

<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 meeting WEDNESDAY 7th May 2025 at 6.30
In the Library Theatre**

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| 1 | Welcome | |
| 2 | Presentation | Graham Sansom on Future Directions for Local Government |
| 3 | Apologies | Harold Hanson, |
| 4 | Minutes | of meeting of 2 nd April and matters arising: see pp. 21-25 |
| 5 | Comments | If you wish to comment on, or object to, any of the recommendations in this agenda please respond before the meeting date. |
| 6 | Caveats | See p. 2. |
| 7 | Responses | 7.1 Wollongong Bus Layover: see p.2, rec p.3
7.2 Issues awaiting response: see p.3 |
| 8 | Reports | 8.1 Wollongong Harbour Breakwall: see p.3, rec p.4
8.2 Draft Delivery & Operational Plan 2025-29: see p.4, rec p.5
8.3 Our Wollongong Our Future 2035: see p.5, rec p.6
8.4 Draft Local Strategic Planning Statement: see rec p.6
8.5 UoW Liaison: see p.6
8.6 UoW Access Roads Congestion: see p.7, rec p.8
8.7 Mount Ousley Interchange: see p.8, rec p.9
8.8 Irvine Street Gwynneville proposal: see p.9, rec p.10
8.9 Wollongong Station Precinct Master Plan draft: see rec p.11
8.10 Wollongong Health Precinct Strategy draft: see p.12, rec p.13
8.11 Building Commissioner Certification: see p.13, rec p.14
8.12 Train Services Sydney – Wollongong: see p.14, rec p.15
8.13 Parking restrictions adjacent Stuart Park: see rec p.15
8.14 Port Kembla Northern Breakwater Public Access: see rec p.16
8.15 Beaton Park Management Plan Review: see p.16, rec p.17 |
| 9 | Planning | 9.1 Planning see p.17
9.2 DA-2025/1226, 37-39 Burelli St, W'gong: see rec p.17
9.3 DA determinations: see p.18 |
| 10 | General Business | see p.19 |
| 11 | Snippets | see p.20 |

Current active membership of Neighbourhood Forum 5 : 452 households

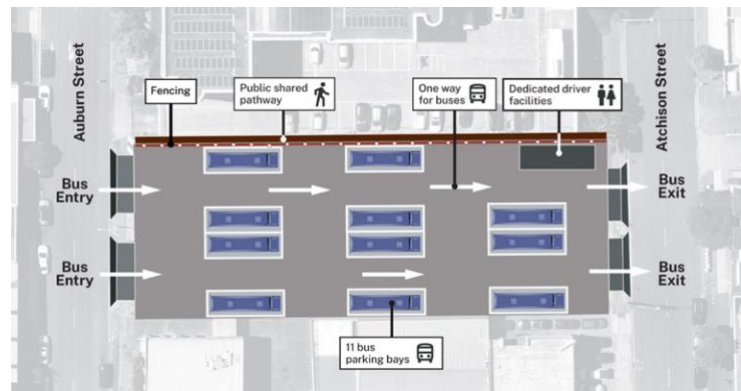
6 Caveats

Please note that whilst these reports and reviews, together with the recommendations and actions based on them, have 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 them.

7 Responses 7.1 Wollongong Bus Layover

At its May meeting the Forum welcomed the move of the bus layover from Stuart park to Aitcheson Street. TfNSW now advise:

- 1 A Review of Environmental Factors for the new bus layover is being finalised and will be published on the project web page in the coming weeks;
- 2 They have been working closely with bus operators to minimise impacts to services. In the weeks before changes to bus schedules, revised time tables will be made available to the public.
- 3 Work to construct the new bus layover is expected to start in July 2025 and there will be temporary impact on surrounding residents who will be informed of the full works program in coming weeks.



Comments

This is welcome, after many years of requests and submissions. It will enable extra parking spaces at Marine Drive for residents and visitors to access the park, foreshore, WEC, WIN stadium and CBD facilities. In 2023 TfNSW advised relocated bus layover areas would occur in two stages – initially for 11 buses to Council's Aitcheson Street public carpark (for 80 car spaces) and later for 6 buses at the Railway Station (displacing 26 spaces). NF5 submission then requested TfNSW to advise how this fits within 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.

TfNSW responded that there are alternative paid and free parking options within walking distance of both sites, and TfNSW is investigating many initiatives to provide the Wollongong community with safe, efficient, and accessible public and active transport options, which will reduce the need for further car park spaces in Wollongong CBD. Also to refer to Council, which was done but an update is needed. Recently TfNSW have placed on exhibition the Wollongong Precinct Master Plan until 11 June, which is item 8.10 in this Agenda.

Recommendation

Council again be requested to advise:

- a) Arrangements to provide alternatives for users of the 80 parking spaces at Atchison Street, specifically those reserved for disabled people in the NIDIS group.
- b) an update on the process and timing for finalisation of the Integrated Transport Strategy commenced some years ago, and the City Centre Movement & Place Plan (to replace the 2013 plan), including opportunities for community involvement.

7.2 Issues awaiting responses

Partial responses/acknowledgements have been made to some of these items but substantial responses are still to come.

1	City Centre Movement and Place Plan	7/08/2024
2	Housing Mix –	9/10/2024
3	Parking for Carers & Service People –	9/10/2024
4	Corrimal Street Footpath	24/10/2024
5	Community use of Local Parks –	24/10/2024
6	Allotments and Community Gardens -	25/10/2024
7	Ted Tobin Hall at Beaton Park	04/11/2024
8	Pedestrian crossing Cliff Road and GHD	06/11/2024
9	Construction activities on Footpaths	24 /11/2024
10	Loss of CBD parking	7/2/2025
11	Pedestrian Safety in Keiraville	7/2/2025
12	Electric Scooters	7/2/2025
13	Acceptable Major Event locations	7/2/2025
14	Continental Pool opening hours	15/3/2025

8 Reports 8.1 Wollongong Harbour Breakwall:

Following our concerns about risk factors with the Northern Breakwater it emerges that there are also serious issues with the Main Breakwall. Recently there was the second drowning on the breakwall in four years. Same circumstances a fisherman was washed into the water.

Recommendation

That Transport for NSW be requested urgently to undertake a Safety Audit of the Wollongong Harbour Breakwater and consider replacement of the ageing, rusting, broken fence, the placement of life buoys along the breakwall and warning signs in multiple languages,

8.2 Infrastructure Delivery Program draft 2025-29

The draft Infrastructure Delivery Program (IDP) is one of eight documents in the approx 600 page report to Council on 7 April which recommended public exhibition until 7 May. Council's many staff involved are to be congratulated in developing such detailed and comprehensive information each year, over a long period, presumably from at least November?

Sections of the IDP relevant to NF5 area for the 4-year period from 2025/26 to 2028/29 were presented by staff to the April meeting in advance of adoption by Council. It lists projects including for Footpaths and cycleways, Local roads and car parks, Public swimming pools, Stormwater pipes and drains, Libraries and other community buildings, Playgrounds, parks and sport fields. . It was understood the relevant manager present advised that Council's project evaluation system and criteria will be provided to NF5, which is most welcome.

Issues raised from the floor of the meeting included why there are many instances of annual funding per category shown (eg for new footpaths), but projects not listed for years 3 or 4. Specific examples of projects were raised: eg why is Council providing a raised pedestrian crossing at the intersection of Harbour St and Market Square, but it appears there is no raised pedestrian crossing in the next 4 years for one of the city's busiest intersections at the entrance to Stuart Park, ie intersection of Cliff Rd and George Hanley Drive).

A concern raised each year was the need to revert to showing estimated costs per project (which used to happen and enabled residents to suggest alternative projects), and lack of "ownership of issues in areas (whereas previously District Engineers had qualified and experienced staff and adequate resources to respond to issues and provide valuable input to developing IDPs). Also the failure of a Place Management approach since it was adopted by Council over 10 years ago.

Also, why the number of projects in the IDP has been boosted in recent years by showing Design activities, but no subsequent Construction in the 4-year term. (particularly for footpaths).

This shows staff could be busy, but it is essential that Council provide publicly available reports, at least annually, demonstrating achieving key performance indicators of efficiency, and/or most importantly effectiveness, in delivering projects adopted in the IDP.

Recommendations

1. Request Council's relevant Director/s to arrange a meeting with a small Working Group of NF5 representatives to review the process and timing for early community involvement in developing draft IDP priorities and projects;
2. Request Council to review and prioritise funding for the efficient and effective maintenance of its ageing assets, in particular those related to stormwater and flooding.

8.3 Community Strategic Plan draft

7th May

The draft Community Strategic Plan (CSP) titled "Our Wollongong Our Future 2035" is an "aspirational document" providing a "shared community vision to inform action over the next 10 years." Council's 20-year Strategic Planning document "Focus on the Future" was adopted in 1992, and since introduction of the new Local Government Act in 1993 all Councils have been required to adopt at least a 10-year CSP and update it by June after Council elections.

In Nov 2024 Council invited submissions to assist in reviewing the CSP, and the draft states there has been considerable additional information, surveys, data, research and deliberation leading to a "revised vision, goals, objectives and strategies outlining how we will work together to achieve the community's aspirations for the future."

Council's Vision is: On Dharawal Country, from the mountains to the sea, we value and respect each other, our places, past, and future. We will be a sustainable, connected, vibrant, and innovative city, with a diverse economy.

The draft includes the 4 Community Goals, ie that:
We are a sustainable and climate resilient city;
We have well planned, connected, and liveable places;
We foster a diverse economy, and
We value innovation, culture, and creativity;
We have a healthy, respectful, and inclusive community.

The draft CSP is splendidly illustrated document which identifies its complex roles, ie as a:

- 1 Service Provider – providing direct services to meet the needs of the community.
- 2 Partner - with government agencies or other organisations and the broader community to achieve shared goals and outcomes.
- 3 Advocate - champion community priorities by seeking funding and/or legislative reform to achieve the best possible outcomes for the community.
- 4 Regulator - fulfill its statutory obligations, ensuring compliance with relevant laws and planning controls.

It provides good statistics on the city and the view of the community on it and the future. It sets out a range of goals and strategies which are helpful and includes targets set against current performance, and how they are to be achieved.

Recommendation

Members are encouraged to read the draft 10-year Community Strategic Plan 2035 and ensure any submissions meet Council's 7 May deadline.

8.4 Draft Local Strategic Planning Statement

7th May

This is an update of the Statement adopted in 2020 to recognise recent State and Regional Planning, Housing and Transport Strategies. It also draws in a wide range of recent documents adopted by Council on planning, climate change, transport and hazard risk assessment.

It includes a vision and a dozen planning priorities, together with statistics in a tightly worded 65 page document.

Recommendation

Members are encouraged to read the draft Local Strategic Planning Statement and ensure any submissions meet Council's 7 May deadline.

8.5 University of Wollongong Liaison

The quarterly liaison meeting on 31 March with University representatives indicated:

- 1 Mt Ousley Interchange
 - a) Monthly meetings with TfNSW and their Contractor re UoW site matters continue;
 - b) NF5 is represented on the MOI community Working Party, and good progress has been made with TfNSW providing a preliminary concept design for a shared path bridge over Mt Ousley Road. Also discussions continuing include: safety concerns, tree clearing, revegetation and construction impacts;

- c) Support and efforts by local MP Alison Byrnes has been a major positive influence.
- 2 Health and Wellbeing project
Working on detailed designs.
- 3 NSW Ambulance Station
Station operational, no adverse impact on UoW so far.
- 4 Dragons Project
Construction proceeding. Completion due June 2026.
- 5 Student Accommodation
Fully occupied, waiting list a few hundred, strong domestic demand (about 55%), Bangalay in demand for post grads, increased to market rates provide fair return, Government policy changes and uncertainties challenging to manage.
- 6 Strategic Projects
 - a) Consultants engaged for Accommodation strategic review, ageing infrastructure;
 - b) Reviewing Master Plan for Innovation Campus site;
 - c) UoW revised strategic plan will be developed;
 - d) Significant management changes pending a new structure.
- 7 NF5 matters
 - a) Homes NSW proposal to rezone the Irvine St precinct from R2 low density to R4 High Density Residential development up to six storeys high, enabling up to 1,250 dwellings, half social and affordable dwellings. Some preliminary discussions with UoW;
 - b) Rumour of paid parking at weekends is not correct;
 - c) P4 parking station is 100% full, no provision for 3 people per vehicle concession;
 - d) There is provision for short term parking in some stations, eg P1 some spaces free for half an hour;
 - e) Some discussions with council re VPA Kooloobong;
 - f) No flooding since event last April;
 - g) Request to reinstate Keiraville Gwynneville shuttle bus.

8.6 UoW Access Roads congestion

In recent weeks, Irvine Street and other approach roads to the main campus of the University of Wollongong (UOW) have been subject at times to severe road congestion (even with traffic management). This can lead and has at times led to significant delays for residents of Gwynneville and Keiraville wishing to get from their suburbs onto University Avenue to access the M1 or Fairy Meadow or Memorial Drive.

The situation is outlined in a Traffic Assessment by consultants for Homes NSW re their proposal to increase density of the Gwynneville /Irvine St Precinct. Traffic impacts include:

- 1 the primary pinch points on the road network include Irvine Street and University Avenue in the morning peak, and Irvine Street, Ring Road and Northfields Avenue in the afternoon peak;
- 2 both of these locations (and the resulting Irvine Street corridor) are already exceeding accepted capacity threshold under existing background traffic conditions;
- 3 the operational performance of these intersections is expected to further degrade as traffic volumes increase, which is a result of background traffic growth and expected impacts resulting from the Mount Ousley interchange upgrade;
- 4 additional traffic as a result of the planning proposal is also expected to contribute to the degradation in operational performance.

Increased off-street parking by students and staff has also been that more improvements to the bus services and cycle access (pedal or electric) to the UOW main campus is necessary.

Recommendations

1. That NF5 request the University of Wollongong to commit to reinstatement of the Keiraville Gwynneville free bus (even if only for peak hours) and to prepare and release a statement as to what short-term and long-term measures they are undertaking to address this situation;
2. That NF5 request Council to advise what short-term and long-term measures they are undertaking to address this situation.

8.7 Mount Ousley Interchange

As minuted at NF5 meeting 2 April, it was agreed to thank Alison Byrnes MP for her representations to TfNSW, her support for the Community Working Group (which has been most effective), and involvement in seeking to restore the active transport bridge across Mount Ousley Road. As a result TfNSW is seeking community feedback on a preliminary concept design for a shared path bridge over Mt Ousley Road between Dumfries Ave and the new interchange by 2 May, which is supported by the Working Group.

See link: <https://www.haveyoursay.nsw.gov.au/mount-ousley-road-shared-path-bridge>.

Also, it has been most noticeable that progress on developing a bridge concept design has accelerated since TfNSW Executive Director Cities and Place Management and her team became involved in Nov 2014. Recently an allied community group has been liaising with TfNSW and the contractor re tree clearing,

revegetation system and involvement opportunities and improvements to construction activities.

In October 2024 a NF5 report summarised nine key safety issues which had been raised from time to time since our first meeting with TfNSW reps in late April. On 10 Dec NF5 reps discussed with TfNSW reps their Nov response, and next day forwarded notes for their advice. Unfortunately despite many attempts a reply is awaited. The main outstanding questions include:

- Q2: How will queuing for southbound vehicles (waiting at new traffic signals) to access UoW at the new northern (and new route to existing southern) entrance be safely Provided?
- Q5: How will northbound light vehicles exiting UoW new north access be safely able to cross to the light vehicle lane across slow moving heavy vehicles in the truck lanes?
- Q8: When will a thorough review of the RMS2017 REF be carried out, with community engagement, considering significant changes to scope and details by TfNSW since 2023?
- Q9: What improvements are proposed to enable southbound vehicles exiting the University Ave roundabout to merge safely with fast southbound heavy vehicles on the M1?

Recommendation

NF5 request TfNSW to provide an update re considerations and proposed actions if relevant are key safety concerns with MOI design, as discussed with NF5 reps on 10 Dec 2024

8.8 Irvine Street Gwynneville proposal 5 May

As reported at NF5 meeting 2 April, Council is managing the “community engagement process,” re Homes NSW Planning Proposal to rezone the precinct from R2 low density to R4 High Density Residential development up to six storeys high. It will enable up to 1,250 dwellings of which half will be social and affordable dwellings. This will replace 135 exiting dwellings, of which Homes NSW owns 79 dwellings and other 56 are privately owned. Whereas a rezoning submission reported to Council in November 2024 was for R3 Medium Density, which would result in a far better “human” scale for this proposal.

A comprehensive Community Engagement Strategy, as required by the WLPP and endorsed at Council’s meeting on 25 Nov, and formal planning presentations by Council and Homes NSW have not occurred. Council’s website includes a challenging task for residents to understand, analyse and comment on multiple large documents totalling about 1,700

pages, Written/electronic feedback is invited by Council's closing date Monday 5 May. Link is:
<https://our.wollongong.nsw.gov.au/planning-proposal-irvine-street-gwynneville-precinct>.

A well-attended community-led meeting was held on 1 April, and Council arranged a drop-in information session on 9 April, attended by reps of Homes NSW and Council, with another due 29 April. There was a good attendance on 9 April and media coverage has included helpful reports in the Illawarra Mercury and the Illawarra Flame, which will be taken into account, along with feedback from residents to the Secretary by 2 May, in NF5 submission.

Feedback from residents so far via KRAG and others has raised major concerns including about the excessive Scale of the proposed development, cramming almost 10 times the existing number of dwellings onto the site, whether Infrastructure and Services will be adequate, potential Traffic congestion and Safety issues, Parking shortfalls, limited Public transport options, lack of effective Active transport infrastructure, inadequate provisions for Flood management and emergencies, shortage of Public open spaces, and ignores the social pitfalls of forcing residents into high rise dwellings. Also there will be detrimental Construction impacts over a long period, it disregards requirements in Council's Government-approved LEP, DCPs and Character statements, undermines strategic planning, and is contrary to the expectations of residents from the Keiraville Gwynneville Community Plan Project supported by Council in stages over many years from 2011.

In particular, a rezoning to R4 High Density rather than R3 Medium density would set a shameful precedent for similar development sites proposed by the Government's Homes NSW. Whereas R3 would provide the opportunity to create a showcase development for sustainable, human scale, well-designed multi-dwelling affordable housing options that emphasise liveability and quality of life.

Recommendations

- 1 NF5 requests Council to reject a R4 Rezoning but consider R3, and establish a Steering Committee to guide master planning, including representatives from Homes NSW, WCC, UoW, TfNSW, Healthy Cities Illawarra, local community and advocacy groups, including NF 5, such as was recommended by KRAG;
- 2 Residents consider the extensive documentation on websites of Council and Homes NSW and make submissions by Council's deadline of Monday 5 May.

8.9 Wollongong Station Precinct Master Plan draft

On 24 April TfNSW announced it is seeking feedback on the Wollongong Station Precinct draft Master Plan. This is most welcome and comes after NF5 requests over many years for TfNSW to plan and provide a major multi modal transport interchange facility per their guidelines, as foreshadowed in Council's Strategic Plan over 30 years ago.

The website includes that the 70-page Master Plan provides a framework for future upgrades and place-making projects at the train station and its immediate surrounds.

It states it is a long-term vision for transforming the station area into a vibrant, connected and inviting hub that reflects the unique identity of Wollongong, and it proposes:

- 1 upgrading the 'gateways' to and from the station on Crown Street, Station Street and Gladstone Avenue;
- 2 improving connectivity between the station and the city centre, foreshore and hospital;
- 3 stronger active and public transport links. The draft Master Plan has been developed with the Wollongong Health Precinct Strategy (which is also on exhibition – see item 8.11) prepared by the Department of Planning, Housing and Infrastructure and Wollongong Hospital future planning by NSW Health to create an integrated and accessible health precinct. It states the Master Plan will be delivered over time and the staging of the key moves is subject to further investigation, costings and funding decisions. As projects are funded, they are expected to be realised over the short, medium and long term in a staged manner.
- 4 re Staging and Evaluation includes that in the Short term the focus is on the redevelopment of Lowden Square and the introduction of street calming measures along Crown Street. In the Medium-term the focus is the integration of the Station with Crown Street. In the long-term the focus is on the re-imagining of key sites within the precinct. No indicative timeframes are mentioned. The relevant link is:
<https://www.transport.nsw.gov.au/projects/current-projects/wollongong-station-precinct-draft-master-plan>.

Recommendation

Residents consider the Master Plan and make submissions to TfNSW by their deadline of Wednesday 11 June, and/or if they want issues to be included in NF5 submission then advise the Secretary by Monday 2 June 2025.

8.10 Wollongong Health Precinct Strategy draft

On 24 April 2025 NSW Department of Planning, Housing & Infrastructure announced it is seeking feedback on the 77-page Wollongong Health Precinct Strategy, which “provides direction on the future of the land generally west of the South Coast Rail Line. The precinct includes a mix of health, educational and residential related land uses, with Wollongong Public Hospital, Wollongong Private Hospital and Wollongong Day Surgery acting as anchors to the health industry in the precinct.

Over the next 25 years, the Wollongong Health Precinct will leverage institutions such as TAFE NSW, the University of Wollongong and others to grow innovation, working alongside long established health precincts across NSW, Australia and globally to create our point of difference.”

It says the Strategy:

- 1 provides a long-term plan extending to 2050;
- 2 acts as a guide to inform future development and amendments to planning controls;
- 3 outlines strategic planning directions to inform public and private investment; and
- 4 can be drawn on to enable the community, businesses and investors to make informed decisions that will help realise the vision for the precinct.

It includes a Structure Plan which sets out an overarching framework for the health precinct and sets a plan with indicative movement and open space networks, land use and future connectivity structures. It includes 5 “big moves” specific ideas to “spark changes that unlock the health precinct’s potential. They are deliberately ambitious and require ongoing commitment and coordination to deliver by 2050, ie:

- 1: a research and education hub helping to shape a sustainable and innovative health system;
- 2: a connected and active “city west”;
- 3: an accessible and inclusive transport network helping us to move with choice;
- 4: improved services to support an interconnected and innovative workforce;
- 5: connected, green and vibrant public domain anchored by a network of welcoming communal meeting places.”

In December 2023 a previous discussion paper “to guide a place-based approach” invited public submissions, and the website includes the Wollongong Health Precinct Strategy. The relevant link is:

<https://www.haveyoursay.nsw.gov.au/whps>

It includes a useful map with a “drop a pin” capacity giving opportunities to add comments. Feedback to is required by Wednesday 11 June 2025, including by email to: regionalstrategicplanning@dpie.nsw.gov.au.

Recommendation

Residents consider the Health Precinct Strategy and make submissions by their deadline of Wednesday 11 June, and/or if they want issues to be included in NF5 submission then advise the Secretary by Monday 2 June 2025.

8.11 **Building Commissioner re Certification**

On 2 Feb NF5 agreed that Council be:

1. supported in seeking to extend the time within which to challenge Certifiers decisions;
2. requested to make strong representations to the NSW Government to prohibit Certifiers from issuing a Construction Certificate which is not strictly in accordance with the Development Consent before receiving a response from Council;
3. requested, once a construction certificate has been lodged for development on flood prone land, to check that the relevant conditions of consent have been complied with.

On 5 March NF5 considered a report further to that of 5 Feb and it was agreed to seek a meeting with a representative of the NSW Building Commissioner to discuss the issues further. The issues included those of 5 Feb above and 5 March, ie:

- 1 It would seem that Building Certifier Insurance cover requirements might not be keeping pace with high rise building and residential building costs despite the minimum set by NSW Fair Trading / Consumer Affairs,
- 2 There remains considerable uncertainty as to where ultimate responsibility lies when buildings are Certified but subsequently found to have significant faults which are costly to remediate.

It has been very difficult to find contact details for the Building Commissioner, despite apparently having offices in the Wollongong area. On 4 April a partial response from the Executive Director | Policy and Programs, Building Commission NSW | Department of Customer Service included: “The issue of Building Certifier Insurance cover requirements is something that Building Commission NSW will be evaluating as part of the development of regulations for the Building Bill over the next 12 to 18 months.

I expect the process of developing the regulations will start in mid 2025. We recognise the importance of engaging with key stakeholders, and we will add Neighbourhood Forum 5 to the list of groups we plan to consult with. However, at this stage, we are not in a position to have in-depth discussions until we start developing the new building regulations later this year.”

Perhaps our request was not clear to the Building Commissioner’s representative/s re the issues raised at NF5 meetings in Feb and March 2025.

Recommendations

- 1 The representative of the NSW Building Commissioner be thanked for their advice that NF5 will be consulted re Building Certifier Insurance, and be requested to advise re other issues raised by NF5 at meetings in February and March 2025;
- 2 Council be requested to arrange a meeting with NF5 representatives to discuss how to make progress with the Building Commissioner’s representative/s re these matters.

8.12 Train Services Sydney – Wollongong

Back in 2018, the Committee for Sydney convened an expert panel to look at how Sydney could realise its global potential with better rail connections to each of Newcastle and Wollongong. Their report The Sandstone Mega-Region noted the advantages of faster rail services, including a Sydney – Wollongong service taking just 60 minutes.

Subsequently, the Berejiklian LNP NSW Government commissioned international expert Prof Andrew McNaughton to advise on faster rail options. A commitment was given before the 2023 NSW State election that a Labor Government would release this report, but this has not been done to date. It is not only faster trains, but also more trains that are needed.

More people are using our Wollongong Sydney trains. Yet, some of our existing Oscar trains are just four car ones (not eight car) and weekday off-peak services are only every hour as opposed to every half hour between Newcastle and Sydney. The former Minister for Transport advised in Nov 2024 that the delivery of service improvements planned for the South Coast Line are linked to the introduction of the new Mariyung trains. Their deployment is prioritised to the Central Coast and Newcastle line from the end of 2024, which should release more Oscar trains for improving services to the South Coast Line until the new trains become available.

Recommendation.

That NF5 request local MPs Paul Scully and Ryan Park to make representations to the relevant Minister/s seeking advice as to patronage increases on South Coast trains and ask when we can have more trains

8.13 Parking restrictions adjacent Stuart Park

Residents have raised concerns about Council's Compliance staff issuing infringement notices and fines for vehicles standing alongside a yellow line painted adjacent the kerb on a relatively small length of the parking area at the narrow pedestrian ramp on George Hanley Drive north side and longer at Squires Way eastern side, ie adjacent Stuart Park.

Each pedestrian ramp has a corresponding cutout in the concrete traffic island, but not in the southern kerb on George Hanley Drive, and it does not lead to any paved footpath there. Similarly at Squires Way there is a cutout in the concrete traffic island and no paved footpath withing the narrow verge. So there seems to be no logical reason for pedestrians to cross beyond the concrete island on each road.

Representations raised resulted in a response from Council that pedestrian ramps were painted yellow to increase visibility and a yellow line was placed on the road as a reference for vehicles to ensure the pedestrian ramp is not blocked by parked vehicles. Then parked vehicles are fined for blocking the pedestrian ramp under reg 198 of the Road Rules.

However it appears reg 198 applies to obstructing access if the driver is stopped on a road, whereas a parking area is defined as a road related area. not a road. And reg 12 defines the shoulder as being beyond the road's edge line, and therefore not a road. But Council's yellow lines are adjacent the kerb and within the parking area/shoulder, not the road, so it seems infringement notices are not valid.

Recommended

Council be requested to review the validity of its application of the road rules as to parking infringements issued for vehicles standing in the road related parking area/shoulder at the narrow pedestrian ramps on George Hanley Drive north side and at Squires Way eastern side and advise what actions they propose to rectify any irregularities.

8.14 Port Kembla Northern Breakwater Public Access

Public access to the breakwater north of the entrance to the port has been appreciated by the community over many years, from before the Port Kembla Coal Loader/Terminal was opened in 1982. But it has been closed c2020, with an expectation that it would reopen once the works for the import gas terminal were completed. NSW Ports website at <https://www.nswports.com.au/public-access-status> states in part “The Northern Breakwater will remain closed until early 2025. The operations of the coal terminal and the construction activities of the adjacent gas import facility prevent safe access to and parking at the Northern Breakwater”.

Recommendation

NF5 request local MP Paul Scully MP to make representations to the relevant Minister seeking reinstatement of public access to the Northern Breakwater at Port Kembla.

8.15 Beaton Park Management Plan Implementation Review

NF5 meeting 4 Nov 2024 requested Council not to relocate sporting and fitness groups from Ted Tobin Hall unless new equal or better venues are provided, preferably in association with a review of the Beaton Park Master Plan. This MP included Stage 1 the Aquatic facilities expansion, Stage 2 Leisure Centre upgrade, a health and wellbeing area, and tennis courts\ upgrade, Stage 3 a new Multi-Purpose Stadium. In April 2023 the tennis courts contract for \$11.7 M, that was negotiated and awarded by the General Manager under Council’s delegated authority, was reported to Council. Funding was about 40% from grants (4.5 M) and 60% ,(\$7.2 M) from the 2022/23 and 2023/24 Capital budgets.

Two years later the work appears to be nearing completion. Funds for Design of a new Multipurpose Facility at Beaton Park were included in Council’s IDP, ie \$0.5 M in 2024/25 and \$1 M in 2025/26, but user groups ,are unaware of the process, involvements or progress so far.

Recently Council’s Manager Sport and Recreation informed community sporting community groups that Council has engaged consultants to progress the implementation of the 2018 Beaton Park Master Plan. Several user groups are concerned the process could disadvantage existing community sports such as badminton, table tennis, pickleball and fitness classes which currently use Ted Tobin Hall. Council has said previously that they would like to offer TTH to the Illawarra Hawks as a training venue, but also there was reassurance that no one would be displaced until alternative, high-standard accommodation could be found.

Recommendation

That Council is requested to:

1. advise progress on the design of Beaton Park Multipurpose Facility budgeted in 2024/25;
2. advise the scope of works for current consultants, their processes and timing including opportunities for involving user groups and the community;
3. ensure community sporting groups and fitness classes are involved throughout the feasibility, design and implementation processes, and they are not shut out of Ted Tobin Hall unless and until they provided with facilities which are at least of equal quality and accessibility.

9 Planning

9.1 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 before the closing date.

9.2 DA-2025/1226 Extra 4 stories 37-39 Burelli St, W'gong

23 April

This is a proposal on Burelli St. between the Council chambers and Corrimal Street. In October 2024 the State Regional Planning Panel approved a 14 storey mixed use building with 71 units. It is now proposed to add 4 more storeys and 19 units (15 affordable) under the new State Policy.

It seems to comply with such requirements as the State determines and probably has not much more impact than the original proposal to which we do not seem to have made a submission.



Recommendation

Endorse that no submission be made.

8.3 DA Determinations

23/975 complies	Gwynnvil	19 Paulsgrove	boarding house	Support	Approved
23/1008 faulty	Keiraville	8 Burradool St	Dual Occ	Object	Approved Panel
24/1	W'gong	15-19 Marr St	7 storeys,	Support	Approved

complies			24 units		Panel
24/2 faulty	Gwynnville	13 Francis St	Dual Occ	Object	Approved
24/11 complies	W'gong	106,120,122 Smith St, 3A Charlotte St	8 lot subd.	Support	Approved
24/23 faulty	Mangerton	51 Byrarong St	Dual Occ	Object	Refused
24/24 faulty	Mangerton	7 & 9 Woodlawn Ave	2 x Dual Occs	Support	Refused
24/26 faulty	W'gong	23-27 Auburn St	16 stories, 61 units	Support	Deemed refusal
24/87 complies	N.W'gong	39-41 Montague St	16 warehouse units	Support	Approved
24/96 complies	Keiraville	74 Grey St.	Dual Occ	Support	Withdrawn
24/100 faulty	Figtree	4A Arter Ave.	13 dwellings	Object	Withdrawn
24/162 complies	W. W'gong	473 Crown St	7 affordable units + facility	Support	Approved
24/181 complies	Mt Keira	Mt Keira Road	Archery clubhouse	Support	Approved
24/207 faulty	N. W'gong	26-30 Ajax Ave	12 houses	Support	Refused
24/210 faulty	W'gong	41-47 Denison St	17 stories, 75 units	Support	Refused
24/290 complies	W'gong	2 Auburn St	Dog day care	Support	Approved
24/538 complies	W'gong	65 Gladstone Ave	Dual Occ	Support	Approved
24/476 faulty	W'gong	264-6 Kenny St	19 stories, 113 units	Object	Deemed refusal
24/477 faulty	W. W'gong	33 Parsons St.	3 houses	Object	Refused
24/608 faulty	W'gong	Keira and Kenny Sts	14 stories, 116 units	Object	Withdrawn
24/776 faulty	W'gong	14 Finlayson St	Dual Occ	Support	Approved
24/860 faulty	Keiraville	13 Braeside Ave	Dual Occ	Support	Withdrawn
24/722 faulty	W'gong	49 Mangerton Rd	Dual Occ	Not to object	Approved

Not yet determined

23/765 faulty	W'gong	1-3 Stewart St	13 stories, 27 units	Object
23/945 complies	W'gong	98-104 Gipps St	5 storey commercial	Support
24/574	Coniston	47 Robertson St	Dual Occ	Support

complies				
24/599 faulty	W'gong	109-115 Church St	9 stories, 45 units	Object
24/708 faulty	W.W'gong	93 Robsons Rd	10 Co-living rooms	Object
24/788 faulty	Keiraville	19 Rose St	Dual Occ	Object
24/796 faulty	Figtree	14 Mallangong Close	Dual Occ	Support
24/803 faulty	W'gong	34 Evans St	Dual Occ	Support
24/812 faulty	Gwynneville	26 Crawford Ave	Dual Occ	Support
25/79 complies	Keiraville	35 Bulwarra St	Dual Occ	Support
25/131 faulty	W'gong	89 Evans St	Dual Occ	Noted
25/139 faulty	W'gong	15 Marr St	Extra 6 units, 2 stories	Object
25/162 complies	Gwynneville	222 Gipps Road	Dual Occ	Support
25/1226	W'gong	37-39 Burelli St,	Extra 19 units, 4 stories	None

General Business

Next Meeting

6.30pm Wednesday 4th June 2025

Library Theatre

Current active membership of Neighbourhood Forum 5 : 452 households

Snippets

Heat Pumps

In recent years there has been a remarkable change in the electricity supply. Not long ago most of our electricity was generated by burning coal or gas. Today, coal has all but gone, and over half the UK electric power now comes from renewable or nuclear sources. Most of these sources are extremely lowcarbon, which means electricity is now lower-carbon per unit of energy than gas burned in a boiler – and the carbon intensity is still falling.

Swapping the gas burned in buildings for electricity is thus an essential step in reducing carbon emissions. However, electricity is expensive, and generating and distributing more of it to replace gas will be a challenge. Heat pumps are a huge help with these problems, because they are super-efficient, using just one unit of electrical power to supply three or even four units of heat into a building.

This means that their running costs are several times lower than for direct electric heating (such as electric radiators and immersion heaters); their carbon emissions are much lower, and the total electricity supply required by a building is lower than it would be for direct electric heat. This means that there is less need for electricity generation (fewer turbines and solar panels) and means of transmission (fewer pylons, undersea/ underground cables, and wires along streets).

Heat pumps are not a new technology and they are very common – there is one in every fridge. Heat pumps were originally developed over a hundred years ago for cooling and refrigeration. But as they simply move heat from A to B, they can equally be used to extract heat from the outdoors and bring it inside. Heat pumps exploit the natural heat movements in the processes of expansion and evaporation, compression and condensation.

Kate de Selincourt

