

Neighbourly Committee No 4
Incorporating Neighbourhood Forum No 4
Executive Committee
Co-Convenors: Bradley Chapman and Paul Evans
Secretary: Brad Chapman
Acting Treasurer: Paul Evans
Contact: Convenor– bradleyc@ozemail.com.au



NF4/NC4 Tuesday, September 7, 2021

MINUTES

Open Meeting- 07.00pm

Apologies – Luke Palmer, Richard Martin, Jean and Ron Groves.

Minutes of Previous Meeting- August 3 over ZOOM due to Lockdown.

Business Arising from Minutes-

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Special Guest Presentation

~~WCC Reps discussing the Community Strategic Plan and Engagement Process.~~
Unfortunately guests were unavailable to join the meeting.

Correspondence In –

WCC: Community Strategic Plan Feedback – Vision for the City in 3 Words
Future Survey

WCC: Feedback for plans for the Recognition of Emma McKeon.

• **Planning Applications**

28 Bond St Bellambi – Residential Garage and Carport – no concerns from NF4
16 Bellambi Ln Bellambi – New Wholesale Business

• **Public Exhibitions** –

Corrimal Coke Works Proposal
Corrimal Town Centre Update: Russell St Crossing

Correspondence Out – Submissions for Corrimal Cokeworks Redevelopment.

Reports:-

Recent WLPP Matters:

WLPP Meeting 14 September 2021

Community Campaigns:

• **Corrimal Community Action Group**

Anne spoke to the CCAG Report [Attached] and the Submission on the Coke Works.

- **East Corrimal Open Space Committee**

There have been no current updates impacting the East Corrimal Park and wider beachfront precinct.

- **William Street Balgownie Precinct**

No new information. We continue to uphold Ron and Jean Groves in our prayers and thoughts as Ron continues his rehab in Bulli Hospital Care Facility.

General Business:

- WCC Change to Riparian Land Management Policy – Engagement Conversations to 13 September.

Ch 23 Minimise impacts due to development in the future. Identifies Waterways in three Categories 1. Environmental corridor (100m exclusion zone) 2. Terrestrial/Aquatic Habitat. (60m exclusion Zone) 3. Bank Stability and Water Quality (20m exclusion zone).

- WCC Tourism Accommodation Plan – 30 September Comment Deadline.

- Consideration of closure and re-routing Cross St South into the Coke Works new subdivision. (Thanks, Brendan for the info.) This has slipped through in the Q&A from WCC after community concerns over the increased traffic flow proposed for Railway Street. Discussion in the meeting suggested provisional support simply because the alternative was an extreme lack of access to resident homes.

- Illawarra/Shoalhaven Transport Plan – Issues highlighted by Cherylyn.

Corrimal is briefly listed a strategic Centre on the plan with no details and certainly no funding allocation. NF4 wishes to know what this means in practice. NF4 wants Corrimal's existing status as a transport and retail hub recognised in planning and funding. Cherylyn has already communicated with Ryan Park on this issue.

- Emma Rooksby – Urban Biodiversity and Bushcare

Concerned about growing informal bike trails through the bush from Mt Pleasant to Corrimal. Damage to local habitat.

Waiting for the Mt Kembla formal program to be realised but informal trails are pushing forward and causing long-term damage in the interim. Motorised riding is also an issue.

These activities remaining unregulated is ignoring the obvious impacts on environment and biodiversity.

Close Meeting: 8:34pm

Neighbourly Forum 4 meets the 1st Tuesday of the month at Towradgi Community Hall, Corner of Moray Road and Towradgi Road Towradgi at 7pm

******All Welcome- No cost******

Attachments Following:

C CAG Report to NF4 meeting - 7 Sept 2021

Submissions re Corrimal Coke Works Planning Proposal closed on 31 August 2021 – issues and process:

- There were a considerable number of responses submitted to WCC including a number of very considered and technical ones, but we haven't heard yet how many were received.
- Strategies used by the developers, ICC and Legacy Property, caused quite a bit of concern in the community in the last few weeks leading up to close of Public Exhibition. These included pop-ups on the ICC website, which at first glance required people to hit SUPPORT to get out of that page. We have also had many complaints, not only from people who have engaged with this rezoning of the Coke Works site process, but also people living outside of the Illawarra who, the first time they heard the words Coke Works, their phone picked it up and they were forwarded advertising material from the developers, again asking for their support for the development. Some receiving this material felt invaded, and others became very angry. A number of people, including C CAG have raised concerns with WCC re this.
- Council staff will now prepare a report for councillors and this is expected to go to either the October 18 or November 1 meeting. DPIE was putting pressure on WCC to complete the process and make a decision before the end of the year, however they now understand that if there is a very large number of submissions this may not be possible. So it is possible the process will not be completed until early in 2022.
- We would like to acknowledge the many members of the community who engaged in this process. It was very hard for everyone, given the lockdown conditions. We would also like to thank those Council staff who went out of their way to assist C CAG and the community to get access to information and answered many questions about the proposal.
- We have no idea what the next step will be. I understand the developers have the right to appeal to the Land and Environment Court any decision made by Council or dissatisfaction with the process. Neither the community nor Council has this right.

Anne Marett
President C CAG

Attached: C CAG submission opposing the current Planning Proposal for the Corrimal Coke Works site.

Submission from Corrimal Community Action Group Inc. objecting to the Planning Proposal for the Former Corrimal Coke Works, 27 Railway Street, Corrimal

The Corrimal Community Action Group Inc (C CAG) has never outright opposed rezoning for residential development on the Corrimal Coke Works site. However the current proposal presents the community with a number of very serious concerns in regard to the likely negative impacts on the natural and human environment of the area.

In this submission we will address:

1. Whether the Planning Proposal is consistent with Council's local strategy and other strategic documents.
2. Flaws in the documentation provided by the proponents.
3. Likely impacts on the natural and human environments of the area.
4. Community's priorities for redevelopment of this site.

Introduction

It has been challenging for the community to access information about the proposals for the site. This has been due not only to the Covid 19 lockdown restrictions, but also the unavailability of some data, especially in regards to the complex areas of contamination and traffic.

Is this proposal consistent with local Council and Regional strategies?

While the *Draft Planning Proposal* (DPP) states that it is consistent with the Illawarra Shoalhaven Regional Plan 2036, Goals 2 & 3, we raise the following concerns:

- The housing choice will be very limited, to just an apartment or a townhouse, with no freestanding homes on this very large site.
- The great need in the Corrimal area is affordable housing, especially for purchase by first homebuyers. There is no provision for affordable units for purchase (only 35 rental-only units). The promise made by the owner that the development will be "building homes for local families" is very unlikely, unless some arrangement is made to ensure at least some are made available at an affordable purchase price.

The plan does not appear to be consistent with Council's strategic documents (DPP Q4), in that:

- The integrity of the natural environment is threatened by plans to completely remove an EEC, and the wildlife dependent on it, for the construction of a wide access road in the NW.
- The long term viability of the rare and precious EEC in the south of the site will be threatened by the destruction of a wide swathe right through it, to facilitate a new creek line and shared pathway.
- Without a major rescue operation, the relocation of the creek, and the draining and filling in of the ponds, will destroy much of the life dependent on that waterway, including invertebrates, frogs, fish, turtles, eels, water dragons etc.
- The sustainability of our urban environment will be severely threatened by the generation of a significant increase in traffic. This will overload the planned roundabout at Harbinger Street (refer to a summary of the C CAG traffic model attached), slow flows in all directions from it, and have the potential to choke Railway St to the point where businesses in the Corrimal Town Centre (CTC) may be negatively affected.

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Engagement Team,
Wollongong City Council

Submission Concerning the Corrimal Coke Works Site Redevelopment

25 August 2021

The members of *Neighbourhood Forum 4*, as residents of the area involved, have spent a significant amount of time discussing the various proposals for this major site in the middle of Corrimal, since its redevelopment was first proposed.

We value the potential for new residents and the social and economic benefits that a *sustainable* population offers to the future of this area. We thank the Illawarra Coke Company for undertaking the effort to create a value-added new component to this community. Towards this goal, we desire clear undertakings from our state and local government authorities for the genuine delivery of all necessary infrastructure and amenity to achieve a truly sustainable, useful residential area.

We support Wollongong Council's proposed adjustment to suggested population density and building heights, including the ratio of Affordable Housing within the development. This demonstrates the broader view of the suburb and not just the development in isolation.

Alongside the submissions made by individuals and our associated community groups, there are issues that NF4 would seek to highlight further. The two fundamental issues for this community remain the vital role of Railway Street in the sustainability of the Corrimal Township, specifically the legitimate planning and management of the known growth in local traffic movements (under regular and emergency conditions) and, the legitimate and future-focused management of the physical environment within the site as it is transitioned from its industrial past into a safe and sustainable residential locality.

1. Local Traffic Management

- It is very important to recognise that this site will join the existing residential area to its immediate north which has been, due to its proximity to the South Coast Rail line and the B65 Memorial Drive it shares with the new development, unilaterally allocated for medium density into the future. This area, *and the new development*, are both *locked in* between the South Coast Railway and Memorial Drive with no secondary access or egress other than Railway Street.

- Railway Street is also the only direct east-west link road between Corrimal Town Centre and East Corrimal, connecting the two principal exit roads and the railway. It is already in high use and capable of experiencing delays in the shopping precinct under current (pre-COVID) usage patterns. The table of traffic flow included in the documents does not, in clear layperson terms, explain what amount of traffic increase Railway Street is believed capable of managing into the future. Nowhere in the documentation has the issue of a civic emergency been factored in for the ability of Railway Street to manage an evacuation scenario between the Town Centre and the beach. (We have residents who still remember the 1968 Bushfires on the escarpment and, many were deeply concerned in 2020, happily not realised.)

- The new development's proposed roundabout single entrance/exit risks being gridlocked at peak periods despite the necessary upgrade proposed by Transport for NSW at Memorial Drive, totally trapping the residents in Cross Street South. The ill-considered suggestion of an emergency exit using the Railway Station Car Park is similarly flawed because a) it also uses Railway Street, b) it is trapped beside the railway crossing and c) it directs traffic to travel west, which in a community evacuation scenario, is potentially the wrong way.

- Despite the development suggesting improved use of Corrimal Station as a vehicle mitigation strategy, there has been no undertaking by tNSW for any upgrade to train service at Corrimal despite its existing status as a transport interchange hub, pedestrian access across the tracks or the operation of the crossing. The Corrimal community has little faith in the oft-brainstormed suggestion of an overhead crossing on Railway Street ever being realised in foreseeable time. So, the discussion of a secondary light-traffic exit, not requiring Railway Street, be it across Towradgi Creek or an on-ramp to Memorial Drive, needs to be floated without unilateral dismissal. The futurist dream of a mass return to cycling and walking impacting vehicle use, has yet to show strong evidence as anyone connected to schools can attest. (This area has five with significant vehicular drop-off statistics.)

2. Environmental Amenity and Sustainability.

- The development recognises that industrial contaminants are present onsite and in need of containment as part of the transition towards residential use. NF4 believes that if there is no alternative to sequestering these contaminants onsite, they would need to be securely contained within the concrete foundational structures and in no way buried in soil structures. The risk of contaminants leaching into the riparian corridor or in any way impacting the future health of the physical environment is unacceptable and needs to be transparently planned and managed.

- The flood potential for this site is well-remembered from the 1998 flood event where North Corrimal Creek significantly contributed debris and water damage within the Towradgi Creek Catchment. The proposed hard bend in the channel and the removal of all the existing pond features seems counter-intuitive. The existence of a water feature lake would add considerable environmental amenity and under

some storm events assist with water flow management. As 1998 demonstrated here and in several locations in the city, extreme flood events resulted in streams bypassing meanders/bends and surging along more erosive, straight paths, potentially risking damage and injury. Council has extensive data from the 1998 storm event, so why would the community not question a design with such a potential risk profile?

- Finally, we support the effort in limiting the range of retail options planned for the development to avoid dislocation and to recognise of the primacy of the Corrimal Town Centre and its existing satellite centres in East Corrimal and Bellambi. This keeps faith with the *Corrimal Town Centre Strategy* already endorsed by Wollongong Council.

NF4 appreciates the opportunity to contribute to the consideration of this significant development. Government authorities are required by regulation to seek public comment on policies and major developments such as these. It is important for those authorities to keep faith with the community by demonstrating how their efforts have been considered and utilised.

Bradley Chapman
Secretary
Neighbourly Committee/ Neighbourhood Forum 4
Corrimal – Fairy Meadow.

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