

## 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 5<sup>th</sup> June 2024 at 7pm and by open ZOOM Link from**

NF5 Zoom Meeting

<https://us06web.zoom.us/j/89059118964> Meeting

ID: 890 5911 8964

- 1 Presentation none possible
- 2 Apologies
- 3 Minutes of meeting of 1<sup>st</sup> May and matters arising included in the agenda.  

see pp.17-20
- 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 page 2**
- 6 Responses 6.1 Keira/Campbell Intersection Safety: see p.2
- 7 Reports 7.1 NF5 Face-to-face meetings: see p.3
- 7.2 Mount Ousley Interchange re-design and funding: see p.3
- 7.3 MOI Urban Design and Landscape Strategy: see p.4 **rec p.5**
- 7.4 Intersection Mt Ousley Rd and Princes Highway : see p.5
- 7.5 Integrated Transport Study: see p.5
- 7.6 Wilson Street Shared Zone Proposal: see p.6
- 7.7 TfNSW Design of Roads and Streets Manual: see p.7
- 7.8 TfNSW freight policy reform: see p.7 **rec p.8**
- 7.9 South Wollongong Flooding: see **rec p.8**
- 7.10 Waste Management Strategy: see p.9

- 7.11 Land Valuation Services Pricing review: see p.9
- 7.12 Dragons Community and High-Performance Centre: see p.10
- 7.13 UoW Health and Wellbeing Precinct: see p.11
- 7.14 Building Industry Rating System: see p.12

- 8 Planning 8.1 Planning see p.12
- 8.2 DA: see p. **rec p. 13**
- 8.11 DA determinations: see p.14

- 9 General Business see p.15
- 10 Snippets see p.16

Current active membership of Neighbourhood Forum 5 : 429 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 Keira/Campbell Intersection Safety Improvements**

NF5 has been approached by the Principal of Smiths Hill High School and a Department of Education Director about safety improvements for pedestrians needed in Campbell St east of Keira St. Apparently daily during peak periods hundreds of students cross busy Campbell St to and from the school grounds and many wait kerbside or on the narrow "island" which only has plastic type bollards for delineation that don't protect from vehicles.

It is noticed that Council's Integrated Transport Strategy on exhibition includes Action item #24 "Ensure all new and renewed intersections within 500m of a train station or school prioritise pedestrians through options like continuous footpaths, raised 'wombat' crossings and signals." And it is understood that Campbell Street is proposed to remain busy for CBD destination traffic.

Also relevant projects in Council's 4 year Infrastructure Delivery Plans (IDP) include:

- i Adopted IDP 2023/24 to 2026/27: Campbell Street Roundabouts; Upgrade; Construction; 2023/24
- ii Draft IDP 2024/25 to 2026/27: Campbell Street – Kembbla St Pedestrian Upgrades; Design; 2025/26. No construction mentioned in 2026/27 nor 2027/28.

Council were requested to clarify if/when safety improvements for pedestrians needed in Campbell St east of Keira St will be carried out.

Recent response by Council's Road Safety Officer includes: "Following the UCI, it was identified that the infrastructure (roundabouts + pedestrian refuge) which was removed to enable the safe passage of the race, required upgrading rather than a straight like-for-like replacement.

During this time we have also been developing the City Centre Movement & Place Plan (Movement & Place Plan), a strategy that charts a future that addresses accessibility and movement on top of enhancing the City Centre as place for people to spend time. The Movement & Place Plan, due to go on Public Exhibition in 24/25 FY, includes scope for the future of Campbell Street, hence the reason we have been awaiting on the outcome following preparation and development of the plan.

A Safer Routes to School Working Group has been established with Council engineers, planners, Road Safety Officer (myself), School Principals and their P&C representatives. The role of this group is to inform the school community of existing road safety education programs and support schools with respect to transport around schools; to develop short-, medium- and longterm plans which improve safety around schools, promote public transport and encourage walking and cycling to schools. The Safer Routes to School Working Group plans to meet with Smiths Hill High School Principal and P&C representatives next term to discuss the school's concerns and priorities to ensure we have consistency and an agreed approach to transport planning around our schools.

At this stage, a date cannot be confirmed. However, your request for safety improvements at the crossing point on Campbell Street, east of Keira Street, Wollongong will be included in the review and discussed when we meet with the school."

## 7 Reports 7.1

### Face-to-face Meetings

As reported to NF5 May meeting the relevant Director has deemed closed the matter of NF5 requests for staff to modify the wording of their agreement for use of the Library Theatre, since they decided the Old Town Hall room used for many years is now unavailable. Investigations of suitable alternative meeting venues are continuing, and it is planned for the next NF5 meeting and AGM on 3 July will be a hybrid of Face-to-face at a venue to be advised and electronically by Zoom.

### 7.2 Mount Ousley Interchange re-design and funding

Key objectives of the MOI project include to improve safety, accessibility to the CBD and connectivity for pedestrians and cyclists. But on 28 March TfNSW announced changes had been made in 2023 to the Scope and Plans agreed in 2016, after tenders exceeded the original estimate of \$390m (\$240m Federal and \$150m State funds). Since then it has become apparent these objectives have been downgraded by deletion of a pedestrian and cycling bridge over Mt Ousley Road, elimination of a roundabout and replacing it with two signalised intersections about 100m apart (which risks unsafe stacking of vehicles into the downhill truck lane on Mt Ousley).

Subsequent outrage by residents and Councillors has resulted in representations to MPs and on 20 May the Federal Minister announced increased funds of \$72m, which would enable the contractor to meet the original objectives particularly re safety, connectivity and accessibility. Also on 20 May the resolutions from a very well-attended public meeting included to call on the State and Federal Government to complete construction of the Mt Ousley Interchange (MOI) in accordance with the scope of works agreed in 2016 and included in the 2017 NSW REF, in particular to reinstate the pedestrian/ cycle bridge over Mt Ousley Road, and to thank local MP, Alison Byrne and Federal Minister, Catherine King for the joint announcement on 20 May of an extra \$72m (to \$312m) to secure delivery of the MOI.

Representatives of Council and many other community organisations (including NF5, NF4, KRAG, iBUG and HC-I) are seeking the help of local MPs to ensure the State Government's funding commitment of \$150m is maintained so that the scope, design and work will meet key objectives of safety, accessibility and connectivity, for completion on or ahead of budget and within the 4 year timeframe.

### 7.3 MOI Urban Design and Landscape Strategy

On 27 May the Mount Ousley Interchange (MOI) Community

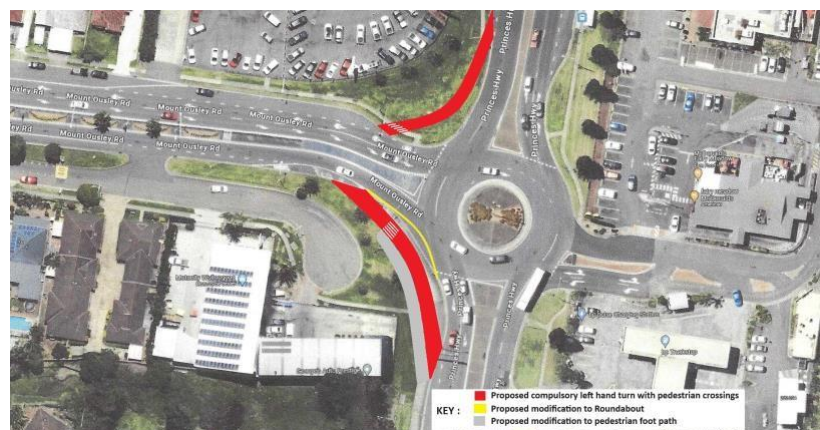
Relations team invited feedback until Sunday 9 June on the Urban Design and Landscape Strategy Report. It outlines the design and landscape vision and objectives, and guides its physical design consistent with the overall project objectives. Key features include: Landscaping approach and species selection; Built elements including bridges, safety screens, noise walls and retaining walls; Pedestrian and cyclist connectivity; Relocation of the existing sculpture; Interpretive signage, wayfinding and gateways; and Exploring connection to Country.

The 85 page report by consultants is on the project website: [transport.nsw.gov.au/MountOusley](https://transport.nsw.gov.au/MountOusley). To find the Report go to the interactive portal:

<https://www.mountousleyinterchange.com.au>.

Drop-in sessions on 3 days are: 31 May & 7 June Crown St Mall between 8am and 3pm, and 3 June TAFE Library Block A Foleys Lane.

- 7.4** Intersection Mt Ousley Rd and Princes Highway Improvements
- For many years there have been representations to TfNSW to improve traffic flow at the busy but functional two-lane roundabout at the intersection of Mt Ousley Road and the Princes Highway at North Wollongong. It is suggested that a relatively low-cost improvement built on available land would be to add two “slip lanes”, as shown in the diagram below. One on the S-W corner, so that vehicles on the Princes Highway northbound kerbside lane could slip left onto Mt Ousley Rd and head west. The other on the N-W corner so that vehicles on Mt Ousley Rd eastbound kerbside lane could slip left onto the Princes Highway and head north.



#### Recommendation

TfNSW be requested to plan and construct improvements to the roundabout at the intersection of Mt Ousley Road and the Princes Highway at North Wollongong by addition of “slip

lanes” at the South-west and North-west corners as soon as possible.

## **7.5 Integrated Transport Strategy (ITS)**

On 1 May NF5 Agenda included a brief item on the draft ITS, for which submissions closed on 27 May. For many years NF5 has advocated for development of an ITS, so it is most welcome that the draft ITS, by the team of consultants that started early last year, contains much helpful information. The Vision and Goals are supported, and it is realised it will need significant changes and take a long time to achieve some, such as #2 “everyday needs within 15 minutes”, given almost 80% of trips are by car and over half of these are for less than 1km.

Listing the 14 top moves is an interesting approach, and reference is made to a 10-year Action Plan with 56 items, of which over 60% are scheduled for the first 2 years. This raises the question of how the Actions would be resourced to achieve this timeframe (eg internal staff and/or funds for external consultants to develop actions which call for more plans). A significant positive is the next steps include establishing working groups based on Actions. On 16 May at a drop-in session on ITS at Council Library, discussions with traffic engineers included re Park and Ride, CBD & Foreshore Parking Strategy (incl multi-storey stations options), CBD Integrated Transport Interchange, Quiet Streets networks (for cyclists), UCI remediation and legacy projects etc.

Other suggestions raised by NF5 residents include to consider: foreshore parking charges for visitors at weekends; more and faster trains; a local Thirroul to Dapto rail shuttle service; more commuter parking and interchanges; build the MaldonDombarton rail link; a light rail link down Crown St; more paved footpaths and separated cycleways; traffic lights to be pedestrian-friendly; traffic calming and lower speed limits; expand shuttle bus routes; and provide more facilitated workshops.

Many answers at the session on 16 May re traffic in NF5 area were to wait for the July draft of the City Centre Movement and Place Plan to replace the 2013 strategy, Staff advised a workshop will be held to involve NF5 representatives before the CCM&PP is finalised, which is a welcome approach.

## **7.6 Wilson St Shared Zone proposal and Footpath requests**

On 3 May residents in the Wilson St Wollongong area were notified about Council’s proposed Shared Zone design, being

funded by TfNSW, although no funds for construction are available. Residents advised NF5 representatives of concerns this could conflict with requests over the past ten years for the urgent need of a 1.2m footpath to provide safety for residents and visitors who must now walk on the narrow one-way road and risk injury from often fast-moving vehicles.

So residents called an on-site meeting on 10 May and invited Council's Manager Infrastructure Strategy & Planning to attend, who explained the TfNSW/Council draft Shared Zone design to about 40 residents and helpfully responded to questions. "Robust" but respectful discussions included clarification there are two separate issues, ie the Shared Zone draft design proposal (Council's request for feedback from residents); and Construction of a narrow-paved footpath (many requests for Council funding, hopefully finally in 2024/25).

Re Shared Zone design - Council's Manager advised if/when a design for a Shared Zone is agreed, then Council would request TfNSW to provide funds for construction at some time in the future. Residents raised concerns including: motorists are not likely to slow down to walking pace and give way to pedestrians; Council is removing "speed cushions" elsewhere; staggered parking in the narrow street wouldn't be functional; and Council's long-term Shared Zone at the Novotel ihas not been effective. Residents appreciated the Manager's agreement that small Working group of residents will meet with Council's Shared Zone designers when available to discuss concerns and design options.

Re Footpath funding & timing - The Manager advised that Council accepts a footpath is a priority, and it is now in the top 5% of projects for funding under Council's Infrastructure Delivery Program (IDP) that Councillors decide on in June each year. But it could take at least 6 years until funds become available, unless councillors intervene and funding is advanced. A Wilson St resident for 30-years questioned if vehicles would really give way to pedestrians who daily walk on the road with family, prams, dogs & mobility problems, versus a safe footpath. There was consensus that a footpath is top priority to be built asap, and residents estimate the cost could be only about 0.2% of Council's annual Capital Works budget. Therefore, residents propose to seek support of Ward 2 Councillors so that when considering the budget in June funds are allocated in the IDP to build a footpath in 2024/25.

## **7.7 TfNSW Design of Roads and Streets Manual**

TfNSW have advised the Design of Roads and Streets Manual is now available on the [Transport for NSW Standards Portal](#) for review and feedback until Monday 8 July 2024. TfNSW are now seeking feedback from practitioners who design, deliver or manage roads and streets in NSW and work for councils, consultancies, government agencies and non-government organisations.

To provide feedback visit the [Standards Portal](#) and follow these steps:

1. Log-in or create an account – refer to the [Portal user guide](#) to help you in this process
2. Once logged in, go to the [Standard Consultation page](#) and search for Design of Roads and Streets manual.
3. Click on Provide consultation comments and then proceed to consultation.
4. To review the draft manual, click on the 'Download-PDF' button
5. To provide bulk comments, click the 'Download the comments template' button (Excel spreadsheet).
6. Upload comments by clicking the 'Upload bulk comments' button and upload the Excel spreadsheet.
7. Once uploaded the Excel spreadsheet, submit consultation or save and submit later.

## **7.8 TfNSW freight policy reform**

TfNSW recently released a consultation paper looking at freight in NSW has raised questions and called for comments. NF5 has previously made submissions on Freight Policy, including to a draft 2018 Freight and Port policy. Main issues include a review of Manildra's proposed use of very large A Double tankers as opposed to rail to move ethanol from Bomaderry to Port Kembla, address heavy truck safety, reduction of trucks and improvements to safety on the Mt Ousley route, eliminate the use of residential streets such as Corrimal St for over size over with heavy vehicles, shift a percentage of imported cars from the Port by rail, increase grain by rail, impose a levy on road haulage of quarry products, reduce truck noise nuisance and complete the Maldon Dombarton rail link.

### **Recommendation**

NF5 make a submission updating the one to the draft 2018 Freight and Port policy that raises the need for more freight on rail.



## **7.9 South Wollongong Flooding**

On 6 April 2024 properties in South Wollongong were flooded above floor level, again. It appears a major contributing factor was excess water delivered from Sydney Water's sewerage system wet weather discharge through their EPA licence. It seems the flooding was made worse by reeds restricting flows in the Council-owned section of the drain between Corrimal and Swan St. Further investigations indicate that developments (including Sydney Water infrastructure) and modifications made over the past 30 years have contributed to the problem and height of the flood waters.

These include loss of detention capacities by filling of lowlying areas and floodways (mainly with coal wash), vegetation, siltation and narrowing of waterways, diversion of flow paths etc. A report is being prepared with recommendations to reduce / eliminate flooding above floor of premises in the catchment.

Council's Central Area Floodplain Risk Management Committee Minutes Tuesday 3 April 2024 include reference to the draft Wollongong City Floodplain Risk Management Study and Plan (the Plan). An update on progress was presented by the consultants. The Committee recommended exhibition of the draft Plan. Flooding occurred early Saturday morning 6 May, and hopefully the consultants have investigated and analysed the implications for the Plan and its recommendations.

### **Recommendation**

Council be requested to urgently exhibit, invite public submissions and conduct workshops with affected residents and premises regarding the draft Wollongong City Floodplain Risk Management Study and Plan.

## **7.10 Waste Management Strategy**

Council's Waste and Resource Recovery Strategy 2022 is currently being revised by relevant staff. This is most welcome, though some years late despite NF5 representations to the previous Director. NF5 submission in 2014 was critical of the process and details in the developing the Strategy to 2022, but hopefully this will not be replicated now. For example, the Strategy 2022 lacked a Financial assessment and a Funding strategy, and the Action Plan items were not specific, measurable, achievable, relevant or time-based. It used limited and unreliable data, and failed to address the commercial & industrial waste stream, which is a significant percentage of landfill and income at Council's Whytes Gully facility.

A successful workshop was held on 2 May 2024 at Dapto Community Centre. This provided an encouraging change from the usual engagement processes to a productive one, which involved targeted stakeholders. It listed achievements over the past 10 years including FOGO introduction resulting in significant reduction of waste to landfill; Whytes Waste Facility Improvements including Landfill gas, CRC, leachate & stormwater management; and Council Waste Management improvements for its operations, special events and education. The Unfinished Actions include a Waste DCP; Helensburgh rehabilitation; Emergency waste management strategy; Pricing incentives for separated materials; Illegal dumping strategy and public place recycling. Also, a survey response form was on Council's website until 20 May.

It is understood staff will create a draft Strategy which will be presented to Council in June to then go on public exhibition. Hopefully this process will include community involvement through facilitated workshops. Inputs and submissions will inform the final version for endorsement at Council in approximately August 2024.

Council's Waste Management expenditure for 2024/25 is expected to be about \$45m, which is 13% of Council's total expenditure. Domestic Waste Management Charges are about 29% on top of an average residential rate. Given these magnitudes, hopefully the new Council will consider and decide to create a separate Reference Group for Waste Management to enable transparency, performance assessment and accountability.

#### **7.11 Land Valuation Services Pricing review**

IPART are seeking submissions by Friday, 21 June 2024 on the draft Terms of Reference for its review of Pricing for land valuation services provided by the NSW Valuer General (VG) to ensure the review has an appropriate scope.

Council rates are based on Land values, and IPART periodically determines the maximum price that the VG can charge councils for this service. Revised prices would apply from 1 July 2025 and there will be other opportunities to participate in the review throughout the year including through meetings, submissions, and public hearings. At this stage, IPART is only seeking feedback on the draft Terms of Reference and information is available on their website:

[ipart.nsw.gov.au/](http://ipart.nsw.gov.au/)

### **7.12 Dragons Community and High-Performance Centre**

On 28 May the SRPP considered an application (DA2022/1126) seeking consent for the construction of a Community and High-Performance Centre (CHPC) for the St George Illawarra Dragons on a 4.3 hectare site at the northern end of the Innovation Campus at Squires Way North Wollongong. The proposal incorporates the construction of a two (2) storey building, two (2) playing fields, car park, tree removal, associated landscaping and public domain works. The principal user of the facility will be the St George Illawarra Dragons, who will construct and operate the CHPC under a 'lease and innovation agreement' from UoW.

A report by Council planners recommended approval, with draft conditions at 28 May, some of which are marked "Not yet agreed" in particular re flooding).. Objections included that it will significantly exacerbate existing flooding problems on the site and in other areas including Ajax Ave, such as experienced recently; the loss of opportunities for education; research facilities should be accommodated on the land, whereas a sporting facility could be constructed elsewhere; limited community use; impacts on traffic, parking and residential amenity; and the proposal is not included in the current Master Plan for the Innovation Campus (which Wollongong DCP 2009 required to be reviewed in 2022), and/or when development reaches 95,000 sqm GFA (which seems to be exceeded by the DA for the Health and Wellbeing Precinct). ;

However a development carried out by an Australian University is classed as a Crown development, and the special provisions for Crown developments include that: the DA cannot be refused (except with approval of the Minister for Planning and Public Spaces); Council cannot impose conditions of consent without the applicant's agreement; the applicant has the opportunity to review any draft conditions.

### **7.13 UoW Health and Wellbeing Precinct**

On 6 May 2024 the SRPP approved the application (DA2921/101) by UoW (in conjunction with and Keynton - formerly branded Lendlease Retirement Living) for a concept proposal for first phase of the Health and Wellbeing Precinct (HWP) including maximum building envelopes, master plan, urban design guidelines and land uses consisting of seniors housing comprising residential aged care facility and

selfcontained dwellings, childcare, multi-use and wellness centre, research and education spaces and public open space.

Also, for the first Stage of physical enabling works including demolition, remediation, earthworks and some infrastructure works

Stage 0 – site enabling works proposed under DA-2021/101, comprising site preparation and civil works for a portion of the road network and building areas for ILA Stage 1 (approved under this consent).

Stage 1a – construction of ILA Stage 1 and the Green Heart to be completed along with part of the internal road network (subject to separate future approval).

Stage 1b – construction of the RACF/Childcare, P5 carpark extension, extension of Innovation Way and chain of ponds (subject to separate future approval).

Stage 2 – construction of ILA Stage 2, green heart, Road 1 and shared service road, pedestrian spine (south), landscaped mound / public viewing platform and vegetated bunds (subject to separate future approval).

The Developer may elect to commence stages a number or all stages concurrently.

Keynton have advised NF5 early works will not be commencing on-site for at least 12 to 18 months. Their current focus is preparing detailed DA submissions for the buildings in Stages 1 and 2.

A media release includes that Keynton advise there will be dedicated University spaces within each building to embed research and education activities within the Precinct, along with an extensive, landscaped public space known as the ‘green heart’ to be designed with involvement from the University and local First Nations community.

UoW acting Vice-Chancellor said: “The Health and Wellbeing Precinct is underpinned by a social mandate to address health inequities within the region.” Also, “With this project, UoW seeks to build on our strengths and reputation for leading health education and research, particularly in aged care, dementia and mental health. Our ageing population creates a number of complex challenges and opportunities for our community, which go beyond the absence of disease.”

#### **7.14 Building Industry Rating System**

NSW Building Commissioner David Chandler is working to ensure the current & future safety, amenity, and sustainability of the built environment as an advocate for building industry policy reform. He visits Wollongong regularly to protect local consumers who invest their savings in homes and other properties. Unfortunately for the city's reputation he has discovered many defects in multi-storey residential towers here. The Commissioner's recent podcast on 18 May headed "The nightmare at Crown View in Wollongong continues...". is worth a read. The Link is:  
<https://www.linkedin.com/feed/update/urn:li:activity:7197838720132079616/>

The Independent Construction Industry Ratings Tool (iCIRT) has been established to help improve trust and confidence in buildings and building professionals, leave fewer buildings with defects, see fewer insolvencies, and have improved safety and sound outcomes. See website: <https://www.icirt.com/>

iCIRT gives developers, builders, sub-contractors, certifiers, and consultants a rating between 1 and 5 stars. The more stars, the greater confidence the construction industry professional is likely to deliver a more reliable outcome. It will assist in identifying building professionals with a proven track record, supported by objective evidence of their past capability to deliver buildings that can be trusted.

The Commissioner is due to retire in August with a proud legacy, and his successor will inherit the benefit of 400 inspectors and analysts that have been transferred from NSW Fair Trading to identify and cross-reference the developers, builders, architects and certifiers – often working together – who are most likely to produce suspect buildings.

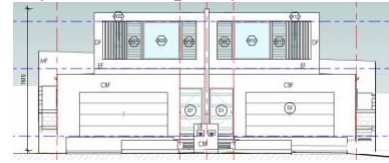
## **8 Planning 8.1**

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 well before the closing date.

### **8.2 DA-2024/366 Dual occupancy 11 Akuna St Keiraville**

11<sup>th</sup> June

This is a proposal for an attached two- storey dual occupancy in a cul-de-sac almost exclusively made up of single storey houses, save one two storey house with a double garage in front



It does not comply with the maximum width of garages facing the street, nor with the maximum height of retaining walls. Otherwise it does comply with our Locality Plan for Keiraville.

Recommendation:

That no submission be lodged.

#### 8.4 DA Determinations

21/101	N W'gong	3, Squires Way	UoW Health complex	Support	Approved Southern
22/938	W'gong	379-383 Crown St	21 stories, 91 units	Support	Approved Region
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
23/358	Mangertn	11-12 St Johns Ave	6 townhouses	Object	Approved
23/360	W'gong	3 Harbour St	Dual occ	Object	Refused Appeal
23/367	W'gong	300-2 Crown St	8 stories 47 units	Support	Approved
23/349	Figtree	15 Branch Ave	3 town houses	Object	Approved
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
23/768	W'gong	205 Church St	Dual Occ	Object	Refused

<b>24/100</b>	<b>Figtree</b>	<b>4A Arter Ave.</b>	<b>13 dwellings</b>	<b>Object</b>	<b>Withdrawn</b>
<b>24/181</b>	<b>Mt Keira</b>	<b>Mt Keira Road</b>	<b>Archery clubhouse</b>	<b>Support</b>	<b>Approved</b>

**Not yet determined**

23/156	W'gong	c/o Crown/Gladstone	22 stories 288 units	Object
23/358	Mangerton	11-12 St Johns Ave	6 townhouses	Object
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	8 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
24/23	Mangerton	51 Byrarong Ave	Dwelling & Dual Occ	Mixed
24/26	W'gong	23-27 Auburn St	16 stories, 61 units	Support
24/87	N.W'gong	39-41 Montague St	16 warehouse units	Support
24/96	Keiraville	95 Grey St.	Dual Occ	Support
24/207	N. W'gong	26-30 Ajax Ave	12 houses	Support
24/210	W'gong	41-47 Denison St	17 stories, 75 units	Support

## **9 General Business**

**Date of next meeting**  
**Wednesday 3<sup>rd</sup> July 2024**  
**In association with the AGM**

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**Current active membership of Neighbourhood Forum 5 : 429 households**

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### **Snippets**

#### **Neighbourhood Character**

There is a slow realisation that the pendulum has swung as far as it ought towards environmental concerns and far too far towards economic rationalism. People matter. The problem is that we live in



a society which, having lost much of its extended family heritage and local neighbour support in the rush for competitive supremacy, is having enormous difficulty reinventing a society caring of both communities and the environment.

So how on earth do we relate to existing communities, most of whom are hell bent on preserving what they see as their environment (ie land value)? It can be done, but not without considerable effort, which most local authorities and major developers are unwilling to expend.

It is possible to get a local community involved in detailed planning on a street-by-street basis the particular character of the area and the implications of this in terms of local controls and policies. This in itself begins to create a local community which picks up on issues beyond the realm of land use planning but well within the bounds of planning if we were prepared to consider outcomes rather than merely controls.

The clearer these outcomes are articulated, the greater the certainty for developers. Land owners might not like the degree of complexity and constraint, but those who are investing need to know the limits before making a decision to develop.

