

TRUenergy COMMUNITY LIAISON GROUP

MEETING NOTES AUGUST 2010 – ADOPTED NOVEMBER 2010

MEETING	TALLAWARRA COMMUNITY LIAISON GROUP MEETING	MEETING NUMBER	5/2010
HELD AT	TRUENERGY TALLAWARRA SITE, WOLLONGONG	DATE	18 AUGUST 2010
PROJECT	TALLAWARRA		
ATTENDEES	<div> <div> Doug Prosser Chris Brandis Rita Webb Anthony Savenkov Lloyd Townsend Kevin Cassenago Katherine Sheppard David Kettle Werner Steyer Phil Jones Noel Corkery Jason Corkery Mathew Richards Andrew Knowlson David Greene Cheryl Lappin Brendan Blakeley Nicole Eastaway </div> <div> Lake Illawarra Authority Illawarra Bird Observers Club Dapto Chamber of Commerce TRUenergy TRUenergy Lighthouse Church Don Fox Planning Don Fox Planning Illawarra Bicycle Users Group Illawarra Cycle Club Corkery Design Corkery Design Northrop Duck Creek Catchment Community Group Wollongong City Council Shellharbour Council Elton Consulting (facilitator) Elton Consulting (note-take) </div> </div>		
APOLOGIES	<div> Graham Towers Graham Dowers </div> <div> Department of Planning TRUenergy </div>		
DISTRIBUTION	To all invitees		

ITEM NO.	DESCRIPTION	ACTION	DATE
1.0	Welcome & Introductions – Brendan Blakeley, Elton Consulting		
	<p><i>The meeting commenced at 4.30pm. Brendan Blakeley welcomed all to the meeting.</i></p> <p><i>Apologies were received from Graham Towers and Graham Dowers.</i></p> <p><i>The minutes of the previous meeting were accepted.</i></p> <p>Anthony Savenkov noted that Stuart Russell, who represented University of Wollongong on the CLG until 2006, sends his regards. He is keeping abreast of the project through website.</p> <p>Brendan Blakeley asked if there was any discussion regarding the correspondence to the CLG from Ken Davis on behalf of "Concerned Residents of East Dapto" tabled at the previous meeting.</p> <p>The correspondence was noted as received.</p>		

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2.0	Site Update – Lloyd Townsend, TRUenergy		
	<p>Lloyd Townsend made the following points:</p> <ul style="list-style-type: none"> • Illegal dumping of rubbish is occurring along some site boundaries, including along Yallah Bay Road • Tree damage has occurred around the site due to high winds • New energy efficient street lighting has been delivered for installation along the foreshore • TRUenergy has a new corporate logo – visible on entrance sign at Yallah Bay Road, and to be rolled out across the site shortly. • As planned, and in preparation for the potential Stage B power station, the area around the old control building and at the north end of the power station has been cleared. Historical items have been kept. • Concrete has now been laid around the Lake Illawarra Authority (LIA) picnic and boat launching area. <ul style="list-style-type: none"> - The Chair of the LIA noted that the park facility itself was jointly funded by TRUenergy and the Authority. It wouldn't have happened without TRUenergy providing the funds. 		
3.0	Tallawarra Lands – Concept Plan application		
	<p>Noel Corkery – landscape design</p> <ul style="list-style-type: none"> • Introduction <ul style="list-style-type: none"> - The diversity of the landscape presents challenges and opportunities - The approach to landscape design at Tallawarra is very much integrated with ecological values as well as engineering and hydrology. • Context <ul style="list-style-type: none"> - There is immense diversity across the site with adjacent urban areas, hill tops and ridgelines, wetlands and riparian corridors. - There is a dramatic drop in elevation from Mt Brown down to the power station and the Lake. - A lot of development already exists on the other side of the lake. - We need to be mindful of views to and from the site. - There is remnant vegetation in some areas of the site. • Natural landscape process <ul style="list-style-type: none"> - The slopes leading down from N Mt Brown have good drainage. - The flatter areas associated with Duck Creek and the ash dams contain depositional material. - This entails very different growing conditions, including different soils; exist on the hilltop compared with the depositional riparian areas. - This is taken into account in landscape treatments. • Vegetation <ul style="list-style-type: none"> - Together with EcoLogical, we have taken an integrated approach to vegetation on the site to protect and enhance critical species. • Landscape character zones 		

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	<ul style="list-style-type: none"> - The site has been divided into areas which are fairly distinctive in terms of landform, vegetation and land use - The aim is to understand the site and respond to it through the landscape strategy <ul style="list-style-type: none"> • Northern Precinct <ul style="list-style-type: none"> - The edge of the lake is relatively open with some more enclosed areas in the folds of the slopes towards the north and leading up to Mt Brown. - Our aim is to maintain views back to Mount Brown. <ul style="list-style-type: none"> • Duck Creek and ash dams <ul style="list-style-type: none"> - The importance of Duck Creek is recognised - The ash dams are artificial but perform Artificial ash dams have resulted from a combination of factors - There is an existing development across the boundary at Hayward's Bay - The ash dams link across to a significant amount of foreshore. <ul style="list-style-type: none"> • Open space network <ul style="list-style-type: none"> - Landscape and open space are being dealt with in an integrated way - There are different scales of open space. Some of the large environmental protection areas form key functions within the open space network going right down to more formal open space in the proposed residential development areas - The remnant woodland and the Duck Creek riparian corridor are key environmental areas - The proposed sports area to the south of Yallah Bay Rd in previous plans have been relocated north to the town centre - In the Concept, we have included an indicative sports track - a cycling criterium circuit - in the area near the asbestos repository. It is connected to the foreshore and the road. When it's not being used for competition it can be used by the public. There are spectator areas, and the mound could be used to gain an outlook across the lake. <ul style="list-style-type: none"> o CLG member: Is it for mountain biking? o CLG member: No for "road" cycling purposes. o CLG: Is it contoured? o CLG: There is no reason to level it out completely. o CLG member: Is it a velodrome? o CLG member: No. o AS: We understand that there is nothing like this yet in the Illawarra. o CLG member: We were hoping it could be used for national or state competitions. o CLG member: Where was the asbestos located? o LT: In the registered asbestos repository, capped and about eight metres below surface level. o CLG member: It appears the cycle network doesn't link back to Princes Highway. o Noel: It does. On the diagram it is obscured by an avenue of trees. o CLG member: How many people would come to a national event? o CLG member: The last one I went to in Port Macquarie had 600 		
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	<p>competitors.</p> <ul style="list-style-type: none"> o CLG member: Will there be parking and facilities? o NC: At this stage it's indicative, but it's certainly accessible from the main road. o CLG member: I hope the development will include shared pathways. I've heard tonight about 'cycle ways'. The term 'shared pathways' should be used in the development application documentation, in instances where that is intended. <ul style="list-style-type: none"> • Streetscape <ul style="list-style-type: none"> - We have looked at the street and road hierarchy and developed typical treatments for those types of roads - The process is continuing to determine street uses and appropriate landscaping - Different effects are achieved depending on the location of planting on the roads, and different parts of the site may require different treatments - Water sensitive urban design will be considered and it will vary between the sloped and flat areas - We are taking Crime Prevention Through Environmental Design requirements into account, including visibility in public domain, private domain, the street relative to the open space areas and surveillance from the paths. <p>Questions</p> <ul style="list-style-type: none"> • CLG member: Does the shared pathway follow a roadway or does it go along the foreshore? <p>NC: We're just setting up the principle that a shared pathway will be in close proximity to the foreshore open space its exact location is yet to be determined. The proposed road follows the foreshore open space for much of its course.</p> <ul style="list-style-type: none"> • CLG member: Is there a preference for the shared pathways to be in public reserve areas? What is Council's perspective? <p>CLG member: We have them on the edge of the road in Koonawarra and along the foreshore in other areas. It is often good to have a mix.</p> <ul style="list-style-type: none"> • CLG member: The State Government has plans to roll out cycling to get more people to commute. If cycling goes the way the government is planning, we need to cater for it. There needs to be a corridor where a dedicated cycle route can be built to feed into regional cycle routes. <p>CLG member: Could commuter cyclists use extra wide shoulders on the road, for example? Pedestrians and social/leisure cyclists could use shared pathways.</p> <p>CLG member: Cyclists ride at different paces. Commuters want to go straight they don't want to wind around the foreshore.</p> <p>NC: For commuters there could perhaps be on the shoulders of the appropriate</p>		
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	<p>roads.</p> <ul style="list-style-type: none"> CLG member: The connectivity of the vegetation and the Duck Creek corridor looks good. Are the SEPP 14 areas and Mount Brown currently not being considered as part of your landscape plan? <p>NC: The public use of open space in these areas would be limited due to ecological values.</p> <ul style="list-style-type: none"> CLG member: The Mount Brown area between the two residential precincts is under quite a lot of pressure for recreational purposes. There may be a need to look at something more structured around there. The wetland area, on the other hand, is relatively isolated. Some form of controlled access such as boardwalks could be considered in the wetlands. <p>Chair of LIA: The Lake Illawarra Authority expresses interest in taking over the foreshore and wetland area to add to the land we were granted from Haywards Bay. 20-30 years down the track, the demand for public recreation areas like the Tallawarra Lands foreshore will be huge.</p> <ul style="list-style-type: none"> BB: One issue has always been raised in the group is what can be done to ameliorate potential impacts of development on district views. <p>Noel: Street tree-planting is one good way of dealing with that.</p> <ul style="list-style-type: none"> CLG member: Maintaining the ridge line is important as it is a distinguishing district land mark for those driving north up towards Wollongong. Will you be developing some planting recommendations to reduce potential visual impact? <p>NC: The large lots going on the higher parts of that slope of Mt Brown will help keep the buildings off the ridgeline.</p> <p>AS: Yes, this is partly a matter of landscape design, but also being considered by the urban designer and visual asset consultant. It is also a matter that should be kept in mind for a potential future stage DA.</p> <ul style="list-style-type: none"> CLG member: I presume the area designated for the playing field would be a larger open space area in the hierarchy, but you did identify some smaller open space lots? <p>NC: What we have shown is diagrammatic. The details of the open space areas will be incorporated into the plans. This also raises the issue of management of small open spaces.</p> <p>CLG member: So refining whether those small spaces will be part of larger areas will be subject to discussions with Council?</p>		
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	<p>NC: Yes.</p> <ul style="list-style-type: none"> CLG member: Council's preference is not to have pocket parks. There's enough land around the environmental buffers, larger parks and foreshore areas, to put a set of swings. It is not that far to get to the open space areas, you don't need another level of smaller parks throughout the residential areas. CLG member: How do you manage safety issues related to vegetation particularly when it is close to roadways? <p>NC: The vegetation would be trees – we're not talking about shrubs. We are conscious of the dangers of people hiding in bushes and visual obstruction caused by low bushes. Factors including proximity to roads and traffic speeds will certainly be taken into account in determining the right planting.</p> <ul style="list-style-type: none"> CLG member: The real issue regarding multiple uses within open spaces is the conflict between environmental values and the criteria you would need to establish for a playground. The safety requirements would be different. There needs to be recognition you can't reduce the ecological values by pushing recreational use into high ecological value areas. The boundary between environmental and recreational uses shouldn't become too blurred. <p>CLG member: Sea level rise due to climate change might cause the riparian corridors to become narrowed down over time.</p> <p>NC: The corridor is presently 100 metres either side of Duck Creek. This is well in excess of legal requirements, which is 40 metres on either side.</p> <p>CLG member: Why was the oval not considered suitable on southern side of the development?</p> <p>AS: Primarily due to geotechnical concerns. Recent more detailed geotechnical studies indicate that soft soils are deeper and broader than they were initially understood to be, especially in the original location proposed for the sporting fields. This location is also prone to other known constraints such as flooding. A view was formed that should the oval require infrastructure such as lighting and amenities buildings, their feasibility may be compromised by the soft soils. The design team therefore relocated it.</p> <p>NC: To provide the oval in that area would have required substantial amounts of filling as well,</p> <ul style="list-style-type: none"> CLG member: Are you also looking at the layouts of streets and lots within the proposed industrial zones? <p>NC: We will be looking at typical treatments for those sorts of roads. At this concept stage, it's too early for detailed street layouts, especially for industrial</p>		
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	<p>areas, which can be specific use driven.</p> <p>Mat Richards – servicing strategy</p> <ul style="list-style-type: none"> • Sydney Water's role <ul style="list-style-type: none"> - Sydney Water is advising us as to the preferred way for servicing Tallawarra Lands in terms of water and sewerage - The proposal we reviewed a year ago involved taking the sewer north to Port Kembla and duplicating the existing system. - There is an opportunity to incorporate ESD initiatives to reduce the impact of services, e.g. through grey water and effluent for irrigation - The Haywards Bay pump station has minimal additional capacity - Once we get something more formal from Sydney Water, we firm up the strategy for the precinct south of Duck Creek <ul style="list-style-type: none"> o CLG member: Would that then go into Shellharbour? o MR: Yes. • Water <ul style="list-style-type: none"> - There is a reservoir just on top of the hill - There are water mains along Cormack Avenue and Princes Highway that could also be tapped into. This would require augmentation. - Our preferred option would be a dedicated trunk to bring water from the reservoir - We are awaiting a formal response from Sydney Water. <ul style="list-style-type: none"> o CLG member: On sewage management, have you thought about issues of overflow into the lake particularly during high rainfall periods? o MR: Yes. This is taken into consideration as part of the detailed design. The development will need to provide appropriate capacity to address this issue. o CLG member: You may need to have significant capacity for storage at a safe location on site and a major pumping system. o MR: Lake Illawarra is so sensitive that wet weather storage will be over and above what is required. • Electricity <ul style="list-style-type: none"> - We are awaiting a formal response from Integral Energy - We have been able to calculate a predicted need - The existing capacity from a local supplier is limited - A zoned substation may be required - Other option is a switching station associated with the power generator. This would require a hectare of land. - There is potential for a staged approach – where you could get some local supply, gear up to next level, then go to a zoned substation (which takes 3-5 years to implement) <ul style="list-style-type: none"> o What is Council's position on solar powered street lighting? o CLG member: I'm not sure we have a policy on it. o CLG member: Are you indicating you're going to make recommendations in terms of street lighting as well? 		
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	<ul style="list-style-type: none"> ○ MR: We are looking at measures of reducing power use and how that could be put into place. We're looking for a level of acceptance from the authorities on ESD which would then form part of the strategy for lighting. ○ CLG member: You will need to get acceptance from Integral as well as Wollongong Council. I think it's a good idea, at least having electricity reducing light fittings. ○ CLG member: That would be a good outcome. <ul style="list-style-type: none"> ● Gas <ul style="list-style-type: none"> - Jemena is local supplier. We involved them quite early in the process and we want to keep in the loop in terms of staging. The development is on their books in terms of their network planning program and we are keeping them regularly up to date. We are awaiting formal advice from Jemena. ● Telecommunications <ul style="list-style-type: none"> - We will get advice from Telstra on the level of coverage available - The results of our application will tell us which services can be provided and the infrastructure that will be provided - Negotiations will then take place between developer and Telstra ● Indicative services street section <ul style="list-style-type: none"> - The diagram shows the standard way services are provided - There is an opportunity to share the electricity, gas and Telstra services within the same area - Provision for main stormwater line is generally on the other side of the sewer - We will need to consider issues related to water mains and trees. As the main spine road is a 20 metre corridor however there currently a lot of flexibility to accommodate them. We will be looking at single lanes either way, plus an additional shoulder accommodating either a cycle way or on-street parking provisions - This will allow free flow from the north to the Princes Highway. We would not take the trucks through Koonawarra, to be clear. <p>Katherine Sheppard and David Kettle – statutory planning</p> <ul style="list-style-type: none"> ● Planning history <ul style="list-style-type: none"> - Local Environmental Study ("LES") was the first step in the planning process, finalised in 2006 by Willana Associates - Once the LES was endorsed by Council, Council resolved to prepare a draft LEP for the site. This took from 2007 - 2009 and Tallawarra was wrapped up with the Council's city wide LEP process - The LEP was gazetted by the Department of Planning in February this year. That instrument rezoned Tallawarra to include industrial, residential, environmental, tourism and other uses. 		
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	<ul style="list-style-type: none"> • Zoning plan <ul style="list-style-type: none"> - The Power station is in the centre of the site and indicated in yellow - Purple area is industrial (zoned IN1 and IN2) - The green area right in the centre is recreational - Light blue is the neighbourhood retail centre - The darker blue across the site indicates the residential zones. <ul style="list-style-type: none"> o CLG member: Was there an R3 zone, i.e. medium density? o KS: There is no R3. o AS: The residential zoning at Tallawarra Lands is the same as its immediate residential neighbours (e.g. Koonawarra, Haywards Bay). • Part 3A planning provisions <ul style="list-style-type: none"> o CLG member: So you're adding an extra process by again applying for approval of that master plan. o CLG member: The only benefit of Part 3A is that it gives you certainty, because that is the basis of any DA that comes in. o CLG member: It depends what they're putting in the concept plan as well. o KS: Just to go back a step, the application is going to be processed under Part 3A as a concept plan. o CLG member: I would have done a DCP myself. o CLG member: DCPs can change. • Concept plan <ul style="list-style-type: none"> - The key benefit of the Concept Plan application is that when you go to the next phase, either to the Project Application or DA, you are dealing with only the fine level of detail and not then getting caught up in the broader issues. The assessment is then in more manageable stages. <ul style="list-style-type: none"> o CLG member: Is a primary school next to a senior living area ideal? o AS: One of the reasons it has been included in the Concept Plan is that in our discussions with local community members and other stakeholders, it has frequently been raised that it would be a good idea to have aged care on site. o CLG member: Council is going to be concerned about the loss of part of the business park for a retirement village and a school. A key idea of development at Tallawarra Lands was based on the level of employment it could generate and safeguarding a supply of employment lands well into the future. o AS: The Concept Plan design intends to accommodate a number of quality outcomes - including employment. • Next steps: <ul style="list-style-type: none"> - In September 2009, the Minister declared the project to be a major project to which Part 3A applied - Issued DGRs, which were amended in July this year to factor in comments from Shellharbour in relation to the airport, particularly Council's intention to reopen flights 		
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	<ul style="list-style-type: none"> - The findings of consultant specialists have been fed into the Concept Plan design, The EA will wrap up all the consultant's reports and will respond to the DGRs. - Each consultant in TRUenergy's team have been consulting with agencies relevant to their discipline - Once the application is lodged, further consultation will be undertaken by the Department of Planning - The DoP does a test of adequacy, to check if haven't missed any key information - The EA is then placed on public exhibition for about a month - Agency comments and public submissions are collated by the DoP and provided to the proponent to review and address - We are required to formally respond to those submissions - We then submit a preferred project report, which includes an amended Master Plan if appropriate - The DoP prepares the Director-General's report and makes a recommendation to the Minister - If a Planning Assessment Commission (PAC) review is required, it would happen at that stage. - The final step is the determination of the concept plan. <p>Questions</p> <ul style="list-style-type: none"> • KS: The Part 3A approval will designate how future applications would be determined. CLG member: I would prefer the future DAs to go through Council. It would be nice to come back to the local level once we're getting down to the nitty gritty. CLG member: Depends on the scale. The DoP is not going to want to assess houses, but it will want to assess a super lot subdivision. CLG member: The smaller applications will all be done by Council. • CLG member: How much detail will be contained in your report regarding the employment generating capacity of the development? AS: It will include an economic impact assessment and supply and demand assessment for the development. CLG member: Employment land was really seen as the key thing for this site. I would emphasise that point. We've had a lot of difficulty in terms of maintaining employment for certain demographics. From an employment lands viewpoint, it's very difficult to predict what scale of land needs to be provided. That needs to be included in the report, so you don't tie yourself down to small industrial lot sizes or be driven too much by immediate market reports. Employment generation is the key outcome the Illawarra community is expecting – I have always viewed residential as a short term necessity to help subsidise the much longer term development of employment uses at Tallawarra. 		
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	<p>KS: We don't intend to do lot sizes at the Concept Plan stage.</p> <p>CLG member: There is a shortage in the Illawarra of large lots. We don't need sites where you can put small industrial units, for example, we need the bigger land sizes.</p> <p>CLG member: The Illawarra Employment Lands working party's biggest problem is that they have been constrained by the existing subdivision and ownership pattern in relocating businesses to this area. Big employers need large lots and there is minimal suitable land for this within the region.</p> <ul style="list-style-type: none"> CLG member: You also need to make sure you don't create a conflict of uses in the development, e.g. retirement lands and schools vs. trucks around these facilities. <p>CLG member: It's about making sure you have that interface and separation between the residential and community side of things so it does not constrain activities within the employment lands.</p> <ul style="list-style-type: none"> CLG member: I would like to emphasize that point that we should get our terminology correct – if it's a footpath call it a footpath, if a road shoulder, call it so, and so on, Use exact correct terms. For lay people it's an absolute nightmare trying to get about otherwise. CLG member: We are going to have a lot of people in the area looking for recreational space. In the future, they will want to park on the roadways and then walk into those park land areas. That needs to be taken into consideration. CLG member: Have you finished the asbestos report? <p>AS: Yes.</p> <p>CLG member: Does the report cover the whole of the site?</p> <p>AS: Yes.</p>		
5.0	Tallawarra "B"		
	<ul style="list-style-type: none"> CLG member: What is the next stage in the Part 3A process for the Stage B power station? <p>AS: We have received the draft conditions of approval which we are reviewing. . The objection from Shellharbour Council regarding a potential exhaust plume impact on flight patterns looks to have been resolved in relation to the combined cycle power station option.</p> <p>CLG member – So are you up to the preferred development report for the power station?</p> <p>[The question was taken on notice. Response: we lodged amendments to our application to reflect the agency feedback received through exhibition. We are now at the stage of draft conditions for approval].</p>		
6.0	Other matters		
	<p>Other business</p> <ul style="list-style-type: none"> CLG member: There is an 80 km speed limit on the serviced track here. I think 80 km is too high as the road is not in a good enough condition to be used for this speed. 		

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	CLG member: It's a Council road. CLG member: I request that Council to get the speed limit reduced.		
7.0	Close and next meeting		
	<i>The meeting was closed at 6.30pm.</i> <i>Next meeting: 4.30pm 17 November 2010, on site.</i> <i>BB thanked consultants for providing their time and expertise and the CLG members for their attendance and interest in the project.</i>		
If you have any questions in relation to these minutes please contact Brendan Blakeley at Elton Consulting. Tel: 02 9387 2600 Fax: 02 9387 2557 Email: brendan@elton.com.au			