

<p><b>Neighbourhood Forum 5</b></p> <p><b>Wollongong's Heartland</b></p>		<p><b>Coniston, Figtree, Gwynneville, Keiraville, Mangerton, Mount Keira, Mount St Thomas, North Wollongong, West Wollongong, Wollongong City.</b></p>
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**Minutes of Annual General Meeting at 6.30pm on Wed 9<sup>th</sup> July 2025  
In the City Library Theatre**

1. Election      There is no need for an election of Officers bearers since both the Convenor and the Co-convenor have only served for a year.
2. Apologies:    LM Tania Brown, Cr Kit Docker, Harold Hanson, Theresa Huxtable, Jeremy Lasek, Dorte Eklund, John Dorahy, John Riggall
3. Minutes      of meeting of 3<sup>rd</sup> July 2024 were adopted with no matters arising:
4. Annual Report: it was agreed the Annual Report be adopted.
3. Policies:      it was agreed that the policies be endorsed, including the addition of policy "Planning 1 – Community Strategic Plan".
4. Locality Plans: see separate attachment
  - 1      It was agreed the Locality Plans be re-endorsed.
  - 2      Proposals for the Figtree area were suggested and are attached.
5. General Business.

**Figtree Planning Priorities – Strategic Summary**

1. **Active Transport** First Prioritise continuous, accessible footpath networks, protected bike paths, and inclusive design for all ages and abilities in Figtree and broader Wollongong. Suggested upgrades include missing cycleway links around Allen Park and safe active transport connections to West Wollongong, Unanderra.  
Alignment: Strongly supports the Draft Figtree Locality Plan's aims for walkability, village character and reduction in car dominance.

**2. Climate Adaptation** Standards in Planning Controls Strengthen LEP and DCP provisions to embed climate resilience into all new development:

- ☐ No gas connections in new dwellings (electrification as standard)
- ☐ Ban dark roofing materials to reduce urban heat island effect
- ☐ Mandatory insulation and passive design standards to improve energy efficiency
- ☐ Align local provisions with BASIX+ and net-zero planning goals

Alignment: While not explicitly in the Draft Plan, this supports its “environmental sustainability” objectives. Suggested as a necessary policy addition.

**3. 40km/h Default in Residential and Local Centre Streets** Advocate for a blanket 40 km/h speed zone across:

- ☐ All residential streets and neighbourhood/commercial centres
- ☐ Areas near schools, parks, shopping strips, and aged care/health precincts

Alignment: Directly supports the Draft Plan’s goals for a safe, quiet residential environment, particularly around family housing zones.

**4. Mixed-Use Zoning Around Parks and Community Assets** Enable small-scale mixed-use zones (MU1/B1) near:

- ☐ Parks, community centres, schools, open space corridors
- ☐ Encourages local businesses (cafes, studios, health, childcare)
- ☐ Improves passive surveillance, enhances safety for children and families, and fosters inclusive community moments in underused public spaces

Alignment: Reinforces “village centre” principles in the Draft Plan. Suggests gentle expansion of mixed-use edges in appropriate locations.

**5. Promote E-Bike Mobility** Adopt and implement NSW e-bike guidelines locally to support uptake:

- ☐ Ensure cycleway standards support pedal-assisted e-bike speeds
- ☐ Install e-bike charging and mandatory secure bike storage in town centres and new developments
- ☐ Promote e-bike safe mobility education
- ☐ Support share road proposals for e-bike adoption

Alignment: Not addressed in the Draft Plan, but proposed as a vital enabler for sustainable and inclusive mobility across Wollongong’s hilly suburbs.

**6. Fast-Food and Gambling Harm Reduction in Centres** Update LEP and DCP controls to limit:

- ☐ No new fast-food and drive-through outlets in neighbourhood/village centres
- ☐ No new gaming machine licences or expansions near schools, parks, or town centres
- ☐ Encourage alternative revenue and health-positive businesses in local precincts
- ☐ Initiation of gambling harm minimisation guidelines

Alignment: While not explicitly covered, these controls support the Draft Plan’s vision for health, amenity, and community wellbeing.

**7. Reclaim Princes Highway – Bold Urban Renewal** Transform the Princes Highway corridor into a people-first, connected urban spine.

#### Figtree Section – Tunnel and Redevelop:

- ☐ Tunnel vehicle traffic beneath the town centre to remove congestion and severance
- ☐ Redevelop the surface for green, walkable, mixed-use streets
- ☐ Unlock public land for housing, open space, and community infrastructure
- ☐ Reconnect neighbourhoods currently divided by highway traffic

#### All other sections from Unanderra to Woonona – Surface Reclaiming:

- ☐ Convert to a slow zone or two-way shared street
- ☐ Prioritise pedestrians, cyclists, and on-street parking
- ☐ Support local activation and walkable town centre development

Alignment: Fully supports the Draft Plan’s vision to concentrate medium-density in accessible centres, reduce visual impact near the escarpment, and transition Westfield to a true town centre.

#### Design Controls in the DCP Ask Council to apply or strengthen controls that require:

- ☐ Active frontages: shops must open onto public streets or plazas, not internal malls
- ☐ Blank walls prohibited: no long inactive street edges
- ☐ Entrances from the street: not just from car parks or internal malls
- ☐ Pedestrian priority design: wide footpaths, canopy trees, continuous shop awnings

Alignment: Reinforces town centre character goals in the Draft Plan. Already used in other LGAs under “town centre design principles.”

Reclassification of Westfield as a Mixed-Use Town Centre Push for a transition from a “shopping mall” to a mixed-use, walkable centre — fully aligned with the Draft Figtree Locality Plan’s vision to transform Westfield into a true town centre.

- ☐ Publicly accessible streets running through or beside the site
- ☐ Opportunities for housing, co-working, and outdoor dining
- ☐ Revisions to zoning or planning overlays to support this
- ☐ Caveat: Address flood mitigation as part of redevelopment

Vision: “Good Density” – Medium Rise, Human Scale Key Principles:

1. Allow 4 storeys for medium-density housing and mixed-use development
2. Mandatory basement parking
3. Ground-level activation

Alignment: Fully supports the Draft Plan’s “town centre not mall” approach, and complements the plan’s medium-density transition area strategy.

#### Tunnel the Highway – Implementation Details

- ☐ Divert vehicle traffic below ground between (example spans: London Drive – The Avenue O’Brien’s Road). Benefits:
- ☐ Unlock surface land for:
  - o Linear parklands, walking/cycling tracks
  - o Town square, native landscaping
  - o Mixed-use 3–6 storey buildings
- ☐ Reconnect street grid and communities
- ☐ Address flood-prone town centre issues worsened by highway runoff

Alignment: Reflects and advances the Draft Plan’s vision for town centre transformation, safe connections, and livable neighbourhoods.