

<p>Neighbourhood Forum 5</p> <p>Wollongong's Heartland</p> <p><i>Collaborating with Council on community aspirations, visions, needs & concerns</i></p>		<p>Coniston, Figtree, Gwynneville, Keiraville, Mangerton, Mount Keira, Mount St Thomas, North Wollongong, West Wollongong, Wollongong City.</p>
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Minutes of meeting on 5th July 2023 by email

- 1 **Presentation** None possible
- 2 **Apologies** Harold Hanson, John Riggall, Jenny Bayly
- 3 **Minutes** of meeting of 7th June and matters arising included in the agenda were accepted
- 4 **Comments** Many comments have been received on a number of issues and outcomes have been noted by inclusion in these minutes.
- 5 **Responses** **5.1 WIN development**
It was agreed that Council be thanked for their response but express concern at the ongoing delay for the adoption of a Master Plan for MacCabe Park – the prime urban open space in the city – and requested that funding for the development of a long overdue MacCabe Park Master Plan be included in Council's 2024-25 budget, with the assistance of a working group of key stakeholders.
- 6 **Reports** **6.1 Integrated Transport Strategy**
It was agreed that the Strategic Transport Policy Objectives. be adopted as Neighbourhood Forum 5 Policy.
- 6.2 University Liaison:** noted
- 6.3 Pedestrian & Cycling Safety**
It was agreed that a submission be lodged on the basis of the comments in the agenda and those subsequently received from residents.

6.4 Foreshore Parking

It was agreed that a submission be lodged on the basis of the comments in the agenda, and those subsequently received from residents, with the addition of:

- xiii consideration of the need for parking by the owners of boats in the harbour;
- ix investigate UoW and TAFE providing weekend parking for beach users serviced by the Shuttle bus.

6.5 Offshore Wind Turbines:

It was agreed that BlueFloat Energy be advised of our deep concern about the South Pacific Offshore Wind project, and look forward to the detailed assessment of the environmental impact, in particular on birds, whales and seascapes, together with the risk of damaged and dislodged turbine structures being washed up along the Illawarra shoreline. Consideration should also be given to the benefits of alternatives such as solar.

6.6 Urban Heating Strategy:

It was agreed that Council be advised of support for the Urban Heat Strategy subject to:

- i discussion of Wollongong's climatic conditions, and localized variations eg Dapto has a very different profile to Bellambi;
- ii a commitment to better, greener subdivision design, which will take place in hotter (and colder) western suburbs;
- iii a DCP response, eg preference for solar design, lighter coloured roofs, more screened outdoor areas etc ;
- iv a much stronger landscaping response both for council and property owners, including incentives for tree planting;
- v recognition that airconditioning, while cooling the affected building, heats up the surrounding area.

6.7 Stormwater

It was agreed to re-iterate to Council concerns at the ongoing under investment in stormwater control measure and emphasise the enormous financial and emotional impact on the community. There are steps which could be taken now without waiting years for endless studies and Council be requested to make an immediate review of their works programme to begin to ameliorate the situation.

6.8 Construction Noise and Vibration

See General Business item 8.4 for late information.

6.9 Manildra Transport

Noting comments by several members, it was agreed that: NF 5 write to the Minister for Planning, Hon Paul Scully, expressing dismay at his Department's decision on the Manildra proposal to allow up to 5,000 movements per year of A-double 32m long trucks by road, rather than by an underused rail line, and so in direct conflict with State policies to reduce carbon emissions, improve road safety and preserve residential amenity (especially at week-ends). It will increase the under-recovered road system costs for all NSW articulated trucks, currently about \$620m per year.

Accordingly he be requested to review the apparent disconnect between policy and its implementation.

NF 5 write to Hon Ryan Park MP for Keira to ask the Minister for Transport why Sydney Trains took so negative a view of the rail transport of ethanol from Bomaderry to Port Kembla, when rail has been used to move coal over the shorter distance from Helensburgh to Port Kembla for decades.

6.10 Industrial Land Review: noted

7 Planning

7.1 Planning: Caveat noted

7.2 DA-2021/1000 9 stories shops & 201 units 35-43 Flinders St
It was agreed a submission of support be lodged.

7.3 DA determinations: noted

8 General Business 8.1 Flood and Stormwater Response

“ Council is challenged with balancing the need for infrastructure and a range of services against the available funding. Council actively pursues grant funding to assist in leveraging available funding. Prioritising projects that are identified and recommended through the Floodplain Risk Management process provides the best chance of success for grant funding.

The Stormwater Management charge is only a small portion of the funding Council allocates to stormwater and floodplain management. Once the Floodplain Risk Management plans are completed across the Local Government area, Council officers will review the funding required and timing for the high priority actions and discuss with Councillors as part of the annual budget cycle.”

It was agreed to again request Council to provide a listing of Implementation Actions in Floodplain Risk Management plans for catchments in the NF5 area since 2010, progress to date and proposed timeframes for completion.

8.2 Clean ups

It was noted that strong wind events will continue to occur, and that both the wind strength and number of events is expected to increase and their occurrence more random. It is uncertain who has responsibility to clean up the wind borne generated / spilt garbage bin litter generated by high wind events.

It was agreed to ask Council about this and to suggest Council:

- i introduce and publicise a clean up service after each major wind event, in association with the SES;
- ii consider a volunteer clean up programme (to include creeks, stormwater drains, culverts and parkland) with each event ending in a community funded BBQ perhaps with media coverage.

8.3 Traffic turning from Mount Ousley Road

It was agreed to refer suggestions on this to the RTA and to seek information on progress with the proposed interchange.

8.4 Construction Noise and Vibration

A very positive meeting disclosed a number of actions which Council is taking on these issues.

- i The Compliance team are working with the planners and environmental scientists to develop enforceable conditions of consent.
- ii Processes are being put in place so that they follow up on complaints referred to Certifiers.
- iii In relation to existing approvals they are building up a rapport with Certifiers to ensure the spirit of the approval, not just a liberal interpretation, is followed.
- iv Some documentation is available on 82 Cliff Road.
- v They are working, at strategic level, to establish maximum, enforceable construction noise levels.
- vi Preliminary Geotech work at 22 Harbour/4 Smith St was noted and future DA will be subject to revised requirements.
- vii They are at the Implications of the Environmental Operations Act.
- viii It was agreed for this group to meet on a monthly basis to review progress

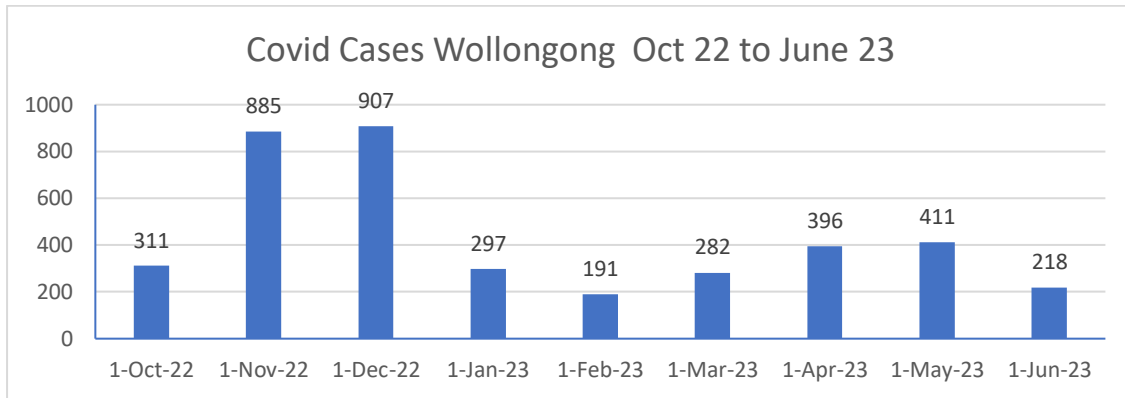
It was agreed to suggest to Council that the use of crude rock breaking jack hammers on excavators should be completely eliminated on construction. Rock should be first cut then levered. Furthermore, concrete breaks under its own weight this weakness should be exploited to minimise demolition noise.

9 Snippets noted

Date of next meeting
Wednesday 2nd August 2023

Please Note:

This meeting will be via e-mail as face-to-face meetings still seems inadvisable given the volatility of Covid cases in Wollongong:



Current active membership of Neighbourhood Forum 5 : 404 households

Neighbourhood Forum 5 Strategic Transport Policy Objectives.

Land Use

- i Plan, provide and facilitate necessary transport infrastructure (incl public, servicing, private vehicles, parking, pedestrian, cycle) and ensure it is well managed so that suburban character statements will be achieved;
- ii Ensure DCPs are relevant and require residential developments (particularly Dual Occupancies) to be within active transport distances of suburban centres and transport nodes.

Parking

- I Monitor and review when necessary DCP provisions, DA considerations and consent conditions for parking in new developments, considering a mix of on-street, public & private parking supply;
- ii Review the 2018 parking strategy by consultants in high usage coastal locations and develop a LGA wide foreshore parking strategy, taking into account the needs of residents, visitors from within the LGA, external visitors and tourists and management options including time-restricted and paid parking.

Active Transport

- i Provide a network of convenient, connected and accessible pedestrian and cycle facilities throughout the LGA which increasing numbers of residents use and enjoy regularly as a viable alternative to using private vehicles, particularly for trips within say 15 minutes duration;
- ii Ensure active transport infrastructure is available and encourages use to and from high-usage locations, such as UoW, W’gong CBD & Hospital precincts, foreshores, hospitality & entertainment precincts, town centres, work and schools;
- iii Integrate active transport networks with railway stations.

Public Transport

- i Relocate bus layover area from Lang Park to a suitable permanent central location;
- ii Implement a second “free-for users” shuttle bus on a route south of the CBD based from JJ Kelly Park;
- iii Investigate and establish park & ride infrastructure for Wollongong CBD, City & North Wollongong foreshore, WIN & WEC;
- iv Provide transport interchanges and customer facilities at railway stations; for buses, taxis, private drop-offs, electric vehicles and cycles, starting with Wollongong station asap.

Road safety

- i Progressively provide separated cycleways in accordance with #1 priority in the Cycling Strategy Community Survey;
- ii Reverse the priority from motor vehicles to pedestrians & cyclists in high-usage areas such as foreshores, town centres and schools;
- iii Implement and regularly reinforce an effective public education campaign to ensure behaviour of users on roads and shared paths are aware and provide safe spaces within road reserves;
- iv Progressively reduce speed limits to 30km/h in residential neighbourhoods and enforce.

Roads & Freight

- i Lobby to urgently provide adequate rail infrastructure to achieve a massive modal freight transport shift from trucks to rail, as it progressively becomes a viable freight alternative;
- ii The NSW government to require maximisation of freight by existing rail lines, rather than by road, contrary to their recent approval for road freight between Bomaderry and Port Kembla;
- iii Limit accessibility by long trucks, including B and A doubles, to arterial roads and at restricted hours, to avoid impacts on residential amenity, monitor and enforce;
- iv Develop and implement a heavy vehicle safety program throughout NSW which achieves minimal accidents and casualties involving trucks, particularly on roads in Wollongong LGA.

Technology

- i Implement suitable technology to indicate availability and for payments in
- ii Provide parking officers with adequate technology to monitor and enforce illegal and over-time parking;
- iii Provide a network of charging facilities for electric vehicles that is well promoted, conveniently located, safe to use and affordable for residents and visitors.

Local Centres

- i Involve NF5 reps in the revision of the City Centre Master Plan Process;
- ii promote opportunities for reps of other NFs to be involved re their local centres.