

Neighbourhood Forum 5

Wollongong's Heartland



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

Agenda for e-meeting on Wed 7th October 2020 by email

- 1 Presentation None possible
- 2 Apologies None necessary
- 3 Minutes of meeting of 2nd September and matters arising; see pp. 11-14
- 4 Comments If you wish to object or comment on any of the recommendations in this agenda, please respond before the meeting date.
- 5 Responses
 - 5.1 Excessive vehicle noise: see p. 2
 - 5.2 Uni accommodation: see p. 2
- 6 Reports
 - 5.2 Outstanding responses: see p. 2
 - 6.1 CBD Pilot projects: see p. 3
 - 6.2 Regional Planning Panel: **see rec p. 3**
 - 6.3 Grants program: see p. 4
 - 6.4 draft City Centre Framework: see p. 5
- 7 Key Issues
 - 7.1 - 7.6 See p.6
- 8 Planning
 - 8.1 - 8.6 See DA **recs pp. 7-9**
 - 8.7 DA determinations: see p.9
- 9 General Business
- 10 Snippets see p.10

Next Meeting/Agenda: on Wed. 4th November 2020.

Current active membership of Neighbourhood Forum 5 : 397 households

5 Responses

5.1 Excessive Vehicle Noise

"I refer to your recent request regarding your concerns about in the Wollongong Harbour area at night and in the evenings. I am advised Council has no plans to limit traffic noise on public streets.

The Council web page sets out the noise limits for noise generated on private properties, particularly in residential areas. I understand motor vehicle noise has been included because repair workshops and private homes could be used for vehicle repairs in or close to residential areas. Council has some jurisdiction over noise generated on private properties and can accept complaints about vehicle noise being generated on private properties, except where vehicles are entering and leaving driveways.

Council has no jurisdiction for motor vehicle noise on public streets. Vehicle noise is considered in the registration of vehicles through Service NSW who operate the motor registries and then once on our streets, motor vehicle noise is primarily a matter for NSW Police. This will probably include vehicles driven deliberately to create noise, dangerous and reckless driving and vehicles modified illegally.

Where you can identify vehicles with smoky exhaust, have been modified to increase noise, or where vehicles are driven to create excessive noise, you may wish to report the matter to the EPA or NSW Police."

Senior Traffic Engineer

5.2 Uni accommodation closures

We asked if these could be used temporarily to house homeless or low income people.

"Thank you for raising this very important community issue with us. It is something that the university has investigated; with several discussions taking place with affordable housing providers. However, the purpose of the buildings are first and foremost for the housing needs of our students and we have to ensure that they are available for this use if required. At this point the decision to close the residences is a temporary one and the university will reassess next year, depending on the level of demand for student accommodation. We will keep you informed as decisions are made".

Community Engagement Coordinator

5.3 Outstanding Responses

- i rate return from the inner city area as against expenditure;
- ii advice to occupants of high rise apartment.

6 Reports

6.1 CBD Cycling Pilot Projects

On 2 Sep a skype meeting was held with Council's Director of Infrastructure & Works and traffic staff re proposed CBD pilot projects, including Smith St becoming one way traffic for vehicles. NF5 executive suggested that a Cliff Rd pilot be considered as an alternative to the Smith St one, including a two-way cycle path adjacent the eastern kerb, angle parking adjacent (west of) the cycle path, one-way southbound traffic in Cliff Rd (buses relocated to Corrimal St) and remove parallel parking adjacent the western kerb.

This would remove cycles from the Tramway path, avoid the regular safety conflicts for pedestrians and cyclists, make the Tramway path a world class promenade, retain adequate parking on Cliff Rd, and slow traffic on Cliff Rd, which could then become a shared zone in the longer term.

At the meeting it was advised the pilot projects had been proposed at short notice to attract TfNSW recent grants for works to be urgently completed. Smith St was identified as a cycling route in Council's 2013 CBD Access & Movement Strategy (but not as a one-way street). It was advised that some traffic modelling has been done, but limited consideration has been given to the impacts on all transport modes, ie pedestrians, disabled, cyclists, buses, taxis, delivery vehicles, private vehicles, parking for residents, workers, shoppers, local and through traffic etc.

Also the pilot projects will be implemented without an Integrated Transport Strategy for the CBD having been developed. The suggested alternative of Cliff Rd was rejected by staff. A request for clarification was submitted on 3 Sep in particular how cyclists can safely cross from a cycleway on one side of a street to the other side, as proposed at Crown & Kembla and Harbour & Smith intersections. Also re give way protocols for vehicles turning across cycleways at various intersections. A response is awaited.

John Riggall

6.2 Southern Region Planning Panel

The process during COVID -19 restrictions followed by the Southern Region Planning Panel is only having teleconference facilities available (as per the hearing on 30 September for DA2020/04 regarding 14 Cosgrove Ave). However, consideration should be given by the NSW Government for its Planning Panels to use the standard practice followed by Federal Parliamentary Committees that offer Hybrid hearings (ie you can be there in person if you wish) with video.

Recommendation

That Neighbourhood Forum 5 write to local MLAs Paul Scully and Ryan Park regarding this issue.

Philip Laird

6.3 Grant Programs

Streets as Shared Spaces

Council submitted an application in June, 2020 seeking ~ \$500,000 towards the construction on a number of pop-up cycling links, including:

- Port Kembla – Military Road;
- Towradgi – Murrarar Road;
- Thirroul – Station St/ Harbour St;
- Wollongong City Centre – multiple cycleway links including:
 - Smith St; Belmore St to Harbour St;
 - Kembla St; Smith St to Stewart St;
 - Crown St; Kembla St to Marine Drv;
 - Stewart St / Burelli St; Kembla St to W'gong Station.

Council was notified in late August, 2020 that its application for funding had been successful. Council will commence construction of these pop-up cycleways in late 2020.

Public Spaces Legacy Program

\$3 million for regional cities (Wollongong City Council) to invest in public and open spaces projects provided that Council demonstrates that it can deliver performance improvements in DA assessment timeframes from 01 September, 2020 through to 30 June, 2021.

In August, 2020, an application was submitted to this program which confirmed that:

Council would work towards performance improvements in DA assessment timeframes – which need to be demonstrated over the prescribed reporting period.

There are a number of open space projects that could potentially be funded and constructed within timeframes outlined in the program guidelines. These include projects such as:

- Cringila Hills Masterplan;
- Wollongong Botanic Gardens Rainforest Walk;
- Waniora Point Foreshore Improvements, Bulli;
- Fairy Creek Masterplan Implementation.

In March, 2021, Council will be invited to formally submit an application for which project or projects will receive funding from the program, subject to Council achieving the prescribed DA assessment performance improvement. Final decisions regarding which project/s will be selected will be made by Council at that time.

Director Infrastructure + Works

6.4 **Draft City Centre Urban Design Framework**

The exhibition of the Draft City Centre Urban Design Framework and Economic Analysis earlier this year revealed that we have broad support for the strategic directions presented, and that community and stakeholders remain aligned with the Vision for the City Centre – A City for People. We have taken on community comments and have made a number of adjustments to the final UDF. As such, a few sections of the report look different.

- In response to feedback that it wasn't clear how commercial outcomes were being protected in the Commercial Core, more detail around the ways in which commercial development is being prioritised over residential has been added.

- We heard that the area defined as 'commercial only' was too big and needed to be adjusted. Following additional testing, the extent of the 'commercial only' area has been reduced to sites facing Burelli Street. The Market Street area is no longer 'commercial only' and an additional site has been picked up along Burelli Street, so that the Commercial Only area extends to the Station.

- In response to hearing alternate views on how we define Precincts, we have renamed some of the Precincts and adjusted some of the boundaries. A Health Precinct has also been introduced and the Foreshore Precinct has been extended to the Harbour. Minor adjustments have also been made to the MacCabe Park and Eastern Crown Street & Arts Precinct boundaries.

- What we also heard was that the community and industry want to see the next layer of detail – the policy recommendations.

Reporting the UDF to Councillors on 21 September was an important step in moving toward establishing and reporting detailed planning policy recommendations in the future. On resolution to adopt the UDF, we will have Council support to prepare the City Centre Planning Strategy and detailed policy recommendations to bring back to Council and the community for comment.

We have Council support to prepare the City Centre Planning Strategy and detailed policy recommendations to bring back to Council and the community for comment. I know you are familiar with the process, but have provided additional detail below for your fellow NHF members.

The next phase of detailed planning policy will include changes to our Local Environmental Plan (LEP) and the City Centre Chapter of our Development Control Plan (DCP). Before we can formally exhibit draft LEP Policy, we need State Government approval. Revisions to the LEP are made through a State Government process called a Planning Proposal.

The Planning Proposal, along with the Planning Strategy, draft DCP and other documents, are first reported to Council to get support to allow the Planning Proposal to be submitted to the State Government Department of Planning, Infrastructure and Environment (DPIE). DPIE can then authorise the public exhibition of the Planning Proposal via what is known as a Gateway process.

All of the reported documents will be available for public viewing from the time they are reported to Council. Council staff will be working to inform the community about the contents of the policy in the lead up to the Gateway and formal Public Exhibition. Once we have Gateway approval, the documents can be put on Public Exhibition, and the community will be invited to respond to the proposed planning policy changes and provide feedback. This feedback will inform the refinement of the policies across both the Council and State Government processes.

Senior Strategic Project Officer

7 Key Issues

7.1 City Centre

Revitalisation Meeting

We were invited to join a meeting of Council, property owners, retailers, businesses, and developers on this issue. Startling facts were presented about vacancies, declining property values, planning anomalies and rate and levy costs. Many blamed the Mall and promoted the introduction of slow moving traffic east of Church Street. Most recognised global decline in retail shopping, the devastating impact of the Covid epidemic, the disruption during the mall reconstruction and paid parking, but recognised Council's efforts to activate and upgrade infrastructure.

Unfortunately, there was little discussion on what constituted a "city heart" nor a vision on how to achieve one. What was agreed was the need for a broad based reference group to research and tap into the multiple experience and expertise of the participants to plot a way forward. Specifically the need to review rate/levy inequalities, parking, retail/business clustering and planning controls.

We have been raising and pushing all these issues for a decade or so, stressing the urgency even then, without success. Hopefully there will now be some action particularly if the Property Council or a local retail/business association really get active.

Recommendation

That Council be congratulated on this initiative and indicate that the Forum fully supports a Reference Group.

7.2 High Rise Residential

7.3 Medium Density development

7.4 Keiraville-Gwynneville.

Council is currently working with the consultant who developed the draft study on updates to the document based on comments received from a wide range of community members including Neighbourhood Forum 5. It is anticipated that the updated documents will be reported to either the October or November 2020 Council meeting.

Transport Unit Leader (Acting)

7.5 South Wollongong:

7.6 Environment

8 Planning

8.1 Please note that whilst the review and recommendations relating to each development application 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 the assessments.

8.2 DA/2020/889 Boarding house 477 Crown St West W'gong

17th September

This a slightly revised proposal of a lapsed approval for a boarding house to which we lodged multiple objections in 2018. Council refused that proposal but it was approved on appeal.



Recommendation

That the submission of objection be endorsed.

8.3 DA/2019/980 Dual Occupancy 82A Cliff Road Wollongong

18th September

This a revised proposal for two units in a 4/5 storey building next to Osborne Park to which we lodged strong objections in 2019 and mostly still apply. There are multiple DCP infringements, and it has the form and bulk of a residential flat building and should comply with far higher design standards. At times it would completely overshadow the whole northern section of the park.



Recommendation

That the submission of objection be endorsed.

8.4 DA/2020/913 Dual Occ, 11 Alkera Cres. West W'gong

16th October

This a proposal for a second house at the rear of a largish lot which backs down onto public open space. It complies with all Council requirements other than being two stories on a battleaxe lot and it being within 8m of the rear boundary. However, it does not seem to overlook or overshadow neighbouring gardens. Other than this it complies with our Locality Plan for Figtree.



Recommendation

That a submission of support be lodged.

8.5 DA/2020/307 4 townhouses, 5-7 Truscott Place, Figtree

11th September

This is, in effect, a revised proposal to that to which we objected in May. It still does not comply with the minimum site width nor private open space requirements. Much of the land (including access) is flood prone and the development does not address the street. It does not comply with our Locality Plan for Figtree.



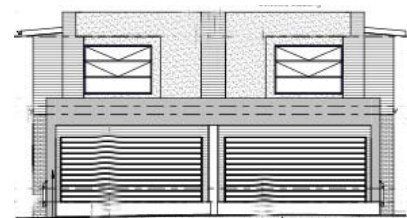
Recommendation

That the submission of objection be endorsed.

8.6 DA/2020/1013 Dual Occupancy, 68 Evans St Wollongong

7th October

This is a proposal for an attached dual occupancy. It seems to comply with most of Council requirements. However, virtually the whole front facade is taken up with garages grossly in excess of the standard. As a result the street elevation is absolutely unacceptable



Recommendation

That a submission of objection be lodged.

8.7 DA determinations as notified from 1st July 2020

DA no. 20../...	Suburb	Address	Proposal	Forum Rec	Result Authority
19/874	Keiraville	6, Bulwarra St	4 town houses	Object	Approved Court.
19/1008	W'gong	1 Smith St	8 storey flats	Object	Refused Panel
Re- zoning	Figtree	Terrie Ave	Subdivision	Object	Withdrawn
15/1242	W'gong	16-18 Market Pl	4 storey units	Object	Refused Panel
20/645	W.W'gon g	39 Rosemount St	Dual Occupancy	Support	Approved
20/339	Figtree	103 Murray Pk rd	Dual Occupancy	Object	Approved Delegated
19/748	W'gong	264-268 Keira St & 23 Kenny Street	Mixed develop 15 stories	Object	Refused Regional P.

9 General Business

Next Meeting/Agenda: on Wed. 4th November 2020

10 Snippets Social Norms

It seems perverse, bordering on crazy, to associate the spread of the COVID-19 pandemic with a sense of optimism. But there is opportunity in crisis. Things do not change when everyone is perfectly content, even if the long-term destination looks bad. Politicians pursue only policies that are widely accepted throughout society as legitimate policy options. However these change as societal norms evolve and the current crisis will accelerate this rapidly.

The pandemic has been an emotional, personal and deeply unnerving national experience. The state, for all its failings, has emerged as essential, as a last line of defence. It will not be surprising if a new set of social norms and values emerges, centred on more government, bigger government at both national and local levels, and more effective and interventionist planning. COVID-19 could mark the bottom of a trough. Belief in planning will return, as will belief in rule by governments, not unbridled markets.

Ian Wray



<p>Neighbourhood Forum 5</p> <p>Wollongong's Heartland</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 e-meeting on Wed 2nd September 2020 by email

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| 1 | Presentation | None possible. The executive will action, as necessary, the recommendations accepted in these minutes. | | | | | | | | |
| 2 | Apologies | None necessary | | | | | | | | |
| 3 | Minutes | of meeting of 5th August and no matters arising. | | | | | | | | |
| 4 | Comments | A number of comments noted and included in the substantive reports. | | | | | | | | |
| 5 | Responses | <p>5.1 Draft Policies and Strategies: noted</p> <p>5.2 Keiraville-Gwynneville Access and Movement Study
It was agreed:</p> <table border="0" style="margin-left: 20px;"> <tr> <td style="vertical-align: top; padding-right: 10px;">1</td> <td>Council be requested that at its meeting of 21 September to:</td> </tr> <tr> <td style="vertical-align: top; padding-right: 10px;">i</td> <td>call for an explanation for the delay of the Keiraville-Gwynneville Access and Movement Study following a public exhibition in May, and for advice as to when the report will be available, unless Council staff have not already provided the promised report;</td> </tr> <tr> <td style="vertical-align: top; padding-right: 10px;">ii</td> <td>request Transport for NSW (TforNSW) enter into a dialogue with Wollongong City Council with the intent of creating a working group involving Neighbourhood Forum 5 and the University of Wollongong that will ascertain what needs to be done to expedite the construction of a grade separated intersection on the Princes Motorway and the Mt Ousley Road. Copies of this correspondence be sent to the State Minister for Transport, Andrew Constance, the Minister for Regional Transport and Roads, Paul Toole and all local Federal and State Members;</td> </tr> <tr> <td style="vertical-align: top; padding-right: 10px;">iii</td> <td>ask TforNSW if the necessary land is held for the construction of this interchange.</td> </tr> </table> | 1 | Council be requested that at its meeting of 21 September to: | i | call for an explanation for the delay of the Keiraville-Gwynneville Access and Movement Study following a public exhibition in May, and for advice as to when the report will be available, unless Council staff have not already provided the promised report; | ii | request Transport for NSW (TforNSW) enter into a dialogue with Wollongong City Council with the intent of creating a working group involving Neighbourhood Forum 5 and the University of Wollongong that will ascertain what needs to be done to expedite the construction of a grade separated intersection on the Princes Motorway and the Mt Ousley Road. Copies of this correspondence be sent to the State Minister for Transport, Andrew Constance, the Minister for Regional Transport and Roads, Paul Toole and all local Federal and State Members; | iii | ask TforNSW if the necessary land is held for the construction of this interchange. |
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| iii | ask TforNSW if the necessary land is held for the construction of this interchange. | | | | | | | | | |

Current active membership of Neighbourhood Forum 5 : 399 households

- 2 request Council to ensure that any changes to the KG traffic and access ways in KG should only be considered in conjunction with the KG Access and Movement study.
- 3 enquire whether the proposal for reduced speeds in Gwynneville shopping went to the traffic committee and how does it comply with the Road Act and associated standards and regulations.
- 5.3 Outstanding Responses:** noted
- 5.4 Re-zoning proposal Terrie Avenue Figtree**
This has been withdrawn
- 6 Reports
- 6.1 Uni Student Accommodation:**
It was agreed to ask the University whether any consideration had been given to the use of Weerona or International House for acute accommodation needs in Wollongong – obvious one would be the homeless but could be for low income/ Centrelink recipients particularly older women and youth who can't afford current rental rates
- 6.2 Issues to be discussed with the General Manager:**
This initiative was endorsed.
- 6.3 Issues for the Director Infrastructure and Works**
This initiative was endorsed and will be reported in October.
- 6.4 Up-date on Graffiti:** noted
- 6.5 Port Kembla Harbour Environment Group**
Issues raised on behalf of NF5 included:
- i update on through put tonnages in and out of Port Kembla for 2019-2020 with the road rail split;
 - ii access for the public to the Oil Jetty;
 - iii participation in the Rail Freight and Ports Group.
- 7 Key Issues **7.1 - 7.6** noted
- 8 Planning
- 8.2 DA/2020/860 Dual Occ. 6 Mallangong Close Figtree**
It was agreed to support the proposal.
- 8.3 DA/2020/883, 3 town houses, 1 Sheppard St W. W'gong**
It was agreed not to make a submission.

9.1 draft City-Wide Development Contributions Plan 2020

As noted in previous years this is now essentially a slush fund to supplement the approved budget proposals.

It was agreed not to make a submission.

9.2 Domestic Waste Management Charges

The *Independent Pricing and Regulatory Tribunal* is seeking feedback from Councils, ratepayers and others by 6 October (ie before next NF5 meeting 7 Oct) on its Discussion Paper on domestic waste management charges (DWMC) levied by local councils. IPART had previously decided not to regulate waste charges, but is re-considering this, or other ways to help councils and ratepayers get quality services at reasonable prices, such as improving transparency of costs and sharing best practice guidance.

The Chair says IPART are particularly interested in whether charges reflect the reasonable and efficient costs of providing waste services while meeting environmental and legislative requirements, and what opportunities there may be for greater transparency for customers and councils. One of IPART questions is: “Are overhead expenses for DWM services appropriately ring-fenced from general residential rates overhead expenses?”

Wollongong Council’s average DWMC is about 26% on top of the average residential rate, compared to waste management expenditure of about 14%. It is realised the setting of the DWMC is complex and it is not clear what amount is for overhead expenses.

It was **resolved** that the Executive seek relevant information from Council on issues raised by IPART and make a submission by 6 October.

9.3 Cliff Rd/George Hanley Drive crossing intersection safety

Over the years many concerns have been raised for the safety of pedestrians crossing Cliff Rd near the intersection of George Hanley Drive (GHD) at the entrance to Stuart Park at busy times. Vehicles turning left into Cliff Rd from GHD are required by the Road Rules to give way to pedestrians, but most do not, either due to ignorance of the law or otherwise. Recent responses from Council’s traffic section seem to indicate a continuing lack of urgency at providing options for improvements (such as a “raised threshold” crossing) to enable community comments, before they decide, advise and defend.

It was **resolved** that Council be requested urgently to investigate safety concerns at the crossing of Cliff Rd near the intersection of GHD due to most vehicles failing to give way to pedestrians crossing, and Council provide the community with relevant data and options for improvements to enable meaningful engagement to help in deciding the preferred option for implementation before the 2020 Christmas holiday peak period.

10 Snippets Noted

Next Meeting/Agenda: on Wed. 7th October 2020.