

<p><b>Neighbourhood Forum 5</b></p> <p><b>Wollongong's Heartland</b></p> <p><i>Collaborating with Council on community aspirations, visions, needs and concerns</i></p>		<p><b>Coniston, Figtree, Gwynneville, Keiraville, Mangerton, Mount Keira, Mount St Thomas, North Wollongong, West Wollongong, Wollongong City.</b></p>
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### AGENDA for NF5 meeting on 1<sup>st</sup> February 2023 by email

- 1 Presentation None possible
- 2 Apologies David Winterbottom
- 3 Minutes of meeting of 7<sup>th</sup> December 2022 and matters arising included in the agenda: see pp.10-12
- 4 Comments If you wish to comment on, or object to, any of the recommendations in this agenda, please respond before the meeting date.
- 5 Responses 5.1 CBD Bus layover relocation: see p.2, **rec p.3**
- 6 Reports 6.1 WIN Development Crown, Keira, Burelli Sts: see p.3, **rec p.4**  
6.2 Health and Wellbeing Precinct, North W'gong: see p.4  
6.3 Advice to owners of Strata Title Property: **see rec p.4**  
6.4 Manildra Port Kembla ethanol transport issues: p.4, **see rec p.5**
- 7 Planning 7.1 Planning: see p.5  
7.2-.5 DAs: **recs p.5&6**  
7.7 DA determinations: see p.7 & 8
- 8 General Business
- 9 Snippets see p.9

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Current active membership of Neighbourhood Forum 5 : 419 households

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## 5 Responses

### 5.1 CBD Bus layover relocation

On 24 Jan an article appeared in the Mercury and next day Council forwarded NF5 the following update:

“Wollongong City Council is working through a formal agreement to enable Transport for NSW to use a car park area on Marine Drive for buses to return temporarily from 30 January. The move is part of an ongoing process to work through longer term options for bus layover parking in the city.

‘Over the busy holiday period, when our beaches have been getting a real workout, we know that this area has provided more parking options for locals and tourists to this highly visited precinct’ Wollongong City Lord Mayor Councillor Gordon Bradbery AM said. ‘It was a taste of Council’s long-term vision for this site, which will see it provide more parking options for our foreshore precinct, as well as supporting diverse use of the Lang Park area for a wide range of events. For now, this site will be used temporarily as a bus layover for 12 months as we work through the next steps with Transport for NSW, who manage bus operations in the area. We will also work alongside stakeholders from local bus companies and the Transport Workers Union.’

Wollongong City Council General Manager Greg Doyle acknowledged the recent alternative bus layovers in place along Harbour, Burelli, Crown and Market streets had caused concern among some residents and business owners. ‘I’d like to thank our community for their patience. With buses returning to Marine Drive temporarily, this will provide an opportunity for Transport for NSW to continue firming up their plans for a permanent relocation. We support bus layover locations within the city that meet the needs of our community as well as bus drivers and operators’ he said. ‘Lang Park is important to our city’s identity. It borders the beach, is a large open space for recreation, exercise and social activities, and is a key piece of our broader foreshore area. We look forward to seeing a plan that will free up this vital community space and allow it to be used by our residents and visitors, and align bus facilities with other major transport nodes and key destinations across the Wollongong Local Government Area.’ This long-term solution is in line with Council’s vision that this space is opened up for our community to use and enjoy as part of an ongoing plan of improvements to our foreshore precinct that stretches from Stuart Park to Lang Park. ‘I am excited by the possibilities for its long-term use, and look towards conversations with our community about what that might look like. In the meantime, this location provides a space for buses that also provide an important function in our city.’”

#### Comments

It is very disappointing that in the 8 months since TfNSW announced buses would be relocated from Marine Drive to accommodate the UCI event, it appears it will be at least another year before a suitable permanent bus layover site is finalised. This is despite community

representations over many years for engagement on relocation, and since mid 2022 on behalf of residents re adverse experiences with buses re safety and amenity issues.

Also considering the early 2022 report on the Sports & Entertainment precinct, many requests for Council to release findings of their 2018 Foreshore Parking Strategy and Council's June 2022 media release advising there would be "more than 70 new car spaces along Marine Drive ... when the existing bus parking space will be converted into car parking". However for the majority of the four months since the UCI event finished the Marine Drive layover area has not been available for public parking during this peak season.

#### Recommendation

That the Forum again request Council to collaborate with the community to assist developing options for a permanent site for relocation of the bus layover, and provide regular updates on progress.

## 6 Reports

### 6.1 WIN Development Crown, Keira, Burelli Streets

In September 2021 the Forum strongly supported this proposal in principle but requested Council to review in detail the proposed provision of car parking including opportunities for any deficiency to be provided off-site. The Forum also noted that the proposal will have significant implications for the structure of the city centre and requested that Council take urgent action to review them.

In particular it will:

- i downgrade the mall to secondary retail/services;
- ii dilute the entertainment precinct focussed on the performing arts centre;
- iii reinforce the need for a public transport spine through the centre from the hospitals in the west to the foreshore;
- iv complicate the Crown/Keira Streets intersection;
- v highlight the need for upgrading the streetscape and reinforce the need to declassify the Princes Highway through the city centre;
- vi require a review of the traffic arrangements in the surrounding streets within a clear strategic road structure;
- vii prompt the development and implementation of a Masterplan for MacCabe Park;
- viii provide an opportunity for Council to review its plans for the city centre, including reducing building heights, and to respond to the implications of the proposal.

Since then it is understood there have been a series of meetings between Council and the applicant which seem to have concentrated on the juxtaposition of buildings and uses on the site, which indeed have resulted in an improvement. However, there seems little evidence that Council has begun to take any action on the issues the Forum raised over a year ago despite the Forum re-iterating the issues in August.

The proposal has now been approved (57 pages) by the Regional Planning Panel with some apparently ad hoc requirements from Transport for NSW in relation to road works and traffic signals in the surrounding streets.

#### Recommendation

That the General Manager be requested to convene a meeting with the relevant staff and NF5 representatives to discuss the issues raised.

### **6.2 Health & Wellbeing Precinct, North W’gong**

NF5 executive had discussions on 14 Dec 2021 with representatives of UOW, Lendlease, SLR Consulting including the need and cost of Council’s proposed “temporary” on-demand signalised pedestrian crossing of Squires Way at High St. As a result NF5 has no further comments on the matter at this stage.

### **6.3 Advice to owners of Strata Title Property**

Occupation of a Strata apartment can be a nightmare for some residents, the management issues very complicated, and, unlike the City of Sydney, with very little help or advice from Council. However, the Owners Corporation Network “the independent voice of strata owners”, is one of the organisations offering ongoing advice.

There is a particular need in the Wollongong Central area (including North Wollongong, Smith’s Hill area) where there are about 8,000 dwellings in high density development, around 70% of all dwellings there. There were 2,000 new dwellings constructed between 2016 and 2022 and this area has contributed significant income to Council, without a commensurate increase in services such as local open space, which is so necessary for the health and wellbeing of residents in high rise apartments.

#### Recommendation

that members living in strata or community title development schemes consider whether to:

- i seek advice from independent sources, such as through the Owners Corporation Network;
- ii set up a working party to identify the specific needs of residents in local strata developments not least the need for local open spaces and the kind of advice provided by Sydney City Council to its residents.

### **6.4 Manildra Port Kembla ethanol transport issues.**

In response to submissions, including from this Forum and Wollongong City Council, advocating consideration of rail for transport of ethanol from Bomaderry to Port Kembla, the proponent maintains not only a need for road haulage (due to a claimed lack of government approval for adequate rail track availability), but for 24

hours a day 7 days a week, so it can be transferred as produced, with option of using giant 30 metre long A Double tankers on public roads including Kiama Bends.

Following discussions with government representatives there are serious concerns about limitations in opportunities for community involvement around the process for considering the proposal. Local MPs have been helpful in making representations, but it appears that the likelihood of effectiveness is limited by government's system.

#### Recommendation

Local MPs be requested to make further representations for providing adequate track availability to enable transport by rail, but if this is not feasible and road haulage is to be used, then it be restricted to daylight hours, and prohibited on Sundays and public holidays, as previously submitted including by Wollongong City Council, NF5 and NF7

- 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.2022/1278, 36 units, 12 stories, 29-39 Denison St W'gong 16 Jan**

This is a proposal to construct a fourteen-storey mixed use building comprising ground floor commercial suites and 36 apartments on 12 residential floors.

It does not comply with Council requirements for deep planting or unit mix, which are acceptable in this location, but not with carparking (33 spaces for 36 unite plus commercial) nor setbacks, although these do seem to comply with the State Government imposed Apartment Design Guide.



#### Recommendation

That the submission of objection be endorsed

**7.3 DA.2022/1247, dual occ 7 Govett Crescent. Figtree - 18 Jan**

This is a proposal for a dual occupancy in a street almost exclusively of single story houses. It seems to comply with Council requirements except, marginally, floor space ratio, but significantly, width of garages. It will obviously destroy the existing and desired future street character.



**Recommendation**

That the submission of objection be endorsed

**7.4 DA.2022/1247, 2 lot subdivision. 54 Nebo Drive, Figtree - 18 Jan**

This is a proposal for the subdivision of a large lot at the end of od cul-de-sac. It seems entirely appropriate.



**Recommendation**

That the submission of support be endorsed

**7.5 DA-2022/1343. 4-6 Georgina Ave, Keiraville – 25 Jan**

This involves the demolition of two houses, removal of trees, and the proposed construction of 10 studio and 2 one-bedroom apartments over three stories in a R2 low density residential zone with a maximum of two stories. It appears to be out of character and scale in relation to the neighbourhood and streetscape, with potential impacts on access/traffic/parking, stormwater, bushfire and Council’s draft h Housing Policy that may not have been adequately addressed.



**Recommendation**

That the submission of objection be endorsed

## 7.7 DA Determinations

DA no. 20../....	Suburb	Address	Proposal	Forum Rec	Result Authority
21/1218	Figtree	107 Walang Ave	Dual Occ	Object	Refused
21/1059	Figtree	5-7 Trusscott	4 Town houses	Object	Withdrawn
21/1405	W'gong	10 Gilmore St	Dual Occ	Support	Approved
21/1273	Keiraville	12 Dallas St	4 dwellings	Object	Approved
21/1309	Keiraville	3 Keira Mine Road	4 dwellings	Object	Approved
21/1397	Figtree	115 Waling Ave	First floor pool	Object	Approved
21/1508	Figtree	111 Bellevue Rd	Dual Occ	Object	Approved
21/1426	Gwn'ville	12 Berkeley Rd	Dual Occ	Support	Withdrawn
21/1310	Gwn'ville	14-16 Acacia Ave	8 dwellings.	Object	Approved Panel
21/1510	W. 'gong	55 Euroka St	Dual Occ	Object	Approved
21/1344	W. 'gong	44 Euroka St	Dual Occ	Object	Withdrawn
21/1231	W'gong	3-5 Ocean St	10 stories, 9 dw	Object	Approved Panel
22/417	Figtree	138 Jacaranda Ave	Dual Occ	Object	Approved
21/1037	Keiraville	12-14 Gipps	10 stories, 11 dw	Support	Approved
21/1511	Figtree	54 Cordeaux Rd	Dual Occ	Object	Approved
22/10	W'gong	487-491 Crown St	Medical Centre	Support	Approved
22/311	W.'gong	1 Sheppard St	Dual Occ	Support	Approved
21/1000	W'gong	23-43 Flinders	9 stories, 201 dw	Support	Refused
22/561	W. 'gong	15 Gundaren St	Dual Occ	Object	Approved
21/957	W'gong	WIN	Mixed	Support	Approved Reg Panel
22/607	Figtree	7 William St	Dual Occ	Object	Approved

## Not yet determined

21/1060	W'gong	2, Lexton Ave	Dual Occ	Object	
21/1312	W'gong	300-2 Crown St	11 stories, 48 dw	Support	
21/1345	W'gong	11 Northcote St	Dual Occ	Support	
19/284	Keiraville	58-60 Murphys Ave	9 town houses	Object	
21/344	Keiraville	328 Gipps Rd	3 townhouses	Object	
21/1346	N W'gong	10 Lysant St	Dual Occ	Object	
21/1342	W'gong	46 Flinders St	9 stories, 47 dw	Support	
21/1343	W'gong	68, Gladstone Ave	Dual Occ	Object	
21/1375	W'gong	43 Kembla St	5 stories, 7 dw	Object	
21/1508	Figtree	111 Bellevue Rd	Dual Occ	Object	
22/61	Figtree	1 Malangong Close	Dual Occ	Support	
21/101	N W'gong	3, Squires Way	UoW Health complex	Support	
21/1492	W. 'gong	111 Robsons Rd	Dual Occ	Object	
21/1344	W. 'gong	44 Euroka St	Dual Occ	Object	
21/1467	W'gong	81-85 Keira St	7 stories, 43 dw	Object	
22/14	W'gong	24-30 Kenny St	18 stories, 68 dw	Support	
22/20	W. 'gong	38 Abercrombie St	Dual occ	None	
22/146	W'gong	21 Jutland Ave	Dual occ	Object	
22/123	Figtree	253 Mt Keira Rd,	Dual Occ	Object	
22/221	W'gong	4 Auburn St,	24 stories, hotel 59 dw	Support	
22/169	W'gong	36 Flinders St	9 stories, 119 units	Support	
22/250	Gwynville	14A Foley St	4 dwellings,	Support	
22/254	W'gong	2A Denison St	Dual Occ	Object	
22/512	W. 'gong	13 Rosemont St	Dual Occ	Object	
22/542	W'gong	5 Greenacre Rd	Dual Occ	Support	
22/938	W'gong	379-383 Crown St	21 stories, 91 units	Support	
22/320	W'gong	17-19 Gladstone Ave	9 stories, 35 units	Object	
22/952	Keiraville	54 Grey St	Dual Occ	Support	
22/960	W'gong	116 Corrimal St	12 stories, 83 units	Object	
22/966	W'gong	46 Burelli St	Art Gallery & TH	Support	

## 8 General Business

None

Date of next meeting  
**Wednesday 1<sup>st</sup> March 2023**

Please Note:

Whether this meeting will be via e-mail or face-to-face will be advised later.

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Current active membership of Neighbourhood Forum 5 : 427 households

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## 9 Snippets

### How Cities Began

The very origin of cities started in the Neolithic, around 9,000 BC, when human culture underwent a startling series of revolutions. One such change was the Agricultural Revolution, with the domestication of plants and animals and a shift in survival strategies from hunting and gathering to farming and animal husbandry.

Recent evidence suggests that rather than the Agricultural Revolution leading to the founding of cities, it followed religious rituals that caused people to begin to gather in cities and as the carrying capacity of the local environment required more food (possibly for religious sacrifice) agriculture developed as a means of supporting the decision to transition to a sedentary society.

Much of the evidence comes from the world's oldest known city, Catalhoyuk in Turkey where what motivated people to live in proximity for the first time seems to be not defence, trade, fertile agricultural land, or the rise of a great man, but the needs of people to build, maintain, and stay in proximity to the shrines of their religion.

The city itself is amazing, there were no streets, no doors, the houses did not share walls, all were the same size (indicating a true democracy) and access was from the roof in ladders.

Steven L. Tuck



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### MINUTES of meeting on 7<sup>th</sup> December 2022 by email

- |   |              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|---|--------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Presentation | None possible                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 2 | Apologies    | Harold Hanson                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 3 | Minutes      | of meeting of 2 <sup>nd</sup> November adopted with matters arising in the agenda                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 4 | Comments     | Included in these minutes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 5 | Responses    | <p>5.1 Bus layover Market Square<br/>It was agreed that Paul Scully MP be thanked for his response and for his continuing representations on this issue.</p> <p>5.2 Mount Ousley Road<br/>It was agreed that Ryan Park MP be thanked for his response and requested to seek information on traffic volumes on Mount Ousley road.</p> <p>5.3 Outstanding responses: noted</p>                                                                                                                                                                                                                                                                                                                                                                                                                |
| 6 | Reports      | <p>6.1 Health &amp; Wellbeing Precinct, North W'gong<br/>It was agreed that the submission of support, subject to resolution of the pedestrian crossing on Squires Way, for the revised Development Application for the Health &amp; Wellbeing Precinct, North W'gong be endorsed.</p> <p>6.2 Housing Strategy<br/>It was agreed that a submission, based on the Discussion Paper, be made which specifically includes;</p> <p style="margin-left: 20px;">i giving top priority to amending the DCP suburban desired future character statements to preserve our unique character – starting with a requirement in all R2 Low Density Residential areas beyond 400m. from a commercial zone or major employer, for dwellings facing the street have the appearance of a detached house;</p> |

- ii giving next priority to amend the Local Environmental Plan to reduce the potential of large legacy sites, mostly on the escarpment;
- iii comments in the Discussion Paper on detailed proposals as submissions;
- iv requesting Council to be far more pro-active in working with communities on detailed changes in their areas.

6.3 draft Tree Management Policy

It was agreed that;

- i the Intent and Goals of the draft Tree Management policy be supported;
- ii the impact of climate change be included as a factor in the tree selection process;
- iii increase rather than minimise community consultation re tree planting programs on Public Land.
- iv Council be requested to redouble efforts to change the current pruning practices by Endeavour Energy;

6.4 Foley Street proposals

It was agreed that Council be:

- i thanked for consulting early with the Forum on the proposals for Foleys Road;
- ii advised that it seems that reduction in congestion will be minimal until restrictions at Throsby Drive and Gipps Road are resolved;
- iii requested to review and publicise proposals for cycleways in the vicinity before committing to that proposed in isolation;
- iv requested to raise the issue of the continued use of Gipps Street/Crawford Avenue as a bus route with users, drivers and those responsible.

6.5 Greenhouse Park Remediation

It was agreed that Council be advised of support for their plan to remediate voluntarily the site.

6.6 University liaison: noted

6.7 Independent Pricing and Regulatory Tribunal

It was agreed that a brief submission be made to IPART consistent with our submission to the NSW Dept of Planning regarding the Manildra application for a Port Kembla ethanol export facility (using ethanol produced at their Bomaderry plant) requesting further consideration be given to the option of rail freight rather than road freight using large road tankers (23 metre long B Doubles and the longer A Doubles)

- 6.8 Public Spaces Public Life Implementation Plan Progress:  
noted
- 7 Planning
- 7.1 Planning noted
- 7.2 DA.2022/1155 3 dwellings, 29 Foley St Gwynneville  
It was agreed that the submission of support be endorsed
- 7.3 DA.2022/1203 Community Facility 114 Church St W’gong  
It was agreed that a submission of objection be submitted
- 7.4 DA.2021/101 Health & Wellbeing Precinct, North W’gong  
It was agreed that the submission in support of the revised proposals, with a request for a review of the number and location of pedestrian crossing of Squires Way, be endorsed
- 7.5 Cosgrove Avenue DA: noted
- 7.6 DA Determinations: noted
- 8 General Business 8.1
- 9 Snippets noted

Date of next meeting  
Wednesday 1<sup>st</sup> February 2023

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