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| <p>Neighbourhood Forum 5</p> <p>Wollongong's Heartland</p> <p><i>Collaborating with Council on community aspirations, visions, needs & concerns</i></p> |  | <p>Coniston, Figtree, Gwynneville, Keiraville, Mangerton, Mount Keira, Mount St Thomas, North Wollongong, West Wollongong, Wollongong City.</p> |
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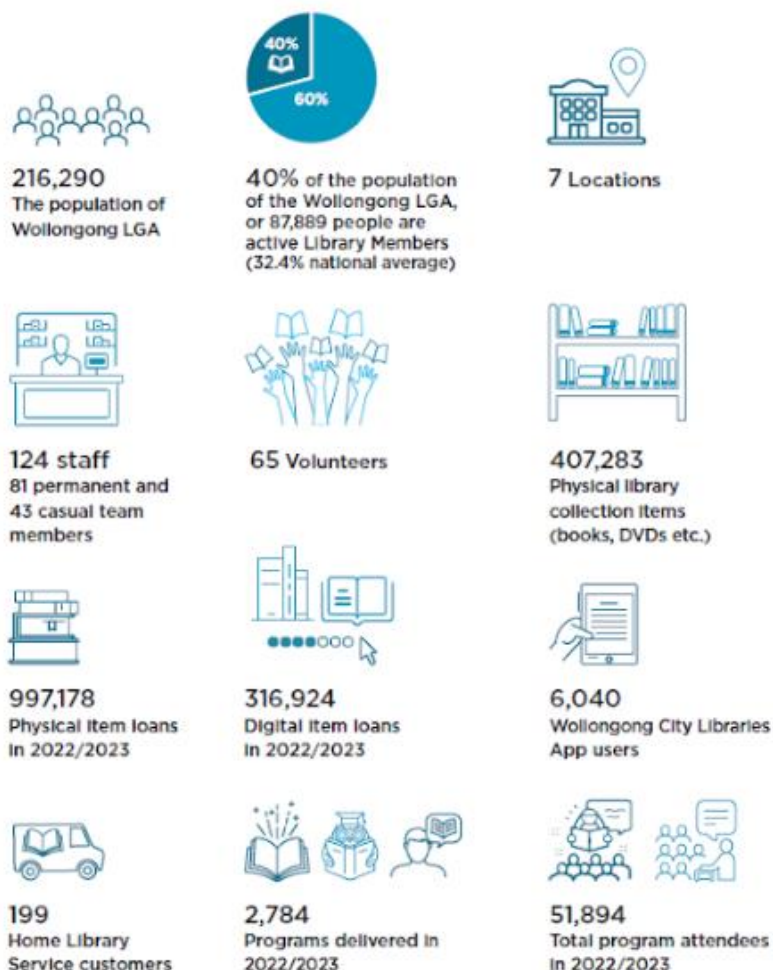
Agenda for meeting on 7th February 2024

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|----|------------------|--|
| 1 | Presentation | None possible |
| 2 | Apologies | |
| 3 | Minutes | of meeting of 6 th December and matters arising included in the agenda. see pp. 17-19 |
| 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 | Please note that whilst these reports and reviews, together with the recommendations and actions based on them, 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 them. |
| 6 | Responses | 6.1 Library Strategy: p. 2 6.2 Insurance Issues: see p. 2 |
| 7 | Reports | 7.1 Planning Controls: see p.2 rec p.3 7.2 Proposed State takeover of Planning Controls: see p.3 rec p.4 7.3 Wollongong Hospital Precinct; see p.5 7.4 Mount Ousley Interchange: see rec p.6 7.5 Community Satisfaction Survey: see p.6 7.6 Bus Layover Relocation: see p. 7 rec p. 9 |
| 8 | Planning | 8.1 Planning see p.9 8.2-11 DAs: see recs pp. 9 – 12 8.11 DA determinations: see p.13 |
| 9 | General Business | see p.15 |
| 10 | Snippets | see p.16 |

Current active membership of Neighbourhood Forum 5 : 408 households

6 Responses 6.1 Library Strategy

Our submission on this was concerned that there was a lack of information about the current service levels. A Snapshot has been provided.



6.2 Insurance Issue

A meeting has been held with Council and there has been a flurry of emails exchanged. The situation has not yet been resolved but will require a number of written assurances from Council and amendments to the Neighbourhood Forum Charter which may take some time to sort out. Meanwhile there can be no face-to-face meeting this month.

7 Reports 7.1 Planning Controls

The Forum has been concerned for a considerable period of time about the lack of rigour in the interpretation of the planning controls. This is partly because the controls themselves are somewhat loosely drafted thereby allowing great uncertainty as to outcomes. The interpretation by the community often being quite contrary to that of developers.

These have come to a head in a recent decision by the Local Planning Panel, in line with Council officer advice, to approve a multi-unit development in Georgina Avenue, Keiraville, an area of almost exclusively single family houses, with no regard to the impact on the street or neighbourhood.

Whilst one can well expect a proponent to argue that the design of the development is in line with the character of the neighbourhood and the streetscape, it is a little hard to accept that Council and the Panel agreed. Clearly more rigorous definitions are required.

Part of the problem is that the Local Environmental Plan actively encourages medium density development in inappropriate locations. There was hope that the Housing Strategy would redress the situation, and has for large lots on the escarpment, but it is two, or is it three, years down the track there is little sign of improvement.

Meanwhile changes to the Development Control Plan, which are relatively quick and easy to do, could make significant improvements. The Forum has made suggestions as to how the system could be modified but without any response from Council.

Finally, there is concern about the shifting of responsibility for bushfire protection, flood avoidance and geotech stability to private certifiers appointed by the proponent and who nearly always have disclaimers in their advice.

Recommendation

That Council be requested to convene a meeting with Forum executive, Ward Councillors and relevant Council staff to discuss the situation.

7.2 Proposed State takeover of Planning Controls

The danger of the disintegration of local neighbourhood character is threatened by three major proposals by State bureaucrats targeting housing availability, especially affordable housing. These include mandatorily to increase height and densities especially within “walking distance” of transport and retail hubs regardless of their impact on local communities. No research has been done the impact of such changes, still less on whether the walker is a mum going shopping with a bub in tow and another in the pram, or a uni student late for a lecture.

For example it is proposed to allow apartment buildings with a floor space ratio greater than that currently north of the city centre, to a height of 21metres in some low density areas near Corrimal, North Wollongong and Dapto rail stations – that is a sixfold increase in density and more than doubling the height.

This perversion of the planning process is apparently justified on the basis of providing more opportunities for housing, particularly social housing, without measuring need for the former, and with minimal impact likely on the latter as this is a fiscal issue which distorting planning regime cannot solve.

Moreover the whole purpose of planning is to promote the social and economic welfare of the community and a better environment and it is not clear why those in affordable housing, nor those living next door, should lose out. The whole proposition totally negates one of the fundamental principles of good planning – promoting incremental change within a local strategic context. They have lost the plot and we may have to suffer.

So the State government, apparently with the approval of our local Minister of Planning, seems determined to disenfranchise local government and ride roughshod over legitimate concerns of the community about the character of their neighbourhoods or the inevitable adverse impact of overlooking and overshadowing these arbitrary changes must create

Nobody doubts the principle of residential densities increasing as one approaches activity or transport nodes, and truth to tell major open space, but the details of where and how much must reflect local situations and local needs not a blanket, one size fits all, State dictate.

Finally, a massive increase in development potential as proposed will inevitably result in significant increase in the value of properties most of which will not be realised but which will be reflected in increased rates. Since total rates are capped it might mean that those remote places where intense development is inappropriate will have their rates and values lowered attracting even more development.

Members wanting more information check out [The Explanation of Intended Effect: Changes to create low and mid-rise housing](#) which is on exhibition for public comment until Friday 23 February 2024. For enquiries on the Diverse and Well-located Homes program, contact lowandmidrisehousing@planning.nsw.gov.au

Recommendation

That:

- i a submission be lodged with the Department of Planning and Environment opposing the proposed radical changes which indiscriminately raise heights and densities of residential development;
- ii Council be urged to do likewise with the undertaking of an urgent review and implementation of changes to their planning provisions.

7.3 Wollongong Hospital Precinct

The Department of planning has released a discussion paper for Shaping this Health precinct. Its aims, objectives and assessments are unexceptional and what one might expect.

It flags a number of areas to be investigated, including:

- i lack of public open space;
- ii new pedestrian and cycling connections;
- iii enhance public transport;
- iv provide additional car parking;
- v promote higher residential densities;

and, believe it or not, “create an urban environment that supports the social health of the community, and that can house, heal and engage the aging population”.

It all seems rather unnecessary because:

- i the three hospitals are in a large area zoned to promote health and much underdeveloped, and there are already a large number of health related enterprises nearby;
- ii whilst it is agreed there is a lack of local open space, so there is in North Wollongong, arguably more urgent;
- iii pedestrian and cycle routes should be part of a wider plan and the top of a hill is not conducive to cycling;
- iii public transport is great now;
- iv parking does need to be improved but how is it to be funded?
- v there are significant underdeveloped high density residential area north and south.

However, some sort of strategy for the precinct could be helpful.

7.4 Mount Ousley Interchange

The Forum notes with interest the announcement on 18 January that work will now proceed for the long proposed Mt Ousley Interchange, and the acknowledgement that some disruption will take place as construction proceeds (for three years from early 2025). For such a large project, with disruption, it is appropriate that there be adequate community consultation. This should include a Community Consultative Committee, with representation from groups such as our Forum.

Recommendation.

That the Forum write to Ryan Park MP for Keira noting that work is now to proceed on the Mt Ousley Interchange and for him to make representations to the Minister for Roads that TfNSW establish a Community Consultative Committee, with representation and this to include a representative from Nhd Forum 5.

7.5 2023 Council Community Satisfaction Survey Results

Council are complimented on conducting Community Satisfaction Surveys every 2 years for the past 30 years by phone and recently also by on-line. Council staff have provided the following link to the 2023 Survey:
[Wollongong-City-Council-Community-Satisfaction-Survey-2023-Report.pdf \(nsw.gov.au\)](#)

The surveys provide statistically reliable measures of community perceptions and trends of Council's performance including Overall Satisfaction, 50 Facilities & Services (direct and indirect), Organisation Skills, Customer Services and Communications. In Sep 2023 there were over 850 respondents, of which 473 were a representative sample of residents over 18 years old, and 383 replied to the online survey. A five-point scale is used, ie 1 not at all satisfied, 2 not satisfied, 3 neutral, 4 satisfied and 5 very satisfied.

There are many positives in the 2023 report by consultants including the overall performance mean score was similar to the average of ten metro NSW councils. Also the highest satisfaction ratings for Facilities are the Botanic Garden, Patrolled Beaches Libraries and for Direct Services the various Waste services. However, the 2013 results show some significant declines since the 2021 survey which was conducted during Covid restrictions. For example satisfaction with Council's Overall performance has dropped to 52% in 2023 from 64% in 2021.

The Survey reports consistently include a Quadrant Analysis, which plots the 50 Services & Facilities on scales of satisfaction versus importance, and state “the upper left quadrant (high importance but low satisfaction) denotes services/facilities where satisfaction should be improved (Priorities for Council). These are services/facilities which have an important impact on creating overall satisfaction but are performing below average. These should be regarded as Council’s foremost priorities.

The 2023 report shows consistency in Priorities for Council that generally have declining performance, particularly including:

Town Planning:

- Development Application Assessment process,
- Planning Controls for Development in Wollongong City Centre and in local area/town centres,
- Parking Compliance & Regulation.

Engineering:

- Management of local roads, footpaths, cycleways & shared paths,
- Management of traffic in city centre & local areas,
- Provision of parking in high demand areas incl city centre & foreshore

These town planning and engineering services are similar to previous surveys, and provide urgent opportunities for improvements, which the community would expect to be effectively addressed in the near future.

Extensive planning changes recently foreshadowed by the NSW Government could have the potential to create significant disruptions. In recent years the engineering senior management has changed and is understood to be taking positive initiatives to overcome decades of instability and to improve performance.

7.6 Bus Layover Relocation:

NF5 made a submission to Transport for NSW (TfNSW) as noted in report to NF5 meeting 6 Dec, which noted that for many years residents have requested the 11 bus sites in Marine Drive be moved, to free up about 50 carparking spaces, enabling use by residents and visitors to the nearby park, foreshore, beach, WEC, WIN Stadium and CBD facilities.

TfNSW Integrated Public Transport guidelines include that a regional city (eg Wollongong CBD), needs major interchange facilities for rail, bus, bike, walk & drop-off. This is a long-recognised need, including 30 years ago Council’s 20-year Plan included a strategy to establish a bus interchange, and 10 years

ago the City Centre Plan referred to a “fully integrated transport interchange.” That plan is currently being reviewed, and Council is developing an Integrated Transport Strategy, which is most welcome. TfNSW guidelines for bus layovers indicates they need to be considered in developing a transport interchange.

TfNSW proposal now is that Wollongong Station carpark will have 6 buses and a loss of 26 spaces. In total the 17 buses and associated facilities will displace 106 parking spaces, that have high usage for access to the CBD and Railway station. NF5 submission requested TfNSW, in conjunction with Council, to advise on three key related matters. These are the status of an Integrated Transport Interchange at Wollongong railway station, its consideration in Council’s impending Integrated Transport Strategy and City Centre Movement & Place Plan and an Action Plan to offset the loss of 106 CBD parking spaces

TfNSW recently responded as follows: “The Integrated Transport Interchange at Wollongong Station is a visionary item from Wollongong City Council’s Wollongong City Centre Access and Movement Strategy 2013. All related questions should be directed to Wollongong City Council. The bus layover relocation project is an initiative being carried out by Transport and is not related to the Integrated Transport Interchange.

The development of the Wollongong Integrated Transport Strategy and Movement and Place Plan are also being carried out by Wollongong City Council, with support from Transport. Transport and Council have collaborated throughout all stages of the bus layover relocation project, however, as Council is leading this project, all questions relating to the Integrated Transport Strategy and Movement and Place Plan are most appropriately directed to Council.

Council has shared its intention to repurpose the existing bus layover site at Marine Drive to provide about 77 (?) car parking spaces for the public. While repurposing the Atchison Street and Wollongong Station car parks would result in a net loss of car parking spaces, there are alternative paid and free parking options within walking distance of both sites. The bus layover relocation project is one of many initiatives being investigated by Transport to provide the Wollongong community with safe, efficient, and accessible public and active transport options which will reduce the need for further car park spaces in Wollongong CBD.

A consultation summary report collating and responding to all community feedback gathered during our recent consultation period has now been published and can be found at www.transport.nsw.gov.au/wollongong-bus-layover”

Recommendation

That the TfNSW response be forwarded to Council requesting clarification re outstanding concerns, including the status of an Integrated Transport Interchange at Wollongong railway station, its consideration in Council’s impending Integrated Transport Strategy and City Centre Movement & Place Plan and an Action Plan to offset the loss of 106 CBD parking spaces in Wollongong CBD.

8 Planning

8.1 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.

8.2 DA-2023/975 boarding house 19 Paulsgrove St. Gw’ville

24th January

This is a proposal for minor (mainly internal) extensions to an existing boarding house. It seems to comply with all Council requirements and with our Locality Plan for Keiraville.



Recommendation

That the submission of support be endorsed.

8.3 DA-2023/945 5 storey commercial 98-104 Gipps St W’gong

25th January

This is a proposal on a long thin site between the railway and sites fronting Flinders Street. It extends an existing three storey self storage building which fronts Gipps St and proposes a new five storey building to the rear accessed over the creek with a new bridge.



Recommendation

That the submission of support be endorsed.

8.4 DA-2023/945 dual occ 98-104 Burradool St Keiraville

25th January

This is a proposal to demolish an existing dwelling and construct an attached dual occupancy. It does not comply with the maximum width of garages and will present a totally unacceptable out of character face to the street, which is almost completely of single storey detached houses, in a relatively remote location. It does not comply with our Locality Plan for Keiraville.



Recommendation

That the submission of objection be endorsed.

8.5 DA-2024/2 dual Occ 13 Frances St Gwynneville

29th January

This is a proposal to construct a two storey dual occupancy in a street of almost exclusively single storey houses. It seems to comply with Council requirements but is totally out of character with the street.



Recommendation

That the submission of objection be endorsed.

8.6 DA-2024/1 7 storeys, 24 units 15-19 Marr Street W'gong

31st January

This is a proposal for a 7 storey building in a very mixed housing area with a 5 story building to the rear and whilst this site has 2 lots with detached houses on either side (future development sites) beyond that is a 7 storey building. Our policy to limit heights to within four storey difference to nearest neighbour would be unreasonable in this instance. It seems to comply with all Council requirements.



Recommendation

That the submission of support be endorsed.

8.7 DA-2024/26 16 stories, 61 units 23-27 Auburn St W'gong
2nd February

This is a proposal a building on the corner of Auburn and Ellen streets with ground floors retail, 5 levels of offices for the catholic church administration, 61 units in ten more floors and 4 levels of basement parking. Apart from some very minor (1.5%) set back infringements it seems to comply with all Council requirements.



Recommendation

That the submission of support be endorsed.

8.8 DA-2024/24 2 Dual Occs, 7-9 Woodlawn Ave Mangerton
5th February

This is a proposal for a new two dual occupancies behind existing dwellings on very long adjacent lots. They seem to comply with all Council requirements and our Locality Plan for Mangerton.



Recommendation

That a submission of support be lodged.

8.9 DA-2024/11 7 lots, 120-2 Smith & 3A Charlotte Sts W'gong
5th February

This is a proposal to re-subdivide the sites of the old Gas Works and of the Collegians Club. Effectively half the western section of the Collegian's car park on Throsby Drive will go to the gas works site and an equivalent section of the that site will become Collegians car park off Charlotte St. behind the existing clubhouse on Flinders Street.



Recommendation

That a submission of support be lodged.

8.10 DA-2023/962 new bldg, Edmund Rice College W. W'gong

8th February

This is a proposal for a new two storey Technical and Applied Studies Building and some minor changes to other buildings. It is remote from any nearby residential development and seems to have little or no environmental impact.



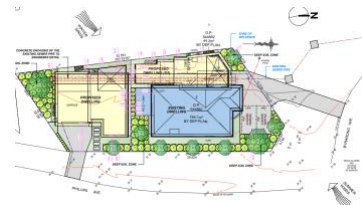
Recommendation

That a submission of support be lodged.

8.11 DA-2024/ House & Dual Occ, 51 Byrarong Ave Mangerton

12th February

This is a proposal on a long lot off Byrogong Ave but between Philips Ave and the freeway. It includes a second house behind that existing with access off Philip Ave. Then a third dwelling attached to the existing house between it and the freeway. An acoustic report requires a number of rooms in the dual occupancy to be permanently air conditioned due to freeway noise. It does not comply with front or rear setbacks



Recommendation

That a submission be lodged of support for the second dwelling but objection to the dual occupancy as unsustainable and overdevelopment of the site.

7.12 DA Determinations

| | | | | | |
|---------|------------|---------------------|-------------------------|---------|-----------------|
| 22/542 | W'gong | 5 Greenacre Rd | Dual Occ | Support | Withdrawn |
| 22/250 | Gwynville | 14A Foley St | 4 dwellings, | Support | Approved |
| 22/320 | W'gong | 17-19 Gladstone Ave | 9 stories, 35 units | Object | Refused |
| 22/952 | Keiraville | 54 Grey St | Dual Occ | Support | Approved |
| 22/966 | W'gong | 46 Burelli St | Art Gallery & Town Hall | Support | Approved |
| 22/1203 | W'gong | 114 Church St | Community facility | Object | Approved |
| 22/1247 | Figtree | 7 Govett Crescent | Dual Occ | Object | Approved |
| 22/146 | W'gong | 22 Jutland Ave | Dual Occ | Object | Approved |
| 22/1268 | Figtree | 54 Nebo Drive | 2 lot subdivision | Support | Approved |
| 22/1343 | Keiraville | 4-6 Georgina Ave | Units | Object | Approved |
| 23/135 | W'gong | 7 New Dapto Road | Dual Occ | Support | Approved |
| 23/276 | Keiraville | 26 Bulwara St | 2 lots | Support | Approved |
| 23/331 | Coniston | 512 Heaslip St | 5 town houses | Support | Approved |
| 23/417 | W'gong | 132 Church St | 2 stories office | Support | Approved |
| 23/507 | W'gong | Belmore Basin | Timbersports event | Support | Approved |
| 23/587 | W'gong | 5 Greenacre Rd | Dual Occ | Object | Approved |
| 22/211 | W'gong | 4 Auburn St, | 24 stories, hotel 59 dw | Support | Approved, Panel |
| 22/1278 | W'gong | 29-31 Denison St | 36 units, | Object | Approved, Panel |
| 23/50 | N. W'gng | 4-6 Blacket Street | 10 units | Object | Refused Appeal |
| 23/360 | W'gong | 3 Harbour St | Dual occ | Object | Refused Appeal |
| 23/493 | Figtree | 54 Lewis Drive | Dual Occ | Support | Withdrawn |
| 23/533 | Kerraville | 64 Grey Street | Dual Occ | Support | Approved |
| 23/541 | Figtree | 17 Evelyn Ave. | Dual Occ | Support | Approved |

Not yet determined

| | | | | |
|---------|------------|---------------------|----------------------|---------|
| 21/101 | N W'gong | 3, Squires Way | UoW Health complex | Support |
| 22/938 | W'gong | 379-383 Crown St | 21 stories, 91 units | Support |
| 23/156 | W'gong | c/o Crown/Gladstone | 22 stories 288 units | Object |
| 23/349 | Figtree | 15 Braeside Ave | 3 town houses | Object |
| 23/358 | Mangerton | 11-12 St Johns Ave | 6 townhouses | Object |
| 23/367 | W'gong | 300-2 Crown St | 8 stories 47 units | Support |
| 23/368 | N. W'gong | 21-23 Edward St | 10 stories 20 units | Support |
| 23/646 | W'gong | 4 Smith/Harbour St | 5 units, 4 stories, | Object |
| 23/587 | Figtree | 8 O'Briens Road | Dual Occ | Support |
| 23/551 | W'gong | 16-18 Market Pl. | 5 stories, 7 units, | Object |
| 23/945 | W'gong | 98-104 Gipps St | 5 storey commercial | Support |
| 23/962 | W. W'gong | Edmund Rice College | 2 storey building | Support |
| 23/975 | Gwynnville | 19 Paulsgrove | boarding house | Support |
| 23/1008 | Keiraville | 98-104 Burradool St | Dual Occ | Object |
| 24/1 | W'gong | 15-19 Marr Street | 7 storeys, 24 units | Support |
| 24/2 | Gwynnville | 13 Frances St | Dual Occ | Object |
| 24/26 | W'gong | 23-27 Auburn St | 16 stories, 61 units | Support |
| | | | | |

8 General Business

Date of next meeting
Wednesday 6th March 2024

Please Note:

This meeting will be face-to-face at a location to be advised.

Current active membership of Neighbourhood Forum 5 : 405 households

Snippets

The Home as the Foundation of Thriving Lives

A decent and affordable home defines the entire arc of our lives. The home is much more than a simple commodity. It is the foundation of our health and well-being, defining our life chances as well as our national productivity. Building healthy, net zero, resilient and affordable homes requires a clear focus on the practical measures necessary to deliver them. These crucial elements have been lacking from recent mainstream political debate on the housing crisis, which has instead focused on housing numbers and planning procedures without any regard for the practical needs of future generations.

The central government should set an ambitious vision for the future of the nation to give hope to future generations. The vision should offer people the hope of complete communities which enable healthy lifestyles in thriving places. These are places defined by high-quality, affordable, net-zero and accessible homes, set within a fabric of community services from shops to schools. It means creating walkable neighbourhoods, with nature at our doorstep through networks of parks and gardens. A model where communities have a real voice and where the profits of the development process are shared more evenly to provide for the long-term stewardship of our communities.

This vision and a strategic approach and democratic planning provide the framework for communities to shape a hopeful and affordable future. However, without a political commitment to invest, the housing crisis will go on damaging lives.

Town and Country Planning Association

