

<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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Agenda for meeting at 7pm on Wednesday 6th December 2023 in the Town Hall Ocean Room.

- 1 Presentation Meegan Martinez, Safer Cities: Her Way project
- 2 Apologies Harold Hanson,
- 3 Minutes of meeting of 1st November and matters arising included in the agenda.
see pp. 16-18
- 4 Comments If you wish to comment on, or object to, any of the recommendations in this agenda please respond on or before the meeting date.
- 5 Responses 5.1 Complying Development; see p. 2
5.2 Manilda Trucks to Port Kembla: see p.2
5.3 Location of Wollongong's new Bus Layover: see p.2, **rec p.3**
- 6 Reports 6.1 Safer Cities : Her Way: see p. 3
6.2. Stuart Park: see p.4, **rec p.5**
6.3 Legalising Bike Riding on Footpaths: see p.5, **rec p.6**
6.4 University of Wollongong Liaison: see p.6
6.5 Bluescope Steel Activities: see p.7
6.6 Information for Strata Residents: see p.7
6.7 Noise and Vibration during Excavation: see p.8
6.8 Libraries Strategy 2024-2028: see **rec p.9**
6.9 Wollongong Botanic Gardens Master Plan: see p.10
- 7 Planning 7.1 Planning see p.10
7.2-5 DAs: see **recs pp. 11 & 12**
7.6 DA determinations: see p.13
- 8 General Business see p.14
- 9 Snippets see p.15

Current active membership of Neighbourhood Forum 5 : 423 households

5 Responses

5.1 Complying Development

The Hon Paul Scully, Minister for Planning and Public Spaces, responds; “I note your ongoing concerns about complying development and appreciate residents in your area would like to be notified when these applications are lodged.

As previously advised, complying development was formulated in consultation with the community and industry to balance the rights of landowners to develop their land with the need to respect neighbourhood amenity and character.

I understand residents would like neighbours to consult them before they seek planning approval for complying development applications, and the Department of Planning and Environment strongly encourages this. As requested, I have passed your further feedback to the Department for its consideration.

5.2 Manilda Trucks to Port Kembla

The Forum argued that movement should be by rail not road. The Hon Paul Scully, Minister for Planning and Public Spaces, responds in part “The Department’s assessment report concluded that the development would generate very low volumes of traffic, with a maximum of 14 trucks accessing the site per day.

Sydney Trains advise the limited availability for freight on the rail network, high costs associated with the need to purchase wagons and provide storage space, and the short travel distance means more time would be spent shunting than moving the product”

Recommendation

That Paul Scully be thanked for his response and requested to ask Sydney Trains via the Minister of Transport to advise of action they are taking to increase freight capacity on the South Coast line.

5.3 Location of Wollongong’s new Bus Layover

Transport for NSW website recently invited submissions by 26 Nov on the proposed relocation of bus layovers from Marine Drive to permanent sites in Wollongong CBD east of the railway station, to cater for current and future requirements. The website includes that more than 20 locations were considered for suitability, in collaboration with Council, bus operators and the TWU. For many years residents have requested the 11 bus sites in Marine Drive be moved, and this will free up about 50 carparking spaces, enabling use by residents and visitors to the nearby park, foreshore, beach, WEC, WIN Stadium and CBD facilities.

Three priority sites have been identified, ie car parks east of the railway line at Atchison Street and Wollongong Station, and at Oak Flats Station. Atchison Street carpark would be used for 11 buses, toilets and facilities, resulting in a loss of all 80 existing paid parking spaces.

Wollongong Station carpark will have 6 buses and a loss of 26 spaces. In total the 17 buses and associated facilities will displace 106 parking spaces, that have high usage for access to the CBD and Railway station. TfNSW have advised there is no availability of current usage data, layout details, nor plans to offset the loss of the 106 parking spaces.

TfNSW Integrated Public Transport guidelines include that a regional city (eg Wollongong CBD), needs major interchange facilities for rail, bus, bike, walk & drop-off. This is a long-recognised need, including 30 years ago Council's 20-year Plan included a strategy to establish a bus interchange, and 10 years ago the City Centre Plan referred to a "fully integrated transport interchange." That plan is currently being reviewed, and Council is developing an Integrated Transport Strategy, which is most welcome. TfNSW guidelines for bus layovers indicates they need to be considered in developing a transport interchange.

TfNSW closing date is before NF5 December meeting, therefore the executive made a submission which includes summarised information and requests TfNSW, in conjunction with Council, to advise on three key related matters. These are the status of an Integrated Transport Interchange at Wollongong railway station, its consideration in Council's impending Integrated Transport Strategy and City Centre Movement & Place Plan and an Action Plan to offset the loss of 106 CBD parking spaces. Details are available on request.

Recommendation

NF5 submission be endorsed.

6 Reports 6.1 **Safer Cities ; Her Way**

This is the subject of the presentation., It is a partnership project between Transport for NSW and Wollongong City Council to improve perceptions of safety for women, girls and gender diverse people when travelling to, through and within public spaces and transport hubs.

The project is trialling how to make public spaces feel safer through pilot projects at:

- Dapto Square
- Port Kembla Town Centre
- Wollongong, at MacCabe Park

The pilot projects were developed through community mapping followed by walks and workshops to design interventions with women, girls, and gender diverse people from the community. Over 120 women, girls, and gender diverse people participated to develop the interventions with Council staff.

The interventions we will trial at McCabe Park are:

- Lighting - fairy lights installed in trees
- Seating - light ring seats
- Activities – free activities in the park including exercise classes, a picnic for young people, and an outdoor cinema, screening films once a month.

In addition, Council is working with Endeavour Energy on improving the streetlights across the city to increase safety and improve visibility with sustainable LED lighting. Landscape maintenance to create improved sightlines is also being done.

Before and after surveys at each location will help us evaluate if the interventions improve perceptions of safety. Workshop participants will also help us review and evaluate what worked and lessons learned.

6.2 Stuart Park

NF5 meeting 1 Nov 2023 included an Agenda item on Stuart Park Plan of Management (SP PoM) following Council's response advising a separate SP PoM is not being developed, nor will a working party be formed.

Instead SP will be included in an unnecessarily complicated City Foreshore plan (CF PoM) from Swan Street to SP, along about 3km of foreshore, with a mix of Crown and Council land. It was agreed that Council again be requested to set up a working party, including NF 5 representatives, and prepare a separate SP PoM, like the successful process that resulted in the Minister adopting the 2000 SP PoM. Whereas the CF PoM forwarded by Council to the Minister just before it was sacked in 2008 was never adopted,

During discussions it was advised by a resident that a submission to the State Government is being developed on issues relating to a draft PoM. In particular re a commercial operator that has allegedly contravened the only statutory SP PoM, and sections of relevant Crown Lands Acts, over the past 23 years. The resident was actively involved in the late 1990s working party and is well versed in management concerns and impacts in SP over the past 40 years. Also during the relocation of cricket and baseball to enable the public could regain unrestricted access for passive recreation on SP Oval/"Village Green", as is their right.

Recommendations

- 1 that Council again be requested to set up a working party, including NF 5 representatives, and prepare a separate SP PoM, like the successful process that resulted in the Minister adopting the 2000 SP PoM
- 2 the resident be thanked for pursuing this matter in the public interest.

6.3 Legalising Bike Riding on Footpaths

The issues associated with legalising footpath riding are very nuanced. Unfortunately it's not as simple or straight forward as legalising a particular behaviour. While riding on the footpath may often be a person's only safe option to get away from fast moving traffic it is not a good outcome for people walking, people using wheelchairs or other mobility devices, people pushing prams and cycling.

The current regulatory rules allow Councils to designate footpaths as shared paths. This is one of the nuances; current regulation allows Councils to install shared path signs to enable anyone to legally ride on the footpath. Also footpath riding was made legal for those who most need it; children 16 and under and adults riding with them (rule changes in 2016-2018).

Council submitted the following Motion to the 2023 Local Conference held 12 to -14 November, but it was not dealt with and will be considered by the Board and published on LG NSW website in due course. Motion # 131: Wollongong City Council review of cycling on footpaths:

“That local government NSW writes to the NSW government requesting a review of the national and international best practise to improve cyclist safety and participation, including permitting cycling on footpaths for all age groups unless sign posted otherwise.”

Note from Council: Many NSW Councils are committed to delivering a safe cycling network for all levels of skill and confidence in their LGAs. This motion seeks NSW Government support to look best practice to improve cyclist safety. No doubt there are pros and cons in permitting cycling on footpaths. For example safety and infrastructure concerns were noted in a related NF5 Agenda item for 1 Nov, ie Council's 2030 Cycling Strategy's first pillar is “Safe” and it states the community's top 3 priorities are:

1. Dedicated cycling infrastructure, separated from pedestrians and cars,
2. Off-road shared paths and on-road routes with low traffic volumes and speed, and

3. Better connectivity, particularly between existing and new cycling route.

A somewhat related issue is the 12-month trial of e-scooters, mainly along the northern foreshores and the CBD. The main objectives of the trial are re:

1. End to End Journeys – use of e-scooters to link trips to commercial and retail centres, education facilities and medical centres;
2. First and last Mile Options – if use is a combination of public transport and e-scooters, This may also inform park and ride opportunities;
3. Recreational journeys – use for tourism attraction and recreation and link open space and foreshore areas. Council staff at the recent working group meeting advised that collecting relevant reliable data is challenging, but they are working on it.

Recommendation

that in relation to bicycle paths the Forum adopt as policy:

1. safety as the over-riding priority;
2. separate cycleways, whether on-road or not, on all heavily traffic roads and to create a framework of cycleway access across the city;
3. reduces speeds on all other roads to at most 30 kph, and preferably lower, with clear priority for cyclists and pedestrians.

6.4 University of Wollongong Liaison

The executive meets quarterly with University representatives to discuss issues of mutual interest and, as always they are most productive. The latest meeting identified:

1. Mt Ousley Interchange – Australian Govt is reviewing major Infrastructure proposals and confirmation of funding contribution awaited.
2. Yours & Owls festival – weather kind and seemed successful, ~13,000 Sat & ~10,000 Sun (below expectations of organisers) Negotiating about some restoration works. Doing internal review but expect broader review with key stakeholders that will include NF5 community reps;
3. Health & Wellbeing Precinct- waiting for Lendlease response to request for information;
4. NSW Ambulance station – UoW await NSW Health to sign agreement re land. State Significant Infrastructure so out of UoW hands re DA. Concerns re safety at intersection Cowper/Elliott's Streets.
5. Dragons Project – update was provided.

6. Student Accommodation is expected to be near capacity;
7. Strategic Projects Update –no major new projects proposed. 2024 Budget being prepared.
8. Future Capital Works - no major proposals.
9. Loss of international students during pandemic created an impact on UoW budget
10. Social impacts on students of decrease in face-to-face delivery;
11. Speed limit on internal ring road being reviewed;
12. Charging stations for electric Vehicles, but charging of e-cycles & e-scooters banned.

6.5 Bluescope Steel Activities

After 18 months of intensive research, analysis and community engagement, BlueScope has unveiled the Master Plan to develop 200 Hectares of non-steelmaking, excess landholdings adjacent to the Port Kembla Steelworks.

The Master Plan will transform the surplus land next door to its steelmaking plant, into a next generation multi-industrial precinct with potential to create 30,000 jobs in emerging industries like clean energy or defence, and explore the opportunity for a ‘Super TAFE’ on the site.

It will retain over 60% of the transformed site as green and blue space and open parklands as well as retaining approximately 70% of the existing building floorspace to preserve this important steelmaking heritage.

6.6 Information for Strata Residents

NF5 Minutes 1 March 2023 included information on a NSW Government grant to the Owners Corporation Network (OCN) for a project to improve information and consumer protection in strata developments in regional areas, starting with Wollongong and Newcastle.

OCN is a Not-for-Profit organisation operating for 20 years, whose purpose is to be the independent voice of residential strata title ownership. It provides valuable information and liaises with the NSW Government on relevant strata issues.

OCN is currently exploring the development of a national model, which will include regional charters, and Wollongong will be first invited to participate.

The 2021 Census data shows that 86% of dwellings in the Wollongong CBD are High or Medium Density (H/M). This averages about 400 extra over the past five years, which bring net financial benefits for Council and the economy, but requires an increased focus on social and environmental initiatives.

Analysis of 2021 Census data shows more H/M dwellings in Wollongong CBD than a combination of Pyrmont and Haymarket in Sydney. OCN's recent AGM included an excellent presentation by Sydney City Council's Manager Sustainability Programs about a wide range of information Council continues to provide for strata residents, reinforcing opportunities for improvements here.

The outcomes from the OCN project are expected to be particularly useful for many of our local strata owners and residents. Pilot rollout testing is happening now in the Illawarra, with sections on three main stages ie: Before buying, New residents and Further detailed information. The completed site is expected to be available in early 2024 on their website: <https://ocn.org.au>

6.7 Noise and Vibration during Excavation

At NF5 meeting 1 Nov it was noted that relevant staff are aware that improvements to Council's DA considerations and consent conditions are urgently needed, based on expert geotechnical and engineering advice. This includes re noise & vibration levels and appropriate excavation equipment & techniques. This will enable enforcement and effective actions when necessary by Council as the Appropriate Regulatory Authority.

Also ongoing disruptive noise from excavation at a large site for residential units in Crown St at Hospital Hill was raised. Consent status information could not be found on Council's website and a response is awaited about approval and relevant conditions for the excavation of basement parking at this site.

A very welcome positive is that Deputy Lord Mayor Cr Tania Brown (who attended NF5 meeting 30 Oct) raised the following Notice of Motion at Council's meeting 27 Nov:

"With increasing numbers of people living in the Wollongong CBD, over the past decade there has been a significantly higher number of resident complaints relating to amenity impacts arising from building construction noise, vibrations and street access. Noise impacts are caused by mechanical breaking of hard rock, particularly for basement carparking, using jackhammers or similar methods for hours without relent.

I formally move that –

1. A briefing note be prepared on steps taken by Council to address the management of construction noise and address resident concerns regarding compliance and new measures to improve the ongoing challenge of construction noise,

2. The note to include a review of current consent conditions, including compliance with acoustic testing and whether there is the ability to introduce respite clauses which could provide some relief to residents.
3. A meeting be held with the NSW Minister for Planning and Public Spaces, Paul Scully MP and the Secretary of the Department of Planning and Environment to canvas opportunities to introduce planning policies that will deliver an improved quality of life for residents living around extended construction zones.”

Background provided by Councillor Tania Brown:
Residents and Neighbourhood Forum 5 have raised the ongoing issue of excessive construction noise from high-rise development in the Wollongong CBD. This is exacerbated by the need for mechanical rock breaking for basements and footings, to remove the heavy-duty rock on which parts of Wollongong reside. Whilst the current situation relates to existing construction, new measures need to be introduced, including building additional consent conditions into Development Applications for excavation as well as construction.”

It is understood this was approved unanimously at Council’s meeting 27 Nov, with a fourth item added. NF5 has requested a small working party, including representatives of affected residents and NF5, be formed to involve key stakeholders in helping to progress this matter

6.8 Libraries Strategy 2024-2028

Council have placed on exhibition this Strategy. It includes a commendable vision, purpose and goals. It also includes some snapshot statistics of interest.

It sets out a huge number of proposed actions together with ways in which it will measure whether these actions have been achieved. Unfortunately, very few of the measures indicate current achievement levels which make it nearly impossible to offer any meaningful comment on the reasonableness or otherwise of the action.

Recommendation

That Council be commended on the Library Strategy 2024-2028 but requested to provide details on the current level of achievement to be compared with those proposed.

6.9 Wollongong Botanic Gardens Master Plan

At NF5 meeting 4 Oct 2023 it was agreed to request Council to advise when the long overdue draft Master Plan (MP) for Wollongong Botanic Gardens (WBG), including the Gleniffer Brae manor house and gardens, will be completed for public comment. Council's Manager Environmental + Conservation Services has invited NF5 representatives to a meeting at 4pm 6 Dec to provide an update. This will enable a verbal report to NF5 meeting at 7pm 6 Dec

It is understood that a Masterplan process can be now proceed to completion since Heritage NSW has endorsed the related Gleniffer Brae Conservation Management Plan. (GB CMP). Council's WBG site is 27 ha, zoned RE1 Public Recreation and must be managed in accordance with the NSW Local Government Act. It is Classified as Community Land and Categorised as an Area of Cultural Significance, with Core Objectives to be met. In 2006 Council adopted a Plan of Management (PoM), in 2017 a draft PoM was developed but not adopted, and in 2020 Council adopted an amended PoM. The accepted hierarchy of plans is to first develop a Plan of Management, then a Master Plan.

In 2018 consultants provided a draft MP, within a comprehensive framework and documentation including a Vision, Mission, Goals & Objectives, Issues, Constraints & Opportunities, Principles & Strategy, Concept Masterplan & Areas, Preliminary Costings & Timeframes and Council invited submissions, which raised many concerns. Around that time Council was in the process of negotiating a Voluntary Planning Agreement with the University. It included providing a synthetic surface for two fields on Kooloobong Oval to enable increased use for sport and expanded hours, which resulted in significant community opposition, mainly re detrimental environmental and social consequences.

NF5 looks forward to advising on discussions with the relevant Manager re WBG draft MP, in particular to clarify matters including the framework, level of detail, the process (including involving the community) and timing.

7 Planning

- 7.1** Please note that whilst this review, and the recommendations 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 assessment. 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 well before the closing date.

7.2 DA-2023/767, Mixed use building Crown/ Church W’gong 20th November

This is a proposal for a major development covering DJs, its car park and the Diggers Club sites. It includes the staged development of a 6 storey club and motel (114 rooms) on Burelli St, a 15 storey luxury hotel (236 rooms) on Crown street, and a 8 storey commercial building between them, together with a 6 level basement car park for 567 spaces, as well substantial public domain works.

It respects sustainable and passive solar design and opens up pedestrian ways through the site but removes the bridge over Crown St.

Apart from minor acceptable variations it seems to comply with all Council requirements save height. However it half the height of the WIN tower and does not cut the escarpment when seen from Flagstaff Hill, So this, too, is acceptable



Recommendation

That the submission of support be endorsed.

7.3 DA-2023/768, Dual Occ 204 Church St W’gong 16th November

This is a proposal to modify an existing dwelling and add an attached dual occupancy at the rear. However, it does not comply with rear set-back, private open space, nor overshadowing requirements



Recommendation

That the submission of objection be endorsed.

7.4 DA-2023/768, Carwash, 136-8 Gladstone Ave Coniston 16th November

This is a proposal for a car wash on the site of an existing petrol filling station in a Local Centre zone, just south of Bridge St. The only issue might be noise for the adjoining units which is not addressed.



Recommendation

That the submission of support, subject to Council being satisfied that adjoining residents will not be adversely affected by noise, be endorsed.

7.5 DA-2021/101, Health & Wellbeing Precinct N. W'gong

14th December

This is a Concept proposal for first phase of Health and Wellbeing Precinct including maximum building envelopes, master plan, urban design guidelines and land uses consisting of seniors housing comprising residential aged care facility and self-contained dwellings, childcare, multi-use and wellness centre, research and education spaces and public open space. ;;;First Stage of physical enabling works including demolition, remediation, earthworks and some infrastructure works;



Recommendation

That a submission of support be lodged

7.6 DA Determinations⁶

21/1467	W'gong	81-85 Keira St	7 stories, 43 dw	Object	Appealed
22/211	W'gong	4 Auburn St,	24 stories, hotel 59 dw	Support	Approved
22/250	Gwynville	14A Foley St	4 dwellings,	Support	Approved
22/254	W'gong	2A Denison St	Dual Occ	Object	Approved
22/512	W. 'gong	13 Rosemont St	Dual Occ	Object	Approved
22/542	W'gong	5 Greenacre Rd	Dual Occ	Support	Withdrawn
22/250	Gwynville	14A Foley St	4 dwellings,	Support	Approved
22/320	W'gong	17-19 Gladstone Ave	9 stories, 35 units	Object	Approved on appeal
22/952	Keiraville	54 Grey St	Dual Occ	Support	Approved
22/966	W'gong	46 Burelli St	Art Gallery & Town Hall	Support	Approved
22/1203	W'gong	114 Church St	Community facility	Object	Approved
22/1247	Figtree	7 Govett Crescent	Dual Occ	Object	Approved
22/146	W'gong	22 Jutland Ave	Dual Occ	Object	Approved
22/1268	Figtree	54 Nebo Drive	2 lot subdivision	Support	Approved
23/135	W'gong	7 New Dapto Road	Dual Occ	Support	Approved
23/276	Keiraville	26 Bulwara St	2 lots	Support	Approved
23/331	Coniston	512 Heaslip St	5 town houses	Support	Approved
23/417	W'gong	132 Church St	2 stories office	Support	Approved
22/211	W'gong	4 Auburn St,	24 stories, hotel 59 dw	Support	Approved
22/1278	W'gong	29-31 Denison St	36 units,	Object	Deferred approval
23/50	N. W'gng	4-6 Blacket Street	10 units	Object	Refused
23/507	W'gong	Belmore Basin	Timbersports event	Support	Approved
23/533	Keiraville	64 Grey Street	Dual Occ	Support	Approved

Not yet determined (most awaiting further in formation)

21/101	N W'gong	3, Squires Way	UoW Health complex	Support
22/938	W'gong	379-383 Crown St	21 stories, 91 units	Support
22/1343	Keiraville	4-6 Georgina Ave	Units	Object
23/156	W'gong	c/o Crown/Gladstone	22 stories 288 units	Object
23/349	Keiraville	15 Braeside Ave	3 town houses	Object
23/358	Mangerton	11-2021/22112 St Johns Ave	6 townhouses	Object
23/360	W'gong	3 Harbour St	Dual occ	Object
23/367	W'gong	300-2 Crown St	8 stories 47 units	Support
23/368	N. W'gong	21-23 Edward St	10 stories 20 units	Support
23/493	Figtree	54 Lewis Drive	Dual Occ	Support
23/541	Figtree	17 Evelyn Ave.	Dual Occ	Support
23/646	W'gong	4 Smith/Harbour St	5 units, 4 stories,	Object
23/587	Figtree	8 O'Briens Road	Dual Occ	Support
23/587	W'gong	5 Greenacre Rd	Dual Occ	Object
23/511	W'gong	16-18 Market Pl.	5 stories, 7 units,	Object
23/674	Mangerton	21 St Johns Ave	Dual Occ	Support
23/705	N. W'gong	15-17 Blacket St	9 units, 5 stories	Object

8 General Business

Next meeting

Wednesday 7th February 2024

6 pm in WCC Library Theatrette

Current active membership of Neighbourhood Forum 5 : 405 households

9 Snippets

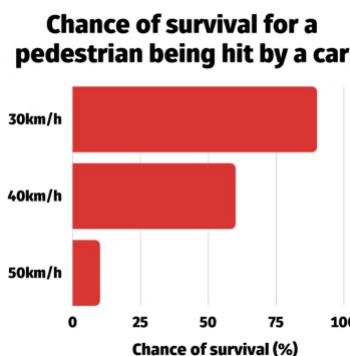
Life is safer with 30km/h speed limits

Lower speed limits can lead to fewer car crashes, in turn reducing insurance costs and time delayed in traffic by those crashes. However, they are about much more than road safety. By building safer streets, governments and cities around the world are creating more liveable cities. The benefits include low crime levels, more physically active citizens, greater social connectedness, increased spending in local businesses and less pollution.

Specifically, introducing 30km/h limits is one of a suite of measures available to governments to bring about six compelling co-benefits to society: road safety, physical activity, air quality, liveability, equity and economic benefits.

In fact, in urban areas, journey times are affected by more than the speed limit. Key factors include traffic congestion and time spent waiting at traffic signals. One study that considered a reasonably typical 26-minute journey to work calculated the difference between a 50km/h and 30km/h speed limit is less than a minute.

Research shows 30km/h speed limits on local residential streets could reduce the Australian road death toll by 13%. The economic benefit would be about A\$3.5 billion every year. Two-thirds of all crashes in New South Wales occur in metro areas. In these areas, 60% of fatal crashes are on local and collector streets (leading to arterial roads) with 50-60km/h speed limits. To achieve road safety targets and goals of zero road deaths, a 30km/h speed limit is crucial



<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 at 7pm on Wednesday 1st November 2023
in the Town Hall Ocean Room.**

- 1 Presentation Tim Morris and Tyson Perry were thanked for their informative presentation on the e-Scooter Trial.

Members wanting more information try:
<https://wollongong.nsw.gov.au/about/parking-transport/e-scooters>
- 2i Apologies Cllr David Brown, Harold Hanson, Philip Laird, Jenny Bayly, Jane Robertson and Barbara Cattanur
- 2ii. Present Deputy Lord Mayor Tania Brown and 14 members
- 3 Minutes of meeting of 4th October were adopted
- 4 Comments Noted
- 5 Responses
 - 5.1 Blue Mile/Cliff Road Pedestrian and Cycling Safety:**
It was agreed that the executive make an appropriate response seeking action to eliminate obvious safety hazards for walkers and cyclists along the Blue Mile shared path.
 - 5.2 Stuart Park Plan of Management: (PoM):**
It is welcome that a PoM is being prepared, after many requests in the 6 years since the Minister cancelled the 2000 PoM after representations by the skydiving company and Mr Ward MP.

It was agreed that Council ,in accordance with its community engagement policy, again be requested to set up a working party, including NF 5 representatives, and prepare a PoM for this 140 year-old regionally significant public park for passive recreation

5.3 Fairy and Cabbage Tree Creeks Floodplain

NF5 Minute 4 Oct requested Council to undertake comprehensive inspections with affected residents before completing their review, and Council's response was that inspections had been held. But it was noted that some affected residents consider more involvement is required

6 Reports

6.1 South Coast Line:

It was agreed that the Forum write to:

- i. Ms Alison Byrnes, MP thanking her for relaying the advice of Minister King, and to inquire the amount of federal funding provided for the 2021 strategic business case for improving the South Coast line and what conditions, if any, did the Australian government place on the NSW government for release of a summary document; also what were the considerations that led the Australian government to provide \$500 million of funding for High Speed Rail for the Sydney Newcastle line.
- ii. Hon Paul Scully, MP, seeking advice from NSW Transport Minister, the Hon Jo Haylen, MP if the 2021 strategic business case for improving the South Coast line can be released, if need be in summary form.
- iii. Hon Ryan Park, MP for Keira seeking advice as to the amount of funding by way of capital expenditure for the South Coast line (including near Waterfall, and also south of Kiama) for each financial year 2021-22 and 2022-23, and how much is projected for the financial year 2023-24, along with 2024-25, 2025-26 and 2026-27.

6.2 Construction Noise & Vibration Levels during Excavation

Councillors who responded after discussions at NF5 October meeting were thanked, and it is understood urgent improvements will be made to future DA consent conditions to avoid excessive noise & vibration from excavation of hard rock. Ongoing disruptive noise from excavation at a very large residential units site in Crown St at Hospital Hill was raised. It was agreed to enquire of Council regarding approval and relevant conditions for the excavation of basement parking.

6.3 New Shared Paths:

It was agreed that members affected by the proposals advise the secretary of concerns and possible alternatives by 5th November so that the executive can develop and submit a suitable submission including the Ajax Avenue option.

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| 7 | Planning | <p>7.1 Planning noted</p> <p>7.2 DA-2023/752, Two dual occs, 51 Heaslip St Coniston
It was agreed to endorse the submission in support.</p> <p>7.3 DA-2023/760, Hotel & 105 units, 22-30 Kenny St W’gong
It was agreed to endorse the submission in support.</p> <p>7.4 DA-2023/759 MacDonalds. 45-49 Flinders St W’gong
It was agreed to endorse the submission in support, subject to Council being satisfied that the amenity of residents to the east will not be unreasonably affected, be endorsed.</p> <p>7.5 DA-2023/765, 13 stories, 27 units, 1-3 Stewart St W’gong
It was agreed to endorse the submission of objection.</p> |
| 8 | General Business | <p>8.1 MacCabe Park Management Plan
The urgent need for development and adoption of Master Plan for MacCabe Park was raised during discussions about yet another high rise residential unit complex in the CBD, but without any increase in public open space. It is almost 170 years since a land grant for a public park and over 40 years ago Council identified land which is progressively being acquired to consolidate and create a major park for CBD residents, workers and visitors. There has been at least 7 attempts at masterplanning, the most recent 12 years ago. Council’s City Centre Implementation Plan by Gehl Architects included finalisation of a master plan more than 4 years ago, Council’s response to NF5 request in June 2022 included they have more important priorities and resources are not available,</p> <p>Given the demand created, and the S. 94 contributions made, by DA 7.3 in Kenny street and many other similar proposals and developments in the area, it was agreed to again request Council to bring forward development of a Master Plan the Plan of Management for MacCabe Park.</p> |
| 9 | Snippets | noted. |

Date of next meeting
Wednesday 6th December 2023

Current active membership of Neighbourhood Forum 5 : 424 households
