

Neighbourhood Forum 5

Wollongong's Heartland

*Collaborating with Council
on community aspirations,
visions, needs & concerns*



**Coniston,
Figtree,
Gwynneville,
Keiraville,
Mangerton,
Mount Keira,
Mount St Thomas,
North Wollongong,
West Wollongong,
Wollongong City.**

Agenda for 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.
see pp. 15-18
- 4 Comments If you wish to comment on, or object to, any of the recommendations in this agenda, notably items 6.2, 6.3 or 6.4 please respond before the meeting date.
- 5 Responses 5.1 WIN development see p.2
- 6 Reports 6.1 Integrated Transport Strategy: see p.2, **rec p.3**, & attachmt p.13
6.2 University Liaison: see p. 3
6.3 Pedestrian & Cycling Safety: see **rec p.4**
6.4 Foreshore Parking: **see rec p.5**
6.5 Offshore Wind Turbines: see p.6 & **rec p.7**
6.6 Urban Heating Strategy: see **rec p.7**
6.7 Stormwater: see **rec p.8**
6.8 Construction Noise and Vibration: see p.8
6.9 Manildra Transport: see **rec p.9**
6.10 Industrial Land Review: see p..9
- 7 Planning 7.1 Planning see p.10
7.2 DA: see **rec p 10**
7.3 DA determinations: see p.11
- 8 General Business see p.11
- 9 Snippets see p.12

Current active membership of Neighbourhood Forum 5 : 408 households

5 Responses 5.1 WIN Grand Development

- i Council was pleased to meet with your representatives and discuss the impacts from the WIN Grand development.
- ii We acknowledge your advocacy to bring forward a Master Plan for MacCabe Park. Council is due to begin work on this Master Plan in 2026, after completing a number of other large master planning projects.
- iii Your request for Council to review its policy of discounting car parking spaces for pre-existing development has been passed on to the relevant team and will be considered.
- iv We thank you for your offer to work with Council in respect to the future of the City Centre. We are committed to engaging with our community and Neighbourhood Forums are one of our key ways of doing this.
- v Your request for Council to trial free parking for the first hour at some on-site parking metres in key locations has been passed on to the relevant team and will be considered.”

Manager City Strategy

Recommendation

That Council be thanked for their response but express concern at the ongoing delay for the adoption of a Master Plan for McCabe Park – the prime urban open space in the city.

6 Reports 6.1 Integrated Transport Strategy

As anticipated in the June agenda a presentation by Council to the Neighbourhood Forums. Most of the time was spent on goals and objectives but most of these would be universally applicable. Calls for specific problems were a bit ad hoc. Nevertheless it was a helpful and useful first step forward.

We noted that Council’s Strategic Plan 30 years ago in 1992 included a goal to “have a transport network relevant to users’ needs, and which emphasises public transport and alternatives to road freight.”

There were over 20 strategies, which included to: lobby for a new railway route from Thirroul to Sydney, complete Maldon-Dombarton rail link, a bus interchange in Wollongong CBD, improve public transport services, shift freight from road to rail, expand use of the port, extend road hierarchies to meet the needs of vehicles pedestrians & cyclists, consult the community re LATMs, extend & promote the cycleway network for commuting & recreational use, and to develop environmentally friendly transport systems. All still relevant and “work in progress.”

A position paper on a proposal for the Forum's policy on these issues is attached.

Recommendation

That the position. Paper on Integrated Transport be adopted as Neighbourhood Forum 5 Policy.

6.2 University Liaison

At the very helpful meeting the following issues were presented or discussed:

- i Mt Ousley Interchange & M1 Traffic Diversion update indicated no change in plans.
- ii Estate Strategy for Wollongong Campus and preparation of a vision to integrate 9 Australian and 5 overseas campuses. Also a Wollongong Campus wayfinding project.
- iii Electric Charging Stations on UOW Campuses are to be increased.
- iv Health & Wellbeing Precinct now has all required studies completed for DA determination by the Regional Panel in July.
- v NSW Ambulance Station update will proceed having let a contract prior to getting a lease!
- vi Dragons Project plans have been revised and a new DA is to be lodged.
- vii Student Accommodation is 95% occupied and the future will depend on the new overall campus strategy.
- viii E-scooters introduction will be from the same supplier as Council and only left in designated parking spaces.
- ix Strategic Projects – nothing new.
- xx Yours and Owls DA to be lodged soon. They have done an enormous amount of work on traffic, parking and noise impacts for a once a year event over a week-end.
- xi Braeside Avenue footpath/cycleway and other Planning Agreement projects paid for by the University have not yet happened with no response from Council.
- xii Uni to City cycleway is being pushed strongly by Healthy Cities Illawarra.
- xiii Koolabong oval upgrade is still on hold.
- xiv Keiraville/Gwynneville free bus needs to be reconsidered following Covid and the fact that Uni car parks are full.

6.3 Pedestrian & cycling safety along Wollongong foreshore

10th July

Council has put proposals on exhibition and a presentation has been made to the executive.

Comments

- i The proposed intersection treatments will improve pedestrian safety (many have been requested but rejected over many years, so it's good to see Council proposing them now)
- ii However, pedestrian safety along the Blue Mile shared path between Lang and Stuart needs urgent attention. The Blue Mile landscape plans and construction have created illogical & confusing pavement treatments, no centreline markings and no adequate signage resulting in inevitable daily hazards for walkers and cyclists, A solution is to ban cyclists from this area, after a safe alternative for cyclists has been provided on Cliff Road by a dedicated protected 2 way cycle path on the east side of Cliff (as proposed 17 years ago). Then Cliff could have angle parking on east side only (thus providing more spaces and eliminating dooring) no parking on west side, and one way southbound traffic Possibly buses should be re-routed to Corrimal St
- iii To propose only short uphill lanes for northbound and southbound cyclists then expecting them to merge safely with traffic seems ludicrous and unsafe
- iv Also northbound cyclists would clash with pedestrians at the proposed intersection crossing at Cliff and Bourke to proceed north past the Novotel.
- v Surely it is time to reverse the decision in recent years (possibly after pressure from vested interests) and close Cliff at Bourke for southbound traffic.
- vi Safety could be increased by extending the proposed 30 kilometres per hour to the area bounded by Corrimal Street in the west, Crown Street in the south, the ocean in the east and in the north Cliff Road.
- vii the proposed 10 kilometres per hour limit in Stuart park is supported.

Recommendation

A submission be made reflecting these comments.

6.4 Foreshore Parking Management

10th July

Council has put proposals on exhibition and a presentation has been made to the executive. It seems that their 2018 consultants study & report re foreshore parking strategy has only been used as a resource document. It is noted that the proposals only deal with everyday events and that special events require separate evaluations.

Comments

- i It would seem crucial to deal with all foreshore parking issues not just those affecting out of town visitors and all day parkers.
- ii WIN and WEC lack of event parking – what is proposed to address this? Lang Park has been used in the past for overflow parking. Is this an option for future “special” events?
- iii Foreshore/Marine WEC to Steamers – Students and city workers now can park all day during the week in some areas. This restricts parking for beach users. What about time-limited parking here?
- iv What about the Endeavour Drive loop from Cliff Road
- v Cliff Road from Harbour Street to Bourke Street and on to Blackett Street (also Harbour, Smith, Wilson, Campbell, George Streets). City workers now can park all day during the week. Some then walk others the free bus. This restricts parking for beach users, visitors and service providers to residences. What about time-limited parking here?
- vi Carpark opposite Northgong Surf Club – ditto
- vii Carpark on Cliff east and west sides north of George Hanley Drive – ditto
- viii “Elephant in the Room” Skydive carpark – over 60 spaces would be freed up 7 days a week if/when Skydive moved to north of FM Surf Club
- ix “Lagoon” carpark. Needed for imminent proposed expansion of playground. Needs to be negotiated with lease review (due ~2026?)
- x Geo Hanley Dr Kembla St to Virginia St – opportunity to realign and provide angle parking adjacent park
- xi Squires Way south of Fairy Ck bridge -- review proposal in recently adopted Stuart Park landscape Plan and also extend curb and guttering
- xii Squires way north of Fairy Ck Bridge – review options

Recommendation

A submission to Council be made reflecting these comments.

6.5 Off-shore Wind Turbine Proposal

The Australian Government has announced some study zones for potential offshore wind farms, one of which is off the Illawarra coast. The zones are chosen on the basis of optimal average wind speed, depth of water, proximity to heavy industrial ports and manpower and access to high transmission power grids.

It must be recognised that such a proposal will assist Australia generating clean energy sources to meet its international climate change mitigation targets. It will also provide local jobs. The downsides include the adverse impacts on the visual serenity/excitement of the ocean; on birds, particularly vulnerable migrants; on sea-life, especially migrating whales; on habitat change (for example excluding fishing creates a haven for fish which attract birds, and, in our case, by using valuable portside industrial land (40 hectares) for construction and maintenance.



The proposal by Bluescope Energy envisages 105 floating turbines each some 50 metres high with blades almost 50 metres across. The visual Impact will be substantial even if not quite so great as on-shore structures – huge tracts of the Mediterranean coastal have been ruined. Migratory birds are already in deep trouble with a 40% decline in numbers from habitat degradation on the flight paths and, as the outside of turbine blades approach 200 km/h, they must contribute to the move towards extinction. Migrating whales are another hazard, just as they are emerging from near extinction.



It is astonishing that Australia is contemplating such proposals rather than concentrating on solar farms and generation. We seem to be far behind less developed nations such as Turkey or Lebanon, yet have far more opportunities to harness the sun than they do.

Recommendation

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 consideration of alternatives such as solar.

6.6 Urban Heat Strategy

At our May meeting we requested Council to review its development controls and supporting guidance for new developments to upgrade them to further reduce the impact of urban heating.

Council have now placed on exhibition a draft Urban Heat Strategy prepared by consultants. The Strategy is very largely devoted to setting the scene and identifying all the things Council could and does do to mitigate the impact of urban heat. Most issues are well known in the literature and in practice but it provides a valuable check list of initiatives although without actually being specific about anything.

There is a throwaway remark that “Council is currently developing a Climate Friendly Planning Framework that includes e consideration of LEP and DCP provisions related to reducing urban heat including building materials, green roofs and green facades.” This latter is something we have been pushing for what seems like decades.

Recommendation

Council be advised of support for the Urban Heat Strategy.

6.7 Stormwater Drainage

As we have been advising for some time, Council's investment in maintaining and upgrading its stormwater systems has been woefully inadequate. This was graphically illustrated in a presentation to the Council meeting on 26th June. Residents of Blackett Street, who purchased units on the strength of a Council certificate that the site was not flood affected, were suddenly inundated due to inadequate street drainage. It cost them hundreds of thousands of dollars of damage, insurance premiums going off the planet, extreme anxiety, and the prospect of having an unsaleable property. They pleaded for Council help. Councillors listened and later in the meeting adopted a works programme without any amendment to bring forward flood mitigation measures.

Recommendation

That Council be advised of our alarm at the disregard of manifest deficiencies in their stormwater infrastructure and request an immediate review of their works programme to begin to ameliorate the situation.

6.8 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.

6.9 Manildra Transport

This is the proposal to transport ethanol from Bomaderry to Port Kembla by road using monster 32 metre long trucks to which we, and Council, objected.

The Director for NSW Planning has conditionally approved the application for the Manildra - Port Kembla Bulk Liquid Terminal, allowing for the use of giant A Double tankers to move ethanol between Bomaderry and Port Kembla over designated routes, 24 hours a day 7 days a week despite requests to exclude week-ends., Incredibly, Sydney Trains gave reasons why rail transport should not be used to move this freight.

The proponents 157,860 Tonnes of ethanol per year over 70 km using road freight has a hidden road subsidy of at least \$110,500 pa. Additional external costs including road crash risk, congestion (imagine what will happen on the Kiama Bends on a long week-end) , noise, air pollution and emission are in the same order. This was represented to the Department and swept aside apparently because rail may not be the most efficient mode of transport as costs could be high!

Recommendations

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 of 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 Lands Review

Council has exhibited a draft review of Industrial lands. The Review provides a comprehensive overview of Wollongong's industrial lands, uses and related controls. The Review finds that demand for industrial land in Wollongong is high and whilst there is significant supply of zoned industrial land, challenges remain around unlocking undeveloped land to further support economic development outcomes.

The Review recommends several actions Council can take to facilitate the highest and best use of our industrial zoned lands including –

- Continue to advocate for the delivery of servicing and critical enabling infrastructure.
- Facilitate a larger range of industrial typologies by increasing development capacity on some land.
- Unlock the latent capacity for industrial development on some land with existing residential uses.
- Retain a broad range of site sizes and preserve large sites for evolving industrial opportunities.
- Future amendments to the planning controls in the Wollongong Local Environmental Plan 2009 (LEP)
- Simplify guidance for industrial development within the Wollongong Development Control Plan 2009 (DCP).

A considered response will be provided in the August meeting.

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 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 well before the closing date.

7.2 **DA-2021/1000 9 stories shops & 201 units 35-43 Flinders St**
5th July

This is an amended proposal of one which was refused and lost on appeal. The new design seems to comply with all Council requirements.



Recommendation

That a submission of support be lodged

7.3 DA Determinations

DA no. 20../....	Suburb	Address	Proposal	Forum Rec	Result Authority
21/1492	W. 'gong	111 Robsons Rd	Dual Occ	Object	Approved
21/1344	W. 'gong	44 Euroka St	Dual Occ	Object	Withdrawn
21/1467	W'gong	81-85 Keira St	7 stories, 43 dw	Object	Appealed
22/61	Figtree	1 Malangong Close	Dual Occ	Support	Approved
22/14	W'gong	24-30 Kenny St	18 stories, 68 dw	Support	Approved
22/20	W. 'gong	38 Abercrombie St	Dual occ	None	Approved
22/123	Figtree	253 Mt Keira Rd,	Dual Occ	Object	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	Refused
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

Not yet determined

21/1000	W'gong	35-43 Flinders St	9 stories, 201 units	Support
21/101	N W'gong	3, Squires Way	UoW Health complex	Support
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
22/938	W'gong	379-383 Crown St	21 stories, 91 units	Support
22/1278	W'gong	29-31 Denison St	36 units,	Object
22/1343	Keiraville	4-6 Georgina Ave	Units	Object
23/50	N. W'gng	4-6 Blacket Street	10 units	Object
23/156	W'gong	c/o Crown/Gladstone	22 stories 288 units	Object
23/349	Figtree	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'gng	21-23 Edward St	10 stories 20 units	Support

8 General Business

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.

Current active membership of Neighbourhood Forum 5 : 405 households

9 Snippets

On-site Notices

Notification is an important aspect of the development application process, allowing the public to contribute to developments that may impact them, their community, or the environment more generally. Site notices are one method of notification, providing a direct, physical interface between the development and local community. Improving these site notices can increase understanding, and trust, in a sometimes-opaque planning system and deliver better developments.

The physical nature of site notices allow consent authorities to reach people who may have an interest in the proposed development but do not live in the area, such as those who work in or commute to the area. Through involving these people in the development application process, better planning outcomes can be achieved for the community and developers.

Since site notices are intended to be read by the general public who possess little, if any, planning knowledge, it is necessary for notices to have a small paragraph explaining the development and its expected impacts, free from confusing language or acronyms. Including such a paragraph would enable the reader to quickly and accurately grasp what the proposed development is and whether it would impact on them.

Henry Black



Only if you remember the password!

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 Occs) 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.

Neighbourhood Forum 5

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**Coniston,
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Keiraville,
Mangerton,
Mount Keira,
Mount St Thomas,
North Wollongong,
West Wollongong,
Wollongong City.**

Minutes of meeting on 7th June 2023 by email

- 1 **Presentation** None possible
- 2 **Apologies** Harold Hanson, John Riggall
- 3 **Minutes** of meeting of 3rd May were adopted.
- 4 **Comments** have been included in these minutes.
- 5 **Responses** 5.1 **Construction Noise and Vibration:**
 5.2 **Stormwater Management:** noted
 5.3 **Outstanding responses:** noted
- 6 **Reports** 6.1 **Integrated Transport Strategy:**
 Noted the meeting with Council and the other NFs and that an ongoing process will follow.
 6.2 **Construction Noise and Vibration:**
 Noted that the Manager agreed to investigate remedies for these problems (including failures at 1 Smith Street, issues with 82A Cliff Road as well as providing specified documents) and to respond to the group at a follow up meeting.
 6.3 **Crown Reserves Plan of Management;**
 It was agreed that a submission of support, reflecting the report in the agenda, be submitted.
 6.4 **Urban Heating Controls:**
 It was agreed that Council be requested to review its development controls and supporting guidance for new developments to upgrade them to further reduce the impact of urban heating.

6.5 Transport of grain to Port Kembla

It was agreed that Alison Byrnes MP, Member for Cunningham and the Hon Paul Scully MP, Member for Wollongong, be requested to make representations to the relevant Ministers for Transport seeking advice as to the types of vehicles permitted on the Picton and Mount Ousley Roads, the monitoring of truck driving hours (given health and stress issues involved), and whether long distance farm gate to Port Kembla grain terminal road haulage operations can revert back to farm gate to a nearby rail receiving point, and then rail to Port Kembla.

6.6 Mountain Bike Tracks

It was agreed that the Forum endorse the submission to the National Parks and Wildlife Service on the planned mountain bike tracks in the Balgownie portion of the Illawarra Escarpment, which

- i deplores any suggestion of proposals to build new tracks through threatened ecological communities;
- ii objects to reinforcing tracks in sub-tropical rainforest areas;
- iii supports tracks be relocated in places likely to discourage riders trespassing or making illegal tracks;
- iv requests that a better quality, properly resourced, ecological assessment is undertaken before proceeding further; and,
- v insist resources are made available for the management and policing of tracks before expanding the network.

7 Planning

7.1 Disclaimer: noted

7.2 DA-2023/331 5 Townhouses, 51 Heaslip St Coniston

An objection has been received from a member (who does not live nearby) on the grounds that on this steep site retaining walls will be grossly excessive in height. It is no longer possible to check this but it was not disclosed in the documentation.

It was agreed that the submission be supplemented by conditioning support on Council's standards for retaining walls being complied with.

7.3 DA-2023/349 3 Townhouses, 15 Branch Avenue Figtree

It was agreed that the submission of objection be endorsed.

7.4 DA-2023/358 6 town houses 11-12 St John's Ave Mangerton

It was agreed that the submission of objection be endorsed.

7.5 DA-2023/360 Dual Occupancy 3 Harbour St Wollongong

It was agreed that the submission of objection be endorsed.

7.6 DA-2023/367, 47 units 8 storeys, 300-302 Crown St W’gong
It was agreed that a submission of conditional support be made subject to Council being satisfied that variations to its controls are justified.

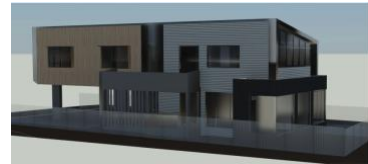
7.7 DA-2023/368, 20 units 10 storeys, 21-23 Edward St W’gong
It was agreed that the submission of support be endorsed.

7.8 DA determinations: noted

8 General Business

8.1 DA-2023/417 Office block, 132 Church St W’gong
16th June

This is a proposal for a two storey office block between two single storey houses in a B6 Enterprise Corridor zone. It seems to comply with all Council requirements. It is just one house away from an area in transition from residential to commercial, so the design does not fit its immediate neighbours. Our Locality Plan anticipated 2 to 3 storey residential development and some commercial.



It was agreed to support the proposal.

9 Snippets noted

Date of next meeting
Wednesday 5th July 2023

Please Note:

This meeting will be via e-mail as face-to-face meetings still seem inadvisable

Current active membership of Neighbourhood Forum 5 : 409 households
