



**Submission to the New South Wales Department of Planning  
re Dendrobrium Mine Extension 14 June 2022**

**Background Information –**

The Keiraville Resident Action Group was reinstated in April 2019, following increasing concerns of overdevelopment in the Village of Keiraville. The original KRAG was in operation a decade earlier. The reformed KRAG incorporated on 10 May 2021.

KRAG Inc. is a not-for-profit community association, presently comprised of a voluntary committee of management with no paid staff. The Management Committee consists of 8 members who operate in consultation with over 200 residents, and on resolutions of 5 locally held Public Meetings to date.

**Organizational Structure –**

The Association's consists of the members and a management committee including

Chairperson – Geoff Kelly	
Secretary – Yvonne Toepfer	
Treasurer – Elizabeth Keenan	
Public Officer – Karen Rispoli	
Vice Chairperson – Felix Bronneberg	

**Mission Statement -**

“To act as a conduit through which residents can raise matters pertinent to the amenity of their suburb and voice their opinions and desires about future character and directions for Keiraville.”

“To act as vehicle by which residents can collectively respond to issues concerning Keiraville’s suburban environment and infrastructure within the context of the City of Wollongong and the wider Illawarra region.”

**Vision Statement –**

KRAG aims to be an effective lobbyist association targeting Local and State Government and other institutions such as UOW as required, in collaboration with like-minded groups, and capable of bringing attention to and changing outcomes of concern for Keiraville and Illawarra residents.

## Submission

The Krag Committee at its meeting of 14 June agreed to raise concerns including: the need to protect the Illawarra Escarpment and the Sydney (and our) Water Catchments area; climate change and the potential impact on proposed Maldon Dombarton rail link, and the process being followed..

Krag acknowledges need for coal to the functioning of the Port Kembla steel works. However, there is a need to protect and preserve the Sydney and Wollongong Water Catchment Area along with the Illawarra Escarpment. It is also important to respect Aboriginal heritage and, in line with stated NSW Government policy, to reduce greenhouse gas emissions.

The suburb of Keiraville has been impacted by rain events for each of the months of March, April and May 2022. Some parts of Keiraville were severely impacted by flood waters during these rain events. This highlights the need to reduce greenhouse gas emissions.

With increasing urbanisation of Campbelltown and nearby areas, it is likely that parts of the Illawarra Escarpment and Sydney Water Catchment for Koala Habitat. This should be addressed in assessment of the project.

An important issue is the potential impact of the proposed new mine workings on the long overdue 35 km Maldon Dombarton rail link. It is noted that Planning Secretary's Assessment Report Requirements include how "the development would interact with the Maldon to Dombarton rail corridor and an assessment of the risks to rail assets and the future operational capacity of the corridor from mining operations, undertaken in consultation with the asset owners.

The 2022 EIS on exhibition in its Executive Summary only refers to Maldon in a map showing intersection with potential mining areas 5 and 3 B. This raises some questions. Krag agrees with the concerns raised by Neighbourhood Forum Five (in its May 2022 Agenda paper) that operates under the auspices of Wollongong City Council on how the heavy rains in March and April 2022 have led to impacts on the South Coast line, around Otford. The impacts led to the cancellation of some passenger trains and replacement by buses between Waterfall and Thirroul/Wollongong and the line was closed in April 2022 to allow essential and substantial maintenance and repairs.

Neighbourhood Forum Five notes that the Moss Vale Unanderra line which is now part of the Interstate Network managed by Australian Rail Track Corporation (ARTC) was closed for routine maintenance for two days in January 2022 is understood to now require further maintenance to deal with the recent heavy rains. In normal times freight trains that use the Moss Vale Unanderra line could be diverted to the South Coast line. However, with problems on the South Coast line, this is not so easy. The recent rains highlight the capacity and other constraints on the South Coast and Moss Vale Unanderra lines, and demonstrate the need for completion of the Maldon Dombarton rail link.

Krag Inc would question whether it the revised application to be determined by the Minister of Environment and Planning as opposed to the Independent Planning Commission, particularly given reports of this Department 'coaching' the applicant before lodging its final revised submission, as per the ABC Radio Illawarra for 10 June <https://www.abc.net.au/news/2022-06-10/dendrobium-foi-reveals-coaching-environmentalists-say-/101135878>.

We would support the recommendation by the Hon Justin Field MLC is for the Minister to commission the Independent Planning Commission to provide "independent advice on the project proposal and to then take that advice into consideration in his decision making, and to make that public so we have a transparent process."