hilldowns Road, Kalkite. While I understand the need for responsible growth and development in our region, I believe that the current planning proposal raises several significant issues that must be carefully addressed before proceeding.</p> <p>1. Overwhelming Increase in Residents and Traffic: The proposed development comprising 220 lots with dual occupancy has the potential to accommodate up to 440 residences, which could result in an additional 1,100 residents. This influx would contribute to a substantial increase in traffic, with up to possibly 880 additional vehicles on the roads daily. The current road infrastructure, limited to only a hard shoulder improvement, is not equipped to handle such a significant rise in traffic movements.</p> <p>2. Strain on Roads and Infrastructure: The construction of the development over a period of 10 to 15 years is expected to generate an estimated 25,000 construction vehicles annually. This excessive volume of traffic could cause severe damage to the already struggling Kalkite road infrastructure, leading to hazardous conditions and potentially compromising public safety.</p> <p>3. Adverse Environmental Impact: The visual impact on the environment, particularly with regards to the views from and towards the lake, and pollution resulting from the development, is a major concern. It threatens to diminish the natural aesthetics of the Kalkite area and could have lasting negative consequences on the delicate ecological balance.</p> <p>4. Inadequate Facilities and Services: The absence of a boat ramp within the proposed development and no planned improvements to access the Kalkite boat ramp raise issues concerning the convenience and safety of residents and visitors. Additionally, concerns over essential services like power supply, sewage treatment, and water systems being at capacity warrant serious consideration before moving forward with the development.</p> <p>5. Impact on Community and Infrastructure: The proposed development could drastically alter the quaint village atmosphere of Kalkite, especially with the potential increase in short-term rental properties for holiday letting. This may lead to an undue burden on local facilities and services, including schools, posing risks to students due to construction traffic and affecting the overall quality of life for existing residents.</p> <p>6. Lack of Adequate Community Contributions: Given the substantial projected gross revenue from this development, it is</p>	Dwelling density, traffic increase, road capacity, infrastructure pressure, visual amenity, water quality, quality environment, boat ramp, village feel, development contributions, consultation	Neutral



		<p>disheartening to note that the developers' proposed contribution to the community is limited to a small park within the new subdivision. The existing community deserves more significant investments in infrastructure, other than a new fire shed, to accommodate the influx of residents and ensure public safety.</p> <p>Considering the aforementioned concerns, I kindly urge the Snowy Monaro Regional Council to carefully reevaluate the planning proposal for 56 Hilldowns Road, Kalkite. It is vital that the development plan addresses these issues adequately and implements solutions to mitigate the potential adverse effects on the environment, infrastructure, and the existing community.</p> <p>Furthermore, I request that the Council consult with community members and conduct thorough impact assessments before making any final decisions. Together, we can work towards a sustainable and responsible approach to development that preserves the unique charm of Kalkite and safeguards the well-being of its residents and visitors.</p> <p>Thank you for your attention to this matter. I trust that you will take these concerns into serious consideration during your deliberations.</p> <p>[REDACTED]</p>		
32.	29/07/2023	<p>Councillors,</p> <p>In addition to my previous submission, please note:</p> <p>Kalkite is part of the "Scenic Protection Area" outlined in the current LEP. Here is what it says about development within this zone: The link to this clause is: <a href="https://legislation.nsw.gov.au/view/html/inforce/current/epi-2013-0700#sec.7.6">https://legislation.nsw.gov.au/view/html/inforce/current/epi-2013-0700#sec.7.6</a></p> <p>7.6 Development within the Lake Eucumbene and Lake Jindabyne scenic protection areas</p> <p>(1) The objective of this clause is to protect the following attributes within the catchments of Lake Eucumbene and Lake Jindabyne—(a) the visual qualities and scenery, (b) the sense of isolation that can be enjoyed in many areas on and adjacent to the lakes, (c) the recreational functions of the lakes, including its attraction as a fishing destination, (d) the water storage functions of the lakes.</p> <p>(2) This clause applies to land identified as "Lake Eucumbene and Lake Jindabyne" on the Scenic Protection Area Map.</p> <p>(3) Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that—(a) the development will not have an unacceptable visual impact on the scenic quality of the area when viewed from the relevant lake at its full supply level or from a public place, and (b) the development has been designed to prevent any intrusion into the view from the lake at its full supply level.</p> <p>(4) In deciding whether to grant development consent to development on any land to which this clause applies, the consent authority must consider—(a) the visual impact of the development when viewed from the relevant lake at its full supply level or from a public place, and</p>	Scenic protection area	Neutral

		(b) whether the design and construction of any new buildings (including ancillary development) prevent any intrusion into the view from the lake and minimises any adverse impacts on the view from the lake and surrounding areas, and (c) the number, type and location of existing trees and shrubs that are to be retained and the extent of landscaping to be carried out on the site, and whether provision has been made for the planting of appropriate native species where the planting would visually screen the development.		
33.	31/07/2023	As property owners we are very concerned about the impact of this development on the community of Kalkite. 1. This development is not in keeping with the LEP and there seems to be no case to change it other than to profit the landholder. 2. Visual impact from the lake needs to be considered. 3. Kalkite has poor access with two dangerous intersections to navigate from Kosciusko Road. 4. Traffic assessment has been done on current flows not projected future flows. 5. Kalkite Road is unsuited for the current traffic flows. Cars are subject to ice in winter making the road dangerous and wildlife year round. 6. The issue of isolation in an emergency needs to be addressed. One road in and one road out is not ok for the current residents let alone more. 7. We question the labelling a proposed increase to supply of land lots as a measure to increase 'affordable housing'. There seems to be nothing in the development to make any dwellings fall into this category.	Visual impact, road safety, road capacity, wildlife, evacuation, affordable housing	Do not support
34.	31/07/2023	I can't believe this proposal has even been considered. So is the developer going to rebuild the existing infrastructure road that's a narrow tar track also water sewerage that is already overloaded with existing houses this is an absurd development that needs to be rejected	Infrastructure pressure, road capacity	Do not support
35.	31/07/2023	Bad idea on so many levels. I moved here for a small village lifestyle. This development gives the existing residents nothing that we need. Way to destroy a beautiful place.	Village feel, visual amenity	Do not support
36.	31/07/2023	I think it's a great initiative. Gives more housing options for locals or those who'd like to move there.	Housing options	Support
37.	31/07/2023	I believe that this proposal will cause major disruptions to the small village and cause great distress for the native wildlife that calls the area home. We pass various different native animals in the early mornings and nights, with many holiday goers contributing to the increasing amount of dead wildlife we see on the sides of our roads. Increasing the population in the area to this extent will only cause further damage. Perhaps you could consider adequately fixing our roads first before you plan to develop an additional 250 houses in an isolated area with only one unsafe way in and out, just an idea for you to consider	Wildlife, road maintenance, road safety	Do not support
38.	31/07/2023	Seeking to lodge an objection to the proposal. 1. It degrades the amenity of the Lake Jindabyne foreshore & is at complete odds with intended scenic protections of the area. The proposal provides near-criminally misleading depictions of the proposal (Fig 22). This patch of land is highly visible from the entire Western foreshore of Lake Jindabyne. In its current form it contributes significantly to the rural outlook that all locals and visitors enjoy, and that which defines the lake/town/area - that is a relaxing combination of bushland and farmland with existing defined town centres. A development of this size, in removing such a large swathe of farmland from the visible foreshore, will significantly degrade visual amenity for all users of the general area and what they have come to expect of it. 2. It is simply too big for the location. The size of the proposed development is completely out of touch with the existing scale of Kalkite. This proposal seeks to triple-to-quadruple the number of residences and does so at a time when the general (and already more populated areas) of the Jindabyne region are slated for massive growth. It is quite simply unnecessary and should be completely rebuked until such a time that the optioned existing SAP zones adjacent town are fulfilled. It is a white elephant in the making. 3. It is too far from town to	Visual amenity, dwelling density, not consistent with SAP, winter traffic delays, green space, commercial space, foreshore access, STRA	Do not support

		properly assist the intended outcomes of the SAP and is not supported by appropriate road infrastructure. The subject site is, on a good day, and based upon the current summer population, a full hour to the closest ski field. It is complete fact (based upon actual experienced transit time from Jindabyne to resorts) that in winter this trip will exceed 1.5hrs and possibly approach 2.0hours. The roads to town are fully rural. Due to distance from resorts, travel will be almost exclusively in the dark. It is a recipe for disaster even if a paper-borne traffic analysis suggests capacity is met. 4. The proposal lacks appropriate infrastructure & planning thought. The concept plan lacks sufficient dedicated green/play space, it lacks allowance for appropriately placed commercial enterprise needed to support the resulting Kalkite population, it lacks thru-passage for pedestrians to access any greenspace and lake foreshore. It is an abysmal example of planning, exhibits zero thought nor care and merely suggests "let's just slam as many properties in here as we possibly can". Given unlikely holiday tenancy rates and a likely resultant low-rent scenario - lacking any useful support from the local authorities and with insufficient proposed playspace; all it does is promote the formation of a ghetto. All considered this proposal should see a serious reduction of density, toward a 3000sqm minimum lot zone throughout. Such that the possible densification is more commensurate with Kalkite as it exists and its location (perhaps a 3 rivers style development). This would also ensure the scenic value as viewed from the general areas and across the lake is maintained closer to current. It would also ensure desirable socio-economic outcomes with the likely residents being permanent and professional - perhaps even providing options for those current town locals being subjected to Jindabyne's densification.		
39.	1/08/2023	<p>Dear Hon Members, Mayor and Councillors</p> <p>[REDACTED] and while preparing submissions opposing the 56 Hillsdown Road Kalkite development, it has become apparent that staff are incorrectly claiming that this matter falls under the Snowy Mountains SAP plan, which it does not, as a means of fast tracking and getting approval for a large, and unpopular lakefront development that would not be approved under the Snowy River Local Environment Plan 2013 s7.6.</p> <p>One aspect of blaming the SAP Plan is that it falsely shifts blame for an unpopular development from Council to the NSW State Government.</p> <p>[REDACTED] I sure of everything written below and have discussed it with a [REDACTED] He was of the firm view that it was a matter that needed to be referred to the Minister, so that he could have an 'arms length' review performed of the development.</p> <p>SUBMISSIONS:</p> <ol style="list-style-type: none"> <li>1. Firstly What is this development about?, when I attended the Consultation meeting at Kalkite, I was told that the development was about the Snowy Mountains SAP Plan. I wonder if Council Planning have read the plan, because the only mention in the plan to Kalkite is a reference to Kalkite Street Jindabyne.</li> <li>2. One also wonders if they are acquainted with the Snowy River Local Environment Plan 2013 since the development</li> </ol>	SAP, unsuitable site, visual amenity, village character, road capacity, bushfire, noise impact, road work delays local, water traffic safety, wildlife, affordable housing, land supply	Do not support

	<p>appears at odds with s7.6 of that document and which is quoted below.</p> <p>3. Indeed, Kalkite village appears in no discussion in the document, appears on one map, but only for identification purposes. See map page 19, nor is Kalkite identified as a 'growth area' on page 81.</p> <p>4. I am a more than a trifle annoyed. [REDACTED] and prior to doing so I contacted Council as part of a due diligence exercise and asked if there were any development proposals that may impact the property and I was advised NO!</p> <p>5. My grounds of objection can be summarised as follows:</p> <ul style="list-style-type: none"> <li>• The site is unsuitable for the proposed development.</li> <li>• It will have an adverse effect on visual amenity of surrounding properties and lake shore.</li> <li>• It is inconsistent with the character and scale of the surrounding area.</li> <li>• Kalkite is not covered by the SAP Plan, and even if it did, it does not meet the Performance Indicators of the Plan as mentioned below.</li> <li>• The proposals do not comply with the Snowy River Local Environment Plan 2013.</li> </ul> <p>6. My reasoning is as follows:</p> <p>SAP Plan</p> <p>7. Deals with the Resorts, Jindabyne, East Jindabyne and an area on the Southwestern side of Lake Jindabyne.</p> <p>8. The only mention of the word 'Kalkite' in it is a reference to Kalkite Street in Jindabyne!</p> <p>9. The SAP Plan clearly does NOT apply to Kalkite, and I would suggest that anyone who articulates the view that it does, such as council representatives attending community meetings such as the one I attended on 24 July 2023 leaves me to question the motive behind such an assertion.</p> <p>10. What needs to be stressed is that there are substantial areas within the SAP Plan especially for residential housing, including staffing housing that remain undeveloped so there is no need for this development.</p> <p>11. Unlike the SAP Plan, the Snowy River Local Environment Plan 2013 clearly does apply, and it provides as follows:</p> <p>7.6 Development within the Lake Eucumbene and Lake Jindabyne scenic protection areas</p> <p>(1) The objective of this clause is to protect the following attributes within the catchments of Lake Eucumbene and Lake Jindabyne—</p> <p>(a) the visual qualities and scenery,</p>		
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		<p>(b) the sense of isolation that can be enjoyed in many areas on and adjacent to the lakes, (c) the recreational functions of the lakes, including its attraction as a fishing destination, (d) the water storage functions of the lakes.</p> <p>(2) This clause applies to land identified as "Lake Eucumbene and Lake Jindabyne" on the Scenic Protection Area Map.</p> <p>(3) Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that—</p> <p>(a) the development will not have an unacceptable visual impact on the scenic quality of the area when viewed from the relevant lake at its full supply level or from a public place, and</p> <p>(b) the development has been designed to prevent any intrusion into the view from the lake at its full supply level.</p> <p>(4) In deciding whether to grant development consent to development on any land to which this clause applies, the consent authority must consider—</p> <p>(a) the visual impact of the development when viewed from the relevant lake at its full supply level or from a public place, and</p> <p>(b) whether the design and construction of any new buildings (including ancillary development) prevent any intrusion into the view from the lake and minimises any adverse impacts on the view from the lake and surrounding areas, and</p> <p>(c) the number, type and location of existing trees and shrubs that are to be retained and the extent of landscaping to be carried out on the site, and whether provision has been made for the planting of appropriate native species where the planting would visually screen the development.</p> <p>12. [REDACTED] but I do not think I am missing anything.</p> <p>Kalkite Road:</p> <p>13. Kalkite Road would be described in the UK as a country lane. It is narrow and has now road markings. The sides of the road are steep, the road is often icy and clouded in fog. Wildlife abounds and it is frequently necessary to weave around potholes.</p> <p>14. In short Kalkite Road is a traffic black spot waiting to happen.</p> <p>15. 'Locals' cope with it, and generally adjust their speed accordingly. Tourists who lack experience and who are in a hurry to get to the snow are less likely to be as community minded.</p> <p>16. The proposal contains reference to road improvements which at the consultation session were described as the addition of additional crash barriers and limited widening.</p> <p>17. In other words, superficial amendments are all that is envisaged to cope with, over double the current level of traffic after homes are built, and while development is occurring a large volume of heavy traffic such as cement mixers and truck's towing semi-trailers.</p>		
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		<p>27. As extensive development is occurring at the southern end of the lake, it is all the more important that development be avoided at the Northern end, since it is important that residents of the southern end have a capacity to get away from the congestion and enjoy the lake.</p> <p>28. Location and view were an aspect in respect to our purchase, and a reason why lakefront properties attract a price premium.</p> <p>29. We would not have purchased the property had we known of the development.</p> <p>30. Incidentally here, if the SAP Plan applied (which it does not) the plan stresses the need not to 'detract from the existing vistas of Lake Jindabyne' p47. And that as a performance criteria:</p> <p>A. Development should be sensitively integrated into the natural landscape and topography to minimise visual impact and should consider the vistas and views across lake Jindabyne and the Snowy Mountains.</p> <p>31. Given that the development focuses on the South and Southwest of the Lake a development on the Northeast of the Lake outside of the precinct area that significantly impacts visual amenity is curious.</p> <p>32. 25 years ago, a Council Planner told me when I was considering a small community title development on Yens Bay on Lake Eucumbene that there was no way Council would allow any development around the lakes because of pollution risk and the damage to the visual amenity. None happened for many years except a sensible level of infill occurred between East Jindabyne and Tyrolean village.</p> <p>33. Their approach was adopted into the LEP and the SAP clearly was not intended to impact the northern end of Jindabyne or indeed Eucumbene.</p> <p>34. And why an approach that ignores the LEP?</p> <p>35. So, what has changed?</p> <p>36. What is going on here?</p> <p>37. Why are we dealing with a fast tracked application that seeks to violate planning standards presumably solely for the purpose of lining a developers pocket?</p> <p>38. Earthworks should also be minimised (Performance Indicator F).</p> <p>Bush fire risk:</p>		
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	<p>39. As the SAP Plan does not relate to Kalkite, Kalkite is not covered by the Bushfire analysis contained in that planning document.</p> <p>40. Gyde consulting concede this area is 'bush fire prone', the issue is, are proposals adequate.</p> <p>41. As discussed, Kalkite Road is a very inadequate and dangerous road.</p> <p>42. The proposal contains reference only to limited widening and crash barriers along areas where there are precipitous drop offs.</p> <p>43. During a small, recent bush fire along Kalkite Road access to Kalkite was limited.</p> <p>44. The Environment Planning and Assessment Act 1979 Direction 4.3 (3) (c) requires 'provisions for two-way access roads which links to perimeter roads and/or fire trail networks'.</p> <p>45. This provision is logical and essential, and one only needs to consider the experience of Mallacoota Victoria in 2019 to see what happens when that sort of sense is not observed.</p> <p>46. This provision is being discounted in the fire assessment on the basis that the RFS were happy with an upgraded shed and 'evacuation centre' and some other remedial action (presumably clearing) which may or may not continue in a satisfactory manner over future years.</p> <p>47. There was a sight inspection by RFS personnel, [REDACTED]</p> <p>48. There is a considerable risk of embers being blown across the lake from Kosciusko National Park and the risk of a foreshore fire is considerable given the grassland surrounding the lake and timber present in the suburb.</p> <p>49. Use of an evacuation centre is undesirable for other reasons.</p> <p>50. The RFS approval process apparently only deals with Radiant Heat, and no other killers such as fire sequelae such as smoke / fine particle air pollution which would be held against the Eastern side of Kalkite by the steep topography.</p> <p>51. Smoke is apparently only taken into account by the RFS in respect to activities like burn offs.</p> <p>52. So:</p> <ul style="list-style-type: none"> <li>What if a fire coincides with an outbreak of COVID, where use of such a centre could lead to mass cross contamination in an area with inadequate medical facilities?</li> </ul>		
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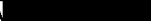

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	<p>61. The small size of Kalkite gives it a caring village vibe. [REDACTED] I had acquired a home there early in the development and as development occurred, it did not take long for [REDACTED] to lose its village feel and become suburbia either.</p> <p>62. The village feel was a major reason we purchased in Kalkite and why most other residents also buy there. They do not want to live in Jindabyne, which during winter and holiday periods becomes party central.</p> <p>63. We want to live in a quiet hamlet, not in some developer's vision of 'Lake Tahoe down under'.</p> <p>64. Curiously, if the SAP Plan did apply, it would fail the social drivers test within that document as the Plan is supposed to 'foster (ing) social sustainability by building community support and resilience' Social driver 3.3.</p> <p>Increased criminality:</p> <p>65. One of the likely consequences of a development of this size is that, given the absence of a Police station in Kalkite, and the distance of existing Police stations in Jindabyne and Berridale, it will not take long for undesirables to catch on.</p> <p>66. Before you comment - 'Aw come on' - [REDACTED] I can assure you that the environmental science saying that 'nature does not like a vacuum' applies equally to warts on the backside of humanity.</p> <p>Increased boating on Taylor's Creek:</p> <p>67. I have noticed Taylors Creek Bay becomes a bit of a community mooring in Summer. It is also a very popular swimming spot- particularly in areas where the lake is shallower- which incidentally is also where people wish to berth boats.</p> <p>68. Current usage is barely acceptable, particularly given that a number of boat users that violate the posted 4 mph (Knot?) speed limit. Locals tend to be sensible, but the worst offenders here are some ski boat owners who enter the bay with their boat still on the plane, well above the speed limit and with the engine revving before shutting the engine down and coasting into the shore.</p> <p>69. Aside from damage to visual amenity, and the dangers that they pose, these boats also generate considerable noise pollution.</p> <p>70. A substantial increase in usage by boats, as a result of increased development would be likely to see bathing becoming dangerous as a result of the volume of boats and would exacerbate pollution- both from boat fuel and noise.</p> <p>71. I do not believe owners would leave boats in front of their homes in the new development because of exposure to prevailing wind, and buffeting by small waves versus the shelter afforded by Taylors Creek Bay.</p>		
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		<p>Bush destruction / wildlife pathway:</p> <p>72. The proposal would destroy a lot of old growth timber to the East of Kalkite township. With 'die back', and the limited pockets of this timber on the Monaro, in the interests of bio-diversity Council needs to exhibit great reluctance in allowing further development in the interests of 'progress' where that progress leads to the destruction of acres of timber.</p> <p>73. There is a natural wildlife pathway that runs from the Kalkite headland, along the side of Taylors Bay, across Kalkite Road and up into the timber covered hillside.</p> <p>74. Threatened and endangered species are highlighted in the report prepared by Cumberland Ecology. This report was prepared for a developer who wishes to develop the land, and his conclusions therefore seek to accommodate development by seeking to offset impact through credits.</p> <p>75. It would be interesting if his conclusions would have been the same if a report was commissioned by Council that simply sought to question whether development in an area where there are endangered or threatened species is desirable. After all, further development at Kalkite is not necessary and is not covered by the SAP plan so why disrupt habitat?</p> <p>Price Point:</p> <p>76. If the SAP plan did apply, it does contain references to 'housing costs and affordability' and their 'master plan aims to achieve a balanced approach to housing by increasing both diversity and supply across the precinct' and 'more access choices for residents, seasonal workers and visitors' it includes a 'low cost social housing provision'.</p> <p>77. At the consultation meeting the developer and I believe a planner remarked that the development was intended to provide homes for workers in Jindabyne. A similar comment is to be found on the LinkedIn site of a director of the development company.</p> <p>78. This remark would appear to be made to target the current buzz word of 'Affordable housing' and the reference to this in the Plan. But does this stand scrutiny? I would suggest not.</p> <p>79. These are premium priced lots with lake views marketed at an above average price point. At the meeting the developer remarked that the price would be between \$600,000 -700,000.</p> <p>80. 1.75-2 million plus dollar homes, are hardly likely to improve 'housing supply and affordability' as claimed by Gyde, unless substantial dual occupancy development occurs which would effectively halve the land value of a development.</p> <p>81. Has council planned for this, and would infrastructure cope?</p>		
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		<p>82. Also, even if the plan did apply, where is the 'low-cost social housing' required by the Plan.</p> <p>83. These lots would then be expensive to develop. They would attract wind and snow load requirements, and many are on topography that would make a mountain goat vacillate.</p> <p>Priorities in governance:</p> <p>84. Where are the builders who are going to build these homes coming from? As a result of Snowy 2 it is virtually impossible to find tradesmen to perform even the simplest repair work on the Monaro, and residents from other areas of the state, impacted by fire and flood, including our fire effected neighbours on the South Coast, find it impossible to find builders to construct their home.</p> <p>85. I realise we live in a capitalist system, where the deepest pocket usually wins out, but is it socially responsible to put the rich after snowy mountains weekenders in competition with these folk in the present economic climate?</p> <p>86. Add to this the two developments currently being prepared (I do not know if DA's have been lodged) behind the Grammar School, Three Rivers Estate, and Berridale there is hardly a land shortage in the area.</p> <p>87. Indeed, there is a lot of undeveloped land in the SAP Plan, so there is no need to look at Kalkite.</p> <p>88. Indeed, if as the planner remarked affordable homes for workers was the intention, there is no shortage of land in Berridale for this purpose and blocks are more affordable. The town is flat, and infrastructure, including main road access are already accommodated.</p> <p>89. Or indeed Adaminaby. There is a shortage accommodation there that is so severe that there is little accommodation for skiers at Selwyn Snowfields.</p> <p>90. Both Adaminaby and Berridale are outside the scope of the plan but need development.</p> <p>91. There is a lot of work available in the area, and the school struggles from year to year to retain a teacher. Surely development at Adaminaby would provide quite a lot of affordable housing, and if anyone does not want to earn big money on the mountain, small businesses are crying out and even cleaners can earn \$300-550 to clean a three-bedroom house, such is the pressure for workers.</p> <p>92. Remember People in Adaminaby actually WANT development, people in Kalkite DON'T.</p> <p>93. It is NOT covered by the SAP Plan. The LEP applies and it should be applied.</p> <p>94. What has now changed?</p>		
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	<p>95. Why is the SAP Plan being quoted when it does not apply?</p> <p>96. Has the quoting of a fast tracked, important state government initiative in an incorrect manner impacted people preparing reports for the developer by making recommendations that they would not have otherwise made?</p> <p>The process:</p> <p>97. One other issue worth mentioning here, was that at the meeting on the 24th July 2023 at Kalkite fire station one got a clear view that this was not about objective consultation, it was about the type of 'tick box' consultation that those who have worked in the public service are all too familiar of.</p> <p>98. There was a clear perception that the relationship between developers and planners was just too cosy, and one wondered who they were working for, as there was certainly no perception that they were objectively acting on behalf of ratepayers who are, and this may come as a surprise to some in the planning area, the ones who elect the Council and pay their wages.</p> <p>99. This left many walking out of the meeting wondering what the hell was going on and whether ICAC needed to be involved.</p> <p>Comment.</p> <p>100. [REDACTED] I found bureaucrats and management would often quote legislation and 'buzz words' to justify things, and when scrutinised it would become apparent that they have not actually read the document concerned.</p> <p>101. Has this occurred here? Because if this is not the result of this type of bureaucratic use of 'LORE' rather than 'LAW' one must consider at least the potential for other reasons?</p> <p>102. The SAP Plan is irrelevant to this development, and it looks as though elements are seeking to use its mantra as a means of fast tracking and driving through a development that is contrary to the LEP Plan and the wishes of residents.</p> <p>103. This development should be rejected. It should only be considered further after it has been removed from the 'fast track' and been subject to a full review, preferably at arm's length by an external consultant appointed by the Minister of Local Government.</p> <p>104. The public are entitled to be sure that appropriate probity standards are being met here.</p> <p>105. It is time for council to do what the people who put them there want, and not accede to a highly profitable request of a</p>		
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		<p>developer for development- even un-necessary development, at any price simply to make money at the expense of others.</p> <p>Yours sincerely,</p> 		
40.	1/08/2023	I am in full support of the Planning Proposal for 56 Hilldowns Road, Kalkite. I believe the increase of 220 housing and upgrades and supporting infrastructure will be of great benefit to the community.	Dwelling density, supporting infrastructure	Support
41.	1/08/2023	<p>I agree with everything written by  below. The proposal is fraught with problems that will impact the quiet enjoyment of this rural hamlet and the environment. The proposal does little to improve the roads in the area, the fire risk will be catastrophic if there is a repeat of the 2020 fires, ( despite so called consulting with RFS it really is a no brainer. ) The developer offers a shop- well good luck with that one, what business person would start a shop where there is no passing trade? Yes I know the developer has mooted some are interested but I am afraid it is unlikely that the area would ever have a viable business like a general store or small convenience shop that can make a living. I am in agreement with the following written by my husband. this development is not viable and does not comply with the regulations: 56 HILLSDOWN ROAD KALKITE 1. Firstly What is this development about?, when I attended the Consultation meeting at Kalkite, I was told that the development was about the Snowy Mountains SAP Plan. I wonder if Council Planning have read the plan, because the only mention in the plan to Kalkite is a reference to Kalkite Street Jindabyne. 2. One also wonders if they are acquainted with the Snowy River Local Environment Plan 2013 since the development appears at odds with s7.6 of that document and which is quoted below. 3. Indeed, Kalkite village appears in no discussion in the document, appears on one map, but only for identification purposes. See map page 19, nor is Kalkite identified as a 'growth area' on page 81. 4. I am a more than a trifle annoyed.  and prior to doing so I contacted Council as part of a due diligence exercise and asked if there were any development proposals that may impact the property and I was advised NO! 5. My grounds of objection can be summarised as follows: • The site is unsuitable for the proposed development. • It will have an adverse effect on visual amenity of surrounding properties and lake shore. • It is inconsistent with the character and scale of the surrounding area. • Kalkite is not covered by the SAP Plan, and even if it did, it does not meet the Performance Indicators of the Plan as mentioned below. • The proposals do not comply with the Snowy River Local Environment Plan 2013. 6. My reasoning is as follows: SAP Plan 7. Deals with the Resorts, Jindabyne, East Jindabyne and an area on the Southwestern side of Lake Jindabyne. 8. The only mention of the word 'Kalkite' in it is a reference to Kalkite Street in Jindabyne! 9. The SAP Plan clearly does NOT apply to Kalkite, and I would suggest that anyone who articulates the view that it does, such as council representatives attending community meetings such as the one I attended on 24 July 2023 leaves me to question the motive behind such an assertion. 10. What needs to be stressed is that there are substantial areas within the SAP Plan especially for residential housing, including staffing housing that remain undeveloped so there is no need for this development. 11. Unlike the SAP Plan, the Snowy River Local Environment Plan 2013 clearly does apply, and it provides as follows: 7.6 Development within the Lake Eucumbene and Lake Jindabyne scenic protection areas (1) The</p>	Village feel, commercial viability, SAP, unsuitable site, visual amenity, village character, road capacity, bushfire, noise impact, road work delays local, water traffic safety, wildlife, affordable housing, land supply	Do not support

		<p>objective of this clause is to protect the following attributes within the catchments of Lake Eucumbene and Lake Jindabyne— (a) the visual qualities and scenery, (b) the sense of isolation that can be enjoyed in many areas on and adjacent to the lakes, (c) the recreational functions of the lakes, including its attraction as a fishing destination, (d) the water storage functions of the lakes. (2) This clause applies to land identified as “Lake Eucumbene and Lake Jindabyne” on the Scenic Protection Area Map. (3) Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that— (a) the development will not have an unacceptable visual impact on the scenic quality of the area when viewed from the relevant lake at its full supply level or from a public place, and (b) the development has been designed to prevent any intrusion into the view from the lake at its full supply level. (4) In deciding whether to grant development consent to development on any land to which this clause applies, the consent authority must consider— (a) the visual impact of the development when viewed from the relevant lake at its full supply level or from a public place, and (b) whether the design and construction of any new buildings (including ancillary development) prevent any intrusion into the view from the lake and minimises any adverse impacts on the view from the lake and surrounding areas, and (c) the number, type and location of existing trees and shrubs that are to be retained and the extent of landscaping to be carried out on the site, and whether provision has been made for the planting of appropriate native species where the planting would visually screen the development. 12. [REDACTED] but I do not think I am missing anything. Kalkite Road: 13. Kalkite Road would be described in the UK as a country lane. It is narrow and has now road markings. The sides of the road are steep, the road is often icy and clouded in fog. Wildlife abounds and it is frequently necessary to weave around potholes. 14. In short Kalkite Road is a traffic black spot waiting to happen. 15. ‘Locals’ cope with it, and generally adjust their speed accordingly. Tourists who lack experience and who are in a hurry to get to the snow are less likely to be as community minded. 16. The proposal contains reference to road improvements which at the consultation session were described as the addition of additional crash barriers and limited widening. 17. In other words, superficial amendments are all that is envisaged to cope with, over double the current level of traffic after homes are built, and while development is occurring a large volume of heavy traffic such as cement mixers and truck’s towing semi-trailers. 18. These vehicles shall both ascend and descend slowly, contributing to traffic chaos and injury risk. 19. Road widening would inevitably involve the need to blast the hill-side in order to widen the road. The road works would not be easy, and residents would have to be prepared to put up with considerable delays over a protracted period. 20. Now I know Gyde claim ‘While traffic volumes are likely to be low, local intersection road upgrades are likely to be required’ this is an obscene understatement- traffic volume is relative, and has to be considered in respect to the suitability of the road. In considering this matter, one needs to consider that the traffic associated with Kalkite’s 2021 Census population of 294 people in 184 dwellings is to increased by Three Rivers Estate, and the proposed development and that due allowance has to be made for dual occupancy developments. Visual amenity: 21. Gyde Consulting claimed in terms of ‘Visual impact: Consideration of the proposal’s visual impact to existing residents and from Lake Jindabyne’ on page 3 of a document circulated last year. 22. From the Community consultation it appears that they have given up on that warm fuzzy statement as I was advised that ‘the development would be visible from a home situated on Taylor’s Creek Bay’. 23. Curiously, this would appear to impact the ‘visual qualities and scenery’ my wife and I currently enjoy across a bay of the lake, and the ‘sense of isolation’ we enjoy. See LEP 7.6 (1)(a) and (b). 24. [REDACTED] so, the proposal shall impact our visual amenity as development shall be visible from the Kalkite side of the bay contrary to 7.6 (4)(b) of the Snowy River LEP 2013. (a) the development has been designed to prevent any intrusion into the view from the lake at its full supply level. (4) In deciding whether to grant development consent to development on any</p>		
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		<p>increase in usage by boats, as a result of increased development would be likely to see bathing becoming dangerous as a result of the volume of boats and would exacerbate pollution- both from boat fuel and noise. 71. I do not believe owners would leave boats in front of their homes in the new development because of exposure to prevailing wind, and buffeting by small waves versus the shelter afforded by Taylors Creek Bay. Bush destruction / wildlife pathway: 72. The proposal would destroy a lot of old growth timber to the East of Kalkite township. With 'die back', and the limited pockets of this timber on the Monaro, in the interests of bio-diversity Council needs to exhibit great reluctance in allowing further development in the interests of 'progress' where that progress leads to the destruction of acres of timber. 73. There is a natural wildlife pathway that runs from the Kalkite headland, along the side of Taylors Bay, across Kalkite Road and up into the timber covered hillside. 74. Threatened and endangered species are highlighted in the report prepared by Cumberland Ecology. This report was prepared for a developer who wishes to develop the land, and his conclusions therefore seek to accommodate development by seeking to offset impact through credits. 75. It would be interesting if his conclusions would have been the same if a report was commissioned by Council that simply sought to question whether development in an area where there are endangered or threatened species is desirable. After all, further development at Kalkite is not necessary and is not covered by the SAP plan so why disrupt habitat? Price Point: 76. If the SAP plan did apply, it does contain references to 'housing costs and affordability' and their 'master plan aims to achieve a balanced approach to housing by increasing both diversity and supply across the precinct' and 'more access choices for residents, seasonal workers and visitors' it includes a 'low cost social housing provision'. 77. At the consultation meeting the developer and I believe a planner remarked that the development was intended to provide homes for workers in Jindabyne. A similar comment is to be found on the LinkedIn site of a director of the development company. 78. This remark would appear to be made to target the current buzz word of 'Affordable housing' and the reference to this in the Plan. But does this stand scrutiny? I would suggest not. 79. These are premium priced lots with lake views marketed at an above average price point. At the meeting the developer remarked that the price would be between \$600,000 -700,000. 80. 1.75-2 million plus dollar homes, are hardly likely to improve 'housing supply and affordability' as claimed by Gyde, unless substantial dual occupancy development occurs which would effectively halve the land value of a development. 81. Has council planned for this, and would infrastructure cope? 82. Also, even if the plan did apply, where is the 'low-cost social housing' required by the Plan. 83. These lots would then be expensive to develop. They would attract wind and snow load requirements, and many are on topography that would make a mountain goat vacillate. Priorities in governance: 84. Where are the builders who are going to build these homes coming from? As a result of Snowy 2 it is virtually impossible to find tradesmen to perform even the simplest repair work on the Monaro, and residents from other areas of the state, impacted by fire and flood, including our fire effected neighbours on the South Coast, find it impossible to find builders to construct their home. 85. I realise we live in a capitalist system, where the deepest pocket usually wins out, but is it socially responsible to put the rich after snowy mountains weekenders in competition with these folk in the present economic climate? 86. Add to this the two developments currently being prepared (I do not know if DA's have been lodged) behind the Grammar School, Three Rivers Estate, and Berridale there is hardly a land shortage in the area. 87. Indeed, there is a lot of undeveloped land in the SAP Plan, so there is no need to look at Kalkite. 88. Indeed, if as the planner remarked affordable homes for workers was the intention, there is no shortage of land in Berridale for this purpose and blocks are more affordable. The town is flat, and infrastructure, including main road access are already accommodated. 89. Or indeed Adaminaby. There is a shortage accommodation there that is so severe that there is little accommodation for skiers at Selwyn Snowfields. 90. Both Adaminaby and Berridale are outside the scope of the plan but need development. 91. There is a lot of work available in the area, and the school struggles from year to year</p>		
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		<p>to retain a teacher. Surely development at Adaminaby would provide quite a lot of affordable housing, and if anyone does not want to earn big money on the mountain, small businesses are crying out and even cleaners can earn \$300-550 to clean a three-bedroom house, such is the pressure for workers. 92. Remember People in Adaminaby actually WANT development, people in Kalkite DON'T. 93. It is NOT covered by the SAP Plan. The LEP applies and it should be applied. 94. What has now changed? 95. Why is the SAP Plan being quoted when it does not apply? 96. Has the quoting of a fast tracked, important state government initiative in an incorrect manner impacted people preparing reports for the developer by making recommendations that they would not have otherwise made? The process: 97. One other issue worth mentioning here, was that at the meeting on the 24th July 2023 at Kalkite fire station one got a clear view that this was not about objective consultation, it was about the type of 'tick box' consultation that those who have worked in the public service are all too familiar of. 98. There was a clear perception that the relationship between developers and planners was just too cosy, and one wondered who they were working for, as there was certainly no perception that they were objectively acting on behalf of ratepayers who are, and this may come as a surprise to some in the planning area, the ones who elect the Council and pay their wages. 99. This left many walking out of the meeting wondering what the hell was going on and whether ICAC needed to be involved. Comment. 100 [REDACTED] I found bureaucrats and management would often quote legislation and 'buzz words' to justify things, and when scrutinised it would become apparent that they have not actually read the document concerned. 101. Has this occurred here? Because if this is not the result of this type of bureaucratic use of 'LORE' rather than 'LAW' one must consider at least the potential for other reasons? 102. The SAP Plan is irrelevant to this development, and it looks as though elements are seeking to use its mantra as a means of fast tracking and driving through a development that is contrary to the LEP Plan and the wishes of residents. 103. This development should be rejected. It should only be considered further after it has been removed from the 'fast track' and been subject to a full review, preferably at arm's length by an external consultant appointed by the Minister of Local Government. 104. The public are entitled to be sure that appropriate probity standards are being met here. 105. It is time for council to do what the people who put them there want, and not accede to a highly profitable request of a developer for development- even unnecessary development, at any price simply to make money at the expense of others. [REDACTED]</p>		
42.	1/08/2023	<p>Jindabyne and surrounds currently does not have the infrastructure to support a development of this nature. During peak tourist periods Jindabyne and surrounds already struggle with not enough parking and a one road direct access from Kalkite to Jindabyne. The intersection of Eucumbene Road and Kalkite Road and Hilltop Road is dangerous with all directions of traffic permitted to travel at 100km/hr. I have witnessed many near accidents at this intersection where cars traveling from Kalkite fail to look for traffic coming from the Rocky Plain area. Increased traffic on this road will only increase the risk of an accident. In addition road quality is poor from the Kalkite Road intersection to the Kosciuszko Road intersection with a section of roadwork repeatedly failing and being left for months in a state of disrepair. If council cannot maintain the roads it currently has, adding more traffic to this roads will only exasperate this problem. Before any more developments are prematurely approved, council needs to address the bigger issues of the area being the dated infrastructure and council's inability to manage and maintain the infrastructure it currently has. While approval of a development might seem a quick fix for the financial woes of the current council, it will only in the long term create more costs that council cannot meet. The whole Snowy Mountains region doesn't want to all become like Jindabyne. That is why people chose to live in smaller localities like Kalkite to avoid the crowds, the seasonal accommodation and the tourist accommodation. Please don't turn</p>	<p>Infrastructure pressure, intersection safety, road quality, infrastructure maintenance</p>	<p>Do not support</p>

		Kalkite into a mini Jindabyne - this development is not in the best interest of the community and will only increase the pressures already placed on the lack of infrastructure the local townships have.		
43.	1/08/2023	<p>Dear Members of the Snowy Monaro Regional Council,</p> <p>I fully support the submission on this matter from [REDACTED] as below:</p> <p><b>56 HILLSDOWN ROAD KALKITE</b></p> <p>1. Firstly What is this development about?, when I attended the Consultation meeting at Kalkite, I was told that the development was about the Snowy Mountains SAP Plan. I wonder if Council Planning have read the plan, because the only mention in the plan to Kalkite is a reference to Kalkite Street Jindabyne.</p> <p>2. One also wonders if they are acquainted with the Snowy River Local Environment Plan 2013 since the development appears at odds with s7.6 of that document and which is quoted below.</p> <p>3. Indeed, Kalkite village appears in no discussion in the document, appears on one map, but only for identification purposes. See map page 19, nor is Kalkite identified as a 'growth area' on page 81.</p> <p>4. I am a more than a trifle annoyed. [REDACTED] and prior to doing so I contacted Council as part of a due diligence exercise and asked if there were any development proposals that may impact the property and I was advised NO!</p> <p>5. My grounds of objection can be summarised as follows:</p> <ul style="list-style-type: none"> <li>· The site is unsuitable for the proposed development.</li> <li>· It will have an adverse effect on visual amenity of surrounding properties and lake shore.</li> <li>· It is inconsistent with the character and scale of the surrounding area.</li> <li>· Kalkite is not covered by the SAP Plan, and even if it did, it does not meet the Performance Indicators of the Plan as mentioned below.</li> <li>· The proposals do not comply with the Snowy River Local Environment Plan 2013.</li> </ul> <p>6. My reasoning is as follows:</p> <p><b>SAP Plan</b></p> <p>7. Deals with the Resorts, Jindabyne, East Jindabyne and an area on the Southwestern side of Lake Jindabyne.</p> <p>8. The only mention of the word 'Kalkite' in it is a reference to Kalkite Street in Jindabyne!</p> <p>9. The SAP Plan clearly does NOT apply to Kalkite, and I would suggest that anyone who articulates the view that it does, such as council representatives attending community meetings such as the one I attended on 24 July 2023 leaves me to question the motive behind such an assertion.</p> <p>10. What needs to be stressed is that there are substantial areas within the SAP Plan especially for residential housing, including staffing housing that remain undeveloped so there is no need for this development.</p> <p>11. Unlike the SAP Plan, the Snowy River Local Environment Plan 2013 clearly does apply, and it provides as follows:</p> <p><b>7.6 Development within the Lake Eucumbene and Lake Jindabyne scenic protection areas</b></p> <p>(1) The objective of this clause is to protect the following attributes within the catchments of Lake Eucumbene and Lake Jindabyne—</p> <ul style="list-style-type: none"> <li>(a) the visual qualities and scenery,</li> <li>(b) the sense of isolation that can be enjoyed in many areas on and adjacent to the lakes,</li> <li>(c) the recreational functions of the lakes, including its attraction as a fishing destination,</li> </ul>	<p>SAP, unsuitable site, visual amenity, village character, road capacity, bushfire, noise impact, road work delays local, water traffic safety, wildlife, affordable housing, land supply</p>	Do not support

	<p>(d) the water storage functions of the lakes.</p> <p>(2) This clause applies to land identified as "Lake Eucumbene and Lake Jindabyne" on the Scenic Protection Area Map.</p> <p>(3) Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that—</p> <p>(a) the development will not have an unacceptable visual impact on the scenic quality of the area when viewed from the relevant lake at its full supply level or from a public place, and</p> <p>(b) the development has been designed to prevent any intrusion into the view from the lake at its full supply level.</p> <p>(4) In deciding whether to grant development consent to development on any land to which this clause applies, the consent authority must consider—</p> <p>(a) the visual impact of the development when viewed from the relevant lake at its full supply level or from a public place, and</p> <p>(b) whether the design and construction of any new buildings (including ancillary development) prevent any intrusion into the view from the lake and minimises any adverse impacts on the view from the lake and surrounding areas, and</p> <p>(c) the number, type and location of existing trees and shrubs that are to be retained and the extent of landscaping to be carried out on the site, and whether provision has been made for the planting of appropriate native species where the planting would visually screen the development.</p> <p>12. [REDACTED] but I do not think I am missing anything.</p> <p>Kalkite Road:</p> <p>13. Kalkite Road would be described in the UK as a country lane. It is narrow and has now road markings. The sides of the road are steep, the road is often icy and clouded in fog. Wildlife abounds and it is frequently necessary to weave around potholes.</p> <p>14. In short Kalkite Road is a traffic black spot waiting to happen.</p> <p>15. 'Locals' cope with it, and generally adjust their speed accordingly. Tourists who lack experience and who are in a hurry to get to the snow are less likely to be as community minded.</p> <p>16. The proposal contains reference to road improvements which at the consultation session were described as the addition of additional crash barriers and limited widening.</p> <p>17. In other words, superficial amendments are all that is envisaged to cope with, over double the current level of traffic after homes are built, and while development is occurring a large volume of heavy traffic such as cement mixers and truck's towing semi-trailers.</p> <p>18. These vehicles shall both ascend and descend slowly, contributing to traffic chaos and injury risk.</p> <p>19. Road widening would inevitably involve the need to blast the hill-side in order to widen the road. The road works would not be easy, and residents would have to be prepared to put up with considerable delays over a protracted period.</p> <p>20. Now I know Gyde claim 'While traffic volumes are likely to be low, local intersection road upgrades are likely to be required'this is an obscene understatement- traffic volume is relative, and has to be considered in respect to the suitability of the road. In considering this matter, one needs to consider that the traffic associated with Kalkite's 2021 Census population of 294 people in 184 dwellings is to increased by Three Rivers Estate, and the proposed development and that due allowance has to be made for dual occupancy developments.</p> <p>Visual amenity:</p> <p>21. Gyde Consulting claimed in terms of 'Visual impact: Consideration of the proposal's visual impact to existing residents</p>		
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	<p>and from Lake Jindabyne' on page 3 of a document circulated last year.</p> <p>22. From the Community consultation it appears that they have given up on that warm fuzzy statement as I was advised that 'the development would be visible from a home situated on Taylor's Creek Bay'.</p> <p>23. Curiously, this would appear to impact the 'visual qualities and scenery' my wife and I currently enjoy across a bay of the lake, and the 'sense of isolation' we enjoy. See LEP 7.6 (1)(a) and (b).</p> <p>24. [REDACTED] so, the proposal shall impact our visual amenity as development shall be visible from the Kalkite side of the bay contrary to 7.6 (4)(b) of the Snowy River LEP 2013.</p> <p>(a) the development has been designed to prevent any intrusion into the view from the lake at its full supply level.</p> <p>(4) In deciding whether to grant development consent to development on any land to which this clause applies, the consent authority must consider—</p> <p>(a) the visual impact of the development when viewed from the relevant lake at its full supply level or from a public place, and</p> <p>(b) whether the design and construction of any new buildings (including ancillary development) prevent any intrusion into the view from the lake and minimises any adverse impacts on the view from the lake and surrounding areas, and</p> <p>25. [REDACTED] our view is effectively 'from' the lake.</p> <p>26. Those who boat, and I, along with may in Kalkite do, shall experience a reduction in the visual amenity and sense of isolation at the northern end of the lake.</p> <p>27. As extensive development is occurring at the southern end of the lake, it is all the more important that development be avoided at the Northern end, since it is important that residents of the southern end have a capacity to get away from the congestion and enjoy the lake.</p> <p>28. Location and view were an aspect in respect to our purchase, and a reason why lakefront properties attract a price premium.</p> <p>29. We would not have purchased the property had we known of the development.</p> <p>30. Incidentally here, if the SAP Plan applied (which it does not) the plan stresses the need not to 'detract from the existing vistas of Lake Jindabyne' p47. And that as a performance criteria:</p> <p>A. Development should be sensitively integrated into the natural landscape and topography to minimise visual impact and should consider the vistas and views across lake Jindabyne and the Snowy Mountains.</p> <p>31. Given that the development focuses on the South and Southwest of the Lake a development on the Northeast of the Lake outside of the precinct area that significantly impacts visual amenity is curious.</p> <p>32. 25 years ago, a Council Planner told me when I was considering a small community title development on Yens Bay on Lake Eucumbene that there was no way Council would allow any development around the lakes because of pollution risk and the damage to the visual amenity. None happened for many years except a sensible level of infill occurred between East Jindabyne and Tyrolean village.</p> <p>33. Their approach was adopted into the LEP and the SAP clearly was not intended to impact the northern end of Jindabyne or indeed Eucumbene.</p> <p>34. And why an approach that ignores the LEP?</p> <p>35. So, what has changed?</p> <p>36. What is going on here?</p>		
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	<p>37. Why are we dealing with a fast tracked application that seeks to violate planning standards presumably solely for the purpose of lining a developers pocket?</p> <p>38. Earthworks should also be minimised (Performance Indicator F).</p> <p>Bush fire risk:</p> <p>39. As the SAP Plan does not relate to Kalkite, Kalkite is not covered by the Bushfire analysis contained in that planning document.</p> <p>40. Gyde consulting concede this area is 'bush fire prone', the issue is, are proposals adequate.</p> <p>41. As discussed, Kalkite Road is a very inadequate and dangerous road.</p> <p>42. The proposal contains reference only to limited widening and crash barriers along areas where there are precipitous drop offs.</p> <p>43. During a small, recent bush fire along Kalkite Road access to Kalkite was limited.</p> <p>44. The Environment Planning and Assessment Act 1979 Direction 4.3 (3) (c) requires 'provisions for two-way access roads which links to perimeter roads and/or fire trail networks'.</p> <p>45. This provision is logical and essential, and one only needs to consider the experience of Mallacoota Victoria in 2019 to see what happens when that sort of sense is not observed.</p> <p>46. This provision is being discounted in the fire assessment on the basis that the RFS were happy with an upgraded shed and 'evacuation centre' and some other remedial action (presumably clearing) which may or may not continue in a satisfactory manner over future years.</p> <p>47. There was a sight inspection by RFS personnel, [REDACTED]</p> <p>48. There is a considerable risk of embers being blown across the lake from Kosciusko National Park and the risk of a foreshore fire is considerable given the grassland surrounding the lake and timber present in the suburb.</p> <p>49. Use of an evacuation centre is undesirable for other reasons.</p> <p>50. The RFS approval process apparently only deals with Radiant Heat, and no other killers such as fire sequelae such as smoke / fine particle air pollution which would be held against the Eastern side of Kalkite by the steep topography.</p> <p>51. Smoke is apparently only taken into account by the RFS in respect to activities like burn offs.</p> <p>52. So:</p> <ul style="list-style-type: none"> <li>· What if a fire coincides with an outbreak of COVID, where use of such a centre could lead to mass cross contamination in an area with inadequate medical facilities?</li> <li>· How would residents with respiratory conditions be managed?</li> <li>· How would other medical emergencies be managed with either limited, or no capacity to medivac? Remembering here that the nearest hospital is Cooma which is 40 mins away and the closest Ambulance Station is 20 mins away, so even under ideal circumstances the 'Golden Hour' extolled by Emergency Physicians is challenged.</li> </ul> <p>53. Fine Particle Air pollution usually only gives healthy adults mild symptoms sore eyes and a cough, however, when such symptoms are experienced by 'People with a lung or heart condition such as emphysema, angina and asthma will generally have similarly mild symptoms, but they may experience a worsening of their condition that could lead to a more severe response such as an asthma attack or heart attack.</p> <p>NSW Department of Health <a href="https://www.health.nsw.gov.au/environment/air/Pages/faqs.aspx#h1-bookmark1">https://www.health.nsw.gov.au/environment/air/Pages/faqs.aspx#h1-bookmark1</a></p> <p>54. Also, what if a fire breaks out while the Kalkite tanker is off site, and it impacts the one road in, with the result that fire</p>		
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	<p>teams need to fight their way into Kalkite?</p> <p>55. Certainly, as things stand, locals believe that, given prevailing winds, and the proximity of a heavily timbered Kosciusko National Park across the lake, a horrific situation like that in Mallacoota Victoria is only a matter of time.</p> <p>Noise and dust:</p> <p>56. The development would generate considerable noise and dust in its development phase and occupational noise following this, associated with the type of party orientated occupational noise frequently encountered in Jindabyne, but seldom encountered in Kalkite. Such noise travels a considerable distance in an otherwise quiet country area.</p> <p>57. If the Plan did apply, and it does not, it is supposed to minimise earthworks where possible- which is hardly achievable when dealing with the topography involved here.</p> <p>58. How it sits with the capacity of the individual to enjoy a sense of isolation by the lake is also questionable. See LEP s7.</p> <p>Inconvenience associated with road work:</p> <p>59. Necessary road work on Kalkite Road, which would include blasting and use of heavy equipment over a protracted period would cause considerable inconvenience to community in ingress and egress.</p> <p>Undesirable change to the community:</p> <p>60. The 2021 Census listed the Kalkite population as 294 people with a median age of 37 living in 184 private residences. Three rivers estate adds a further 44 or so homes to this, and this development would add two hundred and twenty homes. A number that could double as a result of the potential for dual occupancy.</p> <p>61. The small size of Kalkite gives it a caring village vibe. [REDACTED] I had acquired a home there early in the development and as development occurred, it did not take long for [REDACTED] to lose its village feel and become suburbia either.</p> <p>62. The village feel was a major reason we purchased in Kalkite and why most other residents also buy there. They do not want to live in Jindabyne, which during winter and holiday periods becomes party central.</p> <p>63. We want to live in a quiet hamlet, not in some developer's vision of 'Lake Tahoe down under'.</p> <p>64. Curiously, if the SAP Plan did apply, it would fail the social drivers test within that document as the Plan is supposed to 'foster (ing) social sustainability by building community support and resilience' Social driver 3.3.</p> <p>Increased criminality:</p> <p>65. One of the likely consequences of a development of this size is that, given the absence of a Police station in Kalkite, and the distance of existing Police stations in Jindabyne and Berridale, it will not take long for undesirables to catch on.</p> <p>66. Before you comment -'Aw come on'- [REDACTED] I can assure you that the environmental science saying that 'nature does not like a vacuum' applies equally to warts on the backside of humanity.</p> <p>Increased boating on Taylor's Creek:</p> <p>67. I have noticed Taylors Creek Bay becomes a bit of a community mooring in Summer. It is also a very popular swimming spot- particularly in areas where the lake is shallower- which incidentally is also where people wish to berth boats.</p> <p>68. Current usage is barely acceptable, particularly given that a number of boat users that violate the posted 4 mph (Knot?) speed limit. Locals tend to be sensible, but the worst offenders here are some ski boat owners who enter the bay with their boat still on the plane, well above the speed limit and with the engine revving before shutting the engine down and coasting into the shore.</p> <p>69. Aside from damage to visual amenity, and the dangers that they pose, these boats also generate considerable noise pollution.</p>		
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		<p>70. A substantial increase in usage by boats, as a result of increased development would be likely to see bathing becoming dangerous as a result of the volume of boats and would exacerbate pollution- both from boat fuel and noise.</p> <p>71. I do not believe owners would leave boats in front of their homes in the new development because of exposure to prevailing wind, and buffeting by small waves versus the shelter afforded by Taylors Creek Bay.</p> <p>Bush destruction / wildlife pathway:</p> <p>72. The proposal would destroy a lot of old growth timber to the East of Kalkite township. With 'die back', and the limited pockets of this timber on the Monaro, in the interests of bio-diversity Council needs to exhibit great reluctance in allowing further development in the interests of 'progress' where that progress leads to the destruction of acres of timber.</p> <p>73. There is a natural wildlife pathway that runs from the Kalkite headland, along the side of Taylors Bay, across Kalkite Road and up into the timber covered hillside.</p> <p>74. Threatened and endangered species are highlighted in the report prepared by Cumberland Ecology. This report was prepared for a developer who wishes to develop the land, and his conclusions therefore seek to accommodate development by seeking to offset impact through credits.</p> <p>75. It would be interesting if his conclusions would have been the same if a report was commissioned by Council that simply sought to question whether development in an area where there are endangered or threatened species is desirable. After all, further development at Kalkite is not necessary and is not covered by the SAP plan so why disrupt habitat?</p> <p>Price Point:</p> <p>76. If the SAP plan did apply, it does contain references to 'housing costs and affordability' and their 'master plan aims to achieve a balanced approach to housing by increasing both diversity and supply across the precinct' and 'more access choices for residents, seasonal workers and visitors' it includes a 'low cost social housing provision'.</p> <p>77. At the consultation meeting the developer and I believe a planner remarked that the development was intended to provide homes for workers in Jindabyne. A similar comment is to be found on the LinkedIn site of a director of the development company.</p> <p>78. This remark would appear to be made to target the current buzz word of 'Affordable housing' and the reference to this in the Plan. But does this stand scrutiny? I would suggest not.</p> <p>79. These are premium priced lots with lake views marketed at an above average price point. At the meeting the developer remarked that the price would be between \$600,000 -700,000.</p> <p>80. 1.75-2 million plus dollar homes, are hardly likely to improve 'housing supply and affordability' as claimed by Gyde, unless substantial dual occupancy development occurs which would effectively halve the land value of a development.</p> <p>81. Has council planned for this, and would infrastructure cope?</p> <p>82. Also, even if the plan did apply, where is the 'low-cost social housing' required by the Plan.</p> <p>83. These lots would then be expensive to develop. They would attract wind and snow load requirements, and many are on topography that would make a mountain goat vacillate.</p> <p>Priorities in governance:</p> <p>84. Where are the builders who are going to build these homes coming from? As a result of Snowy 2 it is virtually impossible to find tradesmen to perform even the simplest repair work on the Monaro, and residents from other areas of the state, impacted by fire and flood, including our fire effected neighbours on the South Coast, find it impossible to find builders to construct their home.</p> <p>85. I realise we live in a capitalist system, where the deepest pocket usually wins out, but is it socially responsible to put the</p>		
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	<p>rich after snowy mountains weekenders in competition with these folk in the present economic climate?</p> <p>86. Add to this the two developments currently being prepared (I do not know if DA's have been lodged) behind the Grammar School, Three Rivers Estate, and Berridale there is hardly a land shortage in the area.</p> <p>87. Indeed, there is a lot of undeveloped land in the SAP Plan, so there is no need to look at Kalkite.</p> <p>88. Indeed, if as the planner remarked affordable homes for workers was the intention, there is no shortage of land in Berridale for this purpose and blocks are more affordable. The town is flat, and infrastructure, including main road access are already accommodated.</p> <p>89. Or indeed Adaminaby. There is a shortage accommodation there that is so severe that there is little accommodation for skiers at Selwyn Snowfields.</p> <p>90. Both Adaminaby and Berridale are outside the scope of the plan but need development.</p> <p>91. There is a lot of work available in the area, and the school struggles from year to year to retain a teacher. Surely development at Adaminaby would provide quite a lot of affordable housing, and if anyone does not want to earn big money on the mountain, small businesses are crying out and even cleaners can earn \$300-550 to clean a three-bedroom house, such is the pressure for workers.</p> <p>92. Remember People in Adaminaby actually WANT development, people in Kalkite DON'T.</p> <p>93. It is NOT covered by the SAP Plan. The LEP applies and it should be applied.</p> <p>94. What has now changed?</p> <p>95. Why is the SAP Plan being quoted when it does not apply?</p> <p>96. Has the quoting of a fast tracked, important state government initiative in an incorrect manner impacted people preparing reports for the developer by making recommendations that they would not have otherwise made?</p> <p>The process:</p> <p>97. One other issue worth mentioning here, was that at the meeting on the 24th July 2023 at Kalkite fire station one got a clear view that this was not about objective consultation, it was about the type of 'tick box' consultation that those who have worked in the public service are all too familiar of.</p> <p>98. There was a clear perception that the relationship between developers and planners was just too cosy, and one wondered who they were working for, as there was certainly no perception that they were objectively acting on behalf of ratepayers who are, and this may come as a surprise to some in the planning area, the ones who elect the Council and pay their wages.</p> <p>99. This left many walking out of the meeting wondering what the hell was going on and whether ICAC needed to be involved.</p> <p>Comment.</p> <p>100. [REDACTED] I found bureaucrats and management would often quote legislation and 'buzz words' to justify things, and when scrutinised it would become apparent that they have not actually read the document concerned.</p> <p>101. Has this occurred here? Because if this is not the result of this type of bureaucratic use of 'LORE' rather than 'LAW' one must consider at least the potential for other reasons?</p> <p>102. The SAP Plan is irrelevant to this development, and it looks as though elements are seeking to use its mantra as a means of fast tracking and driving through a development that is contrary to the LEP Plan and the wishes of residents.</p> <p>103. This development should be rejected. It should only be considered further after it has been removed from the 'fast</p>		
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		<p>track' and been subject to a full review, preferably at arm's length by an external consultant appointed by the Minister of Local Government.</p> <p>104.The public are entitled to be sure that appropriate probity standards are being met here.</p> <p>105.It is time for council to do what the people who put them there want, and not accede to a highly profitable request of a developer for development- even un-necessary development, at any price simply to make money at the expense of others.</p> <p>[REDACTED]</p> <p>Regards</p> <p>[REDACTED]</p>		
44.	2/08/2023	<p>My concern is the impact on the sensitive environment. The Kalkite community does not have infrastructure to support such a development with regards to sewerage, hillside and impact on the foreshore. The Snowy Monaro/Lake Jindabyne is an extremely sensitive habitat that can be negatively impacted by erosion, increased vehicle traffic and human presence, and pollution into the lake. I strongly feel this proposal is far too dense a development for the local environment. Larger rural farm lots of 5 acres might be a better solution.</p>	Environment, infrastructure pressure, erosion, increase traffic, water quality, dwelling density	Neutral
45.	2/08/2023	<p>56 HILLSDOWN ROAD KALKITE As someone who has been visiting Kalkite for 30 years, and daughter of a Kalkite home owner, I vehemently object to this proposed development. My objections can be summarised as follows; Kalkite is not covered by the Snowy Mountains SAP Plan, and even if it did, the proposal does not meet the Performance Indicators of the Plan as mentioned below. The proposed development does not comply with the Snowy River Local Environment Plan 2013. The site is unsuitable for the proposed development; it will have an adverse effect on visual amenity of surrounding properties and lake shore and it is inconsistent with the character and scale of the surrounding area. That the site near Kalkite is being considered over and above many more suitable sites (i.e. at East Jindabyne, Berridale and Adaminaby) begs the question of what is the motivation for the players involved? It seems incomprehensible that corruption in the form of Favoritism, Cronyism, and/or Nepotism is not at play. The proposed upgrades to facilities and infrastructure are a joke; • Road upgrades – woeful excuse for a road upgrade on a road that is already dangerous, a little bit if widening and some more barricades... utterly inadequate. • New Rural Fire Service shed – a shed already exists, [REDACTED] • Public open space – we already have public open spaces. • Access to the Lake Jindabyne foreshore – we already have access to the Lake Jindabyne foreshore. The roads are utterly unsuitable for the intensity of construction traffic required, and any deaths that occur on that road as a result of heavier traffic and or deteriorated road conditions will be on the conscience of the council planners (developer has no soul so can assume they don't care). As we have no footpaths or bikepaths, people use the roads to walk, run and ride. Can you imagine what is going to happen when we have cars and construction traffic passing each other and pedestrians/cyclists all</p>	SAP, visual amenity, road upgrades, RFS shed, foreshore access, road safety, village feel, affordable housing	Do not support

		at the same time on that steep descent into Kalkite?? It is a disaster waiting to happen. Yes residents do put up with it, but it is currently within the bounds of reason. The proposed development will certainly tip the balance to unreasonable. The serenity of the village and the Northern end of the lake will be shattered. Guests that we have to our holiday home (friends and family only) often comment on how quiet it is. The stars are bright due to limited light pollution. These are all reasons our family bought at Kalkite and this will be taken away with NO compensation. The greed of the developers is simply flabbergasting. They intend to sell up, take their money and run at the cost of causing significant degradation to the lives of existing residents, who will have been sold out by the Council because the development actually contravenes Council's own planning. Yes, housing pressure needs to be reduced, but NOT by contravening your own planning with fast-tracked, greed-motivated development plans and NOT with this development like this that that claim land prices of 600-700K per block. That is NOT affordable housing in the Snowy Region. Please do the right thing and reject this development proposal, or at the very least, remove it from fast-track. There is enough of concern here that further scrutiny is warranted.		
46.	2/08/2023	I am a property owner and resident of Kalkite Village. This is a very ill considered over development of our small Snowy's village. Somehow the Council staff support it. What will our Councillors do? I believe staff have misled the elected Council in their report of 22 November, 2022. Staff incorrectly state that this developer led proposal is "generally consistent" with the SE and Tablelands Regional Plan and other guiding strategic documents. It clearly is not. It is completely at odds with the Council 2020 Local Strategic Planning Statement and the current Planning instruments. Nowhere in any single strategic documents is the village of Kalkite identified for such radical residential development. Kalkite has 163 dwellings. Kalkite is small and remote from the main centres of Jindy, Cooma and Berridale. This type of massive 220 lot subdivision should only happen in Jindy, Berridale or Cooma. That is where there is the infrastructure, facilities and jobs. That is where the required housing should be placed not at the edge of the Lake, at the end of a narrow road, that is miles from anywhere.. This developer led scheme is just like a Sydney suburban sprawl right next to the Lake. How is this money making plan even being considered by Council? What is really happening? The smugness of the developer and his comments at the March 2022 public meeting "Council is being looked after" are further cause for concern. Is it a done deal? What 'meetings' have staff had with the developer? Information and support from Council is non-existent. Where are the neutral and reasonable consultation meetings being organised by Council? Where is the information for the Kalkite community? Is this a sign of things to come with free for all random subdivisions all around the Lake and region? It appears Council staff are leading the Council to approve. The comment on 'consultation' (p78) of the November staff report is biased and factually inaccurate (I was there). People were shocked and in disbelief. Were Councillors persuaded by that bias from staff? The process and staff report is worthy of immediate and deeper investigation. Doubling the size of the village will completely destroy its existing character and amenity. Infrastructure (Road and Sewer/Wastewater) is not even really examined in the November report. Rural Lands will be lost! Views across the Lake will be impacted. Why have staff just glossed over ALL of that? Council is hiking our rates big time but the possible future costs here are going to be enormous. The current Road will need huge upgrades (and maintenance) and the water infrastructure is already poor (despite the recent handout from the Government to pay for something Council should have been looking after but don't seem able to). What about the town water supply? That is sourced from the Lake. How will this doubling of the village effect run off and other pollutants in the Lake? Taken straight from the Snowy Monaro Draft Settlements Strategy Part 11 - Housing Strategy (p166) document: Objectives: • Maintain Kalkite's quiet and relaxed rural lifestyle and atmosphere. • Enhance connections to Lake Jindabyne and enhance recreational activities and infrastructure. • Provide recreational links to encourage year-round tourism in the region. The village has 163 dwellings. So how does a massive 220 new residential lots fit in with the above objectives? It simply does not.	Strategic documents, consultation process, village character, road upgrades, road maintenance, infrastructure pressure, water quality, SAP, evacuation, bushfire, visual amenity	Do not support

		How can staff say it does? From the same Settlements Strategy document (Table 42) it states in total by 2036, 280 dwellings are required in the ENTIRE region to meet demand. So how does 220 lots in Kalkite align with that overall reality? So nearly 80% of the growth for the ENTIRE region is just being dumped on Kalkite? Do staff know what they are doing? The State Government led Snowy Mountain Activation Precinct makes no mention of Kalkite expanding like this. In fact Kalkite was EXCLUDED as a sub precinct!!!! Why are staff saying it does? Staff state this developer led scheme is "consistent" with the SAP. Yet it clearly is not. The area is bushfire prone land. There is only one narrow road in and out. That is basically ignored and handballed off by staff. Why? The fanciful idea of arguing that putting some token retail and commercial space way out at Kalkite is feasible is surely a comedy? Yet Council staff swallow it! Staff go on to argue that idiocy aligns with the LSPS? Why? The visual and scenic impacts looking back across the Lake will be impacted by the development on this prominent headland. Contrary to decades of strategic policy. That has been utterly and completely ignored by staff? Staff seem indifferent to the obvious Road issues and the sewer/water infrastructure. Have the staff ever driven the narrow Kalkite Road? Have any staff ever had a Kalkite 'bath' (in tea coloured water)? Councillors need to step up NOW... NO TO SYDNEY SPRAWL IN THE SNOWYS. NO TO POOR PLANNING FOR OUR REGION.		
47.	2/08/2023	<p>Good afternoon</p> <p>I am seeking information on the Hilldown Road development near Kalkite, and who is the appropriate person(s) to speak to about this development.</p> <p>My family has a holiday house at Kalkite and we have recently become aware of the large nature of the proposed development and village concerns, particularly pertaining to roads condition and safety, sewerage capacity, water quality, fire hazards and visual impact.</p> <p>We would like to see a copy of the development proposal to determine whether those concerns are legitimate.</p> <p>Thank you.</p> <p>██████████</p>	Road condition, road safety, infrastructure capacity, water quality, bushfire, visual amenity	Neutral
48.	3/08/2023	<p>Dear Hon Members, Mayor, and Counsellors</p> <p>I had assumed that planning was on a frolic of their own regarding a new proposed development in Kalkite because at a meeting between on 24 July, a Planner shut down my critical analysis of the development by telling me that it was out of Councils hands and came under the NSW Government's SAP Plan.</p> <p>Subsequent research by me revealed that an extra ordinary thing had happened. A public official had not told me the truth, for reasons I can only assume were to shut me down.</p> <p>Yesterday I saw Council's response to ██████████ which I quote below:</p>	SAP, village feel	Do not support

	<p>Dear [REDACTED]</p> <p>Council has received your submission in relation to the Planning Proposal for 56 Hilddowns Road, Kalkite and would like to thank you for taking the time to provide your comments.</p> <p>Council acknowledges that this development is not part of the Snowy Mountains Special Activation Precinct.</p> <p>This development is going through this separate planning proposal process for rezoning...</p> <p>If one clicks on the following link, things become enlightening</p> <p><a href="http://webcast.snowymonaro.nsw.gov.au/archive/video22-0915.php#placeholder">http://webcast.snowymonaro.nsw.gov.au/archive/video22-0915.php#placeholder</a></p> <p>Then scroll down to 8.2- Planning Proposal- Hillsdown Road Kalkie.</p> <p>So here Counsellors are describing this as being 'described as 'a great move for the village... and I support it in full' [REDACTED] and another [REDACTED] said it was a great move not only for Kalkite and the whole area....</p> <p>[REDACTED] wanted a presentation and considered himself 'mushroomed'.</p> <p>As indeed do I.</p> <p>[REDACTED] I would be happier with the SAP Plan, because the SAP Plan has rules that I can work with, here, we appear to have our 'community representatives' going off on a frolic of their own- they have found a developer (or one has found them) with a development that does not meet the requirements of either the SAP Plan (see my critique) or the LEP they are going to pre-approve it and change the rules to suit! All somehow in the spirit of a Plan! and all without predetermined rules.</p> <p>There is very big money in this large development proposal, and for reasons of probity we cannot afford to have development occur without ensuring scrupulous compliance with pre- determined plans, this is one reason why all government contracting is subject to a tender process. I am not accusing anyone of anything untoward, but there are reasons behind governance rules, and then smell left by non compliance with rules inevitably leads to dissatisfaction as people have reason to question.</p> <p>Sorry Council, but this is not how representative democracy and good governance works and if you think it does, Council needs to be sacked and an administrator needs to be appointed, because administrators follow the rules.</p> <p>On the one hand, I can understand, as Council probably think that most people in country towns want development. It is</p>		
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		<p>that, 'we need development at any cost' mantra. However there are some small villages such as Kalkite, Captains Flat, Sunny Corner, and Hill End that people seek out because they are small, quiet communities, where people look after one another, where life goes on without the need to lock doors, and boats can be left by the lake without theft.</p> <p>Council have even went some way in recognised this in their own documentation, describing Kalkite as:</p> <p>'a unique village located on the northern banks of Lake Jindabyne. It is a small and quiet village located less than 10 minutes from Kosciuszko Road and approximately a 20-minute drive to Jindabyne town centre'.</p> <p>(Snowy Monaro Local Strategic Planning Statement, 2020).</p> <p>Well why do you want us to lose our uniqueness!</p> <p>Yours sincerely,</p> 		
49.	5/08/2023	<p>This Proposal would great as there is a Lack of affordable land and , the area is in need od house and land packages with the shortage and wait times for builders , land and house packages will assist and also help with the lack of rentals - more people will be able to buy and support the local economy and help keep staff for businesses if they have a permeant place of residence .</p>	Affordable housing, housing availability	Support
50.	5/08/2023	<p>There needs to be a significant improvement to the road access if the proposal goes ahead. The proposed development will increase traffic along the main access route; Eucumbene Road and Kalkite Road. The increased traffic will include a large number of trade vehicles and building supplies in the initial period and then increased residential, vacationers and visitor traffic once established. As a result the road, from the intersection of Kosciuszko Road and Eucumbene Road, needs to be widened and a centre line added.</p>	Road capacity, intersection	Neutral
51.	7/08/2023	<p>the proposal is sensitively designed. The proponent has adopted a larger lot size than the minimum already adopted for the existing kalkite village. A large amount of infrastructure is also provided. The locality is experiencing a sever housing crisis. We need more housing desperately and this proposal will assist in this matter.</p>	Dwelling density, infrastructure provision, housing supply	Support
52.	7/08/2023	<p>Kalkite has been our family holiday home for 43 years, and I object to this proposed development. We were one of the original homes built in Kalkite. My objections can be summarised as follows; Kalkite is not covered by the Snowy Mountains SAP Plan, and even if it did, the proposal does not meet the Performance Indicators of the Plan as mentioned below. The proposed development does not comply with the Snowy River Local Environment Plan 2013. The site is unsuitable for the proposed development; it will have an adverse effect on visual amenity of surrounding properties and lake shore and it is inconsistent with the character and scale of the surrounding area. That the site near Kalkite is being considered over and</p>	SAP, strategic documents, visual amenity, RFS shed, road upgrades, open space, foreshore access,	Do not support

		<p>above many more suitable sites (i.e. at East Jindabyne, Berridale and Adaminaby) begs the question of what is the motivation for the players involved? It seems incomprehensible that corruption in the form of Favoritism, Cronyism, and/or Nepotism is not at play. The proposed upgrades to facilities and infrastructure are a joke; · Road upgrades – woeful excuse for a road upgrade on a road that is already dangerous, a little bit if widening and some more barricades... utterly inadequate. · New Rural Fire Service shed – a shed already exists, the assessment by an RFS official of the development has been corrupted by bribery of a new shed. · Public open space – we already have public open spaces. · Access to the Lake Jindabyne foreshore – we already have access to the Lake Jindabyne foreshore. The roads are utterly unsuitable for the intensity of construction traffic required, and any deaths that occur on that road as a result of heavier traffic and or deteriorated road conditions will be on the conscience of the council planners (developer has no soul so can assume they don't care). As we have no footpaths or bikepaths, people use the roads to walk, run and ride. Can you imagine what is going to happen when we have cars and construction traffic passing each other and pedestrians/cyclists all at the same time on that steep descent into Kalkite?? It is a disaster waiting to happen. Yes residents do put up with it, but it is currently within the bounds of reason. The proposed development will certainly tip the balance to unreasonable. The serenity of the village and the Northern end of the lake will be shattered. Guests that we have to our holiday home often comment on how quiet it is. The stars are bright due to limited light pollution. These are all reasons our family bought at Kalkite and this will be taken away with NO compensation. The greed of the developers is simply flabbergasting. They intend to sell up, take their money and run at the cost of causing significant degradation to the lives of existing residents, who will have been sold out by the Council because the development actually contravenes Council's own planning. Yes, housing pressure needs to be reduced, but NOT by contravening your own planning with fast-tracked, greed-motivated development plans and NOT with this development that claims land prices of 600-700K per block. That is NOT affordable housing in the Snowy Region. Please do the right thing and reject this development proposal, or at the very least, remove it from fast-track. There is enough of concern here that further scrutiny is warranted.</p>	footpaths, light pollution	
53.	8/08/2023	<p>The 56 HILLSDOWN ROAD KALKITE proposed development (to place something 2/3 the size of Berridale 15km off the highway down a dead-end dangerous road) should be dismissed immediately by Snowy Monaro Council as an inappropriate location. If developed, this location will become a huge, ongoing, EXPENSIVE headache for Council. There are many more economically efficient places to develop where the proceeds from development will not be completely eaten up by infrastructure upgrades and ongoing maintenance costs. When asked about road safety, the developer [REDACTED] said to Villagers that he has driven down Kalkite Road and has no personal concerns. Please find below excerpts from the [REDACTED] [REDACTED] pertaining to road safety on Kalkite road. Locals who live at Kalkite vehemently disagree with the developers' representations to Council of the state of the road and the experience of driving it regularly. Reports on Road Conditions The road is really a definite factor- as we walked the dog on Saturday we talked to an ex highway patrolman and he is furious with the road even being considered as safe! It's not as we all know. ☹️ [REDACTED] The damage done to the road by the increased truck usage that went on during the water/sewer construction above the town (between magnolia and lotus up in the hill). The two years of truck traffic (yes some wet climate too) tore the sides of road apart. We watched them tear up the outsides of the bitumen over that time. Then council would come to fill in the really bad bits with shovels. [REDACTED] Just arrived home and passed at least six wombats snacking on the grass or crossing Kalkite road. Please be careful if you're heading up or down tonight. So lovely to see so many out and about [REDACTED] Slow down folks.. young wombat killed in the last hour or so bottom of the hill... daylight too! [REDACTED] Sheep on side of road near</p>	Road safety, road maintenance	Do not support





	<p>snowview property kalkite rd. In about 1997 our troopie slid off the road full of school kids on ski camp due to black ice. Thankfully no fatalities, but driver had knee crushed between dash and floor and had to be cut out. No fault of driver as attending police and first ambulance that arrived also slid off the road. That corner, the long sweeping one at the bottom of the first steep descent, has had absolutely nothing done to it since then. There is a spring that comes up under the road, it was the source of the water causing black ice, and it is still a mess of potholes and lumpy repairs in the middle of a corner on a steep road!! WARNING; Council workers filling potholes along road down into Kalkite without any signage, currently working on a blind corner.. Hoping people see this before a head on/ rear end occurs.. Have contacted council With this kind of development Kalkite must have a alternate IN -OUT road, was brought to my attention with the fire this week, with Kalkite RD. closed We are trapped!! and this was during winter. Can you imagine during a genuine fire season? It would be another Mallacoota. We need at least 2 roads in and out for over 400 +homes and with 3 Rivers, even more. (school) Bus not coming down the hill this morning. Will operate from the top of Kalkite Road, from Depot. Road too slippery and unsafe for the bus. Thanks. Sheep out on Kalkite road top of hill near gate. I think one of the sheep from has escaped and is on the road. Can someone let them know? Eucumbene Road just past heading north there is a rogue sheep running along the road Just a friendly reminder that the crossroads of Kalkite, Hill Top and Eucumbene Roads have a give way sign. This means Kalkite Road and Hill Top Road GIVES WAY to those driving on Eucumbene Road, which has a speed limit of 100kmph. I cannot be the only one that constantly has near misses at the cross roads because drivers from Kalkite Rd just pull out and cut the corner on to Eucumbene Road. Obviously this isn't just a resident issue with high traffic to the boat ramp etc but far out it is a major safety issue and I'm surprised there hasn't been a horrific accident. And yes I'm completely aware that posting on a resident noticeboard (doing so in complete frustration) isn't going to fix the issue but going to council isn't either. Just hoping that people will be more mindful before there is an accident!</p> <p>I submitted a Snap, Solve, Send to council in relation to the hole in the road near 'The Ranch'. FYI - blew out our trailer tyre, fairly dangerous if cars get forced to the side. Hopefully fixed soon. FYI. Kalkite road is closed at the boat ramp and is completely impassable. Police tape is up for warnings. SES has been advised and is bringing heavy equipment.</p> <p>Hi all The road to "kalkite" is now clear of large rocks thanks to all the fantastic residents of Kalkite who turned up and shovelled Council is now here with a skid steer and have started to clear some of the slippery silt off the roads I believe they will then move on and clear the debris off the narrow culvert strip of road past the boat ramp .... due to the small amount of erosion there I half expect the council to leave the road closure in place until someone from council deems if safe so ...it could take a little while either way we assisted a local resident to clear a path across the narrow culvert for emergency services if req, but I don't suggest anyone use it until it's be cleared further !! Thank you all</p> <p>Contacted Council about the state of road, and the things i thought needed fixing this was the reply. if anyone else has anything to add let me know. Council response: Hi Just to let you know that I am very aware of the state of the Kalkite road. I did send a Flocon down there this past week to address what he could in a day, but I know it requires more than that. But must admit the idea of white centre lines has always been a task on that road I would endorse here at the Council, leave that one to me and I will organise it, just have to wait till the warmer weather approaches for painting. Guide post should be no issue either. Will go down there for an inspection on the rest. But glad to hear you work for TfNSW as you will relate to the following. I'm getting smashed at the moment with repairs to roads all over the region. It will be sometime , hopefully end of spring into summer, that we can do something a bit more worthy for Kalkite. Of course we can tend to potholes and such time being, but I know it requires more. This task is in my list (electronically, not paper)and will be</p>		
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		<p>seen to. I'll keep you in the loop! Cheers. [REDACTED] Just make sure she stops at the intersection of Eucumbene road and really looks. I've had over 6 near misses in the past 10 years from someone coming out of Kalkite turn off onto the Eucumbene road. My Older children have all been taught to slow down when coming to that intersection due to this. [REDACTED] as an FYI the road into Kalkite is flooded. Take care if driving up or down [REDACTED] Kalkite road is already under immense pressure with the current population of Kalkite it is narrow and poorly maintained. Several people I know have had accidents because it cannot support the current population. Adding more houses will only magnify the problem. [REDACTED] Once again if you hit an animal please stop, remove it from the road and check the pouch. I came around the corner this afternoon to find a freshly killed red neck wallaby right in the middle of the road, her Joey was lying a few metres up the road, also dead. Please show some respect for the animal you've just killed by getting it off the road and checking the pouch. Also respect for other road users, if I'd have hit the dead wallaby I would have taken out the bottom of my car.....just take responsibility for you've just done. Rant over. [REDACTED] 12pm. today I was run off kalkite road luckily I was under the speed limit and alert avoiding a head on because the driver coming up the hill certainly wasn't. I hope it frightened him/her as much as it did [REDACTED] This has happened to me (sic run off Kalkite Road) twice in the last month. Ended up off the road. It's not fun. [REDACTED] Sheep out on Kalkite road top of hill near [REDACTED] gate. [REDACTED] Just letting parents know that if the road is still closed this afternoon that the school bus is most probably going to be late. We will do our best to have them home as soon as possible. It is likely that Cooma Coaches will need to go via Dalgety, I will wait for them. Don't worry we will get them home safely, cheers [REDACTED] with our community growing in Kalkite and surrounding area I think everyone needs to calm down and start slowing down on our road up and down the hill, [REDACTED] got ran off the road the other day and rolled his car, he was very lucky..it would be nice for the person who did it to man up and take responsibility for their actions, its not cool to run someone off the road and keep on driving. Just remember people have dash cams and the evidence is there! so it would be better to own up before the police come knocking on your door! [REDACTED] Pls help identify a lunatic driver who almost caused a catastrophic accident this afternoon at around 4pm driving down Kalkite hill. I was returning home with my girls and three horses on the float driving slowly, to the conditions with a heavy, wide load... there was a car towing a ski boat up the hill (turns out it was my friend [REDACTED] who called after to check we were ok) and I was concentrating on driving as close to the road edge as possible so we could pass safely... Out of knowwhere a silver Toyota Ute with a canopy passed me and swerved in by the skin of his teeth!! This idiot could have killed everyone involved. A. was only doing 40km up and had to slam on the breaks to avoid collision (dangerous with a boat) and I was only doing about 20 &amp; can't slam on brakes going down hill with horses... if it was an adult then SHAME on you and please have a little bit of patience... i hope the 2 minutes you saved driving like an idiot were worth it! if it was a teenager or young adult then I hope someone recognises the vehicle and has serious words with the driver before someone actually does get killed! [REDACTED] RE above: [REDACTED] I've had one or two in the last six months. Terrifying. I'm so glad you are safe x. [REDACTED] RE above. [REDACTED] you poor things. Glad you all are ok. We have been run off the road in the school bus (thankfully no kids on it). Please take a note and report it to police. That is the only way anything can be done unfortunately. It has taken me over 5 years to legally reduce the speed limit - I was told why it took so long is that drivers drive to the conditions which I literally laughed at! Take care xx. [REDACTED] RE above. Totally agree people travel too fast on Kalkite Road!! I have also has some close misses driving to our house. [REDACTED] There was a big wombat hit on kalkite hill tonight. He was left laying in the middle of the road and was still alive when he was found. He also posed a considerable traffic risk., Please respect both the animal and your neighbours. by removing any animal you hit from the road. [REDACTED]</p>		
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54.	9/08/2023	I support the planning proposal to modify the current LEP and increase density in Kalkite village. The council should consider opportunities to limit short term rental in the new development area through the use of the NSW Government's STRA planning policy frameworks. This would improve affordable housing and rental access for the region.	Dwelling density, STRA, affordable housing	Support
55.	9/08/2023	<ul style="list-style-type: none"> <li>• The proposal is of an Appropriate scale.</li> <li>• Ecological impacts are and will be minimised.</li> <li>• Extensive infrastructure has been proposed in a VPA.</li> <li>• Housing supply needs to be increased to assist with affordability in the region.</li> </ul> Good short term and long term employment opportunities good for tourism good for the economy short and long term. good for the region for housing diversity	Dwelling density, environmental quality, infrastructure provision, housing supply, housing affordability, employment opportunities	Support
56.	10/08/2023	I do not support due to the isolation of Kalkite and lack of supporting infrastructure	Site location, infrastructure pressure	Do not support
57.	11/08/2023	I have been an architect for more than 40 years. I support this proposal as it will activate the area not only during the peak skiing season but also during the summer. This can only be good for the immediate and greater area bringing more employment and create a year-round community. Of course, the planning needs to be done in such a way as to respect open space and density and provide the infrastructure as outlined	Activate area, employment, open space, dwelling density, infrastructure provision	Support
58.	13/08/2023	I support the submissions made, or to be made, by [REDACTED] My main concerns relate to issues concerning the proposed rezoning and it's impact on road safety, sewerage and water. I am NOT in favour of the proposed rezoning as those issues have not been addressed. In my view, the necessary upgrade to Kalkite Road and to the delivery of water and sewerage services as a result of the proposed rezoning and subdivision would be of considerable expense to the council. If the issues are not addressed the residents of Kalkite will be unfairly impacted and there is a likelihood of death, injury and severe environmental and health impacts.	Road safety, infrastructure pressure, infrastructure upgrades, environmental impacts	Do not support
59.	13/08/2023	In principle, I support the planning proposal, however the following items should be further considered by Council: 1. The report by GYDE indicates that the subject site is not flood affected, however a watercourse exists on the "middle paddock". This watercourse drains to Taylors Ck according to the online mapping on the NSW Water Management (General) Regulation 2018 hydroline spatial data website. Further investigation should be undertaken to determine the extent of the flooding constraint. 2. The proposal indicates areas of mostly low density residential and also public spaces, rural fire station, a community centre and commercial space. Whilst the public spaces, new fire station, community centre and commercial space would be appealing to the local residents, it is inconsistent with figure 68 of Council's draft Settlements Strategy 2022 with respect to the potential growth of Kalkite. In particular, the areas shown as open space, community centre, fire station and commercial space in the Planning Proposal would be duplicating most of these spaces being proposed for Kalkite in the draft Settlements Strategy. It would be more appropriate that these facilities are grouped on Crown Land located to the north, as shown in figure 68 of the draft Settlements Strategy. It is suggested that further work is undertaken by Council to define what Kalkite should include as a 'village' to guide applicants. 3. The concept subdivision layout shown in Appendix 2 is	Flood, Settlements Strategy, consistency between documents	Support

		not compatible with the indicative masterplan precinct plan shown in Appendix 17. Which conceptual layout is preferred as the masterplan? The above items should be addressed prior to the finalisation of the Planning Proposal.		
60.	13/08/2023	<p>Dear [REDACTED]</p> <p>I am disappointed my request, as below, has not been responded to. I am uncertain why there would be any reluctance or delay in releasing this simple set of information?</p> <p>Given the very short timeframes the Council has set for formal submissions I would ask that the submission period be extended by one month to enable a full and meaningful consultation to occur. This should also be accompanied by some local awareness raising as well.</p> <p>I know some elderly residents in Kalkite are struggling with the technology to access information and how to make a submission. Council has not made any practical effort to ensure these residents are not excluded or disadvantaged by the process.</p> <p>I am also informed Council planning staff stated to a community member, at the 24 July community meeting, that they thought Kalkite Road was "scary", they thought there was public transport in the village - there is not, and they did not know the hard waste from the existing wastewater plant was trucked out. Do the Council staff know anything about the village they are recommending being more than doubled in size? That is hardly very reassuring for the community especially after the very unpleasant nature of the meeting.</p> <p>To help with all of that that I strongly recommend the elected Council direct staff to hold a public hearing, chaired by an independent expert, to form part of the deliberations for this planning proposal. That will allow full access and a proper opportunity for the entire community to engage. It will also allow independent advice to be provided to the elected Council. This is a standard and sensible step in a planning proposal process of this scale and impact.</p> <p>Kind Regards</p> <p>[REDACTED]</p> <p>Sent: Thursday, 3 August 2023 at 11:14:05 GMT+10 Subject: Re: Planning Proposal. - 56 Hilldowns Rd</p> <p>[REDACTED]</p>	Consultation process	Neutral

		<p>I have written to the Mayor and Council on 31 July 2023 to request an informal release of the information you have advised I need to do a formal GiPA on, as below.</p> <p>I also attach below a fact sheet from the Information and Privacy Commission. (<a href="https://www.ipc.nsw.gov.au/fact-sheet-informal-release-information">https://www.ipc.nsw.gov.au/fact-sheet-informal-release-information</a>)</p> <p>Transparency is the foundation of good governance and communication. I believe my request passes the limbs of the tests laid out below.</p> <p>Kind Regards</p> <p></p> <hr/> <p>When should agencies consider releasing information informally?</p> <p>Agencies may release any information informally unless there is an overriding public interest that would prevent this. The context for release of information on request, will be different for each agency, and some relevant questions for agencies to ask themselves regarding informal release of information include:</p> <ol style="list-style-type: none"> <li>1. Is it in the public interest to release the information to the person or organisation requesting it?</li> <li>2. If an individual requests the information, is it his or her personal information?</li> <li>3. Can any sensitive information, including information about a third party, be easily deleted, allowing the rest to be released?</li> </ol> <p>Other questions that may be useful to consider include:</p> <ol style="list-style-type: none"> <li>1. Whether release of the information with conditions will facilitate access?</li> <li>2. Is the information sought of a kind where a detailed application of the public interest test would not be required?</li> <li>3. Could a summary of the information be easily and quickly prepared if it is not possible to release all of the information?</li> <li>4. Is the information relatively simple to search for and obtain?</li> </ol> <p>If the answer to any of these questions is 'yes', and there is no overriding public interest against disclosure, then agencies should consider releasing the information in the most appropriate format without requiring a formal access application.</p>		
61.	13/08/2023	<p>Dear Mayor, Hon Members, Counsellors, and others.</p> <p> 'Save Our Kalkite' ('SOK'), a community group that has been created to oppose the 56 Hillsdown Road</p>	Consultation process	Do not support

		<p>Kalkite development.</p> <p>During a recent petition signature campaign that has resulted in over 90% of residents asked sign a petition opposing the development doing so (we have over 100 signatures), it became apparent that some people who are not computer literate want to make submissions but are not sure how to do so.</p> <p>I note that Council Planning has only provided for email responses, a clear breach of Access and Equity principles in so far as older Australians are concerned. This I note is also an issue with the developer's consultation process.</p> <p>1. Can you please arrange for an alternative means for the lodgement of submissions and extend time within which submissions can be lodged? and appropriately publicise this by means other than internet?</p> <p>[REDACTED]</p> <p>3. I note that on the 3rd August I wrote to Counsellors suggesting a Community Meeting- I have not yet had a response. Can you please respond ASAP.</p> <p>I shall hand Council a hard copy of the Community Petition at the meeting.</p> <p>I look forward to your early advice.</p> <p>Kind Regards,</p> <p>[REDACTED]</p> <p>[REDACTED]</p>		
62.	14/08/2023	<p>Dear Mayor, Hon Members, Councillors and others.</p> <p>I meant to add that there was an Aboriginal artefact found on Taylor's Creek in Kalkite. It is currently in the hands of the National Parks and Wildlife Service (who were incorrectly given it by its finder). [REDACTED] is aware of this.</p> <p>[REDACTED]</p>	Aboriginal consultation, aboriginal artefact	Do not support

		<p>&gt; On 14 Aug 2023, at 10:58 am, [REDACTED] wrote:</p> <p>&gt;</p> <p>&gt; Dear Mayor, Hon Members, Councillors and others</p> <p>&gt;</p> <p>&gt; I am advised by [REDACTED] who is a well regarded Ngarigo Elder and Member of the Ngarigo Nations Indigenous Corporation (NNIC) that neither she, nor her group, were consulted by the developer in respect to the proposed development.</p> <p>&gt;</p> <p>&gt; As you are no doubt aware from her work, [REDACTED] has unimpeachable credentials in this field, within this region.</p> <p>&gt;</p> <p>&gt; [REDACTED] remarked that there are a number of other Aboriginal stakeholders who have not been consulted in respect to this matter who Council would also be aware of.</p> <p>&gt;</p> <p>&gt; The Aboriginal heritage and consultation aspects of this development, among other matters, need to be revisited.</p> <p>&gt;</p> <p>&gt; Yours sincerely,</p> <p>&gt;</p> <p>&gt; [REDACTED]</p> <p>&gt; [REDACTED]</p> <p>&gt; [REDACTED]</p> <p>&gt; [REDACTED]</p> <p>&gt; [REDACTED]</p>		
63.	14/08/2023	<p>Firstly, thank you for giving the local community the opportunity to provide feedback. [REDACTED] so this development directly affects us in both views, proximity to open space and traffic. One of the main reasons for us purchasing our property at Kalkite was because it is away from the 'hustle and bustle' of Jindabyne. We love the peace and quiet and proximity to nature that Kalkite provides. Whilst we are sad to see this development proposed, feeling that it will certainly change the peaceful feeling of the existing Kalkite village, we do also understand the demand in the area for property and the limited availability of properties for both sale and rent in the Snowy Mountains. Our primary concern for the proposed development is that the volume of proposed lots in precinct one appears to be too much - this seems vastly out of proportion when compared to the existing Kalkite village. It would be much easier to accept this development if there were to be fewer lots, and lower density of housing. This is due to increased volume of traffic, visibility from the existing village and just an over use of the area - such as access to the lake etc. - We are also concerned that the road into Kalkite village can simply not accommodate this increased level of traffic - Kalkite road is already overused and can be dangerous at busy periods in bad weather when considering weather conditions, road conditions and wildlife. If this development is to go ahead, we would really like to stress that a lower lot/housing density would be preferable in precinct one. Plus the provision of an additional boat ramp would be helpful as the existing Kalkite boat ramp is already over used and the traffic coming into the village to use the boat ramp (driving too fast and carelessly) makes Kalkite road even more dangerous. Thanks, [REDACTED]</p>	Village feel, visual amenity, open space, dwelling density, road safety, wildlife, boat ramp	Neutral

64.	14/08/2023	I do NOT support the proposed rezoning as the developer has not addressed the issues of road safety, water, sewerage and power. Recent poor operation of the sewerage facility led to overflow into Taylor's Bay. Unless an inordinate amount is spent on the facility any development as proposed would likely cause this to recur. Any overflow impacts upon the freshwater to supply to Kalkite as well as having other environmental impacts. I support any submission made, or to be made, by [REDACTED]	Road safety, infrastructure pressure, environmental impacts	Do not support
65.	14/08/2023	There are just too many blocks, the infrastructure can't handle the 170 blocks now especially with the winter influx, to more than double will just ruin this idyllic village. There will need to be coaches driving up and down the road as the current school bus won't be able to cater. Which I believe the road can not handle and where will this bus turn around?	Dwelling density, public transport	Do not support
66.	14/08/2023	<p>Dear [REDACTED]</p> <p>Thank you for the information. I have some questions and requests arising from it as below.</p> <p>I had sent the original request to the Mayor on the 31/7/23 for an informal GIPA, so your explanation on a lost email does not really make any sense.</p> <p>Are you suggesting that Council does not have a process by which correspondence directed to the Mayor is not properly recorded and then forwarded to staff for actioning? My email to you on the 3/8/23 was just a follow up courtesy to you.</p> <p>By the way on the "lost" email, Council records are governed by the provisions of the State Records Act. Failure to maintain proper and accurate records can potentially open Council up to legal action.</p> <p>I am very conscious of the pending submission deadline.</p> <p>The information you have sent gives rise to some urgent matters and requests:</p> <p>1. The 3/6/22 note from proponent stating 20% of lots as potential dual occupancy blows the potential yield out even further. Making the yield even more ludicrous against the total implied dwelling need for the entire Council area. Has that been reconciled noting the comment from Council (26/6/22) that 100% of lots will be dual occupancy! So potentially 440 dwellings. Can you confirm that yield please.</p> <p>2. 15/6/22 note indicates "another" briefing session for Councillors. Can I have the notes from that earlier briefing as referred to here please and any subsequent briefings.</p> <p>3. Council note to proponent 26/6/22 seems to indicate (under Water) Council is helpfully doing a great deal of work to support the proposal. Can you confirm this was properly funded by the proponent and if so what investigatory work occurred. Can you forward the results of the investigatory work.</p>	Council process	Neutral



		<p>4. Can you please confirm there was no communication between Council and proponent between 18/8/22 and 30/1/23.</p> <p>5. Has Council advocated for proponent to Crown Land per 25/5/23 note from proponent. Please forward that communication Council may of so kindly done for the proponent. What was the result? Can the notes of any discussion please be forwarded.</p> <p>6. There is a meeting identified in 15/6/23 note from proponent. Where are the notes of that meeting?</p> <p>7. Council backed down on schedule of public exhibition see note 30/6/23. Can you please forward the notes of the staff deliberations where a Council back down was discussed and decided. Who made that decision. Was it conveyed or agreed by Councillors? If so in what forum?</p> <p>8. The dismissive note 30/6/23 on aboriginal heritage is concerning.</p> <p>9. Note of 5/7/23. Why is the name redacted? Who is that? Staff or Councillor? Why did they "agree in principle" with the proponent strategy? Can details and filenotes of that in principle agreement be forwarded.</p> <p>10. Can you confirm no further communication has occurred between Council and prior since 23/7/23. Even though the meeting of 24/7/23 involved serious discord and physical violence?</p> <p>11. Can you please confirm no discussion was held with proponent regarding the amendment to draft Settlement Strategy that went to Council in 11/23</p> <p>I have a further series of questions regarding the waste water facility at Kalkite and if Council staff deem I need to formally seek information on the grant then that is what I will do.</p> <p>It is however very disappointing the Council is ignoring the Privact Commission advice which I sent to you previously.</p> <p>Kind Regards</p> <p>██████████</p>		
67.	14/08/2023	<p>As a resident of Kalkite, I oppose the re-zoning from RU1 Primary Production to RU5 Village. My primary concern is for the safety of Kalkite residents and believe the proposed widening of Kalkite Road is an insufficient measure to ensure our safety. During the last bushfires in our region ██████████ said often and loudly that we were in a high risk area due to having only one access road in or out of the village. I fail to see how widening the one road will reduce this risk whilst adding at least double the households in the village. Only recently the village was cut-off due to an out of control grass fire, because this one access road was affected. Until Kalkite village has a second access road available to its residents I would oppose any development and re-zoning. I understand that development will occur in our area, but it should not occur</p>	Bushfire, evacuation, dwelling density, traffic increase	Do not support

		at the risk of lives using an already precarious road, which Council has not been able to maintain thus far with the current traffic use.		
68.	14/08/2023	<p>RE: Planning Proposal PP-2022-2114, 56 Hilldowns Rd, Kalkite</p> <p>Thank you for the opportunity to review the Planning Proposal for 56 Hilldowns Rd, Kalkite. We have completed a full review of the documents, including the Biodiversity Assessment Report (BAR) April 2022, the Addendum Biodiversity Report, and Planning Proposal.</p> <p>The proponent has committed to obtaining a Biodiversity Certification for the site, and this process is close to completion. The proponent engaged with Biodiversity Conservation Division (BCD) early in the process, and the proposed Biodiversity Certification reflects this engagement. BCD agrees with the proposed zoning of C2 Environmental Conservation and C4 Environmental Living in the areas which have intact native vegetation. If the site proceeds with the Biodiversity Certification in place as outlined in the Addendum Biodiversity Report, including all avoidance and mitigation measures, then BCD supports this Proposal with the current zoning. Please note any upgrades to the Kalkite Road which are required as a result of the increase in population within Kalkite village may result in impacts to the road side vegetation. These impacts have not been addressed in the addendum report and therefore should be included in the Biodiversity certification process to ensure all impacts associated with the Planning proposal are fully assessed.</p> <p>The proposal seeks to rezone land that is flood prone and therefore should be consistent with Section 9.1(2) Direction 4.1 of the Local Planning Direction, the NSW Government's Flood Prone Land Policy and the Flood Risk Management Manual 2023. Council should prepare a Flood Impact and Risk Assessment (FIRA) to address all the local planning direction requirements including adverse flood impacts to other properties. For more detail, please see Appendix A.</p> <p>If you have any further questions about this response, please contact [REDACTED]</p> <p>[REDACTED]</p> <p>Yours sincerely 14/08/2023 [REDACTED]</p> <p>Appendix A Water Floodplains and Coast (WFC) Floodplain Risk Management</p> <p>The DPE-Biodiversity and Conservation Division, Water, Floodplains and Coastal (WFC) team has reviewed the documentation associated with this planning proposal and offers the following advice for consideration in our response to Council.</p> <p>Floodplain Risk Management Comments</p> <p>The planning proposal will involve the rezoning of flood prone land, therefore should be considered</p>	Biodiversity Certification, road upgrades, roadside vegetation, flood	Neutral



		<p>in accordance with Section 9.1(2) Direction 4.1 Flooding of the Local Planning Direction and the NSW Government's Flood Prone Land Policy as set out in the NSW Flood Risk Management Manual, 2023..</p> <p>As Council has no flood study or flood risk management plan for this location, we recommend a site-specific Flood Impact Risk Assessment (FIRA) be undertaken to enable planning proposal determination consistent with Local Planning Direction 4.1 and Flood Risk Management Manual. Guidance on a fit for purpose FIRA can be found at:  <a href="https://www.environment.nsw.gov.au/research-and-publications/publications-search/flood-impactand-risk-assessment">https://www.environment.nsw.gov.au/research-and-publications/publications-search/flood-impactand-risk-assessment</a></p> <p>The FIRA should assess flood risk over the full range of possible floods up to the probable maximum flood, and address the following key matters as a minimum:</p> <ul style="list-style-type: none"> <li>· The impact of flooding on the proposed development..</li> <li>· The impact of the proposed development on flood behaviour. This includes offsite flood impacts particularly downstream due to land use and landform changes.</li> <li>· Assess the effectiveness of proposed management measures required to minimise the impacts of flooding to the development and off-site impacts.</li> <li>· Provide appropriate setbacks and zoning that is compatible with the flood function, natural flow paths and Snowy River Local Environmental Plan 2013 for flood risk, riparian land and watercourse environment objectives.</li> <li>· Propose adequate flood planning levels considering flood risk, the implications of climate change (particularly increased rainfall intensity), cumulative development impacts, and inherent flood estimation variability and uncertainty.</li> </ul> <p>Should further flood risk management technical advice be required, Council should not hesitate to</p> <div style="background-color: black; height: 20px; width: 300px;"></div>		
69.	15/08/2023	<p>As long term residents of Kalkite of 40 years we strongly object to the rezoning of 56 Hilldown Road Kalkite from RU1 primary Production to RU5 Village, RE 1 Public Recreation, E1 Public Recreation, E1 Local centre, SP2 Infrastructure, C2 Environmental Conservation and C4 Environmental Living to enable the subdivision of up to 220 lots south of Kalkite village. Our concerns about this proposal are: The proposed location for this development is not a suitable site. Kalkite is a small community remote from the three centres of Cooma, Berridale and Jindabyne. People have been drawn to the peace and serenity of this quiet village. This subdivision will double the size of the existing village. The bigger towns have the necessary infrastructure, facilities and jobs plus flatter terrain more suited to a 220 lot development. The access road is unsuitable. The road in and out of Kalkite is narrow, steep and pot holed with no line markings. It is subject to fog, snow and abundance of wildlife crossing the road so could not cope with the large increase in traffic that would result from a 220 lot development. It was designed to service approximately 294 residents in 184 dwellings NOT another 220 lots plus the Three Rivers development. The road is also unsuitable for the large volume heavy vehicles and equipment necessary for the construction phase of this 220 lot development. The Winter peak traffic data being collected will not necessarily be a true reflection of traffic volumes as visitor visitation will be lower due to a poor season. The upgrades suggested by the developer are totally unrealistic and unsatisfactory - some widening and some barricades. Exit and access in the event of bush fire. The developer</p>	Village feel, population increase, infrastructure pressure, road safety, bushfire, evacuation, visual amenity, affordable housing, strategic documents, SAP	Do not support

		<p>has acknowledged that this is a bush fire prone area and emergency exit is via this 2 single lane road in each direction. What a nightmare if a serious fire event occurs. Remember Mallacoota? Remember the fires of 2003 where the road was closed. Remember the small fire earlier this year which closed the road.? Now think of of the increased number of people and vehicles trying to escape if this 220 lot development proceeds. The visual amenity will be destroyed. This planned proposal will adversely impact on the visual amenity of the existing village and the lake foreshore. It will destroy the sense of isolation here and is inconsistent in character and scale with the surrounding area. The supply of services. The existing water supply to the village cannot provide enough pressure for houses at the high point of the village. So for a 220 lot development a new water supply and treatment plant would have to be built. Where and what size sewage system will service this development and the increased run off from storm water and construction so that the Lake is not polluted especially with silt build up, a situation that has occurred just north of the boat ramp The misleading term "affordable housing" being applied to this development to suggest that it would be suitable for workers, residents and visitors. These are lots with water front and water views to be priced between \$6-700,000 then add the cost of building, if you can find tradespeople, then this will be far from "affordable housing" The failure of the Council to adhere to their own planning rules. This 220 Lot planning proposal does not comply with the Council's Snowy Monaro Draft Settlements Strategy Part 11 document that has the objective of maintaining Kalkite's quiet and relaxed lifestyle and atmosphere. An extra 220 lot development would certainly affect this objective. It does not comply with its own LEP 2013 which provides for protection of visual qualities and scenery, the sense of isolation that can be enjoyed in many areas on and adjacent to the lake, the recreational function of the lake and the water storage function of the lake. There seems to be some confusion in the Council about the State governments SAP plan which EXCLUDES Kalkite as a sub precinct. This proposed 220 lot development therefore should not take place as the SAP allows for other towns in the area to provide residential and affordable housing. So why is this proposal being considered let alone fast tracked? What is going on in the Council? Come on Snowy Monaro Council, please do your job! Please reject this rezoning and development proposal for 56 Hilldown Road Kalkite. As we see it your loyalty should be towards the residents of Kalkite who voted for you to make the best decisions on their behalf rather than a developer who wishes to make a fast buck. Why should existing residents have to surrender their peace, privacy and security so a Sydney based property developer can enrich himself Yours faithfully [REDACTED] 15 August 2023</p>		
70.	15/08/2023	<p>Dear Snowy Monaro Councillors, I am voicing my concern and disapproval for the proposed development at 56 Hilldowns Road, Kalkite. This development is in no way whatsoever in keeping with NSW State Environment Planning Policy, does not fall inline with the objectives of the Snowy Monaro SAP or LEP, will not provide more affordable housing opportunities to people, nor in any way improve Kalkite or the greater Snowy Monaro region. Irrespective to the developers prior comments that there is 'support' from local Kalkite residents, a brief look at the Kalkite Community Facebook page, or chat with anyone, will show that there is nothing but disdain for the project and that the residents of Kalkite, past, present and future are incredibly concerned about protecting the amazing locale that Kalkite is. Please also justify how the decision could be made to hold the council meeting in Bombala to determine this development? Why so far? I mirror the views and the submissions already made numerous times about the inappropriateness of development, the lack of infrastructure, devastation to the feel of the village, decimation of wildlife and detrimental destruction of the area. Kalkite village as it is already zoned, should stay that way, it is an appropriate amount of RU5 surrounded by RU1. There are still a few vacant lots without buildings as well as a number of under-developed blocks, Kalkite as it stands has not reached capacity. There is no need for the sort of development so far from civilisation. Kalkite is special because of what it is. It has changed from a sleepy fishing holiday spot to a village full of families, all choosing to live here because of the safety and support that only a small</p>	Strategic documents, affordable housing, community adversity, infrastructure pressure, village feel, wildlife, housing supply	Do not support

		village can provide. No one wants to lose that. I do not support the rezoning proposal for 56 Hilddowns Road. It should remain RU1. In closing, Kalkite is and should always be, I quote: 'a unique village located on the northern banks of Lake Jindabyne. It is a small and quiet village located less than 10 minutes from Kosciuszko Road and approximately a 20-minute drive to Jindabyne town centre. (Snowy Monaro Local Strategic Planning Statement, 2020). Regards, [REDACTED] (Kalkite full-time resident)		
71.	15/08/2023	I have read both the SAP and council planning documents recently, as I was starting to build on my rural block a little while back. As far as those two documents are concerned, this development proposal is non-compliant with both documents. It does not meet either of the 2 planning documents criteria; and has some serious other concerns as well; in regard to sewerage and run-off, keeping our drinking water pristine, environmental protection/ wildlife corridors, which run through the development, road safety, native animal Road kill, fire escape route in a bushfire hazard zone and only one road in and out of the whole of Kalkite. The largest issue being that the scenic beauty and landscape will no longer comply with the planning document, and the change to zoning of this one development will be seen as a green signal for all developers to seek the same approvals for the whole Lakeshore large parcels. How will the council justify declining all new proposals after this one? Obviously approving such a non-compliant development will be seen as a precedent and will invite mass developments in these areas which remain zoned rural for a reason. Council is ignoring the very documents they use as planning frameworks for every other lawful development in the area. I believe it is not Council's purview to change zoning to enable such a development in an area which is forbidden by the NSW SAP and council's very own planning document. Documents that all other land owners are required to comply with. I believe NSW LEGAL/ OMBUDSMAN oversight should be sought in this case as the Council really has no defined legal jurisdiction to overturn higher regulations in my opinion.	SAP, strategic documents, sewerage, water quality, quality environment, wildlife, road safety, evacuation, bushfire, road capacity, precedence	Do not support
72.	15/08/2023	To council members/developer, There is a lot of concern surrounding the infrastructure of the development proposed for 56 Hill Downs Road, Kalkite, NSW 2627. From the sewer system (that I believe is already struggling with demand, we have sewer trucks moving effluent multiple times a day), to electrical supply, to water supply. The state of the road in and out of the village is always in disrepair, and not only does it not keep up with the current traffic load, it definitely couldn't handle the extra 300+ vehicles. To further from this, would provisions be in place to transport the school children still? A full size bus/coach would struggle in the existing village. Unless the developer is going to rectify these concerns prior to development starting, I have to oppose development and voice my utmost concern. For a council that has already claimed that funds are low, how can they be okay with a development of this magnitude going ahead. The rates won't cover the upgrades required, and if they blindly go into this chasing increased revenues, they will be behind the 8ball again. Grants won't be able to cover it. I look forward to hearing what is actually proposed and if they will be held accountable for decisions made. Regards [REDACTED] [REDACTED] Concerned Kalkite Resident	Infrastructure pressure, road quality, traffic increase, contributions	Do not support
73.	15/08/2023	No more development it's beautiful and does not need this to destroy the environment	Quality environment	Do not support
74.	15/08/2023	[REDACTED]  Thanks so much for getting back to me so quickly.  Sorry just a few more questions....	Council process	Neutral

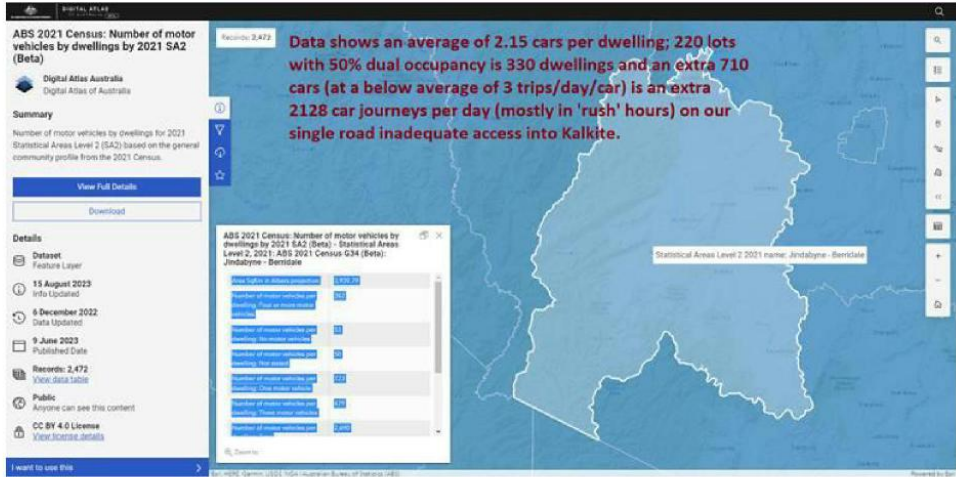
		<p>1. Can I please confirm under 11) that a single submission, as vague as that is and clearly pumping the planning proposal, was the sole catalyst for over turning decades of strategic policy and making Kalkite Village an investigation area? Sorry but that is just very hard to fathom.</p> <p>I assume there are working papers to support that significant change in policy. Were Councillors briefed? Noting there was zero community consultation. The precedent effect alone must of been explored. The impact on implied dwelling yield and spatial settlement balance is shocking. The impact on views and scenic character likewise material.</p> <p>Especially so with the impact of dual occupancy. 400 potential new Kalkite residential properties!</p> <p>2. Under 9) I don't really want a specific name (but don't understand the big deal) but a position of the staff member would be fine. Again just trying to work out the decision making process here for transparency. Especially as the intervention appears to rather abruptly set aside legitimate staff concerns.</p> <p>That is unusual and again would normally involve discussion and notes.</p> <p>Thank you.</p> <p>██████████</p>		
75.	15/08/2023	<p>Dear Mayor and Councillors,</p> <p>Please find attached my submission on the Hilldowns Road Planning Proposal:</p> <ol style="list-style-type: none"> <li>1. This proposal is prohibited by all existing planning controls in the Snowy Monaro LEP.</li> <li>2. The proposal is contrary to decades of careful Council strategic policy.</li> <li>3. The proposal could potentially locate a massive percentage of the implied dwelling need for the entire region into the village of Kalkite - potentially 400 dwellings on a visually prominent headland.</li> <li>4. The relevant and important technical information on traffic is still unavailable. The current road is a narrow twisty and is one described by Council Planning staff as "scary"!</li> <li>5. There is inadequate view analysis which ignores the scenic importance of our beautiful area (so breaks yet more strategic policy).</li> </ol> <p>With so many fundamental problems I am bewildered how Council actually recommended this for Gateway.</p> <p>I am also finally in receipt of the communication between the developer and Council staff that I sought three weeks ago. It does indicate staff have been helpful in providing guidance to the developer. In contrast to the lack of proactive work with local residents and what really is an inadequate consultation process.</p>	Strategic documents, dwelling density, road safety, visual amenity, consultation process, population increase, SAP, affordable housing, scenic protection area, visual prominence	Do not support

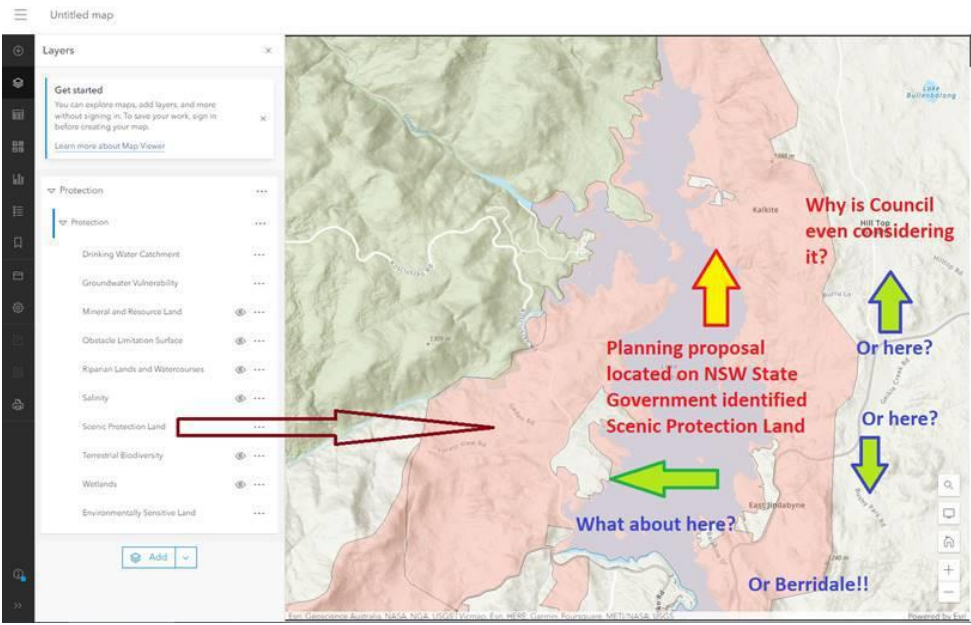
		<p>This information raises some very serious questions as to why concerns raised by staff, on the timing for consultation, were overturned by other staff (I assume more senior?). Despite what appears to be initial staff concerns on the obvious lack of detail for consultation "someone" overturned that concern. The email train clearly shows legitimate staff concerns were overridden after a 'mystery person', agreed with the counter developer argument "in principle". I look forward to having a much better understanding of who that was and on what basis they overturned the staff concerns.</p> <p>More disturbing is that it appears staff have contacted State Agencies on the developers behalf and seemingly undertaking investigations on the wastewater plant. All such matters that the developer should be doing not the Council. Why would Council facilitate the closure of a Crown Road for a developer that gives lake access to the community? It reinforces a troubling impression of demonstrable bias in what should be an objective assessment by Council staff against agreed State and Council policy.</p> <p>The NSW Office of Local Government (OLG) guidelines state that Councillors "are expected to represent the views of the community while making decisions in their interests; demonstrate conduct that the community expects and deserves; and plan and oversee the running of a significant and complex business". Has that happened here?</p> <p>I can only hope the elected Council listen to the community and then re-consider this speculative developer proposal. It should be rejected.</p> <p>Kind Regards</p> <p>██████████</p>		
76.		<p>With respect to the authors of the September 2022 Council report supporting the proposal, that report is misleading. In an inadequate manner given the relative scale and impact of this proposal, it skirts around key issues and omits key pieces of information. It has misled the elected Council.</p> <p>The superficial analysis of the material infrastructure impacts (road and wastewater) of the proposal will open Council up to large and expensive situations in the future. The required quantitative evidence to support the proposal on the infrastructure impacts is non-existent. The narrow, twisty, and steep road aside, there is the obvious fact that the current failing wastewater system requires the hard waste component to be moved, via road, elsewhere.</p> <p>Such developer led rezoning proposals, that sit well outside Council and community endorsed strategies to manage growth, make a mockery of good planning, and undermine the good work undertaken by Snowy Monaro Regional Council to manage growth in a strategic and sustainable manner for many years. Good governance dictates that existing community endorsed strategic plans should be respected. Support for this proposal will certainly set a precedent for other developer led proposals. If supported, regardless of current zoning, we can expect all lands around Lake Jindabyne and further afield to be speculatively developed for sprawling housing.</p> <p>Of far greater concern to the elected Council in terms of probity, should be the Draft Settlements Strategy 2022. Council has suddenly nominated land around the existing Kalkite village, and specifically the subject site, as 'village expansion investigation area'. The strategy was endorsed for public exhibition by Councillors at the ordinary Council meeting in</p>		

		<p>November 2022. AFTER the developer led Planning Proposal was given Council support in September 2022. The strategy has since been publicly exhibited.</p> <p>Can residents now expect Council to be led by the nose by speculative proposals and then produce “supporting” documentation after the fact? Despite this new position having no alignment with existing long term strategic aims, policy, or published documents? Noting no consultation or preliminary discussions occurred with the community on such a dramatic shift of policy. That irregular and concerning sequence of events should interest other agencies.</p> <p>I object to this proposal in the strongest terms and recommend that it be discontinued. Given the scale and impact of this proposal and its lack of alignment with strategic documentation I request Council initiate an independently chaired public hearing to properly inform its deliberations.</p> <p>I also recommend the Council commence an independent review to identify clearly why Council staff included Kalkite in the Draft Settlements Strategy 2022 in November, 2022. Noting it is contrary to the recent State Government SAP and all current Council zoning. Staff clearly have undertaken this course of action AFTER the developer led proposal had been supported to go for Gateway in September, 2022. That can only be viewed as a deliberate attempt to produce a supportive strategic context where one does not exist. That requires a full and transparent public explanation.</p> <p>Yours faithfully</p> 		
77.	16/08/2023	Please fast track this application. It is critically needed and long overdue. A negotiated outcome is critical.	Needed	Support
78.	16/08/2023	 <p>I am so sorry to keep asking questions. I appreciate it takes up your time. I am really trying hard to understand the sequence of events here.</p> <p>1. You mention the Kalkite growth investigation area had been identified “before” the public exhibition (I assume you mean before the November 2022 decision of Council). Is that right?</p> <p>2. If that is right when was it “identified”? Kalkite was explicitly excluded from the SAP as a sub precinct. The LSPS makes no mention whatsoever. When?</p> <p>3. Given the significant material departure from existing strategic policy on what recorded basis (reports, analysis, other studies) was that decision made and by who? I can’t find any Council Reports or decisions. Noting there was no absolutely no community consultation or input into that quite dramatic change of settlement policy.</p> <p>I am concerned based on the evidence and the timing I am aware of, that it appears the focus on Kalkite is all due to the</p>	Council process	Neutral




		<p>developer led PP rather than the usual proper and transparent Planning practice.</p> <p>I can only ask why? It does not make any Planning sense.</p> <p>4. Why would the developer contact the Council Chief Strategy Officer to override Planning staff concerns on consultation? Is this role based in Planning? Given the contradiction and then backflip there must be documentation available on that decision by the Chief Strategy Officer. Can I see it please.</p> <p>5. Who actually made the submission?</p> <p>6. I am also interested, given the proponent contacted him/her, what involvement did this Chief Strategy role have in the actual decision to place this growth investigation area status onto Kalkite?</p> <p>I have copied in the CEO on this thread as I believe there are potentially probity and transparency matters that need clearing up.</p> <p>Kind Regards</p> <p>██████████</p>		
79.	16/08/2023	<p>Too much. Way too many. Maybe twenty lots. Closer to the highway would be better for everyone. Pollution, run off, traffic, car accidents, cyclists deaths, wildlife deaths, noise, weed Killers, fertilizers, soil erosion, sewerage, overflow, fresh water, views from lake, quiet and peaceful enjoyment of our homes. Nearer the highway or a town. Schoolbuses, garbage trucks, road maintenance, hospital trips, ambulances, lost dogs the list is endless.</p>	<p>Dwelling density, quality environment, road safety, wildlife, acoustic impacts, erosion, sewerage, stormwater, water quality, visual amenity, village feel, services, road maintenance</p>	<p>Do not support</p>
80.	16/08/2023	<p>No! No! No! The road already can't cope. Has anyone forgotten the fire risk from December 2019 / January 2020. There is no escape. Too far from amenities, schools, workplaces, health services, rubbish tip, main roads. The road can't cope with the current vehicles, especially tourists travelling in the middle of the road on blind corners. The road is falling apart with damages. Dead native animals everywhere. Already unrestrained and escaping dogs killing livestock. Already empty houses</p>	<p>Road capacity, bushfire, services, road safety, wildlife, vacant houses</p>	<p>Do not support</p>


		<p>everywhere. Berridale, Bredbo, Adaminaby, Cooma even Nimmitabel are closer to hospitals, shops, main centre's. Plenty of room for houses there. When boating a development the size of Adaminaby on the Foreshore is ridiculous. Virtually triples the size overnight. Kalkite Can't Cope. So many reasons why this should not happen here.</p>		
81.	16/08/2023	<p>Good evening Snowy Monaro Councillors</p> <p>I just wanted to share with you some of the materials I have been preparing [REDACTED]</p> <p>This page is endorsed by the [REDACTED] with much of the materials pulled [REDACTED] We are taking every effort to keep the debate respectful and factual (noting that like everyone we are time limited to investigate these things), and we respect that you guys are doing your jobs to the best of your abilities</p> <p>Would love if you could go check it out the [REDACTED] We will have one of our villagers speaking at the council meeting tomorrow [REDACTED]</p> <p>Thank you</p> <p>[REDACTED]</p>  <p>SCENIC PROTECTION VIOLATION</p>	<p>Traffic increase, scenic protection, dwelling density, access, affordable housing</p>	<p>Do not support</p>

		 <p>NUMBER OF DWELLINGS</p> <p>There are 2741 dwellings in the Jindabyne-Berridale area. The 56 HILLSDOWN ROAD planning proposal includes 220 lots with dual occupancy. Let's assume 50% dual occupancy; that's 330 dwellings.</p> <p>Are we really suggesting it is appropriate to plonk another 12% of the areas dwellings at the northern end of Lake Jindabyne, in a scenic protection area, down a dead-end road, in a location requiring monumental infrastructure upgrades to support said dwellings and which will pull a sale price tag out of the reach of most locals?</p> <p>Council, say NO!!!</p>		
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83.	17/08/2023	Already we have serious damage to native vegetation in the Kalkite area from illegal campers, their excrement and rubbish goes into the Lake. This Snowy Council doesn't control this, but seems to think 200 homes won't impact the Lake environment. The Snowy Council knows this subdivision will be a environmental nightmare for the Lake ,never mind the band aid road that cannot support so many extra vehicles. This land is farmland, it should resold as farmland, Council should not destroy the environment and our lifestyle in Kalkite, especially when there are areas that are more suitable with none of our Lake Jindabyne environmental issues!	Environmental impact, illegal campers, road maintenance, road capacity, lifestyle	Do not support
84.	17/08/2023	As a local property owner in Kalkite for around fifteen years, I am concerned at the level of development being considered. The existing infrastructure (roads, sewerage, water, school transport, gas) does not support the addition of the proposed lots (which includes dual property opportunities thereby doubling the number of occupants, vehicles, energy and transport requirements). Given this is not a Council development, the revenue will not be used towards increasing the infrastructure. Doing so will come at great cost to the Council and the rate payers in the area. The roads already show extensive wear and tear and this only increases during the high tourism season and during the high impact storms that occur regularly in the mountains. These storms have resulted in road inaccessibility and closures. A road review being conducted for fourteen days at the beginning of the snow season is an inadequate demonstration of the increased road traffic. Particularly as the start of the season this year was slow due to low snow fall. It also doesn't take into account the increased pressure of construction, trucks, contractors, weight of materials being transported. Or the added vehicles belonging to the staff attached to the proposed businesses in the area. Will Council ensure accessible transport to local schooling? A larger bus will be required to accommodate larger number of students (noting the current smaller bus is able to navigate the steep curves in the road). Most concerning is having only one road in and out with so many extra residents. Anyone living in the suburb during the 2020 fires (or indeed any other such fire season) can detail concerning moments when it was difficult to escape the suburb. Indeed, boats were set up along the bay in case it was impossible to escape by road. No plan has been included to address this fire danger adequately. Having witnessed the recent devastation and tragic loss of life in Maui, this issue is of absolute importance. Finally, the change of zoning sets a concerning precedence for the rural, farming culture and characteristics of the beautiful Snowy River Monaro region. I urge Council to consider these issues and listen to the people of Kalkite who are opposed to such a development. I thank you for your consideration and service to the community.	Infrastructure pressure, dwelling density, contributions, road quality, access, evacuation, bushfire, village feel, precedence	Do not support
85.	18/08/2023	PETITION AS SCAN		Do not support
86.	18/08/2023	Hello and thank you for viewing my submission for the rejection to the developer led proposed development at 56 Hilldowns road, Kalkite. I began with a open mind but once I read the supplied documentation and framework that guides approvals I was amazed it had got this far! Guiding Framework..... - Kalkite is NOT mentioned in the SAP Master Plan. - The developer led development fails The Snowy Monaro Community Strategic Plan 2024. - The developer led development fails the Snowy Monaro Local Strategic Planning Statement 2020. - The developer led development fails Snowy Monaro Community Strategic Plan 2024. -The developer led development fails Rural Land Use Strategy. Infrastructure..... - No public transport, no shops, no schools, no connecting roads, high risk fire area, -Existing village has no redundancy built in for developer led development. Estimates alone for, -Electrical upgrade \$25 million WHO is funding that? -Sewerage \$10-\$12 million WHO is funding that? - Water? - Existing road how long is a piece of string WHO is funding that? -. Thank you and	Strategic documents, services, bushfire, infrastructure upgrades, village feel	Do not support


		please re visit policy. Jindabyne will have many other land releases soon that will pass guiding framework. Kalkite village culture please don't destroy that....		
87.	19/08/2023	<p>Hello,</p> <p>Please find attached my submission in regards to the Planning Proposal at 56 Hilldowns Rd, Kalkite.</p> <p>Kind regards,</p>  <p>To Snowy Monaro Regional Council,</p> <p>I am making this submission as a home-owner and permanent resident of Kalkite. I am strongly opposed to the current Planning Proposal seeking to amend the zoning of land at 56 Hilldowns Road from Primary Production to a variety of new zones. There does not appear to be any strategic land use alignment or strategic merit for this change. The region recently had a significant strategic planning process conducted to identify locations in the area that made sense for development and expansion, the Snowy Mountains SAP. Kalkite was considered in that and was not identified as a location for development, despite the developer behind this proposed zone change underway with their planned development. When the biggest strategic planning event that happens in our region DOESN'T consider this development has merit or this location is suitable for development, why then has Council allow it to get this far? The dispersed settlement pattern that would arise is contrary to the Snowy Monaro Regional Council Settlement Strategy. The proposed development that would occur from a change of zoning is not identified or supported in a single one of the Council strategic land use documents. The proposed subdivision pattern is more appropriate for a main town. By scale alone this will destroy the character and amenity of the village. It will similarly impact the visual and scenic amenity of the area both on the eastern and from the western side of the Lake. The ad hoc precedent is horrendous for the Lake and Snowy region. Every farmer will be up for a plan change and sub division! Is that the Legacy that this Council wants to leave? Over-development along the lake in areas that have until now been identified as a place to enjoy a "sense of isolation".</p> <p>The developer has outlined that it will provide upgrades and supporting infrastructure including road upgrades, new RFS shed, public open space and access to the Lake foreshore. The current village already has an RFS shed, we have an abundances of public open space and incredible access to the Lake Jindabyne foreshore. We are not lacking in any of these things. We are certainly in need of road upgrades, but those suggested by the developer are the minimum required for the road usage now. Not when there will be more than double the traffic using the road – because let's face it, so many of the proposed blocks are likely to be dual occupancy as is the current trend.</p> <p>The authors of the EIA seems to greatly misunderstand the current population of residents living in Kalkite so I hope our Council and Councillors also do not share this misunderstanding. The EIA states that we have to travel "vast distances for basic goods and services". Please rest assured, a 15-20 min drive is not a vast distance and if we wanted to live closer to amenities we would have bought a house in Berridale or Jindabyne. We have chosen to live in Kalkite because of what it offers and equally importantly, what it doesn't offer. It is not a 'destination', there is no through traffic. It is a quiet, small establishment of long-time holiday house owners (not Airbnb'ers) and year round residents.</p>	Strategic documents, SAP, village feel, visual amenity, RFS shed, dwelling density, isolated location, services, infrastructure pressure, affordable housing, road safety	Do not support

		<p>We have no need to have our “economic resilience” enhanced by having this proposed development destroy the very thing that drew us all here.</p> <p>And what of our current struggling local water and sewer system? Our sewer waste is currently being transported by road elsewhere.....when the current system can’t even support the small community that exists, how are we to believe that Council will be able to have a functioning system for a population of more than double the size?</p> <p>The implication that this development will somehow help solve the housing crisis in Jindabyne is incredibly flawed. The quoted average block price by the developer has been \$500-\$600K, so that means you are paying well over a \$1M before you have a house – is this what we are calling affordable now-a-days? The only way any development could claim to be a solution to long-term rental and affordable housing is if there were specific planning strategies and structures in place to deliver this. Implying that the market will somehow magically arrive at this place is misleading. The market is driven by capitalism, which is all about profit, as is the developer and hopefully our council is not getting wooed by this.</p> <p>The evidence in ski-towns all over the world and other tourist towns in Australia is clear – the rich get richer and the ‘workers’ of the town are left to fend for themselves. Increased supply is just that, more houses not more housing as no-one is actually investing in affordable housing or the long-term rental market.</p> <p>I was at the August Council meeting at Jindabyne Memorial Hall when the Councillors were asked how many have actually driven down the Kalkite road. Only 3 of you could raise your hand. I can only hope it was all of your intentions to make sure you had visited this place in person before you made such a significant decision. Be sure you drive yourself, it’s the only way to get the full experience of keeping out the holes on the sides of the road but not in the middle of the road so as to avoid on-coming traffic, travel safe.</p> <p>I beg of you, please do not approve this planning proposal.</p> <p>Our council, the tier of government that is supposed to be the most closely connected to the people that it represents cannot possibly think that this is something that is good for us.</p> <p>Regards,</p> 		
88.	20/08/2023	<p>This submission relates to the planning proposal of 56 Hilldowns Road Kalkite including the rezoning to RU5 village and up to 220 new house lots being proposed by a Sydney developer. The proposed location of this site is not suitable or a safe one. Kalkite and those that choose to live here are drawn by the small village based community atmosphere, distinct from those of Jindabyne, East Jindabyne, Berridale or Cooma. Kalkite road is unsafe, narrow, not dual laned, steep, icy in winter, has numerous wildlife crossings and dangerous to those unfamiliar with the road. According to the ABS 2021 census there are 1.8 cars per household, calculating to at least an additional 396 vehicles on the Kalkite road. Factoring in the heavy earthworks required of the site and individual house construction, council must factor in greater traffic usage including oversized and wider vehicles. The proposed upgrades to the road by the developer and council are grossly insufficient and pose a risk to Kalkite residents. As such Snowy Monaro Regional Council must be held legally liable for breaching their duty of care resulting in injury, death or vehicle damage occurring on this road given the causative factors listed above - if this development is approved. The same must be pointed out in the event of a bushfire and necessary exit from Kalkite, of which there is only one road in and out. I request further information from council and their own planning rules as to how this 220 lot plan complies with the Snowy Monaro Draft Settlements Strategy Part 11 document? My understanding is that it has the purpose of maintaining Kalkite’s quiet, relaxed lifestyle and atmosphere. Further the LEP 2013 which covers scenic</p>	Village feel, road safety, wildlife, population increase, water quality, access, bushfire, strategic documents, scenic protection, visual impact, population increase, operations impact	Do not support

		<p>protection areas of the lake foreshore clearly doesn't comply with the proposal, Hilldowns as viewed from the lake and winding down the Kalkite road by car, clearly demonstrates it is a visually prominent property. It was actually photographed by prominent [REDACTED] is a working farm, this proposal will have a negative impact on our operations. [REDACTED] The additional population from this proposal will put pressure on our stock movements between our paddocks, lake foreshore access, of which we hold the Snowy Hydro lease, dog attacks, biosecurity, pollution and trespassing, of which we unfortunately are already far too familiar with. As a resident of Kalkite for 27 years we oppose any development of 56 Hilldowns Road. I would welcome the opportunity for an on site meeting and proper consideration of residents. Yours sincerely [REDACTED]</p>		
89.	20/08/2023	<p>Please find below arguments against the proposed 56 Hilldowns Road, Kalkite, development, and the proposed land rezoning required to accommodate it. 1. Development in isolated rural areas imposes expensive infrastructure costs that are borne by Council and ratepayers The proposal is for a substantial development in an isolated village that is located in a relatively inaccessible rural setting. As acknowledged on page 228 of Council's draft Settlements Strategy, rural residential areas are "difficult and expensive to service, as services are spread across large areas with a relatively low population" and therefore "must be well-planned". Similarly, the South East and Tablelands Regional Plan states that housing should occur in locations that maximise existing infrastructure and services (Direction 25, page 53) and developments must be "of sufficient scale and capacity to provide infrastructure at no cost to government". In the case of this proposal, not only will there be expensive infrastructure required in the village itself to serve a relatively few, there will be the additional costs, much of which will be borne by Council, of upgrading Kalkite Road, Eucumbene Road and its Kosciuszko Road intersection in order to cope with the extra traffic. There will also be other costs of supporting such growth such as transport, waste services, weed control, disaster relief and social services. Delivery of these to this isolated area would also represent an inefficient use of Council's funds. In short, the justification for this proposal from a strategic planning perspective is unsound (it is an example of "planning by DA") and a clear example of why Council and State government have, respectively, proposed and adopted a policy of concentrating residential development in higher population density areas and not in rural and isolated areas. Today, faced with the choices made 60 years ago, would we support the development of the many lakeside cul-de-sac villages in our region such as Providence Portal, Buckenderra, Frying Pan, Old Adaminaby, Angler's Reach and Kalkite? Probably not. And would we support their expansion today? 2. Environmental cost The proposed development area contains very high biodiversity values within the development site itself, but is also surrounded by a much wider area of very high biodiversity value. While the proposal itself deals with the on-site biodiversity (by avoiding building in these areas), there is little doubt that the environmental impact of residential development on surrounding areas of bushland, waterways and roadsides will be negative and costly to mitigate. The SMRC region, as a whole, is extremely rich in biodiversity, the economic value of which will only increase with time as environmental markets take hold. Such environmentally sensitive areas should therefore be protected from residential development for the sake of economic and social interests of the community as a whole. 3. Scenic impact There is strong community sentiment against development around the shore of Lake Jindabyne expanding beyond that already on its east and southern sides because of the scenic impacts on the views to the mountains of Kosciuszko National Park. Expansion of Kalkite village would run contrary to that ideal and would further would set a precedent for development of other rural land surrounding the lake. 4. Conclusion Throughout, the developers of this proposal have been exemplary with regard to consultation with the community, commitment to positive social outcomes and consideration of the environment. Unfortunately, however, their development site is in the wrong place given</p>	<p>Infrastrucutre capacity, isolated location, strategic documents, services, quality environment, visual amenity, precedence</p>	<p>Do not support</p>



		the wider context. Government strategic planning for growth in regional rural areas prioritises economic rationalism, environmental protection and social cohesion, this for the good of the community as a whole rather than individual developers. Council is urged to take a wide, contextual perspective (strategic planning, community) when considering this development application rather than basing their decision on its individual merits alone.		
90.	20/08/2023	No to 56 Hillsdown or any development over 20 lots or 40 houses. The road to Kalkite is a poorly maintained, prone to degradation, narrow, steep, dead-end road. The location due to remoteness will always be inadequately supported by the necessary infrastructure (sewerage, electricity, pedestrian access, telecommunications), if this was to go ahead. We already have lake access, open space and a fire shed. Very poor form to include these as bonuses if approved. This development has the potential to triple the size of the populace in an isolated location. The villagers of Kalkite believe the planning proposal would destroy the unique qualities of our village and the northern end of Lake Jindabyne, and would come at tremendous expense to Snowy Monaro ratepayers as the infrastructure upgrades required across lengthy and rugged terrain to make this development possible would be huge. This planning proposal is neither cost-effective, safe (considering significant access road issues), or consistent with Council's strategic planning. There are many other more suitable locations in our Council area where the infrastructure upgrades would not eat up all the revenues made from development, or if upgrades did not occur, would be significantly less dangerous. An increase of any more than 20 lots or 40 houses would lead to human deaths in case of blocked evacuation, wildlife deaths due to increased traffic, livestock deaths due to increase of dogs. Pollution of all forms would grow exponentially. Noise, light, run off, weed killer, fertilizers, rubbish, blown over bins etc.	Road maintenance, isolated location, infrastructure capacity, population increase, village feel, road safety, strategic documents, evacuation, wildlife, acoustic amenity, stormwater	Do not support
91.	20/08/2023	No to 56 Hillsdown or any development over 20 lots or 40 houses. The road to Kalkite is a poorly maintained, prone to degradation, narrow, steep, dead-end road. The location due to remoteness will always be inadequately supported by the necessary infrastructure (sewerage, electricity, pedestrian access, telecommunications), if this was to go ahead. We already have lake access, open space and a fire shed. Very poor form to include these as bonuses if approved. This development has the potential to triple the size of the populace in an isolated location. The villagers of Kalkite believe the planning proposal would destroy the unique qualities of our village and the northern end of Lake Jindabyne, and would come at tremendous expense to Snowy Monaro ratepayers as the infrastructure upgrades required across lengthy and rugged terrain to make this development possible would be huge. This planning proposal is neither cost-effective, safe (considering significant access road issues), or consistent with Council's strategic planning. There are many other more suitable locations in our Council area where the infrastructure upgrades would not eat up all the revenues made from development, or if upgrades did not occur, would be significantly less dangerous. An increase of any more than 20 lots or 40 houses would lead to human deaths in case of blocked evacuation, wildlife deaths due to increased traffic, livestock deaths due to increase of dogs. Pollution of all forms would grow exponentially. Noise, light, run off, weed killer, fertilizers, rubbish, blown over bins etc.	Road maintenance, isolated location, infrastructure capacity, population increase, village feel, road safety, strategic documents, evacuation, wildlife, acoustic amenity, stormwater	Do not support
92.	20/08/2023	I strongly object to every aspect of the proposal. I have been a property owner and rate payer in Kalkite for several years and there has never been sufficient council funding for infrastructure in Kalkite. This proposal should not go ahead. Gunther Propst	Infrastructure costs	Do not support
93.	20/08/2023	DO NOT APPROVE POOR ACCESS - to Kalkite is a poorly maintained, prone to degradation, narrow, steep, dead-end road. POOR Infrastructure - (sewerage, electricity, pedestrian access, telecommunications) We already have lake access, open space and a fire shed. Very poor form to include these as bonuses if approved. This development has the potential to MORE THAN triple the size of village in an isolated location. This planning proposal is neither cost-effective, safe or appropriate.	Road maintenance, infrastructure capacity, population increase, isolated location,	Do not support

		There are many other more suitable locations in our Council area where the infrastructure upgrades would not eat up all the revenues made from new rates. An increase of any more than 20 lots or 40 houses would lead to human deaths in case of blocked evacuation , wildlife deaths due to increased traffic, livestock deaths due to increase of dogs. Pollution of all forms would grow exponentially. Noise, light, run off, weed killer, fertilizers, rubbish, blown over bins etc. No amount of changes would make this development feasible. Something this size needs to be closer to a town and a highway.	evacuation, stormwater, dwelling density	
94.	20/08/2023	<p>Dear Snowy Monaro Regional Council and Councillors</p> <p>Please see attached my Submission in respect of the Planning Proposal for 56 Hilldowns Road, Kalkite, submitted by GYDE Consultants on behalf of John Sacco Enterprises P/L.</p> <p>This submission is seeking for Council to totally reject the Planning Proposal.</p> <p>Not only is the Kalkite community fully against the development, as you will see from the Petition, Council should also be against this development, because of lack of infrastructure, the effects on the visual environment, and the destruction of valuable farming land.</p> <p>We, the Kalkite Community, also wish that all Councillors visit Kalkite, and meet just with the Residents of our little village.</p> <p>Many thanks</p> <p>Kind Regards</p>  <p>Submission to Snowy Monaro Regional Council</p> <p style="text-align: right;">20 August 2023</p> <p>Re – 56 Hilldowns Road, Kalkite, Proposed Development</p> <p>We wish to address the Planning Proposal being submitted to Snowy Monaro Reginal Council on behalf of Sydney based Developers <b>GYDE Consulting</b> on behalf of <b>John Sacco Enterprises P/L</b> seeking to change the Zoning and then Sub divide productive Kalkite farmland into some 220 building blocks, which, according to Council Planning <b>could amount to some 440 homes, adding some 1500 people to the population of the Kalkite valley.</b></p> <p><b><u>What is important,</u></b> is that in a <b>petition</b> being collated at this point would indicate that as <b>high as 99% of the home owners and residents are against this Development.</b> This is contradictory to the statement in GYDE's Planning Proposal that the Kalkite Community is supportive of this Development.</p> <p>What is disappointing is that, although Council voted to proceed with the Planning Process, only 3 Councillors have actually visited Kalkite, therefore, it is imperative that all the Councillors visited Kalkite and meet with all the community before this matter proceeds any further. We are very concerned that the Snowy Monaro Regional Council is not listening to its own ratepayers, especially those of Kalkite. The Developers are from Sydney, and want to bring Sydney to Kalkite, but many of the residents live in Kalkite because it is as far away from Sydney as we can get. They claim that this development is similar</p>	Village feel, strategic documents, affordable housing, road safety, wildlife, infrastructure pressure	Do not support

to the existing village, INCORRECT. The current community will not have visual of the new development, INCORRECT. There is no fauna within the proposed development, ALSO INCORRECT.

**What is important** – that in the Consultation Session in respect of this Development on Monday evening, 24 July 2023, in which there was a large turnout, there appeared to be no support for the Development of 56 Hilldowns Road. What disturb many of those locals attending, was that the developers and Planners were either evasive, or misleading on many questions, and totally rejecting the issues surrounding the facts in relation to the Flora and Fauna of Kalkite, and especially the road, which requires a major upgrade now, not minor patches every 6 months or so. The developers stated there would only be some upgrading.

**Council Meeting** – Submissions to the Planning Proposal will be considered by Council at the 19 October 2023 Council meeting, with responses and Submissions to the planned development provided as part of the Council report. We note the October meeting is in Bombala. Why has this Issue been designated to the Council meeting that is the furthest point from Kalkite. The Development is about Kalkite; therefore, common sense should prevail, so that this Development Proposal can be discussed at a Jindabyne meeting, and therefore if Council really cared about its ratepayers, they would move to hold this report over to the December Council meeting, in Jindabyne.

[REDACTED], As we were both keen skiers, and shared a love for the mountains, and after looking at all the options, we settled for Kalkite. [REDACTED]

[REDACTED]

What attracted us to Kalkite, was when we came over the top of the hill, the view that opened in front of us was breathtaking, the mountains we love so much descending into a beautiful lake, and then the open farmland along the foreshores of the lake, intermingled with the majestic Australian Bush. Kalkite is a small village in a Sleepy Hollow, intermingled with trees and bush backing onto Taylors Bay. Kalkite is a quiet safe village, and that is the way we want to keep it.

*Or in Council's words -*  
*'a unique village located on the northern banks of Lake Jindabyne. It is a small and quiet village located less than 10 minutes from Kosciuszko Road and approximately a 20-minute drive to Jindabyne town centre'.*  
*(Snowy Monaro Local Strategic Planning Statement, 2020).*

For most of my long life, I have been associated with the Snowy Mountains. To now be able to find our dream home in such a beautiful quiet setting as Kalkite is, to actually live here is like winning the lottery.

Unfortunately, the new development proposed for 56 Hilldowns Road, Kalkite will destroy our small unique village, our lives and our beautiful area. It is a mystery to us that this Council would even consider such a destructive and ugly development in this area.

We plead with our local Council, to reject this proposed development. The developers state that they designed the Hilldowns Road Planning Proposal in line with the Council's SAP Plan. The finalised **Master Plan states in 2.1 Principles for Snowy Mountains**, that the precinct is designed to *"improve the quality of life for the Snowy Mountains Community"*. This development will do exactly the opposite.

Kalkite is not mentioned or covered in the SAP Plan. Even so, we would assume the SAP Plan would be appropriately followed by the whole Cooma Monaro Regional Shire in respect of any new development Proposals. So why allow a development like this that will destroy the **scenic attractiveness** of the area, as noted on page 47 of the SAP plan, *"Development should be sensitively integrated into the natural landscape and topography to minimise visual impact and*

		<p><i>should consider the vistas and views across lake Jindabyne and the Snowy Mountains.” Kalkite is a beautiful village basically hidden and blending into the country side featuring large old growth trees and bush land. <b>The 3 Rivers estate</b> has also been designed exactly this way, integrated into the natural landscape, with very little to no impact on the scenic attractiveness of the area, by being hidden by large trees and bush. 56 Hilldowns Rd, will be a large development seen not only from the lake and the access road to Kalkite, and from Kalkite, plus the Tourist Lookout at the Snowy Hydro Surge Tower looking straight at Kalkite, but also from the towns of Jindabyne and East Jindabyne. It will be a blight on our once beautiful Landscape.</i></p> <p>The SAP Plan has identified significant areas for affordable housing, and areas for Staff accommodation, significant areas for boat launching, and accessing the lake, areas for commercial accommodation, plus camping and cabins. This is a very diverse and significant 40-year plan for our region and identifies the best places to undertake this development, which is closer to the action, the resorts, the entertainment, and the retail precinct.</p> <p>I refer to your “<b>Appendix 10 – Letter from NSW Department of Planning and Environment</b> on Council's Your Say page.” In reading that letter, which is not addressed to Council, but to the Developer of the Hilldowns Road Development. This is mystifying in itself, but for some reason was not included it in the SAP Plan, even though it was written about 1 year prior to the Plan being formalised.</p> <p>The Letter does also state that only a further 10% of development is needed to reach the requirement for the SAP Plan over a 40 year Master Plan, very appropriate, considering as we read it, that the plan was designed to meet all requirements for this precinct. That being the case, Kalkite has already reach its 10% allotment with the 3 Rivers Estate, 40 new properties which is adding 25% to our current housing level.</p> <p>The Letter also includes Berridale and Dalgety as logical places to meet that extra 10%. If Council were honest with themselves, and used a little common sense, it would reject this Hilldowns Road development, where they could ensure the further development of Berridale, where housing is definitely more affordable, compared to what the developers of 56 Hilldowns Road Kalkite are planning to sell their lots at. Plus, Berridale already has most of the infrastructure, and there already is a new supermarket planned, where there are some 80 blocks planned, most have been approved, and most importantly, they have easy access to the Kosciuszko Road, the main throughfare to the mountains.</p> <p>Kalkite is only slightly further than Berridale to Jindabyne and the mountains. But their claim of providing affordable housing misses the mark when they say each block will cost \$600k to \$700K, when you add the cost of a reasonable home, it raises the cost well above the \$1¼ million mark, which is no longer affordable housing, even for our major cities. And who are the only people who can afford this cost of housing, people from the Cities. Which is the case right through the mountains. Sad but true.</p> <p><b>The Snowy Monaro Shire is very strong ensuring everyone living and visiting the shire are kept safe, safety is a major factor for the council, and so it should be. This development will turn that statement on its head, unless it has major plans to rebuild the road, not just upgrade it. With such a huge increase in traffic movements which are upwards of 1000 cars, trucks and buses per day from Kalkite to the Kosciuszko Road, it is disturbing to say the least. Therefore, the road will need to be a fully lined marked 2 lane road, with a bike lane, because there will be many more bike riders coming into Kalkite and the region.</b></p>		
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		<p>The road is not a safe road, now. In fact, it is a very dangerous road, from the wildlife, to the snow and ice, to the steep grades, to the narrow winding road alignment. The locals know the road, and drive to the conditions, but that has not stopped many close calls, that could have easily ended in disaster. We all have them. I have more than 40 years of driving experience on snow covered roads all around the world, have a 4wd vehicle, yet found driving the Kalkite road during a recent heavy snowfall to be one the most dangerous drives of my life. The road was treacherous, especially for city people with no experience on mountainous roads, this road will be deadly.</p> <p>Even now it is very dangerous and scary driving at night, trying to see the edge of the road because of oncoming car lights blinding your vision, while being very concerned about hitting any Wildlife. From the start of Eucumbene Road to Kalkite, this is one of the worse roads in the shire for wildlife.</p> <p><b>Snowy Monaro Draft Rural Land Use Strategy – October 2020</b> The aim of the Snowy Monaro Rural Land Use Strategy was a vision for a sustainable High-Quality lifestyle in a beautiful environment. The Executive Summary then states that this Rural Land Use Strategy will provide a 20-year land use vision. Further in the 2<sup>nd</sup> Paragraph it states that <b><i>“Globally, food production will need to increase by 70% by 2050 to feed a growing population of 9 billion people.”</i></b> Further points include – <b><i>“Protection of Agricultural Land”</i></b> <b><i>“Protection of Land with high Environmental Issues”</i></b> <b><i>“Preserving the Scenic Quality of the Landscape”</i></b> On page 28 – Planning Policy Context, under “State Policy” – <b><i>“Maintaining Land for Agricultural Industries”</i></b>. What is also difficult to fathom at the present time, is the destruction of our farms. The Snowy Monaro Council area is not just a tourist haven for the Snowy Mountains, but is also a major contributor to Australia’s food bowl, of which this land planed for the development, is currently being used as good productive farmland. <b>As I write this submission there are both large herds/mobs of cattle and sheep grazing on this land. That is far more important to the world than a large housing development.</b> It is time the Snowy Monaro Council stopped the carve up of Productive farmland for housing and/or small rural home or commercial living. We must again draw a line regarding our farmland and do everything to protect our productive farms, because as our Australian population grows, and the world’s, there will also be the demand for more food from our rural communities, the Snowy Monaro must play its role, it is vital for our future. According to the Snowy Monaro Rural Draft Strategy, our rural sector creates more than \$115 million to our shire’s economy. That is a major contribution for only a small slice of Australia.</p> <p><b><u>Finally –</u></b> The 56 Hilldowns Road development in Kalkite, is a huge proposed development, outrageous, and not fitting as a country village. This has not been planned well, and Council are failing the ratepayers of this shire, but more, they seem to be backing a disgusting eyesore, no matter how you look at it. Which really does affect the people in and around Kalkite On top of that, the infrastructure for Kalkite, including the roads, water, electricity and sewerage are also areas that causing main concerns for our Community. We don’t want, or need large Electricity towers feeding this big development, further destroying our visual environment. The sewerage system in Kalkite has had issues for a long time. If it is not working properly now, but with another 1200 people, there could be an issue were it will totally collapse and we get a spill into Taylors Bay. This would be a huge</p>		
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		<p>environmental disaster, which will greatly affect the current population of Kalkite, and probably major effect all people using or rely on water from the Lake.</p> <p><b>We question whether this development meets the requirements of the Shires LEP. It certainly does not meet the requirements of the Snowy Monaro Rural Draft Land Use Strategy. This alone is the reason this development should be rejected by Council and the Councillors.</b></p> <p><b>Although, this development is not totally a part of the SAP Plan, the letter from the NSW Government's Planning, Industry and the Environment department indicates that the SAP Plan is there for just this type of proposed development. The Proposed Development documents also claim this is being proposed under the SAP Plan. Really, you can't have it both ways. If it is not then the Proposed Development should be withdrawn, changed and re submitted, or rejected totally. Under the SAP, it fails, as it fails the Scenic Attractiveness from every direction, as it is totally different to all other developments within Kalkite, because they blend into the original environment.</b></p> <p>Whenever I had to deal with Council, with plans or development submissions, they had to be submitted correctly, otherwise we had to withdraw and resubmit with all issues properly addressed. This plan is misleading.</p> <p>So we plead with our Council and the Councillors, to listen to the people of Kalkite, and those that live around Kalkite, who enjoy the same laidback lifestyle, the quiet, safe unique part of Lake Jindabyne and its incredible foreshores and mountains that frame this beautiful region.</p> <p>Thank you</p>		
95.	20/08/2023	<p>DO NOT APPROVE POOR ACCESS - to Kalkite is a poorly maintained, prone to degradation, narrow, steep, dead-end road. POOR Infrastructure - (sewerage, electricity, pedestrian access, telecommunications) We already have lake access, open space and a fire shed. Very poor form to include these as bonuses if approved. This development has the potential to MORE THAN triple the size of village in an isolated location. This planning proposal is neither cost-effective, safe or appropriate. There are many other more suitable locations in our Council area where the infrastructure upgrades would not eat up all the revenues made from new rates. An increase of any more than 20 lots or 40 houses would lead to human deaths in case of blocked evacuation , wildlife deaths due to increased traffic, livestock deaths due to increase of dogs. Pollution of all forms would grow exponentially. Noise, light, run off, weed killer, fertilizers, rubbish, blown over bins etc. No amount of changes would make this development feasible. Something this size needs to be closer to a town and a highway.</p>	Road quality, infrastructure pressure, environmental impact, isolated location, dwelling density	Do not support
96.	20/08/2023	<p>DO NOT APPROVE POOR ACCESS - to Kalkite is a poorly maintained, prone to degradation, narrow, steep, dead-end road. POOR Infrastructure - (sewerage, electricity, pedestrian access, telecommunications) We already have lake access, open space and a fire shed. Very poor form to include these as bonuses if approved. This development has the potential to MORE THAN triple the size of village in an isolated location. This planning proposal is neither cost-effective, safe or appropriate. There are many other more suitable locations in our Council area where the infrastructure upgrades would not eat up all the revenues made from new rates. An increase of any more than 20 lots or 40 houses would lead to human deaths in case of blocked evacuation , wildlife deaths due to increased traffic, livestock deaths due to increase of dogs. Pollution of all forms would grow exponentially. Noise, light, run off, weed killer, fertilizers, rubbish, blown over bins etc. No amount of changes would make this development feasible. Something this size needs to be closer to a town and a highway.</p>	Road quality, infrastructure pressure, environmental impact, isolated location, dwelling density	Do not support

97.	20/08/2023	<p>We are writing to you as seriously concerned landowners and residents of the peaceful and cherished town of Kalkite. The village is located a little over 20 kilometres north of Jindabyne along Lake Jindabyne's shores and currently is home to approximately 160 residential properties. This letter is in regard to the proposed 220-lot subdivision, which is not in keeping with the recently formulated Local Strategic Planning Statement (LSPS). Furthermore, the Snowy Mountains Special Activation Precinct rejected the developer lobbying that Kalkite be made a sub precinct in the SAP Master Plan. In addition, we are surprised that the developer led proposal was given a Gateway determination late last year (your ref PP-2022-2114). It is noted that the Council report of 15 September 2022 (seeking approval for going to Gateway) was misleading and incomplete. The preceding and subsequent public communication on this matter has been poor giving rise to greatly diminished confidence in the Council and State given the apparent and gross inconsistencies with agreed-upon land use. Two critical points warrant Councils immediate attention and action: a) Under point 6 of your 9 December 2022 Gateway Determination the developer entity is given plan making authority under s3.36(2) of the EP&amp;A Act. That is ill considered and in the circumstance of this Council inappropriate and should now be reviewed. b) Under point 5 (s3.34(2)(e) a public hearing is being left up to Council rather than it being mandated. Given the gross departure from strategic planning documents and process, and the potential relative scale of impact (ie. doubling the size of the village) this demands a more careful public consideration. We request that decision be reviewed. It was with great dismay to hear at the recent Council meeting on August 17, 2023, that no Council members have visited Kalkite to fully understand the proposed, large-scale development or initiated proper engagement with the community. Considering the monumental implications of the proposed development, we strongly urge Council members to rectify this situation promptly. An on-site visit would provide you with valuable insights into the negative impact of such a significant development on our community and environment. We are also very keen to understand how the proposal, currently prohibited by the Local Environmental Plan (LEP) is neither endorsed or acknowledged in any of Council's strategic land use documents. The village's challenges with the water and sewer system, necessitates waste transportation via road. This alone adds immense pressure to the single road access, which is winding, and frequently steep. It is also in-frequently maintained despite requests to Council for repairs. Given these challenges, the approval of the large scale development is therefore perplexing and questionable. It also sets an alarming precedent that could trigger a wave of unplanned subdivisions and challenges across the region. We look forward to your consideration of our requests. Regards [REDACTED]</p>	Village feel, strategic documents, process, infrastructure pressure, road quality, precedence	Do not support
98.	20/08/2023	<p>Dear Mayor and Councillors Please find attached my submission for the planning proposal for 56 Hilldowns Rd Kalkite for your respectful consideration. Please can you confirm receipt of this submission Regards [REDACTED] 18 August 2023 Mayor and Councillors Snowy Monaro Regional Council PO Box 714 Cooma NSW 2630 Dear Mayor and Councillors, Re: Planning Proposal: 56 Hilldowns Road, Kalkite Thankyou for the opportunity to submit my strong objection to this developer lead planning proposal which is in direct</p>	Visual amenity, infrastructure capacity, road safety, strategic documents, SAP, environmental impact	Do not support

		<p>opposition to previous well considered and strategic planning by Snowy Monaro Regional Council and inconsistent with Ministerial Planning directions. My concerns are detailed as follows:</p> <ol style="list-style-type: none"> <li>1. Negative impact on the scenic values of the Lake and destroy the existing character of Kalkite <ul style="list-style-type: none"> <li>• This proposal will be situated on a prominent headland of the lake and will have negative impact on the scenic value of the Lake. Lake Jindabyne scenic value contributes to the current and future importance of tourism and must be protected with this planning proposal contrary to the strategic document South East and Tablelands Regional Plan 2036 – Goal 1: A connected and prosperous economy Direction 3: Develop the Snowy Mountains into Australia’s premier year round alpine destination and Direction 9: Grow tourism in the region. Furthermore, land at Kalkite is located within a Scenic Protection Area (LSPS) and visual impact of this planned proposal will be highly visible and dramatically change this area from rural to suburban. This planning proposal is in direct conflict with the Snowy Monaro Local Strategic Planning Statement 2020 – Planning Priority 2 – Protect and enhance the scenic landscape of the region; where the council states it will recognize the importance of preservation of the scenic landscape to tourism and Local residents and minimise the impact of development on the landscape, particularly on the fringe of towns and villages. This development will have a dramatic negative impact on the landscape, scenic views and current local residents.</li> </ul> </li> <li>2. Lack of infrastructure to support the planning proposal and environmental impact to Lake.</li> </ol> <p>Kalkite is currently a village of 163 properties, with this development of 220 lots doubling this. Our current road to the village is narrow, steep, and winding and currently poorly maintained by council. This current road would not support an increase of traffic which the developer has quoted as approx. 680 additional vehicle movements a day. As it is already a dangerous narrow road for current residents and with further deteriorate from increased volume from new residents and housing and road construction vehicles would increase the safety concerns and unsuitability of the road to support this development which the council has already acknowledged. The Council has already increased rates by 55% just to fix the current roads, so will this development mean further increases to upgrade the road or maintain the road to a safe standard? Furthermore, the local hard sewage is currently carted by trucks away from the Kalkite site multiple times weekly, and the council representative at the community consultation admitted she was unaware of this fact. With the constant carting increasing if this development is approved the damage to the road especially to the verges of the road will also increase. The plant is located approx. 250m from the edge of Lake Jindabyne and current overflow from the plant flows into a gully creek which feeds into the lake. The current facility could not support the doubling of current population and pose an increased environmental risk to the Lake with increased overflow. Therefore, a significant upgrade of this facility would be required before any planning proposal is even considered. This developer lead planning proposal is in direct conflict with South East and Tablelands Regional Plan 2036 – Goal 4: Environmentally Sustainable Housing Choices- Direction 25: Focus housing growth in locations that maximise infrastructure and services. Even the latest funding announcement for housing from the Federal Government states new housing should be maximised around current infrastructure and this planning proposal is isolated from adequate infrastructure and would require both significant upgrade to the road and sewage plant and implementation of public transport of which there currently is none. As well this planning proposal does not address Direction 27: Deliver more opportunities for affordable housing with the developer stating at the community meeting the lots will sell for \$600-700K which with the cost to build a home on the lot would put the cost beyond an affordable housing for locals and families who want to live and work in our community. This proposal will only provide even more investment properties for cashed up investors who want to cash in on exorbitant winter rental rates and offer no solution to all year-round housing and rental needs. Similarly, the planning proposal and council is in conflict with Direction 28: Manage Rural</p>		
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		<p>lifestyles where new rural residential development should be restricted unless it has been identified in a local housing strategy by council and approved by the Department of Planning and Environment. This area has not been identified in any strategy except for retrospective strategy please see point 3 and 4.</p> <p>3. Kalkite is not part of the Snowy Mountains Activation Precinct (SAP) however the developer lead planning proposal relies on the SAP for strategic justification for its proposal. Furthermore, at recent community information sessions on the proposal both the developer and Council representatives mislead the community by stating it was under SAP and will be approved. This proposal is in conflict with 9.1. Ministerial Directions – Rural Zones (1) A planning proposal must:(a) not rezone land from a rural zone to a residential, employment, mixed use, SP4 Enterprise, SP5 Metropolitan Centre, W4 Working Waterfront, village or tourist zone. Furthermore, this site is currently zoned RU1 Primary Production under Snowy River LEP 2013 which objectives include -To ensure that development maintains and protects the scenic values and rural landscape characteristics of the zone through compatible, small-scale development and to approve this proposal is in direct opposition of current planning regulations. This proposal will destroy current scenic values and change the village from rural landscape.</p> <p>4. Draft Settlements Strategy 2022 which was endorsed by council in November 2022 suddenly nominated Kalkite village as an expansion investigation area AFTER this planning proposal was given Council support in September 2022. This needs immediate investigation as it appears to be retrospective policy designed to specifically to support and justify this developer lead planning proposal which is contrary to the State Government SAP and all current Council zoning.</p> <p>In summary , I strongly advocate that the Council commence an independent review to</p> <ul style="list-style-type: none"> <li>- Investigate why the developer and council has mislead the community by supporting this planning proposal as part of SAP.</li> <li>- Investigate the disregard for current State Government and Regional planning guidelines as detailed above resulting in a planning proposal which has negative impact on the scenic value, Kalkite village character , lack of infrastructure or funding for suitable upgrade infrastructure and increase to risk of environmental damage to the lake.</li> </ul> <p>I look forward to your written response to all these concerns as I am blessed to live in this wonderful village and one of many residents who will have to live with all the negative impacts of this developer NOT council planning proposal.</p> <p>Regards</p> 		
99.	20/08/2023	<p>Dear Hon Members, Mayor, Counsellors and Council itself,</p> <p> I chose Kalkite to be our home due to the quiet nature of the village, the distance from Jindabyne and due to its limited facilities. These were the draw cards to this magical piece of the Snowy Monaro.</p> <p>When I talk to people about where I choose to call home, I refer to it as my little piece of paradise and I am gravely concerned about the impact that the proposed development at 56 Hilldowns Road will have on my home and that of my children, as well as the village itself and all of its residents.</p> <p>I would like to formally express that I am opposed to the rezoning and to the development proposal for 56 Hilldowns Road.</p>	<p>Village feel, visual amenity, road quality, road safety, road maintenance, infrastructure pressure, RFS shed, open space, commercial space, strategic documents, SAP</p>	<p>Do not support</p>

		<p>Kalkite is a small and beautiful Snowy Mountains village over 23 kilometres to the north of Jindabyne, set on the shores of Lake Jindabyne. There are currently approximately 160 residential properties in Kalkite. Kalkite, and the site chosen, is unsuitable for the proposed development; it will have an adverse effect on the pleasing visual look of the area, of surrounding properties and the lake shore from on and across Lake Jindabyne. It is inconsistent with the character and scale of the surrounding area. It will impact on the special feeling that you get when you round the last few corners into Kalkite and get the rural/small community feel.</p> <p>Access to the village is along a narrow single in-out road in average condition. The road is twisty and in parts rather steep. I understand that road upgrades form part of the proposal, however, this is a planned upgrade to an incredibly dangerous road that has near misses daily. Road widening and some more barricades is inadequate for the current volume of traffic on the road. Add to this hundreds of more dwellings including many 'holiday makers' visiting to rent the houses in the new development. These road users will be unfamiliar with the steepness, bends and danger areas on the road and will create more risk for all road users which will ultimately end in disaster and loss of life.</p> <p>In addition to this, the road is so often poorly maintained with the current volume of traffic on it, can road maintenance be guaranteed with the increased volume of traffic (potentially tripled)?</p> <p>And in the event of a natural disaster, such as a bushfire, which is a real threat to the area, the roads are already unsuitable for residents to successfully evacuate, imagine the disaster with double to triple the amount of cars on the road. There is no alternate route out.</p> <p>The roads are also utterly unsuitable for the intensity of construction required to build the development proposed and this will cause incredible disruption for current residents for lengthy periods of time. And as we have no footpaths or bikepaths, people use the roads to walk, run and ride. When there are cars and construction traffic passing each other and pedestrians/cyclists all at the same time on that steep descent into Kalkite, it is again, a disaster waiting to happen.</p> <p>Kalkite itself is served by a struggling local water and sewer system, of which all arising hard waste is then transported by road elsewhere. There is concern about the disruption, construction location and suitability of upgrades to these vital systems that are requirements within any community. At the recent community consultation meeting at the Kalkite Fireshed, these issues were raised with a concerned look for the council members face and no potential answer as to how this will be addressed.</p> <p>The benefits of the development as promoted to the community include a new Rural Fire Service shed, access to the lake foreshore and public open space, all of which we already have in our community. These upgrades are not requested by the local residents but instead have been assumed by the developers as something that we as the residents want. In addition to this, any shopfronts and even the proposed community centre are unnecessary for our little village. We don't need them!</p>		
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		<p>The serenity of the village and the entire Northern end of the lake will be shattered. Increased housing, cars, boats and people will increase pollution, light and noise. It will affect the quiet nature of our community and the visibility of the stars in the clear night sky due to increased light pollution. The semi-isolated and rural nature of the area are all reasons my family and many others bought in Kalkite and this will be taken away with NO compensation. The proposed development, will cost the current residents through degradation to the lives of existing residents and the reasons that we bought our family homes in this quiet little village in the first place. There are some small villages such as Kalkite, Captains Flat, Sunny Corner, and Hill End that people seek out because they are small, quiet communities, where people look after one another, where life goes on without the need to lock doors, and boats can be left by the lake without theft. This definition has been recognised by Council in the Snowy Monaro Local Strategic Planning Statement (2020) where Kalkite was described as 'a unique village located on the northern banks of Lake Jindabyne. It is a small and quiet village located less than 10 minutes from Kosciuszko Road and approximately a 20-minute drive to Jindabyne town centre'.</p> <p>I know this is why I bought in Kalkite and how I want our unique village to stay!</p> <p>Promoting that Kalkite should be the location of a new 220 lot subdivision is therefore incomprehensible. This proposal more than doubles the size of the village and I assume that duplexes will only add to sheer number and density of residences that will be built. The subdivision pattern is more appropriate in a main town. By scale alone this will destroy the character and amenity of the village.</p> <p>Currently the proposal is prohibited by the LEP. This proposed development is not identified or supported in a single one of the Council strategic land use documents. The Snowy Mountains Special Activation Precinct rejected the developer lobbying that Kalkite be made a sub precinct in the SAP Master Plan. These are all reasons why the rezoning of the land at 56 Hilldowns Road, Kalkite and the development proposal should be rejected.</p> <p>Please do the right thing and reject the rezoning of the land and the development proposal. There is enough of concern here and within the Kalkite community, that further scrutiny of the proposed development is warranted.</p> <p>Yours sincerely, [REDACTED]</p>		
100.	20/08/2023	<p>Dear Council, please find attached my second submission, written after more investigation into this proposal. Kind regards, [REDACTED]</p> <p>I am writing to voice my OPPOSITION to the 56 Hilldowns Road Planning proposal Kalkite. The more one delves into this proposal the more one realises that there is either ineptitude at a planning level or something else is going on here. There are several areas I will address...many are interrelated.</p> <p>1. The Road The roads from Kosciuszko Road are secondary roads that are poorly maintained now by council. Eucumbene Road and</p>	Road maintenance, road safety, commercial viability, bushfire, RFS shed, SAP, sewerage, infrastructure pressure, internet, visual amenity, water quality, wildlife, precedence	Do not support

		<p>Kalkite Road intersection is quite dangerous when there is poor visibility. Going up and down the Kalkite Road in winter particularly, the driver is met with potholes, wildlife, black ice, and a narrow, precipitous road where near misses for head on collisions occur daily. Anecdotal evidence of this on social media sites, which I know council have access to, shows that the residents of Kalkite deal with this on a daily basis, and a major reason against the development is with more people on that road especially in the morning with more children going to schools in Jindabyne, and people going to work in the region, will increase the danger even more.</p> <p>Council will be responsible for the road's maintenance. The developer's input to this, and I did consult with their traffic engineer at the Fire shed on 24 July, is only going to be minimal. Very little realistic data has been collected on this road mainly because of lockdowns etc. Council needs to do an independent assessment of the road. Of course, someone being paid by the developer is going to give him what he wants. To carry an extra 300-400 cars a day on Kalkite Road could cause serious consequences for council. There is no other transport in Kalkite that the only way to travel is by private car. No shops or other services and people will need to go to Jindabyne to access these. Oh wait, the developer says there will be a shop- any businessperson knows that this would not be commercially viable. The developer obviously thinks people in Kalkite are hillbillies.</p> <p>Can council afford to improve the road to an area that is not a through road and will only affect a small majority of the SMRC road networks - Blasting hillsides to widen blind bends (there are 4 particularly dangerous ones), closing the road to do this, (not a popular choice when there is only one way out, unless you have a boat), coping with extremes of weather which will invariably erode away the roadside and require more maintenance? I do not think so.</p> <p>2. Fire Risk</p> <p>The hillsides around Kalkite pose a huge fire risk, you don't need to be an expert to understand this – if you have bothered to come to Kalkite. If the development goes ahead, unfortunately a number of people will lose their lives before anything is done about Kalkite Rd. The developer is only doing a minor upgrade- not widening the road or making it safe. Fire concerns are very real and the RFS did a minor study on the area, but they only consider radiant heat. Not smoke inhalation. Some might be able to escape by boat, but smoke and visibility will drastically prevent survival of residents.</p> <p>The 'carrot' of course is a new RFS shed for the rural fire services. Explain how that will save lives. Rules during fire season require all available RFS crews to go and fight fires where needed. While our crew is out fighting other fires if Kalkite comes under threat it will be near impossible for any RFS crew to attend a fire there. As for using the fire shed for a refuge- is this so everyone can burn together? Smoke inhalation is a major concern in the valley of Kalkite, low visibility makes the road dangerous, (we don't have to go back far to remember what it was like in the 2019-2020 bushfires) Again we see the road having significant impact when the village is under threat.</p> <p>Imagine another 300 plus households added to that.</p> <p>3. Consultation</p> <p>Consultation with the developer was mixed and very poor. We bought into Kalkite in February 2023. Our due diligence with council suggested there was to be no development with Kalkite that would affect us. Unfortunately, this was not the truth. We were shocked to find the extent of the planning proposal. We have been also surprised at the spread of misinformation by the developer and of the planners, - [REDACTED] in SMRR fb page said the development followed the SAP plan.</p> <p>[REDACTED]</p> <p>The proposal is consistent with the Snowy Mountains SAP. Whilst the proposal could have adopted the current minimum lot size of 750m2, it uses 850m2 and up to 10ha to create a balance between housing opportunities for future generations, and</p>		
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	<p>minimising (sic) impact to the environment. The proposal also includes extensive infrastructure fir(sic) the entire community at the proponent's expense. It will include public open space and improve access to the foreshore for the public.</p> <p>"Nowhere in the SAP documentation is Kalkite identified as a focus of such major housing growth" [REDACTED]</p> <p>Council even replied to one submission where they admitted this.</p> <p>Dear [REDACTED]</p> <p>Council has received your submission in relation to the Planning Proposal for 56 Hilldowns Road, Kalkite and would like to thank you for taking the time to provide your comments.</p> <p>Council acknowledges that this development is not part of the Snowy Mountains Special Activation Precinct.</p> <p>This development is going through this separate planning proposal process for rezoning.....</p> <p>Why does the Planning Proposal rely so heavily on the SAP when Kalkite is not included by the Ministerial Planning Directions?</p> <p>So, who do we believe? It is quite curious that at the July 24, 2023 drop in, about the development, that it was difficult to tell the difference between planners and developers, very cozy indeed.</p> <p>We do know that the SAP does not include Kalkite so chose another location that has the infrastructure already in place. It will not cost council as much. Areas such as Berridale and Adaminaby are crying out for development, with the later believing council is all about Jindabyne and not about the other areas in the shire. We own property in Adaminaby so can vouch for resident sentiment.</p> <p>Limited consultation has been made with the local Aboriginal Council [REDACTED] is furious she wasn't consulted about the development. The Developer consulted with the Bega Aboriginal Council. As if they would have any of the local knowledge, and indeed there are Aboriginal artefacts in the area where the development is proposed, according to her. I hear this has since been rectified but this should have been done in the first place.</p> <p>5. Sewerage</p> <p>At least 3 trucks a day are going up and down Kalkite Road as the sewerage works cannot cope. I was told at the Meeting in July this will be solved as the developer will put in new infrastructure for sewerage. Residents know council is broke. But does this give them the right to ruin an area because they cannot supply the correct infrastructure? This again comes back to the condition of the road, currently potholed and rough in places, as well as adding to congestion.</p> <p>Imagine another 300 plus cars going up and down the road.</p> <p>6. Internet</p> <p>Kalkite struggles with access to internet during the daytime during school holidays and the ski season. Accessibility to internet services is important in this area. We have not put on the internet at our place currently, but phone and television reception are very dodgy during peak seasons.</p> <p>Imagine another 300 plus families, of say 4 people, all try getting on the internet at the one time.</p> <p>7. Visual Amenity</p> <p>(Kalkite p.82 SMLSP)</p> <p>"Kalkite is a unique village located on the northern banks of Lake Jindabyne. It is a small and quiet village located less than 10 minute(sic) from Kosciuszko road and approximately 20 minute drive to Jindabyne town centre, the closest service centre.</p> <p>The objectives for this plan are:</p>		
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		<ul style="list-style-type: none"> <li>• Maintain Kalkite's quiet and relaxed rural lifestyle and atmosphere.</li> <li>• Enhance connections to Lake Jindabyne and enhance recreational activities and infrastructure.</li> <li>• Provide recreational connections to encourage all year-round tourism in the region."</li> </ul> <p>The Planning Proposal does not protect the scenic landscape of the village of Kalkite, it is inconsistent with the SMLSP. The visual amenity from the current village looking across Taylor's Creek Bay would be ruined by houses on the horizon and opposite. The use of Taylor's Creek Bay would be ruined by pollution from too many people around that area, and because it is protected from winds across the lake – it would become a mariner for the rich and famous (the only ones who can afford to have houses in the development!) adding to the pollutants in the Lake.</p> <p>The development would also be seen from other areas of Jindabyne see below:</p>  <p>Fauna and Flora around the area needs to be protected. Snow gums along the roadside are under protection as is wildlife. There is a corridor of kangaroos along Taylors, Bay which would be disturbed. At the moment there is carnage on the road because of its condition, it will increase with more traffic.</p> <p>Council has been careful in the past to protect the foreshores of Lake Jindabyne and Lake Eucumbene from development. To develop Kalkite will open up a can of worms with every farmer owning properties around the lake wanting to develop the foreshores of their properties. DO NOT go there.</p> <p>Conclusion</p> <p>The only person who gains from this development is the developer.</p> <p>It will not enhance the area.</p> <p>It is not 'good' for the residents of Kalkite as stated by one councillor in a past meeting.</p> <p>It has many dangers principally the road and bush fire risks.</p> <p>It does NOT comply with any of the planning laws including SAP, LEP or SMLP.</p> <p>Kalkite is not included anywhere as an area for development in any of the strategic plans.</p> <p>Those making decisions about our village MUST attend the village, experience the drive here, and then you will see why people want to keep it as it is.</p> <p>Regards</p> 		
101.	20/08/2023	<p>Dear Mayor, Hon Member, and Councillors.</p> <p>Under cover please find an amended submission. It is intriguing how far in handling this matter Council seems to have moved from the path of good governance. In addition to being in breach town planning rules, it appears in breach of guiding principles for Councils under the Local Government Act 1993 as well.</p>	Strategic documents, SAP, scenic protection area, visual amenity, Aboriginal stakeholder consultation,	Do not support

		<p>Regards</p> <p>[REDACTED]</p> <p>Mayor and Counsellors Snowy Monaro Regional Council</p> <p>SUPPLEMENTARY SUBMISSIONS</p> <p>This submission should be read in conjunction with my earlier one.</p> <p>I am grateful to a [REDACTED] for answers to questions in my earlier submissions, however, she in no way deals with many of my issues and indeed it has highlighted something that is wrong with this development.</p> <p>When one considers not only Planning Law, but Council's statutory obligations under the Guiding Principles of the Local Government Act 1993 as set out in s8A it is apparent that Council is not doing very well at all:</p> <p>8A GUIDING PRINCIPLES FOR COUNCILS</p> <p>(1) Exercise of functions generally the following general principles apply to the exercise of functions by councils--</p> <p>(a) Councils should provide strong and effective representation, leadership, planning and decision-making.</p> <p>(b) Councils should carry out functions in a way that provides the best possible value for residents and ratepayers.</p> <p>(c) Councils should plan strategically, using the integrated planning and reporting framework, for the provision of effective and efficient services and regulation to meet the diverse needs of the local community.</p> <p>(d) Councils should apply the integrated planning and reporting framework in carrying out their functions so as to achieve desired outcomes and continuous improvements.</p> <p>(f) Councils should manage lands and other assets so that current and future local community needs can be met in an affordable way.</p> <p>(h) Councils should act fairly, ethically and without bias in the interests of the local community.</p> <p>(2) Decision-making The following principles apply to decision-making by councils (subject to any other applicable law)--</p> <p>(a) Councils should recognise diverse local community needs and interests.</p> <p>(b) Councils should consider social justice principles.</p> <p>(c) Councils should consider the long term and cumulative effects of actions on future generations.</p> <p>(d) Councils should consider the principles of ecologically sustainable development.</p> <p>(e) Council decision-making should be transparent, and decision-makers are to be accountable for decisions and omissions.</p> <p>(3) Community participation Councils should actively engage with their local communities, through the use of the integrated planning and reporting framework and other measures.</p> <p>So, where is the evidence of strategic planning, strong and effective representation (presumably of rate payers and not</p>	<p>consultation process, village feel, heritage</p>	
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	<p>developers), social justice, integrated planning, efficiency and effectiveness and transparency?</p> <p>There is no alignment between the proposal and the Council Draft Settlement Strategy, as this development provides 20% of the implied dwelling need of the entire region up until 2026 and 40% of the entire regions implied dwelling need if the implied need of Jindabyne is removed.</p> <p>Given the high infrastructure cost to Council of a development in Kalkite, and the freeing up of a considerable volume of new subdivisions by the NSW Government Special Activation Precinct ('SAP') that relates to the resorts of Jindabyne and East Jindabyne, and which does not include Kalkite one has to wonder what is going on here, and why a development is needed in Kalkite.</p> <p>Nor with the strategic plan or LEP.</p> <p>On 24 July, at a Public Consultation meeting, I was highly critical of the development, and a Planner from Council told me that the development fell within the SAP and that it was therefore not Council's fault. It was the first time I heard the expression SAP- and it was not true.</p> <p>On 17 August 2023 at the Council meeting, I asked who had been to Kalkite. Two councillors I note had, to their credit, visited Kalkite after I spoke to them, but as a general issue, how can someone be satisfied that something has strategic merit without visiting the area?</p> <p>Investigation reveals several significant, curious irregularities.</p> <p>The Department of Planning and Environment Gateway Determination (ref PP-2022-2114) which was signed by [REDACTED] is curious in that there does not appear to be any alignment between any strategic land use alignment or indeed strategic merit.</p> <p>The Settlement Strategy was not considered at all during the test of the developer-initiated planning proposal for 'strategic merit' in the Gateway report in September 2022, maybe because it did not fit.</p> <p>An amendment to the Settlement Strategy in November 2022 seeks to establish strategic support for residential development in Kalkite where none existed previously. This was embarked upon without community consultation at all after the Planning Proposal was lodged in September 2022 despite the development and implementation of a 'community engagement strategy' being a statutory obligation under s402A of the Local Government Amendment (Governance and Planning) Act 2016 Sch1.</p> <p>Why has it been nominated as a 'village expansion investigation area' when it is inconsistent with Council Strategic Planning? And why did this occur without consultation?</p>		
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		<p>Driving down the hill into Kalkite would be like driving into a sea of Suburbia- Googong on Jindabyne.</p> <p>The restriction of development on upper paddocks I would suggest may have less to do with protecting the visual amenity- as little care is shown with the paddock, and more to do with the reality that constructing a home on an exposed, steep hill side would incur horrific site costs.</p> <p>The traditional policy of Council has been for there to be no development around Lake Eucumbene or Jindabyne.</p> <p>There are two aspects to this in 7.6 of the Snowy River LEP 2013- visual amenity- 'unacceptable visual impact' and sense of isolation.</p> <p>The latter would obviously be eroded by turning areas around the lake into Suburbia, but what of 'unacceptable visual impact'?</p> <p>If this is approved, Council can expect owners of other land around Jindabyne and Eucumbene to seek to develop their land.</p> <p>The developer remarks at 10.5 in respect to the boat ramp that he has no capacity to upgrade the foreshore'. Planning remarked similarly when I stated in my earlier submission that the development would contribute to the excessive use of Taylor's Creek Bay as a defacto marina during holiday periods.</p> <p>With respects, the response of Council is irresponsible. Even if Council do not have the capacity to control the lake foreshore, it is not responsible for them to take action that makes an issue on that lake materially worse.</p> <p>This type of issue, typically involving roads, is something that planners deal with every day in respect to the consideration of the suitability of a development and the position of Council here, is to say the least most curious.</p> <p>Two other issues of a historical nature- The writer of the historical report failed to mention that steep incline of Kalkite Road and the farm shed on Hillsdowne were used in the opening sequence of the Sundowner's, a movie produced in 1960 that starred [REDACTED]</p> <p>She also writes that 'Adaminaby Cemetery was also moved'. This is incorrect. Old Adaminaby Cemetery is above the high-water mark of the lake, and so there was no need to disinter bodies from that cemetery and a new cemetery was simply created 2km from the new town on Yen's Bay Road (now Bushrangers Road).</p> <p>The old cemetery is still used today where people own burial plots or are being buried in family plots , however the reduction in its use to the satisfaction of pre-existing contractual commitment, is consistent with Council policy of not permitting new activities around the lake that may impact visual amenity.</p>		
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		<p>She does not appear to have consulted with Monero Ngarigo people either in respect to historical significance.</p> <p>Please consider these additional submissions, please also note that Probity and Transparency concerns dictate a further arm's length investigation into this process is necessary.</p> <p>.</p> <p>██████████</p> <p>20 August 2023</p>		
102.		<p>Dear Mayor, Hon Member, and Councillors.</p> <p>Under cover please find an amended submission. It is intriguing how far in handling this matter Council seems to have moved from the path of good governance. In addition to being in breach town planning rules, it appears in breach of guiding principles for Councils under the Local Government Act 1993 as well.</p> <p>Regards</p> <p>██████████</p> <p>Mayor and Counsellors Snowy Monaro Regional Council</p> <p>SUPPLEMENTARY SUBMISSIONS</p> <p>This submission should be read in conjunction with my earlier one.</p> <p>I am grateful to a ██████████ for answers to questions in my earlier submissions, however, she in no way deals with many of my issues and indeed it has highlighted something that is wrong with this development.</p> <p>When one considers not only Planning Law, but Council's statutory obligations under the Guiding Principles of the Local Government Act 1993 as set out in s8A it is apparent that Council is not doing very well at all:</p> <p>8A GUIDING PRINCIPLES FOR COUNCILS</p> <p>(1) Exercise of functions generally the following general principles apply to the exercise of functions by councils--</p> <p>(a) Councils should provide strong and effective representation, leadership, planning and decision-making.</p> <p>(b) Councils should carry out functions in a way that provides the best possible value for residents and ratepayers.</p> <p>(c) Councils should plan strategically, using the integrated planning and reporting framework, for the provision of effective and efficient services and regulation to meet the diverse needs of the local community.</p> <p>(d) Councils should apply the integrated planning and reporting framework in carrying out their functions so as to achieve</p>		

	<p>desired outcomes and continuous improvements.</p> <p>(f) Councils should manage lands and other assets so that current and future local community needs can be met in an affordable way.</p> <p>(h) Councils should act fairly, ethically and without bias in the interests of the local community.</p> <p>(2) Decision-making The following principles apply to decision-making by councils (subject to any other applicable law)--</p> <p>(a) Councils should recognise diverse local community needs and interests.</p> <p>(b) Councils should consider social justice principles.</p> <p>(c) Councils should consider the long term and cumulative effects of actions on future generations.</p> <p>(d) Councils should consider the principles of ecologically sustainable development.</p> <p>(e) Council decision-making should be transparent, and decision-makers are to be accountable for decisions and omissions.</p> <p>(3) Community participation Councils should actively engage with their local communities, through the use of the integrated planning and reporting framework and other measures.</p> <p>So, where is the evidence of strategic planning, strong and effective representation (presumably of rate payers and not developers), social justice, integrated planning, efficiency and effectiveness and transparency?</p> <p>There is no alignment between the proposal and the Council Draft Settlement Strategy, as this development provides 20% of the implied dwelling need of the entire region up until 2026 and 40% of the entire regions implied dwelling need if the implied need of Jindabyne is removed.</p> <p>Given the high infrastructure cost to Council of a development in Kalkite, and the freeing up of a considerable volume of new subdivisions by the NSW Government Special Activation Precinct ('SAP') that relates to the resorts of Jindabyne and East Jindabyne, and which does not include Kalkite one has to wonder what is going on here, and why a development is needed in Kalkite.</p> <p>Nor with the strategic plan or LEP.</p> <p>On 24 July, at a Public Consultation meeting, I was highly critical of the development, and a Planner from Council told me that the development fell within the SAP and that it was therefore not Council's fault. It was the first time I heard the expression SAP- and it was not true.</p> <p>On 17 August 2023 at the Council meeting, I asked who had been to Kalkite. Two councillors I note had, to their credit, visited Kalkite after I spoke to them, but as a general issue, how can someone be satisfied that something has strategic merit without visiting the area?</p> <p>Investigation reveals several significant, curious irregularities.</p> <p>The Department of Planning and Environment Gateway Determination (ref PP-2022-2114) which was signed by [REDACTED] is curious in that there does not appear to be any alignment between any</p>		
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	<p>inconvenience of ongoing road closures.</p> <p>Incidentally, there is endangered flora lining the hazardous stretches- snow gums.</p> <p>CONSULTATION AND ENGAGEMENT REPORT</p> <p>At page 3.5 it describes 'posts to local Facebook groups proved effective' and at 3.2 This is nonsense.</p> <p>Firstly, I am aware of only one local FB group so, I imagine the plural has been used merely to give a more positive impression of the extent of local consultation.</p> <p>However, this does not overcome the flawed nature of the consultation- the writer advised.</p> <p>'Ordinarily letters via standard post would have been sent to residents notifying them of the information session. This was not a suitable option in this case as Australia Post does not service, the Kalkite locality'.</p> <p>If he knew that, he would have known- or could easily have ascertained the arrangement with the East Jindabyne service station.</p> <p>On page 4 he advises that 'there were approximately 50 attendees'- most of the attendees where he claimed permanent residents of Kalkite Village. 'Several were from Sydney and Wollongong with related property interests.</p> <p>Tellingly, numbers of each are not quoted.</p> <p>On page 7 under 'Key themes, he advises 'Interest groups such as local fishing community were also consulted' but no specifics are given other than to reference one club- I have been a freshwater fisherman for over fifty-five years and have no knowledge of the club cited in his list of consulted parties.</p> <p>Tellingly the consultation report does not mention cultural issues that distress the community and items in his presentation stresses home affordability- which is a nonsense.</p> <p>The developer claimed broadly that the population was on side. The [REDACTED] community group survey resoundingly contradicts this with greater than 90% objecting to the development.</p> <p>In terms of aboriginal 'consultation'- he discussed the matter with a coastal Aboriginal elder (i.e., the Eden Ngarigo people have been consulted rather than an elder from the Monero Ngarigo people, who are the traditional custodians of this region.</p>		
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		<p>Simply picking a member of a language group who is geographically distant does not meet consultation requirements in respect to traditional owners.</p> <p>One can only assume that either the developer has been ill informed and perhaps a bit lazy in the way he has consulted, or else there has been a concerted attempt not to fully consult with appropriate people.</p> <p>LOSS OF CHARACTER</p> <p>This development would add 220 home sites of which 50% would on the developer's admission be dual occupancy (i.e., 330 homes). At 8.4 the developer remarks that 'it is acknowledged that the proposal would result in some change of character' and he claims that he is seeking to minimise this by confining development to the lower paddock. (8.4)</p> <p>This statement is disingenuous. The development would swamp Kalkite village and destroy a cultural lifestyle that was highlighted in my earlier submission.</p> <p>Driving down the hill into Kalkite would be like driving into a sea of Suburbia- Googong on Jindabyne.</p> <p>The restriction of development on upper paddocks I would suggest may have less to do with protecting the visual amenity- as little care is shown with the paddock, and more to do with the reality that constructing a home on an exposed, steep hill side would incur horrific site costs.</p> <p>The traditional policy of Council has been for there to be no development around Lake Eucumbene or Jindabyne.</p> <p>There are two aspects to this in 7.6 of the Snowy River LEP 2013- visual amenity- 'unacceptable visual impact' and sense of isolation.</p> <p>The latter would obviously be eroded by turning areas around the lake into Suburbia, but what of 'unacceptable visual impact'?</p> <p>If this is approved, Council can expect owners of other land around Jindabyne and Eucumbene to seek to develop their land.</p> <p>The developer remarks at 10.5 in respect to the boat ramp that he has no capacity to upgrade the foreshore'. Planning remarked similarly when I stated in my earlier submission that the development would contribute to the excessive use of Taylor's Creek Bay as a defacto marina during holiday periods.</p> <p>With respects, the response of Council is irresponsible. Even if Council do not have the capacity to control the lake foreshore, it is not responsible for them to take action that makes an issue on that lake materially worse.</p> <p>This type of issue, typically involving roads, is something that planners deal with every day in respect to the consideration of</p>		
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		<p>the suitability of a development and the position of Council here, is to say the least most curious.</p> <p>Two other issues of a historical nature- The writer of the historical report failed to mention that steep incline of Kalkite Road and the farm shed on Hillsdowne were used in the opening sequence of the Sundowner's, a movie produced in 1960 that starred [REDACTED]</p> <p>She also writes that 'Adaminaby Cemetery was also moved'. This is incorrect. Old Adaminaby Cemetery is above the high-water mark of the lake, and so there was no need to disinter bodies from that cemetery and a new cemetery was simply created 2km from the new town on Yen's Bay Road (now Bushrangers Road).</p> <p>The old cemetery is still used today where people own burial plots or are being buried in family plots, however the reduction in its use to the satisfaction of pre-existing contractual commitment, is consistent with Council policy of not permitting new activities around the lake that may impact visual amenity.</p> <p>She does not appear to have consulted with Monero Ngarigo people either in respect to historical significance.</p> <p>Please consider these additional submissions, please also note that Probity and Transparency concerns dictate a further arm's length investigation into this process is necessary.</p> <p>.</p> <p>[REDACTED]</p> <p>20 August 2023</p>		
103.	21/08/2023	<p>Please find attached my submission against the proposal at 56 Hilddowns Rd Kalkite</p> <p>[REDACTED]</p> <p>20 August 2023</p> <p>Submission in response to Planning Proposal 56 Hilddowns Road, Kalkite</p> <p>The planning proposal should be rejected by Council based on the following:</p> <ul style="list-style-type: none"> <li>· The planning proposal does not meet any of the approved development plans available to our community and in fact seems to be at odds with NSW Government planning approvals, Councils own planning instruments and community expectations.</li> <li>· The various consultant reports included in the proposal are misleading as they have been compiled on the false presumption that Kalkite is included in the Snowy Mountains Special Activation Plan (SAP), the various reports are therefore irrelevant, and misrepresent the facts.</li> </ul>	Strategic documents, SAP, Aboriginal consultation, bushfire, evacuation, infrastructure pressure, road capacity, affordable housing, public transport, quality environment, wildlife	Do not support

		<p>They cannot be taken into consideration.</p> <ul style="list-style-type: none"> <li>· Council officers and representatives of the Developer continued this misrepresentation when they stated on numerous occasions during the recent Community information evening that this proposal was included under the SAP and 'you should just get over it' or words to that effect.</li> <li>· The various consultant reports have been written to reflect at least four iterations of the planned development, ie different layout and inclusions, how has this not been identified and rejected?</li> <li>· The Aboriginal Heritage Due Diligence Assessment should be disregarded as a reliable reference, the Assessment itself highlights that Heritage NSW requires a ACHA consultation with Aboriginal people stating: <ul style="list-style-type: none"> <li>o Aboriginal people should have the right to maintain culture, language, knowledge and identity</li> <li>o Aboriginal people should have the right to directly participate in matters that may affect their heritage</li> <li>o Aboriginal people are the primary determinants of the cultural significance of their heritage.</li> </ul> </li> </ul> <p>The Aboriginal Heritage Due Diligence Assessment has not included consultation with Aboriginal people and therefore does not comply with Heritage NSW should be discounted for the purposes this proposal.</p> <p>As part of the Conclusions of the Aboriginal Heritage Due Diligence Assessment as one of its conclusions states as 'Step 1: The proposed works will not disturb the ground surface'. How do GYDE Consulting assume the housing development will be undertaken? How do Council officers overlook such crucial errors and accept the assessment?</p> <ul style="list-style-type: none"> <li>· The Aboriginal Heritage Archaeological Assessment completed by Eco Logical Australia Pty Ltd for Sacco Group in contradiction to the Due Diligence Assessment completed by the same consultant firm identified two Aboriginal sites and noted the likelihood of further deposits. This assessment has apparently included consultation with Aboriginal People with , despite the report suggesting that the development will have 'a low impact', the traditional owner representative were quoted as saying 'the surrounding area is highly significant to the Aboriginal community and that they occupied the region all year round. Surely the Council should be looking to preserve such sites and not sacrifice them to the developer's bulldozer and accompanying cheque book.</li> <li>· The Strategic Bushfire Study for the Rezoning of 56 Hilldowns Road recognizes the remoteness and vulnerability of Kalkite. On page 43, the report details 'Whilst historical evidence suggests that Kalkite area has only been directly impacted by one bushfire event in the period 1920 – 2009, the location is remote and should the area be subject to a major bushfire event the main access road from Berridale and Jindabyne will be exposed to a high risk of fire over-run through the heavily wooded woodland and forest vegetation. This will make Kalkite Road unsafe for residents and emergency service personnel.</li> </ul> <p>The report suggests that the inclusion of 'a Community Centre, Oval and a new Rural Fire Service</p>		
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		<p>Station; will negate the need to use the unsafe Kalkite Road.</p> <p>This report is contradictory in many aspects:</p> <p>In meetings with RFS NSW, [REDACTED]</p> <p>[REDACTED] is listed as a 'Representative of the Applicant'. How then can this report be considered as unbiased and have the safety of the community as its underlining principal?</p> <p>The report goes into great length at establishing the need for two points of egress for the development, however this provides two paths of evacuation to an unsafe Kalkite Rd.</p> <p>The report hinges on the provision of a Neighborhood Safer Place (NSP) to provide the development and the wider community with a RFS NSW compliant development. The area of the NFP is detailed on 7,500m2 area of the development, for reference a soccer pitch is approx. 10,800m2 according to FIFA. Therefore, in an area that is less than the size of a soccer pitch, the development will provide an RFS Kalkite Brigade Shed, a community hall, a retail precinct, car parking for 200 cars and Essential Services vehicles, and room for nearly 1000 people? (existing village residents and surrounding community 450, Hilldowns development 500 residents plus retail employees, Essential services staff and tourists/visitors. How by any measure does this comply as a solution to a very real scenario?</p> <p>In reality, this development could see over 1000 people seeking shelter in a clearly inadequate NSP, trapped by the recognized unsafe road, with no form of escape and trained RFS personnel unable to assist as they would likely be unable to reach the cut off Kalkite Brigade Equipment.</p> <p>When I questioned the logic of the Bushfire Report and a similar scenario, I was advised by the Developer that RFS would use a helicopter. A very optimistic outlook. The Bushfire Study is flawed and heavily biased to the benefit of the developer. The development will place more people and property at risk of the potential catastrophe that is already part of living in Kalkite.</p> <ul style="list-style-type: none"> <li>· Inadequate available Infrastructure. How will SMRC provide for the development given the already woefully inadequate roads, potable water and sewage infrastructure already being experienced by the Village.</li> </ul> <p>The developer has identified that construction will start in 2025 and take three to complete. Therefore, within two years, SMRC must design, approve, tender and construct facilities that will provide potable water and sewer connections to over 336 dwellings, plus commercial premises and community hall as well as the required RFS hydrant system.</p> <ul style="list-style-type: none"> <li>· The developer claims that the engagement process was authentic. I challenge the validity of the report in every aspect. The consultant claims a wide range of public authorities, local residents and associated community groups were consulted. I reject this claim. I challenge the consultants to provide the evidence. The information sessions were poorly advertised and as I live with a full view of the RFS shed, poorly attended. There is no general support for this proposal outside the front gate of the Hilldowns. The report details at Appendix A 'Correspondence from DPE recommended Planning Proposal' read the associated letter. It has nothing to do with the proposal and the lead in statement is designed to mislead. At Appendix B the pictures of the planning boards on display on the day are designed to mislead and wrongfully link this</li> </ul>		
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		<p>development to the SAP. This report should be rejected outright, and a Community Consultation process overseen by a non-biased third party undertaken.</p> <p>Additionally, Kalkite Road must be improved to accommodate the developer provided estimates of over 860 additional vehicle movements per day, Noting that the roads will need to cater for over 40 light and 22 heavy construction vehicle per day during the construction phase.</p> <p>How does SMRC propose to fund this? A levy on the developer would only yield a fraction of the cost. A municipal authority that can not provide for the maintenance of current roads adequately without seeking a 50% rate increase.</p> <ul style="list-style-type: none"> <li>· The proposal touts affordable housing as a key objective. There is no doubt that our community is desperate for affordable housing, how will this development deliver on this? The answer is simple, it will not. The development includes lots from 800m2 to over 4,000m2, how will the cost be capped to ensure 'affordability'. The Developer has stated that blocks will start around \$600,000 to \$700,000 per block. Assuming this will be for the smaller 800m2 blocks, what will the sale price be for the larger lots? How will SMRC ensure this development provides affordable housing?</li> </ul> <p>How will Council ensure that any development will provide affordable housing?</p> <p>Why has this proposal been prioritised when other Development Applications which meet all the required criteria, can connect to existing infrastructure, have taken more than a year to be considered? What is the rush?</p> <ul style="list-style-type: none"> <li>· The Biodiversity Assessment Report provides no confidence that any endangered flora or fauna is present in the proposed development area. The outlines 'No targeted fauna surveys were undertaken for this assessment, which relied on database analysis, fauna habitat assessment and incidental observations.' How can this report be relied upon. Unfortunately, the consultant was unable to identify the many and varied fauna present on the site including kookaburras, Eastern Rosella, alpine magpies, Calaby's Pademelon, common wombats and sightings of southern hairy nosed wombats, echidnas. How can a consultant report be credible if it has missed entire groups of animals that are found throughout the area? Has this been questioned and clarified?</li> </ul> <p>This proposal should be rejected outright,</p> <ul style="list-style-type: none"> <li>· it is against all previous planning considerations that have been considered under due process and consultation.</li> <li>· it requires a disproportionate investment in public infrastructure that would be required in developments in Berridale or Jindabyne</li> <li>· the area is not serviced by any public transport</li> <li>· it will destroy the unique environment of Kalkite village</li> <li>· all for the sake of making the developer rich</li> </ul> <p>As a resident of Kalkite, I demand an urgent public forum which must include representatives of the NSW Government to ensure that the concerns of the residents are heard, and good government practice is restored.</p> <p>I look forward to hearing Councils, reasoning and rationale for this proposal going forward. Very happy to</p>		
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		<p>discuss in person or at a meeting.</p> <p>[REDACTED]</p>		
104.	21/08/2023	<p>To Cooma Monaro Regional Council, and Councillors.</p> <p>Please see attached my Submission in respect of the Planning Proposal for the development of 56 Hilldowns Road, Kalkite.</p> <p>We hope we can meet with Council to further discuss our issues with this development.</p> <p>Many thanks</p> <p>Kind regards</p> <p>[REDACTED]</p> <p>To: Snowy Monaro Regional Council and Councillors Re: Planning Proposal 56 Hilldowns Road, Development</p> <p>Dear Councillors</p> <p>I refer to the Planning Proposal for the rezoning of productive farmland identified as 56 Hilldowns Road, Kalkite, and once rezoned will be developed into a town of 220 blocks to be used mostly for housing. The developers have indicated that the blocks will sell for between \$600,000 to \$700,000. With prices this high it is likely that the blocks will be developed as dual occupancy, therefore, containing some 440 homes, increasing Kalkite by a further 1500 people. Although, many will most likely be for tourist accommodation.</p> <p>Like most of the people who live in Kalkite, we moved here because it is a beautiful little, quiet, safe village, nestled into the bush, with easy access to Taylors Bay and Lake Jindabyne. We always appreciated and love the view as we come over the hill on Kalkite Road and descend into the valley, with its incredible views of the mountains, the lake and our beautiful Australian bush.</p> <p>More, we appreciate the Flora and Fauna of the region, both are incredibly diverse, the grey Kangaroos and their cute Joeys, the Wallabies, the Wombats, the Echidnas, and especially a huge Stag with his impressive antlers. Then there is a large variety of birdlife that adds to the beauty of Kalkite and our region.</p> <p>The developers claim there is very little fauna on the site of the proposed development. This is false, this area is an area the local wildlife either feed on, or use this as an access to water, this being the foreshores of the lake. The locals know that the Kangaroos often cross the road near the entrance to 56 Hilldowns Road, either heading down or back up into the hills.</p> <p>This development will destroy much of the Flora, which in turn will likely see much of our Fauna, destroyed or forced from their homes.</p> <p>It is extremely vital that Council and our serving Councillors must take on board what I have written above. But more</p>	<p>Village feel, quality environment, electricity, infrastructure pressure, traffic increase, visual amenity, environmental impact</p>	<p>Do not support</p>

		<p>important it must address our concerns, as listed below:</p> <p>1. Why is Council even considering a development of this size, probably the largest development ever undertaken within the Snowy Monaro Regional Shire. In fact, this is probably the largest development ever undertaken in a regional shire, in NSW, maybe even Australia. We moved from Sydney because it is too big and too busy, and too noisy, but now our Regional Council is proposing to dump a city suburb in a very quiet regional farming setting.</p> <p>2. Electricity – we have been informed that the current electricity line to Kalkite is inadequate to supply a development of the size envisaged by this development. It has been indicated that to supply the power that is required will involve a 10-kilometre line into Kalkite using large Aluminium Pylons to power the new town. What an ugly blight on our beautiful valley.</p> <p>3. Water – does this mean there will be a major upgrade of our current water supply or is Council planning to build a new water supply for this development, no matter what, this will require more work and more ongoing cost for Council to maintain.</p> <p>4. Sewerage – this is causing problems for Council to overcome, and a major issue for the residents of Kalkite. Where our current sewerage plant is located, is already a concern. It sits right on the edge of Kalkite Creek, and the community is very concerned that the current ponds are leaking into Taylors Creek, and then into Taylors Bay. So, any spill could badly affect the Bay for people swimming in the bay, plus our water supply, which is drawn from Taylors Bay. Number 1, this has to be addressed, and, number 2, the current site is definitely not suitable to handle sewerage from 220 homes, and even less likely to cater for 440 homes. So where would a new plant be constructed which does not affect the visual environment of the Kalkite Valley?</p> <p>5. Roads – this is a huge concern for the people of Kalkite. This road is little more than a country laneway. It is narrow, poorly maintained, and dangerous, at the best of times, and is only sealed to the Lotus Avenue intersection. Why Council does not seal the road to the Kalkite boat ramp is a mystery and lacks common sense. The dirt road is not only dusty but also rough for any vehicles with boats. Please, Council upgrade now, and please upgrade the Kalkite Road all the way to the Eucumbene Road before we start seeing fatalities on this road. We need a road that is wider, properly constructed, with lane markings. This whole road is not suitable now, but then we have 3 Valleys to be developed, which will add to the current daily traffic. With the 56 Hilddowns Rd development, the road will have more than a 1000 extra cars, buses and trucks using the road every day. If that is the case, the Eucumbene Road will need a major upgrade which must include the intersection with the Kosciusko Road.</p> <p>6. Visual Environment – the Planning Proposal continually states that this development will have little to no visual effect on the region. It is now very apparent that this will have a huge effect on our visual on from every point. This development is many houses closely compacted on a large parcel of productive farmland. Even though this is supposed to be low level housing, with all the infrastructure, it will be a major eyesore from every angle, from the current village, from the lake, from driving down Kalkite road, from the tourist viewing point on the Kosciusko Road. We have never seen anything like a Sydney suburb in the middle of bush and farmland. It is totally against all planning models.</p>		
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		<p>7. Environmental Damage – pollution is a concern that cannot be controlled and will impact on the land and in the lake. The runoff and rainwater drains will drain directly into the lake. This water will be diluted with general rubbish, herbicides, pesticides and fertilizers. This is not acceptable, please keep our environment clean.</p> <p>We plead with the Council, and Councillors, please listen to the residents and owners of Kalkite. Look how dangerous this development will be to our safety and our environment. Surely, it is clear that this development will be detrimental to the region and lake surrounding the Kalkite village.</p> <p>As ratepayers, we are concerned that this development will have a major impact on Councils finances, which will further impact our rates, and our cost of living. This cannot be supported.</p> <p>We also wish that all Councillors visited Kalkite and meet with the Ratepayers and residents of Kalkite.</p> <p>Thank you</p> <p>[REDACTED]</p>		
105.	21/08/2023	<p>Please find attached a submission from [REDACTED] on the Planning Proposal for 56 Hilldowns Road, Kalkite.</p> <p>Regards, [REDACTED]</p> <p>[REDACTED]</p> <p>council@snowymonaro.nsw.gov.au</p> <p>Re. Planning Proposal: 56 Hilldowns Road, Kalkite</p> <p>[REDACTED] is a community group dedicated to the conservation of natural temperate grassy ecosystems in south-eastern Australia. [REDACTED] advocates, educates and advises on matters to do with the conservation of native grassy ecosystems, and carries out surveys and other on-ground work. [REDACTED]</p> <p>[REDACTED] response is limited to consideration of the likely or possible direct and indirect impacts on biodiversity from the proposed changes to land use zoning.</p> <p>Summary</p> <p>[REDACTED] does not support changes to land use within Precinct 2 or 3 to Environmental Living. Additionally [REDACTED] does not object to development within Precinct 1 only if direct impacts in the precinct and indirect impacts to the surrounding landscape are properly controlled. [REDACTED] has come to this conclusion based on the report detailing the ecological considerations related to this site. This report identifies that the planning proposal will have significant impacts on native flora and fauna, and particularly on ecological communities listed under the NSW Biodiversity Conservation Act (2016). Furthermore, it is apparent that there is minimal probability that ecological values will be maintained, let alone improved, as a result of the changes to land use in Precincts 2 and 3.</p> <p>Therefore, [REDACTED] recommends that the entire areas of Precincts 2 and 3 should be identified for Environmental Conservation.</p> <p>Detailed comments</p>	Ecological value, quality environment, zone Environmental Conservation, pest control	Neutral

		<p>Precinct 2 and 3: Environmental Living and Environmental Conservation</p> <p>■ does not support the change in land use to Environmental Living in precincts 2 and 3 for the following reasons:</p> <ol style="list-style-type: none"> <li>1. The precinct contains ecological communities threatened under the Biodiversity Conservation Act and there is limited likelihood that these communities will retain biodiversity values if subdivided. We believe that it is not appropriate to compromise the ecological integrity of these areas.</li> <li>2. The area contains potential habitat for koalas.</li> <li>3. Minimisation of potential future development impacts is not acceptable. The statement, "The extent of impacts of future developments is unknown at this stage and will need to be further assessed in a relevant biodiversity impact assessment report which will accompany future DAs for the subject site" (p.26, Addendum Biodiversity Report) indicates that there has been inadequate weight given to the consequences of the sub-division of these precincts caused by: <ul style="list-style-type: none"> <li>• The erection of six dwellings,</li> <li>• Tree clearance: 10 m tree clearance along driveways, requirements for a cleared 40 m width Asset Protection Zone around the houses,</li> <li>• erection of fencing,</li> <li>• a powerline easement and</li> <li>• changes to management of the land.</li> </ul> </li> <li>4. Avoidance and minimisation measures identified in the biodiversity report do not counter the impacts on the landscape and remnant biodiversity values of the zones and beyond the zones. <ul style="list-style-type: none"> <li>• For example, pre-clearing and clearing surveys are identified as a minimisation measure, where it is clear that such a survey would only identify what will be lost.</li> <li>• Varied abilities and interest of landholders in dealing with pest plants and animals and ability to ecologically manage the EECs and other biota cannot ensure condition of these precincts will be retained.</li> <li>• Sub-division will increase fragmentation and reduce connectivity across and beyond the precincts.</li> <li>• Likely direct impacts including increased light, noise, transfer of weeds and increased fauna pests from soil disturbance and modification to habitat.</li> <li>• Impacts from small-scale intensive farming of domestic stock and presence of pets on native fauna and flora and habitat within and beyond the precincts.</li> <li>• Likely incompatible planting of introduced or native species may result in increases in populations of aggressive birds and consequent losses of smaller birds including Pardalotes.</li> <li>• Likely indirect effects include increased risk and impacts on surrounding areas, including introduction of new weeds, increases in fauna pests and bushfire risk.</li> </ul> </li> <li>5. The statement in the No Go Option on P30 of the Biodiversity Study amendment report, relating to the retention of the area as RU1 Primary Production, "Therefore, over time, there is potential for the extent of the existing TECs areas to be reduced and for the native vegetation to continue to degrade via weed invasion, edge effects, etc." is misleading and patently cannot be assumed, if the existing landholders undertake what they are legally obliged to do to control weeds and pest animals and prevent impact on remnants of CEECs.</li> </ol> <p>Therefore, the entire areas of Precincts 2 and 3 should be zoned and maintained as Environmental Conservation. However, clarity must be provided to identify how the areas identified for Environmental Conservation will be managed for conservation outcomes, including how external pressures resulting from the increased village population will be managed.</p>		
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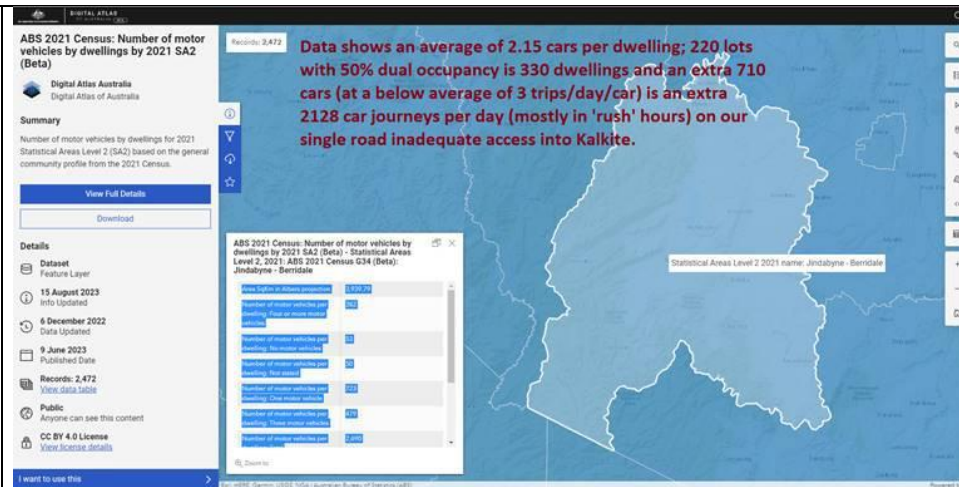
		<p>Precinct 1: Village and associated uses</p> <p>██████ does not object directly to the development of Precinct 1, with the exception of the area of Snow Gum – Candlebark derived woodland on the western edge of the development; as a threatened ecological community under NSW legislation, this area should be retained and managed to retain and improve conservation values.</p> <p>However, there are going to be increased impacts associated with the development of Precinct 1, including increases in light and noise, clearance of trees for individual house blocks and bushfire protection requirements and a likely increase in hunting of reptiles by pet animals (dogs, cats) inside and beyond the precinct and changes to the quality and quantity of run-off into Lake Jindabyne. Explicit management assurances must be given that these matters will be addressed, including:</p> <ol style="list-style-type: none"> <li>1. ensuring cat containment,</li> <li>2. provision of fenced off-leash areas for dogs,</li> <li>3. suitable garden plant guides and adherence and</li> <li>4. appropriate measures to reduce contaminated stormwater run-off into rivers, streams and the lake.</li> </ol> <p>Thank you for the opportunity to provide feedback on the planning proposal for the village of Kalkite, which if approved will see the rezoning of land at 56 Hilldowns Road from Primary Production to a variety of new zones. We welcome the opportunity to discuss this submission further if it would be beneficial.</p> <p>Yours sincerely</p> <p>████████████████████</p>		
106.	21/08/2023	<p>To Whom It May Concern,</p> <p>I am writing in relation to the proposed development of the property located at 56 Hilldowns Road, Kalkite. I have a number of concerns about this development that I would like to bring to your attention, which I have detailed in point form below:</p> <ol style="list-style-type: none"> <li>1. Traffic: The development is for 220 lots, which if we assume that the majority of the proposed houses will be occupied by families that this will increase the population by approximately 400+ people. The "Three Rivers Estate" also on Kalkite road has allowed for 42 lots (per current mapping available on their website) which if all occupied by families could increase the population by approx. 100 people. Overall an increase of 500+. More than double, if not triple, the current population of Kalkite. Not to mention the proposed caravan park which will bring how many extra people? Which brings me to my next concern:</li> <li>2. Road: This development would not only impact the Kalkite Road, but also the roads leading to Kalkite Road which is a one-way-in-one-way-out road, but also Eucumbene Road, Hill Top Road, and the associated intersections at the Kosciuszko Road. Firstly, the issue of Kalkite Road. It is narrow, steep, and has been plagued for many years with pot holes, sink holes and rough edges that drop away. The road also has snow and ice on it several times through the year. There has been issues with access for not only residents but also for the local school bus which has at times been unable to reach the village due to the road conditions. So not only are upgrades required to Kalkite Road, but also to Eucumbene Road and Hill Top Road. Both of</li> </ol>	<p>Traffic increase, road intersections, road upgrades, bushfire, evacuation, sewerage, village feel, quality environment, farmland, SAP, infrastructure pressure, environmental management, visual amenity, impact on operations, consultation process</p>	<p>Do not support</p>

		<p>which are narrow and under maintained, Hill Top Road is dirt and graded maybe once a year. The developer has only allowed for upgrades to Kalkite Road so who foots the bill for the others?</p> <p>3. Bushfire Risk: Given that it is the only road in and out of the village, the size of this development presents a huge risk to human life in the event of a bushfire. The village is surrounded by bush. Studies show that limited escape routes during bushfires have fatal outcomes. In 2019 we got away lightly. But how is an extra 500 people trying to get out going to look like? And where are they going to go? The hall suggested by the developer? Absolutely not, guaranteed to perish. So we have to get out of the village to go to... Jindabyne? Berridale? Cooma? As we saw in 2019, these facilities already do not have the capacity in a disaster, how is 500 extra people going to affect this? 2023 has already seen a record number of grass fires and call outs for the local RFS teams. It is already dry and hot. We are already preparing for a disastrous 2024 and beyond. Is there a contingency plan for upgrading the RFS trucks to allow for this? And in what time frame? In the documents provided, the RFS raised a number of concerns in relation to risk mitigation which as far as I have read have not been addressed further.</p> <p>3. Sewerage: The sewerage system has not coped for many years. The upgrade works which were supposed to take a few months have now been ongoing for years. Blowing way out of budget and causing degradation of the surrounding landscape as well as taking a toll on the road which has seen a huge increase in heavy truck traffic. The developer has identified that they will pay for the sewerage system upgrade, but to what extent? And what is the ongoing cost of this going to be? Where is it going to be built?</p> <p>4. Effect on existing residents: The residents of Kalkite moved/live in Kalkite for a reason. It is peaceful. It is quiet. This development is the opposite of that. It will be doubling if not tripling the current population and become a small suburb. This is NOT what we signed up for! If we wanted to live in town we would do just that, move to town. This is the Snowy Mountains. Not the Snowy Suburbs. People are moving to get away from cities, and what are we creating? More cities! Where does it end? It seems that the development of the Snowy Mountains is done in the name of progress and change but where does progress and change end? Is it when everything that was great about the Snowy Mountains is destroyed and the farming families who have been here for generations are forced out? Whether you do or don't believe in climate change is a whole separate issue, but how are the mountains going to look in 20 years time when perhaps there is no snow?</p> <p>5. Destruction of Farmland &amp; Bushland: The proposed LEP identified that farming land was to be preserved along with development and growth. All i'm seeing here is growth. Not preservation. The village of Kalkite itself has been identified as a Scenic Protection Area, so how exactly is this development in line with this? It is not protecting scenery, it is destroying it. What effect is this going to have on the wildlife? Flora? Again, destruction. The farm located in the valley is prime agricultural land which has been improved over many many years. It also provides access to the lake which has been used by fisherman and foot access. [REDACTED] [REDACTED] We sat by the lake and had picnics before meandering home. No more. This lifestyle we so covet in the mountains is slowly being eaten away at by developments. And that is what Kalkite is about, the lifestyle. Which will be destroyed by this subdivision.</p> <p>Precinct 2 &amp; 3 allow for larger lot sizes but this is only 7 lots. All of which if you look at the lay of the land is on the side of a</p>		
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		<p>mountain! So they are bush blocks which don't present any agricultural potential, and as we have seen with countless other subdivisions in the region only increase the weed burden that often goes unmanaged by both the land owner and council. If the owners wished to develop these blocks, they would require substantial land clearing and earthmoving, further destroying the landscape.</p> <p>The increased traffic and population will have a great impact [REDACTED]</p> <p>[REDACTED] During birthing - cows, sheep &amp; horses will be disturbed which can cause complications and death. Who is responsible for this? How do we combat this? Who pays for this? Stock losses cost money and resources. The farmstay, people come to stay at our farmstay to enjoy the peace and tranquillity of country life, and of course the mountains. Who is to say how this will affect our ability to run our business when it is no longer peaceful or quiet with approx. 1000+ people driving past daily? Gone are the days when you can step out of the house into stunning silence and look up at the stars. Now it is head lights and road noise. And that is with the current population.</p> <p>6. SAP: The developer, and even council representatives have touted that this development is compliant with the SAP. Kalkite is not included in the SAP so not only is that irrelevant but misinformation!</p> <p>7. Infrastructure: Internet, phone, power, water, rubbish collection - how are all of these facilities going to be affected with a double or triple in population?</p> <p>8 Aged Care: With the closure of 2/3rds of the regions aged care facilities scheduled in the coming years, in what universe does it make sense to keep increasing the population? Or has the population suddenly stopped aging and I haven't noticed.</p> <p>9. Consultation: It seems that the majority of "consultation" and "advertisement" is happening via Facebook. What about my grandparents, who no longer drive, have Facebook or read the paper. They knew NOTHING of this until I raised it with them. They are absolutely mortified by this prospect potentially destroying [REDACTED] Why is it acceptable to exclude the older generation from consultation?</p> <p>Please say no to this proposal. There are several developments in the area, along with the SAP that allow for more housing and staff accomodation. This development is neither cost effective, nor safe. Let's not destroy farmland, destroy a small village, and put people's lives at risk by going ahead with this development.</p> <p>I also feel that the timing of this consultation period has been intentionally placed in the middle of winter when a lot of the community are still very much consumed with the main tourist period and woking long hours.</p> <p>Kind Regards, [REDACTED]</p>		
107.	21/08/2023	<p><b>Save Our Kalkite Posts</b></p> <p>Let's talk about SCALE baby,</p>	Dwelling density, scenic protection area, traffic increase, SAP,	Do not support

		<p>let's talk about the S-M-R-C Let's talk all the bad things And the worse things This 'planning' would be!!! Let's talk abooooout SCALE!!</p> <p>Make no mistake, the 56 HILLDOWNS ROAD planning proposal is BIG!! Literally something the size of Adaminaby plonked up the Northern end of Lake Jindabyne down a dead-end road. We really have to ask the question... is this a WISE move?? Some of our Kalkite Community members calculated a cool \$25M just to upgrade electricity... towers will need to be high so as not to burn down in fires and to get down the steep hill, and go all the way to Geikle Creek sub-station. And let's DO talk about the cost of the sewerage and the road too!! Kind of strange that development options closer to Geikle Creek sub-station, with flatter land and immediate access to the highway, are not under consideration? We agree that such locations might not have such a spectacular view over the lake (or be as ruinous to the Lake Jindabyne Protected Scenic Area), but locals might actually have a chance of being able to afford to buy something!!</p> <p>Guess which town?</p>  <p>Let's RAM a tonne more cars down a wee country lane... Or we could say NO to the 56 HILLDOWNS ROAD planning proposal!</p>	<p>infrastructure upgrades, Aboriginal artefacts</p>	
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#### WILL THE COUNCIL JEOPARDISE THE SCENIC PROTECTION AREA!

With thanks to our Kalkite Community member who brought this to our attention.

Kalkite, and the 56 HILLDOWNS ROAD planning proposal, is part of the "Scenic Protection Area" outlined in the current LEP. Here is what it says about development within this zone: The link to this clause is: <https://legislation.nsw.gov.au/.../current/epi-2013-0700...>

#### 7.6 Development within the Lake Eucumbene and Lake Jindabyne scenic protection areas

(1) The objective of this clause is to protect the following attributes within the catchments of Lake Eucumbene and Lake Jindabyne—(a) the visual qualities and scenery,

(b) the sense of isolation that can be enjoyed in many areas on and adjacent to the lakes,

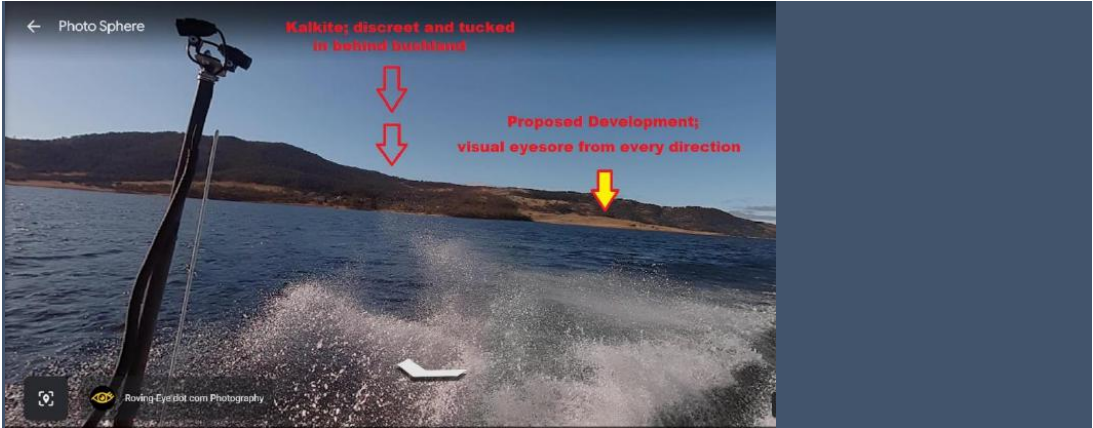
(c) the recreational functions of the lakes, including its attraction as a fishing destination,

(d) the water storage functions of the lakes.

(2) This clause applies to land identified as "Lake Eucumbene and Lake Jindabyne" on the [Scenic Protection Area Map](#).

(3) Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that—(a) the development will not have an unacceptable visual impact on the scenic quality of the area when viewed from the relevant lake at its full supply level or from a public place, and

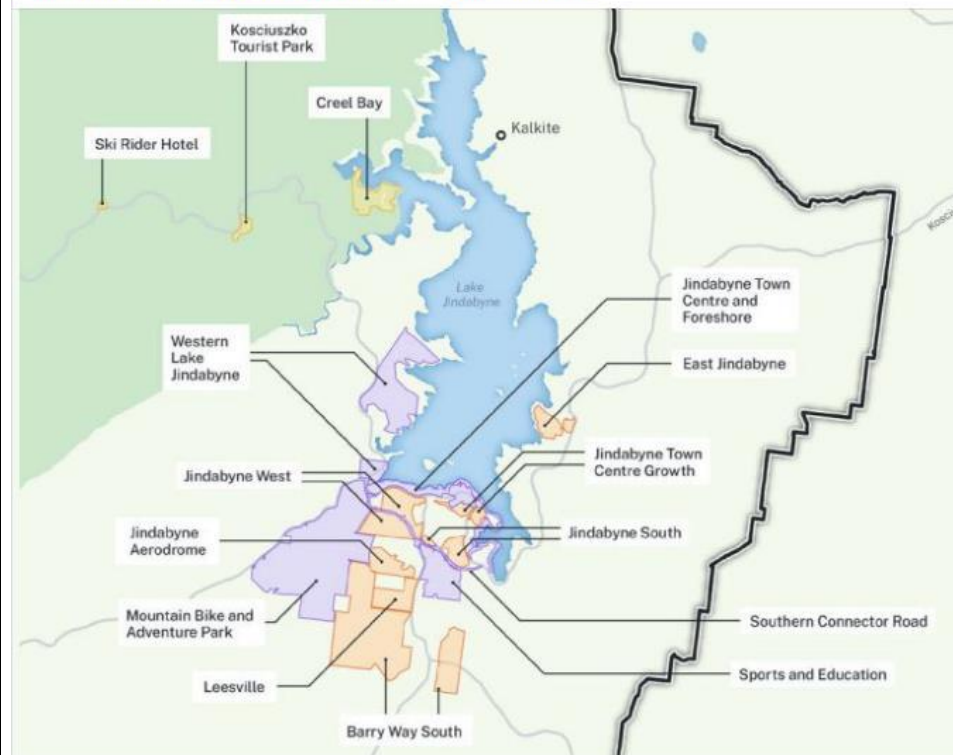
(b) the development has been designed to prevent any intrusion into the view from the lake at its full supply level.

	<p>(4) In deciding whether to grant development consent to development on any land to which this clause applies, the consent authority must consider—(a) the visual impact of the development when viewed from the relevant lake at its full supply level or from a public place, and</p> <p>(b) whether the design and construction of any new buildings (including ancillary development) prevent any intrusion into the view from the lake and minimises any adverse impacts on the view from the lake and surrounding areas, and</p> <p>(c) the number, type and location of existing trees and shrubs that are to be retained and the extent of landscaping to be carried out on the site, and whether provision has been made for the planting of appropriate native species where the planting would visually screen the development.</p> <div data-bbox="517 504 1606 933"></div> <p>It's been a while since I read such UTTER RUBBISH.</p> <p>This TRANSPORT IMPACT ASSESSMENT report for the 56 HILLDOWNS ROAD proposal contradicts itself, and it is TRUELY TERRIFYING.</p> <p>"the estimated construction traffic volumes are not expected to adversely affect the existing road network."</p> <p>"Furthermore, the predicted construction traffic is significantly less than the calculated future operational traffic of the proposed development. Therefore, from the completed development TIA, it can be ASSUMED that the network will continue to operate at an acceptable level of service even with the expected impact of construction vehicles."</p>		
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		<p>Tell us, Villagers of Kalkite, does the network currently operate at an acceptable level of service??? Apparently these roads are capable of A LOT more!!!!!!!!!!!!!!</p> <p>5.4 Construction Traffic</p> <p>5.4.1 Construction Outline The proposed subdivision development will involve approximately 222 residential allotments and 5 commercial allotments to be constructed in multiple stages over a 3-year period, commencing in 2025. Traffic generated by construction activities for the duration of the project will include light vehicles used by construction workers to get to and from the site and heavy vehicles associated with the construction plant, deliveries and removal of materials.</p> <p>5.4.1.1 Light Vehicles It is expected that there will be a maximum of approximately 20 construction workers on the work site at any one time. It is expected that the majority of these workers will reside nearby in Jindabyne and Cooma, which will provide opportunities for carpooling. For this analysis, it has been assumed that the average occupancy rate of light vehicles will be 1.0 workers per vehicles. From this occupancy rate, the typical traffic generation for the development will be approximately 20 light vehicles per day, arriving in the morning and departing in the evening.</p> <p>5.4.1.2 Heavy Vehicles Preliminary estimates of the heavy vehicles associated with the development of the new subdivision is as follows: &gt; Truck and dog trailer – will likely be required for the entire of the 3 years of construction with an expected maximum of four to five trucks doing eight to ten movements per day, inbound and outbound. &gt; Material deliveries – likely won't be an everyday occurrence, only when materials (mainly pipes and pits) are ready to be installed. Expected maximum of two to three deliveries on these days for total of four to six movements. &gt; Concrete truck – likely won't be an everyday occurrence, only when concrete and/or stabilised sand needs pouring. Expected maximum of two to three trucks, four to six movements, per day.</p> <p>5.4.1.3 Oversize Vehicles A review of the suitability for the local network to handle oversized vehicles should be undertaken independently by the contractor and may require specific traffic control if oversized vehicles are required. Currently, details of any oversized vehicles needed to transport equipment or plant to the site are not available. However, if it is found that oversized vehicles are required, the contractor will be required to apply for permits from Transport for NSW (TfNSW) and Council, along with the submission of a suitable traffic management and transportation routes plan. Oversized vehicle routes are to be planned for designated heavy vehicle routes, wherever possible, approved by TfNSW. Additionally, all oversized traffic movements should occur outside of peak times wherever possible to reduce the impact on the road network</p> <p>5.4.1.4 Construction Traffic Impacts The number of construction vehicles accessing and egressing the site will need to be confirmed by the contractor as part of the detailed construction planning stage. However, the estimated construction traffic volumes are not expected to adversely affect the existing road network. Furthermore, the predicted Transport Impact Assessment Residential Development construction traffic is significantly less than the calculated future operational traffic of the proposed development. Therefore, from the completed development TIA, it can be assumed that the network will continue to operate at an acceptable level of service even with the expected impact of construction vehicles.</p> <p>PLAN NOT CONSISTENT WITH SAP</p>		
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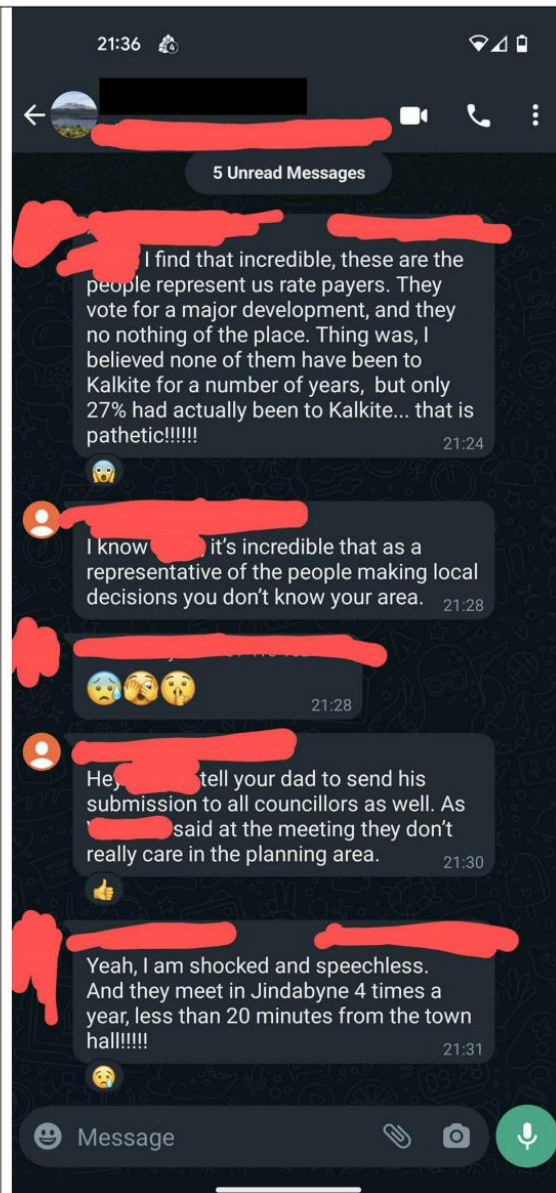
The Snowy Mountains Special Activation Precinct (SAP) plan can be viewed here. It was finalised in July 2022, and is published on NSW Government webpage. As you can see on the SAP MAP, the Kalkite area is neither purple or orange because it was NOT identified for development!! It is East and West Jindabyne that are identified for development (also taking infrastructure requirements into account).

<https://www.planningportal.nsw.gov.au/snowymountainssap>





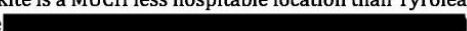


**COUNCIL MEETING**

Some of the impressions coming out of the council meeting today. I look forward to watching it once it becomes available online.







	<p>So 3 or 4 put their hand up to having traveled down the road. Hopefully that will be rectified with proposed site visit.</p> <p>Like Reply Share 3 d</p> <p> Personally, I found the conduct of the councillors during the various addresses rather rude. Facial expressions, eye rolling, giggling. Extremely unprofessional. This was my first attendance to a council meeting and I was less than impressed and actually quite embarrassed to be "represented" by this group of people. And yes, 3 people put their hand up to travelling Kalkite road. Id love them to come with me when I have almost daily head ons at the cross roads during winter!</p> <p>Thank you to those who have put so much time into this thus far and let us hope that  follows through with her promise of further contact - or atleast I think that's what it was because I couldn't hear a bloody thing!</p> <p>Wow Reply Share 3 d   2</p> <p>SNOWY MONARO RATEPAYER PAIN Who'd pay for the infrastructure for the huge 56 HILLDOWNS ROAD development proposal at Kalkite? Snowy Monaro RATEPAYERS that's who!! And who'd get the cash? The villagers of Kalkite can only assume the Sydney developers. There's got to be some reason they have been grinding away at this possible development for years and sinking \$\$ into development planning. But would the developers have chosen this spot if they had to pay for all the infrastructure???</p> <p>Kalkite is a MUCH less hospitable location than Tyrolean given the distance away and the rugged terrain to get there. The  had this to say about the difficulties of developing at Tyrolean:</p>		
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	<p>"Design and supervision of reticulated sewerage system including emergency storage, pumping station and rising main, was particularly challenging given the environmental constraints of the adjacent lake, which also supplies drinking water."</p> <p>"Implementation of a new reticulated water supply including high level tank and approximately 2km of water mains through very rugged terrain"</p> <p>Wait, what?? THAT DOESN'T SOUND SIMPLE OR EASY (OR CHEAP).</p> <p>Seems kinda risky when the COST OF LIVING IS GOING UP.</p> <p>This proposal would COST council (aka the Snowy Monaro RATEPAYERS). Now, and for YEARS to come.</p> <p>SAY NO to the 56 HILLDOWNS ROAD planning proposal!!</p> <p>Let the planning staff of the Council find a more COST-EFFECTIVE location to develop for the RATEPAYERS of the Snowy Monaro.</p> <div data-bbox="515 549 1411 1102"> <p><i>Complete re-development of this small stand alone village on Lake Jindabyne including the provision of a new water supply and sewerage reticulation system.</i></p> <p>Land Surveying   Town Planning   <u>Building Design</u>   Urban Design   Civil Engineering</p> <p><u>Sustainable Design</u>   Landscape Architecture   <u>Asset Recording</u>   Project Management</p> <p><u>3D Scanning</u>   <u>Structural Engineering</u></p> <p>Features &amp; Innovation</p> <ul style="list-style-type: none"> <li>— Rugged terrain and environmental significance of vegetation and adjacent lake presented constraints</li> <li>— Magnificent views of the lake and snowy mountains have provided a wonderful opportunity for Urban Design</li> <li>— Implementation of a new reticulated water supply including high level tank and approximately 2km of water mains through <u>very rugged terrain</u></li> </ul> <p>The town planning process for the completion of the Tyrolean Village has been continuing in conjunction with various State and Local Government authorities and has required the co-ordination of various consultants. Design and supervision of reticulated sewerage system including emergency storage, pumping station and rising main, was particularly challenging given the environmental constraints of the adjacent lake, which also supplies drinking water.</p> <p>Residential Development</p> </div> <p>EMAIL TO [REDACTED]</p> <p>I sent the following email to Councillor [REDACTED] on 3 August 2023;</p> <p>Dear [REDACTED]</p> <p>Further to my below email, I understand that at a council meeting in September 2022 you endorsed the proposal and supported it in its entirety.</p> <p>You said: "I think it will provide the village of Kalkite the stimulus it requires".</p>		
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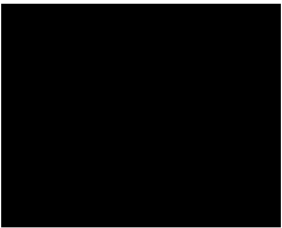



		<p>I request your evidence base for forming this opinion please. What is the stimulus and why does the village of Kalkite require it?</p> <p>Thank you.</p> <p>██████████</p> <p>██████████ did not reply. How can we trust the decisions of Council members who can't explain the basis of their 'thoughts'?</p> <p>WHAT ON EARTH.... MYSTERY DIGGERS!! Who? and What? And why now?? Who organised it? Who is paying for it? Why have the Council only just opened up the 56 HILLDOWNS ROAD planning proposal for public feedback NOW, after the developer has already spent a bunch of money coming up with a dubious plan? It's like the developer has some kind of idea that this planning proposal is definitely going ahead and it's only opened up for feedback to the council as a box ticking exercise!!!! The only public consultation that happened previously was run by the developer and none of the council attended... So the council only get the developer's report which is obviously going to be biased!!! And now they are spending more money on... well WHAT??? What on earth is going on??</p>		
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		 <p>Aboriginal artifacts 🤔</p> <p>So they just dig them up and take them away? If so, what does that mean? Because it could be interpreted as; the planning 'proposal' is actually a plan and it's going ahead whether you like it or not!!! In which case, what's the point of the asking for feedback!!!!</p>		
108.	21/08/2023	<p>Hi [REDACTED]</p> <p>I called Council on Friday to speak with you, it was suggested I email you with any queries on the above. Fyi, we are the [REDACTED] and will be making a submission to council on the proposal. Very briefly, we strenuously object to the rezoning of Precinct 3 and have included 8 issues in our submission that we think are critical for Council to consider.</p> <p>One crucial overall query : in the proposal there is no discussion of any infrastructure costs, which seems to imply that</p>	Infrastructure costs	Do not support

		<p>ratepayers across the LGA would be hit with large costs (likely &gt;\$10m) from this development. I am sure you would be aware of the this issue – could you explain where and how this issue would be resolved, and ratepayers protected from such large costs ?</p> <p>Thanks &amp; Regards</p> 		
109.	21/08/2023	<p>To Whom It May Concern,</p> <p>I opposed to the development of this property for the following reasons:</p> <p>1. Traffic: The development is for 220 lots, which will increase the population by approximately 400+ people. More than double the current population of Kalkite. I also do not agree with the proposed caravan park which will further increase the traffic.</p> <p>2. Road: This development would not only impact the Kalkite Road, but also the roads leading to Kalkite Road which is a one-way-in-one-way-out road, but also Eucumbene Road, Hill Top Road, and the associated intersections at the Kosciuszko Road. Firstly, the issue of Kalkite Road. It is narrow, steep, and has been plagued for many years with pot holes, sink holes and rough edges that drop away. The road also has snow and ice on it several times through the year. There has been issues with access for not only residents but also for the local school bus which has at times been unable to reach the village due to the road conditions. So not only are upgrades required to Kalkite Road, but also to Eucumbene Road and Hill Top Road. Both of which are narrow and under maintained, Hill Top Road is dirt and graded maybe once a year. The developer has only allowed for upgrades to Kalkite Road so who foots the bill for the others? Council seems unable to manage/obtain funds despite rate increases to maintain the existing roads through the Monaro, let alone have additional roads with higher traffic to maintain.</p> <p>3. Bushfire Risk: As a member of the RFS servicing the Kalkite village I am disgusted by the proposal of more people being down there. There is a single access road which already present issues with the current population. The village access road is steep and narrow. The village is surrounded by bush. There is provision for an upgraded shed but only one truck to service 1000+ people?! And in a village with single access?! 2019 should have been a lesson to all, clearly it was not. It seems to me that this is a case of who can buy who.</p> <p>3. Sewerage: The current sewerage system has not coped for years and has needed upgrading to cope with the current amount of people let alone 500+ more. As a tax payer I am not willing to pay for this extra expense for a developers gain.</p> <p>4. Effect on existing residents: If you actually listened to the residents whom you are supposed to represent you would be aware that the residents DO NOT WANT this development. If we wanted to live in town we would do just that, move to</p>	<p>Traffic increase, road intersections, road safety, bushfire, evacuation, sewerage, village feel, farmland, SAP, infrastructure pressure, consultation process</p>	<p>Do not support</p>

	<p>town. The Snowy Mountains were just fine before tourism. Council says they want to preserve farmland yet support the destruction of farmland across the Monaro on a daily basis.</p> <p>5. Destruction of Farmland &amp; Bushland: Keep farmland and farmland or are you just planning for us to be another suburb of Sydney?</p> <p>The proposed LEP identified that farming land was to be preserved. The village of Kalkite itself has been identified as a Scenic Protection Area, this development is not protecting scenery, it is destroying it. The farm located in the valley is prime agricultural land which has been improved over many years. We already have lake access, yet the developers are claiming they will provide lake access. They say they will provide community areas, there are already community areas. The only thing this development is bringing is more people WHICH WE DO NOT WANT. [REDACTED]</p> <p>how is this going to affect our livestock? We already have stock losses due to domestic dogs - should we expect more? How much insurance should we take out in case the inevitable happens and yet another idiot ploughs through thousands of dollars of fencing only for us to have to foot the bill for? The noise increase alone can upset calving cows and lambing ewes - who covers that bill. We have a right to farm our land. In peace and quiet as we have done for many years. This is now at risk because of someone who wants to make a million dollars. [REDACTED] people come to stay here because it is quiet and peaceful. How peaceful is 1000+ cars &amp; trucks going past the entrance a day. Who compensates us for loss of business?</p> <p>6. SAP: The developer, and even council representatives have said that this development is compliant with the SAP. Kalkite is not included in the SAP so not only is that irrelevant but misinformation!</p> <p>7. Infrastructure: Internet, phone, power, water, rubbish collection - how are all of these facilities going to be affected with a double or triple in population?</p> <p>8 Aged Care: With the closure of 2/3rds of the regions aged care facilities scheduled in the coming years, in what universe does it make sense to keep increasing the population?</p> <p>9. Consultation: It seems that the majority of "consultation" and "advertisement" is happening via Facebook. What about the elderly, who no longer drive, have Facebook or read the paper. Even residents of Kalkite village who are busy running their businesses in the thick of winter knew nothing of this until it was bought up in conversation. It seems council wishes to approve this under the noses of residents who are busy trying to pay their mortgages and now increased rates!</p> <p>Jindabyne has already grown beyond. It is now eating in to the landscape. Ruining the lifestyle that so many come here to enjoy. Stop trying to create space where there is none. Stop trying to push out families who have lived here for generations. Stop trying to push out farmers.</p> <p>Kind Regards, [REDACTED]</p>		
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110.	21/08/2023	<p>Hello,</p> <p>Our granddaughter has made us aware of a development proposal for the village of Kalkite. Firstly, why were we not made aware of this sooner? Where was the letter in the letter box? We don't have Facebook, don't read the paper and no longer drive so how were we supposed to find out about this substantial development? Pretty disappointed.</p> <p>We are not happy that  will be impacted, not only in the near future but for generations to come. Has there been any consideration to how the increase will affect farmers? There will be double the traffic going up and down our front entrance which goes along Kalkite road. Also, Kalkite Road is not equipped to deal with more people, it is already a mess as it is. What upgrades are planned? Because they will have to be quite substantial to cope with the increase projected. Eucumbene Road which is also a mess will need to be upgraded substantially also considering that Eucumbene Road and Hill Top Road's are the only way to get to Kalkite Road. So if you are going to go ahead with this travesty regardless of the feedback from residents you will have to upgrade all roads and intersections.</p> <p>Bushfires are another issue. Kalkite is surrounded by bush and only has one entry and exit which is not fightable with the limited resources for such a large amount of people as allowed for by the developers. This is absolutely absurd.</p> <p>We don't want a city! This is the country! Keep it that way.</p> <p>Kind Regards,</p> <p></p> <p></p>	Consultation process, traffic increase, bushfire, evacuation	Do not support
111.	21/08/2023	<p>To Snowy Monaro Regional Council,</p> <p>I am making this submission as a home owner and permanent resident of Kalkite. I am strongly opposed to the current</p>	Visual amenity, SAP, affordable housing, wildlife, road safety,	Do not support

		<p>planning proposal seeking to amend the zoning of land at 56 Hilldowns Road.</p> <p>As a long-time resident of the Snowy Mountains, I have witnessed the substantial growth in the area over recent years, particularly in and around Jindabyne. The mountains and surrounding region continue to be very popular and satisfying that popularity has become a compelling force for change. Some of that change has left me feeling disappointed.. this proposal takes that disappointment to a new level..</p> <p>The re-zoning of the proposed land at Kalkite would be such a detriment to the area, and a detriment to the Snowy Mountains as a whole. The visual aesthetics of the region is a key component of what attracts people here, and we need to be mindful of protecting that when considering suitable places for dwelling.</p> <p>Kalkite was not earmarked for additional housing in the Snowy Mountains SAP because it doesn't make sense for the area. Residential development needs to happen closer to Jindabyne, where it is actually needed, and lake frontage like that at Hilldowns needs to be preserved for all to enjoy as undeveloped landscape.</p> <p>Developers and land purchasers will always seek to gain a foothold in the most idyllic locations, as is the case in Kalkite, but this often not in the interests of anyone else. Council holds a key responsibility to protect what it is that we all value, residents and tourists alike.</p> <p>The area needs residential developments that deal with the problems at hand. Affordable housing, close to Jindabyne. Any development at Kalkite can only serve to increase the high-end holiday housing stock.</p> <p>Which brings me to another key grievance with this proposal, the roadway and the wildlife:</p> <p>The roadway apart from being sealed is a narrow bush track, it has no lines marked, is often pot-holed for extended periods of time and in parts it is steep and winding. It experiences snow-fall, ice and freezing on multiple occasions most years, and there is a high prevalence of wildlife living in close proximity to the road due to the expanse of surrounding native bushland. This is not a smart area to increase traffic.</p> <p>Council needs to strongly consider the ramifications of this development and any similar development when it comes to this roadway. Calamity on this road has only been minimised up to this point due to the limited number of local road-users who frequent the road and their familiarity and respect for it's dangers and wildlife hot-spots. Holiday traffic on this road would be diabolical.</p> <p>I trust that council will set a strong precedent in making a decision to reject this re-zoning proposal.</p> <p>Regards,</p> <p></p>	<p>traffic increase, precedence</p>	
112.	21/08/2023	<p>I have been a fulltime resident and property owner in Kalkite for 9 years. We chose to live in Kalkite for its existing character and village atmosphere. As with many members of the Kalkite community, I believe that the proposed development which this rezonning DA is underpinning will significantly and adversely affect this. How can a 220 lot subdivision in a village with 160 odd dwellings be seen to be in keeping with the character and scale of the surrounding area. There is one road, in and out of Kalkite. This road is in very poor condition and is getting worse every year. The proposed "upgrades" to the Road under the development are no where near sufficient for the safety of road users in the current volume, let alone with the extra traffic a 220 lot subdivision would create. I was at the council meeting held on 17th August where  spoke against this subdivision.  asked how many of the councillors present had actually driven down Kalkite Rd, only 2</p>	<p>Village feel, dwelling density, road quality</p>	<p>Do not support</p>

		or 3 hands were raised. So many concerns have been raised about the state of Kalkite Road and the safety of road users if this proposal was to go ahead. How can council make a decision on this proposal when it's obvious the counsellors do not have the knowledge or expertise to address the numerous safety concerns raised. There are so many more issues with this proposal and so I note that I have read the submission made by [REDACTED] and agree with it.		
113.	21/08/2023	<p>As a Kalkite home owner, I vehemently object to this proposed development. My objections can be summarised as follows; Promoting that Kalkite should be the location of a new 220 lot Dual Occupation subdivision is incomprehensible. This proposal more than doubles the size of the village! This proposed development scale is non-compliant with both SAP and council Planning documents. . It is clearly contrary to the recent LSPS. The Snowy Mountains Special Activation Precinct rejected the developer lobbying that Kalkite be made a sub precinct in the SAP Master Plan. There is plenty of serviceable land around the existing towns of Jindabyne, Berridale and Cooma. That is where the infrastructure exists and where the employment is located. A massively expanded remote settlement on the lake edge, on rural land without the infrastructure to support it, can only lead to a reduction in the amenity of the area and the destruction of the existing character of Kalkite. Council is ignoring the very documents they use as planning frameworks for every other lawful development in the area. I believe it is not Council's purvue to change zoning to enable such a development in an area which is forbidden by the NSW SAP and council's very own planning document. Documents that all other land owners are required to comply with. How can the community have faith in Council when it seems to be disregarding its own strategic land use direction and documents for it's own financial gain? Approving such an ad-hoc, non-compliant development will be seen as a precedent and will invite mass developments in these areas and is inconsistent with the character and scale of the surroundings. The proposed upgrades to facilities and infrastructure are utterly inadequate; · Road upgrades – Access to the village is along a narrow one road in &amp; out, that is in average condition, is full of wildlife and is often icy. The road is twisty and in parts rather steep and many residents are towing large boats. I myself am regularly towing a horse float which is very difficult to safely drive on this road with the current traffic. I and many other residents have experienced many near miss vehicle accidents on this road over the years with one head on narrowly avoided between me slowly towing a horse float down, a family towing a boat up and an impatient driver trying to pass me who barely made it through without killing us all!! The road is in no way suitable for a subdivision of this size. The proposed widening of the shoulders and some more barricades... utterly inadequate. The roads are unsuitable for the intensity of construction traffic required, and any deaths that occur on that road as a result of heavier traffic and or deteriorated road conditions will be on the conscience of the council planners. · The scenic beauty and landscape will no longer comply with the planning document. The character and amenity of the village will be destroyed by a development of this size. It will similarly impact the visual and scenic amenity of the area both on the eastern and from the western side of the Lake. · Inadequate water and sewer system - There are approximately 160 residential properties in Kalkite currently served by a struggling water and sewer system, of which all arising hard waste is then transported by road elsewhere. · New Rural Fire Service shed – a shed already exists, the assessment by an RFS official of the development has been corrupted by bribery of a new shed. · Public open space – we already have public open spaces. · Access to the Lake Jindabyne foreshore – we already have access to the Lake Jindabyne foreshore and a boat ramp on Kalkite Road. If this development is allowed, then residents would expect tar sealing of Kalkite road all the way to access the boat ramp. People buying these blocks would be lifestyle buyers likely to use the boat ramp regularly. The road is already in bad disrepair and not frequently graded. The (24 July 2024) public meeting, held at Kalkite RFS Hall, was a disorderly affair. There was a great deal of shouting and even physical violence. It was described as an “intimidatory” atmosphere. The Council report of 15 September 2022 (seeking approval for going to gateway) was misleading and incomplete. The preceding and subsequent</p>	Dwelling density, SAP, isolated location, strategic documents, road quality, wildlife, road safety, village feel, infrastructure pressure, RFS shed, open space, boat ramp, consultation process	Do not support

		public communication on this matter has been poor. There have been no community meetings that have not involved the developer. The last community meeting (July 24, 2002) involved shouting and physical violence. No Councillors have attended or sought to hold any community meetings. Supplementary information is nigh impossible to obtain and Council is requesting formal GIPA process for the most basic of requests. Please do the right thing and reject this development proposal.		
114.	21/08/2023	I hope Council has taken notice of what was said by the Kalkite residents at Council 's August Open Forum. It must be obvious that this development is an overkill for the area. SRSC, when Jindabyne was first moved claimed that they would do all in their power to stop continuous lakeside development? AND there was never supposed to be development visible from the Town Centre Plaza area. So here we go again. Much has been said about the road access, although this hasn't included much about the problems with the junctions at Eucumbene & Kosciuszko Roads. Will we see the same problems as at East Jindabyne? The section of the Eucumbene Road, mostly used, is especially narrow too. Not much has been said about the capability of the sewer plant? Will this be another pumped area that council will have to maintain? The developer claims that Council is about to upgrade this plant, but, I can only guess(?) that council is only going to improve it to cope with existing demand? What happens when (like Highview etc.) every lot gets 2 , or more dwellings and lots of B&B's thus doubling or even tripling, at peaks, the volumes? Maybe council will then have to pipe to the Jindabyne plant via E. Jindabyne? Similarly, what is planned for the stormwater outflow? Nothing in the plans I can see? Council needs to fix this( in town as well now before any more development )or we will see problems like they have in Europe in similar" lakes" where the water needs aerators to stop the water "dying". Council is , apparently, trying to kill-off the community shared trail to here. If this development goes ahead, this trail will be needed. Currently I often meet Kalkite residents who come to town to "go for a walk" (on the volunteer built lake footpath path that doesn't meet the criteria for a shared path any longer). These residents were looking forward to having somewhere where they could walk easily, the developer's plans only show mountain bike trail lakeside, so, again , the community is being duded. The developer was a little coy about the "community centre? who will be building this & at what point of the development (if it gets the go-ahead?). Or will it be left to council? Lastly, who will look after the "stewardship" areas? Will they be just left as a bushfire hazard? Will council look after them as reserves? More cost! Council has trouble maintaining our reserves now, leaving them to neighbours to try and maintain in the face of MTBers who can do what they like , apparently.	Visual amenity, road intersections, sewerage, stormwater, shared trail, community centre, bushfire	Do not support
115.	21/08/2023	I am against this development in its present form. I can find no alignment between the proposal and the Council Draft Settlement Strategy, as this development provides 20% of the implied required dwellings for the entire region up until 2026 and 40% of the entire regions implied dwelling need if the implied need of Jindabyne is removed. Take into account the high critical infrastructure cost to Council of a development in Kalkite, and the freeing up of a considerable volume of new subdivisions by the NSW Government Special Activation Precinct ('SAP') that relates to the resorts of Jindabyne and East Jindabyne, which does not include Kalkite, one must ask what is going on here, and why a development is needed in Kalkite? What is also of concern is that the Planning Proposal is demonstrably inconsistent with Ministerial Planning Directions. This further draws into question the justification and process behind the Planning Proposal. If council decides to go ahead who will pay for the critical infrastructure required as the developer has stated that they will connect to existing infrastructure for Kalkite. That would imply that council and all ratepayers would be footing the bill for connection "to the grid" which would equate to tens if not hundreds of millions of dollars! Council itself has described Kalkite as "a unique village located on the northern banks of Lake Jindabyne. It is a small and quiet village located less than 10 minutes from Kosciuszko Road and	Strategic documents, SAP, infrastructure costs, village feel, affordable housing	Do not support

		approximately a 20-minute drive to Jindabyne town centre". (Snowy Monaro Local Strategic Planning Statement, 2020). Why would council then do a back flip to satisfy the needs of a few greedy money grabbers? Suffice to say We bought our land and built our home on the basis that we would be living in a small and pristine if not unique piece of the High Country suitably far enough away from the rat race that invades our region every Winter and Summer. We are both professional employed persons who cannot see how this sort of development can sustain affordable permanent full time families in this region.		
116.	21/08/2023	21st August 2023 To whom it may concern, Regarding the planning proposal for 56 Hilddowns Road, Kalkite. Development is inevitable, however I feel the development proposed goes against many factors. The people who choose to live in Kalkite currently live in a rural area, having no want for further facilities. Rezoning the area to something that would create another township essentially, is unfair to those already here. Kalkite was an area highlighted for people to come and enjoy the peace and serenity of Lake Jindabyne, away from the townships. The promise of infrastructure improvement is falling on deaf ears, as many promises have been left unfulfilled, much like the holes in the roads around town. With an already failing sewerage system in Kalkite, the trucks driving down each day to ease the burden on the system are causing substantial damage to a road not designed for such constant heavy use. The road becomes narrower each time people move to the side, causing the edges of the road to crumble. The promise of a new fire shed is wonderful, however with the risk of bush fires increasing year on year, creating 220 new lots where there is a singular road in and out is surely a matter of safety and ill advised if any professional fire safety officer was consulted. Such an area would surely be more suited to larger lots, 2-5 acres, easing the burden on the infrastructure and still allowing the developer and owner of the land to make a healthy profit. Money is clearly the driving factor here and anyone who has visited the area would see how a development such as this would be more suited to somewhere closer to existing townships. People wanting smaller blocks do not want to be far from the nearest supermarket/doctor/pub etc. Those wanting space and quiet are more likely to want to live/own a part of the development area under discussion. The suggestion that the blocks would be affordable is one of distinct questionability. Blocks which are not lakeside, or in the vicinity of the lake, in other townships nearby are already out of the reach of many locals and their families. Development is inevitable, but please, consider those already choosing to live in a fabulous part of the world and allow the development to blend into the area, not destroy it. Sincerely, [REDACTED]	Isolated location, village feel, road maintenance, infrastructure pressure, RFS shed, bushfire, evacuation, affordable housing, visual amenity	Neutral
117.	21/08/2023	There are several safety and logistical reasons why this development should not go ahead and I feel they have not been adequately addressed or even acknowledged. Below are some of the many valid reasons why this development should not go ahead: 1. Kalkite Road. This road is little more than an unmarked, single lane, rural road that is very steep, winding and has dangerously steep drop-offs in parts. It is constantly in a state of poor repair with potholes simply patched from time to time, which then generally reappear shortly after. It is absolutely not able to cope with the vast increase in traffic volume that is being proposed. Being so narrow, the risk of accidents with increased oncoming traffic, as well as with heavy construction traffic, will dramatically increase. There are already too many instances of accidental collisions with animals, resulting in their deaths – this could become catastrophic to the wildlife populations in the area. Kalkite Road is the only road in and out of Kalkite. In the very real possibility of a bushfire that closes the road, all of these hundreds of new residents will be trapped. With the sense of urgency to escape an approaching fire, there is every chance of panicked, fleeing motorists having collisions and blocking the only escape route. This is a real possibility. On 20th January, 2020, Kalkite was directly threatened by the major bushfires that swept so much of the state, only being spared by a late wind change. The developers' solution to this is to build a small community hall for hundreds of new residents to shelter in while the suburb	Road safety, wildlife, bushfire, evacuation, RFS shed, services, environmental impact, water quality, infrastructure pressure, traffic increase, dwelling density	Do not support



		<p>burns around them – impractical, uncaring, unacceptable and outright dangerous. Just a few weeks ago, 6 July, 2023, a fire did break out on Kalkite Road and closed it. [REDACTED] motorists who could not get out. The fire had burnt up to the edge of the road itself. Had the local RFS members not been able to stop it, it could have jumped the road and raged up the inaccessible hillside. Further to the obvious dangers of locating such a large population in a known bushfire area, there are other issues with the road. In winter, there is often heavy snowfall that creates dangerous driving conditions down the steep road. In the time I have been here, I have been genuinely snowed in and unable to get out. What would happen if there are hundreds of cars trying to get in and out by drivers inexperienced in snow and ice conditions? Again, likely to be multiple collisions and blocked access. 2. Mail service. Currently the residents of Kalkite do not have a mail service. The service station at East Jindabyne receives the mail for Kalkite and we go there to collect it. If there is a massive influx of residents, the service station would not be able to cope with the vastly increased volume of mail. Will the council provide Kalkite with a dedicated mail service? 3. Environmental concerns. As mentioned above, there would likely be a devastating impact on wildlife from the increased traffic. However, there are further issues that may not have been addressed; one being stormwater. Where will the stormwater runoff from these hundreds of new houses go? I assume into the lake. Isn't this an environmental pollution issue with garden and driveway oils and chemicals discharging into the lake? Am I wrong in assuming there are environmental laws preventing this? 4. Sewer service. Will the current sewer service be able to cope with such a large influx of housing? It seems to struggle coping with the small village requirements as they stand now. 5. Water Supply. Where will the water supply come from to service the increased population? The current tanks for Kalkite's water are not very big and don't appear to be able to cope with the increased demand. With the increased draw, what will happen to the working water pressure of the existing houses? 6. School bus Will there be a dedicated school bus service to cater for the greater number of school aged children who will likely require it? Again, the snow on the road in winter – and larger buses will cope less ably than the small one in the photos above. 7. Increased traffic volume With the much greater volume of traffic that 220 + houses will bring, the traffic in the mornings will likely be banked up Eucumbene Road at the intersection with the highway. Particularly in the winter months with the heavy tourist traffic heading for the ski fields. Ttraffic could be frustratingly slow to turn right towards Jindabyne. Frustration and impatience cause accidents. 8. Will dual occupancy be allowed? The developer has said that 220 "large blocks" will have well spaced out homes to minimise visual impact, yet the representative avoided answering my question about dual occupancy. Also, the "artist's impression" of the site most definitely did not illustrate 220 houses (appears about 80), let alone if dual occupancy is permitted. The proposed development will destroy the unique mountain village of Kalkite. There are no positives for anyone who currently lives there or for those hundreds who will be shoehorned into their cramped piece of "paradise". It will be a false sell to those expecting to buy into "country living with mountain views and lake frontage". They, too, will have to endure all the negative aspects that the developers wish to enforce on all of us. Most importantly, because of the fact that there is only one substandard way to get into or escape from Kalkite, the risk to the safety of everyone's lives from fires, snow, ice and accidents is very, very real. Kalkite is absolutely not a suitable location for such a large population as this development proposes.</p>		
118.	21/08/2023	<p>I'm concerned that the current proposal has no Benidorm to the existing kalkite village. The proposal is disconnected to the existing village and will have a negative impact on the scenic values currently enjoyed by the northern end of Lake Jindabyne. The current services - water, electricity and sewer and not adequate for the proposal and connection/upgrade of services has not been demonstrated but seems to rely on council upgrading infrastructure. Kalkite Road will struggle to</p>	<p>Separation from exisiting village, visual amenity, infrastructure capacity</p>	<p>Do not support</p>

		services the proposed increase in lots with potential high peak times seeing double to triple the amount of use. There seems no benefit of the proposal other than to the developer.		
119.	21/08/2023	<p>██████████ this planning proposal neglects to protect the heart and soul of Kalkite village's out of the way location, and its immediate surrounding rural region, by failing to consider and address the full scale infrastructure requirements (beyond the developers token gestures), that will only come at a huge cost to all SMRC residents and rate payers. An additional 220+ dual occ blocks (potentially meaning 300+ homes), will require such additional infrastructure as: - Upgrades to roads. Council is already struggling to maintain existing roads with limited funding available. - Services; waste water treatment plant that keeps Lake Jindabyne pristine. Clean drinking water, and additional electricity supply. - Traffic management. - Bushfire protection measures and evacuation options. The developer has not accurately depicted the severe consequence such a large scale residential housing increase will have to an area that was purposely designed to be an out of the way quiet village. As a residential builder myself, and even if there was a potential for income security, through 220 residential blocks requiring new homes on their sites, I cannot stand for such development that negates to address or fund the real out of pocket cost to council and it's rate payers. We demand this application be rejected by council on the grounds that the true impacts on Kalkite and its surrounding area have not been considered.</p>	Isolated location, dwelling density, road upgrades, water quality, bushfire, evacuation, village feel	Do not support
120.	21/08/2023	<p>██████████ I STRONGLY oppose the proposed development at 56 Hilldowns Rd Kalkite. The property development in Kalkite is not welcome by the existing land and property owners. As the council elected by the people to represent your constituents, please note the following. SAP: The current SAP mentions maintaining the visual beauty of the Lake foreshore. This development proposal goes against this. The visual pollution it will generate is not wanted by the residents or visitors to Kalkite. It detracts from the pristine and natural quality of Lake Jindabyne both from the land (on decent into Kalkite, from across the lake and when in Kalkite village itself) and when on the lake. The majority of people in Kalkite including myself have relocated and chosen this place to reside to get away from mass development and traffic. This development threatens this. The proposed development does not meet councils own planning document. Kalkite was not included in the strategic goals for the region. This region (Kalkite) should not even have ever been considered for development. There are serious concerns with the legitimacy of the proposal and how far it has progressed through the councils system to date. Road Infrastructure: There is ONE road in and out of Kalkite. A small windy road. The intended development would increase the amount of traffic utilising this road exponentially. The state of this road is already poor, and the councils ability to fund road improvements and maintenance is stretched and under resourced. The state of the road will CONTINUE to deteriorate with construction and heavy vehicles initially during the build phase and then will CONTINUE with the huge increase in population and traffic associated. The Transport Impact Assessment report produced for this proposed development is fundamentally flawed and hugely biased towards the developer. The outcomes listed in the report are untrue and laughable. A review of the legitimacy and accuracy of this report is recommended. The council (and rate payers) will be left with the bill to continually repair the damage done to Kalkite Rd by the development and as a result on consistent increase in traffic load. Bush fire threat: The bushfire threat in this location is REAL. Kalkite has been under threat of bushfires many times and will continue to be so with climate change. As mentioned above, there is ONE road in and out of Kalkite. The proposed development of 220 homes, with additional dual occupancy may increase the total to 440, means a huge amount of additional people to protect, evacuate and move on top of the existing residents in an emergency. The safety of the residents of Kalkite is severely compromised in a bushfire crisis. Let's not put money before lives. This is a reckless and dangerous proposal. Wildlife: The potential damage and threat to our native wildlife passing through these</p>	Visual amenity, traffic increase, bushfire, evacuation, wildlife, infrastructure pressure, environmental impact, SAP, strategic documents	Do not support

		lands is great. The proposed development impacts on injury and death of native wildlife, contributes to habitat destruction and degradation of flora is increased to unacceptable levels. Endangered species like the Gang Gang Cockatoo (listed under the Environment Protection and Biodiversity Conservation Act 1999 (Cwth) (EPBC Act) is regularly seen in this proposed development area. Development WILL impact on their environment, further threatening an animal listed on the NATIONAL ENDANGERED SPECIES LIST. Inadequate Services: Inadequate septic, water and electricity services to this area is known. Increasing the population and housing numbers further increases the demand for the services and the increased risk of environmental incidences occurring due to inadequacies. This will be an ongoing burden to the council and rate payers and an environmental disaster. Pollution: Noise pollution, rubbish pollution, visual pollution. The proposed development will deliver on all of these. The development proposal at Hillsdown Rd is STRONGLY opposed by the residents of Kalkite. The development goes against the councils own SAP and strategic goal. It has the strong potential to negatively impact on the lives of the residents of Kalkite through insufficient road infrastructure, inadequate septic, water and electricity services, inadequate bushfire evacuation routes, as well as threaten the native wildlife including that of endangered species. I urge the council representatives to REJECT this proposal before lives are lost and irreversible damage is done to our beautiful Kalkite.		
121.	21/08/2023	This planning proposal is not sustainable. The local roads and infrastructure cannot support the current village suburb let alone 200 more properties. It has taken years to make the walk/bike path and now council is seeking higher rates, how much more will they increase after this?	Road capacity, infrastructure capacity, shared trail	Do not support
122.	21/08/2023	If this development goes ahead I won't be staying in Kalkite. It will completely ruin Kalkite which has already been developed far too much. When I bought there were only a handful of houses and a great community. Now it's full of holiday homes and arrogant people who know nothing of the area and treat it like crap. This development is too big. It is unwanted. The road is already disgusting and not maintained, full of potholes and edges that cause damage to residents cars. Get me out of here.	Village feel, road maintenance	Do not support
123.	21/08/2023	Doubling the population of Kalkite is absolute insanity. Let alone the destruction of farmland which council says it wants to protect under the new LEP or is that just marketing? This development is not cost effective, not needed and not wanted. Roads, sewerage, internet, phone, power, the environmental impact, the fire risk. The list goes on. This development makes no sense at all. Should not have even gotten to this stage. The SAP for Jindabyne allows for all the concerns raised by this developer. This is just a quick way to make money at the expense of council, rate payers, and residents. It will destroy Kalkite. It will destroy beautiful scenery. And it will destroy farmland. I object to it in it's entirety.	Population increase, farmland, infrastructure pressure, environmental impact, bushfire, SAP, visual impact	Do not support
124.	21/08/2023	Hello, Our granddaughter has made us aware of a development proposal for the village of Kalkite. Firstly, why were we not made aware of this sooner? Where was the letter in the letter box? We don't have Facebook, don't read the paper and no longer drive so how were we supposed to find out about this substantial development? Pretty disappointed. We are not happy that [REDACTED] will be impacted, not only in the near future but for generations to come. Has there been any consideration to how the increase will affect farmers? There will be double the traffic going up and down our front entrance which goes along Kalkite road. Also, Kalkite Road is not equipped to deal with more people, it is already a mess as it is. What upgrades are planned? Because they will have to be quite substantial to cope with the increase projected. Eucumbene Road which is also a mess will need to be upgraded substantially also considering that Eucumbene Road and Hill Top Road's are the only way to get to Kalkite Road. So if you are going to go ahead with this travesty regardless of the feedback from residents you will have to upgrade all roads and intersections. Bushfires are another issue. Kalkite is surrounded by bush and	Consultation process, traffic increase, bushfire, evacuation	Do not support

		only has one entry and exit which is not fightable with the limited resources for such a large amount of people as allowed for by the developers. This is absolutely absurd. We don't want a city! This is the country! Keep it that way.		
125.	21/08/2023	<p>To Whom It May Concern, I am writing in relation to the proposed development of the property located at 56 Hilldowns Road, Kalkite. I have a number of concerns about this development that I would like to bring to your attention, which I have detailed in point form below: 1. Traffic: The development is for 220 lots, which if we assume that the majority of the proposed houses will be occupied by families that this will increase the population by approximately 400+ people. The "Three Rivers Estate" also on Kalkite road has allowed for 42 lots (per current mapping available on their website) which if all occupied by families could increase the population by approx. 100 people. Overall an increase of 500+. More than double, if not triple, the current population of Kalkite. Not to mention the proposed caravan park which will bring how many extra people? Which brings me to my next concern: 2. Road: This development would not only impact the Kalkite Road, but also the roads leading to Kalkite Road which is a one-way-in-one-way-out road, but also Eucumbene Road, Hill Top Road, and the associated intersections at the Kosciuszko Road. Firstly, the issue of Kalkite Road. It is narrow, steep, and has been plagued for many years with pot holes, sink holes and rough edges that drop away. The road also has snow and ice on it several times through the year. There has been issues with access for not only residents but also for the local school bus which has at times been unable to reach the village due to the road conditions. So not only are upgrades required to Kalkite Road, but also to Eucumbene Road and Hill Top Road. Both of which are narrow and under maintained, Hill Top Road is dirt and graded maybe once a year. The developer has only allowed for upgrades to Kalkite Road so who foots the bill for the others? 3. Bushfire Risk: Given that it is the only road in and out of the village, the size of this development presents a huge risk to human life in the event of a bushfire. The village is surrounded by bush. Studies show that limited escape routes during bushfires have fatal outcomes. In 2019 we got away lightly. But how is an extra 500 people trying to get out going to look like? And where are they going to go? The hall suggested by the developer? Absolutely not, guaranteed to perish. So we have to get out of the village to go to... Jindabyne? Berridale? Cooma? As we saw in 2019, these facilities already do not have the capacity in a disaster, how is 500 extra people going to affect this? 2023 has already seen a record number of grass fires and call outs for the local RFS teams. It is already dry and hot. We are already preparing for a disastrous 2024 and beyond. Is there a contingency plan for upgrading the RFS trucks to allow for this? And in what time frame? In the documents provided, the RFS raised a number of concerns in relation to risk mitigation which as far as I have read have not been addressed further. 3. Sewerage: The sewerage system has not coped for many years. The upgrade works which were supposed to take a few months have now been ongoing for years. Blowing way out of budget and causing degradation of the surrounding landscape as well as taking a toll on the road which has seen a huge increase in heavy truck traffic. The developer has identified that they will pay for the sewerage system upgrade, but to what extent? And what is the ongoing cost of this going to be? Where is it going to be built? 4. Effect on existing residents: The residents of Kalkite moved/live in Kalkite for a reason. It is peaceful. It is quiet. This development is the opposite of that. It will be doubling if not tripling the current population and become a small suburb. This is NOT what we signed up for! If we wanted to live in town we would do just that, move to town. This is the Snowy Mountains. Not the Snowy Suburbs. People are moving to get away from cities, and what are we creating? More cities! Where does it end? It seems that the development of the Snowy Mountains is done in the name of progress and change but where does progress and change end? Is it when everything that was great about the Snowy Mountains is destroyed and the farming families who have been here for generations are forced out? Whether you do or don't believe in climate change is a whole separate issue, but how are the mountains going to look in 20 years time when perhaps there is no snow? 5. Destruction of Farmland &amp; Bushland: The proposed LEP identified that farming land was</p>	Traffic increase, road intersections, road upgrades, bushfire, evacuation, sewerage, village feel, quality environment, farmland, SAP, infrastructure pressure, environmental management, visual amenity, impact on operations, consultation process	Do not support

		<p>to be preserved along with development and growth. All i'm seeing here is growth. Not preservation. The village of Kalkite itself has been identified as a Scenic Protection Area, so how exactly is this development in line with this? It is not protecting scenery, it is destroying it. What effect is this going to have on the wildlife? Flora? Again, destruction. The farm located in the valley is prime agricultural land which has been improved over many many years. It also provides access to the lake which has been used by fisherman and foot access. Precinct 2 &amp; 3 allow for larger lot sizes but this is only 7 lots. All of which if you look at the lay of the land is on the side of a mountain! So they are bush blocks which don't present any agricultural potential, and as we have seen with countless other subdivisions in the region only increase the weed burden that often goes unmanaged by both the land owner and council. If the owners wished to develop these blocks, they would require substantial land clearing and earthmoving, further destroying the landscape. The increased traffic and population will have a great impact [REDACTED] During birthing - cows, sheep &amp; horses will be disturbed which can cause complications and death. Who is responsible for this? How do we combat this? Who pays for this? Stock losses cost money and resources. [REDACTED] the peace and tranquillity of country life, and of course the mountains. Who is to say how this will affect our ability to run our business when it is no longer peaceful or quiet with approx. 1000+ people driving past daily? Gone are the days when you can step out of the house into stunning silence and look up at the stars. Now it is head lights and road noise. And that is with the current population. 6. SAP: The developer, and even council representatives have touted that this development is compliant with the SAP. Kalkite is not included in the SAP so not only is that irrelevant but misinformation! 7. Infrastructure: Internet, phone, power, water, rubbish collection - how are all of these facilities going to be affected with a double or triple in population? 8 Aged Care: With the closure of 2/3rds of the regions aged care facilities scheduled in the coming years, in what universe does it make sense to keep increasing the population? 9. Consultation: It seems that the majority of "consultation" and "advertisement" is happening via Facebook. What about my grandparents, who no longer drive, have Facebook or read the paper. They knew NOTHING of this until I raised it with them. They are absolutely mortified by this prospect potentially destroying [REDACTED] Why is it acceptable to exclude the older generation from consultation? Please say no to this proposal. There are several developments in the area, along with the SAP that allow for more housing and staff accommodation. This development is neither cost effective, nor safe. Let's not destroy farmland, destroy a small village, and put people's lives at risk by going ahead with this development.</p>		
126.	21/08/2023	<p>Hello, Our granddaughter has made us aware of a development proposal for the village of Kalkite. Firstly, why were we not made aware of this sooner? Where was the letter in the letter box? We don't have Facebook, don't read the paper and no longer drive so how were we supposed to find out about this substantial development? Pretty disappointed. We are not happy that our farm will be impacted, not only in the near future but for generations to come. Has there been any consideration to how the increase will affect farmers? There will be double the traffic going up and down our front entrance which goes along Kalkite road. Also, Kalkite Road is not equipped to deal with more people, it is already a mess as it is. What upgrades are planned? Because they will have to be quite substantial to cope with the increase projected. Eucumbene Road which is also a mess will need to be upgraded substantially also considering that Eucumbene Road and Hill Top Road's are the only way to get to Kalkite Road. So if you are going to go ahead with this travesty regardless of the feedback from residents you will have to upgrade all roads and intersections. Bushfires are another issue. Kalkite is surrounded by bush and only has one entry and exit which is not fightable with the limited resources for such a large amount of people as allowed for by the developers. This is absolutely absurd. We don't want a city! This is the country! Keep it that way.</p>	Consultation process, traffic increase, bushfire, evacuation	Do not support

127.	21/08/2023	<p>I opposed to the development of this property for the following reasons: 1. Traffic: The development is for 220 lots, which will increase the population by approximately 400+ people. More than double the current population of Kalkite. I also do not agree with the proposed caravan park which will further increase the traffic. 2. Road: This development would not only impact the Kalkite Road, but also the roads leading to Kalkite Road which is a one-way-in-one-way-out road, but also Eucumbene Road, Hill Top Road, and the associated intersections at the Kosciuszko Road. Firstly, the issue of Kalkite Road. It is narrow, steep, and has been plagued for many years with pot holes, sink holes and rough edges that drop away. The road also has snow and ice on it several times through the year. There has been issues with access for not only residents but also for the local school bus which has at times been unable to reach the village due to the road conditions. So not only are upgrades required to Kalkite Road, but also to Eucumbene Road and Hill Top Road. Both of which are narrow and under maintained, Hill Top Road is dirt and graded maybe once a year. The developer has only allowed for upgrades to Kalkite Road so who foots the bill for the others? Council seems unable to manage/obtain funds despite rate increases to maintain the existing roads through the Monaro, let alone have additional roads with higher traffic to maintain. 3. Bushfire Risk: As a [REDACTED] I am disgusted by the proposal of more people being down there. There is a single access road which already present issues with the current population. The village access road is steep and narrow. The village is surrounded by bush. There is provision for an upgraded shed but only one truck to service 1000+ people?! And in a village with single access?! 2019 should have been a lesson to all, clearly it was not. It seems to me that this is a case of who can buy who. 3. Sewerage: The current sewerage system has not coped for years and has needed upgrading to cope with the current amount of people let alone 500+ more. As a tax payer I am not willing to pay for this extra expense for a developers gain. 4. Effect on existing residents: If you actually listened to the residents whom you are supposed to represent you would be aware that the residents DO NOT WANT this development. If we wanted to live in town we would do just that, move to town. The Snowy Mountains were just fine before tourism. Council says they want to preserve farmland yet support the destruction of farmland across the Monaro on a daily basis. 5. Destruction of Farmland &amp; Bushland: Keep farmland and farmland or are you just planning for us to be another suburb of Sydney?The proposed LEP identified that farming land was to be preserved. The village of Kalkite itself has been identified as a Scenic Protection Area, this development is not protecting scenery, it is destroying it. The farm located in the valley is prime agricultural land which has been improved over many years. We already have lake access, yet the developers are claiming they will provide lake access. They say they will provide community areas, there are already community areas. The only thing this development is bringing is more people WHICH WE DO NOT WANT. [REDACTED]</p> <p>[REDACTED] How much insurance should we take out in case the inevitable happens and yet another idiot ploughs through thousands of dollars of fencing only for us to have to foot the bill for? The noise increase alone can upset calving cows and lambing ewes - who covers that bill. We have a right to farm our land. In peace and quiet as we have done for many years. This is now at risk because of someone who wants to make a million dollars. [REDACTED] people come to stay here because it is quiet and peaceful. How peaceful is 1000+ cars &amp; trucks going past the entrance a day. Who compensates us for loss of business? 6. SAP: The developer, and even council representatives have said that this development is compliant with the SAP. Kalkite is not included in the SAP so not only is that irrelevant but misinformation! 7. Infrastructure: Internet, phone, power, water, rubbish collection - how are all of these facilities going to be affected with a double or triple in population? 8 Aged Care: With the closure of 2/3rds of the regions aged care facilities scheduled in the coming years, in what universe does it make sense to keep increasing the population? 9. Consultation: It seems that the majority of "consultation" and "advertisement"</p>	Traffic increase, road intersections, road safety, bushfire, evacuation, sewerage, village feel, farmland, SAP, infrastructure pressure, consultation process	Do not support
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		is happening via Facebook. What about the elderly, who no longer drive, have Facebook or read the paper. Even residents of Kalkite village who are busy running their businesses in the thick of winter knew nothing of this until it was brought up in conversation. It seems council wishes to approve this under the noses of residents who are busy trying to pay their mortgages and now increased rates! Jindabyne has already grown beyond. It is now eating in to the landscape. Ruining the lifestyle that so many come here to enjoy. Stop trying to create space where there is none. Stop trying to push out families who have lived here for generations. Stop trying to push out farmers.		
128.	21/08/2023	<p>I am writing in relation to the proposed development of the property located at 56 Hilldowns Road, Kalkite. I have a number of concerns about this development that I would like to bring to your attention and highlighted my concerns. I have detailed some of these in point form below: 1. Traffic: The present road infrastructure does not safely deal with the present population of full time residents in Kalkite and tourism visitation, particularly in peak times through the winter season. The road is already poorly maintained and impacted by vehicular movements. The development is for 220 lots, which if we assume that the majority of the proposed houses will be occupied by families that this will increase the population significantly and I believe allows dual occupancy. Most households already own 2-3 vehicles to access the village and surrounding townships so road infrastructure will need to be developed at substantial cost and maintenance not by the developers but by local government. The "Three Rivers Estate" also on Kalkite road has allowed for 42 lots (per current mapping available on their website) which if all occupied by families could increase the population by approx. 100 people. Overall an increase of well over 500+ and up to 1,000 residents/families. This represents more than double, if not triple, the current population of Kalkite. Which brings me to my next concern: 2. Road: This development would not only impact the Kalkite Road, but also the roads leading to Kalkite Road which is a one-way-in-one-way-out road. Eucumbene Road, Hill Top Road, and the associated intersections at the Kosciuszko Road will be impacted. Firstly, the issue of Kalkite Road. It is narrow, steep, and has been plagued for many years with pot holes, sink holes and rough edges that drop away. The road also has snow and ice on it several times through the year. There has been issues with access for not only residents but also for the local school bus which has at times been unable to reach the village due to the road conditions. So not only are upgrades required to Kalkite Road, but also to Eucumbene Road and Hill Top Road. Both of which are narrow and under maintained, Hill Top Road is dirt and graded maybe once a year. The developer has only allowed for upgrades to Kalkite Road so who bears the costs and maintenance for the other roads and access when Council is already under pressure with the costs of roads and maintenance? 3. Bushfire Risk: Given that it is the only road in and out of the village, the size of this development presents a huge risk to human life in the event of a bushfire. The village is surrounded by bush. Studies show that limited escape routes during bushfires have fatal outcomes. In 2019 we got away lightly. But how is an extra 500 to 1,000+ people trying to get out going to look like? And where are they going to go? So we have to get out of the village to go to... Jindabyne? Berridale? Cooma? As we saw in 2019, these facilities already do not have the capacity in a disaster, how is 500 extra people going to affect this? 2023 has already seen a record number of grass fires and call outs for the local RFS teams. It is already dry and hot. We are already preparing for a disastrous 2024 and beyond. Is there a contingency plan for upgrading the RFS trucks to allow for this'd already an issue with the charges to local Councils and budgetary impacts? And in what time frame? In the documents provided, the RFS raised a number of concerns in relation to risk mitigation which as far as I have read have not been addressed further. 3. Sewerage: The sewerage system has not coped for many years. The upgrade works which were supposed to take a few months have now been ongoing for years. Blowing way out of budget and causing degradation of the surrounding landscape as well as taking a toll on the road which has seen a huge increase in heavy truck traffic. The developer has identified that they will pay for the sewerage system upgrade, but will this be wholly</p>	Road maintenance, traffic increase, road safety, bushfire, evacuation, sewerage, infrastructure pressure, village feel, SAP, services	Do not support

		<p>paid or a shared cost with Council already under financial pressure? And what is the ongoing cost of this going to be and impact to rates already proving a major issue for SMRC? Where is this facility going to be built? 4. Effect on existing residents: The residents of Kalkite moved/live in Kalkite for a reason. It is peaceful. It is quiet. This development is the opposite of that. It will be doubling if not tripling the current population and become a small suburb. This is NOT what we signed up for! If we wanted to live in town we would do just that, move to town. This is the Snowy Mountains. Not the Snowy Suburbs. People are moving to get away from cities, and what are we creating? It seems that the development of the Snowy Mountains is done in the name of progress and change but where does progress and change end and its impact on community? Is it when everything that was great about the Snowy Mountains is destroyed and the farming families who have been here for generations are forced out? Whether you do or don't believe in climate change is a whole separate issue, but how are the mountains going to look in 20 years time when perhaps there is no snow? The SAP already is problematic due to poor consultation and funding pressures. 5. Destruction of Farmland &amp; Bushland: The proposed LEP identified that farming land was to be preserved along with development and growth. All i'm seeing here is growth. Not preservation. The village of Kalkite itself has been identified as a Scenic Protection Area, so how exactly is this development in line with this? It is not protecting scenery, it is destroying it. What effect is this going to have on the wildlife? Flora? Again, destruction. The farm located in the valley is prime agricultural land which has been improved over many many years. It also provides access to the lake which has been used by fisherman and foot access. [REDACTED]</p> <p>[REDACTED] We sat by the lake and had picnics before meandering home. No more. This lifestyle we so covet in the mountains is slowly being eaten away at by developments. And that is what Kalkite is about, the lifestyle. Which will be destroyed by this subdivision. Precinct 2 &amp; 3 allow for larger lot sizes but this is only 7 lots. All of which if you look at the lay of the land is on the side of a mountain! So they are bush blocks which don't present any agricultural potential, and as we have seen with countless other subdivisions in the region only increase the weed burden that often goes unmanaged by both the land owner and council. If the owners wished to develop these blocks, they would require substantial land clearing and earthmoving, further destroying the landscape. [REDACTED] to enjoy the peace and tranquillity of country life, and of course the mountains. Who is to say how this will affect [REDACTED] when it is no longer peaceful or quiet with approx. 1000+ people driving past daily? Gone are the days when you can step out of the house into stunning silence and look up at the stars. Now it is head lights and road noise. And that is with the current population. 6. SAP: The developer, and even council representatives have touted that this development is compliant with the SAP. Kalkite is not included in the SAP so not only is that irrelevant but misinformation! 7. Infrastructure: Internet, phone, power, water, rubbish collection - how are all of these facilities going to be affected with a double or triple in population? 8 Aged Care: With the closure of 2/3rds of the regions aged care facilities scheduled in the coming years, in what universe does it make sense to keep increasing the population? Or has the population suddenly stopped aging and SMRC divested responsibility for caring for the Community and haven't noticed. 9. Consultation: It seems that the majority of "consultation" and "advertisement" is happening like the SAP process. Poorly and with limited local engagement. Planners working within Council need to accept some responsibility for the way of life in the Snowy Mountains. Please say NO to this proposal as responsible local representatives of this Community. There are several developments in the area, along with the SAP that allow for more housing and staff accomodation. This development is neither cost effective, nor safe. Let's not destroy farmland, destroy a small village, and put people's lives at risk by going ahead with this development.</p>		
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129.	21/08/2023	The land should not be rezoned. The current LEP does not allow this development. The proposed LEP is supposed to protect farmland and support growth. This doesn't support growth, this is supporting a money grab in exchange for destruction of farmland, bushland and a beautiful part of the Lake Jindabyne foreshore. It would be a shame to lose farmland such as this and in it's place create a visual eyesore for all tourists to see.	Strategic documents, farmland, visual amneity	Do not support
130.	21/08/2023	<p>Dear [REDACTED]</p> <p>I am contacting you to voice my opposition to the proposed development at Hilldowns Road, Kalkite.</p> <p>There are several safety and logistical reasons why this development should not go ahead and I feel they have not been adequately addressed or even acknowledged.</p> <p>Below are some of the many valid reasons why this development should not go ahead:</p> <p>1. Kalkite Road.</p> <p>This road is little more than an unmarked, single lane, rural road that is very steep, winding and has dangerously steep drop-offs in parts. It is constantly in a state of poor repair with potholes simply patched from time to time, which then generally reappear shortly after.</p> <p>It is absolutely not able to cope with the vast increase in traffic volume that is being proposed. Being so narrow, the risk of accidents with increased oncoming traffic, as well as with heavy construction traffic, will dramatically increase.</p> <p>There are already too many instances of accidental collisions with animals, resulting in their deaths – this could become catastrophic to the wildlife populations in the area.</p> <p>Kalkite Road is the only road in and out of Kalkite. In the very real possibility of a bushfire that closes the road, all of these hundreds of new residents will be trapped. With the sense of urgency to escape an approaching fire, there is every chance of panicked, fleeing motorists having collisions and blocking the only escape route.</p> <p>This is a real possibility. On 20th January, 2020, Kalkite was directly threatened by the major bushfires that swept so much of the state, only being spared by a late wind change.</p> <p>The developers' solution to this is to build a small community hall for hundreds of new residents to shelter in while the suburb burns around them – impractical, uncaring, unacceptable and outright dangerous.</p> <p>Just a few weeks ago, 6 July, 2023, a fire did break out on Kalkite Road and closed it. [REDACTED] who could not get out. The fire had burnt up to the edge of the road itself. Had the local RFS members not been able to stop it, it could have jumped the road and raged up the inaccessible hillside.</p>	Road safety, bushfire, services, infrastructure pressure, traffic increase, population increase	Do not support

				
		<p>These photos show how the fire of 6/7/23 reached the road. The bushland across it could have caught alight with possibly disastrous consequences.</p> <p>The photo below is from the 20/1/20 severe fires and is the exact view of where the proposed Hilldowns Rd development would be situated – the site is located in the actual frame of this photo; simply not visible through the smoke.</p>		



Further to the obvious dangers of locating such a large population in a known bushfire area, there are other issues with the road.

In winter, there is often heavy snowfall that creates dangerous driving conditions down the steep road. In the time I have been here, I have been genuinely snowed in and unable to get out. What would happen if there are hundreds of cars trying to get in and out by drivers inexperienced in snow and ice conditions? Again, likely to be multiple collisions and blocked access.



Bus slid diagonally across Kalkite Rd and stuck. The Blue Subaru was also stuck just downhill from it with traffic banking up behind it, 13 July 2020.



10 June 2021 - just uphill from the previous two photos. Note the trapped and abandoned car on the left.

2. Mail service.

Currently the residence of Kalkite do not have a mail service. The service station at East Jindabyne receives the mail for Kalkite and we go there to collect it. If there is a massive influx of residents, the service station would not be able to cope with the vastly increased volume of mail. Will the council provide Kalkite with a dedicated mail service?

3. Environmental concerns.

As mentioned above, there would likely be a devastating impact on wildlife from the increased traffic. However, there are further issues that may not have been addressed; one being stormwater. Where will the stormwater runoff from these hundreds of new houses go? I assume into the lake. Isn't this an environmental pollution issue with garden and driveway oils and chemicals discharging into the lake? Am I wrong in assuming there are environmental laws preventing this?

4. Sewer service.

Will the current sewer service be able to cope with such a large influx of housing? It seems to struggle coping with the small village requirements as they stand now.

5. Water Supply.

Where will the water supply come from to service the increased population? The current tanks for Kalkite's water are not very big and don't appear to be able to cope with the increased demand. With the increased draw, what will happen to the working water pressure of the existing houses?

6. School bus

		<p>Will there be a dedicated school bus service to cater for the greater number of school aged children who will likely require it? Again, the snow on the road in winter – and larger buses will cope less ably than the small one in the photos above.</p> <p>7. Increased traffic volume With the much greater volume of traffic that 220 + houses will bring, the traffic in the mornings will likely be banked up Eucumbene Road at the intersection with the highway. Particularly in the winter months with the heavy tourist traffic heading for the ski fields. Ttraffic could be frustratingly slow to turn right towards Jindabyne. Frustration and impatience cause accidents.</p> <p>8. Will dual occupancy be allowed? The developer has said that 220 “large blocks” will have well spaced out homes to minimise visual impact, yet the representative avoided answering my question about dual occupancy. Also, the “artist’s impression” of the site most definitely did not illustrate 220 houses (appears about 80), let alone if dual occupancy is permitted.</p> <p>The proposed development will destroy the unique mountain village of Kalkite. There are no positives for anyone who currently lives there or for those hundreds who will be shoehorned into their cramped piece of “paradise”. It will be a false sell to those expecting to buy into “country living with mountain views and lake frontage”. They, too, will have to endure all the negative aspects that the developers wish to enforce on all of us.</p> <p>Most importantly, because of the fact that there is only one substandard way to get into or escape from Kalkite, the risk to the safety of everyone’s lives from fires, snow, ice and accidents is very, very real.</p> <p>Kalkite is absolutely not a suitable location for a large population, such as this development proposes.</p> <p>Sincerely [REDACTED]</p>		
131.	21/08/2023	<p>Please find attached a copy of my objection to the proposed desecration of 56Hilldowns Rd. Kalkite.</p> <p>Yours Sincerely, [REDACTED] Mayor and Councillors Snowy Monaro Regional Council PO Box 714 Cooma NSW 2630 Dear Mayor and Councillors, Re: Planning Proposal: 56 Hilldowns Road, Kalkite.</p> <p>I am against this development in its present form. I can find no alignment between the proposal and the Council Draft</p>	Strategic documents, population increase, SAP, infrastructure upgrades, affordable housing	Do not support

		<p>Settlement Strategy, as this development provides 20% of the implied required dwellings for the entire region up until 2026 and 40% of the entire regions implied dwelling need if the implied need of Jindabyne is removed.</p> <p>Taking into account the high critical infrastructure cost to Council of a development in Kalkite, and the freeing up of a considerable volume of new subdivisions by the NSW Government Special Activation Precinct ('SAP') that relates to the resorts of Jindabyne and East Jindabyne, which does not include Kalkite, one must ask what is going on here, and why a development is needed in Kalkite?</p> <p>What is also of concern is that the Planning Proposal is demonstrably inconsistent with Ministerial Planning Directions. This further draws into question the justification and process behind the Planning Proposal.</p> <p>If council decides to go ahead who will pay for the critical infrastructure required as the developer has stated that they will connect to existing infrastructure for Kalkite. That would imply that council and all ratepayers would be footing the bill for connection "to the grid" which would equate to tens if not hundreds of millions of dollars!</p> <p>Council itself has described Kalkite as "a unique village located on the northern banks of Lake Jindabyne. It is a small and quiet village located less than 10 minutes from Kosciuszko Road and approximately a 20-minute drive to Jindabyne town centre". (Snowy Monaro Local Strategic Planning Statement, 2020). Why would council then do a back flip to satisfy the needs of a few greedy money grabbers?</p> <p>Suffice to say We bought our land and built our home on the basis that we would be living in a small and pristine if not unique piece of the High Country suitably far enough away from the rat race that invades our region every Winter and Summer. We are both professional employed persons who cannot see how this sort of development can sustain affordable permanent full time families in this region.</p> <p>Yours Sincerely, [REDACTED]</p>		
132.	21/08/2023	<p>Attached is my objection, Thankyou,</p> <p>[REDACTED]</p> <p>Australia</p> <p>Mayor and Councillors Snowy Monaro Regional Council PO Box 714 Cooma NSW 2630 Dear Mayor and Councillors, Re: Planning Proposal: 56 Hilldowns Road, Kalkite I [REDACTED] also STRONGLY OBJECT to the proposal of the development of 56 Hilldowns Road, Kalkite, I would like to call upon the Council to commence an independent review to;</p> <ul style="list-style-type: none"> <li>•- Investigate why the developer and council has mislead the community by supporting this planning proposal as part of SAP.</li> <li>•- Investigate the disregard for current State Government and Regional planning guidelines as detailed above resulting in a planning proposal which has negative impact on the scenic value, Kalkite village character, infrastructure and increase to risk of environmental damage to the lake. We are not a part of the SAP, and I would like to know why we are being lied to..</li> </ul> <p>Yours respectively, for now [REDACTED]</p>	SAP, strategic documents, visual amenity, village feel, infrastructure pressure, environmental impact	Do not support

133.	21/08/2023	<p>Hi, attached is my Submission for Objection of Planning Proposal; 56 Hilldowns Kalkite Road.</p> <p>Thankyou [REDACTED]</p> <p>Mayor and Councillors Snowy Monaro Regional Council PO Box 714 Cooma NSW 2630 Dear Mayor and Councillors, Re: Planning Proposal: 56 Hilldowns Road, Kalkite As the rest of the community in Kalkite, I [REDACTED] also STRONGLY OBJECT to the proposal for these very reasons and I would like to call upon the Council to commence and independent review to;</p> <ul style="list-style-type: none"> <li>• Investigate why the developer and council has mislead the community by supporting this planning proposal as part of SAP.</li> <li>• Investigate the disregard for current State Government and Regional planning guidelines as detailed above resulting in a planning proposal which has negative impact on the scenic value, Kalkite village character, infrastructure and increase to risk of environmental damage to the lake.</li> <li>• This proposal is actually illegal as we are not part of the SAP (Snow Mountains Activation Precinct).</li> <li>• A little boy's dream to a "Get Rich Quick Scheme";</li> <li>• The main road into Kalkite; Council and the Developer will never ever be able (and have never tried) to construct such a road to support the amount of people already living here, let alone another 1000 plus at least, especially once you factor in the tradies/ trucks transporting materials that it will take to build 220+ duplicate occupancy homes.. (not sure where you'll find those tradies to do the work as I know most of them around here and they're overwhelmed with too much work as it is.. so what, call them in from other areas?.. Where are they going to live?.. Demountables over the country side?.. Especially as most housing around is taken up by Snowy 2.0 workers etc.. Again the road; what you're going to try and make it wider?.. So one side you've got cliff falling steeply towards the lake, and the other a steep mountain, with the worst blind corners, springs under most of the current road already (we've been flooded out before with mud slides also due to heavy rains).. So you would have to put a traffic light to control traffic coming in and out, like the Brown Mountain?.. With that amount of people here already; the tourists in summer with boats, the cyclists (remember you guys agreed to host 'The Snowy Classic' cyclist event that already destroys our whole community (Jindabyne and surrounds included) due to blocking off most of the roads we access to get to work, which means most of the town can't open their business's and actually make the money you guys are promising due to NOT being able actually use our roads to get there!...?? , The animals; deer, kangaroos, wombats, wallabies, birds, rabbits, when the farmers' need to move cattle from paddock to paddock and have to slow vehicles down for access of the road to do this, the ridiculously long grass due to council never mowing our road (the locals even mow the areas around the lake of Taylor's Bay, so we don't have bigger threat of fire, the children can play safely, the snakes keep away a little more and our animals are safer also.. again WE THE COMMUNITY all do that, out of OUR OWN POCKET AND TIME, but our rates have quadrupled?!..), The potholes that get "band aid fixes" just before heavy rain then open up worse then they were before, I can't tell you the amount of money that's gone into "fixing" those SAME potholes over and over and over again, just do it properly the first time?.. Thought you guys were all about "not wasting money" .....????? HOW ARE PEOPLE GOING TO GET TO WORK ON TIME OR IF SOMEONE NEEDS SERIOUS MEDICAL ATTENTION LIKE A HEART ATTACK ETC AS IT IS OUR ONE AND ONLY ROAD OUT!</li> <li>• The road again and bushfires; with everything I've listed in the point above, imagine then a bushfire ripping through with NO ONE able to get out as that is the ONLY road out and there will be the BIGGEST MESS along the road due to construction.... WERE YOU NOT HERE DURING THE LAST BUSHFIRE THREAT.. THE WHOLE COUNTRY BURNT. But apparently you guys have proposed a "tin shed ("new rural fire service shed"), the [REDACTED] knows more then enough that this is nowhere near efficient enough, are you kidding?! Remember alllllllll of the photos and damage of the last bushfires, I can guarantee that they'll be worse around this area next time due to the load of dead wood now surrounding</li> </ul>	<p>SAP, strategic documents, visual amenity, village feel, infrastructure pressure, environmental impact, road capacity, construction workers, road blocks, wildlife, bushfire, evacuation, RFS shed, open space, services, sewerage, road safety</p>	<p>Do not support</p>
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		<p>our whole Monaro area.. [REDACTED]</p> <p>[REDACTED] at the worst times of year and cutting off our road (there are photos and evidence to prove and takes many resources; fire fighters/ vehicles, police/ vehicles/ further investigation, more money etc, again imagine with that amount of people here using that road when that happens again, [REDACTED]</p> <p>[REDACTED] due to nearly cutting out road off when the threat was at it's worst, [REDACTED]</p> <p>[REDACTED] Yet has created many hazardous fires many times again since, and all on record.) •Again a "New Rural Fire Service Shed" will not be efficient to support this amount of people either; permanently living here, tourists, tradies/ workers, etc.. And, if the whole country ends up on fire again, then there will not be the resources to support and help anyway, there wasn't last time with the amount of people here already, and we got very lucky as the wind changed, imagine if it hadn't.. Most of the women and children left Kalkite to go and stay at The Banjo Patterson Inn in Jindabyne, as they had a few firefighters defending that area of the township of Jindabyne at least, again the country was on fire, with nowhere near enough human resource to withstand such a thing at the time. The rest of us (alot of people also fled to Cooma and Canberra for "safety") stayed in Kalkite and opened up the fire hose access points through out the streets at least, just in case there was a chance we did have a fire truck enter the village to help.. If you were to "upgrade" the road, this is one of the biggest threats with traffic trying to escape safely.. •A "Public Open Space" has also been proposed.. We already have that; as mentioned above, the huuuuge area of space around Taylor's Bay that everyone uses to walk their dogs, exercise, access to the lake, which is only taken care of by the individuals that live here with their ride on mowers, using their petrol that they have purchased out of their own pockets, taking time out of their day due to the amount of space needing to be upheld due to the amount of people living here already.. Oh a few years back a children's playground was also put in; great! BUT with NO shade cloth, in a good summer it is 40c plus here, the sun is also extremely brutal here due to being an alpine region, not only that, there has been absolutely no shade provided whatsoever anywhere in the surrounds of this facility, or bins, or somewhere to seat for adults looking after children.. so if a shade cloth can't even be managed, which would just be considered safety.. What hope do we have for the upkeep of something that won't exist in a sufficient way anyway.. Maybe just upkeep the road, the area that already exists and do more after quadrupling rates.. but that's why this proposal is getting pushed ahead isn't it?.. The council is broke and just sees a large check being waved before their eyes.. but again, WHERE DID ALL THE OTHER MONEY GO?!.. •Also proposed is "Access to the Lake Jindabyne foreshore"?!.. Why would we want that.. ? That is the soul purpose of living out here, some peace and quiet from the already ridiculously busy and overwhelmed community of Jindabyne, and anyone who doesn't live out here, only doesn't because they argued "oh it's too far out of town".. That is why we live here, willing to have no shops, no safety plan for real bushfires, no upgrades to road even though really that's all we want; to feel safe on our own road whenever we have to leave our home, which is only going to get more and more dangerous. We love Kalkite how it is, we are the ones that take care of this community, we mow the areas we want to be in, and the roads, keeping it safe for our neighbours. We don't want more access to Lake Jindabyne, with more tourists trashing it and leaving their broken glass bottles and cigarettes in their empty fire pits after enjoying our area.. again I have way too many photos to prove this.. (and I smoke cigarettes), but we constantly cop this behaviour just from tourists visiting.. The lake foreshore here is great when upheld by the locals, if we wanted access to Jindabyne we'd drive there and sit among the already copious amounts of tourists. We are willing to pay exuberant rates with nothing done BECAUSE of the fact you can't access Lake Jindabyne from here. •The Medical Centre in Jindabyne, and the Hospital in Cooma.. Until the town actually has some PROPER upgrades and money spent on these facilities; I can't even believe this proposal is being considered.. But I guess you have to spend enough</p>		
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		<p>time in those facilities to really know what you're dealing with.. Again I can tell many stories; [REDACTED] having a stroke, but no ambulances available during winter because of too many ski accidents at Thredbo and Perisher that day, so the ambulance officer arrives in their own car only to argue with nurses at the medical centre, due to not having the right equipment in their car to support [REDACTED] way to Cooma Hospital.. the list goes on and on and on. Getting an appointment with a doctor here takes at least a month, and that is in summer. •What's going to happen to all the elderly that live in this region once they can't support themselves at home?.. Nothing for that around here either; I guess that's why Council is willing to push this proposal through too?.. Though we all know the money won't be spent on that.. AGAIN WHERE DID ALL THE MONEY GO?!..•The sewerage system that has been provided for our community, completely stuffed so not only can it not handle the people here already once again, but we have trucks driving in to service it 4-5 times a day ruining road once again due to being massive trucks driving on a country road?!... AGAIN FIX THE LITERAL [REDACTED] THAT ALREADY EXISTS.This just seems utterly stupid really, I've got maaaaaany stories about living here and the dangers of what you're all willing to create.. As do many others, maybe research the bus incident yeaaaars ago on "Kangaroo Corner" as known by the locals, and once again, it was due to the state of the road, on that specific corner there is a spring that runs right underneath, but nothing was done, it has consistently had road workers filling it in with tar making more of a mess of the corner and even more dangerous especially once passing another vehicle on the same spot on the road, it frosts up or creates black ice all winter long and happens to be on one of the tightest, blindest, uneven surfaced corners of the Kalkite road..</p> <p>Just myself have had SO MANY near misses due to either cars speeding down/ up the road, animals running out of the metre long grass last minute, cyclists on a tight blind corner not giving way like they should, tourists driving in thinking it's a "quiet country town road" so they drive in the middle of the road or do 40km driving up/ down the road again on dangerous corners where you can't see even though doing the speed limit, trucks with trailers/ boats that are too wide for the narrow road, the sewerage trucks that drive in 4-5 times a day, the Woolworths home delivery trucks that also aren't skilled in driving in this region, and then factor the potholes in again etc.. Wow.What is the Council actually here for if this goes ahead?.. Council is employed literally to have the best interests of the people in heart.. Not the developers and greedy money grabbers that come with it.. FIX OUR EXISITING COMMUNITY BEFORE ADDING EVEN MORE PRESSURE TO IT ON A RIDICULOUSLY LARGE SCALE! This whole thing actually comes down to THE SAFETY OF PEOPLE'S LIVES.Please just have a proper think and investigation (as it has not been so far in a satisfactory manner) into what is about to be created here. Nothing of actual value that's for sure. [REDACTED]</p>		
134.	21/08/2023	<p>ORIGINAL SUBMISSION AS SCAN: Hi [REDACTED] Please see attached feedback on the above proposal. Fyi, [REDACTED] [REDACTED]</p> <p>Please feel free to contact us in relation to any of the content of the feedback.</p> <p>Regards [REDACTED]</p>	<p>Dwelling density, commercial area, contiguous character, strategic documents, consultation process, stewardship zones, SAP, road safety, traffic increase, wildlife, road quality, road</p>	Do not support

			intersection, tourism, employment, bushfire	
135.	22/08/2023	<p>I am writing in relation to the proposed development of the property located at 56 Hilldowns Road, Kalkite.</p> <p>Winter is hardly an appropriate time to undertake a consultation in this community. Just about everyone is engaged in both tourism services and local business in the busiest period of winter.</p> <p>I have a number of concerns about this development that I would like to bring to your attention and highlighted my concerns. I have detailed some of these in point form below:</p> <p>1. Traffic: The present road infrastructure does not safely deal with the present population of full time residents in Kalkite and tourism visitation, particularly in peak times through the winter season. The road is already poorly maintained and impacted by vehicular movements. The development is for 220 lots, which if we assume that the majority of the proposed houses will be occupied by families that this will increase the population significantly and I believe allows dual occupancy. Most households already own 2-3 vehicles to access the village and surrounding townships so road infrastructure will need to be developed at substantial cost and maintenance not by the developers but by local government. The "Three Rivers Estate" also on Kalkite road has allowed for 42 lots (per current mapping available on their website) which if all occupied by families could increase the population by approx. 100 people. Overall an increase of well over 500+ and up to 1,000 residents/families. This represents more than double, if not triple, the current population of Kalkite. Which brings me to my next concern:</p> <p>2. Road: This development would not only impact the Kalkite Road, but also the roads leading to Kalkite Road which is a one-way-in-one-way-out road. Eucumbene Road, Hill Top Road, and the associated intersections at the Kosciuszko Road will be impacted. Firstly, the issue of Kalkite Road. It is narrow, steep, and has been plagued for many years with pot holes, sink holes and rough edges that drop away. The road also has snow and ice on it several times through the year. There has been issues with access for not only residents but also for the local school bus which has at times been unable to reach the village due to the road conditions. So not only are upgrades required to Kalkite Road, but also to Eucumbene Road and Hill Top Road. Both of which are narrow and under maintained, Hill Top Road is dirt and graded maybe once a year. The developer has only allowed for upgrades to Kalkite Road so who bears the costs and maintenance for the other roads and access when Council is already under pressure with the costs of roads and maintenance?</p> <p>3. Bushfire Risk: Given that it is the only road in and out of the village, the size of this development presents a huge risk to human life in the event of a bushfire. The village is surrounded by bush. Studies show that limited escape routes during bushfires have fatal outcomes. In 2019 we got away lightly. But how is an extra 500 to 1,000+ people trying to get out going to look like? And where are they going to go? So we have to get out of the village to go to... Jindabyne? Berridale? Cooma? As we saw in 2019, these facilities already do not have the capacity in a disaster, how is 500 extra people going to affect this? 2023 has already seen a record number of</p>	<p>Consultation process, road maintenance, traffic increase, road safety, bushfire, evacuation, sewerage, infrastructure pressure, village feel, SAP, services</p>	Do not support

		<p>grass fires and call outs for the local RFS teams. It is already dry and hot. We are already preparing for a disastrous 2024 and beyond. Is there a contingency plan for upgrading the RFS trucks to allow for this'd already an issue with the charges to local Councils and budgetary impacts? And in what time frame? In the documents provided, the RFS raised a number of concerns in relation to risk mitigation which as far as I have read have not been addressed further.</p> <p>3. Sewerage: The sewerage system has not coped for many years. The upgrade works which were supposed to take a few months have now been ongoing for years. Blowing way out of budget and causing degradation of the surrounding landscape as well as taking a toll on the road which has seen a huge increase in heavy truck traffic. The developer has identified that they will pay for the sewerage system upgrade, but will this be wholly paid or a shared cost with Council already under financial pressure? And what is the ongoing cost of this going to be and impact to rates already proving a major issue for SMRC? Where is this facility going to be built?</p> <p>4. Effect on existing residents: The residents of Kalkite moved/live in Kalkite for a reason. It is peaceful. It is quiet. This development is the opposite of that. It will be doubling if not tripling the current population and become a small suburb. This is NOT what we signed up for! If we wanted to live in town we would do just that, move to town. This is the Snowy Mountains. Not the Snowy Suburbs. People are moving to get away from cities, and what are we creating? It seems that the development of the Snowy Mountains is done in the name of progress and change but where does progress and change end adn its impact on community? Is it when everything that was great about the Snowy Mountains is destroyed and the farming families who have been here for generations are forced out? Whether you do or don't believe in climate change is a whole separate issue, but how are the mountains going to look in 20 years time when perhaps there is no snow? The SAP already is problematic due to poor consultation and funding pressures.</p> <p>5. Destruction of Farmland &amp; Bushland: The proposed LEP identified that farming land was to be preserved along with development and growth. All I am seeing here is growth. Not preservation. The village of Kalkite itself has been identified as a Scenic Protection Area, so how exactly is this development in line with this? It is not protecting scenery, it is destroying it. What effect is this going to have on the wildlife? Flora? Again, destruction. The farm located in the valley is prime agricultural land which has been improved over many many years. It also provides access to the lake which has been used by fisherman and foot access. [REDACTED] We sat by the lake and had picnics before meandering home. No more. This lifestyle we so covet in the mountains is slowly being eaten away at by developments. And that is what Kalkite is about, the lifestyle. Which will be destroyed by this subdivision. Precinct 2 &amp; 3 allow for larger lot sizes but this is only 7 lots. All of which if you look at the lay of the land is on the side of a mountain! So they are bush blocks which don't present any agricultural potential, and as we have seen with countless other subdivisions in the region only increase the weed burden that often goes unmanaged by both the land owner and council. If the owners wished to develop these blocks, they would require substantial land clearing and earthmoving, further destroying the landscape. The farmstay, people come to stay at our farmstay to enjoy the peace and tranquillity of country life, and of course the mountains. Who is to say how this will affect our ability to run our business when it is no longer peaceful or quiet with approx. 1000+ people driving past daily? Gone are the days when you can step out of the house into stunning silence and</p>		
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		<p>look up at the stars. Now it is head lights and road noise. And that is with the current population.</p> <p>6. SAP: The developer, and even council representatives have touted that this development is compliant with the SAP. Kalkite is not included in the SAP so not only is that irrelevant but misinformation!</p> <p>7. Infrastructure: Internet, phone, power, water, rubbish collection - how are all of these facilities going to be affected with a double or triple in population?</p> <p>8 Aged Care: With the closure of 2/3rds of the regions aged care facilities scheduled in the coming years, in what universe does it make sense to keep increasing the population? Or has the population suddenly stopped aging and SMRC divested responsibility for caring for the Community and haven't noticed.</p> <p>9. Consultation: It seems that the majority of "consultation" and "advertisement" is happening like the SAP process. Poorly and with limited local engagement. Planners working within Council need to accept some responsibility for the way of life in the Snowy Mountains.</p> <p>Please say NO to this proposal as responsible local representatives of this Community. There are several developments in the area, along with the SAP that allow for more housing and staff accomodation. This development is neither cost effective, nor safe. Let's not destroy farmland, destroy a small village, and put people's lives at risk by going ahead with this development.</p> <p>I am more than happy to engage and discuss further and have previously in discussion with Council staff spoken about establishing a reference group of local residents in Kalkite.</p> <p>[REDACTED]</p> <p>[REDACTED] Kalkite is a unique small community and a development of this scale is inappropriate given the lack of infrastructure and access challenges.</p> <p>SMRC are already under financial stress and the development will add pressure that Council have no capacity for. Rates already have challenged the Community and this development is outside of the scope of the SAP plus also totally inappropriate based on consultation and conversations even the State Planners initiated throughout the SAP process and consultation.</p> <p>In anticipation of your engagement and further relevent consultation,</p> <p>[REDACTED]</p>		
136.	22/08/2023	<p>The Kalkite waterways is a very sensitive ecological area and this development would have serious consequences on the ecosystem. I have yet to see any detailed consideration of the major impacts this development would have on the local wildlife. The waters and creeks in the area are populated by Rakali, a rare native Australlian water based rodent. The Rakali burrows on the foreshore of Kalkite and feed in the shallow water surrounding this waterfront development location. With</p>	Quality environment, wildlife, stormwater, water quality	Do not support


		<p>increased human population, foot traffic and grey water runoff, their nesting and feeding grounds could be badly affected. There are frequent siting of Platapus in this area and will be affected in the same way as the Rakali. The native Galaxias and / or Mountain Galaxis breed and live in the waterways and lake edges in the Kalkite area. They are an essential part of the local ecosystem and extensive resources are currently being invested to support their survival in our region. From a land based perspective, the Kalkite area is also home to various Pigmy' Possums and they have been documented in Kalkite. I am happy to share evidence of their presence in Kalkite. There has been no consultation with the local community of the local wildlife that is documented in this amazing wilderness that is Kalkite and no input from the relevant authorities on issues that need addressing. Extensive studies and consultation needs to be conducted before any development can even be considered.</p>		
137.	22/08/2023	<p>[REDACTED]</p> <p>I read with concern an email that the Mayor just wrote to a fellow member of save our Kalkite. She referenced referral to ICAC. This was I note on the lips of many leaving the so called consultation between Council and Developer with residents on 24 July 2023 and I referenced it in my first submission.</p> <p>I note also Council's concern about adverse comments made about Council and Counsellors raised at its 17th August meeting, which I thank Council for the opportunity to speak at. I wonder to what extent Council's own behaviour breeds adverse comments, as in my experience, its management of the Kalkite development to date is achieving this in bucket loads.</p> <p>For a decade of my almost 40 years in legal practice I worked as a Senior Lawyer in the Commonwealth Government and in that capacity I obtained post graduate management qualifications. I was seconded on a number of occasions to other agencies to investigate grievances or concerns that another agency had, and that they, for transparency reasons wished to see investigated at arms length.</p> <p>I never once came across frank evidence of corruption, even although that was often on the lips of people within the agency that I performed an investigation at.</p> <p>More often than not there was a misperception by staff – an error of fact or error of law that had triggered staff behaviour in a particular manner and that formed the root of a very poisonous tree.</p> <p>I suspect that the 'smoking gun' here may be a misunderstanding by Council staff or management about what a Gateway Determination in respect to a development in Kalkite AFTER approval of the Jindabyne SAP, and they have leaped to the belief that it is some sort of endorsement of a sort of 'satellite SAP', and they have then engaged in a process that has sought to actively facilitate this process by nurturing the development application.</p> <p>It is of course nothing of the sort, and all that has happened is that the NSW Government has given permission, for Council to apply its Strategic Plan and LEP to the project- a process that would, following community engagement, and the application of the LEP logically see the proposal rejected.</p>	Consultation process, SAP	Do not support

		<p>I am concerned that if Council continues down its current path in respect to this matter, battle lines shall be drawn, and the poor hapless ratepayers of Snowy Monaro shall be exposed to the high cost of litigation, either at the hands of a developer, or at the hands of their own citizens.</p> <p>Mayor and Councillors, I would welcome an opportunity to discuss my concerns further with you.</p> <p>PLEASE LISTEN!</p> <p>[REDACTED]</p>		
138.	22/08/2023	<p>Dear Councilors,</p> <p>Please see attached correspondence from [REDACTED]</p> <p>Kind regards,</p> <p>[REDACTED]</p> <p>22 August 2023 Snowy Monaro Regional Council Via email only: council@snowymonaro.nsw.gov.au Attention: The Councilors Dear Councilors, Re: Kalkite Planning Proposals</p> <p>[REDACTED]</p> <p>[REDACTED] I have taken a keen interest in the Jindabyne community, Lake Jindabyne and the surrounding region since [REDACTED]</p> <p>I believe that the current planning proposal for Kalkite village is highly irregular and extremely detrimental to the entire Jindabyne community for the reasons set out below. I wish to qualify my opinion by advising that I am not against all development and I approve of many of the thoughtfully planned and environmentally sensitive developments which have occurred in recent years around Kalkite and generally in the district.</p> <p>PLANNING CONSIDERATIONS</p> <p>I believe that others more qualified than I am will address you on the current planning matrix for our region but I do wish to lightly remind you of the following issues:</p> <p>1. Snowy Mountains S.A.P. 2002 – this plan does not identify land at Kalkite for major development as has been falsely reported by both the proposed developer and Council.</p>	SAP, strategic documents, visual amenity, visual prominence, road quality, road capacity, road safety, road upgrade, sewerage, water quality	Do not support

		<p>2. Snowy River L.E.P 2013 – this plan identifies the Kalkite area as an RUI primary production zone and only suitable for small-scale development. The zoning describes exactly what is there.</p> <p>3. South East and Tablelands Regional Plan 2036 – correctly identifies tourism and visitor amenity as the key drivers of economic activity and prosperity for the region.</p> <p>4. Snow Mountains Community Strategic Plan 2042 – also requires Council to keep controls in place that protect the visual and scenic values of the area.</p> <p>5. Draft Rural Strategy 2020 and 2022 – both call for the protection of scenic values and the encouragement of agriculture. There are cogent and consistent reasons why all of these planning instruments say much the same thing. The Jindabyne business community and the population of the wider district depend very heavily on tourism. People come to the district for the scenery, the lake, the mountains, the rural ambiance and they focus on those things when they get here. Jindabyne township faces the lake. Lake Jindabyne is the focus of year-round activity and scenic appreciation. Wreck the lake and you will wreck the entire reason for Jindabyne’s prosperity.</p> <p>Most developments in the lakeside area, even East Jindabyne and Tryolean Village, are visually screened from the northern view up the lake from Jindabyne township. They are integrated into the landscape and subtle, they do not intrude. Kalkite is completely invisible from most viewing points. This is not an irrelevant coincidence, it was planned and it is vital to the attraction of the area.</p> <p>There are some other very good reasons why the scale and location of this particular development is inappropriate.</p> <p><b>KALKITE ROAD</b></p> <p>Kalkite Road is the only feasible access way into the village area. It is a local road, which means that by design it is a lower standard road which is the full financial responsibility of the Council. It is designed and intended to cope with local needs and a reduced traffic flow.</p> <p>The entire condition of Kalkite Road is poor (and this statement is not intended to be a judgment on council’s efforts). The road surface is poor and regularly breaks up because the road does not have the deeper subsoil foundations of a higher quality regional road. It has probably already reached its full traffic capacity.</p> <p>There is an extremely steep segment down the eastern escarpment of Lake Jindabyne which is sign posted “Trucks use low gear” for very good reason. The road is narrow, it has several blind corners and there are numerous places where there is no effective verge (by which I mean that if a car leaves the road it either goes over a steep slope into the trees on the downhill side or it slams into a high bank on the uphill side).</p> <p>To further complicate matters, the road is subject to low cloud or fog at many times during the year and becomes dangerous with snow and ice a few times each winter. Because of the nature of the landform around Kalkite, it is extraordinarily hard to see how the line of the road can change. It is also unlikely that the weather conditions will alter.</p> <p>In fact, the Kalkite Road has been the scene of several serious accidents over the years including when a multi-seat vehicle full of school children slipped off the road and ran down an embankment and into a tree as a result of ice on the road. It is noteworthy that the school bus sometimes suspends service because of weather conditions on the road. Although I do not have the exact records, I know that several cars have collided or left the road to avoid head-on accidents over the last 20 years.</p> <p>At a bare minimum, to accommodate the extra number of houses which are proposed, the Kalkite road would need to be upgraded to a regional road standard. Such a requirement would be a major civil engineering venture which would involve road widening, extensive excavation into the hillside, straightening of existing curves and completely reforming the sub-</p>		
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		<p>base. Even civil engineering experts might get the costing wrong but on my estimate many millions of dollars would probably not see the upgrade completed and I have heard an estimate of \$60 million.</p> <p>To put the above problem into context, the New South Wales Guide to Traffic Generating Developments TDT 2013/ 04A NSW RMS estimates that each detached household will generate 9 traffic movements per day, but let's be conservative and use a figure of 7 traffic movements a day. If the new development is approved then Kalkite Road will service approximately 400 detached households and generate 2800 traffic movements per day. The same Guide tells us that there will be 320 traffic movements in peak hour each morning and evening, or alternatively, one car every eleven seconds travelling up or down Kalkite Road. The present road will simply not withstand the volume.</p> <p>Even assuming that Council inevitably puts the entire cost of an upgrade onto the developers as a headworks contribution, the result will be extremely problematic, and dangerous to the entire Kalkite community.</p> <p>Firstly, Council is proposing to take on the problem of a massive road upgrade which must occur prior to the construction of the major development which causes the problem. This must necessarily involve making the road much bigger and more prominent.</p> <p>Secondly, Council will still have the problem of the visual degradation of a major road running down the northern end of the Jindabyne valley (more on that below).</p> <p><b>KALKITE SEWAGE WORKS</b></p> <p>This plant was recently upgraded to take the extra effluent from the small, "Three Rivers" subdivision (42 blocks averaging 1500 m<sup>2</sup> per block).</p> <p>Council should be aware that it is already sending a pump-out truck to the settlement pond numerous times a week in order to keep this sewage plant under control during peak periods.</p> <p>A significant problem is that this sewage plant is located in a gully with no available flat land for it to expand, and a few metres away at the bottom of the Gully is Taylors Creek. If sewage overflows, or is flushed out during heavy rain, it goes into the gully and down Taylors Creek into Lake Jindabyne, which is about 400 m away. There is limited room to expand the present sewage works, and an ever-present risk that it might overflow if allowed to get too full.</p> <p>As a matter of interest, the existing community of Kalkite draws, it's potable water from a site about 1 km further down Taylors Bay. This raises the stakes if a mismanagement event occurs. It would be as well to remember that just this year the community at Charlotte's Pass was fined some \$200,000 by the environmental authorities for allowing a sewage spill to occur.</p> <p>So, if the sewage works at Kalkite were to need to expand, there is very limited space to do it. But if another 220 houses were to be built in an extended village area, then the capacity of the sewage plant would have to double. There is unlikely to be sufficient room in the present plant and overcharging the sewage works will lead to toxic spills into Lake Jindabyne.</p> <p>It would seem that another sewage plant would need to be built. But it can't be downstream of the existing plant because that would place it adjacent to existing houses in the village. It is possible that another plant could be built on flat land to the south of the proposed development. That would place it on the foreshore of Lake Jindabyne, and in full view of the new development and Jindabyne township. Both possible solutions would bring the sewage plant too close to Lake Jindabyne and breach the existing lake regulations.</p> <p>It is possible that all these problems might be resolved by the expenditure of another large sum of money, however, they illustrate that the site is really not suitable for a development of this size and scale. It would seem that the restrictions in the existing planning instruments make some sense after all.</p>		
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		<p><b>VISUAL AMENITY</b></p> <p>I've already mentioned the visual amenity of Lake Jindabyne as an extraordinarily valuable tourist resource for the entire region. It is one of the main reasons why tourists come there, combined with the higher altitude attractions further up the main range.</p> <p>Doubtless, the above considerations are why so many of the existing planning instruments quite correctly reference the natural environment and landscape, including visual and scenic values.</p> <p>Kalkite lies directly to the north of Jindabyne township, and straight down the middle axis of the lake. This is the natural line of sight and it draws the gaze of every person visiting the Jindabyne commercial centre, which has already been cleverly planned to rise up the ridge and capture the view for the benefit of its visitors.</p> <p>The present Kalkite village rests in a depression, and is shielded to the south. It is not seen from Jindabyne. At night, there is barely the twinkling of a light seen at the northern end of the lake. Even the new Three Rivers Estate higher up the escarpment will not be seen amongst the trees.</p> <p>The proposed new development is situated on a bare ridge entirely in the line of sight from Jindabyne township. From the details in the publicly available material, it will be a dense urban form with large houses on mid-size blocks. There will be few trees. There is no parkland. By day, the proposed development will present as a shimmering ridge, choked by roof lines. At night, when each house is lit and the street lights are on, it will present like a well-lit battleship moored across the northern reaches of the lake.</p> <p>In short, especially at night, the proposed new development will be clearly visible, will be a major source of light pollution at the northern end of the lake, and will also be clearly visible from the Thredbo and Perisher roads. It will go a long way to converting Lake Jindabyne into an urban pond not much different to Lake Burley Griffin in Canberra. That is not an ideal path to augment the attraction of our region.</p> <p><b>CONCLUSION</b></p> <p>I have not sought to address every possible objection that one might make to the proposed new development. The issues which I have concentrated on are the ones which are practically unsolvable on the present proposal. I urge the Council to think very carefully about the wellbeing of the entire Jindabyne community before committing to projects which degrade Lake Jindabyne and corrode the region's attraction as a holiday destination.</p> <p>It seems clear that Kalkite is not at all suitable for the present proposal and it should be rejected.</p> <p>Yours faithfully,</p> 		
139.	23/08/2023	<p><b>TWO ACCESS POINTS TO A DEAD-END ROAD DOES NOT MAKE TWO EXITS FROM A BUSHFIRE</b> The Strategic Bushfire Study for 56 HILLDOWNS ROAD says that: "the site is constrained by one road in, which traverses bush fire prone vegetation and poses potential risk of being cut off in the event of a bush fire." It further states that: "suitable mitigative measures should be considered to reduce and manage the level of bush fire risk"; and that these measures include that "the current subdivision layout shown should provide a second point of access back onto "Hilldowns Rd"" and that "the volume of any new vegetation should be limited"... Let's break this down... Firstly, two points of access to Hilldowns Road and/or Kalkite Road make little difference if Kalkite Road, the one access way into the whole areas, is cut off. The site is described in the report as</p>	Bushfire, evacuation, RFS shed, visual amenity, stewardship zone	Do not support

		<p>an "isolated location" with "constrained access"... yet "RFS does not raise a fundamental objection to the proposal"... does this mean they think they can defend property assets the size of Adaminaby with one fire shed??? Secondly, referring to the risk of Kalkite being cut off in the event of a bush fire as a 'potential' risk is misleading. It is a very REAL and current risk, it has happened before and it will likely happen again. So it IS a BIG risk and will likely be a FUTURE ISSUE. Thirdly, if limited extra vegetation is enforced, then this development truly would have a devastating visual impact on the scenic protection area that is in contravention of the Local Environmental Plan. Fourthly, all this talk about mitigating fire danger, yet the development has 'stewardship areas' allocated on the steepest and most inaccessible terrain on the development... what will stop these areas becoming a weed infested fire danger to the locale with no land owner responsible for them?? Finally, and most controversially, is it a coincidence that RFS representatives raised no fundamental objections to the planning proposal when the RFS have identified that "the existing fire station is generally inadequate" and they are getting land out of the planning proposal from the developer; "a block of land of sufficient size to accommodate a future brigade station is welcomed and would likely expedite future processes regarding servicing the site" (aka a shed double the size and two vehicles instead of one). Maybe our maths is wrong, but how is doubling the size of the RFS facilities a benefit if the population is tripled?? Sounds like one step forward, two steps back!!!! Given these inconsistencies, there are villagers in Kalkite who really wonder whether this "strategic" bushfire assessment can be trusted at all? The report states that the "RFS... will provide further consideration following formal exhibition of the PP." That formal exhibition is happening NOW and we would very much like to see the outcome of RFS further consideration whilst we still have time to provide feedback!!!!</p>		
140.	24/08/2023	<p>██████████ so let us hope that it is good news and that the development does not go ahead at all. It is not suitable especially with the developments already in progress in town not yet fully sold and occupied.</p> <p>Thank you for your confirmation of receipt of my submission. This was only the start there is more. The longer I think about it the more there is to comment about.</p> <p>██ so I know how things were and are now over that time period. It is my experience that staff for the winter trading period and winter visitors do not want to be so far out of town it adds an extra 15-20 minutes onto their travel to the snow fields.</p> <p>I also note that there are still some blocks undeveloped in Kalkite after ██████████ This current proposed development is nothing like the hidden Kalkite Village that there is now. The landscape view from Jindabyne towards the mountains will be a scare on the landscape horizon and the views of the mountains Jindabyne town &amp; surrounds enjoys.</p> <p>This is clearly being rushed through in the hope that we do not have time to respond due to the timing. I have listened to the ads on the radio in recent days. Which just so you know even as a rate payer we did not get any correspondence regarding this development. Shamefully really relying on a private 3rd party such as Facebook to get information out in the community.</p>	Travel time, visual amenity, consultation process	Do not support

141.	24/08/2023	ORIGINAL SUBMISSION AS SCAN	Traffic increase, intersection delay, employment, crime, visual amenity	Do not support
142.	24/08/2023	<p>Dear Councillors I would like to express my deep concern for the proposed re zoning of 56 Hilldowns Road Kalkite. Kalkite is a unique location! There are very few places like it in Australia due to the very issue we are discussing here which is the inappropriate proposal to add 200 odd houses to this site! Having frequented the Kalkite area for approximately 35 years I have seen it grow to the point is now. The blocks in the original village are mostly built out. The location is such that people go there for a retreat, to enjoy the nature and countryside for which Kalkite is well known. As it stands the road is barley adequate for the amount of traffic it now carry's adding such a massive volume of cars to this road would be extremely unsafe for users not to mention the wildlife that is supposedly protected in the areal You frequently see animals (mostly native) that have been killed by road users. As there is only one road in this also raises concerns should a bushfire occur which we believe will happen with more frequency due to climate change. There is no way to fix this as widening alone will not solve the issue. The current owners and the ones seeking to develop the land are wealthy developers from Sydney who have a history of doing this type of thing to beautiful locations such as Kalkite with no thought or regard for the people who live there who will be most impacted. The visual eyesore of a housing estate that will do nothing to alleviate the local housing shortage is simply incomprehensible. The northern end of the lake is there to be enjoyed by those who love the nature aspect. The pollution alone will ruin that end of the lake. The plots of land will be bought up mostly by wealthy residents from Sydney or Canberra further contributing to the unaffordable housing crisis that is currently happening across the Jindabyne region. I strongly urge you to investigate this matter fully, picture what all those houses on the lake foreshore will look like and not let developers again ruin a beautiful and unique part of our area! Sincerely, [REDACTED]</p>	Village feel, road capacity, wildlife, road safety, visual amenity, affordable housing	Do not support
143.	25/08/2023	<p>It is another instance of increasing the population significantly without building or implementing the infrastructure to support it, which I see far too often in NSW. I find the new houses in East Jindabyne to be soulless and cramped, no doubt investors will similarly take advantage of this block in Kalkite to build dual occupancy dwellings on tiny blocks of land, each house designed from the same cookie cutter with no individual qualities. You're proposing to move quite a large amount of people to Kalkite considering there are no shops and dodgy roads. I assume you've taken into account the high levels of the lake for the dwellings near the water line? There is a regional housing crisis- yes, but this is not the answer. I am a renter, always afraid of what's around the corner and unable to afford a house myself. What are these blocks going to sell for, only to then be rented out for over \$1000 a week (and that's me being conservative)? I still won't get a foot in the door. I still may be forced to leave one day despite [REDACTED] Once built, these will be reserved for winter bookings and Air BnBs. If you want to help the community, implement regulations surrounding that. [REDACTED], waiting for the Winter crowds. Thank you for reading my submission.</p>	Population increase, affordable housing	Do not support

144.	25/08/2023	No adequate services in Kalkite or surrounding towns to cater to such growth (i.e. supermarket, medical centre, playgrounds, parking etc.) - Wastewater treatment plant can't manage current needs - Ruins the aesthetic and character of the area, this is not metro Sydney... this is country-living. Large plots of land not cookie-cutter suburbia is what is desired.	Services, infrastructure pressure, visual amenity	Do not support
145.	25/08/2023	Very concerned that 220 lots is an extreme number. We are struggling to have appropriate infrastructure with current population. We have ONE entry/exit to main road. 220 more people driving along the main road will make it even more difficult to get in and out of. Accidents will happen as drivers look for that brief space between speeding traffic.	Dwelling density, infrastructure pressure, road capacity, road safety	Do not support
146.	26/08/2023	Would be great to have these developments to increase job opportunities for the growing population and increase of services for better lifestyle	Employment, population increase, services	Support
147.	26/08/2023	I support this proposal. Jindabyne and surrounds needs more housing. There is a housing crisis.	Affordable housing, housing availability	Support
148.	27/08/2023	It's a massive development isn't it. It's another village - 220 blocks, presumably dual occupancy - which demands infrastructure well beyond a fire shed, upgraded roads and access to the lake, and open space. What is needed is what a village needs- footpaths, playgrounds, bus shelters, shops, trees and gardens, swimming pool, sports facilities. And the list goes on. This should be provided BY THE DEVELOPERS. Not by ratepayers. For too long DAs only ask developers for the absolute minimum and a change can start here. And go on to future development in our area. I can sympathise with Kalkite residents but the Region has to see this as a chance for a change. Of course the traffic to and from Jindabyne will be severely affected and then everyone is, residents and visitors alike. We should require more from developers while we have the chance,	Dwelling density, infrastructure pressure, traffic increase	Neutral
149.	27/08/2023	The proposal should not go ahead under any circumstances in its current form. An addition of 220 sub-lots is a drastic over-development which would have more negative impacts on the community than positive. To list a few major concerns: 1. Local infrastructure and amenities are not available to support hundreds of more households. Both Jindabyne schools are at or near capacity. Woolworths struggles to ensure adequate stock for year-round locals, with significant issues through peak tourist times. The tip at Jindabyne is at, or nearing capacity. There is no available 24-hr health hub for emergency care. There is a lack of social care support for elderly or disabled residents. The turn at Kalkite Rd would become more dangerous than it is during high periods of traffic, even with upgrades. Allowing for cafe/small stores in the planning proposal at Kalkite does not ensure that they will be provided, nor that a business will survive (the long promised IGA at Berridale is not progressing due to a disagreement on who should build the building for example). This is just to highlight a few issues around amenities and infrastructure. 2. The homes will not be affordable: this seems to be the crux of the application, positioned that hundreds of more homes will be available for local residents to purchase. This is a complete fallacy, and frankly an insult to the intelligence of local residents. The economic modelling does not take into account post-covid data and relies on outdated census data (from 2016, not 2021). There is no consideration of changes in interest rates, nor the increased cost of materials making the cost of new builds considerably more expensive than even 18 months ago. Salary data is averaged from across the state, not reflective of the realities of the Monaro region which impacts how 'affordable' these supposed lots will be. The town in its current state cannot support any more short term lease, where wealthy individuals from outside the area with greater buying power purchase holiday property. The serious challenges facing long term renters affecting staff availability	Services, road safety, affordable housing, infrastructure costs, compliance, dwelling density	Do not support


		shouldn't need to be outlined further, being well known if you're at all familiar with living in the Jindabyne region. 3. Who will build this infrastructure? There is already a severe shortage of available builders and trades in the area. That any of these dwellings would be able to be built in a timely and cost-effective manner is highly unlikely, once again undermining the argument of these being 'affordable' homes. 4. Snowy Monaro Council is under severe financial stress. How will upgrades to infrastructure (roads etc.) be funded? How will they ensure that planning/building is done in line with approved rules and plans? There are already several examples in Jindabyne where individuals built out of scope, but no repercussions were forthcoming. In short, this proposal reads as a cash-grab, positioned as a philanthropic venture. The proposal if it goes ahead, will benefit only the wealthy few and see a further erosion in the community fabric. A smaller proposal could be considered, perhaps up to 50 dwellings. Council has not just a business duty, but a moral obligation to reject this proposal.		
150.	28/08/2023	After viewing the public drop in there are concerns I have about the proposal being: - the lack of infrastructure - power supply and risk of grid overload - safety of the road with extra vehicles - the size of the Kalkite bus stop car park for people who share commutes - the impact on the native ecosystem. As this proposal is not supported by the community for issues mentioned, I think a review of the size and scale of the project should be considered.	Electricity, road safety, public transport, environmental impact, dwelling density	Neutral
151.	28/08/2023	I am a [REDACTED] I am therefore interested in any road upgrades, and infrastructure plans associated with the proposed development .	Infrastructure upgrades	Neutral
152.	28/08/2023	I oppose the development on the scale that is planned. I understand that some development is necessary however the proposed footprint and number of dwellings far exceed the existing Kalkite Village. A new build with so many dwellings cannot align with the existing character of Kalkite Village. The increase in residents and dwellings will put a lot of strain on roads and sewerage. There would need to be significant upgrade of this infrastructure for such a development to be successful.	Dwelling density, village feel, infrastructure pressure, infrastructure upgrades	Neutral
153.	28/08/2023	Obviously another plan to reap \$Millions by unscrupulous seller and developers. Another case of the authorities missing the big picture about over population. All migration must be terminated as Australia is 'full up' and human activity is destroying the country.	Population increase	Do not support
154.	1/09/2023	Dear Councillors, Re Planning Proposal: 56 Hilddowns Road, Kalkite [REDACTED] [REDACTED] we would like voice our opposition to the proposed development in Kalkite. Our main concerns have already been articulated by many submissions from Kalkite residents. Infrastructure- Roads, sewerage Bushfire evacuation Flora and Fauna Adverse effects on visual amenity of the area and quiet lifestyle. We have been to two meetings with the developer representatives and nothing we have heard from them allays our fears. This developer led proposal is inconsistent with the character and scale of the surrounding area and we hope that after council meet with the residents it will evident to them too. Yours sincerely [REDACTED]	Infrastructure pressure, bushfire, evacuation, environmental impacts, visual amenity, village feel	Do not support
155.	4/09/2023	This kind of large urban style development is not suitable for that location. The township of Jindabyne should be the priority for suburb development rather than creating more blights on the landscape in location which are not convenient to schools supermarkets etc.. the added traffic burden is also of concern .there are so many negatives to these things that I'm sure you are really aware of .I am Looking forward to the availability of affordable land for young families around jindabyne township	Visual amenity, services, traffic increase, affordable housing	Do not support

		,and not just money grabs by developers who do not care for local town or environment placed all over the area with no real cohesion .		
156.	5/09/2023	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>Dear Mayor &amp; Councillors</p> <p>HILLSDOWN ROAD SUBDIVISION PROPOSAL FURTHER SUPPLEMENTARY SUBMISSION</p> <p>In speaking to several Councillors, it is apparent that they are unaware of the issue of the need to protect the visual amenity on Jindabyne and Eucumbene lakes and of many broader issues regarding Kalkite access inc road widening consequences and Hilltop Road. One of the reasons for this is the large nature of the amalgamated shire and the lack of knowledge of regionally specific policies and issues.</p> <p>I note that the SAP Plan, which deals with the Resorts, Jindabyne, East Jindabyne, and an area on the Southwestern side of Lake Jindabyne actively seeks to protect visual amenity by confining development to an area of the lake that has been extensively developed.</p> <p>Indeed, the SAP seeks to actively protect visual amenity of Lake Jindabyne, by providing that development should not 'detract from the existing vistas of Lake Jindabyne' p47. And that as a performance criteria:</p> <p>A. Development should be sensitively integrated into the natural landscape and topography to minimise visual impact and should consider the vistas and views across lake Jindabyne and the Snowy Mountains.</p> <p>The SAP Plan does not apply to Kalkite, either legally or even inferentially.</p> <p>The proposed Hillsdown Rd development is curious as it will significantly impact visual amenity in two respects:</p> <ul style="list-style-type: none"> <li>The development would clearly visible from the lake, and would be visible from Jindabyne- the Kalkite village is not. Comments in the developers proposal about visual amenity are nonsensical.</li> <li>Any attempt resolving the blind bends on Kalkite Road would require the use of explosives and excavation of the hillside to widen the road. The resultant scar would destroy a stand of Snow Gums (which are protected flora) on the hillside above the road. This would further damage visual amenity.</li> </ul>	Scenic protection area, Hilltop Road, consultation process	Do not support

		<p>Visual amenity is protected by the Snowy River Local Environment Plan 2013 which I have set out with emphasis added below.</p> <p>7.6 Development within the Lake Eucumbene and Lake Jindabyne scenic protection areas</p> <p>(1) The objective of this clause is to protect the following attributes within the catchments of Lake Eucumbene and Lake Jindabyne—</p> <p>(a) the visual qualities and scenery,</p> <p>(b) the sense of isolation that can be enjoyed in many areas on and adjacent to the lakes,</p> <p>(c) the recreational functions of the lakes, including its attraction as a fishing destination,</p> <p>(d) the water storage functions of the lakes.</p> <p>(2) This clause applies to land identified as “Lake Eucumbene and Lake Jindabyne” on the Scenic Protection Area Map.</p> <p>(3) Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that—</p> <p>(a) the development will not have an unacceptable visual impact on the scenic quality of the area when viewed from the relevant lake at its full supply level or from a public place, and</p> <p>(b) the development has been designed to prevent any intrusion into the view from the lake at its full supply level.</p> <p>(4) In deciding whether to grant development consent to development on any land to which this clause applies, the consent authority must consider—</p> <p>(a) the visual impact of the development when viewed from the relevant lake at its full supply level or from a public place, and</p> <p>(b) whether the design and construction of any new buildings (including ancillary development) prevent any intrusion into the view from the lake and minimises any adverse impacts on the view from the lake and surrounding areas, and</p> <p>(c) the number, type and location of existing trees and shrubs that are to be retained and the extent of landscaping to be carried out on the site, and whether provision has been made for the planting of appropriate native species where the planting would visually screen the development.</p> <p>In order to understand visual amenity one needs to understand what the Snowy Mountains lakes offer, and it is not only Trout.</p> <p>The lakes offer the sound of silence, the absence of suburbia or backlighting, and the beauty of those gorgeous red sky Monaro sunsets, followed by a clear view of the stars and night sky, while one feels the coolness of a mountain evening on ones cheeks.</p> <p>It is a sort of Man from Snowy River, frontier feeling that one can experience nowhere else in NSW, and in an increasingly crowded state, it is an experience that is ‘bankable’.</p> <p>If you locate houses around the lakes, people on the lakes in boats look at suburbia. Those fishing from the bank face an additional problem in that they cannot get access to remoter locations.</p>		
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		<p>While Jindabyne and Eucumbene appear large, areas fished from the bank are not. Fifty percent of the shoreline is taken up by National Park and is not accessible.</p> <p>There are limited roads that enable the public to access Eucumbene and Jindabyne.</p> <p>Eucumbene can be accessed via road at Old Adaminaby and Angler's Reach (which provide no sense of isolation).</p> <p>One can access Yen's Bay by Bushrangers' Road, Old Adaminaby Cemetery, Seven Gates Bay Road, the next access is through the Frying Pan Caravan Park.</p> <p>There are one or two other access points toward Buckenderra but that is it.</p> <p>Jindabyne is even more limited. One has Kalkite Road and Hillsdown Road- the latter being a road that the developer has sought to purchase.</p> <p>If the sense of isolation and scenic amenity is damaged through development, the desirability of the lakes as a destination would be significantly diminished.</p> <p>Since the development of Angler's Reach and East Jindabyne there has been no development permitted around either lake other than a limited amount of backfill between East Jindabyne and Tyrolean Village, which was quite logical given available infrastructure and the fact that, because of surrounding development it did not diminish.</p> <p>HILL TOP ROAD</p> <p>One further issue regarding the development is Hill top Road.</p> <p>One can assume that if Kalkite Road traffic increases by 2/3rds because of development, approximately half of the traffic shall travel North and half South.</p> <p>Traffic heading North tends to use Hill top Road.</p> <p>The Hilltop / Eucumbene and Kalkite Road intersection would need significant upgrading with at least a roundabout. Hilltop Road would also need to be sealed.</p> <p>I note that the DA that preceded the current smaller DA that applies to 'Three Rivers Estate' imposed a requirement that the developer fund the sealing of Hill Top Road.</p> <p>It would appear that Hilltop Residents have not been asked to comment upon this development and they should be.</p>		
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		<p>Yours sincerely,</p> <p></p> <p>4 September 2023</p>		
157.	5/09/2023	<p>Dear Mayor and Councillors,</p> <p>I was last night notified of the Stantec Traffic Impact assessment report. It is 268 pages long with appendices. I note that public consultation, which has now been extended, closes next Monday 11/9/23.</p> <p>As an important consideration for the developer led planning proposal it is a pity this was not available at the beginning of the formal public consultation period. More concerning is that this technical information was not available to be analysed to help inform the Council Report that recommended a pathway to Gateway - as happened in September 2022. Having all the relevant information together is always a help for the elected Council and the community when these types of speculative proposals come in.</p> <p>I have previously raised a point regarding the adequacy of information to enable a meaningful consultation with the community to take place. It seems Council staff had similar concerns. I have already asked for an explanation why the Chief Strategy Officer (CSO) set aside planning staff concerns as to the timing of consultation and the unavailable traffic information. You will recall me letting you know that evidence was provided that identified that the CSO was contacted directly by the developer in order to commence the formal consultation stage despite stated staff concerns. It appears the CSO complied with the developer request and just overrode the planning staff. That is an unusual situation to arise in a Council. It would at the very least require discussion and meetings to reconcile those two positions. All of which should have been properly file-noted. To date no explanation has been provided why the CSO chose to override the planning staff.</p> <p>Finally, I will remind Councillors of the comment from staff, made to a community member, on 24 July 2023 that "the Kalkite Road is scary". At least they had actually driven down it at least once!</p> <p>More specifically on the Stantec Report</p> <ol style="list-style-type: none"> <li>1. Any traffic counts this winter cannot be reasonably considered as being representative given the nature of the 2023 snow season. I am informed accommodation utilisation across the region was down by a third.</li> <li>2. Council should be alert to the certain long term financial cost associated with maintaining road infrastructure in Kalkite if this proposal moves ahead.</li> <li>3. The suggestion of widening of Kalkite Road (6.4.7 Stantec Report) is not properly explained. There is no commentary or</li> </ol>	TIA, consultation process	Do not support

		<p>analysis associated with the existing road widths, condition, blind corners, grade or the restrictive topography.</p> <p>4. Given the topography that widening recommendation may not be feasible or even legal (snow gums removal on road edge). That practical issue is not tested or explored.</p> <p>5. Any road widening works, of this potential scale, will involve significant road closures. Public inaccessibility aside, there is no exploration of the risks associated with such closures for bushfires or emergency access.</p> <p>6. The recommendation (6.4.7 Stantec Report p31) that the financial risk of road upgrade costs are managed via "development contributions plan", which is then neither defined or disclosed in any detail, is an unacceptable future risk for Council.</p> <p>7. Furthermore (6.4.7 Stantec Report p31) the comment " MANAGED THROUGH A DEVELOPMENT CONTRIBUTIONS PLAN AS THEY BENEFIT MULTIPLE DEVELOPERS" is vague and confusing. What other multiple developers? Is something else going on that the Kalkite community does not know about? Despite the plethora of strategic documents and direction to the contrary, Is the village of Kalkite going to become even bigger than this 400 odd dwelling proposal? This type of proposition by the developer will open Council up to significant risk in that the build costs for the upgraded road will be borne by the ratepayer, up front, rather than by the developer. That trap is pretty obvious but given the process issues associated with this proposal, inaccurate media attributions and the unusual departure from set strategic policy I can only wonder if Council are properly alert to it? Given the parlous financial state of Council, even with a 54% rate hike over three years, that would be something to be very aware of.</p> <p>7. It is noted in the Stantec Report (p17) that the assumption, informed by Council, is that 300 dwellings are modeled for 'section A'. That is based on 40% of 'section A' having 214 lots used as dual occupancy. Of course that does not mean there wont be 428 dwellings as each lot "could" in actual practice have a dual occupancy. It is also worth noting, again, that there are 163 dwellings in Kalkite at present. The sheer scale of additional dwellings can only mean the deliberate destruction of the existing character and amenity of our beautiful small alpine village.</p> <p>8. Similarly the care for core scenic values and prominent view impact from the west and south of this sprawling proposal, a subject of long standing protective Council policy and so far largely ignored in the proposal assessment, does not appear to be a key concern of the current Council.</p> <p>9. If Council is to disregard community feedback, its own existing strategic documents and approve this proposal, there should be NO weekend construction work allowed given the Village is a centre for tourism accommodation. Furthermore allowing full-time residents the ability for some respite and quiet amenity from what will amount to the construction site of a new town adjacent to the existing village over a lengthy period of time. I know that technically this is an issue for another stage, but I note the Stantec report suggests, as a given, Saturday work between 8am and 1pm (p23 Stantec Report).</p> <p>10. Is point 5.3.4.5 (p24 Stantec Report) a joke or just simply misinformed? There is no public transport in Kalkite. There is a</p>		
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		<p>school bus run. This important fact also appears to have been a surprise to Council staff at the 24 July 2023 community meeting, who similarly thought there was a public transport service. Repeating that misinformation does not change the fact it is wrong. All the new dwellings will be completely reliant on private car based transport. How sustainable is that?</p> <p>Kind Regards</p> <p>██████████</p>		
158.	5/09/2023	<p>Following is a statement from ██████████ regarding the proposed development at 56 Hilldowns Road, Kalkite. I wish it to be known that I am totally against this development. I have lived in Kalkite for 24 years and have enjoyed the tranquillity and pristine conditions. I have spoken to many of my neighbours about the development and they are also 100% against it. One of the individual factors in Kalkite compared to the other proposals around Jindabyne is one road in and one road out and this requires negotiating a steep escarpment. In the news recently was the story of a subdivision in Victoria with one road in and out and it showed vehicles lined up not moving, waiting to exit the subdivision. Exit time was guessed at an hour. It seems the residents are now paying the price for their Council allowing this development to go ahead. In Kalkite, you must own a car to have access and exit. This means there are a large number of cars per residence. Taking into consideration the large number of proposed developments around Jindabyne and the large number of people it will attract there is no way there will be enough employment. In fact, the rate of unemployed will be high. What this means for Kalkite is if you haven't got a job you can't run a car, so you have a pool of unemployed trapped in Kalkite. A percentage of these will be youths and you only have to watch the news to see what happens when you have bored youths. Also, with all the other subdivisions proposed around Jindabyne I can't see why development in Kalkite is necessary. If it is, there is plenty of land on top of the escarpment with the Hilltop subdivision. This would have easy access; the necessary utilities would be easier and cheaper to build and there would be no pollution going into Lake Jindabyne. The proposed development in Kalkite will look like a western Sydney subdivision has been dumped on the edge of the lake and this would be best described as UGLY! So, this leaves the Council to decide. Do they support the people who voted them into office in the hope they would support their wishes and interests, or do they support the money grubbing, greedy developers whose only interest in Kalkite is how much money they can make out of it? Signed ██████████ 24 August 2023 ██████████</p> <p>██████████</p>	Evacuation, traffic increase, employment, crime, dwelling density, visual amenity	Do not support
159.	6/09/2023	<p>Dear Mayor and Councillors.</p> <p>I have read the additional submission of ██████████, and concur with it.</p> <p>I would only add two things:</p> <p>Firstly:</p> <p>I have a geotechnical report prepared by ACT Geotechnical Engineers Pty Ltd dated 29 September 2017 prepared in respect to the proposed Hillsdowns subdivision. The report is not amongst the documents listed on the Council website in respect</p>	Road upgrade, consultation process, TIA	Do not support

	<p>to the proposal and was obtained for me by the law firm that handles my personal property matters.</p> <p>If requested I can provide a copy.</p> <p>The report notes on page 2 'the road cuttings were also logged, which exposed a subsurface profile of silty topsoil to 0.1m depth underlain by weathered granodiorite bedrock. The depth of the bedrock is expected to vary according to the topography. Near the tops of the hill tops the depth to bedrock is expected to be shallower (maybe as low as 0.1m) and will be stronger and less weathered. Along the flanks of the drainage gullies and in the flatter areas of the site, the bedrock is expected to be deeper (maybe &gt;1m).</p> <p>On page 3 under Anticipated Excavation Conditions he remarks that 'medium strong and less weathered bedrock would require ripping and rock hammering'.</p> <p>Needless to say Council should be very wary of any development proposal on this site that may expose tax payers to:</p> <ul style="list-style-type: none"><li>- The high cost of servicing and maintaining infrastructure to the site.</li><li>- Unnecessary delay to residents associated with road closures.</li></ul> <p>Secondly:</p> <p>It is unacceptable that a report of this size is sent to rate payers right at the end of a consultation period- let alone an extended one. To do so is suggestive of either a fundamental ignorance of a centrepiece of governance- Natural Justice / Procedural Fairness or a willingness to ride roughshod over it for whatever reason. Mayor I renew my request for an independent review of this process.</p> <p>Yours sincerely,</p> <p></p> <p>&gt; On 5 Sep 2023, at 5:47 pm,  wrote:</p> <p>&gt;</p> <p>&gt;</p> <p>&gt; Dear Mayor and Councillors,</p> <p>&gt;</p> <p>&gt; I was last night notified of the Stantec Traffic Impact assessment report. It is 268 pages long with appendices. I note that public consultation, which has now been extended, closes next Monday 11/9/23.</p> <p>&gt;</p> <p>&gt; As an important consideration for the developer led planning proposal it is a pity this was not available at the beginning of</p>		
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		<p>the formal public consultation period. More concerning is that this technical information was not available to be analysed to help inform the Council Report that recommended a pathway to Gateway - as happened in September 2022. Having all the relevant information together is always a help for the elected Council and the community when these types of speculative proposals come in.</p> <p>&gt;</p> <p>&gt; I have previously raised a point regarding the adequacy of information to enable a meaningful consultation with the community to take place. It seems Council staff had similar concerns. I have already asked for an explanation why the Chief Strategy Officer (CSO) set aside planning staff concerns as to the timing of consultation and the unavailable traffic information. You will recall me letting you know that evidence was provided that identified that the CSO was contacted directly by the developer in order to commence the formal consultation stage despite stated staff concerns. It appears the CSO complied with the developer request and just overrode the planning staff. That is an unusual situation to arise in a Council. It would at the very least require discussion and meetings to reconcile those two positions. All of which should have been properly file-noted. To date no explanation has been provided why the CSO chose to override the planning staff.</p> <p>&gt;</p> <p>&gt; Finally, I will remind Councillors of the comment from staff, made to a community member, on 24 July 2023 that "the Kalkite Road is scary". At least they had actually driven down it at least once!</p> <p>&gt;</p> <p>&gt;</p> <p>&gt; More specifically on the Stantec Report</p> <p>&gt;</p> <p>&gt; 1. Any traffic counts this winter cannot be reasonably considered as being representative given the nature of the 2023 snow season. I am informed accommodation utilisation across the region was down by a third.</p> <p>&gt;</p> <p>&gt; 2. Council should be alert to the certain long term financial cost associated with maintaining road infrastructure in Kalkite if this proposal moves ahead.</p> <p>&gt;</p> <p>&gt; 3. The suggestion of widening of Kalkite Road (6.4.7 Stantec Report) is not properly explained. There is no commentary or analysis associated with the existing road widths, condition, blind corners, grade or the restrictive topography.</p> <p>&gt;</p> <p>&gt; 4. Given the topography that widening recommendation may not be feasible or even legal (snow gums removal on road edge). That practical issue is not tested or explored.</p> <p>&gt;</p> <p>&gt; 5. Any road widening works, of this potential scale, will involve significant road closures. Public inaccessibility aside, there is no exploration of the risks associated with such closures for bushfires or emergency access.</p> <p>&gt;</p> <p>&gt; 6. The recommendation (6.4.7 Stantec Report p31) that the financial risk of road upgrade costs are managed via "development contributions plan", which is then neither defined or disclosed in any detail, is an unacceptable future risk for Council.</p> <p>&gt;</p>		
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		<p>&gt; 7. Furthermore (6.4.7 Stantec Report p31) the comment " MANAGED THROUGH A DEVELOPMENT CONTRIBUTIONS PLAN AS THEY BENEFIT MULTIPLE DEVELOPERS" is vague and confusing. What other multiple developers? Is something else going on that the Kalkite community does not know about? Despite the plethora of strategic documents and direction to the contrary, Is the village of Kalkite going to become even bigger than this 400 odd dwelling proposal? This type of proposition by the developer will open Council up to significant risk in that the build costs for the upgraded road will be borne by the ratepayer, up front, rather than by the developer. That trap is pretty obvious but given the process issues associated with this proposal, inaccurate media attributions and the unusual departure from set strategic policy I can only wonder if Council are properly alert to it? Given the parlous financial state of Council, even with a 54% rate hike over three years, that would be something to be very aware of.</p> <p>&gt;</p> <p>&gt; 7. It is noted in the Stantec Report (p17) that the assumption, informed by Council, is that 300 dwellings are modeled for 'section A'. That is based on 40% of 'section A' having 214 lots used as dual occupancy. Of course that does not mean there wont be 428 dwellings as each lot "could" in actual practice have a dual occupancy. It is also worth noting, again, that there are 163 dwellings in Kalkite at present. The sheer scale of additional dwellings can only mean the deliberate destruction of the existing character and amenity of our beautiful small alpine village.</p> <p>&gt;</p> <p>&gt; 8. Similarly the care for core scenic values and prominent view impact from the west and south of this sprawling proposal, a subject of long standing protective Council policy and so far largely ignored in the proposal assessment, does not appear to be a key concern of the current Council.</p> <p>&gt;</p> <p>&gt; 9. If Council is to disregard community feedback, its own existing strategic documents and approve this proposal, there should be NO weekend construction work allowed given the Village is a centre for tourism accommodation. Furthermore allowing full-time residents the ability for some respite and quiet amenity from what will amount to the construction site of a new town adjacent to the existing village over a lengthy period of time. I know that technically this is an issue for another stage, but I note the Stantec report suggests, as a given, Saturday work between 8am and 1pm (p23 Stantec Report).</p> <p>&gt;</p> <p>&gt; 10. Is point 5.3.4.5 (p24 Stantec Report) a joke or just simply misinformed? There is no public transport in Kalkite. There is a school bus run. This important fact also appears to have been a surprise to Council staff at the 24 July 2023 community meeting, who similarly thought there was a public transport service. Repeating that misinformation does not change the fact it is wrong. All the new dwellings will be completely reliant on private car based transport. How sustainable is that?</p> <p>&gt;</p> <p>&gt;</p> <p>&gt; Kind Regards</p> <p>&gt;</p> <p>&gt; [REDACTED]</p>		
160.	6/09/2023	<p>This report has noted some errors in the speed limit on Hilltop Road &amp; Eucembene Road - Both are 100km/hr. It would be nice to see an update of this document and if this effects the data supplied. Thank you. Updated 04 September 2023 - Kalkite Traffic Impact Assessment With Appendices (3.51 MB) (pdf)</p>	TIA	Neutral

161.	7/09/2023	I wish to comment in relation to the the road safety on Kalkite Road. [REDACTED] travels 4 times a day up from Kalkite Village to Eucembene Road during "peak hours" and thus have quite a lot of experience with this road. It is noted that only 2 accidents have occurred on Kalkite Road during the period mentioned in the report. While this may be accurate for when the development was first proposed, it came to light during our successful campaign to the council to reduce the speed limit from 100km/hr to 80km/hr on Kalkite Road, that there were quite a few "near misses" and many accidents not reported to the police. These incidents were mainly a result of poorly maintained road conditions, the absence of a centre line, wild animals, fog, black ice, snow on the road and erratic/dangerous driving of vehicles when confronted with the bus / truck, especially on bends. We request the Council to release their findings from their review in the reduction of the speed limit on Kalkite Road to the Developer to ensure that all information is freely available so that there is accurate data included in their submission and more importantly to ensure the safety of our community and our children on our school bus on the roads between Kalkite and Kosciuszko Roads. May you please advise if this has occurred. Thank you for your time. Regards [REDACTED]	Road safety	Neutral
162.	8/09/2023	ORIGINAL SUBMISSION AS SCAN	Environmental impact, visual amenity, sewerage, traffic increase, road maintenance, climate, road safety, acousitc impact, light pollution, village feel, precedence	Do not support
163.	8/09/2023	Hello [REDACTED]  I would like to oppose the 56 Hillsdown road development.  I have many concerns regarding the process, infrastructure, environment and conflicting draft guidelines in the pipework.  The attachment for the September council meeting wont load so could you provide the following answers information please?  At the time of decision-making what council/state generated current and in use document was used as a guiding template?  Thank you.	consultation process, infrastructure pressure, environmental impact, strategic documents	Do not support
164.	10/09/2023	Hi [REDACTED]  Thanks for sending the email below. Given the delay to the deadline for submissions regarding the development to 11 September, is Council still likely to discuss this matter on 19 October ?	Biodiversity report, SAP	Do not support

		<p>We are planning to add a further submission based on the updated traffic report, and we will copy you on that response.</p> <p>We have some further comments regarding the below :</p> <ul style="list-style-type: none"> <li>- The Biodiversity Report undertaken in 2022 did not address the Rezoning of Precinct 3, as this rezoning was introduced after the Report was undertaken. Hence the Biodiversity Report may not be a sound basis for rezoning, and in any case the future controls required are not defined at this stage.</li> <li>- Regarding the excerpts from the SAP : as per our submission the '10%' figure in the SAP translates to around 186 dwellings IN TOTAL across all of the region including Berridale and Dalgety, to be built by 2061. On a per capita basis, this implies that only 10 dwellings are needed in Kalkite in the next 35 years.</li> </ul> <p>For reference, here is the text from our formal submission :</p> <p>The Proposal suggests that the Snowy Mountains SAP supports it, which we consider misrepresents general statements of strategic intent in the SAP. The Planning Proposal prepared by GYDE Consulting (p8) says the Proposal is 'aligning' and 'consistent with' the Jindabyne SAP. However, the SAP clearly includes a plan for 10% of planned new capacity to come from 'Rural' dwellings, with these dwellings to come from ALL the various areas surrounding Jindabyne (Snowy Mountains SAP Housing and Accommodation Study, June 2022, p4). In the SAP, this 10% is clearly shown over the course of the entire planning horizon out to 2061, to be 186 dwellings in total, to be built in numerous places including Berridale, Dalgety, and others. On a per capita basis, the SAP implies that Kalkite would contribute less than 10 dwellings to this target. Hence any suggestion that a proposal for 220 dwellings in Kalkite is supported by the SAP is self-serving.</p> <p>We think it would be appropriate for Council to properly acknowledge that the Planning Proposal is not consistent with the SAP, and that the SAP does NOT support the creation of over 220 dwellings packed together in a small inaccessible village like Kalkite.</p> <p>Regards</p> <p></p>		
165.	11/09/2023	<p>SUBMISSION AS SCAN</p> <p>Hi </p> <p>Further to Snowy's previous submission relating to the proposed closure of the Crown road originally outlined in the above planning proposal, please see the attached objection letter.</p> <p>Kind regards</p>	Crown road, flood	Do not support




166.	11/09/2023	<p>SCAN IN ORIGINAL</p> <p>Hi again,</p> <p>Please see attached some further comments on the above Proposal, based on the updated traffic impact assessment dated 1 September.</p> <p>As stated previously, [REDACTED] Please feel free to contact us in relation to any of the content of the feedback.</p> <p>Regards</p> <p>[REDACTED]</p>	TIA, infrastructure upgrade, climate	Do not support
167.	11/09/2023	<p>SCAN IN ORIGINAL</p> <p>Hi [REDACTED]</p> <p>I hope you are well. We spoke briefly some time ago in relation to the above Planning Proposal.</p> <p>Now that some detail is now available, we have seen that the Proposal now includes [REDACTED] and I thought you might be interested in a copy of our feedback on the Planning Proposal. I realise the Planning Proposal will be subject to normal council processes, but thought you might be interested in any case. If you have any queries please feel free to call me on the below number of course. I have also forwarded this feedback through the normal Council feedback mechanism.</p> <p>In particular, I urge Council to consider the merits of the 3 precincts separately. Precinct 3 in particular is unwarranted, intrusive to the surrounding rural lots, adds very little to the overall development (only 3 dwellings) yet destroys significant rural land contrary to Ministerial directive. Precinct 3 was not included in the earlier information sessions, and has [REDACTED]</p> <p>I may try to give you a call this week if that's ok.</p> <p>Regards</p> <p>[REDACTED]</p>	Environmental impact, character, strategic documents, SAP, consultation process, construction traffic, climate, intersection, employment, bushfire, contributions	Do not support


168.	11/09/2023	<p>To the Councillors at Snowy Monaro</p> <p>I am contacting you regarding the proposed development at Kalkite.</p> <p>I would like to suggest that in the current climate of environmental degradation and unsustainable development , more of the same is hardly forward thinking.</p> <p>If you must get money from development, make them come up with something that is state of the art ethical, sustainable, environmentally friendly, people friendly, wildlife friendly. Not just more houses plonked in steep dry rocky blocks that will only be available to those with enough money to pay.</p> <p>This is an opportunity to create something special. Make it a village where the mental health and well-being of the whole community , the environment and our precious wildlife is taken into consideration so that we can all be proud of it.</p> <p>Engage emerging architects and town planners with a vision to the future. We could do so well here if it was to be done with vision. Minimum impact to the environment. Renewable energy. Zero waste. Green spaces.</p> <p>Research some of the villages they are creating in Scandinavia and follow suit.</p> <p>We have destroyed enough of our beautiful area already.</p> <p>Please consider the well being of people, wildlife and the environment and change what you plan to do at Kalkite.</p> <p>Kind regards</p> <p>██████████</p>	Climate, environmental impact	Neutral
169.	11/09/2023	<p>This whole development lacks a vision for the future and is just more of the same development for those who are wealthy enough to buy into it. It addresses no environmental, sustainability, ethical, human wellness or wildlife well being considerations at all. If we must have development make it a state of the art development going forward in a world that should surely be looking at how we can have a sustainable village with zero waste, renewable energy, green spaces, wildlife corridors and safety to cross roads and have forest homes. Nobody wants this development . Start looking at the well being of the people ,the wildlife and the environment that will be adversely affected by it. Take a page out of Scandinavian villages and develop like that if you must develop. This is not going to provide houses for needy people or look after anyone's interests except the developers. Have vision and take care of our earth instead of being greedy. Start that way of carrying out business in Kalkite. Please.</p>	Environmental impact, sustainability, health, wildlife	Neutral
170.	11/09/2023	<p>SCAN IN ORIGINL</p> <p>Dear Council</p> <p>Please see the attached letter, being a submission in relation to the above matter currently on exhibition.</p> <p>The submission has been prepared and submitted on ██████████</p> <p>Thank you and kind regards</p>	Crown road, access, signage	Neutral

171.	11/09/2023	Overall it will COST Council MONEY. The ongoing upkeep of the road, (especially if widened) will be huge in perpetuity. As with sewerage, power lines, water provision, rubbish trucks, school buses etc. The recent fires in Bredbo , Dalgety and Avonside have been an early Spring reminder of how easily a small fire can start and grow exponentially so quickly and we have a whole summer ahead of us and decades of dry droughts to come. Chucking this many houses and people on a dead end steep narrow road on a hill is insane at every level. Deaths will be more and worse if this number is added to the 40 houses already coming at 3 Rivers. Please i beg you to say no.	Infrastructure maintenance, services, bushfire	Do not support
172.	11/09/2023	The traffic report would not have truly captured the correct numbers. There are so many cars up and down every day. Different days. A lot people were away at that time. It's a death trap driving up and down often several times daily. There is already a huge development coming. 40 houses at the estate. Could easily be over a hundred extra cars in 3 cars per house is not unusual these days. No shed is fire proof as proven by the melted messes o ff the coastal fires December 2019 and January 2020. The coast was fully loaded for New Years as this area is often. 10 plus visitors per household at that time of year. There was no real advertisement or promotion of the original consultation . The developer representative is disingenuous to say people were keen or ambivalent. This is not going to help with affordable housing or local families. It will be airbnb's mostly like East Jindabyne So many reasons for "no" ... there's over 1000 approved lots in district already. The disturbances on the road in to kalkite would be interminable for so long. Especially on top of the 40 places already coming. Thank you for your consideration. The answer is no. Any more than 20 is impossible.	TIA, consultation process, population increase	Do not support
173.	11/09/2023	This proposed development should not go ahead. Lack of access is my main objection. The development has potential for approximately an extra 400 homes - if blocks are to be dual occupancy. So at least 400 extra cars on a dangerous and poorly maintained road that is often affected by snow and ice in winter. One road in and that same road out makes for a dangerous issue should there be an accident or bushfire. The developers advice regarding extra traffic burdens just for the road building is disturbing and that is before any houses are built. Services must be the other big issue. Are the current facilities able to cope with extra sewage demand. Many of the developers reports appear to contain incorrect information. Council staff need to ensure all information is correct before proceeding.	Dwelling density, road maintenance, road safety, bushfire, infrastructure pressure	Do not support
174.	11/09/2023	██████████ I want to die in my home in Kalkite. I want to die of natural causes, not blocked in by fire, because a careless new resident or holiday maker has done something silly, or the road has been blocked by a crash. I do not want to see a more polluted lake , more rubbish on the streets, more loose dogs, more undesexed cats, more drain on water, power , sewerage, communications, light pollution, road usage and maintenance, dead wildlife and road carnage, ambulances unable to reach destination. So much construction will block the road so much. There is already a significant number of 40 new houses coming to the area. That is plenty. There is no safe amount to add on to the 40 already coming.	Bushfire, water quality, environmental impact, infrastructure pressure, traffic increase, road maintenance, wildlife, services, dwelling density	Do not support
175.	11/09/2023	There are already 40 new houses to max out the road traffic, sewerage, power use, sewerage, communications, internet reception, water treatment and provision, road maintenance, garbage, foreshore degradation, dead animals on the road etc The rates gained will never cover the costs incurred. This is a net loss to council, to the community and to possible new householders who need builders to build close to town and amenities. NO NO NO	Dwelling density, traffic increase, infrastructure pressure, environmental impact, wildlife, contributions	Do not support

176.	11/09/2023	Definitely no. Maybe ten houses on top of the 40 already coming. This makes no sense economically. The rates charged will never cover the services provided in this remote difficult to access location. Local families will not be able to afford it. The risk in fires will increase exponentially. Water, pollution, dead wildlife road accidents, water, telecommunications, visual amenity, lake usage, all will be affected detrimentally. It is the completely wrong location for this. Many hundreds already coming in the district.	Dwelling density, economic viability, bushfire, water quality, environmental impacts, wildlife, road safety, services, visual amenity	Do not support
177.	11/09/2023	It's a no. Not no way. Not no how. I heard someone say NIMBY... we are already getting 40. That is already a quarter increase in the size of the village area. We are taking more than our share already. No NIMBYism here. More than the infrastructure will cope with. Power, water, sewerage, communications, rubbish, road conditions and maintenance, road kill, pollution, chemical run off, soil run off, traffic, transport, fire risk, etc. As for fire shed... you go huddle with 2000 people in it when the road is blocked due to crash and fire approaching and air full of choking smoke. NOT for me.	Dwelling density, infrastructure pressure, services, bushfire, traffic increase, wildlife, environmental impact, water quality, RFS shed	Do not support
178.	11/09/2023	No. A thousand reasons no... especially as 1000 things are already approved in the LGA. including 40 right here in Kalkite. Council won't make money from it. It will be a logistical expensive nightmare forever. It won't help local families or staff. It will be high end, only for the rich or airbnb.	Dwelling density, affordable housing	Do not support
179.	11/09/2023	No. There is plenty already approved to be built. 40 new ones just up the way. That will more than fill any capacity available for sewerage, water provision, garbage trucks, traffic, wildlife deaths, pollution, communications etc. The ongoing costs and maintenance will blow out any perceived gain from council rates. Some bloke at council meeting was applying for 6 eco cabins and had 6 complaints, on his own 20 acres or so. 90 percent of these proposed lots will be squashed on less land than that. The eco cabins will be off grid, away from neighbours, on a main road that is a through road, (from somewhere going somewhere unlike this dead end) nowhere near a natural water reservoir (unlike this beautiful lake) which will not cost council anything to service these eco cabins ... and yet here you are considering 220 lots potentially 440 houses in such a hard to access, hard to maintain, hard to service area. It's not sensible. There'll be a death on the road from a head on or a drift off. There'll be a death from fire due to inability to escape or evacuate.	Dwelling density, infrastructure provision, services, traffic increase, wildlife, environmental impact, infrastructure maintenance, bushfire, road safety, evacuation	Do not support
180.	11/09/2023	I strongly disagree with this proposal. We decided to buy and build at Kalkite because of the small number of houses, relatively large blocks, unique variation in the style of houses, safe community feel, because there were no shops and because the zoning was so that it would remain that way. This proposal, if allowed to proceed, negates all of the reasons current residents chose to live there, vastly changing the living environment, outlook, access and safety. The concerns about road access are numerous and the proposal does not adequately consider the load in all relevant situations. For example on weekend mornings in winter a high percentage of people in Kalkite head towards the mountains all at the same time, around dawn, when significant wildlife are out, to get a place in a car park already at capacity. The increased use of the road at that time of day if this proposal were to proceed cannot be addressed by the upgrades proposed. The likely devastating impact on wildlife is unforgivable and not adequately addressed. Throughout the last couple of years there has been illegal camping and senseless destruction of young trees in the nature area adjoining the lake and residential areas and this is likely to increase due to frequent use of the area if the proposal were to proceed. There will be numerous submissions articulating the many concerns and deficiencies in the proposal, and the personal impact on many long-term residents contributing to	Village feel, safety, road capacity, wildlife, illegal camping, environmental impact	Do not support

		the local economy. This proposal has the potential to rob current residents and respectful visitors of the investment they have made in the area since deciding to establish in Kalkite.		
181.	11/09/2023	<p>Dear Mayor and Councillors</p> <p>Please see attached our second submission in respect of the Planning Proposal for the 56 Hilldowns Road Kalkite.</p> <p>This submission is in relation to the Traffic Impact Assessment report.</p> <p>We believe this report is inaccurate and does not take a lot of information into account.</p> <p>We look forward to meeting all of you here in Kalkite on the evening of 14 September.</p> <p>Many thanks</p>  <p>To: Snowy Monaro Regional Council and Councillors Re: Planning Proposal 56 Hilldowns Road, Development - Submission No. 2. 11 September 2023 KALKITE DEVELOPMENT - TRAFFIC IMPACT ASSESSMENT, by STANTEC</p> <p>Dear Mayor and Councillors</p> <p>Upon reading the latest Traffic Impact Assessment produced by Stantec, this has forced me to submit this new Submission. Firstly, I am extremely disappointed that we have only been provided with 7 days to review this latest part to their Planning Proposal.</p> <p>With Councillors meeting with the residents and rate payers on the 14 September, 3 days after the new closing date for Submissions, we plead with Council to again extend the period for reviews regarding the above planned development, especially as there is likely to be further changes to the Planning Proposal for the 56 Hilldowns Road, Development. As this is our first time the Kalkite community have been able to meet the Councillors regarding the development, it is only fair and right that the community have adequate time to properly respond to the Planning Proposal.</p> <p>In respect of the Traffic Impact Assessment, dated 1 September 2023, I wish to make the following comments.</p> <p>We note that the Assessment is relying mostly on traffic surveys on Kalkite Road, Eucumbene Road, Hilltop Road and the Kosciusko Road intersections, done over a 2-week period, 26 July 2023 to 8 August 2023.</p>	TIA, consultation process, traffic increase, road safety, dwelling density	Do not support


		<p>While planning for this development has been underway for some 3 years, it is beyond belief that the Traffic Surveys was completed during the Submissions period. It is clear no common sense went out the window. It only confirms the Traffic Surveys is very incomplete.</p> <p>For a start the 2023 winter season has been a poor ski season, with poor weather and limited snow, which as locals it appears visitation was significantly lower than 2022. Why was the Survey been conducted during the busiest time of the season, which are the school holiday periods. During the survey period, the mountains suffered a lot of bad weather, where we only skied 3 days during that period.</p> <p>We certainly believe that the Assessment has failed to consider, that in a good season many of the rental properties are multi bedroom, which means more than one family will rent the property. The holiday rental properties usually have as many 3 to 5 cars, all of which travel to the snow each day. This was very apparent through the school holidays. We have had up to 7 vehicles at our home on 2 occasions during the season, neither during the Survey period.</p> <p>What about summer, especially during the Xmas school holidays, but right through summer, when many holiday makers visit Kalkite, staying in holiday rentals or with family and friends, enjoying what our beautiful lake has to offer, or the mountains. Where is the Traffic Survey for this period? Again, we have a high volume of vehicles, many with boats, or horse floats driving up and down our Kalkite Road and then onto Eucumbene Road.</p> <p>Both the developers and the Council should conduct further, and more accurate Traffic Surveys, over a greater period, to ensure a more accurate Traffic Impact Assessment.</p> <p>For a development of this magnitude, on a road that is, as identified in the Assessment, as “given the steep terrain and high propensity for fog, consideration should be given for the provision of additional safety barriers and line marking.” There is no mention of snow, or heavy frosts, and other weather conditions that this area is subject to on a regular basis, all of which negatively impact this road. The report also states the Kalkite road is 6 metres wide, but our checks are showing a more dangerous situation, as on some of the blind curves the road is as narrow as only 5.4 metres.</p> <p>This is again high lights the many errors in the report, initially stating incorrect speed zones which include the Eucumbene Road and Kalkite village, plus we are unable to determine why the report does not include the traffic expected from the 3 Rivers development which could add in excess of 100 car, truck and bus movements every day on the Kalkite and Eucumbene Roads. Further, we note a failure to follow the Councils own recommendations that state that the development should allow for 100% of dual occupancy. The Traffic Impact Assessment also fails to adjust to the extra traffic on the Kosciusko Road from the 3 of 4 developments planned or Berridale.</p> <p>As the report would appear to badly underestimate the traffic volumes, starting at the Kosciusko Road, which will create traffic issues all the way past the current village. The original Traffic Impact Assessment stated that the 56 Hilldowns Road development would add some 900 cars, trucks and buses, plus the 3 Rivers, to the Kalkite and Eucumbene Roads. On winter weekends, this could cause big delays in trying to access the Kosciusko towards the mountains. We believe a ‘Round-About’ should be built on the Eucumbene, Kalkite and Hilltop Roads.</p> <p>The report does not assess how it would achieve the widening of the road, without damaging rare native flora, or how the construction of the road which will be over a considerable time period will not greatly affect the current local community. Everyone in Kalkite would like the roads to the Kosciusko Road to be improved, built properly with a stronger top sheeting, some widening and line marking. With 1,000 or more vehicle movements will put much more stress on this whole road system. We must take into account that as this development will not be affordable, it is expected that much of the</p>		
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		<p>accommodation will be holiday letting, which would amount to increasing the traffic movements on all roads.</p> <p>The report also states that the developers will only contribute as this will benefit "Multiple Developers". Our question is who are these multiple developers? This sounds like the developers do not plan to upgrade the infrastructure, especially the roads. So, who pays to upgrade the infrastructure, and who pays for the maintenance of this infrastructure. Again, it is the rate payers footing the bill, while the developers walk away with some \$150 million. Where is the fairness in this. The developers ride off into the sunset, very rich, and the poor residents of Kalkite are left much poorer from this. Our lives are destroyed, and we have no way out.</p> <p>Conclusion:</p> <p>There are many questions that need answering especially in respect of the new "Traffic Impact Assessment" report. Please be strong for the Rate Payers and the Residents of our little Kalkite Village. We have spoken, some 99% have said NO to the development.</p> <p>The Traffic Surveys appear to be not very accurate and have badly underestimated the likely increase in traffic on the Kalkite and Eucumbene Roads, with likely insufficient funding to complete the upgrades and intersections of both roads. This further enforces Council to seriously considering to reject this proposed development.</p> <p>As there is considerable development planned for Berridale, which will increase the traffic on the Kosciusko Road, it would be crazy for such a large development between Berridale and Jindabyne, especially as in winter the traffic through Jindabyne is already heavy. There is considerably development planned for the areas on the mountain side of Jindabyne, therefore, should not have a significant impact on Jindabyne through Traffic.</p> <p>Further, this development will greatly affect the current residents of Kalkite, especially those around Taylors Bay. During the summer, there is already many people, adults and children who use the vacant land between the homes and the bay, for playing, picnicking, swimming, kayaking, paddle boarding.</p> <p>As Taylors Bay is quite protected, we are concerned that many of the residents and holiday makers from 56 Hilldowns Road will utilise this area, causing over crowding of the Bay, driving 'illegally' on the Bay foreshores, and blocking our street access by parking on both sides of the roads, making it dangerous for the residents of Kalkite Village. I have witnessed this on beaches in Sydney and felt extremely sorry for the residents that lived close to the beaches. I am sure Council does not want to see this in Kalkite, or anywhere else on the lake.</p> <p>This is a huge consideration for Council, adding to the issues that have already been raised.</p> <p>Thank you for taking your time to Review this Submission.</p> 		
182.	11/09/2023	<p>I am shocked that this proposal has come as far as it has without Council reacting far more negatively to the developer. The fact that the development has supposedly met the conditions required of a Gateway determination seems laughable. There are 3 main factors that I am opposed to this development: 1. Kalkite is a quiet residential neighborhood with very limited</p>	Process, village feel, infrastructure pressure, isolated location,	Do not support

		facilities around road access, fire security, electricity, sewerage and water. Adding a huge number of dwellings will severely impact the community that exists and have enormous ongoing impact on the wellbeing of all other residents. Safety will definitely be compromised and council will be complicit in allowing this to occur in the first place. 2. There are significant better opportunities for developers in far less isolated locations such as Jindabyne and Berridale already. These opportunities are better for housing affordability, environmental impact and long term strategic growth. This developer is taking a significant lakeside rural property and over-utilising it grossly. 3. The environment will suffer enormously from runoff during and after any such development occurring. There is a large population of native Rakali and platypus, along with numerous other native animals and birds that will suffer at the overdevelopment of this small, isolated and difficult to access site. Council should see to it that they are not so pro development that they accept any and all comers. Please reject this proposal completely and consider keeping the land as rural or at worst 10 acre lots for more sympatetic development if any.	environmental impact, wildlife, dwelling density	
183.	11/09/2023	The Gateway Determination states; 6. The Council as planning proposal authority planning proposal authority is authorised to exercise the functions of the local plan-making authority under section 3.36(2) of the EP&A Act subject to the following: (a) the planning proposal authority has satisfied all the conditions of the gateway determination; As the planning proposal authority has NOT satisfied all the conditions of the gateway determination, therefore the Council is currently not authorised to exercise the functions of the local plan-making authority and cannot legally make a decision. Should the planning proposal authority finally do the work to satisfy all the conditions of the gateway determination, then it is my strong opinion that this work should go out to community consultation for at least two weeks.	Process	Do not support
184.	11/09/2023	The planning proposal authority is deeply mistrusted by the Kalkite Community, and as our elected representatives the Council should listen to our concerns and approach this planning proposal with extreme scepticism. There are a VERY MANY instances throughout the planning proposal documentation where the planning proposal authority has made subjective assessments and twisted facts to suit their own purposes. A particularly insulting example of this occurs then in the Consultation and Engagement report the planning proposal authority MISREPRESENTS the community when they state; Residents of Kalkite and surrounds expressed hesitation to the proposal initially. Upon demonstrating potential concepts, the outcomes of specialist site investigations, and the full extent of worsening housing affordability, there was general support for the proposal. As far as several members of our Community can tell, residents of Kalkite and surrounds have ALWAYS expressed hesitation to the proposal. Reasonable questions that were asked were never answered in a complete or satisfactory manner. In no way did the Kalkite Community ever express that the Kalkite location should be the answer to housing affordability in the region; there has been clear and consistent objections to the proposed location because it is an unsuitable location for a new town. There has NEVER been general support for the proposal, as evidenced by a RECORD number of negative feedback submissions.	Errors, consultation report	Do not support
185.	11/09/2023	Consultation & Engagement Report: Stakeholders: Concern was raised in relation to a loss of existing character as a result of the proposal. Specifically, local stakeholders indicated that the existing rural nature, spaciousness, and landscape character would be lost. Concern was directed to indicative 600m2 lots which were presented on the subject site for the purposes of the consultation session. Planning Proposal Authority: It is acknowledged that the proposal would result in some change in character. Mitigation measures include: Concentrating the majority of development on the 'lower paddock' and allowing for negligible development elsewhere throughout the site. This ensures that those portions of the site which contribute most to visual character, will be mostly unaffected by the proposal. [Response: the lower paddock is in clear view of everything,	Village feel, visual impact, light pollution, dwelling density	Do not support



		<p>including Jindabyne and the approach to Kalkite. Character and visual impact will not be minimised by concentrating development here. This area is central to the rural nature and spacious feel of the location. It is poor judgement to assess that developing this location would not cause loss of landscape character]. Proposed allotments in the 'lower paddock' would be large, either 850m2 or 1,500m2. Therefore it's visual impact is limited because the large lots allow for very limited built form. It is worth noting that following feedback from the consultation session, minimum lot sizes were increased from 600m2 to 850m2. The intent of the 600m2 lots was to provide for further housing diversity and affordability however, it was evident from feedback that such lots underestimated the priority given to the landscape character. It was considered that increasing minimum lot sizes to 850m2 would achieve greater balance between visual landscape impacts and housing affordability/diversity. [Response: again the lower paddock is in clear view of everything, including Jindabyne and the approach to Kalkite. Increasing lot sizes will not change the fact that the site is covered with roads and street lights and is NO LONGER a rural location. Furthermore, the notion that increased lot size will reduce build form is a lie in the context that dual occupancies will be allowed, which will instead increase build form. It is poor judgement to assess that visual impact will be limited by larger lot sizes; in fact the visual impact will be substantial and it will destroy the existing rural nature of the location]. Permitting only 1,500m2 lots along most of the foreshore to minimise built form even further when viewed from the lake. The proposed 850m2 lots are located centrally within 'lower paddock', and within the site's lower gradients such that they are not as easily visible from the lake, from dwellings within the existing Kalkite village, or from the approach down Kalkite Rd. [Response: The whole site is visible from Jindabyne, from the lake and from the approach to Kalkite. Lots are placed along the top of the ridge line and below the ridge line in the view from existing Kalkite. The whole thing in the lower paddock is extremely visible from many directions. Permitting only 1,500m2 lots along most of the foreshore simply invites rich people to build mcmansions and does nothing to 'hide' that a development has occurred on previous farmland because roads, houses and street lights will still be extremely visible]. A Development Control Plan (DCP) would also be prepared outlining design controls, which will also minimise visual impact. Overall, it is considered that based on the measures [proposed], the proposal will integrate with character at the existing Kalkite village, and result in acceptable impacts. [Response: the concern was not whether the new development would integrate with character at the existing Kalkite village, the concern was that existing rural nature, spaciousness, and landscape character would be lost. Nothing in the proposed mitigation measures changes that a new town is being proposed on rural land adjacent the existing village. Nothing in the proposed mitigation measures change that the site is a highly visible location from many directions, including from Jindabyne, the lake, the approach to Kalkite, the existing Kalkite village, and the future 3 rivers development that was proposed and approved by Council on the basis of being a rural tourist retreat (not a viewing point for a new town). Nothing in the proposed mitigation measures change that the site will be covered in streets, driveways, houses and street lights, especially considering it allowing dual occupancies. In short, impacts WILL NOT be "acceptable" to people who value the existing rural nature, spaciousness, and landscape character; these characteristics WILL be severely impacted if not altogether lost.]</p>		
186.	12/09/2023	<p>To Whom It May Concern,</p> <p>Following my review of the recent updated traffic report provided with regards to the 56 Hillsdown Road Development there are further serious concerns that have been brought to light.</p> <p>Mainly the continued misinformation provided to the public, and indeed councillors, regarding this development.</p> <p>For example, I note in page 8 of the updated traffic report that it states that the speed limits of Eucumbene Road and Hill</p>	TIA, affordable housing, farmland, village feel	Do not support

	<p>Top roads are 60kmph, when in fact they are 100kmph and 80kmph respectively. As per NSW state law, unless signposted otherwise, all roads are 100kmph, or 80kmph for unsealed/gravel roads. Given the fact that I drive both of these roads several times on a daily basis and also went out of my way to find the traffic signs, I can confirm that there are no speed limit signs along either road, even less 60kmph ones! So the fact the report states this brings into question the legitimacy of these reports.</p> <p>On page 24 of the traffic report, it states that the development will not have any impact on the public transport network of the Kalkite "township" (by definition, Kalkite cannot be defined as a township, it is barely a village) will not be affected... What public transport?! There is NO public transport.</p> <p>How this report can be authored, quality checked and independently reviewed on the same day is also questionable. Especially with incorrect information included, not to mention several spelling mistakes and omissions.</p> <p>2 weeks for a traffic survey is hardly enough evidence, especially given the snow this season has been less than the past 4 years so this is hardly an accurate representation of the figures.</p> <p>These are just more examples of inaccuracies throughout the thousands of pages of documentation provided by the developer.</p> <p>My next concern, the developer has flouted on social media that this development will be affordable. Says who? Where are the figures? Just because you state that it will be affordable, that does not make it so. There are no figures to prove or disprove this.</p> <p>And how are we this far down the track, having such in depth discussions about a development that clearly does not satisfy the current LEP?</p> <p>How can council justify changing the current LEP in favour of a development that is:</p> <ol style="list-style-type: none"><li>1. Unwanted</li><li>2. Not affordable</li><li>3. Not sustainable</li></ol> <p>With several other developments closer to town that still have unsold lots not built on, it makes absolutely no sense for council to approve the amendment of the LEP to allow a development of this scale which not only destroys the local farmland the council stated it wanted to preserve, but destroys a small community village in the process.</p> <p>Answers needed council!</p> <p>--</p> <p>Kind Regards,</p> 		
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Department of Planning and Environment

68.

Your ref: PP-2022-2114  
Our ref: 23/682908

Ms Elhannah Houghton  
Strategic Land Use Planner  
Snowy Monaro Regional Council  
PO Box 714  
COOMA NSW 2630

By email: council@snowymonaro.nsw.gov.au

Dear Ms Houghton

RE: Planning Proposal PP-2022-2114, 56 Hilldowns Rd, Kalkite

Thank you for the opportunity to review the Planning Proposal for 56 Hilldowns Rd, Kalkite. We have completed a full review of the documents, including the Biodiversity Assessment Report (BAR) April 2022, the Addendum Biodiversity Report, and Planning Proposal.

The proponent has committed to obtaining a Biodiversity Certification for the site, and this process is close to completion. The proponent engaged with Biodiversity Conservation Division (BCD) early in the process, and the proposed Biodiversity Certification reflects this engagement. BCD agrees with the proposed zoning of C2 Environmental Conservation and C4 Environmental Living in the areas which have intact native vegetation. If the site proceeds with the Biodiversity Certification in place as outlined in the Addendum Biodiversity Report, including all avoidance and mitigation measures, then BCD supports this Proposal with the current zoning. Please note any upgrades to the Kalkite Road which are required as a result of the increase in population within Kalkite village may result in impacts to the road side vegetation. These impacts have not been addressed in the addendum report and therefore should be included in the Biodiversity certification process to ensure all impacts associated with the Planning proposal are fully assessed.

The proposal seeks to rezone land that is flood prone and therefore should be consistent with *Section 9.1(2) Direction 4.1* of the Local Planning Direction, the NSW Government's Flood Prone Land Policy and the Flood Risk Management Manual 2023. Council should prepare a Flood Impact and Risk Assessment (FIRA) to address all the local planning direction requirements including adverse flood impacts to other properties. For more detail, please see Appendix A.

If you have any further questions about this response, please contact [REDACTED]

Yours sincerely



**Senior Team Leader Planning  
Biodiversity and Conservation Division**

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## Appendix A

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### Water Floodplains and Coast (WFC) Floodplain Risk Management

The DPE-Biodiversity and Conservation Division, Water, Floodplains and Coastal (WFC) team has reviewed the documentation associated with this planning proposal and offers the following advice for consideration in our response to Council.

#### **Floodplain Risk Management Comments**

The planning proposal will involve the rezoning of flood prone land, therefore should be considered in accordance with *Section 9.1(2) Direction 4.1 Flooding* of the Local Planning Direction and the NSW Government's Flood Prone Land Policy as set out in the NSW Flood Risk Management Manual, 2023..

As Council has no flood study or flood risk management plan for this location, we recommend a site-specific Flood Impact Risk Assessment (FIRA) be undertaken to enable planning proposal determination consistent with Local Planning Direction 4.1 and Flood Risk Management Manual. Guidance on a fit for purpose FIRA can be found at:

<https://www.environment.nsw.gov.au/research-and-publications/publications-search/flood-impact-and-risk-assessment>

The FIRA should assess flood risk over the full range of possible floods up to the probable maximum flood, and address the following key matters as a minimum:

- The impact of flooding on the proposed development..
- The impact of the proposed development on flood behaviour. This includes offsite flood impacts particularly downstream due to land use and landform changes.
- Assess the effectiveness of proposed management measures required to minimise the impacts of flooding to the development and off-site impacts.
- Provide appropriate setbacks and zoning that is compatible with the flood function, natural flow paths and Snowy River Local Environmental Plan 2013 for flood risk, riparian land and watercourse environment objectives.
- Propose adequate flood planning levels considering flood risk, the implications of climate change (particularly increased rainfall intensity), cumulative development impacts, and inherent flood estimation variability and uncertainty.

Should further flood risk management technical advice be required, Council should not hesitate to contact the South East Water Floodplains and Coast team on 02 4224 4153 or by email [rog.southeast@environment.nsw.gov.au](mailto:rog.southeast@environment.nsw.gov.au)

85.

Total: 111 names

**KALKITE DEVELOPMENT PETITION**  
**56 Hillsdown Rd Kalkite Development**

To the Councillors of Snowy Monaro Regional Council.

Those who have subscribed below are opposed to the proposed development that they fear shall destroy the unique character and visual appeal of Kalkite, a village even described by Council as:

*'a unique village located on the northern banks of Lake Jindabyne. It is a small and quiet village located less than 10 minutes from Kosciuszko Road and approximately a 20-minute drive to Jindabyne town centre'.*

*(Snowy Monaro Local Strategic Planning Statement, 2020).*

*The 'unacceptable visual impact of the development' and its impact on ones sense of isolation, is at odds with why most chose to live here, and why these items are protected in the Snowy River Local Environmental Plan 2013.*

Council should respect the wishes of those whom it purports to represent and reject the proposal.

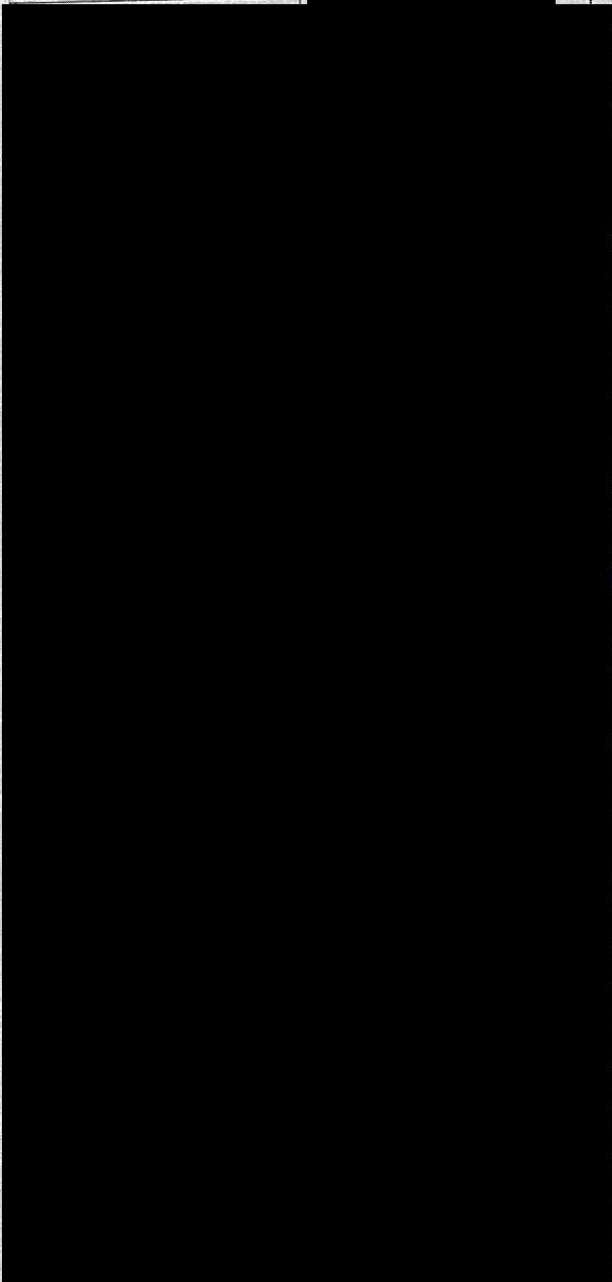
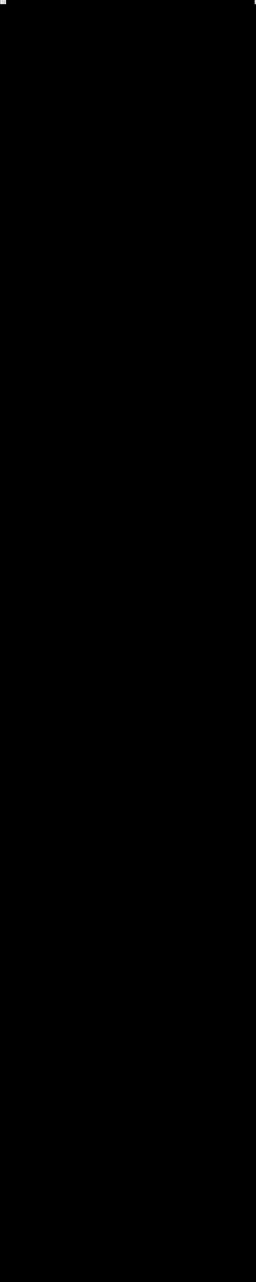
Name	Address	Comment
		DISASTER!
		Concerned about road + size of development.
		Concerned about the speed of progress + the road + sewerage.
		Not enough infrastructure to support new development!
		Not enough infrastructure to support new Development
		Infrastructure not sufficient!

6 names

Name	Address	Comment
		Overdevelopment is not on!!
		Save the wombats!
		No impact assessment properly conducted!
		Overdevelopment! NO INFRASTRUCTURE!
		No way!
		- No proper infrastructure! - Not enough services in town! - Good agricultural land!
		This is a very improper proposal which is way too large for the village
		Will destroy a unique village
		Will destroy the church of the village
		It will be the death of the village Some animals + maybe humans

11 names



Name	Address	Comment
		Highly Illegal! NOT PART OF "SAP")
		CORRUPTION!
		EVEN UPGRADE TO ROAD WON'T HELP!!
		No Pedestrian
		Developers :(
		TOO DANGEROUS FOR SCHOOL BUS!
		WE ALREADY HAVE SEWERAGE PROBLEMS!
		TOO DANGEROUS FOR LOCALS!
		TOO BIG A Development Maybe something smaller.
		Yep!! WAY TOO BIG!!
		CREEPY!
		Too Big!
		Not a part of the "SAP"
		Only being built for MONEY!

14 names

## KALKITE DEVELOPMENT PETITION 56 Hillsdown Rd Kalkite Development

To the Councillors of Snowy Monaro Regional Council.

Those who have subscribed below are opposed to the proposed development that they fear shall destroy the unique character and visual appeal of Kalkite, a village even described by Council as:

*'a unique village located on the northern banks of Lake Jindabyne. It is a small and quiet village located less than 10 minutes from Kosciuszko Road and approximately a 20-minute drive to Jindabyne town centre.'*

(Snowy Monaro Local Strategic Planning Statement, 2020).

The 'unacceptable visual impact of the development' and its impact on ones sense of isolation, is at odds with why most chose to live here, and why these items are protected in the Snowy River Local Environmental Plan 2013.

Council should respect the wishes of those whom it purports to represent and reject the proposal.

Name	Address	Comment
		LISTEN TO THE PEOPLE. ROADS WILL BECOME MORE DANGEROUS, IF DEVELOPING, DO IT THE RIGHT WAY!!!
		THERE IS ENOUGH SUB DIVISION IN THE AREA ALREADY WITH A TOWN THAT CAN'T COPE NOW! SAY NO! SAY NO! SAY NO!
		TOO MANY, TOO FAR FROM TOWNS NO NOTICE PUBLICLY, LOCAL SIGN DOOR KNOCKS + SUPPOSEDLY THERE WAS AGREEMENT FROM THE FEW WHO KNEW (MARCH 22) A JOKE!!!
		ROAD ROAD ISSUES, ENVIRONMENT, INVASIVE, SINGLE ROAD 'DANGEROUS' FIRE RISK.
		Poorly maintained Rd is Dangerous. air vista will be filled with houses instead of rolling hill views. Impact of increased traffic on our vulnerable wildlife.



Name	Address	Comment
		Road inadequately maintained now. Not wide enough to sustain increase in traffic. Who pays for water/sewerage upgrade?
		Road access Infrastructure
		Smaller impact <del>larger</del> <del>no, many small</del> <del>need</del> aged care facility
		NOT RIGHT FOR THE AREA.
		MEANT TO BE A QUIET AREA TO ENJOY THE AREA.
		OVER DEVELOPMENT
		NOT SUITABLE FOR THIS AREA - STAY IN THE ONLY WORD JINDY
		TO DESCRIBE THIS IS UGLY
		UNWELCOMING IN THE WINDY PINE
		Lost to Locals on lifestyle, wildlife, infrastructure, we don't need more develop
		Over Development not enough Infrastructure
		Road problems way over development
		ABSOLUTE DISASTER.
		A DISASTER NO WAY!!
		WOWFUL TO CONSIDER THIS DEVELOPMENT - NO!
		Just awful idea Will ruin the view

NO!

16 names

Name	Address	Comment
		too many, too big no infrastructure
		Too Busy over infrastructure Over crowded in the area.
		KALKITE RD WILL HAVE BE MAKE WIDER. WE NEED MORE INFRASTRUCTURE
		Doubling the village already struggling, will destroy village sewerage + road will need to be vastly upgraded beyond scope Destroying <del>the</del> farmland.
		Too big. Too busy.
		Why make Kalkite look like the outer western suburbs of Sydney. A significant OVER DEVELOPMENT too big, no infrastructure
		Too small road, <del>servo</del> servo can't handle mail, no bus service sewer can't <del>be</del> handle What about bushfires! How do we escape! Terrible idea that is unnecessary.

### KALKITE DEVELOPMENT PETITION 56 Hillsdown Rd Kalkite Development

To the Councillors of Snowy Monaro Regional Council.

Those who have subscribed below are opposed to the proposed development that they fear shall destroy the unique character and visual appeal of Kalkite, a village even described by Council as:

*'a unique village located on the northern banks of Lake Jindabyne. It is a small and quiet village located less than 10 minutes from Kosciuszko Road and approximately a 20-minute drive to Jindabyne town centre'.*

(Snowy Monaro Local Strategic Planning Statement, 2020).

*The 'unacceptable visual impact of the development' and its impact on ones sense of isolation, is at odds with why most chose to live here, and why these items are protected in the Snowy River Local Environmental Plan 2013.*

Council should respect the wishes of those whom it purports to represent and reject the proposal.

Name	Address	Comment
		<b>NO</b> WANT TO SEE PLAN FOR UPGRADE TO ROADS + INFRASTRUCTURE SEWER
		!! !!
		NO TO PRESENT PROPOSAL. WILL NOT COPE. CRITICAL INFRASTRUCTURE REQUIRES PRIOR UPGRADES TO BIG!
		Development may too large!
		Development too big and will ruin the current feel of our tranquil village. NO! This proposal will ruin the peaceful nature of Kalkite. We will be land-locked by development

6 names

Name	Address	Comment
		The proposed plan will impact negatively on traffic and road conditions on Hill Top Road which I use on a daily basis.
		The proposed development will be negative because it will ruin the rural feel of Kalkite + neighbouring Hill Top.
		Needs better Plan for road and infrastructure
		Why - This development is <u>NOT</u> wanted by locals.
		Infrastructure needs to be kept up. Want to see plans!!!
		Road + infrastructure not suitable
		more commitment re: upgrades to roads etc required
		Will destroy the nature of the village & no significant investment in road or infrastructure.
		Destroy the village and infrastructure is not adequate.
		Just too big a development for the area.
		Moved here for quiet, no tourists, rural lifestyle, no shops.
		Development will ruin our small towns and quiet.
		will ruin the Area.
		DON'T DO THIS!

Name	Address	Comment
		NO NO I AM STRONGLY AGAINST THE DEVELOPMENT IT IS TOO LARGE FOR OUR AREA AND IT WILL NOT COPE WITH ALL THE REQUIREMENTS NEEDED
		Too many lots not in kind w/ area impact on infrastructure I worry council won't be able to manage effectively based on previous new estates example - Jindabyne + East Jindabyne
		NO WAY TOO BIG A PROPOSAL MAY BE SMALL AVERAGE LOTS, TO AREA WILL BE UNDER STREETS WITH SO MANY PROPERTIES.
		WE DON'T WANT THIS Been here for [REDACTED]
		↓ We came here for the PEACE & Beauty.
		Development Not sustainable with current infrastruc- ture. will take away from village atmosphere
		[REDACTED] Kalkitian LET IT BE.
		Not welcome. Not smart

9 names



### KALKITE DEVELOPMENT PETITION 56 Hilldowns Rd Kalkite Development

To the Councillors of Snowy Monaro Regional Council.

Those who have subscribed below are opposed to the proposed development that they fear shall destroy the unique character and visual appeal of Kalkite, a village even described by Council as:

*'a unique village located on the northern banks of Lake Jindabyne. It is a small and quiet village located less than 10 minutes from Kosciuszko Road and approximately a 20-minute drive to Jindabyne town centre'.*


*(Snowy Monaro Local Strategic Planning Statement, 2020).*

*The 'unacceptable visual impact of the development' and its impact on ones sense of isolation, is at odds with why most chose to live here, and why these items are protected in the Snowy River Local Environmental Plan 2013.*

Council should respect the wishes of those whom it purports to represent and reject the proposal.

Name	Address	Comment
		So much development is destroying the entire area
		LEAVE IT ALONE PLEASE
		The road and services need fixing first.
		Kalkite is beautiful as it is. Don't destroy it.
		LEAVE KALKITE ALONE!!
		" "

6 names

Name	Address	Comment
		Kalkite is beautiful as is
		Leave Kalkite Alone!
		have kalkite
		Leave the village alone

4 names

134.

Monday, 21 August 2023

The Planning Officer  
Snowy Monaro Regional Council  
81 Commissioner St Cooma NSW 263  
[council@snowymonaro.nsw.gov.au](mailto:council@snowymonaro.nsw.gov.au)

**Re : Planning Proposal: 56 Hilldowns Road, Kalkite**

Dear Sir/Madam,

We wish to provide feedback on the above Planning Proposal.

[REDACTED] subject of this Planning Proposal. In particular, we currently [REDACTED]  
[REDACTED] Consequently any decision on rezoning of Precinct 3 should consider direct impacts on neighbouring land very carefully.

The Proposal seeks numerous rezonings of land across 3 separate precincts. There are many general comments made in the documents which do not apply equally to the 3 precincts, and we expressly request the Council to consider the rezoning issues associated with each of the 3 precincts separately.

In summary, we object to the proposed rezoning of Precinct 3, for the reasons set out below.

For Precinct 1, we accept there may be a planning basis for expanding Kalkite Village to a limited extent. However, we object to the Proposal in its current form, as too intensive given that it more than doubles the population of the existing village and such a large number of dwellings is poorly sited in this location, with potential for substantial impacts on traffic and roads which are not adequately identified or assessed. There is also potential for large costs to be imposed on all ratepayers in the LGA. There is also no guarantee that the benefits of commercial development which are held out in the Proposal, particularly a shop, will ever materialise. Our detailed feedback on Precinct 1 is set out below.

### **Precinct 3**

We wish to make several specific comments in relation to Precinct 3, as the proposed rezoning has major and significant impact on our property.

#### **Out of character in locality**

- The proposed rezoning is completely out of character with all the surrounding holdings, including our property. Precinct 3 is surrounded on the east and north by rural zoned land, to the south by uncleared Crown land. Land opposite across Kalkite road on the western boundary is still largely in rural use regardless of the Three Rivers Estate.
- Properties on the eastern side of Kalkite Road are all zoned for rural use and are generally larger than the current 40ha minimum for a dwelling for the R1 zone under the LEP. The proposed Precinct 3 would be a major incursion/expansion of semi-urban dwellings into an area that is currently solely rural. There is currently no dwelling house on Precinct 3.



- Such a dramatic change in land use is a substantial undesirable change in character in this locality.

#### No Planning Justification

- There is no pre-existing plan in the Council or NSW government which supports this change in zoning. The Planning Proposal makes incorrect claims regarding consistency with and support from the SAP, and the Draft Settlement Strategy (2022) (see comments on Precinct 1 below)

#### Lack of Public Consultation

- The Proposal to rezone Precinct 3 was not identified in the community consultation held by GYDE consulting in March 2022. At that time the land was identified as remaining as R1 rural and therefore had no change in impact on neighbouring land as a result. Consequently, this change has not undergone adequate public consultation. This additional change has been made belatedly in the Proposal and lacks planning merit.

#### Minimal contribution to housing

- In its current form, the change of zoning for Precinct 3 will only add an additional 3 house blocks, a very minor number of additional house blocks in the context of the overall proposal of around 220 lots in Kalkite, yet Precinct 3 represents a major and objectionable change of use in the locality.

#### Detailed plan comments – Significant Destruction of Environment

- The proposed 'stewardship areas' (C2 Zone) sound plausible, but as no controls are defined in the proposal how their protection will be achieved is unknown. Enforcement of planning controls is likely to be problematic as the Council has limited resources to monitor these sites, and it would potentially be neighbours that end up having to monitor landholder behaviour.
- The entrance roads to the 3 house blocks will create lengthy tracks up to 6m wide for the entire length of the property and up some steep inclines. These paved tracks will destroy the rural character of the land, and will impede access and impact habitat for wildlife. The steep sections will have significant potential for erosion and land degradation.
- In addition, despite the inclusion of a 'Stewardship Zone', the Proposal will largely destroy the current trees and environment due to the imposition of large bushfire protection zones required by the Strategic Bushfire Study, including 40-50m protection areas around all homes, plus a 10m wide corridor (on both sides) running the entire length of the property on curving paved driveways.

#### Precinct 3 Rezoning is Not Consistent with Ministerial Direction 9.2

- The proposed change of zoning to large lot rural residential albeit in zones described as C2 and C4 is not consistent with Ministerial direction 9.1 and 9.2. This conflict with Ministerial Direction 9.2 is recognised in the GYDE report on p 11, and is not squarely addressed. The report simply submits that other objectives are achieved and essentially ignores the clear breach of the Ministerial Direction.

#### Biodiversity Report does not address Precinct 3

- The Biodiversity Assessment Report (8 April 2022) was undertaken on the basis of no change in zoning for Precinct 3, and diagrams within the report reflect that. It was not undertaken for what is currently proposed and hence does not adequately assess the impact of the proposed zoning as C4 to allow residential development where none is presently allowed.

No Development Controls defined for Zones C2 and C4, or Stewardship Zone Controls

- According to the Planning Proposal document, no development controls have been agreed with the Council for Zones C2 and C4. The impact of these zones on neighbours is therefore unknown and cannot be assessed as part of this process. No methods of control have been proposed for the Stewardship Zone.

Overall, the Proposal for Precinct 3 is opportunistic and unwarranted.

#### **Precinct 1**

In addition, we wish to comment on the proposal in relation to Precinct 1.

Proposal is NOT consistent with Snowy Mountains SAP

- The Proposal suggests that the Snowy Mountains SAP supports it, which we consider misrepresents general statements of strategic intent in the SAP. The Planning Proposal prepared by GYDE Consulting (p8) says the Proposal is 'aligning' and 'consistent with' the Jindabyne SAP. However, the SAP clearly includes a plan for 10% of planned new capacity to come from 'Rural' dwellings, with these dwellings to come from ALL the various areas surrounding Jindabyne (Snowy Mountains SAP Housing and Accommodation Study, June 2022, p4). In the SAP, this 10% is clearly shown over the course of the entire planning horizon out to 2061, to be 186 dwellings in total, to be built in numerous places including Berridale, Dalgety, and others. On a per capita basis, the SAP implies that Kalkite would contribute less than 10 dwellings to this target. Hence any suggestion that a proposal for 220 dwellings in Kalkite is supported by the SAP is self-serving.
- Further, it is very likely that many of these planned 'Rural' houses would be built on large blocks outside of towns, with their own water and sewerage systems, so the role for Kalkite in this aspect of the SAP is virtually non-existent.
- Importantly, having undertaken broad investigation, the Snowy Mountains SAP specifically did not recommend that Kalkite be rezoned, and did not identify Kalkite as a possible site, due to Kalkite be too far from Jindabyne, and indicated it was not appropriate for the type of accommodation needed for employees. Hence, this Planning Proposal is not aligned, or consistent with the Snowy Mountains SAP.

Snowy Monaro Draft Settlements Strategy

- The Planning Proposal also suggests that the Snowy Monaro Draft Settlements Strategy, the Village Expansion Investigation Area, and the Environmental Living Investigation Zone as supportive of the Proposal. This is self-serving, as no investigations into these zones have been undertaken independently by the Council, and Council has not contacted any of the relevant stakeholders (such as ourselves) in relation to these investigations, nor has the applicant. To the extent that this Planning Proposal is a defacto 'investigation' then it has prompted both specific individual objections such as our feedback, and various other community objections to both the Village Expansion Zone and the Environmental Living Zone.

Roads and Traffic Impact on Kalkite Road and Kalkite Village

- The traffic analysis and treatment for Precinct 1 in the Cardno Transport Impact Assessment is inadequate, as it does not consider the specific local topography, road conditions on Kalkite Road such as sightlines/blindspots, or take the specific local climatic conditions into account, particularly winter conditions.



- The Proposal states clearly that it will result in over 350 additional vehicles on average every morning in peak hour on Kalkite Road (Section 8.2.1 Cardno Transport Impact Assessment). This is a major and unwarranted impact on all landholders along Kalkite Road (indeed all those from the Eucumbene Road turn-off from the Kosciusko Road and the ambience of the entire location regardless of what is modelled by traffic modellers.
- Kalkite Road is dangerous in several sections. The RTA identifies 3 factors that contribute to road safety, being gradient, width and sinuosity. Kalkite Road is very steep, with gradients exceeding 15%, it is narrow, has poor edges, limited sight lines, and is very curvy with multiple blind curves. It is also subject to high wind on exposed sections. The traffic report prepared to support the Planning Proposal makes no assessment of the specific risks of adding up to 1000 movements per day (including both directions) on this particular road per day. Some traffic analyses use the assumption of 7-9 movements per day for a family, which would significantly increase the numbers of movements beyond those modelled in the traffic report.
- No actual traffic volumes were included in the assessment for the Proposal, due to Covid (Section 5.3, Cardno Transport Impact Assessment). This makes the assessment very questionable.
- The characteristics of Kalkite Road as a rural road are not considered in the traffic analysis report. Current traffic on Kalkite Rd frequently travels above the speed limit, and additional traffic will significantly increase the safety risks on Kalkite Road. No assessment of actual speed and risk has been made in the Proposal.
- Wildlife such as kangaroos are a major hazard particularly early and late in the day from the Kosciusko Road/Eucumbene Road turn off to Kalkite. No consideration of this appears in the traffic impact report or elsewhere.

#### Construction Traffic Impact is Understated

- The number of construction workers is significantly underestimated. Assuming that 150 houses built (conservative) over a 5 year period (conservative) implies that 20 houses need to be in process at any one time. Hence the assumption of 20 workers in total (included in the Cardno Transport Assessment potentially underestimates construction traffic by a factor of at least 3-4x
- The actual construction traffic impact of the Proposal on Kalkite Road and Kalkite Village is likely to be very substantial. Over the 3-5 years of development, heavy construction traffic will likely damage the road significantly, particularly in winter, and pose safety issues to other road users. Concrete trucks may have to reduce loads due to the steepness, resulting in 25%-50% additional trips. Based on 220 dwellings needing 100-150 deliveries overall each to be completed, with say 9 months of access by builders/trades personnel per dwelling, and including the trucks required to build water infrastructure, sewerage, phone, electricity, it is estimated that this development could result in more than 200,000 truck and trades movements into and out of the site over say a 5 year period. This will significantly impact if not destroy the ambience and utility of the existing village and its residents.
- No consideration of the traffic impact of infrastructure construction (such water, sewerage and sewerage treatment, plus other utilities) around the site has been included in the traffic impact analysis, which focuses solely on the construction of houses. This will add significant numbers of heavy vehicle ingress/egress along Kalkite Road.
- In addition, there is no specific consideration of road building construction traffic included in the analysis.
- Potholes are already common on Kalkite Road with existing levels of traffic. Snowy Monaro Council would likely be liable for frequent, costly road repairs to Kalkite Road due to heavy traffic, at least yearly, imposing cost burdens on all rate payers.

#### Climate and Winter Conditions on Kalkite Road

- The Planning Proposal or supporting reports make no assessment of the impact and risks of the typical winter conditions on Kalkite Road and therefore on the efficacy of the Precinct 1 site. Kalkite Road is a dangerous road for significant periods during each winter, due to icy conditions, poor camber on the road, wind and other climatic conditions.
- The road is closed during heavy snowfalls, which have occurred multiple times in the last few years and this is likely to increase due to more variable, wetter snow falls increasing in the area. Building over 200 dwellings requiring daily access/commutes at the foot of a hill and road that are at times impassable on the basis that the residents need daily access is a poor planning decision.

#### Eucumbene Road/Kosciuszko Road Intersection

- While there is some provision for upgrades to the Eucumbene/Kosciuszko Road intersection, the analysis is limited and there is no adequate costing for this upgrade. This intersection enters onto a 100km/h section of highway, where trucks are moving at maximum speed after a downhill section, and into ski traffic that is frequently moving at speed.
- The Cardno Transport Assessment report projects that 240 additional cars will need to turn right onto Kosciuszko Road from Eucumbene Road in morning peak hour (Section 9.4 Traffic Distribution, Cardno Transport Assessment). In Section 9.6.2.1, the Cardno report also shows that AVERAGE wait times in seasonal busy periods will likely be 1825 seconds (which is more than 30 minutes), and a queue length of 1109.3m (over 1km).
- The projected increase in traffic would result in the Eucumbene/Kosciuszko intersection becoming the busiest intersection and a likely black spot on the entire Kosciuszko Highway between Jindabyne and Cooma, and possibly Canberra. This could necessitate a major extension of the 80km hr zone, increasing frustrations of ski traffic and other local road users.
- In Section 9.8 of the Cardno Transport Impact TfNSW requires that further Traffic analysis for the Eucumbene was to be undertaken based on actual data (which was meant to be collected in July 2023), and the Transport Impact Assessment updated appropriately. This has not been completed, and therefore the realistic traffic impacts of this Proposal are unknown.

#### Not a good base for Employment and Tourism

- Kalkite Village is most definitely not place where tourism for the region should be based, or where employees for Jindabyne businesses should be based. Kalkite is 22km from Jindabyne via steep and sinuous roads, some with wildlife dangers. Kalkite is 43km from the skitube, 54km from Perisher and 58km from Thredbo. It is implausible to consider Kalkite as a target for growth based on either tourism, or employee housing, particular as employees from Jindabyne are likely to end up driving on the road at dangerous times of the day and night.
- Importantly, the dwellings proposed in the Planning Proposal are not the type identified in the Snowy Mountains SAP as required to help drive growth in Jindabyne. The SAP highlights that employees need 1-2 bedroom dwellings, not large residential housing as included in the Proposal.

#### Bushfire Risks

- While a plan to 'shelter in place' has been identified in the Strategic Bushfire Study prepared as part of the Planning Proposal, this highlights that the concept of siting dwellings for up to 1000 people at the end of a road inaccessible during bushfires is highly inappropriate.



Monetary Contribution from the Developer proposed as Zero

- The Development Contributions are shown in Schedule 1 of the Draft Planning Agreement. This shows that the developer will contribute nil Monetary Contributions. Given any development will require very substantial infrastructure expansion (>\$20m) and upgrades to sewerage, water and utilities, it would be irresponsible of the Council to agree to this rezoning without guaranteeing that it will not impose large costs on all ratepayers in the LGA. In its current form, the Proposal will incur very large costs for all ratepayers.
- In particular, in regard to clause 10 of the Draft Planning Agreement, it is vital that the Council not exclude developer contributions under s7.11 of the EPA Act.
- It is unknowable whether the commercial district including a shop will ever be built, unless this activity is supported by the developer beyond simply the provision of land. No building to house a shop will be provided as part of the Proposal leaving entirely at large whether someone else will take on that burden. Whether the economic benefits are sufficiently positive to justify the building costs is unknown.

Long deferral of Developer requirements

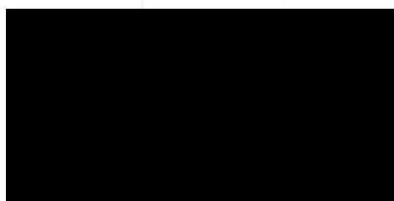
- Schedule 1 highlights that required developer activities to undertake surface improvements, install road barriers, and upgrade the Eucumbene/Kosciusko intersection could likely be deferred for several years as these are proposed not to be required until 50% of lots are sold plus 12 months. Given these conditions some of the purported benefits of the Proposal such as a shop may never occur.
- Importantly, none of these activities would be completed prior to the construction phase (with hundreds of heavy truck movements etc) resulting in additional road safety risks and degraded road conditions.

In summary, we object to the rezoning of Precinct 1 in its current form, as discussed above.

We object to, and are very directly affected by, proposed Precinct 3. Many of our comments in relation to Precinct 3 above apply to the rezoning of Precinct 2 which is also undesirable.

We trust you find these comments useful and that they are closely considered by the Council and its staff in the assessment of the Proposal, a very significant one for Kalkite. We would appreciate the opportunity to discuss these concerns further with you.

Yours sincerely



141.

To: Cooma Monaro Shire Council  
via Online Submission and Hand Delivery to Jindabyne Office

Following is a statement from [REDACTED] regarding the proposed development at 56 Hilldowns Road, Kalkite.

I wish it to be known that I am totally against this development. [REDACTED]  
and have enjoyed the tranquillity and pristine conditions.

I have spoken to many of my neighbours about the development and they are also 100% against it.

One of the individual factors in Kalkite compared to the other proposals around Jindabyne is one road in and one road out and this requires negotiating a steep escarpment. In the news recently was the story of a subdivision in Victoria with one road in and out and it showed vehicles lined up not moving, waiting to exit the subdivision. Exit time was guessed at an hour. It seems the residents are now paying the price for their Council allowing this development to go ahead.

In Kalkite, you must own a car to have access and exit. This means there are a large number of cars per residence.

Taking into consideration the large number of proposed developments around Jindabyne and the large number of people it will attract there is no way there will be enough employment. In fact, the rate of unemployed will be high. What this means for Kalkite is if you haven't got a job you can't run a car, so you have a pool of unemployed trapped in Kalkite. A percentage of these will be youths and you only have to watch the news to see what happens when you have bored youths.

Also, with all the other subdivisions proposed around Jindabyne I can't see why development in Kalkite is necessary. If it is, there is plenty of land on top of the escarpment with the Hilltop subdivision. This would have easy access; the necessary utilities would be easier and cheaper to build and there would be no pollution going into Lake Jindabyne.

The proposed development in Kalkite will look like a western Sydney subdivision has been dumped on the edge of the lake and this would be best described as **UGLY!**

So, this leaves the Council to decide. Do they support the people who voted them into office in the hope they would support their wishes and interests, or do they support the money grubbing, greedy developers whose only interest in Kalkite is how much money they can make out of it?

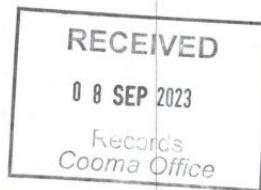
Signed,

[REDACTED]

24 August 2023



162.



To: **Councillors, Snowy Monaro Shire Council**

To: [REDACTED]

Date: **6 September 2023**

Subject: **Strong Opposition to Proposed Hilddowns Development at Kalkite:**  
**Preserving Our Environment and Community**

*We have reviewed all documents lodged for this proposal and provide the following feedback without prejudice.*

We are writing to express our significant concerns and strong opposition to the proposed 220+ high-density dual occupancy residential / business subdivision rezoning at "Hilddowns" adjacent to Kalkite Village on the Lake Jindabyne foreshore.

[REDACTED]  
[REDACTED] and dedicated advocates for **environmentally responsible development**, we are deeply alarmed by the potential ramifications of this major proposal on the Kalkite and Three Rivers Estate communities and the pristine natural surroundings we greatly value including the direct impact on the amenity of the area.

[REDACTED]  
[REDACTED] In addition to their mass housing development on the lake foreshore, the proponents also seek to amend rezoning of the former Crown land on our boundary to allow for more development. See *Appendix*.

The current LEP was designed to **ensure** future developments were not visually impactful from the Lake or surrounds and the foreshore prohibited from over-development in order to protect the visual amenity of Lake Jindabyne. In fact, several developments on or adjacent to the lake have been refused by Council before even getting past the starting gates based on non-conformance with the LEP, including our proposals initially and more than once subsequently.

When the LEP was legislated, **we were assured by Council that broad development on the foreshore of Lake Jindabyne would never be permitted**, therefore the unspoilt views [REDACTED] over the Lake would be protected. This allowed us to pursue our development with confidence and market it centrally with those promises of a legislated, forever protected scenic view to potential purchasers.

As per Council's requirements for approval of our development we fully complied with the legislation. We have in fact **substantially reduced** allotted residential numbers to better suit the area.



[REDACTED]

[REDACTED]

we undertook substantial consultation and negotiation with Council, Snowy Hydro and State government authorities and have adhered both in spirit and in law, to both the LEP in force and with the previous Council's back zoning of our land. We have done this not only to comply with the law, but to create an environmentally sustainable, low impact subdivision which complements and preserves the amenity of the local area and encourages [REDACTED]

[REDACTED] with a steadfast commitment to environmental responsibility and the preservation of our breathtaking surroundings and visual amenities. Indeed, these design elements are requirements under the current and previous LEP. We have invested substantial resources, both financially and ideologically, in creating a community that is low impact, harmoniously coexists with nature while embracing cutting-edge sustainable technologies.

The proposed high-density subdivision's presence in the line of sight from our property over the Lake **will compromise** the breathtaking views that are marketed as a key feature of [REDACTED] and overwhelm the foreshore with gross urban sprawl.

The foreshore will be transformed from a spectacular natural vista to a sea of mass heat-inducing Colourbond rooftops, track housing allotments and sparse vegetation reminiscent of Googong and will lead to dissatisfaction among our residents who [REDACTED] its spectacular, unspoiled, legislatively never-to-be-built-out vistas which were assured by Council to be permanently protected.

Accordingly, approval of this proposal by Council will have immediate negative consequential financial effects and compromise the existing and future marketability [REDACTED]

**Issue 1. Sewerage Treatment Plant was built for Kalkite and Kalkite Village**

The original developer of Kalkite Holiday Village constructed the Water Treatment / Sewerage Plant on his land to service Kalkite Village and the Holiday Village. After commissioning the plant in the 1980's, he handed over operation of the plant to what was then Snowy River Shire Council, while retaining ownership of the land upon which the plant was constructed and proceeded to commence development on Kalkite Holiday Village. The plant was not constructed to service any other development.

We have been advised the current SMRC upgrading of the plant using a government grant has nothing to do with expanding it to supply the Hilldowns development. Any suggestion by the developer it does is disingenuous at best and corrupt at worst. Government grants (public funds) given to Councils are not supposed to be used to help a private developer get his project over the line.





The plant has been having fails for years due to years of neglect and substandard maintenance by the previous Snowy River Shire Council and this upgrade is to address those fails and ensure EPA compliance for current performance, as well as improving performance of its general load capacity.

No matter how this grant is used, this plant and water storage capacity and even the land it sits on is not large enough or stand-alone upgradable to the level of performance required for [REDACTED] [REDACTED] larger than Kalkite which is what is being proposed.

#### **Issue 2. Traffic Flow on Hilltop Road**

As a condition of development consent for [REDACTED] Diverse Developments was required to seal Hilltop Road to Kosciuszko Road. Residents of Kalkite often use Hilltop (unsealed) Road to travel to and from Kalkite and we expect this proposed development's residents (800+ vehicles) to also use Hilltop Road. Why has the sealing of Hilltop Road not been addressed in their proposal?

The intersection of Kalkite Road and Hilldowns /Eucumbene Road is narrow and dangerous. Eucumbene Road is a fast roadway. The addition of 800+ cars and buses will make this intersection extremely dangerous. Yet the developers of Hilldowns have no plan to upgrade this intersection with any significance.

#### **Issue 3. Traffic Flow on Kalkite Road**

Kalkite Road was constructed using little to no road base. Spray bitumen is laid directly over dirt, the consequences of which are instability, black ice, water courses crossing and freezing, crumbling edges, sinks and potholes and irregular surfaces. It is narrow, steep, winding and unpassable sometimes during Winter due to snow and ice and has been cut off due to fire.

The two-way 40km/h road within Three Rivers Estate is wider than Kalkite Road (8m) compared to 5m – 5.8m for Kalkite Road and was constructed using the correct amount of roadbase and width as required by law, unlike Kalkite Road (which has little to no road base). All internal roads are of higher quality construction than Kalkite road.

Council required [REDACTED] construct an 8m wide dual carriageway even though it has a slow 40km/h speed limit, at a *significant* increased cost to us for a private road. Accordingly, public Kalkite Road with its 80km/h speed limit should be widened to 8m for its entire length. You cannot justify forcing us to construct an 8m wide road and not do the same for Kalkite Road.

[REDACTED] required hundreds of trucks of roadbase and material to construct 1.3kms of internal roads. Our drivers reported that Kalkite road was extremely difficult to negotiate and at times caused them to come dangerously close to being run off the edge of the road due to the road's narrowness, blind corners, no lines marked and cars approaching from the opposite direction.



The number of trucks required for construction of the Hilldowns subdivision will require thousands of trucks on an unstable and dangerous road.

Kalkite Road in its current or even minimally upgraded proposed form (according to the proponent's latest "traffic study") is not suitable for the extent of mass traffic which will be generated by this proposed development.

**Issue 4. [REDACTED] Community Concerns**

The heart of [REDACTED] lies in its low impact, its compliance with the Dark Sky Planning Initiative, implementation of embedded power systems, mandatory solar power adoption, efficient water storage systems, and conscientious maintenance of vital wildlife corridors.

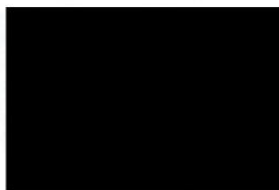
The proposed Hilldowns development, in stark contrast, offers none of this and raises serious concerns for both Kalkite and [REDACTED] on multiple fronts:

**Visual Impact:** The proposed subdivision is prominently situated directly in front of [REDACTED] obstructing the panoramic views that our community was designed to enjoy. These pristine vistas over Lake Jindabyne have been an integral part of our identity and were central to our marketing efforts, attracting purchasers who value the serene and unspoiled surroundings. The impact of the proposed subdivision on Three Rivers Estate will be substantial. It will severely impact the visually pristine beauty of the Lake Jindabyne foreshore from above which dominates the view from [REDACTED] both night and day and will cause damage to our [REDACTED] which was promoted on the promise of the legislatively protected foreshore as outlined in the LEP.

**Audible Impact:** [REDACTED] sits on a granite ridge above and surrounding Kalkite Village. The acoustics mimic an amphitheatre as sound from Kalkite reverberates and amplifies up the ridge. At [REDACTED] sounds from Kalkite can be heard. The introduction of 220+ dual occupancy homes, hundreds of cars, trucks, motor bikes, construction noise and general human activity will create a substantial amount of noise which will adversely affect the enjoyment of our residents and residents of Kalkite.

**Light Pollution:** One of the key attractions of [REDACTED] is its serene and unobstructed views of the night sky. The introduction of excessive artificial lighting from the proposed Hilldowns subdivision will dramatically alter the visual experience for our residents. The pristine, starlit nights that our [REDACTED] currently enjoys will be obscured by the glare and scattered diffuse light emanating from the Hilldowns subdivision. **Such is the significance of the night sky** to us, that our streets have been named after constellations visible from the [REDACTED] and exclusive to the Southern Hemisphere.





**Environmental Irresponsibility:** The Hilldowns proposal lacks the stringent environmental requirements that have been core to [REDACTED] development. Our commitment to the Dark Skies Initiative, solar power adoption, water conservation, and wildlife preservation has been crucial in maintaining the ecological balance that sustains the local ecosystem and enriches our residents' and visitors' quality of life.

**Community Harmony:** The proposed high-density development will introduce congestion, noise, and visual clutter that directly contradicts the tranquil and exclusive ambiance we have cultivated at [REDACTED]. This will undermine the sense of community and shared values that residents and visitors experience.

Approval of this rezoning proposal will have immediate, negative, and serious consequential effects on the marketability of [REDACTED] causing a situation which will necessitate seeking relief for loss.

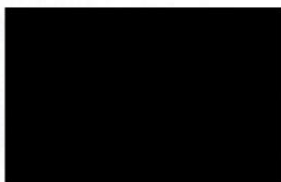
Council seems to have had a complete 180 degree change of mind and course with these new big developers from refusing previous smaller ones much earlier in their proposals. Their proposed development is much larger than anything previously proposed on the lake, sits on a wide swath of rural land directly on the foreshore, has no existing development consent on it, is surrounded by what was until recently Crown Land and is situated at the end of a dead-end winding road adjacent to a hair-pin bend and Council is seriously considering allowing them to change their rural zoning to permit a high density residential subdivision akin to Penrith on the Lake directly bordering and directly in front of our development.

#### **In summary**

The rezoning of the Hilldowns farmland from agricultural for high density residential and business use, especially without the incorporation of responsible environmental measures, is a step in the wrong direction for Snowy Monaro's sustainable growth. In its current form, **the proposal contradicts the Local Government Legislation on Environmental Protection and will set a dangerous precedent for future foreshore developments in the region.**

Considering these concerns, as [REDACTED] of Three Rivers and as residents of Kalkite, we implore Snowy Monaro Shire Council to reconsider the appropriateness of the proposed Hilldowns development in its current form and carefully evaluate its potential impacts. We strongly recommend that the Council considers our collective investment [REDACTED] as a destination, Kalkite Village as a gem of the area and worthy of protection, our dedication to environmentally responsible living, and the irreplaceable value of the unspoiled landscapes that our entire community cherishes and visitors envy.

[REDACTED] How we proceed from here will greatly depend on Council's actions regarding this Hilldowns proposal.



**In conclusion, we urge the Council to:**

**Assign an Independent Body for Further Impact Study:** Due to the sheer size and scale of this residential development, which is essentially a new village, an independent study of its impact on the entire area needs to be commissioned prior to rezoning to ensure all aspects of its impact are considered including access, employment, public transport, police and bushfire emergency response capabilities.

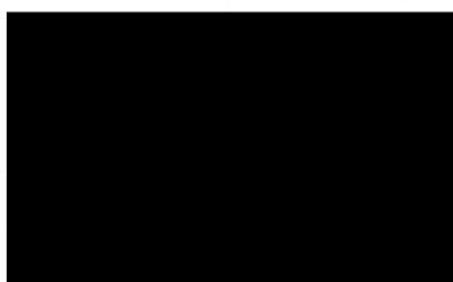
**Ensure Compliance with Current Legislation:** Uphold the Local Government Legislation on Environmental Protection and ensure that any proposed development aligns with the principles of responsible land use and preservation. Do not permit rezoning just to get around the legislation which is designed to protect the lake foreshore.

**Preserve Our Natural Heritage:** Recognize the intrinsic value of unspoiled landscapes and commit to protecting them for the benefit of current and future generations. Continue to save the Lake Jindabyne foreshore from development. Protect it.

The decision you make regarding the Hilldowns proposal will have far-reaching consequences for our area's future and the natural beauty of the Lake and surrounds. It will set a precedent for high density development along the entire foreshore of Lake Jindabyne. We urge you to make a decision that aligns with the principles of environmental stewardship, responsible development, and the well-being of our community.

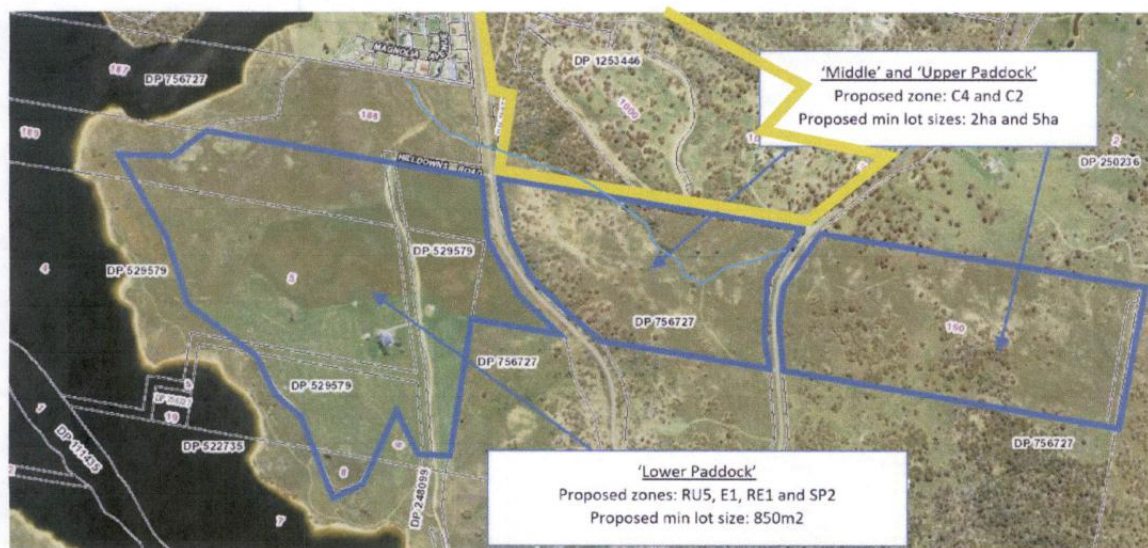
Thank you for considering our concerns. We trust that you will carefully deliberate on this matter and choose a path that preserves the essence of Kalkite Village and [REDACTED] and safeguards the unparalleled and unique beauty of Lake Jindabyne.

Signed,





APPENDIX



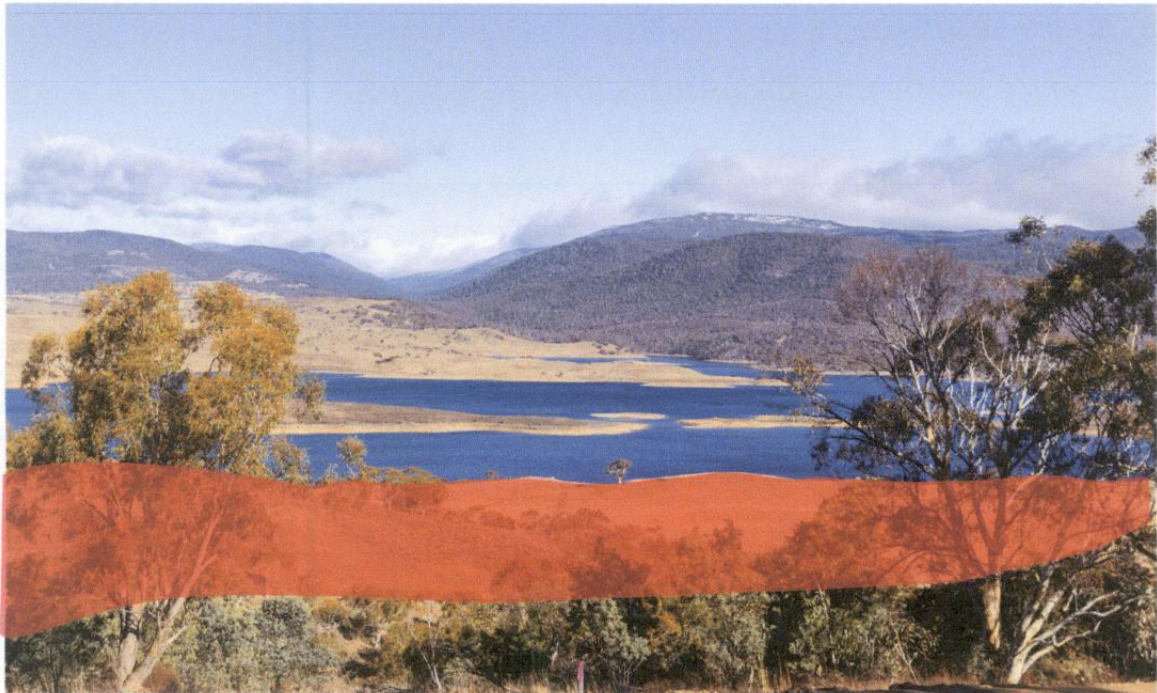
**Fig 1.** Proposed Hilldowns subdivision detail outlined in blue. Three Rivers outlined in yellow. Existing watercourse shown in light blue.



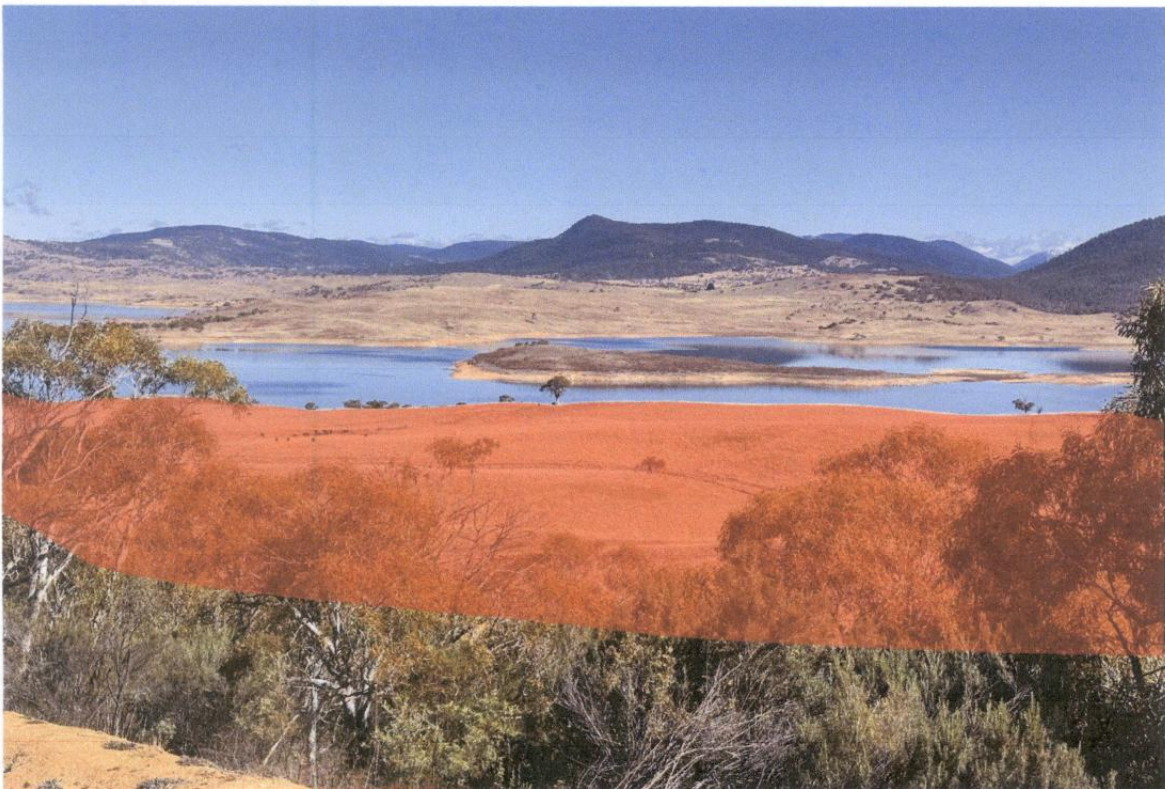
**Fig. 2.** Hilldowns Road Proposed Development highlighted in red. Three Rivers Estate shown in foreground. Kalkite Village visible at right.



**APPENDIX**



Actual views from Lots at Three Rivers Estate.  
Area highlighted in red denotes Hilldowns subdivision (through trees where overlap).



165.



11 September 2023

Snowy Monaro Regional Council  
81 Commissioner Street  
COOMA NSW 2630

**Re: Objection to Planning Proposal: 56 Hilldowns Road Kalkite**

Snowy Hydro Ltd (Snowy) operates the Snowy Mountains Hydro-electric Scheme and owns the foreshore land at Jindabyne adjoining the property at 56 Hilldowns Road, Kalkite, where the above planning proposal to rezone Rural RU 1 Primary Production to RU5 Village with a potential for an additional 220 residential lots is currently on exhibition.

Snowy has reviewed the proposal and assessed a range of potential flooding scenarios. Based on these assessments, we have come to the conclusion that it will be undesirable to allow a significantly increased number of people to be located in close proximity to the reservoir in this location through a spot rezoning without the strategic planning work required to understand all the risks.

We also want to highlight these scenarios are likely to be exacerbated as the frequency of extreme weather events likely increase with climate change.

If you would like any further information, please contact [REDACTED]

Yours faithfully

[REDACTED]

Head of Environment and Lands  
Encls



166.

The Planning Officer  
Snowy Monaro Regional Council  
81 Commissioner St Cooma NSW 263  
[council@snowymonaro.nsw.gov.au](mailto:council@snowymonaro.nsw.gov.au)

Sunday 10 September 2023

**Re : Planning Proposal: 56 Hilldowns Road, Kalkite (Part 2)**

Dear Sir/Madam,

We wish to provide further feedback on the above Planning Proposal, and in particular make additional comments in relation to the updated Traffic Impact Assessment dated 1 September.

While we understand that the updated report is based on more recent actual traffic data, we believe there remain a number of areas where the report has omitted important factors that underestimate the impact of the Proposal.

The latest Stantec traffic report concludes that the impact from the increased traffic from the proposed development will be satisfactory provided that substantial work is carried out on Kalkite Rd, amongst other work at key intersections. The work identified includes widening Kalkite Rd by 2 m from 6 to 8 m, adding barriers and line marking. Widening the road is substantial and expensive work. The statement is made that this will be funded from developer contributions, presumably over time. This is a potentially poor outcome for existing residents, as timing and cost of the required road improvements is unclear, and could be a significant impost on all ratepayers. These improvements to Kalkite Rd need to be in place to cope with the traffic impacts of the very large proposed development, not at some time down the track. The current proposal does not show any contribution from the developer towards these significant costs.

The consequence of the proposed development is to turn Kalkite Rd currently a local road into a collector street clearly demonstrating the substantial scale of the development in this locality. Our earlier submission dated 21 August identified several reasons why such a large scale development is undesirable in this locality.

The Stantec report while utilising traffic data collected also makes assumptions about the volume of construction traffic generated. As identified in our earlier submission dated 21 August in relation to the Cardno traffic report, the basis for the assumption of 20 construction workers on site at the same time is unclear and this is likely a substantial under estimation of numbers of workers, vehicles and traffic volumes. Consequently, the impacts of construction traffic are likely to be seriously underestimated in the Stan

Furthermore, the traffic assessment only includes housing construction traffic, and omits any consideration of the heavy vehicles and substantial other traffic required to implement infrastructure such as road building sewer installation, sewerage treatment upgrades, electricity and telephone. In particular, the construction of several kilometres of new road and guttering within



Precinct 1, as well as the excavation or more than 5 km of sewer lines, and installation of sewer pipes to serve more than 220 dwellings is not addressed, and will likely cause major disturbance and damage to roads in the area.

As in the Cardno report, no reference is made in the Stantec report to winter driving conditions including ice on Kalkite road. There is reference to fog on the road but that does not capture all of the hazards experienced year round. Kalkite Road is steep, and subject to icy conditions, with the road impassable on occasions every winter. The substantial increase in traffic increases the likelihood of major accidents on the road.

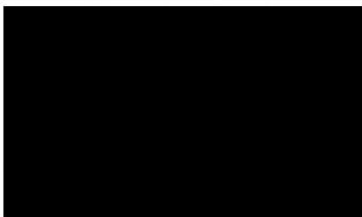
The report states that the speed limit on Eucumbene Rd is 60 kph. While that is the case close to the Kosciuszko Rd turnoff that does not apply for most of the road including at the turnoff to Kalkite where the limit is at least 80 if not 100 kph.

Overall, as stated previously, the huge increase in traffic at the Eucumbene Rd and Kosciuszko Highway intersection will make this a black spot on the highway, with significantly increased risk of serious accidents. It will be the busiest high speed intersection on the entire highway between Jindabyne and Canberra.

In summary, we maintain our strong objection to the Planning Proposal, and in particular the proposed rezoning of Precinct 3, for the reasons provided previously, and the above.

For Precinct 1, we continue to accept there may be a planning basis for expanding Kalkite Village to a limited extent, with say 20-50 new dwellings. However, we strenuously object to the Proposal in its current form.

Yours sincerely

A large black rectangular redaction box covering the signature and name of the person who wrote the letter.

167.

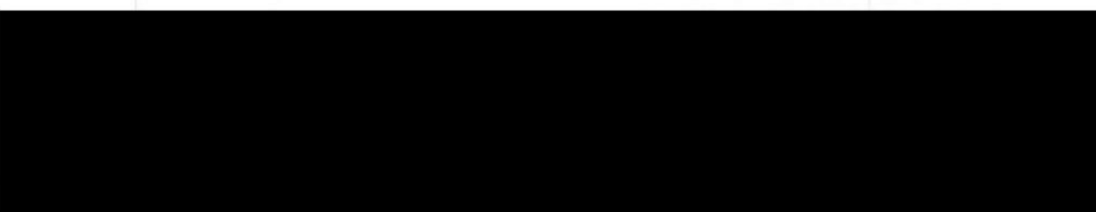
Monday, 21 August 2023

The Planning Officer  
Snowy Monaro Regional Council  
81 Commissioner St Cooma NSW 263  
[council@snowymonaro.nsw.gov.au](mailto:council@snowymonaro.nsw.gov.au)

**Re : Planning Proposal: 56 Hilldowns Road, Kalkite**

Dear Sir/Madam,

We wish to provide feedback on the above Planning Proposal.



The Proposal seeks numerous rezonings of land across 3 separate precincts. There are many general comments made in the documents which do not apply equally to the 3 precincts, and we expressly request the Council to consider the rezoning issues associated with each of the 3 precincts separately.

In summary, we object to the proposed rezoning of Precinct 3, for the reasons set out below.

For Precinct 1, we accept there may be a planning basis for expanding Kalkite Village to a limited extent. However, we object to the Proposal in its current form, as too intensive given that it more than doubles the population of the existing village and such a large number of dwellings is poorly sited in this location, with potential for substantial impacts on traffic and roads which are not adequately identified or assessed. There is also potential for large costs to be imposed on all ratepayers in the LGA. There is also no guarantee that the benefits of commercial development which are held out in the Proposal, particularly a shop, will ever materialise. Our detailed feedback on Precinct 1 is set out below.

### **Precinct 3**

We wish to make several specific comments in relation to Precinct 3, as the proposed rezoning has major and significant impact on our property.

#### **Out of character in locality**

- The proposed rezoning is completely out of character with all the surrounding holdings, including our property. Precinct 3 is surrounded on the east and north by rural zoned land, to the south by uncleared Crown land. Land opposite across Kalkite road on the western boundary is still largely in rural use regardless of the Three Rivers Estate.
- Properties on the eastern side of Kalkite Road are all zoned for rural use and are generally larger than the current 40ha minimum for a dwelling for the R1 zone under the LEP. The proposed Precinct 3 would be a major incursion/expansion of semi-urban dwellings into an area that is currently solely rural. There is currently no dwelling house on Precinct 3.



- Such a dramatic change in land use is a substantial undesirable change in character in this locality.

#### No Planning Justification

- There is no pre-existing plan in the Council or NSW government which supports this change in zoning. The Planning Proposal makes incorrect claims regarding consistency with and support from the SAP, and the Draft Settlement Strategy (2022) (see comments on Precinct 1 below)

#### Lack of Public Consultation

- The Proposal to rezone Precinct 3 was not identified in the community consultation held by GYDE consulting in March 2022. At that time the land was identified as remaining as R1 rural and therefore had no change in impact on neighbouring land as a result. Consequently, this change has not undergone adequate public consultation. This additional change has been made belatedly in the Proposal and lacks planning merit.

#### Minimal contribution to housing

- In its current form, the change of zoning for Precinct 3 will only add an additional 3 house blocks, a very minor number of additional house blocks in the context of the overall proposal of around 220 lots in Kalkite, yet Precinct 3 represents a major and objectionable change of use in the locality.

#### Detailed plan comments – Significant Destruction of Environment

- The proposed 'stewardship areas' (C2 Zone) sound plausible, but as no controls are defined in the proposal how their protection will be achieved is unknown. Enforcement of planning controls is likely to be problematic as the Council has limited resources to monitor these sites, and it would potentially be neighbours that end up having to monitor landholder behaviour.
- The entrance roads to the 3 house blocks will create lengthy tracks up to 6m wide for the entire length of the property and up some steep inclines. These paved tracks will destroy the rural character of the land, and will impede access and impact habitat for wildlife. The steep sections will have significant potential for erosion and land degradation.
- In addition, despite the inclusion of a 'Stewardship Zone', the Proposal will largely destroy the current trees and environment due to the imposition of large bushfire protection zones required by the Strategic Bushfire Study, including 40-50m protection areas around all homes, plus a 10m wide corridor (on both sides) running the entire length of the property on curving paved driveways.

#### Precinct 3 Rezoning is Not Consistent with Ministerial Direction 9.2

- The proposed change of zoning to large lot rural residential albeit in zones described as C2 and C4 is not consistent with Ministerial direction 9.1 and 9.2. This conflict with Ministerial Direction 9.2 is recognised in the GYDE report on p 11, and is not squarely addressed. The report simply submits that other objectives are achieved and essentially ignores the clear breach of the Ministerial Direction.

#### Biodiversity Report does not address Precinct 3

- The Biodiversity Assessment Report (8 April 2022) was undertaken on the basis of no change in zoning for Precinct 3, and diagrams within the report reflect that. It was not undertaken for what is currently proposed and hence does not adequately assess the impact of the proposed zoning as C4 to allow residential development where none is presently allowed.

No Development Controls defined for Zones C2 and C4, or Stewardship Zone Controls

- According to the Planning Proposal document, no development controls have been agreed with the Council for Zones C2 and C4. The impact of these zones on neighbours is therefore unknown and cannot be assessed as part of this process. No methods of control have been proposed for the Stewardship Zone.

Overall, the Proposal for Precinct 3 is opportunistic and unwarranted.

#### **Precinct 1**

In addition, we wish to comment on the proposal in relation to Precinct 1.

Proposal is NOT consistent with Snowy Mountains SAP

- The Proposal suggests that the Snowy Mountains SAP supports it, which we consider misrepresents general statements of strategic intent in the SAP. The Planning Proposal prepared by GYDE Consulting (p8) says the Proposal is 'aligning' and 'consistent with' the Jindabyne SAP. However, the SAP clearly includes a plan for 10% of planned new capacity to come from 'Rural' dwellings, with these dwellings to come from ALL the various areas surrounding Jindabyne (Snowy Mountains SAP Housing and Accommodation Study, June 2022, p4). In the SAP, this 10% is clearly shown over the course of the entire planning horizon out to 2061, to be 186 dwellings in total, to be built in numerous places including Berridale, Dalgety, and others. On a per capita basis, the SAP implies that Kalkite would contribute less than 10 dwellings to this target. Hence any suggestion that a proposal for 220 dwellings in Kalkite is supported by the SAP is self-serving.
- Further, it is very likely that many of these planned 'Rural' houses would be built on large blocks outside of towns, with their own water and sewerage systems, so the role for Kalkite in this aspect of the SAP is virtually non-existent.
- Importantly, having undertaken broad investigation, the Snowy Mountains SAP specifically did not recommend that Kalkite be rezoned, and did not identify Kalkite as a possible site, due to Kalkite be too far from Jindabyne, and indicated it was not appropriate for the type of accommodation needed for employees. Hence, this Planning Proposal is not aligned, or consistent with the Snowy Mountains SAP.

Snowy Monaro Draft Settlements Strategy

- The Planning Proposal also suggests that the Snowy Monaro Draft Settlements Strategy, the Village Expansion Investigation Area, and the Environmental Living Investigation Zone as supportive of the Proposal. This is self-serving, as no investigations into these zones have been undertaken independently by the Council, and Council has not contacted any of the relevant stakeholders (such as ourselves) in relation to these investigations, nor has the applicant. To the extent that this Planning Proposal is a defacto 'investigation' then it has prompted both specific individual objections such as our feedback, and various other community objections to both the Village Expansion Zone and the Environmental Living Zone.

Roads and Traffic Impact on Kalkite Road and Kalkite Village

- The traffic analysis and treatment for Precinct 1 in the Cardno Transport Impact Assessment is inadequate, as it does not consider the specific local topography, road conditions on Kalkite Road such as sightlines/blindspots, or take the specific local climatic conditions into account, particularly winter conditions.



- The Proposal states clearly that it will result in over 350 additional vehicles on average every morning in peak hour on Kalkite Road (Section 8.2.1 Cardno Transport Impact Assessment). This is a major and unwarranted impact on all landholders along Kalkite Road (indeed all those from the Eucumbene Road turn-off from the Kosciusko Road and the ambience of the entire location regardless of what is modelled by traffic modellers.
- Kalkite Road is dangerous in several sections. The RTA identifies 3 factors that contribute to road safety, being gradient, width and sinuosity. Kalkite Road is very steep, with gradients exceeding 15%, it is narrow, has poor edges, limited sight lines, and is very curvy with multiple blind curves. It is also subject to high wind on exposed sections. The traffic report prepared to support the Planning Proposal makes no assessment of the specific risks of adding up to 1000 movements per day (including both directions) on this particular road per day. Some traffic analyses use the assumption of 7-9 movements per day for a family, which would significantly increase the numbers of movements beyond those modelled in the traffic report.
- No actual traffic volumes were included in the assessment for the Proposal, due to Covid (Section 5.3, Cardno Transport Impact Assessment). This makes the assessment very questionable.
- The characteristics of Kalkite Road as a rural road are not considered in the traffic analysis report. Current traffic on Kalkite Rd frequently travels above the speed limit, and additional traffic will significantly increase the safety risks on Kalkite Road. No assessment of actual speed and risk has been made in the Proposal.
- Wildlife such as kangaroos are a major hazard particularly early and late in the day from the Kosciusko Road/Eucumbene Road turn off to Kalkite. No consideration of this appears in the traffic impact report or elsewhere.

#### Construction Traffic Impact is Understated

- The number of construction workers is significantly underestimated. Assuming that 150 houses built (conservative) over a 5 year period (conservative) implies that 20 houses need to be in process at any one time. Hence the assumption of 20 workers in total (included in the Cardno Transport Assessment potentially underestimates construction traffic by a factor of at least 3-4x
- The actual construction traffic impact of the Proposal on Kalkite Road and Kalkite Village is likely to be very substantial. Over the 3-5 years of development, heavy construction traffic will likely damage the road significantly, particularly in winter, and pose safety issues to other road users. Concrete trucks may have to reduce loads due to the steepness, resulting in 25%-50% additional trips. Based on 220 dwellings needing 100-150 deliveries overall each to be completed, with say 9 months of access by builders/trades personnel per dwelling, and including the trucks required to build water infrastructure, sewerage, phone, electricity, it is estimated that this development could result in more than 200,000 truck and trades movements into and out of the site over say a 5 year period. This will significantly impact if not destroy the ambience and utility of the existing village and its residents.
- No consideration of the traffic impact of infrastructure construction (such water, sewerage and sewerage treatment, plus other utilities) around the site has been included in the traffic impact analysis, which focuses solely on the construction of houses. This will add significant numbers of heavy vehicle ingress/egress along Kalkite Road.
- In addition, there is no specific consideration of road building construction traffic included in the analysis.
- Potholes are already common on Kalkite Road with existing levels of traffic. Snowy Monaro Council would likely be liable for frequent, costly road repairs to Kalkite Road due to heavy traffic, at least yearly, imposing cost burdens on all rate payers.

#### Climate and Winter Conditions on Kalkite Road

- The Planning Proposal or supporting reports make no assessment of the impact and risks of the typical winter conditions on Kalkite Road and therefore on the efficacy of the Precinct 1 site. Kalkite Road is a dangerous road for significant periods during each winter, due to icy conditions, poor camber on the road, wind and other climatic conditions.
- The road is closed during heavy snowfalls, which have occurred multiple times in the last few years and this is likely to increase due to more variable, wetter snow falls increasing in the area. Building over 200 dwellings requiring daily access/commutes at the foot of a hill and road that are at times impassable on the basis that the residents need daily access is a poor planning decision.

#### Eucumbene Road/Kosciuszko Road Intersection

- While there is some provision for upgrades to the Eucumbene/Kosciuszko Road intersection, the analysis is limited and there is no adequate costing for this upgrade. This intersection enters onto a 100km/h section of highway, where trucks are moving at maximum speed after a downhill section, and into ski traffic that is frequently moving at speed.
- The Cardno Transport Assessment report projects that 240 additional cars will need to turn right onto Kosciuszko Road from Eucumbene Road in morning peak hour (Section 9.4 Traffic Distribution, Cardno Transport Assessment). In Section 9.6.2.1, the Cardno report also shows that AVERAGE wait times in seasonal busy periods will likely be 1825 seconds (which is more than 30 minutes), and a queue length of 1109.3m (over 1km).
- The projected increase in traffic would result in the Eucumbene/Kosciuszko intersection becoming the busiest intersection and a likely black spot on the entire Kosciuszko Highway between Jindabyne and Cooma, and possibly Canberra. This could necessitate a major extension of the 80km hr zone, increasing frustrations of ski traffic and other local road users.
- In Section 9.8 of the Cardno Transport Impact TfNSW requires that further Traffic analysis for the Eucumbene was to be undertaken based on actual data (which was meant to be collected in July 2023), and the Transport Impact Assessment updated appropriately. This has not been completed, and therefore the realistic traffic impacts of this Proposal are unknown.

#### Not a good base for Employment and Tourism

- Kalkite Village is most definitely not place where tourism for the region should be based, or where employees for Jindabyne businesses should be based. Kalkite is 22km from Jindabyne via steep and sinuous roads, some with wildlife dangers. Kalkite is 43km from the skitube, 54km from Perisher and 58km from Thredbo. It is implausible to consider Kalkite as a target for growth based on either tourism, or employee housing, particular as employees from Jindabyne are likely to end up driving on the road at dangerous times of the day and night.
- Importantly, the dwellings proposed in the Planning Proposal are not the type identified in the Snowy Mountains SAP as required to help drive growth in Jindabyne. The SAP highlights that employees need 1-2 bedroom dwellings, not large residential housing as included in the Proposal.

#### Bushfire Risks

- While a plan to 'shelter in place' has been identified in the Strategic Bushfire Study prepared as part of the Planning Proposal, this highlights that the concept of siting dwellings for up to 1000 people at the end of a road inaccessible during bushfires is highly inappropriate.



Monetary Contribution from the Developer proposed as Zero

- The Development Contributions are shown in Schedule 1 of the Draft Planning Agreement. This shows that the developer will contribute nil Monetary Contributions. Given any development will require very substantial infrastructure expansion (>\$20m) and upgrades to sewerage, water and utilities, it would be irresponsible of the Council to agree to this rezoning without guaranteeing that it will not impose large costs on all ratepayers in the LGA. In its current form, the Proposal will incur very large costs for all ratepayers.
- In particular, in regard to clause 10 of the Draft Planning Agreement, it is vital that the Council not exclude developer contributions under s7.11 of the EPA Act.
- It is unknowable whether the commercial district including a shop will ever be built, unless this activity is supported by the developer beyond simply the provision of land. No building to house a shop will be provided as part of the Proposal leaving entirely at large whether someone else will take on that burden. Whether the economic benefits are sufficiently positive to justify the building costs is unknown.

Long deferral of Developer requirements

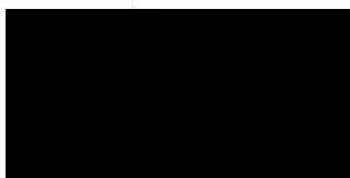
- Schedule 1 highlights that required developer activities to undertake surface improvements, install road barriers, and upgrade the Eucumbene/Kosciusko intersection could likely be deferred for several years as these are proposed not to be required until 50% of lots are sold plus 12 months. Given these conditions some of the purported benefits of the Proposal such as a shop may never occur.
- Importantly, none of these activities would be completed prior to the construction phase (with hundreds of heavy truck movements etc) resulting in additional road safety risks and degraded road conditions.

In summary, we object to the rezoning of Precinct 1 in its current form, as discussed above.

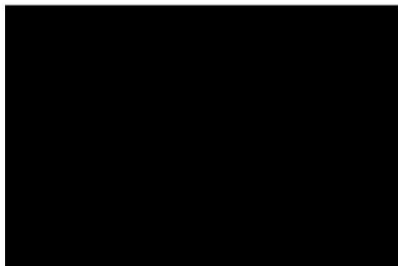
We object to, and are very directly affected by, proposed Precinct 3. Many of our comments in relation to Precinct 3 above apply to the rezoning of Precinct 2 which is also undesirable.

We trust you find these comments useful and that they are closely considered by the Council and its staff in the assessment of the Proposal, a very significant one for Kalkite. We would appreciate the opportunity to discuss these concerns further with you.

Yours sincerely



170.



11 September 2023  
Our Ref: 100104

The General Manager  
Snowy Monaro Regional Council  
PO Box 714  
COOMA NSW 2630

Dear Sir

*Attn: Elhannah Houghton – Strategic Land Use Planner*

**PLANNING PROPOSAL – 56 HILLDOWNS ROAD KALKITE**

We refer to the above matter which is currently on public exhibition.





*Submission in relation to Planning Proposal  
56 Hilldowns Road Kalkite*

[REDACTED] has a steep escarpment traversing the middle of the site, forming a high section and a low section. [REDACTED] property has a short frontage directly to Kalkite Road, the topography at that location makes vehicular access impractical and unsafe. Consequently, [REDACTED] utilizes the existing Hilldowns Road to access [REDACTED] with an informal arrangement with Snowy Hydro at the southern end. This informal arrangement has been in place since before the site was acquired [REDACTED]

On behalf of [REDACTED] has prepared a development application for the lower section of its site, for an [REDACTED] This proposal, which is of regional significance, has been planned in detail over the past few years and meetings have been held with Council's Town Planning and Recreation Planning staff (since March 2020) to discuss appropriate planning approval pathways. The proposal is **fully permissible** under the current *Snowy River Local Environmental Plan 2013* and, based on the details of the new consolidated LEP that we have seen, will also be compliant with that document. The proposal will not require any LEP amendments. The documentation for the concept application is almost complete and lodgement with Council is imminent.

The [REDACTED] is a significant [REDACTED] [REDACTED] is intent on developing a high quality [REDACTED] on its site, with numerous social and economic benefits for the local community. The [REDACTED] proposal will create year-round permanent employment for local people, having a capital investment value exceeding [REDACTED] and has been sensitively designed to minimize environmental impacts. Whilst its location is able to take advantage of lake views, it is discretely located and will be predominantly indiscernible from Kalkite village and Kalkite Road.

The [REDACTED] proposal is wholly reliant on access via Hilldowns Road being maintained. It proposes the reconstruction of Hilldowns Road within its current road reserve and contains an offer to enter a VPA to assist with ongoing maintenance. Beyond the southern end of the current Hilldowns Road reserve, the Proposal includes the construction of and maintenance of a public car park for the local community, ensuring improved public access and leisure usage of the lake and the proposed pathway to Jindabyne.



*Submission in relation to Planning Proposal  
56 Hilldowns Road Kalkite*

The Planning Proposal for 56 Hilldowns Road will result in the closure of Hilldowns Road. This proposed closure of Hilldowns Road is the main objection of this submission.

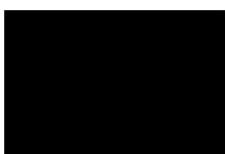
**1. Adverse impact on development potential of [REDACTED]**

For the reasons stated above, the closure of Hilldowns Road will have a significant adverse impact on the development potential of the [REDACTED] and community amenity. Whilst residential development, as per the 56 Hilldowns Road Planning Proposal, may bring some benefit to the area, the closure of Hilldowns Road is not an essential component of the Planning Proposal, whereas the Hilldowns Road access is vital to the proposed development of the [REDACTED]. In other words, the residential development foreshadowed by the 56 Hilldowns Road Planning Proposal can still proceed, even if Hilldowns Road remains open, whereas the [REDACTED] cannot proceed. From an economic perspective, this would be a massive [REDACTED] loss in economic activity for the local area, including the loss of many employment opportunities to the community, both direct and indirect.

In terms of balancing the rights of landowners and the public interest, it is vital that Council makes absolute provision in its strategic planning for Hilldowns Road to remain open.

**2. Alternate means of access**

We note there are two documents on public exhibition which are in conflict. See Figure 2, which is an excerpt of the plan entitled 'Appendix 2 – Concept Subdivision Plan aerial overlay'. However, the plan entitled 'Appendix 17 – Indicative Masterplan for Precinct' (see excerpt at Figure 3) shows a different proposed lot layout and road location. It is noted that the Appendix 17 indicative masterplan is the version that is used in the proposed DCP document entitled 'Appendix 16 – Kalkite Village Development Control Plan Draft'.



Submission in relation to Planning Proposal  
56 Hilldowns Road Kalkite



FIGURE 2 – Excerpt from 'Appendix 2 – Concept Subdivision Plan aerial overlay'



FIGURE 3 – Excerpt from 'Appendix 17 – Indicative Masterplan for Precinct'



*Submission in relation to Planning Proposal  
56 Hilldowns Road Kalkite*

(a) Implications of layout shown at Appendix 2 of the publicly exhibited documents

Notwithstanding the legal issue for Council in terms of publicly exhibiting two distinctly different subdivision layout plans, [REDACTED] is of the view that the layout in Appendix 2, with the relatively minor modifications mentioned (alignment back on the original Hilldowns Road end onto Snowy Hydro Land to maintain higher level to avoid flooding), may be a viable alternative for its proposed development, in the event that Council resolves to support the closure of Hilldowns Road.

The required modification would be that the proposed road reserve and carriageway width of the road headed south of the main roundabout be widened sufficiently to the standard necessary to accommodate access by coaches (and the alignment of Hilldowns Road as it intersects Snowy Hydro land be as it is to meet our specifications with Snowy Hydro). It is noted that the road reserve currently shown on this plan extends through to the northern boundary of [REDACTED] which is owned by [REDACTED] Council would need to ensure this occurs.

In addition, we would request that Council ensure, through staging controls in the proposed DCP, that the proposed road running south of the main roundabout be constructed as part of the first stage of the development and that appropriate vehicular access to the [REDACTED] land be maintained during the course of construction of the proposed road.

In the event that Hilldowns Road is closed, Council will need to give careful consideration to the timing of such closure. If Hilldowns Road is closed prior to any alternate means of access being created, [REDACTED] (and by extension, [REDACTED]) will lose its means of access to the foreshore land (as will the local community who are regular users of the access).

(b) Implications of layout shown at Appendix 17 of the publicly exhibited documents

The layout shown in Appendix 17 of the publicly exhibited documents (and also Figure 4 of the document 'Appendix 16 – Kalkite Village Development Control Plan Draft') is not considered to be a preferred alternative means of access for the [REDACTED] proposal. This layout would result in a less direct access route for the public to both access the lake foreshore or to access the [REDACTED]



*Submission in relation to Planning Proposal  
56 Hilldowns Road Kalkite*

proposal. It would result in additional traffic, including coaches, using the essentially internal residential road network, which is not a preferred planning outcome considering there is a blank canvas design opportunity. Whilst the Appendix 2 layout also utilises the residential road network, it would affect less residential allotments than the Appendix 17 layout. There is also significant additional road to be constructed through the [REDACTED] land in order to provide access to the [REDACTED] land, as well as some uncertainty as to whether an access road alignment is indeed viable (as the access onto [REDACTED] land near [REDACTED] project access is at a lower level that is subject to flooding). If not, then the Appendix 17 layout would effectively prevent the [REDACTED] project from proceeding.

Given the regionally significant implications, it is requested that Council give detailed consideration to balancing the requirements of the 56 Hilldowns Road Planning Proposal with the essential access requirements for the [REDACTED] project. It is vital that these matters be resolved at the strategic planning level and not be pushed down to the DA stages, where there are potentially less options for fair and proper resolution. The objectives of the strategic planning process include promoting the orderly and economic use and development of land, which in turn promotes the social and economic welfare of the community by properly managing land resources. If the opportunity is missed to resolve these matters now, it will be a failure of the planning process and the community will be deprived of a significant social and economic benefit.

Additionally, [REDACTED] requests that provision be made for it to establish and maintain resort signage at the Kalkite Road access point to the proposed development and at any turning point.

Given the implications for [REDACTED] regionally significant project, [REDACTED] requests the opportunity to engage with Council in relation to the proper resolution of the matters raised in this submission.

Yours faithfully

[REDACTED]



## SNOWY MONARO REGIONAL COUNCIL

# KALKITE SEWAGE TREATMENT PLANT UPGRADE OPTIONS STUDY

REPORT No.: SMRC-0009-RO2  
REV: P2  
DATE: 4<sup>th</sup> April 2023

Rev	Author	Reviewed	Approved	Date	Comment
P1	HLF (RPEQ 04693)	STS	HLF	28/03/2023	Preliminary issue for review
P2	HLF	sts	hlf	04/04/2023	Executive review issue



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## DISCLAIMER

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DRAFT





## 1 Introduction

Kalkite is small village within the Snowy Monaro Regional council (SMRC) area. It is located 56km by road from the regional town of Cooma, 24 km from the small town of Berridale and 21km from Jindabyne. Kalkite is situated on the shoreline of Lake Jindabyne and is home to approximately 250 to 350 people. Kalkite is considered to be an Australian alpine town, in the snowy mountain area, near the Kosciuszko National Park.

The town is serviced by both a reticulated water system and gravity sewerage system. The water for the village is sourced from Lake Jindabyne and is simply chlorinated and then reticulated around the village. The sewage from the residences is collected in a gravity sewer and directed towards three small pump stations. The three pump stations pump the collected sewage to an established sewage treatment plant (STP) located outside, but uphill of the town. The effluent that is produced by the STP is stored and then is used to irrigate land within the STP boundary and the remainder is trucked away to the Jindabyne STP.

The STP has been established for some time (circa 1980), and its upgrade is the subject of this report. Upgrades to the current STP are required because SMRC has become aware that it is the intent of private landholders near the town to develop additional blocks of land for sale and occupation. With reference to planning documentation provided by SMRC, it is predicted that Kalkite will experience significant growth over the next 20 years or so. It is expected this growth will occur mostly via subdivisional development on vacant parcels of land located on the south side of the town.

The locations where development is most likely to occur are as follows:

- 3 Rivers residential development (42 Lots).
- Hilldowns Road, Kalkite (210 Lots).
- Tourist development (40 Residential lots and an 80-bed visitor accommodation).

To this end, SMRC has commissioned this report to understand the potential upgrades required to the existing plant in the medium and long term.

### 1.1 Environmental Protection Licence

The SMRC currently operate the Kalkite STP and no effluent leaves the site, no effluent is re-used outside the site. The effluent that is generated is either irrigated on the site, evaporated, or trucked away from the site and hence, it is considered a no impact site. An environmental protection licence (EPL) is not available for the current arrangement. Given the statements made above it is the intent of the SMRC to pursue an EPL for the site.

## 2 General Site Descriptions – Current Management Plan

### 2.1 Site and Catchment

SMRC have a well-established understanding of the STP and the site it occupies. The Kalkite Sewerage Treatment Plant (STP) is located on the eastern side of the township

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of Kalkite in Lot 22 DP634476. This parcel of land is approximately 4.2 hectares total area and slopes steeply downwards to Taylor's Creek to the north. The STP sits at an approximate average elevation of 950 m AHD which is significantly higher than the town of Kalkite (approx. 920 m AHD). The site is considered tight and flat real estate is at a premium. Additional flat areas will require creation via civil works.

The STP currently receives raw wastewater from 146 properties within the Kalkite township. Raw wastewater is pumped to the STP via sewer rising mains from three (3) sewer pump stations located throughout the town of Kalkite. The STP treatment system consists of an oxidation ditch (Pasveer ditch) followed by a maturation/evaporation pond.

## 2.2 Process

The sewage is treated within the STP using an activated sludge process to consume the carbon-based pollutants within the flow. The central treatment process is reliant on the formation of an activated sludge by aeration of the liquor within the oxidation ditch. After a prescribed period of time, the volume of activated sewage in the oxidation ditch has the aeration process stopped. The activated sewage is allowed to sit, causing the sludge settle and the clear effluent to be drawn off the top. In general, the process could be described as waste activated sludge sequential batch reactor. The process is typical of small lightly loaded STPs. The process diagram for the plant is shown below:

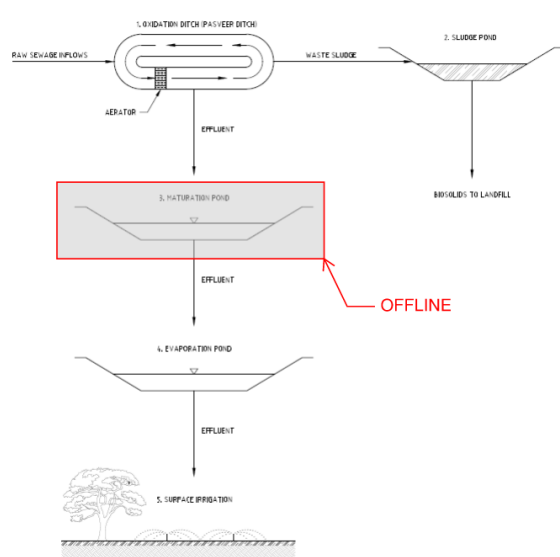


Figure 1: Kalkite STP process diagram

For noting, the Maturation Pond shown in the above process diagram, has been taken off line, due to the structural failure of the earthen wall of the pond. It is not possible at this point to bring the treatment element back online, meaning that a significant treatment process is not being undertaken.



## 2.3 Effluent Quality

The effluent that is produced by the STP is also representative of the technology used and in general could best be described as a Class B effluent in accordance with the NSW guidance document for recycled water management systems. The re-use options for this quality of effluent are limited. The current management plan which shows the effluent being irrigated on site, is seen as the best and lowest risk option for the site.

Recent effluent results for the existing facility are tabled below:

**Table 1: Effluent Quality Parameters (Recent) – NATA laboratory**

Quality parameters	Units	Test results Nov 22	Test results Dec 22	Test results Jan 23	Test results Feb 23
pH	unit	9.34	7.53	9.67	7.93
Suspended solids	mg/L	51	64	68	49
Biological Oxygen Demand	mg/L	20	4	13	8
Ammonia	mg/L	0.3	3.5	0.1	1.2
Total Nitrogen	mg/L	4.91	5.72	4.34	5.58
Total Phosphorus	mg/L	1.41	4.8	4.01	4.97
Thermotolerant Faecal Coliforms	cfu/100ml	290	2000	2	430

The effluent quality parameters tabled above, show there is significant variability in the results, which makes the process of deciding the effluent disposal end point difficult. It is clear from these results the current STP technology is struggling. The current system of on-site disposal via irrigation is suitable at this point, however, as has been stated before, once the volume of effluent exceeds 50 kL/day, effluent disposal will have to be done off site. This means that effluent quality will have to be significantly better and significantly more consistent. To achieve these two outcomes the plant will have to be upgraded. The central issue at this site is compliant effluent disposal.

## 2.4 Influent Volume Estimates

The influent/effluent volumes of the plant have in the past been estimated based on observations. Recently SMRC has made changes to the incoming pipework and has installed magnetic flow meters to measure incoming flows. The council plans show that Kalkite has 146 sites serviced by the sewerage system and the 2016 census state that approximately 214 people consider Kalkite their permanent home. It should be noted the number of people in Kalkite is highly seasonal, and consideration must be given to the variability of the incoming flow. The following table outlines the potential flows to the STP based on differing inputs.

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**Table 2: Effluent Quantities Estimated and Measured**

Input source	No. of EP (est.)	Occupation rate	Estimated ADWF
146 Residential connections	511 @ 180 L/EP/d	3.5 EP/lot	91 kL/day
146 Residential connections and recent water consumption results	195 @ 180 L/EP/d	2.0 EP/lot	35 kL/day
Census data	214 @ 180 L/EP/d	1.5 EP/lot	39.5 kL/day
Water Planning report 2022	300 @ 180 L/EP/d	2.0 EP/lot	54.0 kL/day
Recent flowmeter measurements (short term)	300 @ 180 L/EP/d	2.2 EP/lot	36.0 kL/day av. 54.0 kL/day peak

Estimating sewage inflows for the design of STP upgrades is a subjective process. Based on the above inputs, and for the purpose of this report, the conclusion is that Kalkite STP is seeing between 200 - 300 equivalent persons at 180 litres/person/day, with the typical industry peaking factors applicable to those inflows. Any upgrades to the plant will be based on these findings.

### 3 Purpose of the Option Study – Begin with the End in Mind

The purpose of the option study is to articulate the potential options open to SMRC for the augmentation/upgrade of the Kalkite STP to meet the community needs, environmental protection, and the effective operation of the STP.

SMRC have reached a clear end in mind for the Kalkite STP. SMRC have approved the Water & Wastewater Department to have designed and then construct a major upgrade at Kalkite Sewerage Treatment Plant (STP) in the near future.

Kalkite has been identified as an area of substantial growth over the next 2 - 10 years. There is strong evidence (as mentioned above) that this growth will be realised.

The current STP was built in the early 1980's with an original design throughput of 1000 EP (200 kL/day). The STP has not been augmented or had a substantial upgrade since the original construction and evidence shows it can no longer achieve its original design throughput of 1000 EP.

The SMRC strategic planning department have issued an expected growth plan that aligns with a required throughput EP of 1500 (270kL/day) at the end of this augmentation process.

Given the information about known property developments to the area of Kalkite, it is expected that while flows to the plant will increase, that increase will be steady and consistent over the next six years. For the purpose of this report and given what has been found about current inflows and occupancy levels in the area, it is anticipated that the expected throughput would be closer to 1000 EP over that period (this is discussed further below).



Notwithstanding the above, Council requires the STP to meet the following criteria:

- Sufficient capacity to last through the growth phase and into the future of the Kalkite township.
- Produce an effluent quality that can be re-used within the catchment of the significant environmental habitat that is Lake Jindabyne.
- An ergonomic, fit for purpose facility that overcomes the challenges of a steep site to provide a comfortable, safe and efficient working environment.
- The obligations as noted by NSW Department of Planning and Environment (DPIE) section 60, and the checklists that outline these obligations, with the view of establishing a compliant STP and associated environment protection licence (EPL).

## 4 Design Criteria for Future Development

### 4.1 Influent Volume of Sewage to be Treated/ Effluent to be Disposed

Significant work has previously been undertaken on the topic of sewage treatment and effluent disposal volumes. This report references Westlake Punnett & Associates (WP) report "Kalkite STP Hydraulic Assessment Report No. 21381.R01". For the convenience of this report, the original WP inflow calculations are reproduced with slight modifications to reflect recent findings along with the current inflow are shown in the following tables.

**Table 3: Current inflows (calculated not measured)**

Parameter	Unit	Value
No. Lots	lots	146
Total Cumulative EP	EP	321
ADWF	L/day	57,816
ADWF	L/sec	0.67
Peaking factor	unitless	3.2
PDWF	L/sec	2.1
GWI	L/sec	0.45
RDI	L/sec	6.0
PWWF	L/sec	8.5

**Table 4: 1000 EP inflows (calculated based on known developments)**

Parameter	Unit	Value
No. Lots	lots	400-480
Total Cumulative EP	EP	1000
ADWF	L/day	180,000
ADWF	L/sec	2.0
Peaking factor	unitless	3.0
PDWF	L/sec	6.0
GWI	L/sec	0.8
RDI	L/sec	10
PWWF	L/sec	16.8

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**Table 5: 1500 EP inflows (calculated based on long term planning assessment)**

Parameter	Unit	Value
No. Lots	lots	600-680
Total Cumulative EP	EP	1500
ADWF	L/day	270,000
ADWF	L/sec	3.1
Peaking factor	unitless	2.8
PDWF	L/sec	8.8
GWI	L/sec	1.5
RDI	L/sec	15.0
PWWF	L/sec	25.3

After reviewing the WP report and the preceding tables, it is evident the principal constraint to the size of the STP is the capacity to dispose of the effluent in accordance with section 60. Beyond the volumes of inflow currently being experienced at the STP, it will mean that on site effluent irrigation will not be sufficient, and external re-use will have to be considered. Hence, for this report, only external effluent re-use options will be considered.

## 4.2 Effluent Quality and Irrigation Requirements

Given the statements above, it is clear that the effluent quality leaving the STP for external re-use of the recycled water will have to be of the highest quality possible. The relevant guideline document is the NSW Guidance for Recycled Water Management Systems (2015). This document advocates for a risk-based framework for the management of recycled water schemes. Rather than focusing on absolutes in terms of effluent quality parameters, it allows the proponent to consider many factors including economic and environmental sustainability, social benefits and protection of public health. The focus is the management and monitoring of risk from the source to the end use to ensure the water is suitable for the intended uses i.e. "Fit for Purpose".

In this case, effluent will be leaving the site and will be interacting with the public in some way. Hence, there is a limited way forward for the project in terms of effluent quality.

Experience has shown in order to get to a successful implementation of a recycled water management scheme (RWMS), a robust, multi-barrier treatment process is necessary. Usually, successful RWMS have the following common elements involving:

- High quality primary treatment, consisting of screening of the sewage to 3mm or lower, grit removal and some inflow equalisation.
- High quality secondary treatment targeting significant reduction in the level of BOD, Total Nitrogen and Total phosphorous.
- High quality membrane filtration
- Time in a holding storage
- UV sterilization
- Chemical disinfection

Given the above, the likely target profile of an effluent that could be used in an RWMS for irrigation of a public space, depending on the exact site, might be as follows.



**Table 6: Final Effluent Quality Parameters Profile**

Effluent quality parameter	Unit	Expected Result from Treatment	Limit type	Frequency of testing
5 day Biochemical oxygen demand (BOD)	mg/L	5 - 7	Maximum	Monthly
Total suspended solids	mg/L	3 - 5	Maximum	Online monitoring
Turbidity	NTU	2	Maximum	Online monitoring
Nitrogen	mg/L	5	Maximum	weekly
Phosphorus	mg/L	2	Maximum	weekly
Thermotolerant Faecal coliform	Organisms/100ml	2	Maximum	Monthly
pH	pH units	6.0 – 9.0	Range	Online monitoring

Taking the above into account, and the fact the effluent is of a high quality with a low contaminant content, the application of that effluent to land becomes substantially easier to manage. In general, it is expected with the type of effluent outlined above, the land within the near radius of the plant and type of weather of the general area, that an application rate of 8 – 10 ML/hectare/year could be achievable. Table 7 contains the required land area for the three flow scenarios described in Tables 3, 4 and 5 based on an application rate of 9 ML/hectare/year, or 2.5 mm/m<sup>2</sup>/day.

**Table 7: Land Areas Required for Effluent Disposal (based on 9 ML/ha/year application rate)**

Effluent volume	Total area required	Area available at plant	Area required outside of plant
Current effluent volume based on Table 3 above 57kL/day**	23,100 m <sup>2</sup>	16,800 m <sup>2</sup>	6,300 m <sup>2</sup> or an area 79m x 79 m
Predicted 1000 EP effluent volume based on Table 4 above 180 kL/day	73,000 m <sup>2</sup>	16,800 m <sup>2</sup>	56,200 m <sup>2</sup> or an area 237 m x 237m
Predicted 1500 EP effluent volume based on table 5 above 270 kL/day	109,500 m <sup>2</sup>	16,800 m <sup>2</sup>	92,700 m <sup>2</sup> or an area 305 m x 305 m

\*\* Currently measured daily inflows are averaging 36 kL/day well within the capacity of the irrigation area at the STP site.

A review of the areas around Kalkite shows that areas suitable for the disposal of effluent for 1000 EP is possible within a short distance of the plant.

### 4.3 Other Design Considerations for Upgraded/New Plant

There is appropriate evidence that the existing plant will need to be substantially upgraded. The following items are the design considerations that will impact the assessment of various design options.

- The site is steep and flat real estate is at a premium.
- The original maturation pond site is not available due to failure of the pond wall.
- Access to the site is adequate but not ample.
- The site is subject to extreme variations of weather, from very cold in the winter to hot in the summer.
- The site will be subjected to snow fall in winter.
- The site is near the shore of Lake Jindabyne, a sensitive environmental area.
- Power to the site while currently adequate, has limitations.
- The new infrastructure will have to be built in and around a working STP.
- The new infrastructure will have to cope with variations in hydraulic load due to seasonal variations in visitors to the area.

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- The new infrastructure will have to produce an effluent that is low in total nitrogen and low in total phosphorus, hence biological nutrient removal will have to be included in the process design.
- The new infrastructure will have to produce an effluent that will meet the risk profile for irrigation of a public space. Multiple barriers will have to be included in the process design.
- The new infrastructure will have to allow for the efficient delivery of treatment chemicals to the site. The effective removal of screenings and other debris from the site and the regular removal of biosolids from the site.

## 5 Options available

Given all the above, the option to do nothing, or to do a small adjustment to the existing plant is no longer an option. The existing elements of the existing STP are well aged, and essentially near the end of the asset life. A major upgrade is required and options that explore doing nothing or doing very little are no longer considered in this report. Most of the options below have a common element, in that it will require council to find an area for effluent disposal outside the STP site once sewage inflows are consistently above 50 kL/day.

- **Option A:** Invest in infrastructure that will get the effluent outcomes but re-uses as much of the existing elements as possible.
- **Option B:** Invest in a complete new STP plant. No re-use of any element at the site, with a design that can cope with all future loadings. All future loadings could be as high as 1800 EP or 325kL/day.
- **Option C:** A hybrid of options A and B, minimising the economic impact but maximising the environmental outcomes, knowing that if Kalkite continues to experience substantial growth, then the current site has limitations on it.
- **Option D:** Abandon the existing site with the view that sewage treatment and effluent disposal will not occur at the area. All sewage will be collected at a new pump station and pumped via a rising main to East Jindabyne, with a view that it will be treated at the STP at Jindabyne. This option is not discussed in the body of this report but a short investigative report on the proposed pump station and rising main is attached as an appendix.

### 5.1 Option A - 1500 EP Plant Capacity (Re-using Elements of the Existing Plant)

For this option several elements at the STP can be retained in the operational design of the new STP. The existing layout of the plant would be kept with a view that civil works are minimized.

At the current site, there is currently no screening or de-gritting element, and it is crucial for the plant that this first barrier is established. A small tank to be used for flow equalisation is proposed below the screening system.

It is clear from the current effluent quality parameters discussed above, that the SBR treatment element is not producing a consistent quality effluent. The STP as part of the second barrier needs to be able to achieve that outcome. A significant upgrade of the existing secondary treatment bioreactor is required along with a change away from an SBR process to a conventional extended aeration waste activated sludge process and would require the construction of a new clarifier. The new clarifier could be built while the STP remained online, however, the modifications to the existing





Pasveer bioreactor would be extensive and require the STP to be offline during those mods.

The current and relatively new effluent lagoon can be retained. The effluent that is stored in the lagoon will need further tertiary treatment, consisting of chemically assisted sand filtration, followed by membrane-based filtration, UV disinfection and chlorination. The effluent will need to be stored in an enclosed tank prior to re-use via irrigation. The proposed process diagram is shown below.

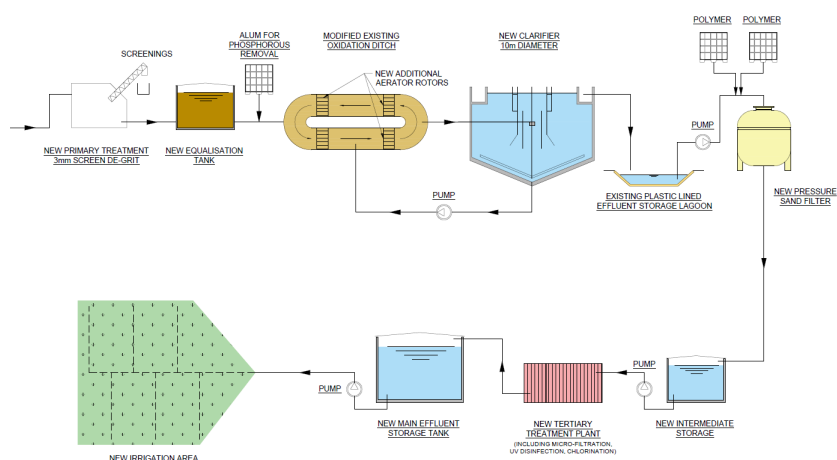


Figure 2 Process Flow Option A

Bio-solids from the plant would be stored and treated in a separate facility on site using a small belt de-watering system.

## 5.2 Option B - 1800 EP Plant Capacity (Completely New Plant)

For this option, extensive civil works are required at the site in order to develop enough flat area to site and construct the new plant. The proposed process would have the same primary treatment system as noted above, complete with screening of rag, rubber and rope elements in the sewage to 3 mm. A de-gritting process, with some flow equalisation built into the bioreactor structure would also be included.

The bioreactor would be designed as a submerged membrane bioreactor (MBR). The MBR tank would be purpose built in reinforced concrete. The biological process before the membrane would be designed to target biological nitrogen removal to less than 5 mg/L and chemical precipitation of phosphorus to below 1 mg/L. Flow from the MBR would be treated through UV disinfection followed by chlorination and storage. The existing storage lagoon would become redundant. The proposed process diagram is shown below.

Snowy Monaro Regional Council  
Kalkite Sewerage Treatment Plant Upgrade – Options Study

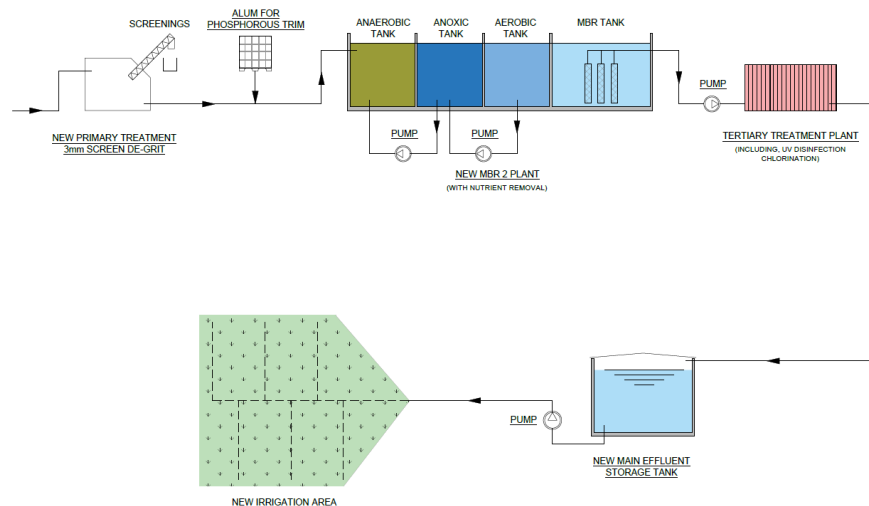


Figure 3 Process Flow Option B

Bio-solids from the plant would be stored and treated in a separate facility on site using a small belt de-watering system.

### 5.3 Option C - Blended proposal using elements from Options A and B, Plant capacity limited to 1000EP, but with capability to be increased to 1800 EP

It is clear, the STP needs an upgrade in order to export effluent from the site. What is not clear currently is the expected growth rate of Kalkite and the urgency around the delivery of the upgrades. Major civil works at the site are problematic and the period of time that the plant could offline is limited.

Given the above, it can be seen that both options carry common elements which will need to be included in the process design regardless. Namely a new primary screening system, the use of membranes, UV disinfection and chlorination, and a separate biosolids dewatering facility.

SMRC already have capital set aside for a tertiary treatment plant for the current inflow of effluent, and the newly constructed storage lagoon has been well engineered and should continue to be used.

This option advocates for the tertiary treatment plant to proceed based on the effluent quality currently available (this would then continue to be used even when the effluent quality improved), thus retaining the use of the current effluent lagoon. It involves moderate civil works in and around the existing water storage tanks to create some additional real estate to house the new primary screening facility, chemical storage and biosolids facility. The secondary treatment would be via prefabricated steel MBR tank modules, trucked to site.

Hence, the STP would remain online while:

- The tertiary treatment plant was installed and commissioned.



- The additional civil works for the new real estate were undertaken.
- Primary screening and dewatering facilities were built.

Then, at the convenience of SMRC, the existing Pasveer ditch would be decommissioned, filled in and the new MBR modules set in place. The proposed process diagram is shown below.

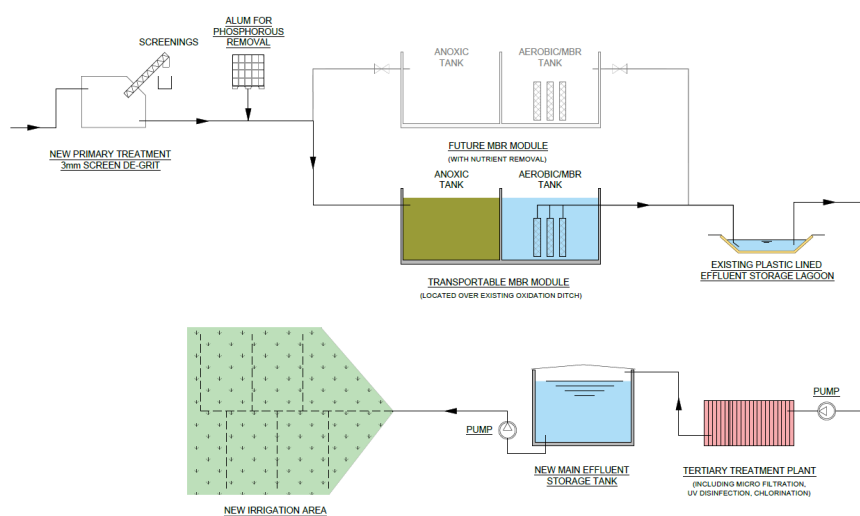


Figure 4 Process Flow Option C

## 5.4 Option D - No treatment capacity at Kalkite, new pump station and rising main.

As discussed above, there is a physical and capacity limitation at the STP site at Kalkite. Experience shows that for inflows beyond 250 kL/day (nearly six times the current inflow), the management of the RWMS becomes extensive. The area of land required for irrigation would also become difficult to find. It would be at that point in the development of Kalkite, that strong consideration is given to pumping the sewage collected from the catchment to east Jindabyne, with a view that it is treated at a regional STP at Jindabyne. See appendix A for further discussion on this option.

## 6 Cost Estimates

### 6.1 Impacts to be managed by Council

The principal impacts that will occur due to this project, are listed below. The cost of managing these impacts is on-going and are not reflected in the estimated options costs discussed in the next section.

- After inflows increase beyond 50 kL/day, most of the effluent will have to be disposed offsite in accordance with the new RWMS.
- An additional chemical logistic will be required at the site, namely liquid alum, sugar syrup, sodium hypochlorite, caustic soda, and citric acid. In turn, this will

Snowy Monaro Regional Council  
Kalkite Sewerage Treatment Plant Upgrade – Options Study



mean that access to the site will have to be suitable for third party service agents. i.e., delivery trucks

- Power consumption at the site will increase.
- Additional operator time on site will be required.
- Additional operator time to manage the RWMS will be required.
- A small but additional logistic to remove screenings from the site will be required, usually undertaken by the solid waste service contractor for the area.
- A small but additional dewatered bio-solids logistic will be required.
- More on site testing will be required to be done by the operator.
- More testing by a third party will be required.

The above items will impact the operating costs of the STP, these increases in operating costs are not considered in the costings below, which are purely focused on capital costs.

## 6.2 Capital Cost Estimates for the Various Options

Tables 8 – 10 are engineering cost estimates for each of the identified options.

**Table 8: Option A – Cost estimate 1500 EP plant capacity (re-using elements of the existing plant)**

Item No.	Item description	Units	Qty	Cost (\$)
1	Civil works area around water tanks	Item	1	250,000
2	New primary treatment elements including screening, de-gritting and equalisation tank	Item	1	350,000
2	New clarifier (10.0 metres in diam) supported on piles	Item	1	650,000
3	Modifications to the existing oxidation ditch, including increasing the depth and installing additional aeration equipment	Item	1	750,000
4	Additional pumps for recirculation	Item	2	80,000
5	Pressure sand filter prior to tertiary treatment plant	Item	1	120,000
6	Package tertiary treatment plant including MF cartridge filter, UV and chlorination equipment	Item	1	250,000
7	Irrigation system for effluent disposal	Item	1	100,000
8	Bio solids dewatering facility	Item	1	120,000
			Total	2,670,000

**Table 9: Option B Brand new plant 1800 EP**

Item No.	Item description	Unit	Qty	Cost (\$)
1	Civil works required to create more area around water tanks and at the oxidation ditch level	Item	1	750,000
2	New primary treatment elements including screening, de-gritting and equalisation tank	Item	1	350,000
3	New concrete MBR bioreactor with nutrient removal process	Item	1	2,500,000
4	Package tertiary treatment plant including MF cartridge filter, UV and chlorination equipment	Item	1	250,000
5	New large and roofed effluent storage tanks	Item	2	500,000
6	Irrigation system for effluent disposal	Item	1	100,000
7	Bio solids dewatering facility	Item	1	120,000
			Total	4,570,000



**Table 10: Option C - Hybrid solution 1000 EP plant with the capacity to increase to 1800 EP**

Item No.	Item description	Units	Qty	Cost (\$)
1	Civil works area around water tanks	Item	1	250,000
2	New primary treatment elements including screening, de-gritting and equalisation tank	Item	1	350,000
3	New prefabricated transportable MBR module 1000 EP	Item	1	1,250,000
4	Fill in the existing oxidation ditch	Item	1	10,000
5	Package tertiary treatment plant including MF cartridge filter, UV and chlorination equipment	Item	1	250,000
6	Small, roofed effluent storage tank	Item	1	150,000
7	Irrigation system for effluent disposal	Item	1	100,000
8	Bio solids dewatering facility	Item	1	120,000
			Total	2,480,000

## 7 Summary of Expected Outcomes and Recommendations

In summary, the cost of each option is tabled below.

**Table 11: Summary of Options pros and cons**

Option	Est. cost	Pro	Con
A	\$ 2.7m	<ul style="list-style-type: none"> <li>Affordable</li> <li>Makes the best use of the available area and existing facilities.</li> </ul>	<ul style="list-style-type: none"> <li>The existing oxidation ditch requires significant investigation.</li> <li>The final process cannot achieve consistently low nitrogen effluent</li> </ul>
B	\$ 4.5m	<ul style="list-style-type: none"> <li>This option will produce the best effluent possible</li> </ul>	<ul style="list-style-type: none"> <li>Significant civil works.</li> <li>Oxidation ditch to be offline for a significant period of time</li> </ul>
C	\$ 2.5m	<ul style="list-style-type: none"> <li>Affordable</li> <li>Makes good use of the available area and existing facilities.</li> <li>Shortest period for the oxidation ditch to be offline.</li> <li>Flexibility to defer costs allow a combination of the following future options:</li> <li>Increase treatment volumes as required, up to a limit.</li> </ul>	<ul style="list-style-type: none"> <li>The steel MBR tanks have a shorter life span than concrete</li> </ul>
D	\$ 8.7m	<ul style="list-style-type: none"> <li>This is the ultimate regional solution.</li> <li>Lowest operational cost as:</li> <li>A treatment plant at Kalkite is not required.</li> <li>Effluent disposal costs are not applicable.</li> </ul>	<ul style="list-style-type: none"> <li>This is an expensive option. The Jindabyne STP is currently not sized to take this additional inflow</li> </ul>

It is recommended, that council strongly consider adopting option C at this time. It is the option that offers the ability for council to;

- Make the best use of the existing site without major civil works.
- Achieve a consistent quality of effluent.
- Achieve the necessary EPL for the site.
- Achieve a RWMS for the site.
- Achieve early works in the form of an effluent polishing plant.
- Make the continued used of the recently constructed lined effluent lagoon
- Respond to the immediate growth pressures.

Snowy Monaro Regional Council  
Kalkite Sewerage Treatment Plant Upgrade – Options Study



- Have the ability to expand the capacity of the plant if growth pressures continue.
- Not over capitalise the site.
- Still have the ability to abandon the site in the future to pursue a regional solution by pumping sewage to East Jindabyne.

This report supports this recommendation. This report is based on information and data only collected recently, but again, it supports this recommendation. Notwithstanding the above, the option to do nothing or little at this site, is no longer an option as real identifiable growth has occurred in and around Kalkite.

DRAFT



Snowy Monaro Regional Council  
Kalkite Sewerage Treatment Plant Upgrade – Options Study

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## APPENDIX A

### Report - Kalkite Transfer Pump Station and Pressure Main to East Jindabyne STP

Cathcart Recreation Reserve Trust – History Timeline

- Letter to Dept. of Lands 1929 - Requesting Grazing Lease: p1
- List of Trustees for Cathcart Recreation Reserves 1946: p2
- Letter from Dept. of Lands 1946 - Tender Reminder Cathcart Recreation Reserves: p3
- Letter from Dept. of Lands 1946 - R17293 and R48145 Tender Approval: p4
- Letter from Dept. of Lands 1946 - R36804 Tender Approval: p5
- Letter from Dept. of Lands 1947 - Increase to Grazing Term for R17293 and R48145: p6
- Letter from Dept. of Lands 1947 - Tender Reminder Cathcart Reserves: p7
- Letter from Dept. of Lands 1953 - R36804 Proposed Appointment of New Trustee: p8
- Letter from Minister for Lands 1954 - Fencing of the Racecourse: pp9-10
- Tender Letters for Cathcart Racecourse and Cathcart Reserve 1956-1957: pp11-15
- Letter from Dept. of Lands 1960 - R17293 and R48145 Receipt of Annual Report: p16
- Letter from Dept. of Lands 1960 - R36804 Receipt of Annual Report: p17
- Letter from JW Seiffert MLA 1963 - Transfer of Cathcart Racecourse Funds: pp18-19
- Letter to Trustees 1963 - Tender Approval: p20
- Letter from Dept. of Lands 1971 - R17293 and R48145 Amalgamation: pp21-24
- Letter from Dept. of Lands 1975 - Decentralisation of Government Administration: p25
- Letter from Bombala Council 1997 - Transfer of Funds from Cathcart Racecourse: pp26-27
- Invoice to Cathcart Racecourse Committee for Repairs 2014: p28
- Response from Bob Walder August 2022: p29
- Reserves Statutory Land Manager Board Membership Application 2022: pp30-39

The timeline of the above documents shows that the 1929 request for a grazing lease was granted and formalised by the formation of the Cathcart Recreation Reserve Trust in 1946 for both Cathcart Reserve R36804 (referred to as the 'Park') and Cathcart Racecourse Reserve R17293 (amalgamated with R48145 in 1971 and referred to as the 'Racecourse').



Conditions of Lease Recreation Reserve

The lease shall be for grazing purposes only or be for a term of 12 months from 1<sup>st</sup> November 1929 to 31<sup>st</sup> October 1930. The lessee must not allow stock to camp within the buildings. Free access to ground must be allowed horses on training, on event of lessee requiring to lock entrance gates to secure his stock he must leave key in a convenient place, so that persons exercising horses are not inconvenienced. The Trustees reserve the right for two days a year for the Race Club for holding races and other days that may be required by public bodies or persons for holding sports or fairs. All stock depasturing on the land must be removed on days ground is required for racing etc. They also reserve the right to carry out improvements or necessary ~~improvements~~ work during currency of lease

(over)

Cathcart Recreation Reserve. No. 36804. <sup>Park.</sup> ~~Racecourse.~~


Trustees.

1 James Boland.	Trustee	Secretary and any one Trustee to sign cheques or with drawal forms. Secretary to endorse all cheques payable to the account.
2 Owen Lindsay Moreing	"	
3 Charles Harold Stewart	"	
4 William Daniel Murphy	"	
5 Michael Percy Gerathy <del>resigned</del>	"	
6 Vernon Cole.	"	Bank Book S 47
7 John Roxburgh Nicholson.	Trustee & Secretary.	30th April 1946

30-4-46 Cathcart Recreation Reserve. Racecourse ~~Park.~~

1 James Boland	Trustee	Secretary and any one Trustee to sign cheques. Secretary to endorse cheques payable to the account.
2 Owen Lindsay Moreing	"	
3 Charles Harold Stewart	"	
4 William Daniel Murphy	"	
5 Michael Percy Gerathy <del>resigned</del>	"	
6 <del>Vernon Cole</del> William John Stewart	"	Bank Book S 46
7 John R Nicholson	Trustee & Secretary.	

A. 269 (A)

*Department of Lands*  
  
Sydney.

Telephone B06 Extension 2294.  
Parks Branch

*26<sup>th</sup>* March, 1946.

ADDRESS REPLY TO THE UNDER SECRETARY FOR LANDS  
G.P.O. BOX 39  
SYDNEY N.S.W.  
AND QUOTE  
Parks 46/1538.  
AS/MMCK.

Mr. W. R. Baker,  
Hon. Secretary,  
Recreation Reserve,  
CATHCART, N.S.W.

Dear Sir,


Adverting to my letter of 30th May, 1945, relative to the letting of the grazing rights of Cathcart Recreation Reserves, I have to remind you, now that the period for any further letting is due, of the necessity of letting the grazing rights by auction or tender. All tenders received should be submitted to this Department together with a recommendation by the Trustees as to which, in their opinion, should be accepted.

Yours faithfully,  
H. H. GUEST,  
Under Secretary,

per: *Hb lwn*



A.269 (A)

*Department of Lands*  
  
*Sydney.*

Telephone B06. Extension. 2295  
Parks Branch

16<sup>th</sup> December, 1946.

ADDRESS REPLY TO THE UNDER SECRETARY FOR LANDS  
G.P.O. BOX 39  
SYDNEY N.S.W.  
AND QUOTE  
Parks 46/7456 FS.MK.

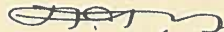
Mr. J. R. Nicholson,  
Secretary to the Trustees of Reserves  
Nos. 17293 & 48145 for Public Recreation,  
CATHCART. N.S.W.

Dear Sir,

Referring to your letter of the 18th October, 1946,  
relative to the letting of the grazing rights of Recreation  
Reserves Nos. 17293 and 48145 at Cathcart, I have to inform you  
that the Minister for Lands has concurred in the leasing by the  
trustees of the grazing rights of the subject reserves to Mr.  
M. P. Gerathy for a term of one year from 1st November, 1946,  
at a rental of £30 per annum.

Yours faithfully,


H. H. GUEST,  
Under Secretary,

per: 

A.269 (A)

12<sup>th</sup> December, 1946.

Telephone B06. Extension. 2295  
Parks Branch

  
Department of Lands  
Sydney.

ADDRESS REPLY TO THE UNDER SECRETARY FOR LANDS  
G.P.O. BOX 39  
SYDNEY N.S.W.  
AND QUOTE  
Parks 46/8421 FS.MK.


J. R. Nicholson, Esq.,  
Secretary to the Trustees of  
Reserve 36804 for Public Recreation,  
CATHCART. N.S.W.

Dear Sir,

Referring to your letter of the 18th October, 1946,  
relative to the letting of the grazing rights of Recreation  
Reserve No. 36804 to Mr. S. V. Overend for a period of one year  
from the 1st November, 1946, at a rental of £5.12.6, I have to  
inform you that the Minister for Lands has concurred in the  
leasing by the Trustees of the grazing rights of the subject  
Reserve to Mr. Overend for one year from the 1st November, 1946,  
at the rental stated.

Yours faithfully,

H. H. GUEST,  
Under Secretary,

per: 

A.269

Telephone B06.Extension 2295

Parks Branch.



8 August, 1947.

ADDRESS REPLY TO THE UNDER SECRETARY FOR LANDS

G.P.O. BOX 39

SYDNEY N.S.W.

AND QUOTE

Parks 47/5002 FS/MHK.

Mr. J. R. Nicholson,  
Hon. Secretary to the Trustees,  
Reserves Nos. 17293 and 48145  
for Public Recreation,  
CATHCART, N.S.W.

Dear Sir,

With reference to your letter of the 28th June, 1947, concerning the leasing of the grazing rights of Reserves Nos. 17293 and 48145 for Public Recreation at Cathcart, I have to inform you that, provided such letting is by public auction or tender, there would be no objection to the terms of the leases being increased to three years in place of the yearly terms of the leases at present held over the subject Reserves.


Copies of any tenders received should, however, be forwarded to this Department with a recommendation by the Trustees as to which tenders it is desirable should be accepted, before any agreements are entered into.

Yours faithfully,

A. R. JONES,  
Under Secretary,

per: 

A.269(A)

Department of Lands  
  
Sydney.

Telephone B06 Extension 2295.  
Parks Branch

19 November, 1947.


ADDRESS REPLY TO THE UNDER SECRETARY FOR LANDS  
G.P.O. BOX 39  
SYDNEY N.S.W.  
AND QUOTE  
Parks 47/8810 AS.GM.

Mr. J.L. Nicholson,  
Hon. Secretary,  
Public Recreation Reserve,  
CATHCART, N.S.W.

Dear Sir,

With reference to the letting of the grazing rights of the Cathcart Reserves, I have to inform you that the leases expired on 31st October, last. You were informed in August last that, provided the letting of the Reserves is by public auction or tender, there would be no objection to the terms being increased to three years instead of terms of one year.

Please state whether tenders have been called for the letting of the grazing rights for a term of three years as from 1st November, 1947.

Yours faithfully,  
A.R. JONES,  
Under Secretary,  
Per 



P.58

TELEGRAPHIC ADDRESSES:-  
UNDER SECRETARY - LANDEP. SYDNEY  
CHAIRMAN, C.S.A.BDS. - SETBOARD, SYDNEY  
DIRECTOR, S.L.S. - WARSET, SYDNEY  
SURVEYOR GENERAL - SURGENL. SYDNEY  
Telephone B056 Extension 2295



BRIDGE STREET, SYDNEY  
7th September, 1953.

ADDRESS REPLY TO THE UNDER SECRETARY FOR LANDS.

Box 39, G. P. O.  
SYDNEY, N. S. W.

AND QUOTE Pks. &c. 51/1240 ...CO.

Parks Branch.

J. W. Seiffert, Esq., M.L.A.,  
Parliament House, SYDNEY.

Dear Sir,

With reference to the proposed appointment of a trustee for Reserve No. 36804 for Public Recreation at Cathcart, in the place of Mr. James Boland, retired,


I have to ask that you will be good enough to nominate a local resident for such appointment .

The remaining trustees are Messrs. C.H. Stewart, J.R. Nicholson, W.D. Murphy, M.P. Gerathy, V. Cole and O. L. Moreing.

It is understood Mr. J.R. Nicholson is the Hon. Secretary to the Trustees.

The Trustees of Public Reserves (Limitation of Numbers and Retirement) Act, 1941, provides that no person of or over the age of 70 years shall be appointed a trustee. It will, therefore, be necessary for any person nominated to complete a Statutory Declaration as to date of birth prior to appointment. Form for the purpose is herewith.

Yours faithfully,  
A. R. JONES,  
UNDER SECRETARY.

per 





PARLIAMENT HOUSE,

SYDNEY. 6th Jan. 1954. 19

Forwarded by

*J. Seiffert*

-----  
MEMBER FOR MONARO.

M.L.A.

9.1.1 RELINQUISH CROWN LAND MANAGER ROLE AND SUPPORT APPOINTMENT OF A STATUTORY LAND MANAGER BOARD AS THE CROWN LAND MANAGER FOR BOTH CATHCART RACECOURSE (R17293) AND CATHCART RESERVE (R36804).

ATTACHMENT 1 ATTACHMENT 1 CATHCART RECREATION RESERVE TRUST CORRESPONDENCE



Parks 53/8749

S Y D N E Y.

5 JAN 1954

J. W. Seiffert, Esq., M.L.A.,  
Parliament House,  
S Y D N E Y.

Dear Mr. Seiffert,

With reference to your personal representations on behalf of the Trustees of Cathcart "Racecourse", Recreation Reserve and Showground (Mr. J. R. Nicholson, Hon. Secretary of each Trust) relative to the proposal to transfer funds held by "Racecourse" Trust to the Recreation Reserve Trust for the purpose of fencing the Reserve, I desire to inform you that as both areas are controlled virtually by the same Trustees, no objection will be offered to the proposal. However, in forwarding their annual financial statement, the Trustees of the "Racecourse" and the Recreation Reserve should account for the disbursement and receipt, respectively, of whatever amount is transferred.

Regarding the matter of retention of the Showground which, it is stated, is not now required for the purpose of its reservation, I will ask the District Surveyor to furnish a report in the matter. Upon receipt and consideration of such report, I will further advise you.

Yours faithfully,

FOR MINISTER FOR LANDS.

Scott St.  
Cathcart.  
1-11-56

The Trustees Cathcart Park.  
Cathcart.

Dear Sirs  
I hereby tender the sum of £8-10-0  
per year for a period of three years for the  
lease of the Cathcart Park & will comply  
with all Trustees regulations

Yours faithfully  
[Redacted Signature]

Mayhe St.  
Bombala.  
6th November 1986

Mr. J. R. Nicholson  
Trustee Cathcart Recreation Ground  
Cathcart.

I George M. Webster wish to Tender  
under the Trustee Regulations re grazing rights  
for the Cathcart Recreation Grounds for  
a period of Three Years at annual Rental of  
£11 per year payable quarterly in Advance.  
Yours Faithfully

[Redacted Signature]

Mr. J. R. Nicholson

Cathcart  
27th May 1957.

Dear Sir

Please. here. with kind  
Cheque Enclosed for £57.10/-  
Re. Ac. Cathcart Recreation Park.

yours faithfully

[Redacted Signature]



"Aloha",  
Cathcart.  
5<sup>th</sup> Nov. 1956

Secretary Racecourse,  
I the undersigned  
here by tender for racecourse for  
term of 3 years. £12 per annum.

[REDACTED]

Maylee St.  
Bomabala.  
6th November 1920

Mr. J. R. Nicholson  
Trustee of The Cathcart Racecourse.  
Cathcart.

I George M. Webster wish to Tender  
under the Trustee's Regulations, re grazing rights  
of Racecourse Paddock at Cathcart for  
a period of "Three Years" at annual Rental  
of £60 per year payable quarterly in Advance  
Yours faithfully.

[REDACTED]

9.1.1 RELINQUISH CROWN LAND MANAGER ROLE AND SUPPORT APPOINTMENT OF A STATUTORY LAND MANAGER BOARD AS THE CROWN LAND MANAGER FOR BOTH CATHCART RACECOURSE (R17293) AND CATHCART RESERVE (R36804).

ATTACHMENT 1 ATTACHMENT 1 - CATHCART RECREATION RESERVE TRUST CORRESPONDENCE Page

TELEGRAPHIC ADDRESS -  
LANDEP, SYDNEY  
Telephone BO56 Extension 2295



P.96  
BRIDGE STREET, SYDNEY  
**22 MAR 1960**

ADDRESS REPLY TO THE UNDER SECRETARY FOR LANDS,  
Box 39, G. P. O.,  
SYDNEY, N. S. W.  
AND QUOTE... Pks. 53/8443. BH. ....

Mr. J.R. Nicholson,  
CATHCART...N.S.W.

Dear Sir,

Receipt is acknowledged of the annual report and financial statement relating to Reserve No's. 17293 and 48145 for Public Recreation at Cathcart, for the year ended 31st December, 1959.

The report is satisfactory, and future reports will be awaited with interest.

Should additional information be required in regard to the finances of the Trust, a further communication will be addressed to you.

Yours faithfully,

W. J. BROADFOOT.  
Under Secretary.

per: *[Signature]*



TELEGRAPHIC ADDRESS -  
LANDEP, SYDNEY  
Telephone BO56 Extension 2295



P.96  
BRIDGE STREET, SYDNEY

22 MAR 1960

ADDRESS REPLY TO THE UNDER SECRETARY FOR LANDS,

Box 39, G. P. O.,  
SYDNEY, N. S. W.

AND QUOTE... Pks. 53/4540 BH.....

Mr. J.R. Nicholson,  
CATHCART....N.S.W.

Dear Sir,

Receipt is acknowledged of the annual report and financial statement relating to Reserve No. 36804 for Public Recreation at Cathcart, for the year ended 31st December, 1959.

The report is satisfactory, and future reports will be awaited with interest.

Should additional information be required in regard to the finances of the Trust, a further communication will be addressed to you.

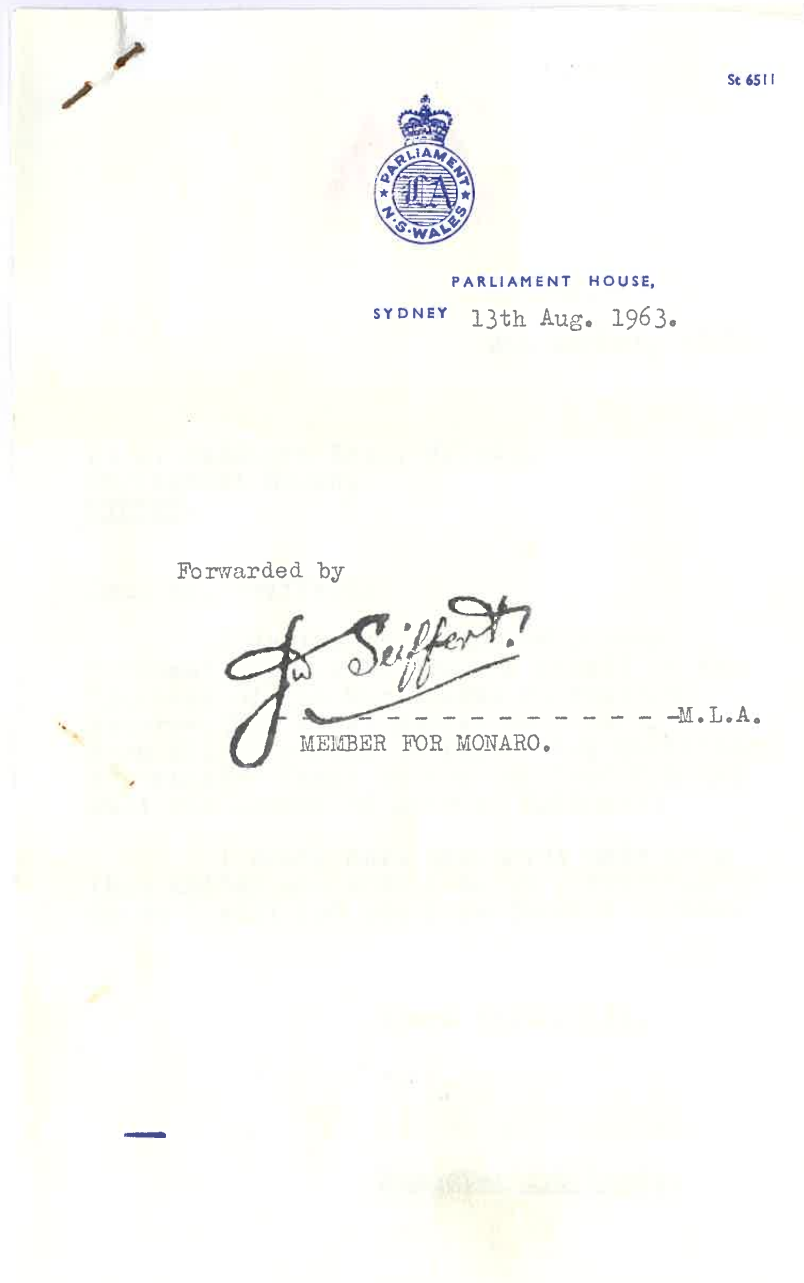
Yours faithfully,

W. J. BROADFOOT.  
Under Secretary.

per: *JB*

9.1.1 RELINQUISH CROWN LAND MANAGER ROLE AND SUPPORT APPOINTMENT OF A STATUTORY  
LAND MANAGER BOARD AS THE CROWN LAND MANAGER FOR BOTH CATHCART  
RACECOURSE (R17293) AND CATHCART RESERVE (R36804).

ATTACHMENT 1 ATTACHMENT 1 - CATHCART RECREATION RESERVE TRUST CORRESPONDENCE Page





J. W. Seiffert Esq., M.L.A.  
Parliament House,  
SYDNEY.

Dear Mr. Seiffert,

I desire to acknowledge your personal representations on behalf of the Trustees of the Racecourse Recreation Reserve, (Mr. A. W. McCoy, Secretary, Fern Hill, Cathcart), requesting permission to transfer funds to the combined Memorial Hall and School of Arts at Cathcart.

I shall have inquiries made into this matter and when I am in a position to do so I will let you have further advice.

Yours faithfully,

*Mini*

Mini

9.1.1 RELINQUISH CROWN LAND MANAGER ROLE AND SUPPORT APPOINTMENT OF A STATUTORY LAND MANAGER BOARD AS THE CROWN LAND MANAGER FOR BOTH CATHCART RACECOURSE (R17293) AND CATHCART RESERVE (R36804).

ATTACHMENT 1 ATTACHMENT 1 - CATHCART RECREATION RESERVE TRUST CORRESPONDENCE Page

TELEGRAPHIC ADDRESS-  
LANDEP. SYDNEY  
Telephone 270-2295



BRIDGE STREET, SYDNEY

15th January, 1963.

ADDRESS REPLY TO THE UNDER SECRETARY FOR LANDS,  
Box 39, G. P. O.,  
SYDNEY, N. S. W.

AND QUOTE Pks. 62/5241 SKP/JS

Mr. A. W. McCoy,  
Hon. Secretary to the Trustees of  
"Cathcart Racecourse" and "Cathcart Park",  
Fern Hill,  
CATHCART.

Dear Sir,

"Cathcart Racecourse" and "Cathcart Park".

With reference to your letter of 14th December, 1962 it is advised that there is no objection to the Trustees accepting Mr. N. Baird's tender for the Racecourse for a period of three years from 1st January, 1963 at an annual rental of £2-5-0 per acre.

With regard to the tender of Mr. S. Manning for the grazing rights of the "Park" no Ministerial consent is necessary as the annual rental does not exceed £25. It will, therefore, be in order for Trustees to accept such tender.

Yours faithfully,

W. J. BROADFOOT,

Under Secretary,

Per:

100-19-8  
4 5-9  
96 13-11

108-13-14  
10-5-9  
168-18-8

9.1.1 RELINQUISH CROWN LAND MANAGER ROLE AND SUPPORT APPOINTMENT OF A STATUTORY LAND MANAGER BOARD AS THE CROWN LAND MANAGER FOR BOTH CATHCART RACECOURSE (R17293) AND CATHCART RESERVE (R36804).

ATTACHMENT 1 ATTACHMENT 1 - CATHCART RECREATION RESERVE TRUST CORRESPONDENCE Page 40

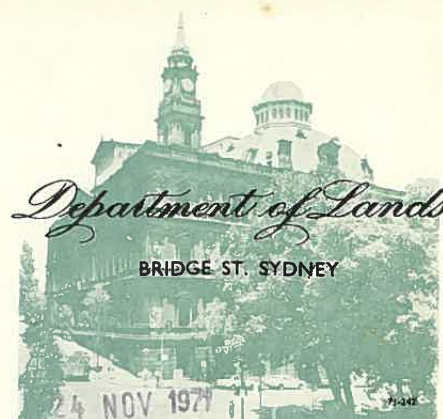
TELEGRAPHIC ADDRESS-LANDEP. SYDNEY:

ADDRESS ALL CORRESPONDENCE  
TO UNDER SECRETARY.  
BOX 39 G.P.O. SYDNEY 2001



TELEPHONE 20579 Ext. 371  
PLEASE QUOTE Pks.71/2943 RO(2)

Mr. B. R. Walder,  
Hon. Secretary Cathcart  
Racecourse Reserve Trust,  
C/- Post Office,  
CATHCART. N.S.W. 2553



Dear Sir,

Amalgamation of adjoining reserves  
at Cathcart. Addition to Reserve  
17293 for Public Recreation.

Enclosed are extracts of gazette notification of 22nd October, 1971, concerning addition to the abovementioned reserve.

Yours faithfully,

R. L. Sinclair,  
Under Secretary.

per:

(1199) Sydney, 22nd October, 1971.

ADDITIONS TO RESERVES FROM SALE

IT is hereby notified that, in pursuance of the provisions of section 28 of the Crown Lands Consolidation Act, 1913, the Crown lands described hereunder shall be added to the existing reserves shown in parentheses, and are hereby added accordingly.

T. L. LEWIS, Minister for Lands.

FOR PUBLIC RECREATION

*Land District—Metropolitan; Shire—Sutherland*

Parish Sutherland, County Cumberland, Village of Cronulla, 25½ perches, being portion 989 (R. 71730 notified 9th November, 1945). Plan C. 7223-2030r.

NOTE: R. 82871 for Public Recreation notified 28th October, 1960, is hereby revoked. P. 62-3425.

*Land District—Bombala; Shire—Bibbenlake*

Parish Cathcart, County Wellesley, 7 acres 0 roods 17 perches, being the lands comprised in R. 48145 for Public Recreation, notified 15th January, 1913 (R. 17293 notified 18th February, 1893). Plan C. 1024-1984. Pks 71-2943.

NOTE: R. 48145 for Public Recreation notified 15th January, 1913 is hereby revoked.

FOR SHOWGROUND

*Land District—Bega; Shire—Mumbulla*

Parish Mogila, County Auckland, 2 acres, being portion 192 (R. 40788 notified 22nd August, 1906). Plan A. 3297-2098. Pks 67-1352.

NOTE: R. 42647 for Addition to Showground notified 22nd April, 1908, is hereby revoked.



(1199) Sydney, 22nd October, 1971.

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Parish Cathcart, County Wellesley, 7 acres 0 roods 17 perches, being the lands comprised in R. 48145 for Public Recreation, notified 15th January, 1913 (R. 17293 notified 18th February, 1893). Plan C. 1024-1984. Pks 71-2943.

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9.1.1 RELINQUISH CROWN LAND MANAGER ROLE AND SUPPORT APPOINTMENT OF A STATUTORY LAND MANAGER BOARD AS THE CROWN LAND MANAGER FOR BOTH CATHCART RACECOURSE (R17293) AND CATHCART RESERVE (R36804).

ATTACHMENT 1 ATTACHMENT 1 - CATHCART RECREATION RESERVE TRUST CORRESPONDENCE Page 405

(1199) Sydney, 22nd October, 1971.

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T. L. LEWIS, Minister for Lands.

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ATTACHMENT 1 ATTACHMENT 1 - CATHCART RECREATION RESERVE TRUST CORRESPONDENCE Page

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TELEGRAPHIC ADDRESS-LANDEP. SYDNEY:  
ADDRESS ALL CORRESPONDENCE  
TO UNDER SECRETARY.  
BOX 39 G.P.O. SYDNEY 2001

TELEPHONE 20579-372  
PLEASE QUOTE AP:MS

Brother Walder,  
Post Office,  
CATHCART. 2553

Department of Lands  
BRIDGE ST. SYDNEY  
11 MAY 1971

Dear Sir,

Reserves Management

In line with current policy on decentralisation of Government administration, the Department has decided to transfer the function of supervision of administration of certain reserves from Head Office to Local Land Board Offices.

Yours is one of numerous reserves throughout the State which will be affected. As the Reserve is situated within the Bombala Land Board District, supervision hitherto carried out by Parks and Reserves Branch of the Department will become the responsibility of the Land Board Office.

Should the assistance of the District Surveyor or the Office Staff be required by the Trust, it should feel free to ask for such assistance at any time.

Financial Returns and correspondence previously sent to Head Office should in future be forwarded to the Land Board Office.

The new arrangements will be of mutual benefit to the Trust and the Department and should result in an efficient and harmonious relationship.

Yours faithfully,

R. L. SINCLAIR,  
Under Secretary.

13 Caveat Street  
Post Office Box 105  
BOMBALA NSW 2632



Telephone: (02) 6458 3555  
Facsimile (02) 6458 3777  
Email: bomb@acr.net.au

Contact:-

Your Ref:-

Our Ref:- 2.25.20 (Machan/RG)

17 September 1997.

Mr B W Walder  
Hon Secretary  
Cathcart School of Arts Committee  
"Old Post Office"  
CATHCART NSW 2632

Dear Mr Walder

Re: Transfer of Funds from Cathcart Racecourse to Cathcart School of Arts

Further to my letter dated 25 March 1997, in regard to the above matter, I now enclose a copy of the approval from the Minister for Land and Water Conservation.

I trust that this will be of assistance.

Yours faithfully

**K H CROSKELL**  
**GENERAL MANAGER**

*Encl.*

Your Ref: 2.25.20 (machan) RG)  
Our Ref: GB80R 278/2 & GB 80 R 71  
Contact Officer: Leonie Croker  
Telephone No.: (02) 48 230601



BOMBALA COUNCIL  
RECEIVED

The General Manager  
Bombala Council  
PO Box 105  
BOMBALA NSW 2632

2.25.20  
DFA inform the

Dear Sir

**TRANSFER OF FUNDS FROM CATHCART RACECOURSE TO CATHCART SCHOOL OF ARTS**

Reference is made to your letter to the Hon K Yeadon MP, Minister for Land & water Conservation, dated 25th March, 1997 regarding the proposed transfer of \$5,000.00 from the trustees of the Cathcart Racecourse to the trustees of the Cathcart School of Arts.

The transfer of these funds has now been approved by the Minister's delegate.

If you require any further information, please do not hesitate to contact this office.

Yours sincerely

*Leonie Croker*  
LEONIE CROKER  
for District Manager  
State Lands Services  
Asset Administration  
(Goulburn)

-4 SEP 1997

9.1.1 RELINQUISH CROWN LAND MANAGER ROLE AND SUPPORT APPOINTMENT OF A STATUTORY LAND MANAGER BOARD AS THE CROWN LAND MANAGER FOR BOTH CATHCART RACECOURSE (R17293) AND CATHCART RESERVE (R36804).

ATTACHMENT 1 ATTACHMENT 1 - CATHCART RECREATION RESERVE TRUST CORRESPONDENCE Page

Original

**TAX INVOICE\* / STATEMENT\*** 55  
(\* DELETE AS APPROPRIATE)

DATE 4/6/14

TO Cathcart Race Course Committee

ABN (of Recipient) \_\_\_\_\_ ORDER NO. \_\_\_\_\_

FROM \_\_\_\_\_

ABN (of Supplier) \_\_\_\_\_

QTY	DESCRIPTION	PRICE	G.S.T.	TOTAL
32	hours	35.00		\$1120.00
	- Straightening building and cladding with corrugated iron			
	- Repair both Roofs + add new battens			
	- Use remaining iron to on open windows			
1	Ridge Capping 4m	\$64.00		\$64.00
1	6m of pine battens	\$24.00		\$24.00
1	500 roofing screws	\$30.00		\$30.00
	<u>NO GST</u>			
	pd in adv			
	M. Coombe			
	TOTAL INCLUSIVE OF G.S.T.			\$1238.00

Please post ~~cheque~~ cheque to 'The Old Club House, Cathcart'

total includes G.S.T. of

### Race course grazing

2005 - 2008	J Greathy
2008 - 2011	R WARDER.
2012 - 2015	D Dixon + Mcombs
2016 - 2019	R WARDER
2020 - 2022	R WARDER

2019 Was Not advertised due to drought

2020 " " " " " Bushfires & covid.

I remained on the lease and paid the same as I tendered for, My father passed away in 10-4-21 I have since organised a new company and sent the relevant paper work to the Department of Land and Environment on the 2-5-22. after a delay in receiving them I applied for them 1-8-21 but due to covid shut down did not receive them till Dec 21.

I have a lot of paper work going back to 1930-1940 and at no time has the shire <sup>ever</sup> ~~ever~~ been involved in the running of the grazing lease. you will notice the shire was involved in the transfer of funds from the race course - cathcart hall.



## Reserves: Statutory Land Manager Board Membership application

# Reserves: Statutory Land Manager Board Membership application

This form is to be used when applying to become a board member of a Statutory Land Manager under the *Crown Land Management Act 2016*.

## Important information

In order for your application to be properly assessed, all sections of this form (where applicable) must be completed, in detail. Applicants must be 18 years of age. If you are a current or past board member, you are required to complete all sections of this form in detail. Reliance on previous experience and time served as a board member is not sufficient evidence of your skills & experience.

## About Board Membership

The Department of Industry – Lands & Water is seeking community minded individuals to participate in the management of Crown land. Crown reserves are diverse and make a positive contribution to the social, economic, environmental and cultural landscape of the state. They are our showgrounds, racecourses, surf lifesaving clubs, parks, sporting venues, foreshores, caravan parks, recreational trails, nature reserves and community halls. Across NSW, more than 7,500 Crown reserves are being managed by a network of community minded organisations such as local councils, incorporated associations, not for profit corporations and over 600 individual volunteer boards.

A Crown land manager is the name given to an entity that is appointed to be responsible for the care, control and management of Crown reserves on behalf of the people of NSW. A statutory land manager is an entity established to enable individuals to participate in the management of Crown reserve.

We are seeking to attract people to our volunteer boards from a wide-range of backgrounds with a diversity of skills, expertise and interests who are passionate about public land management and the benefits it provides to the local community. A willingness to work with others as part of a team is a must. Board members commit to regularly scheduled face to face meetings, as agreed by the appointed board. The Department of Industry – Lands & Water provides regular communication with all its Crown land managers to assist them in their efforts.

## Contact us

For more information, please contact us at:

NSW Department of Industry—Lands & Water  
PO Box 2155  
DANGAR NSW 2309

Phone: 1300 886 235

Fax: 02 4925 3517

Email: [reserves@crowmland.nsw.gov.au](mailto:reserves@crowmland.nsw.gov.au)

Web: [industry.nsw.gov.au/lands](http://industry.nsw.gov.au/lands)

9.1.1 RELINQUISH CROWN LAND MANAGER ROLE AND SUPPORT APPOINTMENT OF A STATUTORY LAND MANAGER BOARD AS THE CROWN LAND MANAGER FOR BOTH CATHCART RACECOURSE (R17293) AND CATHCART RESERVE (R36804).

ATTACHMENT 1 ATTACHMENT 1 - CATHCART RECREATION RESERVE TRUST CORRESPONDENCE Page 41



## Lodgement

Email the completed form to: [reserves@crowland.nsw.gov.au](mailto:reserves@crowland.nsw.gov.au)

or

Mail to:

NSW Department of Industry-Lands & Water  
PO Box 2155  
DANGAR NSW 2309

*THIS WAS MAILED - 5-22*

Office use only – Refer to the Receipting and Referrals Codes Document			
<input type="checkbox"/> BCD	Code	Account Number	
Board Category	Entered by (staff members name)		
Staff initial	Date		

© State of New South Wales through Department of Industry 2018. The information contained in this publication is based on knowledge and understanding at the time of writing (May 2018). However, because of advances in knowledge, users are reminded of the need to ensure that the information upon which they rely is up to date and to check the currency of the information with the appropriate officer of the Department of Industry or the user's independent adviser.

9.1.1 RELINQUISH CROWN LAND MANAGER ROLE AND SUPPORT APPOINTMENT OF A STATUTORY LAND MANAGER BOARD AS THE CROWN LAND MANAGER FOR BOTH CATHCART RACECOURSE (R17293) AND CATHCART RESERVE (R36804).

ATTACHMENT 1 ATTACHMENT 1 - CATHCART RECREATION RESERVE TRUST CORRESPONDENCE Page



## Reserves: Statutory Land Manager Board Membership application

### Lodgement

Email the completed form to: [reserves@crowland.nsw.gov.au](mailto:reserves@crowland.nsw.gov.au)

or

Mail to:

NSW Department of Industry-Lands & Water  
PO Box 2155  
DANGAR NSW 2309

Office use only – Refer to the Receipting and Referrals Codes Document			
<input type="checkbox"/> BCD	Code	Account Number	
Board Category	Entered by (staff members name)		
Staff initial		Date	

© State of New South Wales through Department of Industry 2018. The information contained in this publication is based on knowledge and understanding at the time of writing (May 2018). However, because of advances in knowledge, users are reminded of the need to ensure that the information upon which they rely is up to date and to check the currency of the information with the appropriate officer of the Department of Industry or the user's independent adviser.





## Reserves: Statutory Land Manager Board Membership application

5. I understand that if selected for appointment, I will be bound to act in accordance with the Crown land manager's Appointment Instrument (a copy will be sent to you on appointment), and, the Crown Land Code of Conduct (available for viewing on the website)		<input type="checkbox"/> Yes	<input type="checkbox"/> No
6. I am aware that if selected, and the Crown reserve is regularly accessed and/or used by children 18 years and younger, I may be required to provide a current Working With Children's Check and/or National Police Check		<input type="checkbox"/> Yes	<input type="checkbox"/> No
<p>I declare,</p> <ul style="list-style-type: none"><li>• The answers and information given in this application are true and correct and I have not withheld any information likely to affect the assessment of my application.</li><li>• If selected for appointment, I agree to undertake the mandatory Crown land manager Induction Program before my appointment will be finalised.</li><li>• I have provided the name and contact details of two (2) referees and authorise the Department to make contact for the purpose of appointment to a board</li><li>• That consent to the collection, storage, use and disclosure of my personal and sensitive information will be in accordance with the Privacy Act 1988, for both the primary purpose of assessing my application for board membership, and if appointed, for the secondary purpose of disseminating to me information, notices and details regarding the board; and</li><li>• I authorise the Department of Industry - Lands to reference relevant sources to confirm the information supplied in this application and any accompanying attachments to determine my eligibility and suitability for appointment to a board.</li></ul> <p>I understand that: my personal information may be disclosed to other NSW Government departments and agencies, including the Department of Premier and Cabinet, and/or Ministers for the purposes of the appointment process.</p>			
Please print your full name			
Signature		Date	


### Supporting documentation checklist

- ☐ Copy of my resume to support my application
- ☐ Copy of my driver's licence or photograph identification
- ☐ Copy of my "Working with Children check (WWCC) reference number (if appropriate)

Thank you - your application is appreciated.

9.1.1 RELINQUISH CROWN LAND MANAGER ROLE AND SUPPORT APPOINTMENT OF A STATUTORY LAND MANAGER BOARD AS THE CROWN LAND MANAGER FOR BOTH CATHCART RACECOURSE (R17293) AND CATHCART RESERVE (R36804).

ATTACHMENT 1 ATTACHMENT 1 - CATHCART RECREATION RESERVE TRUST CORRESPONDENCE Page

 NSW GOVERNMENT	Reserves: Statutory Land Manager Board Membership application
--	--

First Name		Surname	
Address			
Contact Number			
Email			

## Declaration

1. Have you ever been declared bankrupt or sought protection from any bankruptcy laws?	<input type="checkbox"/> Yes. If yes, please confirm details <input type="checkbox"/> No
2. Have you ever been convicted anywhere in Australia or overseas of an offence that, if committed in NSW, would be punishable in NSW by at least 12 months imprisonment?	<input type="checkbox"/> Yes. If yes, please confirm details <input type="checkbox"/> No
3. If selected for appointment, do you have any conflict of interest (pecuniary or otherwise) to declare? Refer to CLMA16, Schedule 5; Part 4; Division 4 'Conduct of Board members'	<input type="checkbox"/> Yes. If yes, please confirm details <input type="checkbox"/> No
4. If you are appointed to the nominated board, are there any circumstances that you are aware of that may give rise to an actual, perceived or potential conflict of interest?	<input type="checkbox"/> Yes. If yes please provide details below <input type="checkbox"/> No

9.1.1 RELINQUISH CROWN LAND MANAGER ROLE AND SUPPORT APPOINTMENT OF A STATUTORY LAND MANAGER BOARD AS THE CROWN LAND MANAGER FOR BOTH CATHCART RACECOURSE (R17293) AND CATHCART RESERVE (R36804).

ATTACHMENT 1 ATTACHMENT 1 - CATHCART RECREATION RESERVE TRUST CORRESPONDENCE Page

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## Reserves: Statutory Land Manager Board

### Membership application

<p>11. I enclose a copy of my current Resume in support of my application</p>	<p><input type="checkbox"/> Yes. Please attach and complete 'supporting documentation checklist'</p> <p><input type="checkbox"/> No</p>
<p>12. I enclose a copy of my driver's licence or other photograph identification for proof of identification purposes in support of my application</p>	<p><input type="checkbox"/> Yes. Please attach and complete 'supporting documentation checklist'</p> <p><input type="checkbox"/> No</p>
<p>13. Do you currently have a WWCC authorisation reference number?</p> <p>If the Crown reserve is regularly used by children under the age of 18 it may be beneficial to your application to provide a WWCC reference number.</p> <p>As a volunteer it is free to apply for a WWCC certificate and reference number. Whilst not a mandatory requirement, we encourage board members to think about the safety of children using the Crown reserve.</p>	<p><input type="checkbox"/> Yes. Please attach and complete 'supporting documentation checklist'</p> <p><input type="checkbox"/> No</p> <p>Please refer to the following website to apply for a working with children check, it is free for volunteers.</p> <p><a href="https://www.service.nsw.gov.au/transaction/apply-working-children-check">https://www.service.nsw.gov.au/transaction/apply-working-children-check</a></p>

## Referees

It is a mandatory requirement to provide the names and contact details of two (2) referees in support of your application:

First Name		Surname	
Address			
Contact Number			
Email			

9.1.1 RELINQUISH CROWN LAND MANAGER ROLE AND SUPPORT APPOINTMENT OF A STATUTORY LAND MANAGER BOARD AS THE CROWN LAND MANAGER FOR BOTH CATHCART RACECOURSE (R17293) AND CATHCART RESERVE (R36804).

ATTACHMENT 1 ATTACHMENT 1 - CATHCART RECREATION RESERVE TRUST CORRESPONDENCE Page



## Reserves: Statutory Land Manager Board Membership application

7. Please list any other interest or hobbies which you think may be relevant:			
8. Are you willing and able to attend board meetings and working bees on the reserve, as required?		<input type="checkbox"/> Yes <input type="checkbox"/> No. If no, please provide details as to why	
9. Are you a member of any other Government or non-Government boards or committees?		<input type="checkbox"/> Yes. If yes please provide details below <input type="checkbox"/> No	
<b>Board / Committee</b>	<b>Position</b>	<b>Period of Service</b>	<b>Number of times appointed</b>
10. Are you named in the Lobbyist register? <a href="http://www.dpc.nsw.gov.au/programs_and_services/lobbyist_register">http://www.dpc.nsw.gov.au/programs_and_services/lobbyist_register</a>		<input type="checkbox"/> Yes. Please provide details below <input type="checkbox"/> No	



## Reserves: Statutory Land Manager Board Membership application

### Applicant's Skills, Experience and Memberships

Successful boards have a membership with a variety of skills and experience. The information below will be used to help assess your application to be a board member:

1. Are you a public servant?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
2. What is your current occupation?			
3. If no current occupation, please provide details on your most recent occupation?			
4. Please detail the skills and experience you have to offer. For example; financial skills, business experience, technical or trade skills, marketing, information technology etc:			
5. Please list any professional membership/s, tertiary or trade qualifications:			
Qualification	Date Completed		
6. Please provide membership details of any special interest groups, including membership of any current user group of the Reserve.			
Group	Position	Period of Service	Number of times appointed



## Reserves: Statutory Land Manager Board Membership application

4. Do you have a culturally and linguistically diverse background?*	<input type="checkbox"/> Yes. If yes please provide details below
	<input type="checkbox"/> No

--

5. Do you identify as a person with a disability?*	<input type="checkbox"/> Yes. If yes please provide details below
	<input type="checkbox"/> No

--

### Expressing interest in vacancy

I would like to apply for appointment as a Board member to manage the affairs of the following Crown land:

Name of Reserve/Dedication	
Name of Crown Land Manager (if known)	
Reserve Number (if known)	
Proposed position	Board Member / Ex Officio /



## Reserves: Statutory Land Manager Board Membership application

### Privacy statement

The personal information you provide on this form is subject to the Privacy & Personal Information Protection Act 1989. It is being collected by NSW Department of Industry and will be used for purposes related to this application. NSW Department of Industry will not disclose your personal information to anybody else unless authorised by law. The provision of this information is voluntary or required to be supplied. If you choose not to provide the requested information we may not be able to process this application. You have the right to request access to, and correct details of, your personal information held by the department. Further information regarding privacy can be obtained from the NSW Department of Industry website at [www.industry.nsw.gov.au/legal/privacy](http://www.industry.nsw.gov.au/legal/privacy)

### Applicant details

This information may be used to positively identify you during your dealings with the Department of Industry – Lands. All fields must be completed unless otherwise stated.

Salutation	<input type="checkbox"/> Mr <input type="checkbox"/> Mrs <input type="checkbox"/> Ms <input type="checkbox"/> Miss <input type="checkbox"/> Dr <input type="checkbox"/> Other:				
First Name			Middle Name		
Surname			Date of Birth		
Home		Work		Mobile	
PLEASE NOTE – the email address you provide will be used by the department for the purpose of communications. This includes, but is not limited to, important information, newsletters, upcoming events, awards, funding round information and other relevant correspondence.					
Email					
Residential Address					
Postal Address					

### Applicant Information

Questions marked with an \* are optional. This information will be only used for the purpose of reporting on diversity in boards. All data reported will be collected and stored in accordance with the Privacy & Personal Information Protection Act 1989.

1. Do you identify as an Aboriginal or Torres Strait Islander?*	<input type="checkbox"/> Yes	<input type="checkbox"/> No
2. Were either of your parents born overseas?*	<input type="checkbox"/> Yes	<input type="checkbox"/> No
3. Do you speak a language other than English at home?*	<input type="checkbox"/> Yes	<input type="checkbox"/> No

11/23/22, 11:45 AM

S

04 May 1979 - LANDS DEPARTMENT NOTICES APPOINTMENT OF TRUSTEES - Trove

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## LANDS DEPARTMENT NOTICES

(2559) Sydney, 4th May, 1979.

### APPOINTMENT OF TRUSTEES

IN pursuance of the provisions of section 37p, Crown Lands Consolidation Act, 1913, the undermentioned corporations are appointed to be sole trustees of the reserves particularized hereunder.

W. F. CRABTREE, Minister for Lands.

*Land District and Shire—Bombala  
Parish—Cathcart; County—Wellesley*

Reserve 36804 for Public Recreation at Cathcart, notified 21st November, 1903: *The Council of the Shire of Bombala.* Pks 71-3186.

Reserve 17293 for Public Recreation at Cathcart, notified 18th February, 1893: *The Council of the Shire of Bombala.* Pks 71-2943.

*Land District—Grafton; Shire—Macleay  
Parish—Taloumbi; County—Clarence*

Reserve 78997 for Refuge in Time of Flood at Taloumbi, notified 19th October, 1956: *The Council of the Shire of Maclean.* Pks 78-290.

*Land District—Tamworth; Shire—Tamarang  
Parish—Weston; County—Pottinger*

Reserve 91440 for Reservoir at Carroona, notified this day: *The Council of the Shire of Tamarang.* L.B. 79-02, Tamworth.

(2560) Sydney, 4th May, 1979.

### APPOINTMENT OF TRUSTEES OF COMMONS

IN pursuance of the provisions of the Commons Regulation Act, 1898, the undermentioned persons are appointed to be trustees of the commons particularized hereunder, and will hold office until the next general election of trustees.

W. F. CRABTREE, Minister for Lands.

*Land Board District—Goulburn*

*Nimmitabel Common:* Alfred Neil Foster, Alexander Robert Williams, William Charles McDonald, James Shortt and Bernard Buckley. L.B. 64-893, Goulburn.

*Land Board District—Wagga Wagga*

*North Gundagai Common:* Kenneth Stewart Greenwell, James Andrew Smith, Lawrence George Smith, James Owen Sommerville and Reginald Edward Wheeler.

*Jugiong Common:* Joan Margaret Dix Smith, Matteo Spagnol, Leslie Gilpin and

*Urana Common:* Ian Thomas Ande Rhodes, John William Cullen, Kevin C. John Edward Hemphill.

*Henty Common:* Edward Arthur Dale Poole, Allan Patrick Flood, Dennis John Joseph Bourke.

*Jindera Common:* Harry Sydney Tayl Phillip, Kenneth John Mitsch, Arthur M. Lionel Robert Williams.

*Brungle Common:* Leslie Donald Frost, David Joseph Quilty, Kevin John Annetts Naughton.

*Woomargama Common:* Harold Robe Reginald Harrison, William Alexander Pasc Brown and Robert James Pretty.

*The Rock Common:* Bernard Walter F. Hay, Kenneth Malcolm Besley, Robert J. Allan Thomas Prater.

*Culcairn Common:* James Nicholas Pasling, Lindsay Gordon Lloyd, George Willfield and Russell Mervyn Webb. L.B. 73-1

*Land Board District—Tamworth*

*Gunnedah Common:* Allan Easey, Robe Russell Leslie Keller, Barry Baldwin and Williams.

(2563) Sydney,

### WITHDRAWAL FROM SPECIAL LEASES

IN pursuance of the provisions of section 10 of the Lands Consolidation Act, 1913, the land is withdrawn from the special lease specified mentioned.

W. F. CRABTREE, Minister for Lands.

*Land District—Deniliquin; Shire*

*Parish Colimo, County Townsend, ab being lot 90, D.P. 39512, and being the Lease 1965-1 held by the Aboriginal Land withdrawn for the purpose of "Use of Aborigines".*

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LANDS DEPARTMENT NOTICES

(2559) Sydney, 4th May, 1979.

### APPOINTMENT OF TRUSTEES

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W. F. CRABTREE, Minister for Lands.

*Land District and Shire—Bombala*

*Parish—Cathcart; County—Wellesley*

Reserve 36804 for Public Recreation at Cathcart, notified 21st November, 1903: *The Council of the Shire of Bombala.* Pks 71-3186.

Reserve 17293 for Public Recreation at Cathcart, notified 18th February, 1893: *The Council of the Shire of Bombala.* Pks 71-2943.

*Land District—Grafton; Shire—Macleay*



9.1.1 RELINQUISH CROWN LAND MANAGER ROLE AND SUPPORT APPOINTMENT OF A STATUTORY LAND MANAGER BOARD AS THE CROWN LAND MANAGER FOR BOTH CATHCART RACECOURSE (R17293) AND CATHCART RESERVE (R36804).

ATTACHMENT 2 ATTACHMENT 2 - GAZETTE NOTICE APPOINTING BOMBALA COUNCIL AS TRUSTEE

11/23/22, 11:45 AM

04 May 1979 - LANDS DEPARTMENT NOTICES APPOINTMENT OF TRUSTEES - Trove

— Parish—Taloumbi; County—Clarence  
Reserve 78997 for Refuge in Time of Flood at Taloumbi,  
notified 19th October, 1956: The Council of the Shire of  
Maclean. Pks 78-290.  
Land District—Tamworth; Shire—Tamarang  
Parish—Weston; County—Pottinger  
Reserve 91440 for Reservoir at Caroona, notified this day:  
The Council of the Shire of Tamarang. L.B. 79-02, Tam  
worth.