

Neighbourhood Forum 5

Wollongong's Heartland

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



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

AGENDA meeting WEDNESDAY 5th March 2025 at 6.30 In the Library Theatre

- 1 Presentation Dr Emma Rooksby, Chair of Landcare Illawarra, on Urban Greening and Local Native Trees.
- 2 Apologies Harold Hanson,
- 3 Minutes of meeting of 5th February and matters arising: see pp. 13-17
- 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 Caveats **See p. 2.**
- 6 Responses
 - 6.1 Strategic Integrated Transport Interchange: **see rec p.2**
 - 6.2 Wollongong station integrated public transport: **see rec p.2**
 - 6.3 Moving Bus Layover: **see rec p.2**
 - 6.4 Girl Guides Hall, Gwynneville: see p.3
 - 6.5 Ken Ausburn Track Plan; **see rec p.3**
 - 6.6 Issues awaiting responses: see p.3
- 7 Reports
 - 7.1 DCP Ecological Sustainability: **see rec p.4**
 - 7.2 Regional Priorities: **see rec p.5**
 - 7.3 DCP Car Parking and Access: **see rec p.5**
 - 7.4 Tourism Accommodation Review Strategy: see p.6
 - 7.5 Robinson Park, Gwynneville: **see rec p.6**
 - 7.6 Trial and Use of e-scooters; see p.7, **rec p.8**
 - 7.7 Certifiers: **see rec p.9**
- 8 Planning
 - 8.1 Planning see p.9
 - 8.2 Development Application: **see rec p.9**
 - 8.3 DA determinations: see p.10
- 9 General Business 9.1 see p.11
- 10 Snippets see p.12

Current active membership of Neighbourhood Forum 5 : 452 households

5 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.

6 Responses 6.1 Strategic Regional Integrated Transport

“Transport is also working on the Strategic Regional Integrated Transport Plan (SRITP) for the Illawarra and Shoalhaven. The SRITP will be a comprehensive plan addressing the evolving transportation needs and aspirations of the Illawarra and Shoalhaven. The SRITP has a 20-year horizon focused on safe, reliable, and efficient transport options and is set to be delivered in 2025. If you would like to learn a bit more about the SRITP and provide feedback via our 'Have your say' portal, please use this link: <https://www.haveyoursay.nsw.gov.au/sritp>”

Director Regional Community Partner

Recommendations

- 1 that feedback be provided;
- 2 that members also provide feedback

6.2 Wollongong station integrated public transport

“Transport for NSW (Transport) is currently working on a long-term vision for transforming the Wollongong station precinct into a vibrant, connected and inviting transport hub that reflects the unique identity of Wollongong. We are currently going through approval processes to release a draft plan for consultation in the near future.”

Director Regional Community Partner

Recommendation

The TfNSW be requested to expedite their planning and incorporate the Forum in the process.

6.3 Moving Bus Layover

“Regarding the move of the bus layover from Lang Park to Atchison Street, the project team is working closely with Wollongong City Council, local bus operators and the TWU to progress this project. As part of this project, service planning is underway which includes a review of the bus timetables. Transport is preparing for community engagement on the project along with information on any changes to bus services, and will reach out to the community when we have the details to share.”

Director Regional Community Partner

Recommendation

The TfNSW be requested to expedite their planning and incorporate the Forum in the process.

6.4 Girl Guides Hall, Gwynneville

“Council have undertaken a review of the subject site and have identified that the land is not identified on any strategic plans for Council to acquire. Council have determined that the subject site does not align with the Beaton Park Master Plan, and upon further investigation determined several restrictions in relation to potential uses and flooding controls that may impact any future development located on that site. Council receives numerous requests to acquire public lands and has limited resources to acquire and maintain land that is not identified on any strategic acquisition plans. As such, Council will not be pursuing the purchase of this site.

Regarding your concerns in relation to the transfer of the land from the Federal Coke works and Kemira Colliery tramway to the Girl Guides, Council would not have access to the commercial information which formed part of that transaction. As the site is privately owned, any requests for further information should be directed to the Girl Guides Association of NSW. In relation to the adjacent site located at 43 Foley Street, Gwynneville known as Lot A - DP160926, that site currently remains in the ownership of Scouts Australia NSW Branch.”

Manager Commercial Operations and Property

6.5 Ken Ausburn Track Plan

“The Illawarra Escarpment Walking Track Master Plan developed by the NSW National Parks and Wildlife Service was published in July 2023. Information relating to the Master Plan can be found in the link below:

<https://www.environment.nsw.gov.au/research-and-publications/publications-search/illawarra-escarpment-walking-tracks-master-plan>

It is noted that Ken Ausburn Track is referred to as a medium walk that forms part of the circuit walk for Mount Keira Summit. In terms of revitalisation the Master Plan has been prioritised for delivery over 3 stages. The Ken Ausburn Track has been prioritised as Stage 2. I suggest you contact NSW National Parks and Wildlife Service regarding future revitalisation plans for Stage 2 works.”

Manager City Strategy

Recommendations

- 1 that National parks and Wildlife be contacted;
- 2 That Council be requested to respond to the suggestion of access through 14 Cosgrove Avenue.

6.6 Issues awaiting responses

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

1	City Centre Movement and Place Plan	7/08/2024
2	Housing Mix –	9/10/2024
3	Parking for Carers & Service People –	9/10/2024
4	Corrimal Street Footpath	24/10/2024
5	Community use of Local Parks –	24/10/2024
6	Allotments and Community Gardens -	25/10/2024
7	Pedestrian crossing Cliff Road and GHD –	06/11/2024
8	Construction activities on Footpaths –	24/11/2024
9	Loss of CBD parking	7/2/2025
10	Fairy/Cabbage Tree creek flooding	7/2/2025
11	Stormwater Asset management	7/2/2025
12	Pedestrian Safety in Keiraville	7/2/2025
13	Electric Scooters	7/2/2025
14	Acceptable Major Event locations	7/2/2025

7 Reports 7.1 DCP Ecological Sustainability

Amendments to this chapter of the DCP 2009 are currently on exhibition until 3rd March. The current Chapter is couched in terms of “Council encourages....”, which is not very helpful as a control statement.

The fundamental amendment is better :

“In deciding whether to grant consent to residential development, Council requires an application to demonstrate how ESD principles have been considered as part of the building design and fit out to enhance the health and safety of its future occupants.

Applicants must demonstrate that consideration has been given to incorporation of the following options (of which examples are given) into any new development:

- 1 Indoor amenity;
- 2 Equitable access to low emission equipment and appliances;
- 3 Reduced building operational costs encourage a transition to a low waste and emissions lifestyle;
- 4 Measures to reduce the negative impacts of heat;

The provisions also rely on those in other chapters of the DCP.

Recommendation

The submission be endorsed that Council be advised of support for the amended chapter but suggest that

- 1 the enabling statement be strengthened to facilitate more effective development control
- 2 the application of ESD principles extend neighbour and the locality.

7.2 Regional Priorities

The Lord Mayor has minuted to Council on the way in which it should liaise and co-operate with Councils in the region and organisations related to economic development.

Over the years the Forum has identified and promoted regional priorities:

- 1 revitalisation of the city centre;
- 2 improved regional transport services by road and rail;
- 3 mitigation of climate change impacts;
- 4 urban greening and cooling;
- 5 bushfire and flood protection.

Recommendation

That the Lord Mayor be advised of the Forum's strong support for her call for regional co-operation and of the Forum's priorities.

7.3 DCP Car Parking and Access

The proposals are in part to align Council requirements with State legislation. However, they then propose to reduce the parking requirements for a wide range of other uses in the belief that people will use other than cars for trips. In practice it simply increases on-street parking congestion, to the distress of residents, and reduces the demand for units which do not have adequate parking – not just for cars but boats, trailers, campers etc. The proposal does not discuss the issues of shared parking or of stacked parking.

Whilst they have accepted our objection to reducing parking for tourism accommodation in Low Density Residential zones, they have snuck in a daft change to reduce the provision in dual occupancies to one space per unit in High Density zones. This might make the sale of a unit which has no parking difficult, but inevitably will lead to more on-street congestion which will make it harder to introduce bikeways. People who live in high density units near to the city centre now walk rather than face the difficulty of parking at their destinations. Indeed they may walk less if they have to park their own cars on the street all the time.

The fundamental issue is that it is the use of cars which needs to be curtailed, and the parking requirements for them (and miscellaneous trailers), will not impact on this.

Recommendation

That the executive lodge a submission reflecting this report, subject to consideration of comments by members to the secretary by 20th March.

7.4 Tourism Accommodation Review Strategy

Council have adopted this strategy to which we, many from the community and all the related tourism/economic organisations, made submissions.

Whilst the Strategy is good on statistics and general policy, all its outcomes are related to tinkering with current planning policies and controls, primarily because this was a review of accommodation, not a Tourism Strategy.

7.5 Robinson Park, Gwynneville:

This local park was used in the past by schools for netball and as a pétanque field. As a result Council constructed toilets and a changing room. Both these uses have now ceased but the park is well used for informal soccer games, dog walking, casual exercise, by children in the playground and many others. The changing rooms are locked and the toilets have not been satisfactorily maintained.

Some residents have suffered graffiti on their back fences and robberies which they blame on vandals harbouring near the toilets at the other end of the park. Council arranged a Community Safety Audit which unfortunately did not seem to contact those who actually use the park nor most nearby residents, let alone the Neighbourhood Forum. Nevertheless, it recommended increased lighting on the sharepath, removal of low branches and bushes, planting against back fences and demolishing the toilet block.

Meanwhile a local community and bushcare group has been looking at ways and means of generate better use of the park, and the removal of the toilet as well as the water tap and potential electricity use would make such endeavours even more difficult. Moreover the State Government has recently declared the area for Transit Oriented Development with high-rise units thereby potentially increasing densities tenfold. This will result in a huge intensification of the use of the park by residents without gardens.

It seems extraordinary that in a time of financial constraint Council should consider removing an important community facility rather than constructing one elsewhere.

Recommendation

That Council be requested to defer consideration of the demolition of the toilet block in Robinson Park for at least two years after the other safety measures proposed are in place and their effectiveness assessed, and to encourage more intensive use of the park.

7.6 Trial and Use of e-scooters

From September 2023 to June 2025 Council is participating in TfNSW scheme to trial Shared e-scooters, given the growing popularity of e-scooters and the need to safely manage their use; This and trials by other Councils since 2022, will help inform future Government policies. Personal e-scooters can only be used on private property and remain illegal on NSW roads and road-related areas, including footpaths, shared paths and bicycle lanes.

Council's Working Group (WG) includes representatives of relevant government departments and guests (including NF5, Healthy Cities Illawarra and Illawarra Bicycle Users Group, who appreciate opportunities to contribute positively). The

WG's primary function is to monitor, manage the local trial, update TfNSW and help members fulfil their respective duties. Data includes mapping customer trips to determine use for: End to end journeys – to link trips to commercial and retail centres, education facilities, and medical centres; First and last mile options - for a combination of public transport and e-scooters, which may inform “park and ride”; and Recreational journeys - for tourism attraction and recreation, and link open space and foreshore areas.

As found with other trials, shared e-scooter usage peaked initially and has become more predictable over the last 9 months. Council's website shows in the first year there were over 317,000 km travelled during 165,000 trips. In general operational issues and incidents have been relatively minimal, the trial seems well organised by the provider, and supervised by Council.

Recently a NSW Parliamentary Committee released a comprehensive Report titled: Use of e-scooters, e-bikes and related mobility options. The Chair's foreword includes: “In just a few years, e-scooters, e-bikes and other e-mobility options have transformed the way we get around our towns and cities.”...”Yet, their rapid uptake has meant that our laws and infrastructure haven't kept pace”. ”The issues we are seeing with e-mobility devices are not so much about the devices themselves – they are signs that the rules and the way we enforce them are outdated or ineffective. Action is needed now.””The committee was unanimous in supporting the expansion and integration of both private and shared e-bikes and e-scooters in the state's transport system through a comprehensive regulatory framework that prioritises safety and accessibility.”...” Local councils have borne the brunt of the current fragmented approach and regulatory gaps.”

The Report has 34 recommendations for the Government to consider:

#1 “That the NSW Government develop a comprehensive framework to integrate private and shared e-mobility into the state’s transport system which: Supports the use of both private and shared e-scooters, e-bikes and other e-mobility devices as legitimate forms of transport; Clearly defines the responsibilities of state and local governments; Sets consistent safety, operational and accessibility standards; and Provides targeted support to help councils effectively manage services and usage within their local contexts.”

Some recommendations (supported by considerations) may be controversial, eg:

#8: “That the NSW Government amend its draft e-scooter rules to allow riding on footpaths and shared paths, unless otherwise stated, at a maximum speed of 15 km/h, with riders having to give way to pedestrians at all times”.

#23: “That the NSW Government amend the Road Rules 2014 to allow e-mobility devices and bike riding on footpaths, unless otherwise stated, at a maximum speed of 15 km/h, with riders having to give way to pedestrians at all times.”

#20: “That the NSW Government reduce on-road speed limits in the appropriate local government areas, providing for: 30 km/h speed limits in the city centres, high streets, around schools, around childcare centres and playgrounds, around universities and health care centres; and 40 km/h speed limits in all other areas.”

Other recommendations include re updating Road Rules, non-compliant e-mobility devices, unsafe behaviours, battery standards, knowledge tests for users, point-of-sale safety and legal advice, the need for Government support funding and to investigate insurance models.

Recommendation

Interested residents can visit the following link to the report:
[https://www.parliament.nsw.gov.au/lcdocs/inquiries/3052/Report No 25 - Portfolio Committee No. 6 - Transport and the Arts - Use of e-scooters, e-bikes and related mobility options.pdf](https://www.parliament.nsw.gov.au/lcdocs/inquiries/3052/Report%20No%2025%20-%20Portfolio%20Committee%20No.%206%20-%20Transport%20and%20the%20Arts%20-%20Use%20of%20e-scooters,%20e-bikes%20and%20related%20mobility%20options.pdf)

7.7 Certifiers

Having raised a number of concerns about Certifiers in the February agenda (see minutes on page 16), some further issues have emerged:

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

Recommendation

That a meeting be sought with a representative of the NSW Building Commissioner to discuss the issues further.

8 Planning

- 8.1** As this review has only been made with the information available, members are encouraged to make their own submissions with any additional comments to the Secretary before the closing date.

8.2 DA-2025/79 Dual Occ 35 Bulwarra Ave Keiraville

7th March

This is a proposal for a two-storey attached dual occupancy in an area with a significant number of detached two storey, or house over garages, development.

It seems to conform to all Council requirements and very nearly (fsr 1:3.3 not 1:3.0) of our Locality Plan for Keiraville.



Recommendation:

That a submission of support be lodged subject to the retention of the street trees as recommend by the arborist.

8.3 DA Determinations

23/511 faulty	W'gong	16-18 Market Pl.	5 stories, 7 units,	Object	Approved Panel
23/587 complies	W'gong	5 Greenacre Rd	Dual Occ	Object	Approved
23/759 complies	W'gong	45-49 Flinders St	MacDonalds	Support	Approved Panel
23/768 faulty	W'gong	205 Church St	Dual Occ	Object	Refused
23/962 complies	W. W'gong	Edmund Rice College	2 storey building	Support	Approved
23/975 complies	Gwynnvil	19 Paulsgrove	boarding house	Support	Approved
23/1008 faulty	Keiraville	8 Burradool St	Dual Occ	Object	Approved Panel
24/1 complies	W'gong	15-19 Marr St	7 storeys, 24 units	Support	Approved Panel
24/2 faulty	Gwynnvil le	13 Francis St	Dual Occ	Object	Approved
24/11 complies	W'gong	106,120,122 Smith St, 3A Charlotte St	8 lot subd.	Support	Approved
24/23 faulty	Mangertn	51 Byrarong St	Dual Occ	Object	Refused
24/24 faulty	Mangertn	7 & 9 Woodlawn Ave	2 x Dual Occs	Support	Refused
24/26 faulty	W'gong	23-27 Auburn St	16 stories, 61 units	Support	Deemed refusal
24/96 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
24/290 complies	W'gong	2 Auburn St	Dog day care	Support	Approved
24/476 faulty	W'gong	264-6 Kenny St	19 stories, 113 units	Object	Deemed refusal
24/477 faulty	W. W'gong	33 Parsons St.	3 houses	Object	Refused
24/860 faulty	Keiraville	13 Braeside Ave	Dual Occ	Support	Withdrawn
24/722 faulty	W'gong	49 Mangerton Rd	Dual Occ	Not to object	Approved

Not yet determined

23/156 faulty	W'gong	c/o Crown/Gladstone	22 stories 288 units	Object
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
24/87 complies	N.W'gong	39-41 Montague St	16 warehouse units	Support
24/210 faulty	W'gong	41-47 Denison St	17 stories, 75 units	Support
24/477 faulty	W. W'gong	33 Parsons St.	3 houses	Object
24/538 complies	W'gong	65 Gladstone Ave	Dual Occ	Support
24/574 complies	Coniston	47 Robertson St	Dual Occ	Support
24/599 faulty	W'gong	109-115 Church St	9 stories, 45 units	Object
24/608 faulty	W'gong	Keira and Kenny Sts	14 stories, 116 units	Object
24/708 faulty	W.W'gong	93 Robsons Rd	10 Co-living rooms	Object
24/776 faulty	W'gong	14 Finlayson St	Dual Occ	Support
24/788 faulty	Keiraville	19 Rose St	Dual Occ	Object
24/796 faulty	Figtree	14 Mallangong Close	Dual Occ	Support
24/803 faulty	W'gong	34 Evans St	Dual Occ	Support
24/812 faulty	Gwynneville	26 Crawford Ave	Dual Occ	Support
25/79 complies	Keiraville	35 Bulwarra St	Dual Occ	Support

General Business

Next Meeting

6.30pm Wednesday 2nd April 2025

Library Theatrette

Current active membership of Neighbourhood Forum 5 : 452 households

Snippets

Urban Playgrounds

The central message is the need to restore children’s freedoms: the freedom to play, to have everyday adventures, and to get around their neighbourhoods. The starting point is that – like many other countries, rich and poor – Australia is demonstrably failing to create places that support children’s healthy growth and development. Aussie children are amongst the most overweight and obese in the world. They are not active enough, and have low levels of independent mobility. In simple terms, too many kids are driven almost everywhere.

All this comes at a high environmental cost: on average, Australians create some of the highest levels of carbon emissions of any nation. Not surprisingly, Aussie children are anxious about what the future holds, and angry about what their governments are (not) doing. What is more, inequality and child poverty levels are worse than many high income countries.

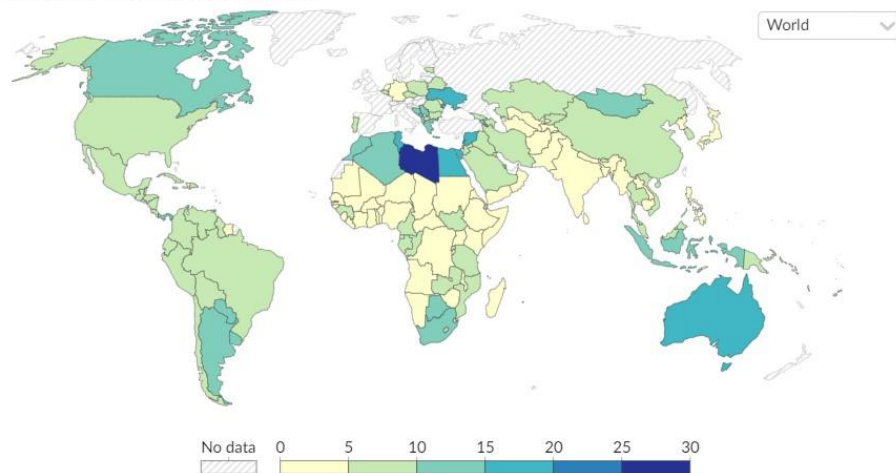
Gloomy though this picture is, there is a brighter future. A ‘children’s lens’ in planning and design can be a powerful catalyst for positive change at all levels, from a single street or playground to an entire city. Seeing places through the eyes of children can also help build a lasting consensus on what ‘better’ looks like. Something that is sorely needed in these rancorous, turbulent times.

One key development is a new global industry standard on risk management in sport, recreation and play. While this sounds technical, it could be a game changer for anyone wanting to see a more balanced, thoughtful approach to this most knotty of topics.

Tim Gill

Share of children that are overweight or obese, 2020

Share of children under five years old that are defined as overweight or obese. A child is classified as overweight if their weight-for-height is more than two standard deviations from the median of the World Health Organization (WHO) Child Growth Standards.



Source: WHO, Global Health Observatory (GHO)

OurWorldInData.org/obesity • CC BY