

<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>
--	--	--

**AGENDA meeting WEDNESDAY 4th June 2025 at 6.30
In the Library Theatrette**

- | | | |
|----|------------------|--|
| 1 | Welcome | |
| 2 | Presentation | To be advised |
| 3 | Apologies | Harold Hanson, |
| 4 | Minutes | of meeting of 7 th May and matters arising: see pp. 16-19 |
| 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 Parking restrictions adjacent Stuart Park: see. p.2
7.2 Building Commissioner and Certification: see p.2, rec p.3
7.3 Issues awaiting response: see p.2 |
| 8 | Reports | 8.1 draft Wollongong Station Precinct Master Plan: see p.4 rec p.5
8.2 draft DCP Temporary Events: see p.5, rec p.6
8.3 draft DCP Appendix 4 – Definitions: see rec p.6
8.4 Bushfire Risks: see p.6 rec p.7
8.5 Community Improvement Districts: see rec p.8
8.6 Freight Policies: see p.8 rec p.9
8.7 Issues raised at the May meeting: see p.9
8.8 Mount Ousley Interchange: see p.10 |
| 9 | Planning | 9.1 Planning see p.12
9.2 DA-2025/323 3 houses 16 Hillcrest St W'gong: see rec p.12
9.3 DA determinations: see p.13 |
| 10 | General Business | see p.14 |
| 11 | Snippets | see p.15 |

Current active membership of Neighbourhood Forum 5 : 461 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 Parking restrictions adjacent Stuart Park:

“I can advise that Council has previously received complaints regarding parked vehicles blocking the pedestrian ramps along George Hanley Drive, North Wollongong. As a result, the pedestrian ramps in this area were painted yellow to increase visibility and a yellow line was placed on the road as a reference for vehicles to ensure the pedestrian ramp is not blocked by parked vehicles.

This location is monitored by Council’s Parking Compliance staff during their patrols of the area to ensure the shared pathway remains accessible via the access ramps and regulatory action is taken as appropriate.

Vehicles that are fined for blocking the pedestrian ramp are fined under section 198 Obstructing access to and from a footpath, driveway etc of the Road Rules 2014. The yellow line is a NS1 No Stopping Line and is enforceable just the same as a no stopping sign. In this instance, these were installed following non-compliance”

Manager Regulation and Enforcement

Comment

Council does not seem to have responded to items raised Requesting a review of the validity of its application of the road rules as to parking infringements issued for vehicles standing in the road related parking area/shoulder and advise what actions they propose to rectify any irregularities.

Recommendation

Council again be requested to review interpretations of relevant NSW road rules and advise accordingly.

7.2 Building Commissioner and Certification

“Council acknowledges the importance of maintaining high standards of integrity and accountability in the certification process, and we share your commitment to ensuring that all Certifiers operate in accordance with the relevant legislative and professional requirements. The office of the NSW Building Commissioner is an appropriate avenue to raise your specific concerns.

Information relating to complaints about Certifiers can be found on the Building Commission NSW website <https://www.nsw.gov.au/departments-and-agencies/building-commission> or by telephone on 13 27 00.”

Manager Development Assessment and Certification

Comment:

We requested Council to arrange a meeting with NF5 representatives to discuss how to make progress with the Building Commissioner’s representative/s re Certifiers. However the response above does not seem to address the issue.

Recommendation

Council again be requested to arrange a meeting with NF5 representatives to discuss how to make progress with this matter.

7.3 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	Ted Tobin Hall at Beaton Park	04/11/2024
8	Pedestrian crossing Cliff Road and GHD	06/11/2024
9	Construction activities on Footpaths	24 /11/2024
10	Loss of CBD parking	7/2/2025
11	Pedestrian Safety in Keiraville	7/2/2025
12	Electric Scooters	7/2/2025
13	Acceptable Major Event locations	7/2/2025
14	Continental Pool opening hours	15/3/2025
15	Flood Plain Committees	2/4/2025
16	Wiseman Park Playground	2/4/2025
17	Recycling of packaging	2/4/2025
18	Robinson Park	2/4/2025
19	Wollongong Bus Layover	7/5/2025
20	Wollongong Harbour Breakwater	7/5/2025
21	Delivery and Operational Plan meeting	7/5/2025
22	UoW access road congestion	7/5/2025
23	Irvine St Gwynneville proposal	7/5/2025
24	Train Services to Sydney	7/5/2025
25	Breakwater Public Access	7/5/2025
26	Beaton Park Management Plan	7/5/2025

8 Reports 8.1 draft Wollongong Station Precinct Master Plan

The overall aspiration and intent of the Master Plan for the Wollongong Station Precinct is very much supported, and the NSW Government is commended for this work. The vision proposed is a very different proposition to what currently exists (not inviting, of poor quality and with little connection to the CBD). It feels like there has been little change to the area since the 1970's – apart from a gradual and continuous deterioration.

The aspiration is very much supported and is only likely to happen with significant design and capital resources by governments. The private sector which has patchy ownership and uncertain redevelopment plans in this area is unlikely to make this happen in the short to medium term.

This end of Crown Street has been “a poor cousin” for decades – with persons using rail and bus public transport in the precinct feeling as though they are second class citizens compared to property owners and users of the eastern end of Crown Street. Consideration should be given to making it easier for older people and those with disabilities to be able to access the hospital and health precinct from the railway station – seating along the way, and the possibility of a shuttle bus. The design principles are all strongly supported, and the creation of green high amenity spaces of quality design and materials will be very much welcomed by the Wollongong community and visitors to the City.

It is also recommended that the aspiration to minimise the urban heat island effect be achieved by the selection of cool materials and colours for pavements and other built form elements, as well as through vegetation selection with cool shady canopies in summer.

In addition, whilst some secure cycle parking is proposed, it needs to be empathised that adequate suitable infrastructure (such as Bike Sheds and lockers) needs to be provided early to encourage use and progressively to accommodate increased demands

The emphasis on accessibility and active transport is applauded and it is suggested the treatment of minor pedestrian walkways such as along Station Street to Crown Street also be included in the Master Plan and associated landscape and pavement plans. Weather protection against both sun and rain should be further considered, including along Crown Street across the railway line where it is currently open to the elements.

The intent to integrate Aboriginal heritage and culture and involve local Indigenous communities is very much supported.

Where possible, include prominent features to reflect the Dharawal people and their connection to country for tens of thousands of years (from the mountains to the sea). The four Key Moves proposed appear to have merit subject to further detail and consultation with adjoining land-owners, Council, commuters and the broader community, about design and development intentions. Designing with personal safety and surveillance will be important in all aspects of the built form and landscape elements.

It is heartening to see short-term priorities are quite numerous. We look forward to finalisation of this planning and commitments to implement these initiatives. The citizens of Wollongong, a significant NSW city, deserve much needed investment to upgrade the public realm around this long overlooked and neglected precinct.

The components of Crown Street west of the Station have also been neglected in terms of prioritising planning and investment in a cohesive high amenity environment, especially for pedestrians and public transport users.

Greening of this corridor with cooling shade trees and reasonable quality paving, along with good lighting for perceived and actual personal security would dramatically improve the amenity of this part of Wollongong. It would also make the use of public transport safer and more attractive.

Recommendation

That a submission be made based on this report.

8.2 Draft DCP Temporary Events

10th June

This is a proposal to amend the Wollongong Local Environmental Plan 2009 by including in Schedule 2 Exempt Development: Temporary events (commercial and community) on Council owned and/or managed land, including Crown Land and within the road reserve for which Council is the road authority, subject to being consistent with an adopted Plan of Management over the land where applicable.

The Planning Proposal will reduce the approval steps for hosting a commercial and/or community based event. On Council owned or managed land, making it easier for event organisers. This will classify certain temporary events as exempt development.

Event organisers will still need to obtain an event approval from Council and possibly other licences or permits required under the relevant legislation e.g. liquor licence.

Recommendation

That the proposal be supported to exempt the need for a Development Application for Community or Commercial based events on Council land provided that they are advertised for community consultation before consideration and determination.

8.3 draft DCP Appendix 4 - Definitions

It is difficult to understand the rationale for this document. The vast majority of definitions simply refer to a definition elsewhere and so are of little help. A great many of these are in the Local Environmental Plan so it might simpler and probably more helpful to add to Chapter A1 of the DCP advice to the effect any terms in the rest of the DCP requiring definition can be found in the LEP or other relevant legislation.

Recommendation

Council be requested to review the need for this Appendix

8.4 Bushfire Risks

The Illawarra is heading towards major catastrophic bush fires precipitating considerable loss of homes and property. We should be making heed of the recent wild Californian fires which inflicted the statistics: 185,523 total emergency responses, 851 wild fires, 60,308 acres burnt, 30 fatalities and 16,251 structures destroyed.

So what is generating this overwhelming risk? The local factors generating risk include the massive fuel load on the escarpment and surrounds, increased urbanisation adjacent to and partially within the escarpment, non existence of fire trails separating urban areas from the escarpment, no provision of controlled vegetation height zones adjacent to urban areas, conflict between Greening Wollongong and bush fire risk, the increased number of two storey residences attracting more challenging and high risk gutter and roof cleaning activities, increased difficulty of accessing rear of property from public road, increased combustible residential construction, to name a few.

In regards Rural Firefighting Services resources the same are relatively meagre and finite, the same made grossly more meagre during catastrophic fire conditions during which aerial appliance application is grossly unsafe in the local topology.

Likewise dissipation of the fuel load by controlled burning is becoming increasingly challenged by the reducing suitable weather windows, reduced visibility road safety considerations, urban disagreement due to asthmatic reactions, dislike of odour and smoke laden atmospheric conditions, cinder deposition causing isolated ignition of dry vegetation accumulations, vineyard and other crop damage and inadequate manpower resources.

Another major consideration is the rising ambient temperature increasing both the risk of controlled burns becoming uncontrolled and the same generating most formidable combustion conditions. Surprisingly, as per the Californian wild fires, the greatest bush fire risk occurs here in the Illawarra late winter to early spring. During this period precipitation is typically grossly deficient and the ambient temperatures relatively high. During this high bush fire risk period it is paramount actual ignition be minimised.

Should ignition commence it is paramount the rapidly spreading fire front be rapidly and thoroughly extinguished. Should spring rains occur the bush fire risk eases for another year. However, the actual fire severity and risk will escalate due to the ever increasing fuel load generated by the additional year of vegetation growth.

Eventually the time will come when the Illawarra bears the burden of significant number of homes lost from uncontrolled local bush fires due to significant escarpment and urban vegetation growth and fuel accumulation, poor urban planning, inadequate preparation and increasingly grossly inadequate bush fire fighting resources.

Noting it will be a major case of far too little resources too late. Hence the best advice is for residents to keep their fingers crossed that holocaust conditions don't arise and ignore the risk of local bushfires as best can. Should a fire occur ring the emergency number and don't waste time applying a household water hose as there will be no pressure as all residents will be simultaneously attempting to use the available mains water supply.

Recommendation

That Paul Scully MP and Ryan Park MP be implored urgently to seek a review of the local fire fighting capacity and response in the light of the potential bushfire catastrophe

8.5 Community Improvement Districts

A Community Improvement District (CID) is a place-based partnership between local government and the community, led by local businesses, to support and grow local economies, town centres and main streets.

Within a CID, stakeholders work together for a common goal of improving our local spaces. We are looking at CIDs as a way to enhance the local trading environment, foster community collaboration and enable economic growth.

CIDs are an internationally recognised tool for businesses and the community to work together to contribute to great neighbourhoods, and can help create liveable, enriching, and desirable places and stimulate local economies. They maximise the vitality and quality of public spaces and give businesses an opportunity to become involved in conversations about how a place is managed.

The Community Improvement Districts Bill 2025 was passed by NSW Parliament in early May 2025. Transport is now working on next steps to implement the CID legislation.

Recommendation

That Council be strongly encouraged to set up a Community Improvement District for the Wollongong CBD as soon as the legislation is implemented.

8.6 Freight Policy Reviews

During 2024, the Forum participated in the NSW Freight Policy Reform Program including making a submission in October on a 2024 Interim Directions Paper.

Although an Updated Heavy Vehicle Access Policy was released in September 2024 that included key freight routes being unlocked and greater access for higher productivity vehicles (that is larger and heavier trucks), there has not been a release of the expected new freight policy reform program.

Incredibly, the Interim Directions Paper did not refer to Maldon Dombarton. This may be considered in a South Coast Rail Resilience study that is now under way by TfNSW at a cost of \$10 million.

On a related matter, the National Freight and Supply Chain Strategy was under review during 2023, but a new strategy is yet to be released.

Recommendations

- I That Paul Scully MP and Ryan Park MP be asked for a progress report on the NSW Freight Policy Reform Program and when may the South Coast rail resilience study be released.
- 2 that Ms Alison Byrnes MP be asked for advice as to when the revised National Freight and Supply Chain Strategy may be released.

8.7 Issues raised at the May meeting

- 1 DA 2025/208 adding 7 stories and 85 units.
The proposal ,under the unfortunate new State legislation, to add to an existing approval on the south-west corner of Crown and Gladstone to which we objected. This proposal has yet to be determined but exhibition has closed so details are not available. Unfortunately, if it complies, there is nothing that can be done about it anyway.
- 2 Open space in high density areas.
We have consistently argued for this and consistently been rebuffed. Significant effort was made into providing a local park in little used residential street but was rejected by the adjoining residents for fear of attracting undesirables.

Council have resisted providing a more significant park in North Wollongong where the need is greatest on the grounds of cost and ongoing maintenance.
3. Heights in the WIN Crown Street proposal;
The higher tower in the approved development conformed to the requirement but at least one of the lower heights did not. Nevertheless we supported the proposal. However, it seems the community components of this development are being stripped and doubtless a new proposal will be forthcoming to significantly increase the number of units and the building heights.
4. E bikes danger.
The NSW Government is moving forward with a safety-focused framework for e-scooters and e-bikes that includes rules and speed limits for e-scooters on shared paths, a review of road rules and work to ensure e-bikes are not modified and battery fires reduced.

The matter will be revisited once the situation clarifies.

8.8 Mount Ousley Interchange

On 7 May 2025 NF5 considered a report following TfNSW response 5 May 2025 to NF5 notes re meeting 10 Dec 2024, and extracts re the main outstanding questions re key safety concerns include:

Q2: How will queuing for southbound vehicles (waiting at new traffic signals) to access UoW at the new northern (and new route to existing southern) entrance be safely provided?

Response by TfNSW included: The new southbound access road between Mount Ousley Road and University Avenue will remove the impacts of queues from the M1 Princes Motorway due to its physical separation from the motorway. Additionally, the new access road from the M1 Princes Motorway and Mount Ousley Road into the northern side of the University of Wollongong will alleviate traffic congestion by spreading the traffic across all university access points, particularly during peak times.

The inclusion of traffic signals in the new interchange will allow for traffic flows to be managed and altered to respond to demand, helping to minimise congestion and delays to through traffic and those accessing the University of Wollongong during peak times. The new southbound access road will also improve safety by eliminating existing southbound merge and weave movements that occur when vehicles enter or exit the motorway between Mount Ousley Road and University Avenue. Also: Queue detectors will stop delays and provide priority for the traffic so that queues do not back up to the M1 southbound. Sufficient distance and warning for drivers to make decisions regarding lanes to exit.

Comment: This is very reassuring and Council's relevant manager recently advised their modelling supports fNSW advice

Q5: How will northbound light vehicles exiting UoW new north access be safely able to cross to the light vehicle lane across slow moving heavy vehicles in the truck lanes?

Response by TfNSW includes:

Heavy vehicles will be able to continue north on the motorway using the centre lane or they can choose, when safe to do so, to move into the left lane as they travel north along the motorway. Traffic modelling has indicated that the merge in this location is not expected to result in safety or congestion issues. Also:

There was considerable discussion and TfNSW reps advised that any additional infrastructure to increase capacity in this location is beyond the scope of this project. Adding additional capacity in the form of an additional lane, would likely result in considerable impacts including property acquisition and other infrastructure constraints in the vicinity would need to be investigated.

Comment: However this reinforces concerns about how northbound light vehicles exiting UoW will be able to safely cross two lanes of slow-moving trucks and proceed uphill northwards. Council's manager has been requested to advise whether their modelling supports TfNSW advice.

Q8: When will a thorough review of the RMS2017 REF be carried out, with community engagement, considering significant changes to scope and details by TfNSW since 2023?

Response by TfNSW includes;
Environmental impacts for the project are consistent with the 2017 Review of Environmental Factors (REF), no further review is required regarding the existing scope of work. The construction of the shared path connection and bridge over Mount Ousley Road will result in some environmental impacts. Potential impacts include vegetation removal, noise, vibration and dust from construction, impacts to parking and visual impacts including light spill. These impacts will be further assessed over the coming months and will be minimised as much as possible through detailed design and mitigation measures will be implemented during construction.

Comment: It is clear that TfNSW does not intend to review the RMS 2017 REF with community engagement,

Q9 What improvements are proposed to enable southbound vehicles exiting the University Ave roundabout to merge safely with fast southbound heavy vehicles on the M1.

Response by TfNSW includes:
TfNSW is looking into the concerns raised about the merge lane onto the M1.

Comment: Council's relevant Manager has been requested to advise whether TfNSW responses satisfy their previous concerns about modelling. On 4 May NF5 agreed that TfNSW be thanked for their responses to safety issues discussed in a meeting with NF5 reps on 10 Dec 2024, and further clarification with TfNSW and Council engineers will be sought. An update will be provided after this occurs.

9 Planning

9.1 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.

9.2 DA-2025/323 3 houses 16 Hillcrest St Wollongong

30th May

This is a proposal to construct 3 two storey dwellings in 2 buildings in a street of mostly single storey house but with an admixture of two storey houses and the odd multi dwelling development. It appears to comply with all council requirements except that none of the setbacks quite comply, and more substantial planting along the southern boundary is needed to ensure there is no conflict with drainage function. It would appear the main drainage function can be accommodated within the paved driveway. It does not comply with our Fairy Creek Locality Plan.



Recommendation

Endorse that a submission be made reflecting this report.

9.3 DA Determinations

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	Gwynnville	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	Mangerton	51 Byrarong St	Dual Occ	Object	Refused
24/24 faulty	Mangerton	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
24/87 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
24/608 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
24/860 faulty	Keiraville	13 Braeside Ave	Dual Occ	Support	Withdrawn
24/722 faulty	W’gong	49 Mangerton Rd	Dual Occ	Not to object	Approved

Comment Please note that, despite some criticism that we are always anti-development, of the 22 determinations all the 4 which were contrary to our submission were refused despite our support. None approved when objecting.

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
24/574 complies	Coniston	47 Robertson St	Dual Occ	Support
24/599 faulty	W'gong	109-115 Church St	9 stories, 45 units	Object
24/708 faulty	W.W'gong	93 Robsons Rd	10 Co-living rooms	Object
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
25/131 faulty	W'gong	89 Evans St	Dual Occ	Noted
25/139 faulty	W'gong	15 Marr St	Extra 6 units, 2 stories	Object
25/162 complies	Gwynneville	222 Gipps Road	Dual Occ	Support
25/1226	W'gong	37-39 Burelli St,	Extra 19 units, 4 stories	None

General Business 10.1

Next Meeting
6.30pm Wednesday 2nd July 2025
Library Theatre

Current active membership of Neighbourhood Forum 5 : 452 households

Snippets

Urban Greenspace

There are exceptional opportunities to create innovative, scalable planned interventions that deliver more greening across the urban matrix. There are vibrant green networks such as Social Farms & Gardens, with its support for city farming and community growing at a national level, to Sow the City, and Carrot City, which involve students, educators, housing providers and others in shaping the built form and enabling creative greening. As well as the ongoing debates surrounding the provision of green, blue and grey infrastructure in cities, there are other possible options to help create more liveable and equitable cities. First, creating improved policy mechanisms, incentives and support for small domestic gardening, community gardens or other growing spaces.

A recent study in New York provided evidence that city-scale rooftop farming could produce 38% of the city's mixed green needs. Although this does not necessarily account for all of the dietary desires of increasingly diverse urban populations, this and similar examples point to the potential growing capacity of intensive roof-top farming to meet food demands.

Recent research points to possible options for change, carrying the potential of scaling up innovative urban greening. Instead of expanses of impervious hard surfaces, vegetation could provide permeable options; a wider roll-out of green roofs could be encouraged on flat-roofed structures, such as garages, parking and/or common areas.

Where feasible, timber, concrete and wooden fences could be replaced by hedges using native, fruit-bearing mixed species shrubs and/or trees, encouraging the movement of animals and invertebrates, while improving the nutrient cycle. These healthy hedgerows can provide shelter for wildlife, while protecting the soil and contributing to flood management. This could include productive edible hedges with sloes, elders, damsons, apples and similar species. New hedgerows connect with existing ones, while rear garden hedges combine to create new green networks.

TCPA 2025

