

<p><b>Neighbourhood Forum 5</b></p> <p><b>Wollongong's Heartland</b></p>		<p><b>Coniston, Figtree, Gwynneville, Keiraville, Mangerton, Mount Keira, Mount St Thomas, North Wollongong, West Wollongong, Wollongong City.</b></p>
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### Agenda for meeting on Wednesday 6<sup>th</sup> July 2022 by email

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|----|------------------|--|
| 1  | Presentation     | None possible  |
| 2  | Apologies        | None necessary   |
| 3  | Minutes          | of meeting of 1 <sup>st</sup> June and any matters arising included in the agenda:<br>see pp. 19-21  |
| 4  | Comments         | If you wish to comment on, or object to, any of the recommendations<br>in this agenda, please respond before the meeting date.   |
| 5  | Responses        | 5.1 Coastal Management Program: see p.2<br>5.2 Changes to Bus Layover Parking: see p.2<br>5.3 Flooding in Keiraville: see p.4, <b>rec p. 5</b><br>5.4 MacCabe Park Master Plan: see p.5, <b>rec p. 6</b>   |
| 6  | Reports          | 6.1 Climate Friendly Planning Framework: see p.6, <b>rec p. 8</b><br>6.2 University Liaison: see p. 8<br>6.3 Social Impact Statements: see <b>rec p. 9</b><br>6.4 City Centre Community & Cultural facilities: see p.10, <b>rec p. 11</b><br>6.5 Wood-fired Heaters: see <b>rec p. 11</b><br>6.6 Bluescope Steel Surplus Land Masterplan: see p.11, <b>rec p.12</b><br>6.7 Rock Fishing Safety: see p.13, <b>rec p. 12</b><br>6.8 Faster Rail to Sydney: see p. 12, <b>rec p. 13</b> |
| 7  | Priorities       | 7.1 Livability: see p.14<br>7.2 City Centre: see p.14<br>7.3 Active Transport: see p.14  |
| 8  | Planning         | 8.1 Planning see p.14<br>8.2 DAs: see <b>recs p. 14-15</b><br>8.2 DA determinations: see pp. 16-17   |
| 9  | General Business | see p.17   |
| 10 | Snippets         | see p.18   |

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**Current active membership of Neighbourhood Forum 5 : 411 households**

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## 5 Responses

### 5.1 Coastal Management program

On 6 June NF5 recommended that Council use a working party with key stakeholders including community representatives for this project. Council responded:

Thank you very much for your interest in the Wollongong Coastal Management Program Scoping Study project. Our current focus is on engaging with our community to understand what you love about our coastline, how you use and enjoy our beaches, headlands and rock platforms, and coastal creeks as well as any concerns you may have about the way the coast is managed. We are also undertaking technical reviews of our previous plans and data to complement the engagement process. This will help Council decide what the CMP needs to include, what studies need to be prepared and who needs to be involved in developing management options for the CMP.

Thank you for your suggestion of a Working Party. Once our scoping stage is completed and we have a good idea of the priority issues and what technical work that needs to occur, we will be developing a governance framework for ongoing technical, government and community involvement input. Please also note, in addition to this, there will be more broader community engagement at key stages of the CMP development, particularly around evaluation management options.

We will continue to contact you at each stage of the project. In the meantime, I encourage you and your members to contribute to our “Join the Conversation” engagement page at <https://our.wollongong.nsw.gov.au/cmp> “

Environmental Strategy Officer

### 5.2 Changes to Bus Layover Parking

NF5 made representations to Council following complaints from unit residents in lower Crown Street about serious noise and vibration problems experienced since layover buses have been relocated to two layover spaces between Corrimal St and Queens Pde, and requested they be relocated urgently. Council responded:

“We are aware of concerns raised by the community regarding the recent changes to the bus layover location and would like to assure you that Council is actively working with Transport for NSW and local bus operators to find a long-term solution.

We have discussed the current issues with many residents and businesses and have raised feedback on noise, odour and the impact to parking with Transport for NSW, who are the responsible authority for public transport, including bus layovers, in NSW.

Council wants to be part of the solution and have dedicated resources to help identify potential measures to minimise the impacts of the recent changes being experienced by the community and bus operators.

Transport for NSW is working with bus operators and drivers to reduce the impact of noise and air pollution through improving procedures and education. In addition, improvement to line-marking and temporary signage to reduce impacts on property access has been used to increase awareness of the changes. Other options to address concerns, such as parking changes, may be limited in the short-term.

Council has actively provided suggestions for alternate bus layover options around the Wollongong CBD, which better align with Transport for NSW's *Guidelines for the Planning of Bus Layover Parking* ([https://www.transport.nsw.gov.au/system/files/media/documents/2018/TNSW1589\\_Bus\\_Layover\\_Guide\\_line\\_01\\_final.pdf](https://www.transport.nsw.gov.au/system/files/media/documents/2018/TNSW1589_Bus_Layover_Guide_line_01_final.pdf)) and NSW Government's Movement and Place framework(<https://www.movementandplace.nsw.gov.au/>)

We have written to the Minister for Transport and Veterans, The Hon David Elliot, to bring this situation to his attention and request urgent support for a long-term solution. In planning the long-term solution for the bus layover arrangements for Wollongong, there will be an opportunity for all stakeholders in the community to provide feedback. Buses are a critical part of the Wollongong public transport system moving many people around our city daily. It is important that appropriate infrastructure is provided to support the operation of this essential service.

We can assure you we will continue to work with Transport for NSW and bus operators to achieve the best results for our local community. I can confirm that the Wollongong City Centre Movement and Place Plan will seek to develop a sustainable multi-modal transport plan for Wollongong City Centre and that Car Parking in the city centre will be a core component of the plan. The city parking surveys have been undertaken regularly and will inform the plan.

It is planned that the Wollongong City centre Movement and Place plan and Integrated Transport Strategy will be delivered concurrently to ensure consistency in strategic alignment.

Similarly we will ensure integration of any work on the permanent bus layover relocation with the Wollongong City Centre Movement and Place Plan. All three projects will be developed in line with the NSW Government's Movement and Place Framework."

#### Comment

It is welcome that Council is acting to relocate bus layovers from the foreshore, after requests over many years. However, the need for diesel engines to keep running even when parked is causing noise and fume pollution to adjoining resident

#### Recommendation

that Council be advised of the Forum's support for initiatives to relocate bus layover locations, and request urgent action to relocate the two temporary bus spaces causing problems for residents in Lower Crown Street between Corrimal St and Queens Parade.

### 5.3 **Flooding in Keiraville**

NF5 requested Council to provide a report on causes, actions, measures proposed and timeframes to avoid a recurrence, and advised of the Forum's support for the submissions made by the Keiraville Residents Action Group.

Council responded:

"I am pleased to confirm that Council recently completed a flood study for the Fairy and Cabbage Tree Creeks Catchment which includes Keiraville area. The study provides relevant background, flood history and existing flood behavior throughout the catchment. We note that the flooding behavior of the most recent storm event is in line with the flood study model results. The flood study report is available on the SES flood data portal and can be downloaded from <https://floooddata.ses.nsw.gov.au/flood-projects/fairy-cabbage-tree-creeks-flood-study-2020>.

As part of Council's continuous effort in reducing flood risk, we implemented many structural and nonstructural measures throughout the catchment which are benefiting our residents during a range of storm events. For details, please refer to council website and Fairy and Cabbage Tree Floodplain Risk Management Study and Plan 2010 available on the SES flood data portal (<https://floooddata.ses.nsw.gov.au/flood-projects/fairy-and-cabbage-tree-creeks-floodplain-risk-management-study-plan>).

Council is currently reviewing the Floodplain Risk Management Study and Plan (FRMSP) for the Fairy and Cabbage Tree Creeks Catchment. The FRMSP is assessing flood risk throughout the catchment and identifying potential flood risk mitigation measures with priority to be implemented in this catchment. We will invite affected residents to participate in a community engagement session to provide comments and feedback on the draft Floodplain Risk Management Study and Plan when it is ready.

At this stage, the community engagement is tentatively scheduled for the first half of 2023. We encourage you to participate in the session. Council relies on Floodplain Risk Management Plan to reduce the flood risk in our community.”

Floodplain Management Engineer

**Comment**

It is noted Council’s response indicates that the recent flooding is in line with Flood Study findings so it would seem that work done since the 2010 Risk Management Plan have not alleviated the problem.’

**Recommendation**

That Council be advised that the review of the Floodplain Risk Management Plan is welcome but urgent action is required to ensure recent, and apparently anticipated, flooding does not re-occur, before waiting for the delayed community engagement process for revised Risk Management planning and actions.

**5.4 MacCabe Park Master Plan**

In June the Forum resolved to protest strongly at the delay in planning for the future of the iconic MacCabe Park. The late scheduling of the MacCabe Park Masterplan & Feasibility investigation is unsupportable given the urgent need to revitalise the city centre and give impetus to achieving its declared image. Council responded:

“Whilst we can appreciate your frustration with the delay in programming of the master plan for MacCabe Park, Council has a number of key master plan initiatives currently underway or recently completed requiring significant resourcing.

This includes Stuart and Galvin Parks, Bulli Showground as well as implementing the recently adopted Cringila Hills Recreation Master Plan, Hill 60 Master Plan and King George V Master Plan, Port Kembla. It is acknowledged that significant resourcing occurs to support these projects now and beyond the initial draft phase and hence MacCabe Park cannot be brought forward in this instance.”

Recreation Policy and Planning Officer

#### Comment

As Council would be aware there have been about 7 attempts at a Master Planning for MacCabe Park over many years including:

- 11 years ago in March 2011 the Long Term Vision for MacCabe Park was prepared by the NSW Government Architect's Office
- Then 7 years ago in May 2016, Council adopted the City for People, Public Spaces Public Life report by the internationally renowned Gehl Architects which identifies MacCabe park as the premier city park and one of six unique urban life precincts in the CBD with short, medium and long term outcomes. The Implementation Plan includes to Revisit and finalise MacCabe Park Master Plan by 2018/19, ie 3 years ago
- In late 2021 the massive innovative WIN Grand development proposal was submitted which is diagonally opposite MacCabe Park and no doubt will have a significant impact on the park's use

It is incomprehensible how the Bulli, Cringila and two Port Kembla projects have been given priority over MacCabe Park.

#### Recommendation

That Council be requested to advise:

- What criteria are used to determine priorities for preparing Master Plans?
- What is the scoring system?
- How did MacCabe score against the others mentioned?
- Who has the final say in adopting priorities Council officers or Councillors?

## 6 Reports

### 6.1 Climate Friendly Planning Framework

30<sup>th</sup> June

Council has produced a welcome discussion paper. It includes all the issues and objectives that one would expect within the context of the planning legislative framework. It focusses on:

- i Landscaping and Urban Greening;
- ii Solar and Energy Efficiency ;
- iii Materials, Building Form and Waste;
- iv Transport and Car Parking;
- v Policies and Incentives.

#### Landscaping and Urban Greening

The objectives are supported as are most of the discussion points. However:

- i green roofs or green facades should be mandated on buildings three stories and above, not just encouraged;

- ii deep planting zones should be mostly on the street side of development (not the rear) to reinforce the streetscape and vegetated corridors for wildlife in the city, but also to improve the chances of survival of plantings;
- iii when pruning street trees additional emphasis on aesthetics, as against economics, should be negotiated with Endeavour Energy and the NSW Government;
- iv hard surfacing by concrete and paving on public land should be minimised and environmentally sound surfaces maximised;

#### Solar and Energy efficiency

The objectives are supported as are most of the discussion points. However:

- i solar panels, or other on-site renewable energy sources to supplement energy needs during daily peak energy use, should be mandated on buildings three stories and above, not just encouraged;
- ii developers should be mandated to identify the NABERS and Green Star levels of their proposals;

#### Materials, Building Form and Waste

The objectives are supported as are most of the discussion points. However:

- i the proposal for only one bathroom for every two bedrooms in residential developments is not supported – indeed many older couples need a bathroom each - and queuing up for the loo or shower will not reduce water consumption;
- ii multi storey developments must provide practical infrastructure to maximise separation and facilitate collection of recyclables, food and garden waste.

#### Transport and Car Parking

The objectives are supported as are most of the discussion points. However:

- i an additional objective is needed – to promote active transport, facilitate and provide supportive infrastructure, and to ensure activities and operations are always in accordance with active transport principles;
- ii restricting private car parking provision is not supported - it is the use of cars which is critical not their ownership and clogging the streets with parked cars is not desirable;

- iii crucial, but not mentioned, is the need for a reversal of Council's policy to encourage medium density developments in relatively remote locations away from centres and employment (because of site width requirements) thereby substantially increasing travel distances and thus greenhouse gasses.

#### Recommendation

That the submission based on this report be endorsed.

### 6.2 University

A liaison meeting with the University included a presentation on the latest on the proposed Health and Wellbeing complex at the UOW Innovation Campus.

The concept plans have been modified, not least to respond to community concerns about parking and flooding. They are hoping for approval from the Regional Planning Panel in August/September.

The link to University research will be mandated in a management plan within the approval. In this stage there will be 240 Independent Living apartments in three buildings, 120 bed Residential Aged Care facility including palliative, high care and dementia patients, and a 60 place child care centre.

The Forum remains concerned that the second stage to the south on the Injovation Campus site is not used for more Independent Living Apartments but will be primarily for University purposes.

UOW representatives have confirmed that future University buildings are what is currently indicated and planned, however say that any development is subject to the normal DA approval process and the UOW reserves the right to adjust and modify as UOW programs and offerings indicate. This needs to be watched.

The University is moving towards a net zero emissions target by 2030. Student accommodation is currently at 92% occupancy but expected to rise to 95% - 96%. On site infrastructure handled the recent floods very well. There will be significant disruption to traffic and bus routes by the World Cycling Event, and lecturers are being encouraged to deliver on-line and students to study from home. It is uncertain as to whether there will be improved cycling infrastructure within and to the main campus as a legacy from the event.



### 6.3 Social Impact Statemets

The Forum gets feedback from members concerned about the social impact of development proposals, for both multi unit dwellings and residential flats. Unfortunately, most of the advice on these seems to come from organisations seeking to improve their image or developers trying to get the community on side. The NSW DoPE only requires them for State Significant Developments and then is mostly concerned with process and consultation. Council policies seem to be very general and not of much practical help.

So starting from first principles, being careful not to overlap with environmental impacts such as noise levels or tree removal, it is suggested tht all development applications for multi dwelling or residential flat buildings must include a Social Impact Statement which gives consideration to the following issues:

Health & Safety: Any of these issues not covered by existing requirements including passive surveyance and crime prevention.

Community cohesion: How the proposal reinforces or diverges from the norms and character of the area for example - unsympathetic development in use, scale, design or density, thereby affecting amenity, liveability, or quality of life of existing residents.

Community interaction: How the proposal relates to the street, and neighbours, and how it creates opportunities for interaction and attractive areas in entrances to blocks of units.

Housing affordability: How the proposal promotes, or detracts from, housing affordability and contributes to a diversity of housing in the suburb.

Disabled access: Any of these issues not covered by existing requirements.

Access to services: How close the proposals are to local centres and public transport, especially when for less able or impoverished people.

Community Consultation: The extent to which the community has been involved: before there any proposals for the development of a site; once there are some outline proposals; once there are detailed proposals to DA stage.

### Recommendatioin

Council be requested to introduce a requirement along the lines of this report.

#### **6.4 City Centre Community and Cultural facilities. 30<sup>th</sup> June**

Over the past 10 years Wollongong's City Centre has grown and evolved, with more people living in the CBD than ever before and changes to how we like to live, work and socialise.

Wollongong City Council offers community and cultural facilities in the Wollongong CBD that provide opportunities for people to get together, share ideas and experiences, create and celebrate. They are keen to know about the types of services, activities and opportunities our community needs and wants - both now and into the future - and how our community and cultural facilities can meet those expectations.

They want to know how people feel about the look, feel and location of these facilities, what it's like to use them and whether they offer the kinds of spaces and amenities they need.

#### **Comment**

Whilst this is a welcome initiative to which members might like to respond, it is limited to 8 existing venues in and around the city centre. It does not seem to contribute much to the promised Social Infrastructure Community Needs Assessment by which Council is to undertake long-term planning to support the delivery of a range of both existing and potentially new facilities for the community, based on predicted future need, nor to the revitalisation of the city centre as the cultural heart of the city.

The Forum has constantly called for on-site surveys of users and service providers to establish likes and dislikes, what works and what doesn't in the city centre together with a city centre reference committee of occupiers, owners and users to advise and initiate issues affecting the centre. More recently we have requested a Community Arts Precinct committee.

Finally it is to be noted that the extensive survey of users by sector of the city centre canvassed at the time of the proposed pedestrian mall (1982) revealed that the most preferred facilities were

- 1 street furniture – seats and tables etc;
- 2 trees and shrubs;
- 3 public toilets;
- 4 flower displays in planters;
- 5 children's play area and rides;
- 6 grassed areas
- 7 weekend arts and craft stalls;
- 8 covered walkways;
- 9 small fountains or water features.
- 10 exhibition areas.

## Recommendations

That the submission based on comments above, and those received from members, be endorsed.

### **6.5 Wood-fired Heaters**

There is and has been community opposition to the harmful air pollution caused by wood-fire smoke continuing to invade the environment including local neighbourhoods in built up areas. Asthma Australia has voiced the urgency for wood-fire heaters to be replaced. In June 2021 they published the results of a survey of over 25,000 people around Australia. Amongst key findings were, 77% of the general population agree that wood-fire heaters should not be allowed in urban or built up areas.

The NSW Health Fact Sheet, “Woodburning Heaters and your Health”, states that smoke from wood-burning heaters is a complex mixture of particles and gases and contributes significantly to air pollution. Particulate matter (PM), carbon monoxide, carbon dioxide, nitrogen oxides and a range of organic compounds like formaldehyde, benzene and polycyclic aromatic hydrocarbons. There is good evidence that long-term exposure to particulate matter decreases lung function and increases the risk of developing heart and lung diseases like angina and chronic bronchitis.

It is to be noted that a priority action in the draft NSW Clean Air Strategy is for “healthier households: support reducing air emissions from household activities, with the main priority being wood heater emissions” It suggests steps should be taken such as a subsidy scheme to replace the wood-fire heaters with efficient reverse cycle air conditioners.

## Recommendation

That Council be requested to review, with community input, procedures for responding to complaints about pollution from wood-fired heaters, for advice offered to the community on the issue, and to seek changes or additions to State legislation or incentives to assist in combating both health issues and climate change.

### **6.6 Bluescope Steel Masterplan for Surplus Land**

BlueScope has announced it has appointed world-leading consultants to develop a Master Plan for their excess landholdings adjacent to the Port Kembla Steelworks.

They are kicking off an 18-month program to create a ‘vision’ for the reimagination and transformation of land surplus to our steelmaking needs. This project could unlock a wide range of new uses and enable significant long-term economic and social value for the whole Illawarra.

“At BlueScope, Our Purpose is to strengthen our communities for the future.” This is a great opportunity to build a legacy for the next 100 years. “Steelmaking and modern manufacturing will continue to be a key part of what we do at Port Kembla. This project is about activating our excess land, by expanding our horizons and shaping the future social and economic sustainability of our region.

#### Comment

This is a very welcome announcement as the Forum has been asking for this masterplan for several years. Perhaps this offers the opportunity to relocate the WIN stadium, a Major Events venue and possibly the proposed Dragons complex (if it transpires they cannot be classified as an innovative academic enterprise) to Springhill Road.

#### Recommendation

That Bluescope be advised of our strong support for the development of the Masterplan and would be delighted to be involved.

### **6.7 Rock Fishing Safety**

Wearing a lifejacket while rock fishing in Wollongong, including Flagstaff Point, may soon become a legal requirement. Wollongong Council is proposing to opt-in to the the [Rock Fishing Safety Act 2016](#) which would see all rock platforms in the Wollongong City Council Local Government Area declared as high-risk rock fishing locations. This would mean anyone fishing from a rock platform must wear a lifejacket or they could be issued a fine. Share your feedback on this proposal and contribute to the conversation to help inform Council's decision to opt-in.

Visit the [Our Wollongong website](#) and share your feedback by **24 July 2022**.

#### Recommendation

That Council’s proposal on rock fishinhg safety be supported.

## 6.8 Faster Rail to Sydney

On 21 June, the NSW Treasurer delivered the state budget, which includes “a record \$112.7 billion investment in infrastructure over the next four years. This includes \$76.7 billion for transformative transport infrastructure...”. The 36 page overview, like the Leader of the Opposition address in reply on 23 June, does not mention the word Wollongong at all.

There is however • \$274.5 million to continue planning of the Fast Rail program to deliver faster connections between Sydney, Canberra, Bomaderry, Newcastle, the Central Coast and the Central West which is NSW and Commonwealth Government-funded. Most of this limited funding, which is dwarfed by an extra \$5 billion to complete the Sydney and South West Metro will go to the Sydney Newcastle line.

The Australian Government committed \$8 million to investigate faster rail options from Sydney to Wollongong (and onto Bomaderry) in partnership with the New South Wales Government. The \$16 million business case was **completed in March 2021**.

To quote from the Australian Governments Faster Rail booklet “The current quality of the rail service in the Sydney to Wollongong corridor reflects a range of operational and infrastructure constraints including the Illawarra Escarpment and the single track Coalcliff Tunnel. Uncompetitive rail services add to congestion on roads linking Sydney and Wollongong. ...Improved rail services have the potential to improve accessibility to the Sydney employment market from Wollongong, which has above average unemployment, and where a substantial percentage of the population travels to Sydney for work. Currently, approximately 17 per cent of the local population travel to Sydney to work.”

The vulnerability of Wollongong to being cut off from most external access makes imperative the requirement for a more secure, more frequent rail service to Sydney.

As noted by Paul Scully MP in commenting on the NSW Budget in 2019, the NSW Government commissioned the McNaughton Report on fast rail in NSW, including to the Illawarra and South Coast. This report remains secret despite his efforts to have it made public. The budget included an allocation for faster rail along several routes in NSW, including through to Bomaderry, but did not provide any further project details. He is seeking further details from the Government about what, if anything, this might mean for travel time and service frequency on the South Coast Line.

## Recommendations

That the Forum thank Mr Scully for approaching the NSW Government as to the prospect of more trains and faster trains on the South Coast line, and to ask him to make representations that he also seek the release of the report completed in March 2021 on improving South Coast travel times, and if we can have offpeak trains to Sydney every half hour (like Newcastle has had for years) rather than every hour, prior to the international cycle event in September 2022.

That similar representations be made to Mr Ryan Park, requesting a statement from either the Leader of the Opposition or the Shadow Minister for Regional Transport, as to how a NSW ALP government may provide for faster South Coast trains.

## 7 Priorities 7.1 Liveability See 5.3, 6.1, 6.3, 6.5.

### 7.2 City Centre See 6.4

### 7.3 Active Transport. See 5.2

## 8 Planning 8.1 Please note that whilst this review, and the recommendation based on it has been prepared with all due care and objectivity, no legal responsibility is accepted for errors, omissions or inadvertent misrepresentations, nor for any outcomes which might result from the assessments. As this review has only been made with the information available, members are encouraged to make their own submissions with any additional comments to the Secretary of NF5 well before the closing date.

### 8.2. DA.2022/512 dual occupancy 13 Rosemont St W. W'gong 30<sup>th</sup> June

This is a proposal for two attached dual occupancies. It does not comply with minimum lot depth, allotment size, front setback nor number of stories on a battleaxe lot, and puts at risk an important tree. The building are completely out of character with the street which has exclusively single story detach houses. It is remote from services and does not comply with our Locality Plan for



## Recommendation

That the submission of objection be endorsed.

### 8.2. DA.2022/484 dual occupancy, 14 Dallas St Keiraville

24<sup>th</sup> June

This is a proposal for a second house on a lot which has frontage to both Dallas Street and Binda Street. It will certainly improve the Binda Streetscape. However, it is remote from services and so does not comply with our Locality Plan for Keiraville.



#### Recommendation

That the decision not to make a submission be endorsed.

### 8.3 DA.2019/980 dual occupancy, 82A Cliff Road, Wollongong

This outrageous proposal was approved on appeal to the Land and Environment Court apparently with Council concurrence. It is a massive 4 storey “dual occupancy” has the form and bulk of a residential flat building on a lot half the necessary width, it does not comply with setback requirements, it detrimentally impacts on the public’s use of Osborne Park by overshadowing, contravenes heritage values, and it clearly is not in the public interest

#### Recommendation

That Council be requested to advise how it proposes to deal with future applications elsewhere given the precedent to which it appears to have conceded.

### 8.4 DA.2022/469 42 dwellings, 14 Cosgrove Avenue, Keiraville

29<sup>th</sup> July

This is another outrageous proposal, marginally amending the ambit claim which has already been refused. Given the outcome from 8.3 above, one cannot but fear the worst especially if Council again capitulates when it gets to the Land and Environment Court.



#### Recommendation

That a strong objection be lodged and that Council again be requested to re-zone the land to make clear that such proposals are unacceptable and contrary to all Council and State Government Strategies and policies.

## 8.5 DA Determinations

<b>DA no. 20../....</b>	<b>Suburb</b>	<b>Address</b>	<b>Proposal</b>	<b>Forum Rec</b>	<b>Result Authority</b>
<b>20/677</b>	<b>W'gong</b>	<b>30 Ellen St</b>	<b>17 storeys, 272 units</b>	<b>Support</b>	<b>Appealing refusal RP</b>
<b>21/890</b>	<b>W'gong</b>	<b>245 Gladstone Ave</b>	<b>9 storey, 94 dw</b>	<b>Support</b>	<b>Approved</b>
<b>21/858</b>	<b>W'gong</b>	<b>19 Northcote St</b>	<b>Dual Occ</b>	<b>Object</b>	<b>Approved</b>
<b>21/705</b>	<b>Gwynnevl</b>	<b>32 Foleys St</b>	<b>Homeless hsg</b>	<b>Support</b>	<b>Approved</b>
<b>Re- zoning</b>	<b>Figtree</b>	<b>Terrie Ave</b>	<b>Subdivision</b>	<b>Object</b>	<b>Withdrawn</b>
<b>21/890</b>	<b>W'gong</b>	<b>7-15 Gladstone Ave</b>	<b>9 stories 94 units</b>	<b>Support</b>	<b>Appealing refusal RP</b>
<b>21/845</b>	<b>Keiraville</b>	<b>42 Robsons Rd.</b>	<b>Dual Occ</b>	<b>Object</b>	<b>Withdrawn</b>
<b>21/1059</b>	<b>Figtree</b>	<b>5-7 Trusscott</b>	<b>4 Town houses</b>	<b>Object</b>	<b>Withdrawn</b>
<b>21/1405</b>	<b>W'gong</b>	<b>10 Gilmore St</b>	<b>Dual Occ</b>	<b>Support</b>	<b>Approved</b>
<b>19/980</b>	<b>W'gong</b>	<b>82A Cliff Rd.</b>	<b>4 storey dual occ</b>	<b>Object</b>	<b>Approved L&amp;E Court</b>
<b>21/1273</b>	<b>Keiraville</b>	<b>12 Dallas St</b>	<b>4 dwellings</b>	<b>Object</b>	<b>Approved</b>
<b>21/1309</b>	<b>Keiraville</b>	<b>3 Keira Mine Road</b>	<b>4 dwellings</b>	<b>Object</b>	<b>Approved</b>
<b>21/615</b>	<b>Mangertn</b>	<b>23 Kiralo St</b>	<b>Dual Occ</b>	<b>Support</b>	<b>Approved</b>
<b>21/1397</b>	<b>Figtree</b>	<b>115 Waling Ave</b>	<b>First floor pool</b>	<b>Object</b>	<b>Approved</b>
<b>21/1508</b>	<b>Figtree</b>	<b>111 Bellevue Rd</b>	<b>Dual Occ</b>	<b>Object</b>	<b>Approved</b>
<b>21/1426</b>	<b>Gwn'ville</b>	<b>12 Berkeley Rd</b>	<b>Dual Occ</b>	<b>Support</b>	<b>Withdrawn</b>
<b>22/245</b>	<b>Figtree</b>	<b>54 Lewis Drive</b>	<b>Dual Occ</b>	<b>Object</b>	<b>Withdrawn</b>
<b>21/1310</b>	<b>Gwn'ville</b>	<b>14-16 Acacia Ave</b>	<b>8 dwellings.</b>	<b>Object</b>	<b>Approved Panel</b>
<b>21/1218</b>	<b>Figtree</b>	<b>107 Walang Ave</b>	<b>Dual Occ</b>	<b>Object</b>	<b>Refused</b>
<b>21/901</b>	<b>W'gong</b>	<b>2-8 Belmore St</b>	<b>15 stories 93 units</b>	<b>Support</b>	<b>Approved Panel</b>
<b>22/123</b>	<b>Figtree</b>	<b>253 Mt Keira Rd,</b>	<b>Dual Occ</b>	<b>Object</b>	<b>Approved</b>
<b>22/61</b>	<b>Figtree</b>	<b>1 Malangong Close</b>	<b>Dual Occ</b>	<b>Support</b>	<b>Approved</b>



### Not yet determined

21/1060	W'gong	2, Lexton Ave	Dual Occ	Object	
21/1037	Keiraville	12-14 Gipps	10 stories, 11 dw	Support	
21/1000	W'gong	23-43 Flinders	9 stories, 201 dw	Support	
21/957	W'gong	WIN	Mixed	Support	
21/1231	W'gong	3-5 Ocean St	10 stories, 9 dw	Object	
21/1312	W'gong	300-2 Crown St	11 stories, 48 dw	Support	
21/1345	W'gong	11 Northcote St	Dual Occ	Support	
19/284	Keiraville	58-60 Murphys Ave	9 town houses	Object	
21/344	Keiraville	328 Gipps Rd	3 townhouses	Object	
21/1346	N W'gong	10 Lysant St	Dual Occ	Object	
21/1342	W'gong	46 Flinders St	9 stories, 47 dw	Support	
21/1343	W'gong	68, Gladstone Ave	Dual Occ	Object	
21/1375	W'gong	43 Kembla St	5 stories, 7 dw	Object	
21/1508	Figtree	111 Bellevue Rd	Dual Occ	Object	
21/1511	Figtree	54 Cordeaux Rd	Dual Occ	Object	
21/101	N W'gong	3, Squires Way	UoW Health complex	Support	
21/1492	W. 'gong	111 Robsons Rd	Dual Occ	Object	
21/1510	W. 'gong	55 Euroka St	Dual Occ	Object	
21/1344	W. 'gong	44 Euroka St	Dual Occ	Object	
21/1467	W'gong	81-85 Keira St	7 stories, 43 dw	Object	
22/10	W'gong	487-491 Crown St	Medical Centre	Support	
22/14	W'gong	24-30 Kenny St	18 stories, 68 dw	Support	
22/20	W. 'gong	38 Abercrombie St	Dual occ	None	
22/146	W'gong	21 Jutland Ave	Dual occ	Object	
22/221	W'gong	4 Auburn St,	24 stories, hotel 59 dw	Support	
22/169	W'gong	36 Flinders St	9 stories, 119 units	Support	
22/250	Gwynville	14A Foley St	4 dwellings,	Support	
22/254	W'gong	2A Denison St	Dual Occ	Object	
22/311	W. 'gong	1 Sheppard St	Dual Occ	Support	
22/512	W.W,gong	13 Rosemont St	Dual Occ	Object	
22/484	Keiraville	14 Dallas St	Dual Occ	None	

Please note that some of these may have been determined but Council's new web site does not allow this to be checked.

## 9 General Business

**Date of next meeting**  
**Wednesday 3<sup>rd</sup> August 2022**

### Please Note:

Due to continuing high levels of covid infections in Wollongong this meeting will be via e-mail.

## 10 Snippets

### Climate Change

Lord Deben, Chairman of the Climate Change Committee, argues that the imperative to fight climate change must, and can, go hand in hand with building a cleaner, greener, kinder world. First, any proper plan for land use; and, second, any acknowledgement of the need for behaviour change. Of course, we are all changing our behaviours in any case. For example, holding meetings on Zoom and Teams and as a result, people are not rushing around the city or the world for business to the same degree that they did.

At the moment, our planning system is extremely ill-prepared for net zero. As a nation we have signed the international climate change agreement in Paris, and we have made it legally necessary to reach net zero. We have accepted the programme and the plans and the detailed budgets to reach net zero, but there is nothing in the planning system to enable us to promote it.

Unless we change the planning system fundamentally, we are not going to be able to deliver net zero. There are some crucial changes that we need to make. First, no planning decision, however small, should be made without considering its effect on the climate. In other words, we will achieve our ends only if every single decision that we make is thought of in that way, and seen through that lens. That has got to be at the heart of any planning changes.



<p><b>Neighbourhood Forum 5</b></p> <p><b>Wollongong's Heartland</b></p>		<p><b>Coniston, Figtree, Gwynneville, Keiraville, Mangerton, Mount Keira, Mount St Thomas, North Wollongong, West Wollongong, Wollongong City.</b></p>
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### Minutes of meeting on 1<sup>st</sup> June 2022 by email

- |   |              |   |
|---|--------------|---|
| 1 | Presentation | None possible   |
| 2 | Apologies    | None necessary  |
| 3 | Minutes      | of meeting of 4 <sup>th</sup> May were adopted with no matters arising.   |
| 4 | Comments     | have been incorporated into the minutes.  |
| 5 | Responses    | <p><b>5.1 Stormwater Asset Management:</b><br/>It was agreed that NF5 consider the Stormwater Asset Management Plan after receipt from Council, which hopefully will include provision for upgrading infrastructure necessary to accommodate changes in stormwater characteristics due to increased densities by urbanisation.</p> <p><b>5.2 Stuart Park Master Plan</b><br/>It was agreed that Council again be requested to initiate a working party of key stakeholders (similar that set up in the late 1990s which help develop the 2000 Plan of Mangement), given the many and varied types of responses to the public exhibition, and recognising competing interests for future uses of the scarce available spaces in this regionally unique popular public park for passive use by high numbers of residents and visitors.</p> <p><b>5.3 Issues raised in May</b></p> <ul style="list-style-type: none"> <li>i Braeside Avenue footpath cannot be brought forward at this stage from 2023-24;</li> <li>ii funding is for design, heritage investigations and studies supporting progression of the Masterplan, and NF 5 will be involved;</li> <li>iii Council not in a position to provide total Rating income for Neighbourhood Forum 5 vs total spend;</li> <li>iv the MacCabe Park Masterplan &amp; Feasibility investigation is outside of the 4 year schedule.</li> </ul> |

It was agreed to protest strongly to Council and the Ward Councillors at the delay in planning for the future of the iconic MacCabe Park

6	Reports	<b>6.1 &amp; 2</b>	<p><b>Community Strategic Plan 2032 &amp; Integrated Planning Documents 2022/23:</b></p> <p>It was agreed that</p> <ul style="list-style-type: none"> <li>i the submission, as amended by comments received, be endorsed;</li> <li>ii Council again be requested to urgently review the processes of community engagement for proposed works, development of studies and strategies, and implement improvements to ensure that the highest levels of Involvement and Collaboration are regularly achieved, for example using working groups with key stakeholders including community representatives, which is essential to achieve different, efficient and effective outcomes.</li> </ul>
		<b>6.3</b>	<p><b>Wollongong Arts Precinct:</b></p> <p>It was agreed that Council be requested to initiate plans in 2022-23 for a Cultural Centre, preferably in association with an Arts Precinct Committee (to include appropriate community representatives) and seek Government funding for it.</p>
		<b>6.4</b>	<p><b>Meeting with the Director of Planning/Environment:</b> noted</p>
		<b>6.5</b>	<p><b>Boarding Houses:</b></p> <p>It was agreed that the Forum support the changes to Wollongong Development Control Plan 2009 Chapter C3 Boarding Houses and Chapter E3 Car Parking, Access, etc.</p>
		<b>6.6</b>	<p><b>World Cycling Event update:</b></p> <p>Noted that the concerns of many residents and businesses about the impact of this event have been passed on to the organisers.</p>
7	Priorities	<b>7.1</b>	<b>Livability:</b> noted
		<b>7.2</b>	<b>City Centre:</b> noted
		<b>7.3</b>	<b>Active Transport:</b> noted
8	Planning	8.1	Planning; noted
		8.2	DA determinations: noted
9	General Business	<b>9.1</b>	<p><b>Flooding in Keiraville</b></p> <p>It was noted that there have been a number of significant flooding events in Keiraville and agreed that Council be</p> <ul style="list-style-type: none"> <li>i requested to provide a report on causes, actions, measures proposed and timeframes to avoid a recurrence;</li> <li>ii advised of the Forum's support for the submission made by the Keiraville Residents Action Group.</li> </ul>

## 9.2 Wollongong Coastal Management Program

This is to set the long-term strategy for the coordinated management of our coast and estuaries, guided by the Coastal Management Act 2016. It involves engaging with the community to understand what is loved about the coastline, how it is used and the beaches, headlands, rock platforms, and coastal creeks are enjoyed, as well any concerns about the way the coast is managed. This will help Council decide what the program needs to include, what studies need to be prepared and who needs to be involved in developing management options in later stages.

A series of activities held across the city in late June to provide residents and visitors the opportunity to speak directly with the project team: Friday markets, Crown Street Mall, Wollongong – Friday 24 June, 10am-1pm.

### Comment

Sadly this looks like a continuation of WCC practice to “engage” by getting “thought bubbles” at random from whoever responds, rather than reliable information from a representative sample of the community and without engaging per level 3, collaborate, for example by using a “working party” with key stakeholders including community representatives and local experts in the subject..

### Recommendation

That Council be congratulated on getting funds for this project but suggest that it would get very considerable benefit by using a “working party” with key stakeholders including community representatives.

## 9.3 Pedestrian Safety in North Wollongong

Concerns have been raised about the safety of pedestrians around the areas of Victoria Street, Belmore Street and Young Street Wollongong, due to the effects of ever-increasing multi-storey residential developments.

### Recommendation

Council be requested to advise what it is doing, proposes to do and when to control and manage traffic and improve safety for pedestrians around the areas of Victoria Street, Belmore Street and Young Street Wollongong.

10 Snippets noted

**Date of next meeting:  
Wednesday 6<sup>th</sup> July 2022**

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**Current active membership of Neighbourhood Forum 5 : 411 households**

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