

Neighbourhood Forum 5 Wollongong's Heartland <i>Collaborating with Council on community aspirations, visions, needs & concerns.</i>		Coniston, Figtree, Gwynneville, Keiraville, Mangerton, Mount Keira, Mount St Thomas, North Wollongong, West Wollongong, Wollongong City.
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Agenda of meeting WEDNESDAY 5th November 2025 at 6.00
In the Library Theatre

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|----|------------------|--|
| 1 | Welcome | |
| 2 | Presentation | Hon Prof Tim McCarthy on “Substantial Buildings : Construction Codes vs reality” |
| 3 | Apologies | Harold Hanson, Philip Laird, John Riggall, Patricia Calabro, |
| 4 | Minutes | of meeting of 5 th October and matters arising: see pp 22-25 |
| 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 Carers Parking: see rec p.2
7.2 Plan to offset loss of CBD Parking: see rec p.3
7.3 Integrated Transport Interchange: see p.4
7.4 Council position on e-scooters: see p.4
7.5 DA-2025/132 – Play Hard Jet Ski: see p.5, rec p.7
7.6 Wollongong Foreshore Plan of Management: see p.7
7.7 WIN Grand Development: see p.7
7.8 Housing Mix: see p.8
7.9 Building Commissioner: see p.8
7.10 Issues awaiting responses: see p. 9 |
| 8 | Reports | 8.1 Notifications: see rec p.10
8.2 Smart Green Apartments: see p. 10 rec p.11
8.3 University Liaison: see p. 11
8.4 Rail Issues: see p. 12
8.5 New Planning Legislation: see p. 13 rec p.15
8.6 MacCabe Park: see p. 15, rec p.17 |
| 9 | Planning | 9.1 Planning: see p.17
9.2 Development Applications see recs p.17, 18.
9.4 DA determinations: see p.19 |
| 10 | General Business | see p.20 |
| 11 | Snippets | see p.212 |

Current active membership of Neighbourhood Forum 5 : 469 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 **Carers Parking**

At NF5 meeting 7 Oct 2024 it was agreed to:

1. re-iterate to Council that what is needed is the strategic placement of some time-limited parking spaces to enable access for increasing needs for in-home care and maintenance services, and
2. request the General Manager to provide a report on this issue in Council's agenda for consideration and review.

Council's recent response is as follows:

"Council does not currently designate space for specific users except for emergency vehicles, bus zones, loading zones and accessible parking. Further, due to the significant amount of unrestricted parking in areas such as North Wollongong, Wollongong Council does not currently satisfy requirements for residential permit holders. Further, Council does not have a current Support Working Parking Permit as some other Council do such as City of Sydney, Randwick and Inner West Councils.

Short term, Council can investigate the introduction of small, timed parking areas (1 space) on key streets in high demand areas on an as needs basis, but these would be available for all public and need to balance all of the needs of specific areas.

Alternatively, as the city densifies we can revisit when we meet the thresholds for parking permit schemes, and seek inclusion of a funded project to set this up.

Visitors parking on site should be used as first point for carers and managed via Strata wherever possible. If this is something the forum see merit in Council progressing, we'll set outside resources for early 2026 to undertake the consultation required".

Transport and Infrastructure Planning Manager

Recommendation

That Council be requested to progress the provision of carers parking in appropriate areas, and investigate the introduction of small, timed parking areas on key streets in high demand areas on an as-needs basis.

7.2 Plan to offset loss of CBD Parking

At NF5 meeting 5 Feb 2025 it was agreed that Council be requested to advise when buses will be relocated from Lang Park, how many parking spaces will be created there and what restrictions are proposed. Also re provisions to overcome the loss of CBD parking, please advise details of the Action Plan and timing for implementing relevant proposals from the City Centre Plan.

Council's recent response is as follows:

"Buses were relocated from Lang Park to Atchison/Auburn Street mid-September 2025. This work was led by TfNSW in consultation with bus operators, unions and Wollongong City Council. The former bus layover is being transitioned to public car parking which will be made publicly available following the bump out of the World Triathlon who have commenced their build within the Lang Park precinct as of Monday 6 October. This transition from the bus layover resulting in over 40 additional parking spaces. The long-term plans for Lang Park will be determined by future master planning process of Lang Park.

The draft Wollongong City Centre Movement and Place Plan is planned for reporting to Council before the end of 2025. This will include the revised Action Plan. The forum will be notified when the document is made available in Councils Business Paper. The draft plans apply the same strategic framework as the endorsed Wollongong Transport Strategy which calls for better management of parking as the first options over the delivery of additional parking on public land.

Importantly, the Wollongong Transport Strategy calls out keys action to improve active and public transport usage to reduce car dependence where possible across our LGA".

Transport and Infrastructure Planning Manager

Comment

Council advises there will be over 40 extra parking spaces at Marine Drive, whereas early in 2024 it was 77 extra which NF5 queried at the time. NF5 area includes the City Centre MPP (to replace the 2013 Plan) but unfortunately there has been minimal involvement with NF5 representatives over the several years it has taken to develop the Plan.

Recommendation

To help rectify this omission, belatedly it is proposed to request a meeting with representatives of Council before the City Centre MPP is presented to a Council meeting.

7.3 Integrated Transport Interchange

At NF5 meeting 5 Feb 2025 it was agreed that Council and TfNSW again be requested to expedite planning, funding and actions to provide major interchange facilities in the Wollongong Station area (including for rail, bus, taxis, pedestrians, cyclists and dropoff) as per TfNSW Integrated Public Transport Guidelines for regional cities such as Wollongong.

Council's recent response is as follows:

"Council shares your support for an integrated transport interchange and supporting facilities at Wollongong Station. Council has and will continue to share this as a key project for the Wollongong City Centre through ongoing conversation on the funding and implementation of the Wollongong Station Masterplan and the Wollongong Hospital Precinct works.

The recently endorsed Wollongong Transport Strategy specifically calls out the following opportunity and action:

- *Opportunity 12.2: Advocate for integrated public transport interchanges. There are opportunities to develop high-quality transport interchanges which integrate bus services, train services and active transport. Potential locations include Dapto Station, with considerable development occurring in West Dapto, Warrawong (King Street and Cowper Street), and Wollongong, Unanderra, Thirroul and Helensburgh Stations. The interchange of air travel and bus travel between Shellharbour airport and Wollongong should also be improved.*
- *Action 11: Advocate for Station upgrades that support the function of these precincts as multi-modal interchanges*

Council will continue to advocate for the delivery of the Wollongong Station Masterplan."

Transport and Infrastructure Planning Manager

7.4 Council position on e-scooters

At NF5 meeting 5 Feb 2025 it was agreed that Council be requested to advise on its position regarding electric scooters and bicycles on public fairways.

Council's recent response is as follows:

"The forum requested a position from Council regarding electric scooters and bicycles on public fairways. Council's does not have an endorsed position; however, we are working within the NSW legislation regarding both the above-mentioned e-micromobility devices.

- That private e-scooters are not permitted on public roads or land, and enforcement sits with the NSW Police.
- The shared e-scooter trial underway in Wollongong continues to see strong utilisation. Council is undertaking a review of the trial in light of investigations to make e-scooters permissible. E-scooters are only currently permissible within the designated and geofenced locations.
- That all road users should abide by the Road Rules, and that further education is required whilst we navigate the still relatively new modes of e-micromobility devices, particularly on high demand shared paths.
- That TfNSW and NSW Police should continue to engage with Councils whilst considering changes to NSW legislation around e-micromobility and ensure appropriate road rules are in place, supported by education”.

Transport and Infrastructure Planning Manager

Comment

Council’s response does not mention illegal “fat” e-bikes. On 5 March 2025 NF5 Agenda included an item referring to a Parliamentary Inquiry into the use of e-scooters, e-bikes and related mobility options, which contained 34 recommendations that are awaiting Government decisions. In July NSW Police advised they are cracking down on illegal and non-compliant e-bikes amid a rise in unsafe use, injuries, and fatalities. People are urged to ensure e-bikes are legal and not unlawfully modified, turning them into dangerous, unregistered motorbikes.

7.5 DA-2025/132 – Play Hard Jet Ski,

“Development Application DA-2025/132 at 1 Northcliffe Drive, Warrawong, for a jet ski tour business was lodged on 28 February 2025. The application was placed on public exhibition between 6 March and 3 April 2025 in accordance with statutory requirements and Council’s Community Participation Plan. This included notification on Council’s website and to residents and businesses in the area surrounding the Illawarra Yacht Club site.

As part of the assessment process, Council staff considered the establishment and operational aspects of the proposal, including the land and water-based activities. Input was sought from external agencies, Department of Primary Industries and Regional development (Fisheries) and Transport for NSW (Maritime). Fisheries recommended the implementation of mitigation measures in the operational plan and Maritime require an application to conduct supervised personal watercraft hire and drive tour operations prior to the use commencing. The consent cannot operate unless an approval is issued by Maritime.

The number of submissions received through the public exhibition period triggered the development application to be referred to the Wollongong Local Planning Panel (WLPP) for consideration and determination. All submissions were considered by the Panel as part of the assessment process. This included concerns in relation to birdlife. The assessment also included consideration of the Lake Illawarra Coastal Management Program (CMP). The plan recognises that preserving water quality and ecological habitats is vital to the culture and economy of the local community.

The Lake Illawarra Implementation Group plays an advisory role in supporting the delivery of the CMP however, it does not have a statutory role in the assessment of Development Applications which are managed through a separate process governed by planning legislation. In line with statutory requirements the CMP was considered as part of the Development Application assessment, as outlined on page 12 of the report to the Wollongong Planning Panel.

At its meeting on 1 July 2025, the WLPP heard from submitters in relation to the proposal. The Panel deferred determination of the application to allow the applicant to address issues raised through the initial assessment as well as issues raised by the submitters. The proposal was considered in the context of the variety of recreational watercraft that currently use the lake.

The application was approved by the WLPP at its 13 August 2025 electronic meeting. The approval was subject to a number of conditions, including a reduction in the number of jet skis from 8 to 4 and a trial period of two years. Prior to the end of the trial period, the applicant will need to apply for a modification of the consent should they wish to vary any aspects of the approval. The consent cannot operate beyond the trial period if this is not done.

Full documentation from the WLPP meeting of 1 July 2025, including the Determination and Statement of Reasons dated 13 August, is available on Council's website Wollongong Local Planning Panel | City of Wollongong. The livestream of the 1 July meeting is also available."

Manager Development Assessment and Certification

Comment

Council says the Lake implementation group has an "advisory" not a "statutory" role in delivering the CMP and they use this as a reason NOT to seek the Lake Implementation Group's thoughts/views/advice on the Jet Ski DA.

It seems like a very serious mis-step by Council as it undermines the very purpose of having this expert Lake Implementation Group if its views are not valued or sought on something so significant and impactful on the lake as a jet ski hire business. It is also noted that there was also a failure to consult the Group on the Warrawong Lake Parklands master plan now on exhibition.

Recommendation:

that Council be requested to review the role of the Lake Implementation Group in light of this and they should be seen as an advisory body whose expert opinions should be sought on all development proposals which have the potential to impact the health of the Lake, its ecosystems and Lake users regardless of whether or not there is a statutory requirement to consult.

7.6 Wollongong Foreshore Plan of Management.

“Council is pleased to advise that the Wollongong City Foreshore Plan of Management was adopted on 3 September 2025 under the Crown Land Management Act 2016 and the Local Government Act 1993.

Further details regarding its adoption and accompanying documents can be accessed via our [website](#).

7.7 WIN Grand Development

Council have responded to our queries:

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

7.8 Housing Mix

NF5 resolution of 7/10/25 suggested that clause 6.17.2 the Wollongong DCP 2009 Chapter B1 Residential Development be reviewed in light of the recently published Design Guide for Healthy Higher Density Living for Families.

“An action in the Wollongong Housing Strategy (2023) is to review the mix of apartment sizes, with the aim to increase the percentage of smaller more affordable 1 bedroom / studio units from 10% to 20% to improve housing choice. The Design Guide rightly notes that families also live in apartments and have different needs to single person or couple households.

Council officers are in the early stages of scoping a review of DCP chapter B1 Residential Development, which will occur in 2026. As part of the review, we will consider the Design Guide and its relationship to the Apartment Design Guide.

Land Use Planning Manager

7.9 Building Commissioner on Nursing Home at Figtree

“Building Commission NSW does not have authority in certifier matters to direct what occurs on site. BCNSW suggests you send an email to the Principal Certifier (with a cc to the council) indicating you are formally making a complaint to them about your concerns, and request that it be investigated and responded to per the duties of certifiers under Chapter 7 of the Certifier Practice Standard.

This information can be found via the following link
<https://www.nsw.gov.au/housing-and-construction/compliance-and-regulation/building-certifiers/practice-advice>
A principal certifier who fails to take timely and appropriate action to address non-compliance issues may fall short of the standards expected and the matter can then be brought to the attention of the Building Commission NSW who may investigate the Certifier for potential conduct concerns.

Please refer to the attached information about Building Certifiers and our role in relation to Certifiers.

<https://www.nsw.gov.au/departments-and-agencies/building-commission/our-audit-strategy/building-certifiers>. Urgent non-compliance matters, such as dangerous excavation or building works, should be directed to the Council for immediate attention.

Under the Environmental Planning and Assessment Act 1979: Local Councils have power to issue an order, stop work notice or a fine if building work breaches legislative requirements or conditions of consent. A Council may choose to exercise its powers even if a private certifier is the principal certifier.

The Council still retains power to act if the certifier cannot resolve the matter. Building Commission NSW does not have these powers.

If you have attempted to resolve your matter with Council and are unhappy with their response, you can write to the Council's General Manager and ask them to review the matter. The Office of Local Government provides information about how to raise a complaint with Council on its website at <https://www.olg.nsw.gov.au/public/complaints-against-councils/>. If you remain dissatisfied with the Council's response after raising the matter with the General Manager, you may wish to contact the NSW Ombudsman.

The Ombudsman handles complaints about local Councils and ensures Councils act fairly and reasonably in response to complaints. Should you decide to contact the Ombudsman to discuss your experience, you can contact the Ombudsman on 1800 451 524 or by visiting the website at <https://www.ombo.nsw.gov.au/>

The Building Commission regulates the conduct of certifiers in New South Wales. The information you have provided will remain on file and form part of a database which will help build knowledge of the marketplace in general, and the activities of the certifier. We have a range of regulatory options where conduct issues and breaches of legislation are identified. This includes education, investigation, audit and/or disciplinary action taken against the certifier.

Further information can be found on our website <https://www.nsw.gov.au/housing-and-construction/building-or-renovating-a-home/what-to-do-if-youre-concerned-about-neighbouring-development>

I trust this information is of assistance to you however, should you have any further enquiries or wish to discuss this further, please do not hesitate to contact us on 13 77 88.”

Complaints Team

7.10 Issues awaiting responses

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

1	Corrimal Street Footpath	24/10/2024
2	Community use of Local Parks –	24/10/2024
3	Allotments and Community Gardens -	25/10/2024
4	Road Safety in Stuart Park	06/11/2024
5	Construction activities on Footpaths	24 /11/2024

6	Pedestrian Safety in Keiraville	7/2/2025
7	Acceptable Major Event locations	7/2/2025
8	Continental Pool opening hours	15/3/2025
9	Wiseman Park Playground	2/4/2025
10	Recycling of packaging	2/4/2025
11	*Wollongong Harbour Breakwater	7/5/2025
12	Delivery and Operational Plan meeting	7/5/2025
13	Breakwater Public Access	7/5/2025
14	Parking Restrictions adjacent to Stuart Park	9/6/2025
15	Wollongong Harbour Breakwater	10/8/2025
16	Disability Inclusion Action Plan	10/8/2025
17	*North Wollongong Kiosk Proposed Lease:	05/10/2025
18	Surveillance cameras Stuart Park:	05/10/2025
19	Managing Wollongong City's flood risk	05/10/2025
20	Lagoon Restaurant Proposed Lease	07/10/2025

8 Reports 8.1 Notifications

The Forum has consistently requested Council to require those lodging Development Applications to post a notice on site, within sight of the street, indicating the proposal.

There have been a number of cases recently when, with the Advertiser no longer advertenting Development Applications and the limited, and often tardy, notification by Council, residents have not been aware that a DA has been lodged until after the closing date for submissions.

Members need to be aware of the Planning Alerts free service which searches Australian planning authority websites and emails you details of applications near you.

<https://www.planningalerts.org.au>

Recommendations:

- 1 that Council be requested to amend Schedule 2 of the Community Consultation Plan to require those lodging Development Applications to post a notice on site;
- 2 pending this change, members wishing to be advised of DAs near them to sign up on the Planning Alerts web site as above.

8.2 Smart Green Apartments

Sydney City Council offers regular reports, suggestions, guidance and support for reports, suggestions, guidance and support for apartment buildings.

For example, a smart green apartments program is offered to an apartment building with shared facilities like lifts, pools or HVAC systems. This free program helps buildings cut energy and water use by up to 30%. What it offers is:

- Comprehensive energy and water audit
- Action plan to improve performance and reduce bills
- Support to future-proof buildings and increase its value

This is a rare opportunity as only a limited number of buildings are selected each year.

Recommendation

That Council be requested to investigate how it might support residents living in apartments in a similar way as does the City of Sydney.

8.3 University of Wollongong Liaison

The quarterly liaison meeting on 14 October with UoW representatives included:

- Health & Wellbeing Precinct Project Update: Presentation by representatives of developers Keyton. Detailed designs for State Significant DA are expected to be submitted by early 2026 to DPPI, followed by public exhibition. Discussions continue with Council including re amendments to the 2024 Concept Plan by rearranging some buildings and parking. Facilities to support their vision of “Live well longer” remain as a 180 bed Residential Aged Care, 60 place Early Learning Centre, approx 231 Independent Living Units, Green Heart, Views, Parking and Squires Way widening.
- Local expert consultants JSA are managing Engagement (including a drop-in session on 22 Oct and phone surveys), and are preparing a Social Impact Assessment. The issue of flooding was raised and it is understood this will be addressed in the SSDA submission.
- UoW site parking: Mt Ousley Interchange Construction Works from 2026 will cause a loss of about 250 parking spaces on UoW site. Their transport team are exploring options for reducing the impact in the area. Reinstatement of the Keiraville Gwynneville bus was raised, and options are being investigated.
- Dragons Centre at Innovation Campus (Bruce Gordon Centre): Construction work is proceeding well with completion due mid 2026. Good working relationships have been maintained on the site between reps of UoW, Dragons and Ambulance station.
- Student Accommodation: Continues to be at capacity.
- Strategic Projects: Review of the Master Plan for Innovation Campus site, and UoW revised Strategic Plan are proposed.
- NF5 matters: Homes NSW propose redevelopment for about a tenfold increase in housing opposite (south of) UoW in the Irvine Street precinct and reps of UoW and Homes NSW met recently. NF5 recognises an overall Master Plan is essential to guide development stages and suggested UoW consider this in conjunction with Homes NSW.

8.4 Rail Issues in the Economic Strategy

The Strategy notes that in the 2019 Strategy, At the time, there were around 23,000 residents across the wider region travelling to Greater Sydney for work each day.

How many are travelling now, and how many go by rail?

These numbers may be relevant in advocating for each of

- Critical transport projects to reduce the travel time between Wollongong and Sydney
- Capitalising on the growth of Western Sydney and the development of the Aerotropolis

The Strategy also notes advocacy for cruise ships. However, we may as a city have to make a choice between some cruise ships or ever more big trucks accessing Port Kembla. Here, plans to close the working port at Glebe Island may impact on roads via Wollongong to Port Kembla.

In 2018, the Illawarra Rail Fail group endorsed by former Lord Mayor Gordon Bradbery AM recorded a video “*We need more trains, and Faster trains, to get us on our way*”.

<https://www.facebook.com/WINNewsIllawarra/videos/illawarra-rail-fail-song/266906713961408/> Indeed, that year, then

NSW transport Minister Andrew Constance promised us more trains. Seven years later, we are still waiting. Faster trains is another matter.

Within our LGA, the option of light rail between the Wollongong Station and the Stadium has been raised before with Council. This includes by no less a person than the late Tim Fischer.

The report notes that Newcastle has a short section of Light Rail. Why not Wollongong. We could have one from the station going via the new WIN development area and down the mall to the beach. There are also trackless tram options that are now proven technology and affordable.

There is surely scope, as long advocated by others, for a local train that shuttles between Thirroul and Dapto (or even further south to Shellharbour). We also need completion of the Maldon Dombarton rail link. This is help free up our South Coast line to Wollongong for more passenger trains.

Assisted by the commissioning by their Councils of reports to support rail improvements, other communities have secured more funding from both their state governments and the federal government to upgrade their rail lines for faster trains or invest in light rail (eg City of Sydney).

Why not Wollongong?

In 2012, when Port Kembla was in part privatised the NSW Government offered the region \$100m to assist. It appears that to date, in five rounds of funding, less than \$10m has been allocated, all restricted to Post Code area 2505. If this restriction was to be lifted, and more funds released, this could be used to assist economic development of Wollongong.

We, in Wollongong, in access to the State Capital City are being left behind compared with comparable cities such as Geelong, the Gold Coast and Mandurah. Or even Newcastle, that may be getting high speed rail by 2037 through the federal High Speed Rail Authority.

8.5 New Planning Legislation

Significant reforms to the New South Wales Environmental Planning and Assessment Act 1979 (EP&A Act) have been proposed in the Environmental Planning and Assessment Amendment (Planning System Reforms) Bill 2025.

These changes are intended to streamline the system and accelerate housing delivery by focusing on productivity and efficiency, while also incorporating new considerations for climate change and risk.

Key changes proposed in the bill include new planning pathways and authorities:

- **Housing Delivery Authority (HDA):** This authority, already established by Ministerial order, will be permanently embedded in the EP&A Act. It is responsible for assessing and fast-tracking large-scale residential projects, which can be recommended for "State significant development" status.
- **Development Coordination Authority (DCA):** A new body, the DCA, will centralise the referral and concurrence process for development applications that require input from multiple government agencies. This "single front door" approach is intended to eliminate bottlenecks and reduce delays.
- **Targeted Assessment Pathway:** This new pathway is for developments where key strategic planning and community consultation have already taken place. It is designed to bridge the gap between complying development and a full development application, with the government suggesting it could halve assessment time frames for eligible projects.

Changes to assessment and approval processes

- **Proportionate Environmental Assessment:** The bill reduces the requirement to assess "all" environmental impacts, instead focusing on "significant" likely impacts. For public authorities, the requirement to assess impacts "to the fullest extent possible" will be replaced with a more proportionate and risk-based approach.
- **Faster Modifications:** A new pathway will fast-track modifications that have no environmental impact. Such applications, along with those to fix minor errors, can be "deemed approved" if not determined within 14 days.
- **Updated objects:** The rewrite of the EP&A Act's objectives reflects modern priorities, explicitly adding goals for housing delivery, climate change resilience, and a proportionate, risk-based approach to assessment.
- **Expanded Complying Development:** Councils will have 10 days to approve minor variations to complying development applications, after which they will be deemed approved.

Changes to planning bodies and appeals

- **Phasing out Regional Panels:** Regional planning panels and the "regionally significant development" pathway will be phased out, redirecting decision-making to local councils and panels.
- **Encouraging out-of-court resolution:** Changes to the appeals process aim to reduce litigation in the Land and Environment Court by expanding the internal review process and altering time limits for deemed refusal appeals.

These changes are proposed for all development assessment in NSW risk increasing environmental, community impacts and corruption risks. The intention of the Bill is to deliver more homes through a modern, faster, and fairer planning system for NSW. However, amendments made by the Bill apply to all development across NSW, not just housing.

Concerningly, the Bill:

- Reorients the planning system to simply promoting development, shifting focus away from the wellbeing of the community and the environment in decision making
- Purports to relate to housing, but will affect ALL types of development
- Diminishes environmental and bushfire risk considerations in decision making under the EP&A Act

- Introduces a new streamlined assessment pathway (“targeted development assessment”) that is unconstrained and expressly prohibits consideration of environmental impacts and the public interest (including the principles of ecologically sustainable development)
- Undermines anti-corruption safeguards recommended by the Independent Commission Against Corruption

Recommendations

That Minister Scully be requested to:

- Ensure this Bill is sent to a multi-party Committee to allow proper scrutiny of its far-reaching impacts, particularly in relation to environmental protection, community consultation and expert scientific input.
- Delay voting on the Bill until next year so that the community has more time to understand it.
- Withdraw or drastically amend the Bill to curtail its wide-ranging negative impacts.

8.6 MacCabe Park Skateboard

On 27 October Council considered a report on findings by consultants re site selections for skate parks in Wollongong City Centre and the Northern Suburbs. The preferred location for the former is in MacCabe Park, site 2, an area east of the large landscape mound fronting Church Street.

The report includes “Noting Council does not have a Master Plan for MacCabe Park and is identified for funding in 2026-2027, it is critical to ensure that placement of new infrastructure in the park does not limit or obstruct future improvements that cater for population growth and activation” This raises questions including: Is this a Cart before the Horse situation? How will the community know whether the proposed skate park will “not limit or obstruct future improvements that cater for population growth and activation” if Council hasn’t first developed at least a draft MP with community input? Will a draft MP identify what uses, structures and infrastructure is required, where and when, to enable a location for a skate park to be decided?

Whilst creating a skate park in the Wollongong central area is important, the highest priority is to advance development of a long-overdue Master Plan for MacCabe park in this financial year 2025/26. Then it can be determined whether a skate park is an appropriate use of the scarce precious land in the city’s premier park. Fifty years ago Council decided to purchase properties fronting Keira St as they became available and this has been progressing.

Since 2011 NF5 has requested Council many times to urgently develop a Master Plan for McCabe Park. (ie after the Government Architects Report March 2011 on a long term vision for McCabe Park, and after NF5 submission to Council Nov 2011 re the City Centre including concept sketches for McCabe Park).

In May 2016 Council resolved that a report (by internationally renowned Gehl Architects) “A City for People, Wollongong Public Spaces Public Life 2016 be adopted as the updated policy for the Wollongong City Centre”. It included that “McCabe park will be celebrated as a lively, high quality urban park supporting a balanced lifestyle for city residents and workers. A place of pride for the city supported by activities (large scale events and festivals) cafés and public facilities, it will be an active space connected to the City Centre.”

Also re the “McCabe Park Master Plan + Feasibility Investigations: Revisit and finalise a McCabe Park Master Plan, including: Park activation and feasibility of the regeneration of McCabe Park and surrounding opportunity sites; Built form review to Investigate optimal development to support and complement the park and guide appropriate residential intensity around the edge of the park. Target Project Year: 2017/18, 2018/19”. That’s 7 years overdue.

In July 2023 NF5 minuted “it was agreed that Council be thanked for their response (re the WIN development) but express concern at the ongoing delay for the adoption of a Master Plan for McCabe Park – the prime urban open space in the city – and requested that funding for the development of a long overdue McCabe Park Master Plan be included in Council’s 2024-25 budget, with the assistance of a working group of key stakeholders.” Action is needed now.

NF5 has received many representations from residents, including comments that at every great City has a close great Park, and McCabe Park should be Wollongong’s Central Park. At present it has no soul and there is no master plan to guide its future development. The master plan should consider all opportunities including formal plantings, a water feature, sculpture garden, active recreation areas, picnic areas and shelters, possibly barbecues and pavement and desire lines throughout the park. Lighting and safety conditions should also be considered as well as ecological enhancements and the role of the park in cooling the city. The master plan should also consider food and beverage offerings and an event space for small to medium scale community events such as Christmas Carols which are currently held there.

Recommendation

Council be requested to advance development of a long-overdue Master Plan for MacCabe Park in this financial year 2025/26.

9 Planning

- 9.1 Please note that whilst this review, and the recommendation 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 these reviews have 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.

9.2. DA-2025/472 dual occs 79 Bellevue Road Figtree

24th October

At the August meeting the Forum supported this proposal. However, revised plans have been lodged and it seems the existing house to be demolished is of considerable heritage value. It was designed by Scott Roberson of Robertson and Hindmarsh who was also a very skilled craftsman – the inside is amazing. The home is also recognisable due to its horseshoe-type shape. In addition local residents have raised traffic safety issues at the intersection with Stillness Road.



Recommendation

That the Forum endorse the submission which:

- 1 advises Council it withdraws its support for the proposal and now objects:
- 2 requests Council, as a matter of urgency, to include the building in its Heritage List because of its historical association and aesthetic/creative/technical achievement;
- 3 requests Council to review traffic safety issues with this development at the corner of Bellevue and Stillness Roads.

9.3. DA-2025/724 dual occ 47 Acacia Ave Gwynneville

29th October

This is a proposal to replace an existing house with an attached dual occupancy. It seems to comply with all Council requirements save the maximum width of garages which are 55% of block width rather than 50%. It very nearly complies with our Locality Plan for Keiraville,



Recommendation

That the submission of support be endorsed.

9.4 DA-2025/729 dual occ 90 Robson Road Keiraville

30th October

This is a proposal to replace an existing house with a detached dual occupancy. It seems to comply with all Council requirements save a minor front set back. Apart from this, it complies with our Locality Plan for Keiraville,



Recommendation

That the submission of support be endorsed.

9.4 DA Determinations

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
24/436 complies	W'gong	55 Corrimal St 5 Georges Place	6 stories 11 units	Support	Approved Panel
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
24/538 complies	W'gong	65 Gladstone Ave	Dual Occ	Support	Approved
24/599 faulty	W'gong	109-115 Church St	9 stories, 45 units	Object	Approved
24/574 complies	Coniston	47 Robertson St	Dual Occ	Support	Approved
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
24/788 faulty	Keiraville	19 Rose St	Dual Occ	Object	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
24/796 faulty	Figtree	14 Mallangong Close	Dual Occ	Support	Approved
24/803 faulty	W'gong	34 Evans St	Dual Occ	Support	Approved
24/812 faulty	Gwynneville	26 Crawford Ave	Dual Occ	Support	Approved
25/131 faulty	W'gong	89 Evans St	Dual Occ	Noted	Refused

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
24/510 faulty	W'gong	17-19 Gladstone Ave	47 units, 12 stories	Object
24/708 faulty	W.W'gong	93 Robsons Rd	10 Co-living rooms	Support
24/875 faulty	W'gong	94-102 Kembla St	58 units, 7 stories	Support
25/79 complies	Keiraville	35 Bulwarra St	Dual Occ	Support
25/139 faulty	W'gong	15 Marr St	Extra 6 units, 2 stories	Object
25/162 complies	Gwynneville	222 Gipps Road	Dual Occ	Support
25/454 complies	Coniston	57 Robertson St.	Dual Occ	Support
25/466 complies	W'gong	23 Finlayson St.	Warehouse	Object
25/472 complies	Figtree	79 Belleview Rd,	Dual Occ	Support
25/477 complies	Gwynneville	5 Acacia Ave	Dual Occ	Support
25/510 faulty	W'gong	17-19 Gladstone Ave	Extra 3 stories, 12 units, 8 affordable	Object
25/594 complies	W'gong	60 McKenzie Ave	Dual Occ	Support
25/1226	W'gong	37-39 Burelli St,	Extra 19 units, 4 stories	None

10 General Business

10.1

Next Meeting
6.00pm Wednesday 3rd December 2025
 Library Theatre

Current active membership of Neighbourhood Forum 5 : 464 households

11 Snippets

Community Led Planning

It is key to see local people as experts and accept that planning knowledge does not always rest with professional planners. The idea of communities being in control and of the value of planning outside the 'system' is also key, as is an approach to planning which prioritises the meeting of social need and the redistribution of the value created by developments. But these principles can be co-opted, compromised and confused in practice. And most examples involve the community working with others.

CLP often has an emotional dimension – anger, hope, attachment to place, and a belief in something better can all bring people together. Perhaps the fact that it is hard to define has led to its resilience. Certainly, a key feature of community-led planning is how it has evolved over time, adapting to changing contexts and finding new spaces of 'practical hope' to work within.

It is therefore important to see it as a radical alternative to the type of planning increasingly pursued through the planning system today. The principles embodied within it – the agency of actors and practices outside the state, the role of citizen power and involvement, and the creation of alternatives – believing strongly in 'bottom-up' planning is vital to making better places.

Sue Brownill, Andy Inch and Hugh Ellis

