

# TRUenergy COMMUNITY LIAISON GROUP

## MEETING NOTES MAY 2010 - ADOPTED JUNE 2010

MEETING	TALLAWARRA COMMUNITY LIAISON GROUP MEETING		MEETING NUMBER	3/2010
HELD AT	TRUENERGY TALLAWARRA SITE, WOLLONGONG		DATE	26 MAY 2010
PROJECT	TALLAWARRA			
ATTENDEES	Doug Prosser Rita Webb Chris Brandis Ken Davis Renaë Riviere Anthony Savenkov John McIntyre Steve Boscoscuro Grant Smith Brendan Blakeley Nicole Eastaway	Lake Illawarra Authority Dapto Chamber of Commerce Illawarra Bird Observers Club Concerned Residents of East Dapto Conservation Volunteers Australia TRUenergy TRUenergy TRUenergy Gabites Porter – traffic and transport Elton Consulting (Facilitator) Elton Consulting (Note-take)		
APOLOGIES	Graham Towers Andrew Knowlson Cheryl Lappin Lloyd Townsend	Department of Planning Duck Creek Catchment Community Group Shellharbour Council TRUenergy		
DISTRIBUTION	To all invitees			

ITEM NO.	DESCRIPTION	ACTION	DATE
1.0	<b>Welcome &amp; Introductions – Brendan Blakeley, Elton Consulting</b>		
	Thank you for coming to the extra meeting tonight, which is a chance to receive more information about traffic and traffic and to answer your questions about soil and geotechnical issues.  <i>The meeting commenced at 4.30pm. Brendan Blakeley welcomed all to the meeting.</i> <i>Apologies were received from Graham Towers, Cheryl Lappin, Andrew Knowlson and Lloyd Townsend.</i>  <i>The minutes of the previous meeting were accepted.</i>		
2.0	<b>Power Station and Site Update – John McIntyre, TRUenergy</b>		
	John McIntyre made the following key points:- <ul style="list-style-type: none"><li>The power station is running well, with no material issues to report.</li></ul> <b>CLG Member</b> – At a recent presentation at the Illawarra Yacht Club, TRUenergy received extensive praise for the programme they are running for young sailors.		
3.0	<b>Special sustainability initiative of TRUenergy – Steve Boscoscuro, TRUenergy</b>		

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	<p><b>TRUenergy:</b></p> <p>Steve, an electrical engineer from TRUenergy's Tallawarra team, was recently selected to represent TRUenergy as part of a sustainability leadership programme initiative that looked firsthand at the implications of climate change on Antarctica. The project involved among other things installing solar panels and wind turbines at an Antarctic education base.</p> <p>Steve presented a video of his expedition to Antarctica, and described some of his learning experiences and how his perceptions of sustainability have changed.</p>		
4.0	<p><b>Tallawarra Lands</b></p>		
	<p><b>Brendan Blakeley</b> – At our last meeting, we heard from some members of our team of experts working on respective parts of the Concept Plan development application. We have another one here tonight:</p> <ul style="list-style-type: none"> <li>– <b>Grant Smith, Gabites Porter</b> – traffic and transport</li> <li>• <i>The Master Plan:</i> The presentation is based on the preliminary masterplan developed 2009 and refined in 2010 that is based on Council's approved LEP. It is likely to be modified to some extent through the current Concept Plan development application preparation process.</li> <li>• <i>Map:</i> The proposal involves a range of uses - industrial, residential, town centre, and areas of commercial "enterprise zone".</li> <li>• <i>Transport planning concepts:</i> <ul style="list-style-type: none"> <li>– '<u>Transport modelling</u>': a series of linked mathematical formulae are used to forecast traffic flows. Its outputs show us traffic flow, vehicle speeds, intersection delays, fuel use emissions, from which we can analyse the network's operation. We use the WOLSH model which covers the area around Waterfall and Shellharbour. We started building it in 1992 using real life transport data and we have been continually upgraded it since then.</li> <li>– The area covered by the model has 92,000 households, ¼ million people, almost 80,000 jobs, 132,000 vehicles.</li> </ul> </li> <li>• <i>Network evaluation:</i> <ul style="list-style-type: none"> <li>– Grant explained the concept of 'Level of Service', and its various categories, noting that it has been adopted internationally since 1950s.</li> <li>– Level of Service C means there is virtually no delay. This is a good ideal but no one in the world can afford it. Level of Service D, which we plan to achieve in the future, not always affordable. Level of Service E, which means traffic flows but any incident will immediately take you into Level of Service F, which is break down.</li> <li>– As the speed of road increases, the number of vehicles you can get onto it also increases</li> </ul> </li> <li>• <i>Future network improvements:</i> <ul style="list-style-type: none"> <li>– As a result of West Dapto, targets have already been agreed and included in the models</li> <li>– In 2021, there will be a 25% increase in households, 20% increase in people, and the total number of jobs will increase but not by as much as</li> </ul> </li> </ul>		

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	<p>households</p> <ul style="list-style-type: none"> <li>– Our approach was to identify the contribution Tallawarra Lands is to make to the entire road network, and ensure the roads within Tallawarra lands work effectively.</li> <li>- <b>2021 without Tallawarra:</b> F6 is getting worse - you wouldn't want to drive on it. The intersection of Illawarra Highway and Princes Highway is a difficult one but very few network changes are needed. These changes would be adding two lanes going south off the Princes Highway, and an extra lane in each direction through the F6. Without Tallawarra, these measures would make traffic generally at Level of Service D, maybe some in Level of Service E and still a bit in Level of Service F on the ramps.</li> <li>- <b>2021 with Tallawarra:</b> General increase in traffic. The orientation of the development is to the south, which will affect the morning and evening peak flows. Inbound flow in the morning peak is three times that of the outbound, reflecting the increased employment of people living within Tallawarra Lands – more significant those coming into Tallawarra from outside the area.</li> <li>• <i>Planning for increases:</i> <ul style="list-style-type: none"> <li>– We have put together a sub-area model, which shows the land use in every block, the full road network, all intersection controls. We are now looking in detail at Tallawarra and how it will operate.</li> </ul> </li> </ul> <p><b>CLG member:</b> What is the importance of doing this?</p> <p><b>Grant Smith:</b> We need to be sure we have the intersections and road sizes right, or whether we need to change the land use pattern to perhaps get a better transport system. It is not just about cars, it's about public transport, walking and cycling. It has to accommodate all of the modes. One of our considerations is how we can potentially reduce dependence on cars.</p> <p><b>Anthony Savenkov:</b> This work estimates about 1290 dwellings on the site. These numbers may change as we refine and improve the master plan. Grant has had to make some assumptions and best estimates for his model, which may need re-visiting if the population estimates under the concept plan materially change.</p> <p><b>CLG member:</b> That's a big difference to the 700 originally planned.</p> <p><b>Anthony Savenkov:</b> I'm not sure where you are getting that number from; for some time it's been well over that figure. The Structure Plan previously submitted to Council and to the Department of Planning envisaged over 1200 dwellings.</p> <p><b>CLG member:</b> So you are saying a different proposal has gone to planning. Which is the 1290?</p> <p><b>Anthony Savenkov:</b> The Structure Plan submitted some time ago with our Major Project preliminary assessment report is available online. When the project team finalizes the Concept Plan that is what will be exhibited. We aim to keep working closely with the CLG regarding the project team's work on the Concept Plan.</p> <p><b>CLG member:</b> What size will the lots be?</p> <p><b>Grant Smith:</b> For my modelling assumptions, they vary from 400 square metres to over a hectare.</p> <p><b>CLG member:</b> 400 square metres is very small. You would be cramming houses in onto a lovely area. Where are the 400 square metres lots?</p>		
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**Anthony Savenkov:** It's important that new releases areas such as Tallawarra Lands can over time provide a range of housing options. We're arranging for project team's urban design expert refining the Concept Plan to participate in the upcoming Community Information & Feedback session to and a Community Liaison Group meeting to outline his thinking on such matters.

**Grant Smith:** For the purposes of analysis at the moment, I have assumed the same distribution of housing sizes in all areas, with exception of the large lots back up to Mt Brown. The eventual distribution of lots and dwellings will be recommended by the urban designer.

**CLG member:** Would people coming to Haywards Bay be able to get to the site?

**Grant Smith:** Yes at this point this is one of the three proposed external linkages. The thickness of the line [on the displayed diagrams] shows the anticipated amount of traffic.

- *Land use planning considerations:*

- About 34,000 sq metres of office, which will be high generating during peaks, as will the industrial.
- Get balance right between number of houses and retail centre
- 60 000 square metres of the enterprise zone. That's quite large; a lot of land; about 10 or 12 Bunnings. Whether this area has the pulling power for that amount of retail is debatable.

- *Internal traffic*

- Entrance from south is going into office area, and out in residential area. Could look at it as tradesman and visitors' entrance, and one that possibly gets developed as Boulevard.
- Morning peak, not a big demand for trips into the shopping area.

**Brendan Blakeley:** At previous Community Liaison Group and Community Information & Feedback Sessions, one of the matters raised has been how much Tallawarra Lands traffic might flow into the Koonawarra area, and what could you do about trucks potentially trying to access its residential areas.

**Grant Smith:** The concept plan does not really push significant traffic through Koonawarra. Trucks much prefer a freeway.

**CLG member:** Is there any allowance for proposed railway?

**Grant Smith:** Our current thinking is the possibility of a decent shuttle bus to the railway.

**Brendan Blakeley:** What about a bus route?

**Grant Smith:** We'll do more thinking about this soon.

**Anthony Savenkov:** Will there be significant traffic into employment areas, presumably instead of some of the flows that now go to Sydney in the mornings?

**Grant Smith:** It is decreasing some flow northbound, but increasing southbound.

**Anthony Savenkov:** Why?

**Grant Smith:** Now you have attractions in the concept plan that will bring people from that direction.

**CLG member:** You have made some assumptions about upgrades to the F6. I have heard Wollongong Council doesn't want to do that, as they are encouraging less reliance

# TRUenergy COMMUNITY LIAISON GROUP

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<p>on cars.</p> <p><b>Grant Smith:</b> In our view this work will be necessary and better sooner rather than later.</p> <p><b>CLG member:</b> What about their unwillingness to invest in the infrastructure, considering their history in the area?</p> <p><b>Grant Smith:</b> It is primarily the RTA who has the responsibility. My guess is that all of the two lane parts will be upgraded to three lanes.</p> <p><b>CLG member:</b> Tallawarra Lands is one part of broader development including West Dapto, Calderwood, Tullimbar, and so on. The road authorities are just going to have to face reality. We haven't got enough ground space left to move the people who need to get here. Elevated freeways are ugly and messy, but they move traffic.</p> <p><b>CLG member:</b> Who wants to live near one?</p> <p><b>CLG member:</b> I would be the first to agree with you. However, we need to have better roads, and take the good and the bad that comes with it.</p> <p><b>CLG member:</b> What size will the roads be in residential areas? Looking at mistakes made in West Dapto, you can't park because the roads are too small.</p> <p><b>Anthony Savenkov:</b> Road type and hierarchy is an important consideration being worked on by a sub-group of the concept planning team, including Grant, the WSUD, civil engineering, landscape design, visual resource and urban design specialists.</p> <p><b>CLG member:</b> From the figures you put up, will the development be a net exporter of jobs? Will there be more people needing work coming into the area than actual jobs available?</p> <p><b>Grant Smith:</b> Under the current concept plan, based on the modelling there will not be enough people living at Tallawarra Lands to fill the jobs that will be available. Remember these are just base assumptions, but the office area has over 1000 jobs itself. That's why we have this inbound movement in the morning peak. On our current figures looking at all the employment based land there is a very large capacity for jobs at Tallawarra Lands.</p> <p><b>Grant Smith</b> drew attention to the connection with Hayward's Bay.</p> <p><b>CLG member:</b> Does it connect up near the service station or lower down?</p> <p><b>Grant Smith:</b> Lower down. Currently it is assumed there will be a roundabout.</p> <p><b>CLG member:</b> That will be a key access to the F6, I presume?</p> <p><b>Grant Smith:</b> Possibly, unless there is some way of doing an interchange, but I don't think this development warrants a new interchange. These are some of the things being considered.</p> <p><b>CLG member:</b> A lot of things will depend on the timing of release of the other subdivisions.</p> <p><b>CLG member:</b> Have you discussed the proposal to link Haywards Bay to Tallawarra, where the road is coming in and affects people living there?</p> <p><b>Anthony Savenkov:</b> Haywards Bay residents have come along to Community Information &amp; Feedback sessions, and the developer of Haywards Bay is a member of the CLG.</p> <p><b>CLG member:</b> If you're going to come onto Haywards Bay, how are you going to go north? You have to come down that way? It's not easy during peak our traffic, merging and coming north again, with cars doing 100km.</p>		
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# TRUenergy COMMUNITY LIAISON GROUP

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	<p><b>Brendan Blakeley:</b> Will there be augmentation of infrastructure or more detailed design required in this area as the Concept Plan is refined?</p> <p><b>Grant Smith:</b> That, or reduce traffic load by cutting back the amount of employment.</p> <p><b>Brendan Blakeley:</b> It is employment driving the use in that area?</p> <p><b>Grant Smith:</b> Yes.</p>		
5.0	<p><b>Discussion</b></p> <p><b>Anthony Savenkov:</b> At our last meeting, Melanie Thomson gave an overview of the work her team was planning and carrying out for Aboriginal heritage. I update that the test excavation programme Melanie outlined has subsequently occurred. On behalf of TRUenergy, I thank the representatives from the various Aboriginal communities who participated in the excavation planning and execution.</p> <p><b>CLG Member:</b> When will the results be available?</p> <p><b>Anthony Savenkov:</b> They're still being finalised. The upcoming Tallawarra Community Information &amp; Feedback Day or a subsequent Community Liaison Group meeting could provide an opportunity for Biosis to outline and discuss the results.</p> <p><b>Brendan Blakeley:</b> The next Tallawarra Community Information &amp; Feedback session will be held on the 9 June. We will be sending advertisements out soon, with flyers due to go Thursday and Friday – pending the weather – and we will be advertising on the radio. This time it will now be held at Fowlers Road Koonwarra Community Centre. It will run from 6-8pm, to allow people to drop in after work. Members of the Tallawarra Lands concept plan team of specialists will be present including the urban designer.</p>		
6.0	<p><b>Close and next meeting</b></p> <p>The meeting was closed at 5.40pm.</p> <p>Next meeting: 4.30pm Wednesday 16 June 2010, on site.</p>		
<p>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: <a href="mailto:brendan@elton.com.au">brendan@elton.com.au</a></p>			