

## ITEM 1 DRAFT ILLAWARRA SHOALHAVEN REGIONAL PLAN 2040

The NSW Department of Planning, Industry and Environment is exhibiting the Draft Illawarra Shoalhaven Regional Plan 2041 and Proposed Special Infrastructure Contribution Illawarra Shoalhaven until 17 December 2020.

It is recommended that Council make a submission on both documents.

### RECOMMENDATION

Delegation be issued to the General Manager to finalise the draft submission on the Draft Illawarra Shoalhaven Regional Plan 2041 and Proposed Special Infrastructure Contribution Illawarra Shoalhaven (Attachment 2) and to submit to the NSW Department of Planning, Industry and Environment.

### REPORT AUTHORISATIONS

Report of: Chris Stewart, Manager City Strategy

Authorised by: Linda Davis, Director Planning + Environment - Future City + Neighbourhoods

### ATTACHMENTS

- 1 Summary of Themes, Objectives, Actions and Activities
- 2 Draft Submission

### BACKGROUND

The draft Illawarra Shoalhaven Regional Plan 2041 is the third regional plan published by the NSW Department of Planning, Industry and Environment. The Illawarra Regional Strategy 2006-31 was adopted in 2006, and the Illawarra Shoalhaven Regional Plan 2036 was adopted in 2015. Regional Plans are now required to be reviewed and updated by the Department every 5 years.

The draft Illawarra Shoalhaven Regional Plan 2041 provides the latest 20-year vision for the region and is being exhibited from 2 November 2020 to 17 December 2020.

Concurrently, the Department is also exhibiting the Proposed Special Infrastructure Contribution (SIC) Illawarra Shoalhaven.

In 2011 the Department exhibited the draft West Lake Illawarra Special Infrastructure Contribution plan (SIC), but it was never finalised and adopted by the State. West Lake Illawarra includes the West Dapto Release Area, Tallawarra lands and the Calderwood Release Area. Since 2011, the Department has required developers to enter into Planning Agreements to contribute to the cost of State infrastructure (State roads and land for schools). The Planning Agreements currently include a contribution rate of \$59,000 per developable hectare in West Dapto. It is estimated that the Department has collected about \$10M from developers in West Dapto Release Area. No contributions are made under the current draft SIC from the Calderwood Release Area, as the State has entered a Planning Agreement with the Calderwood developer (Lend Lease) for the delivery of State infrastructure within that precinct.

The Department has advised that it allocated \$600,000 from the SIC funds collected to the design of the Fowlers Road – Princes Highway- Fairwater Drive project. Earlier this year, the Department sought nominations for projects to be funded from the collected funds. In August 2020, Council staff nominated four projects, and sought support from the relevant State agency:

- Funding for the provision of a primary school site at West Dapto – Application not supported by NSW Education
- Funding for West Dapto Biocertification – Application not supported by DPIE -Environment, Energy & Science
- Northcliffe Drive Extension at Kembla Grange - Funding for a Business Case – Application supported by Transport for NSW

- Neighbourhood Planning of West Dapto Town Centres.

Advice on the outcomes of the applications has not been received.

The exhibition of the draft Illawarra Shoalhaven Regional Plan 2041 was proposed to be concurrent with the exhibition a draft Illawarra Shoalhaven Regional Transport Plan prepared by Transport for NSW, but this separate document is not yet available for viewing and comment.

## PROPOSAL

### **Draft Illawarra Shoalhaven Regional Plan 2041**

The draft Illawarra Shoalhaven Regional Plan 2041 provides the latest 20-year vision for the region's four Local Government Areas (LGAs) of Wollongong, Shellharbour, Kiama and Shoalhaven. In terms of strategic planning hierarchy, a Regional Plan sits above Council's Wollongong Local Strategic Planning Statement (2020). The Regional Plan is important as it guides strategic planning work and can provide strategic merit for draft Planning Proposals (rezoning proposals).

The draft Regional Plan contains:

- A one-page vision consisting of 10 vision statements,
- Four regional themes:
  - A productive and innovative region
  - A sustainable and resilient region
  - A region that values its people and places
  - A smart and connected region
- 15 Regionally Significant precincts, including Metro Wollongong, West Dapto (residential and employment areas), Tallawarra (residential and employment areas) and Port Kembla.
- 30 objectives that sit under the themes.
- Nine actions to be led by the NSW Department of Planning, Industry and Environment, to be delivered in the next five years.
- 61 strategies to be undertaken by Council and other State agencies, of which six strategies have Council as the specified lead responsible agency, and a further 36 strategies include Council as a responsible partner agency. Several other strategies will also require Council's participation.
- Five collaboration activities – of which three require Council's involvement

The themes, objectives, strategies, actions and activities are listed in Attachment 1. The table also includes comments on some of the strategies, actions and activities. Generally, the objectives, strategies, actions and activities are consistent with Council's policies and direction.

Compared to the current Regional Plan, there is greater responsibility on each of the Council's to deliver on the strategies identified in the draft Plan. The draft Regional Plan does not contain any funding to resource the actions, strategies or activities. Council's commitment to progress strategies and projects identified under the Regional Plan would need to be consistent with our Community Strategic Plan, Delivery program and Local Strategic Planning Statement.

The draft Regional Plan only mentions a few infrastructure projects required to support growth, although more are identified in the draft Special Infrastructure Contribution Illawarra Shoalhaven.

The draft Regional Plan is more explanatory than the current Plan, explaining the current situation and proposed direction, albeit that many directions remain in place from the previous Plan. The following comments highlight some of the aspects of the draft Regional Plan and are also contained in the draft submission (Attachment 2).

## Regionally significant precincts

The identification of regional significant precincts, including Metro Wollongong, West Dapto (residential and employment areas), Tallawarra (residential and employment areas) and Port Kembla, is supported. These precincts deliver on multiple themes and objectives. These precincts will continue to be important for employment and housing opportunities in the region.

### *Metro Wollongong*

The Department defines Metro Wollongong to include the Wollongong City Centre, Wollongong Hospital precinct, Wollongong Foreshore, University of Wollongong and the Innovation Campus, basically the area serviced by the Gong Shuttle. It is not a term used by Council.

The draft Regional Plan includes an objective and four strategies which support the Wollongong City Centre Planning work and the Access and Movement for People study being undertaken by Council. In addition, one strategy encourages Venues NSW to better utilise the WEC and WIN Stadium.

### *West Dapto Release Area*

The West Dapto Release Area is part of the West Lake Illawarra District (also includes Tallawarra and Calderwood). West Dapto does not feature as prominently in the draft Plan, compare to the previous Regional Plans, as Council has demonstrated that it can manage development in an orderly manner and does not require the intervention of the State.

West Dapto is estimated to be developed into 19700 lots. To-date land for some 12,000 lots have been zoned to permit urban development, and three draft Planning Proposals for another 3000 lots are under assessment. Council has approved 12 Neighbourhood Plans for some 5100 lots and six draft Neighbourhood Plans for 5760 lots are under assessment. Council has approved 29 development applications for subdivision creating 2139 lots of which 1789 lots have been constructed and released for housing. Council has also approved a development application for 108 units within a residential apartment building complex, nine units within a multi-unit housing development and 105 dual occupancy developments.

The draft Regional Plan does not identify the need for any schools in the West Dapto Release Area. The 2011 draft SIC identifies the need for eight primary school and two high school sites within West Dapto. Similarly, the West Dapto DCP chapter shows the indicative location of six potential primary school and two high school sites. The West Lake Illawarra Growth Area map (page 63) of the draft Illawarra Shoalhaven Regional Plan only identifies new school sites in the Calderwood Release Area, which are being delivered by the developer, through a Planning Agreement with the State.

Despite Council's active advocacy over many years, the Department of Education is yet to provide clarity and commitment to the provision of new schools that will be required to support the education needs of our new communities. It appears the Department of Education will commit to school sites where a single large developer has been able to provide new school sites at Calderwood as a part of a planning agreement with the State. But where a much larger population is being planned at West Dapto which has fragmented land ownership, the State has continued to show little interest in engaging with Council or West Dapto developers to make sure that the existing and future communities are treated equally.

Since 2003, when the relocation of Dapto Primary School to Horsley was approved, no school site has been identified by the State in the West Dapto Release Area. The capacity of the Dapto Primary School at Horsley has recently been approved to increase to 870 students (from 738 students), through DA-2019/698 which includes the demolition of 14 demountable classrooms and the erection of two new 2-3 storey buildings containing 20 home-bases.

## A productive and innovative region

This theme includes economic drivers of the regions, including Metro Wollongong, Wollongong City Centre. Port of Port Kembla, regionally significant employment lands, tourism, agricultural activities and resource lands.

## *Port of Port Kembla*

The acknowledgement and continued protection of Port Kembla as one of the State's significant import/export freight hubs is supported. Strategy 3.1 requires Council to reduce land use conflicts between Port operations and the transport corridors, with residential and commercial development. Consultants for the NSW Department of Planning, Industry and Environment have undertaken a study into the buffer area, however the study has not been released. For Council to consider and progress the study's findings, the study needs to be made available.

Strategy 3.2 to support the development of the Port as a green hydrogen hub is an exciting initiative and is supported. On 18 November 2020, the State identified Port Kembla as a Renewable Energy Zone as part of the Electricity Infrastructure Bill 2020.

### A sustainable and resilient region

This theme includes the protection of the environment, community resilience, increasing the tree canopy, net zero emissions by 2050, circular waste economy and securing the water resources.

The inclusion of a net zero emissions target by 2050 is a welcome addition to the regional plan and reflects the target having already been adopted by the four Councils in the region. On 16 November 2020 Council adopted the Climate Change Mitigation Plan which details the first set of actions that Council will implement to meet the target.

The 2019-20 bushfires and floods have highlighted the need for greater resilience, especially in isolated and vulnerable locations. Large areas of the Wollongong LGA are prone to bushfires, floods, landslip and coastal inundation. Due to the historic development patterns the avoidance of these risks is difficult. Many of our towns were located adjacent to watercourses for water supply, but the creeks also flood. Housing has been permitted in the lower escarpment in areas prone to bushfire and landslip. Managing these challenges continues to be a focus for Council's planning and mitigation activities.

### A region that values its people and places

This theme includes housing supply and local character.

The draft Regional Plan has less emphasis on housing supply and housing projections than previous plans. The draft Plan acknowledges that there is sufficient forecast housing supply to meet the forecast demand to 2041 is welcomed. This supports the findings of Council's Housing and Affordable Housing Options Paper. The objectives of providing housing supply in the right location and deliver housing that is more diverse and affordable are supported and are consistent with Council's Housing and Affordable Housing Options Paper.

However, the absence of a housing projection target weakens the line-of-sight, from the State Housing policy to Council's Local Strategic Planning Statement and draft Housing Strategy (in preparation), in terms of the quantum of housing required to be provided for the growing population.

### A smart and connected region

This theme includes improved infrastructure connections to Sydney, Western Sydney and Nowra, improved walking and cycling networks and smart infrastructure.

As noted, a draft Regional Transport Plan was proposed to be exhibited concurrently with the draft Regional Plan but has not been released by Transport for NSW. It is anticipated that the draft Transport Plan would have greater detail about future transport initiatives.

The improved linkages to Western Sydney are supported. Transport for NSW has recently released a survey on the Outer Sydney Orbital Stage 2 – which is seeking comment on two options to link Appin Road with Menangle and bypass Appin. The November 2020 State budget also includes an allocation for design of upgrades to Picton Road. However, the budget did not include a construction budget. The budget also did not include an allocation for the next stage of design funding for the Mount Ousley Road interchange.

The faster rail connections between Wollongong and Nowra (Bomaderry) are supported, although the proposed improvements seem to be located between Kiama and Bomaderry – with a passing loop at

Toolijooa and additional platform at Bomaderry. The State should be encouraged to electrify the Kiama – Bomaderry section of the network to improve travel times.

The draft Regional Plan does not mention any improvements in the LGA, such as duplicating the track south of Unanderra, or any improvements north of Thirroul.

The draft Regional Plan does acknowledge the need for a new freight rail connection to Sydney via the Maldon-Dombarton corridor, although does not mention the South West Illawarra Rail Link (SWIRL) which includes passenger services.

The strategy to improve the pedestrian and cycle networks is consistent with Council's strategies. On 16 November 2020 Council adopted the Wollongong Cycling Strategy 2030.

The strategy to consider the use of Council-owned land for electric vehicle charging stations is consistent with the draft policy Council considered on 31 August 2020, although the strategy in the draft Regional Plan should be expanded to also include Crown and State-owned land.

### Proposed Special Infrastructure Contribution Illawarra Shoalhaven

The draft SIC determination proposes a contribution rate of \$125,159 / hectare of net developable residential land area for West Dapto. This rate is significantly higher than the \$73,219 / hectare rate proposed by the 2011 draft SIC, and the \$59,000 / hectare of net developable area, that the developers are currently paying through Planning Agreements to the State.

The draft SIC determination proposes a lower rate of \$97,668/hectare for Calderwood and Tallawarra.

The draft SIC does propose a staged increase in the contribution, with 50% of contribution rate (ie \$62,579 / ha for West Dapto) being payable till 1/7/22, and 75% of the contribution rate (ie \$93,869 / ha for West Dapto) being payable between 1/7/22 and 30/6/23.

The draft SIC does not include a rate for the development of employment land (zoned IN2 Light Industrial or IN3 Heavy industrial).

The draft SIC includes projects to the total value of \$1,046M, of which \$676M is proposed to service the West Dapto Release Area, as indicated in the table below. The draft SIC proposes to collect \$86M in developer contributions to partially fund these projects. The remaining \$590M will be required to be funded by the State.

Infrastructure item	2020 draft SIC - West Dapto projects	
	100% Attributable Cost	Project cost funded through contributions
<b>Road and Intersection Upgrades</b>		
Yallah Interchange	\$74,186,565	\$7,418,656
Tallawarra On-ramp	\$15,455,534	\$1,545,553
Tallawarra Off-ramp	\$15,455,534	\$1,545,553
Emerson Road On-ramp Upgrade	\$12,364,427	\$1,236,442
Emerson Road Off-ramp	\$12,364,427	\$1,236,442
Fowlers Road On-ramp	\$8,036,877	\$803,687
Fowlers Road Off-ramp	\$8,036,877	\$803,687
Kanahooka Road Off-ramp (South Bound Off-ramp Capacity Improvements)	\$8,036,877	\$803,687
Kanahooka Road on-ramp (North Bound On-ramp Capacity Improvements)	\$8,036,877	\$803,687
Illawarra Highway Upgrade	\$49,457,710	\$4,945,771
M1 – Additional Lanes – Tallawarra to Emerson Road	\$12,364,427	\$1,236,442

Infrastructure item	2020 draft SIC - West Dapto projects	
	100% Attributable Cost	Project cost funded through contributions
M1 – Additional Lanes – Emerson Road to Fowlers Road	\$12,364,427	\$1,236,442
M1 – Additional Lanes – Fowlers Road to Kanahooka Road	\$12,364,427	\$1,236,442
M1 – Additional Lanes – Kanahooka Road to Northcliff Drive	\$16,073,755	\$1,607,375
M1 – Additional Lanes – Northcliffe Drive to Five Islands Road	\$24,728,855	\$2,472,885
Northcliffe Drive Extension	\$74,186,565	\$7,418,656
Princes Highway Upgrade x 2 Intersections	\$17,186,554	\$1,718,655
West Lake Illawarra Major Road Spine	\$260,000,000	\$26,000,000
<b>Subtotal</b>	<b>\$640,700,715</b>	<b>\$64,070,062</b>
<b>Education</b>		
Provision of Primary and Secondary School Student Places	\$15,979,025	\$1,597,902
<b>Biodiversity</b>		
West Dapto Biodiversity	\$20,000,000	\$20,000,000
<b>Planning and Delivery</b>		
Nowra Bomaderry and West Lake Illawarra		\$931,977
<b>TOTAL</b>	<b>\$676,679,740</b>	<b>\$86,599,941</b>

There is no detail behind how the cost estimates have been determined, or the apportionment between development within release areas and infill development in the rest of the Region.

The majority of these projects were listed in the 2011 draft SIC. Contributions towards the widening of the M1 projects were not included in the 2011 draft SIC, as the need for the widening was only partially attributed to population growth in the release areas.

The list does include an allocation to the Northcliffe Drive extension (\$74M) and West Lake Illawarra Major Road Spine projects (\$260m), located with the Release Area, both of which are supported. It is understood that the Spine Road is Council's proposed West Dapto ring road and the \$260M cost has been based on Council's draft West Dapto Development Contribution Plan 2020.

As part of the preparation of the draft West Dapto Development Contribution Plan, Council promoted the inclusion of the ring road in the draft SIC. The inclusion in the SIC will result in the cost being removed from Council's West Dapto Development Contribution Plan and a significant decrease in the contribution rates. The responsibility for constructing the road (Council, developers or Transport for NSW), design standards and timing will still need to be clarified. If construction is Council's responsibility 10% of the project cost is not sufficient to progress construction. Consideration will also need to confirm whether developers can build sections as part of a Planning Agreement. The mechanism to transfer funds to Council will also need to be clarified.

Upon the finalisation of the SIC, Council's West Dapto Development Contribution Plan (2020) may need to be amended to remove projects that are listed in the SIC, to prevent developers contributing twice to the same project in two plans.

Without seeing the detail project cost estimates and land area the contribution is allocated over, it is difficult to assess the accuracy of the number. It is unclear whether the land that has been developed for housing in the West Dapto Release Area for housing over the past 10 years, is included in the area

calculation. It is unclear how development in Calderwood has been treated where the lead developer has entered into a Planning Agreement with the State to deliver State infrastructure.

A lower rate for Tallawarra is supported, but without knowing the inputs between the 2 release areas, it is difficult to review or comment on the accuracy of the number.

Similar to local development contribution plans, the draft SIC should include an expenditure program. The draft SIC only proposes to collect 10% of funds required for the infrastructure projects, therefore requiring a further 90% to be allocated from the State budget. It is unclear whether the State is committed to this amount of funding.

The timing of infrastructure provision is important to enable Council to align its construction program for local collector roads that link with the State and regional roads.

It is disappointing that only \$15.9m has been allocated in total to the provision of primary and secondary schools in the West Lake Illawarra Growth Area (Wollongong and Shellharbour). The 2011 draft SIC allocated \$18.6m to the provision of land for 8 primary school and 2 high school sites within West Dapto. As noted, in the discussion on the draft Regional Plan, Council has been advocating for the identification of school sites for over 10 years.

The inclusion of an allocation of \$20m to the West Dapto Biodiversity Certification (Biocertification) is supported. It is noted that it is the only project to be fully funded under the draft SIC. The Biocertification of West Dapto has been stalled since 2014 due to the lack of funding to progress the proposed conservation measures. Council is unable to include Biocertification funding in the West Dapto Development Contribution Plan and has been advised that the SIC is the appropriate funding source. The allocation of funds should allow the NSW Department of Planning, Industry and Environment – Environment Energy and Science, to progress Council's West Dapto Biocertification application. The finalisation of the Biocertification application will provide certainty for the community and developers on biodiversity outcomes and avoid the site by site biodiversity assessment and debates. The mechanism to transfer funds to Council will need to be resolved.

The draft SIC, similar to the 2011 draft SIC, does not contain any allocation for active transport (cycleways), Regional Open Space, Emergency Services or Community health facilities in the West Dapto Release area. The West Dapto Development Contribution Plan includes funds for the provision of footpaths and cycleways and open space. During the preparation of the West Dapto 2007 vision and draft 2011 SIC, emergency management organisations and NSW Health advised that the existing services in Dapto could cater or be expanded for the future community, and no specific funding was required though the draft SIC.

## CONSULTATION AND COMMUNICATION

The draft Illawarra Shoalhaven Regional Plan and draft Special Contribution Plan is being exhibited by the NSW Department of Planning, Industry and Environment until 17 December 2020.

## PLANNING AND POLICY IMPACT

This report contributes to the delivery of all goals of Our Wollongong 2028.

It specifically delivers on core business activities as detailed in the Land Use Planning Service Plan 2020-21.

## CONCLUSION

The NSW Department of Planning, Industry and Environment is exhibiting the Draft Illawarra Shoalhaven Regional Plan 2041 and Proposed Special Infrastructure Contribution Illawarra Shoalhaven until 17 December 2020.

It is recommended that Council make a submission on both documents. A draft submission is attached for Council's consideration. Overall, the draft Regional Plan is supported.

**Summary of the Illawarra Shoalhaven Regional Plan 2041 - Themes, objectives, strategies, actions and activities**

Theme, Objective, Action, Strategy, Activity	Lead	Comment
<b>Theme 1: A productive and innovative region</b>		
<b>Objective 1 Strengthen Metro Wollongong as a connected, innovative and progressive City</b>		
Action 1 Develop a Metro Wollongong Health Precinct Strategy	DPIE	Support – Council will work with NSW Health and DPIE to prepare a Health precinct strategy. This action is consistent with Wollongong City Centre draft Planning Strategy
Strategy 1.1 Strengthen Metro Wollongong in local strategic planning and local plans by: <ul style="list-style-type: none"> <li>• creating a permeable and connected pedestrian network</li> <li>• encouraging a diversity of housing including affordable housing and student housing around commercial priority areas</li> <li>• elevating the importance of design quality and design excellence outcomes</li> <li>• utilising green infrastructure to create a green network of open spaces</li> <li>• activating public domain to encourage investment and renewal.</li> </ul>	WCC	Support – consistent with Wollongong City Centre Urban Design Framework, and draft Planning Strategy (if endorsed by Council on 7/12/20)
Strategy 1.2 Strengthen Metro Wollongong’s Commercial Core in local strategic planning and local plans by: <ul style="list-style-type: none"> <li>• prioritising jobs growth and a resilient Commercial Core by safeguarding land for commercial, job-generating development</li> <li>• strengthening and simplifying planning controls to promote a diversity of buildings that respond to people and place, define the city’s skyline and create streets that are scaled for people</li> <li>• developing active city streets that retain local character and support flexibility to the changing retail environment</li> </ul>	WCC	Support – consistent with Wollongong City Centre Urban Design Framework, and draft Planning Strategy (if endorsed by Council on 7/12/20)

Theme, Objective, Action, Strategy, Activity	Lead	Comment
<ul style="list-style-type: none"> <li>encouraging the temporary use of vacant properties to help with activation.</li> </ul>		
<p>Strategy 1.3 Revitalise and activate the Sports and Entertainment Precinct and foreshore in local strategic planning and local plans by:</p> <ul style="list-style-type: none"> <li>improving the visual and physical access to the foreshore, including improving the pedestrian interface with the WEC, WIN Stadium, the beach and Lang Park</li> <li>encouraging broader uses of the Precinct during times outside of events</li> <li>improving access to public and active transport networks including links to Wollongong Train Station and event transport</li> <li>embracing the location’s environmental setting by protecting key views, improving and activating public spaces and managing exposure to climate hazards.</li> </ul>	WCC	Support – consistent with Wollongong City Centre draft Planning Strategy. Input from Venues NSW and other stakeholders required.
<p>Strategy 1.4 Review opportunities to better utilise the WEC and WIN Stadium.</p>	Venues NSW	Support. The State is encouraged to invest in the WEC to increase its utilisation.
<p>Collaboration Activity 1 Work with Venues NSW, Wollongong City Council and Department of Regional NSW on the revitalisation and activation of the Metro Wollongong Sports and Entertainment Precinct and foreshore.</p>	DPIE	Support – consistent with Wollongong City Centre draft Planning Strategy.
<p>Strategy 1.5 Expand the education, innovation and research capabilities of Metro Wollongong in local strategic planning by:</p> <ul style="list-style-type: none"> <li>encouraging collaboration between education and research institutions to foster knowledge sharing and innovation</li> <li>encouraging the attraction of an additional university presence in the Commercial Core or Commercial Frame</li> <li>fostering opportunities to develop and enable smart city approaches throughout Metro Wollongong.</li> </ul>	WCC	The expansion of education, innovation and research capabilities is beyond the scope of Council’s responsibility. The LEP permits Education Establishments in the City Centre and Metro Wollongong. The Strategy should be reassigned to Dept Education
<p>Strategy 1.6 Strengthen connectivity in Metro Wollongong in local strategic planning and local plans by:</p>	WCC with TfNSW	Support – although the input of Transport for NSW and UoW will be required. Council manages the

Theme, Objective, Action, Strategy, Activity	Lead	Comment
<ul style="list-style-type: none"> <li>activating entrances to Wollongong Train Station and improving place-making at Lowden Square and on Crown Street</li> <li>balancing the needs of pedestrians and vehicle traffic through the West Crown and Keira Street corridor to create a vibrant and iconic intersection</li> <li>promoting walking and cycling through enhancements such as better wayfinding</li> <li>strengthening the feasibility of redevelopment and increased densities within walking distance to Wollongong Train Station</li> <li>integrating bus services with other modes including park and ride facilities, and opportunities for car, bike and scooter sharing services.</li> <li>considering opportunities for innovative mobility changes including electric vehicles and autonomous bus systems</li> </ul>		<p>local road network, footpaths and cycleways. Council does not manage the regional road network, buses or trains.</p>
<p>Collaboration Activity 2 Work with Wollongong City Council on its Access and Movement for People.</p>	<p>DPIE</p>	<p>It is unclear what support the DPIE can provide. It is unlikely that the DPIE will provide financial support. TfNSW has the technical expertise to support the project.</p> <p>Support of the implementation of the Study's recommendations through Government would be appreciated. For example, support for maintain the Gong Shuttle as a free service.</p>
<p>Collaboration Activity 3 Work with Transport for NSW on the development of a Wollongong Place-based Transport Plan.</p>	<p>DPIE</p>	<p>This activity seems to duplicate the previous one. TfNSW should support the development of Council's Access and Movement for People study, rather than producing its own study.</p> <p>The 2 activities should be combined</p>
<p><b>Objective 2 Grow the region's Regional Cities</b></p>		

Theme, Objective, Action, Strategy, Activity	Lead	Comment
Action 2 Develop a Nowra City Centre Strategic Roadmap to set a vision, identify actions and guide inter-agency and inter-government collaboration	DPIE	Not relevant to Wollongong
Strategy 2.1 Activate Nowra City Centre in local strategic planning and local plans ...	Shoalhaven	Not relevant to Wollongong
Strategy 2.2 Enhance the diversity and strength of Shellharbour City Centre in local strategic planning and local plans ...	Shellharbour	Not relevant to Wollongong
Strategy 2.3 Consider opportunities for the future use of the existing Shellharbour Hospital site.	Illawarra Shoalhaven Local Health District	Not relevant to Wollongong. The draft Plan does not provide guidance on the proposed new Shellharbour hospital. This new facility is of interest as it may provide health services to residents of Wollongong's southern suburbs.
<b>Objective 3 Grow the Port of Port Kembla as an international trade hub</b>		
Strategy 3.1 Protect Port Kembla as an international gateway for freight and logistics in local strategic planning and local plans by: <ul style="list-style-type: none"> <li>• reducing land use conflicts from residential and commercial development and, where appropriate, including buffer measures to minimise the impact of development on the efficient functioning of the Port and the freight industry</li> <li>• considering the suitability of high traffic-generating developments, such as large-scale retail and high density residential, on roads that service the Port to reduce conflicts with dangerous goods vehicles.</li> </ul>	WCC	The Three Ports SEPP introduced by the State already provides this level of planning control. Council does need to consider noise and traffic issues on buffer locations and freight corridors, given the 24/7 operation of the Port. Access to/from the Port is largely on the State road network, managed by TfNSW. Council does not manage the movement of dangerous goods vehicles. The strategy should also include the progression of the Maldon – Dombarton Link (or SWIRL)
Strategy 3.2 Support the development of the Port as a green hydrogen hub to create economic and jobs growth in the region	DRNSW	Support the initiative.

Theme, Objective, Action, Strategy, Activity	Lead	Comment
<b>Objective 4 Activate regionally significant employment precincts to support new and innovative economic enterprises</b>		
<p>Action 3 Develop precinct profiles for the regionally significant employment lands and where required, establish precinct collaboration teams to activate land for economic growth</p>	DPIE	<p>The employment lands at Kembla Grange require the provision of water and sewerage. Sydney Water has advised that there is not sufficient demand to justify a business case to service the precinct.</p> <p>The employment lands at Tallawarra require the land owners to develop the lands.</p> <p>There is opportunity for under-utilised land at Port Kembla – Unanderra to be serviced and developed.</p>
<p>Strategy 4.1 Support new and innovative economic enterprises in local strategic planning and local plans by:</p> <ul style="list-style-type: none"> <li>• retaining and managing regionally significant employment lands and safeguarding them from competing pressures</li> <li>• providing flexibility in local planning controls</li> <li>• aligning infrastructure to support the rollout of employment land in the region.</li> </ul>	Councils	<p>The first and second dot points seem contrary. Safeguarding regionally significant employment land, is not achieved by providing flexibility in planning controls, which enables a broader range of uses to be permitted.</p> <p>Council does not provide water, sewer, power or telecommunication infrastructure</p>
<p>Strategy 4.2 Monitor the take up and availability of employment land through the Employment Lands Development Program.</p>	DPIE	Support the continuation of the monitoring program
<p>Strategy 4.3 Support the defence and advanced manufacturing industries in local strategic planning and local plans by:</p> <ul style="list-style-type: none"> <li>• protecting the airspace around defence facilities consistent with the current Australian Noise Exposure Forecast mapping in local environmental plans</li> <li>• providing space and co-location opportunities for electronic, information technology, logistics, and aviation and defence support industries in employment precincts such as the Albatross Aviation and Technology Precinct and the South Nowra Industrial Lands.</li> </ul>	Councils	Strategy appears to relevant to Shoalhaven Council only, not all Councils.

Theme, Objective, Action, Strategy, Activity	Lead	Comment
Strategy 4.4 Support the growth of Shellharbour Airport in local strategic planning and local plans ...	Shellharbour	Not relevant to Wollongong, although the flight paths, Obstacle Height limits and Australian Noise Exposure Forecast mapping extends into the Wollongong LGA
<b>Objective 5 Create a diverse visitor economy</b>		
Strategy 5.1 Create an environment for a diverse visitor economy through local strategic planning and local plans by: <ul style="list-style-type: none"> <li>• enhancing the amenity, vibrancy and safety of centres and township precincts</li> <li>• creating green and open spaces that are accessible and well connected and enhancing existing green infrastructure in tourist and recreation facilities</li> <li>• supporting the development of places for artistic and cultural activities</li> <li>• protecting heritage, biodiversity and agriculture to enhance cultural, agri and eco-tourism</li> <li>• supporting appropriate growth of the night-time economy</li> <li>• providing flexibility in planning controls to allow sustainable agritourism and ecotourism</li> <li>• improving public access and connection to heritage through innovative interpretation</li> <li>• incorporating transport planning with a focus on active transport modes to connect visitors to key destinations.</li> </ul>	Councils	Support – generally consistent with the Economic Development Strategy
Strategy 5.2 Support a diverse visitor economy in national parks by working with Destination NSW, Destination Networks, councils and local tourism organisations to encourage and welcome visitors.	DPIE (NPWS)	Support
<b>Objective 6 Activate the region’s harbours to promote the blue highway</b>		

Theme, Objective, Action, Strategy, Activity	Lead	Comment
Strategy 6.1 Activate the region's harbour and ports as well as their related commercial areas in local strategic planning and local plans.	Councils, TfNSW	Support – Wollongong Harbour foreshore is managed by DPIE- Crown Land, who should be listed in the strategy.
<b>Objective 7 Respond to the changing nature of retail</b>		
Strategy 7.1 Respond to the changing nature of retail in local strategic planning and local plans by: <ul style="list-style-type: none"> <li>• providing flexibility in local strategic planning and local plans to facilitate a broad range of uses within centres</li> <li>• focusing future commercial and retail activity in existing commercial centres, unless there is no other suitable site within existing centres, there is a demonstrated need, or there is positive social and economic benefit to locate activity elsewhere.</li> </ul>	Councils	Will be considered through the Retail Centres Study (2021)
<b>Objective 8 Strengthen the economic self-determination of Aboriginal communities</b>		
Strategy 8.1 Partner with Aboriginal communities to identify opportunities to activate land including the biodiversity offset market to drive economic prosperity, training and employment for Aboriginal communities.	DRNSW	Support
Strategy 8.2 Continue to offer the preparation of a strategic assessment of the landholdings of Local Aboriginal Land Councils.	DPIE	Support. Council has a good working relationship with the Illawarra Local Aboriginal Lands Council and can also provide assistance in the conservation or development of their land.
Strategy 8.3 Prioritise the processing of unresolved Aboriginal Land Claims on Crown land.	DPIE (Crown Lands)	Support
Strategy 8.4 Provide opportunities for the region's LALCs to interact with and utilise the NSW planning system and the planning pathways available to achieve development aspirations.	DPIE	Support. In 2019 the DPIE adopted an Aboriginal Lands SEPP and has just released the Aboriginal Land (SEPP) Guideline.
<b>Objective 9 Promote agriculture innovation, sustainability and value-add opportunities</b>		

Theme, Objective, Action, Strategy, Activity	Lead	Comment
<p>Strategy 9.1 Promote agriculture and aquaculture innovation, sustainability and value-add opportunities in local strategic planning and local plans by:</p> <ul style="list-style-type: none"> <li>• protecting identified important agricultural land and industries from other land uses, land use conflict and fragmentation</li> <li>• protecting assets and infrastructure such as freight and logistics facilities from land use conflict and the encroachment of incompatible land use to facilitate investment in the agricultural supply chain</li> <li>• minimising the impacts of development on aquatic habitats in aquacultural estuaries</li> </ul>	Councils	Support. Although little agriculture occurs in Wollongong, compared to the rest of the region.
<p>Strategy 9.2 Enable new rural residential development only where it has been identified in a local strategic plan, prepared by council and endorsed by the Department of Planning, Industry and Environment.</p>	Councils	Support intent of strategy, although the need for the Department to endorse the local strategic plan is questioned. The Department does not endorse Council's Local Strategic Planning Statement, Housing Strategy or West Dapto Vision.
<b>Objective 10 Sustainably maximise the productivity of resource lands</b>		
<p>Strategy 10.1 Consider the ongoing operation of existing mining and resource extraction and future development of known resources in local strategic planning and local plans by:</p> <ul style="list-style-type: none"> <li>• protecting areas of mineral and energy resources potential</li> <li>• protecting infrastructure that facilitates mining industries, such as road and rail freight routes, from development that could affect current or future extraction.</li> </ul>	Councils	<p>This strategy appears to cover coal mining, coal seam gas extraction, hard rock quarries and sand mining.</p> <p>Wollongong has a coal mining history – there are currently 2 active coal mines and 2 in maintenance. Coal mining is occurring under the Sydney Drinking Water Catchment Area and areas to the west.</p>
<p>Strategy 10.2 Consider opportunities for strategic biodiversity conservation measures around known hard rock resource lands to protect environmental values and provide certainty for extraction activities</p>	DPIE (EES)	Support - not relevant to Council.
<b>Theme 2: A sustainable and resilient region</b>		

Theme, Objective, Action, Strategy, Activity	Lead	Comment
<b>Objective 11 Protect important environmental assets</b>		
<p>Strategy 11.1 Protect important environmental assets in local strategic planning and local plans by:</p> <ul style="list-style-type: none"> <li>• recognising the validated high environmental value lands in local environmental plans</li> <li>• minimising potential impacts arising from development on areas of high environmental value and implement the ‘avoid, minimise and offset’ hierarchy</li> <li>• consistently managing riparian corridors through strategic conservation planning initiatives that accommodate natural physical processes and integrate water sensitive urban design principles.</li> </ul>	Councils	Support. Consistent with Council’s Local Strategic Planning Statement. However, concern over lead being Councils without specific mention of funding
<p>Strategy 11.2 Protect and enhance the function and resilience of biodiversity corridors in local strategic planning and local environmental plans.</p>	Councils	Support. Consistent with Council’s Local Strategic Planning Statement and environmental studies
<p>Strategy 11.3 Consider the needs of climate refugia for threatened and dominant species in local strategic planning including biodiversity and conservation planning.</p>	Councils	Support.
<p>Strategy 11.4 Protect biodiversity values in urban release areas by incorporating validated, up-to date environmental data into local strategic planning and local plans.</p>	Councils	Support.
<p>Strategy 11.5 Protect sensitive estuaries and implement the NSW Government’s <i>Risk-Based Framework for Considering Waterway Health Outcomes in Strategic Land-use Planning Decisions</i> in local strategic planning and local plans to support improved water quality and ecological function.</p>	Councils	Support. This strategy refers to modelling work undertaken by the EPA to support Lake Illawarra catchment health, in particular from development at West Dapto and Calderwood.
<p>Strategy 11.6 Align local plans with any certified Coastal Zone Management Plan or certified Coastal Management Program.</p>	Councils	In November 2020 the Lake Illawarra Coastal Management Program was endorsed.

Theme, Objective, Action, Strategy, Activity	Lead	Comment
		The Wollongong Coastal Zone Management Plan (2018) was certified in 2018 after a long and costly process. The Plan's certification is due to expire in December 2021. Council requests that the certification timeframe to for the existing Plans be extended until December 2025 to allow sufficient time to review the CZMP and prepare a new draft CMP.
<b>Objective 12 Build resilient places and communities</b>		
Action 4 Develop a resilience maturity matrix for the Illawarra Shoalhaven to identify where councils can increase resilience in the land use planning system	DPIE	Support the intent of the strategy, however the implementation of the matrix recommendations is likely to require resources.
Strategy 12.1 Support community led development of resilience and adaptation plans that: <ul style="list-style-type: none"> <li>• encourage sustainable and resilient building design and materials including the use of renewable energy</li> <li>• promote economic diversity and prosperity, improving liveability and strengthening the health, wellbeing and social cohesion of a place</li> <li>• integrate emergency management and recovery needs into new and existing urban areas including evacuation planning, safe access and egress for emergency services personnel, buffer areas, building back better, whole-of-life cycle maintenance and operation costs for critical infrastructure for emergency management</li> <li>• actively engage with community to understand risks, vulnerabilities and capabilities, providing information that is transparent, clear and shared.</li> </ul>	Councils	Support the intent of the strategy, however community-led plans cannot be implemented unless adopted by Council and the State. Significant funding will be required to address this strategy. Will also require specific guidance and risk mapping from NSW government
Strategy 12.2 Reduce exposure to natural hazards in local strategic planning and local plans by:	Councils	While the strategy is supported, the constraints of the Wollongong make it difficult to achieve.

Theme, Objective, Action, Strategy, Activity	Lead	Comment
<ul style="list-style-type: none"> <li>locating development, including urban release areas, away from areas of known high bushfire risk, flooding hazards or high coastal erosion/inundation to reduce the community's exposure to natural hazards</li> <li>preparing, reviewing and implementing floodplain risk management plans in existing and new growth areas to improve community resilience to the impacts of flooding and to enable flood constraints to be incorporated into planning processes early for new development</li> </ul>		<p>Wollongong is subject to floods, bush fire, land slip, coastal inundation. Many of Wollongong's towns were developed adjacent to watercourses, which flood. The bushland in the Sydney Drinking Water Catchment, National Parks and Illawarra Escarpment provide a bushland backdrop and landscape setting, but also present a bushfire risk. These constraints were considered in Council's draft Housing and Affordable Housing Options Paper and will be further considered in the preparation of the draft Housing Strategy.</p> <p>Council has an on-going program of reviewing Flood Studies and Floodplain Risk management Studies and Plans</p>
<p>Strategy 12.3 Take a risk-based-approach to determining sea level rise in local strategic planning and local plans by using the best available science in consultation with the NSW Government.</p>	<p>Councils</p>	<p>The inclusion of this strategy is supported. However a State, then regional approach is required, rather than requiring each Council to develop their own approach. Sea level rise in Wollongong, Shellharbour, Kiama and Shoalhaven is likely to be similar, although the impacts may be different.</p>
<p><b>Objective 13 Increase urban tree canopy cover</b></p>		
<p>Strategy 13.1 Foster opportunities to increase urban tree canopy coverage in local strategic planning and local plans and consider a long-term urban tree canopy target accounts for local characteristics and community expectations.</p>	<p>Councils</p>	<p>Council has adopted the Urban Greening Strategy and is now implementing the strategy. Council has planted over 5000 trees in the past 3 years, plus 60,000+ plants through the bushcare program. It is acknowledged that some of our suburbs lack shade. The State's program of funding the planting of 5 million trees in Greater Sydney by 2030 (5MT),</p>

Theme, Objective, Action, Strategy, Activity	Lead	Comment
		should be expanded to include Wollongong and the Illawarra, with additional funding
<b>Objective 14 Enhance and connect parks, open spaces and bushland with walking and cycling paths</b>		
Action 5 Develop the Illawarra Shoalhaven Green Grid and identify prior projects for enhancement	DPIE	Council has adopted the Urban Greening Strategy and is now implementing the strategy. The need for a duplicate study over the Wollongong LGA is questioned.
Strategy 14.1 Enhance and increase access to public spaces through local strategic planning and local plans by: <ul style="list-style-type: none"> <li>• planning for urban release areas to supply a sufficient quantity and quality of new accessible open space</li> <li>• exploring new public space in accordance with the Government Architect NSW’s Greener Places and Better Places guidance, and with consideration of the Designing with Country discussion paper and Everyone Can Play</li> <li>• requiring large urban renewal initiatives to demonstrate how the quantity of, or access to, high quality and diverse local public space is maintained or improved.</li> </ul>	Councils	Support the intent of the strategy. Recreation areas and open space areas have been / are being planned as part of the West Dapto Release Area and Tallawarra. The expansion of open space area in existing communities is difficult, as land has to be purchased at market rates and there is limited available funds. The use of open space within Department of Education assets should be a commitment under the Plan.
<b>Objective 15 Plan for a Net Zero region by 2050</b>		Support objective. Consistent with Council adopting a net zero target by 2050, and on 16/11/20 adopted the Climate Change Mitigation Plan. The target will need to be readjusted by the state as science is updated.
Action 6 Develop an Illawarra Shoalhaven Sustainability Roadmap that identifies innovative initiatives which can be delivered through an ecosystem of collaboration	DPIE	Council’s Climate Change Mitigation Plan, adopted on 16/11/20, will be forwarded to the Department.

Theme, Objective, Action, Strategy, Activity	Lead	Comment
		The Department's roadmap will need to be consistent, as Council cannot implement 2 separate roadmaps.
Strategy 15.1 Encourage initiatives that reduce emissions in local strategic planning and local plans.	Councils	On 16/11/20 Council adopted the Climate Change Mitigation Plan
Action 7 Develop a sustainability framework for regionally significant precincts to promote carbon neutral sustainable growth and development	DPIE	Support action
Strategy 15.2 Encourage energy efficient building design for residential, commercial and industrial areas in local strategic planning and local plans.	Councils	Support – however energy efficiency of residential development is controlled by SEPP - BASIXs. Council cannot require more than the SEPP. The DPIE should expand BASIX's or adopt the Greenstar Program or other initiatives
Strategy 15.3 Promote opportunities for clean energy in the region including pumped hydro, hydrogen and biogenic gas.	Councils	Support the intent of the strategy, however Council's are not responsible for energy production. The action should be reassigned to Energy NSW.
Strategy 15.3 Explore opportunities where carbon sequestration using mangroves could be used for estuary riverbank restoration and/ or be included in coastal management programs.	DPIE (EES)	Support - not responsibility of Council.
Strategy 15.4 Explore opportunities for using agricultural land to sequester carbon in vegetation and soils, and to grow biomass for bioenergy.	DPI (Agriculture)	Support - not responsibility of Council.
<b>Objective 16 Support the development of a circular economy</b>		
Strategy 16.1 Support the development of a circular economy including understanding opportunities for industrial symbiosis in local strategic planning and waste management strategies.	Councils	Will be considered as part of the preparation of Council's next Waste and Recycling Strategy. Concern over lead being Councils as our capacity to affect change is limited without direction from State
<b>Objective 17 Secure water resources</b>		

Theme, Objective, Action, Strategy, Activity	Lead	Comment
<p>Strategy 17.1 Encourage the sustainable use of water resources in local strategic planning and local plans by:</p> <ul style="list-style-type: none"> <li>• locating, designing, constructing and managing new developments to minimise impacts on water catchments, including downstream impacts and groundwater sources</li> <li>• incorporating water sensitive urban design particularly where development is likely to impact water catchments, water quality and flows</li> <li>• encouraging the reuse of water in new development, for urban greening and for irrigation purposes.</li> </ul>	Councils	<p>Consistent with Council's Water Sensitive Urban Design DCP chapter, but can be difficult to achieve on some sites due to steep slopes.</p> <p>Sydney Water is water authority in Wollongong, Shellharbour and Kiama. Water recycling needs to be mandated by State</p>
<p><b>Theme 3: A region that values its people</b></p>		
<p><b>Objective 18 Provide housing supply in the right locations</b></p>		
<p>Strategy 18.1 Identify urban growth boundaries and facilitate opportunities to create an ongoing supply of housing in local strategic planning and local plans.</p>	Councils	The West Dapto urban growth boundaries have been defined.
<p>Strategy 18.2 Facilitate housing opportunities in existing urban areas, particularly within strategic centres through local strategic planning and local plans by:</p> <ul style="list-style-type: none"> <li>• regularly reviewing planning controls so that they are creating flexible and feasible conditions for housing supply</li> <li>• aligning infrastructure and service delivery to match housing supply needs</li> <li>• exploring public domain improvements that would increase capacity for growth</li> <li>• identifying policies and processes that could be reviewed to improve certainty and streamline development processes</li> <li>• promoting urban design outcomes to support healthy and vibrant communities.</li> </ul>	Councils	Consistent with Council's Local Strategic Planning Statement and draft Housing and Affordable Housing Options Paper.

Theme, Objective, Action, Strategy, Activity	Lead	Comment
Strategy 18.3 Identify, prioritise, and coordinate infrastructure needed to support vibrant and healthy communities in the region’s urban release areas	DPIE	It is assumed that this strategy relates to the draft Special Infrastructure Contribution (SIC). However the draft SIC does not prioritise the projects listed, or indicate a timeframe for construction.
Strategy 18.4 Monitor land and housing supply through the Illawarra Shoalhaven Urban Development Program.	DPIE	Support the continuation of the on-going monitoring of housing supply through the Illawarra Shoalhaven Urban Development Program.
Collaboration Activity 4 Work with Kiama Municipal Council on the development of a Local Housing Strategy.		Not relevant to Wollongong
<b>Objective 19 Deliver housing that is more diverse and affordable</b>		
<p>Strategy 19.1 Provide for and encourage a range of housing choices in local strategic planning and local plans by considering:</p> <ul style="list-style-type: none"> <li>• a mix of housing types and lot sizes including small lots in urban release areas</li> <li>• a mix of housing sizes including studios and one-bedroom dwellings</li> <li>• incentives to increase the supply of housing that is appropriate for seniors, including low-care accommodation</li> <li>• whether development standards, including minimum lot sizes, minimum frontage and floor space ratio are inadvertently inhibiting opportunities for diverse housing options</li> <li>• innovative solutions in housing to cater for a range of community needs, including those of older people, multi-generation families, people living in group housing, people with special needs or people from different cultural backgrounds.</li> </ul>	Councils	Support. Action consistent with the finding of Council’s draft Housing and Affordable Housing Options Paper, which found that a greater supply of smaller dwellings is required.
Action 8 Establish the Illawarra Shoalhaven Affordable Housing Roundtable with councils, community housing providers and the NSW Government to collaborate, build knowledge and identify barriers to increase the supply of affordable housing	DPIE	DPIE is encouraged to work with Council’s to prepare and implement Affordable Housing Policies, Affordable Housing Contribution Schemes and draft Planning Proposals to include Affordable Housing

Theme, Objective, Action, Strategy, Activity	Lead	Comment
		clauses in the LEPs. Additionally the DPIE should reduce the complexity of the process to prepare Affordable Housing Contribution Schemes and draft Planning Proposals.
Strategy 19.2 Investigate affordable housing targets in consultation with the Illawarra Shoalhaven Affordable Housing Roundtable.	Councils	Support. An affordable housing target is required to demonstrate the high need for affordable rental accommodation.
Strategy 19.3 Assess the potential to renew social housing sites to deliver an increase in social housing stock and greater vibrancy in local communities.	DPIE (Land & Housing Corp)	Support. Action consistent with the finding of Council's draft Housing and Affordable Housing Options Paper, which recommends Council continue to work with Land and Housing Corporation to increase the supply of appropriate social housing.
<b>Objective 20 Establish a shared vision for the future of Bombo Quarry lands</b>		
Action 9 Develop a shared vision for the future of Bombo Quarry lands in collaboration with Kiama Municipal Council, landowners and the community	DPIE	Not relevant to Wollongong
<b>Objective 21 Respond to the changing needs of local neighbourhoods</b>		
Strategy 21.1 Consider the changing needs of local neighbourhood centres in local strategic planning and local plans by: <ul style="list-style-type: none"> <li>• exploring flexibility and supporting a mix of land uses so that local streets and spaces can be adapted to new uses and user needs over time</li> <li>• improving public space, in consultation with the community, to foster and support connectivity and great places to live for changing populations.</li> </ul>	Councils	Support. Will be considered though the preparation of the Retail Centres Study
<b>Objective 22 Embrace and respect the region's local character</b>		

Theme, Objective, Action, Strategy, Activity	Lead	Comment
<p>Strategy 22.1 Support the development of local character statements in accordance with the Local Character and Place Guideline.</p>	Councils	Consistent with action in Council's Local Strategic Planning Statement. The DPIE has just released draft Guidelines.
<p><b>Objective 23 Celebrate, conserve and reuse cultural heritage</b></p>		
<p>Strategy 23.1 Identify, conserve and enhance cultural heritage values in local strategic planning and local plans by:</p> <ul style="list-style-type: none"> <li>• engaging with the community early (including Traditional Owners) in the planning process to understand heritage values</li> <li>• undertaking heritage studies early to inform conservation and value add opportunities</li> <li>• applying adaptive reuse and heritage interpretation to create distinctive local places</li> <li>• managing and monitoring the cumulative impact of development on the heritage values and character of places.</li> </ul>	Councils	Consistent with Council's Local Strategic Planning Statement and the Heritage Strategy Review.
<p><b>Objective 24 Support major events, public art and cultural activities</b></p>		
<p>Strategy 24.1 Support public art, major events and cultural activities in local strategic planning and local plans by:</p> <ul style="list-style-type: none"> <li>• enhancing and protecting creative work and performance spaces, and related facilities</li> <li>• supporting the temporary use of vacant buildings for performance and creative work</li> <li>• supporting the night-time economy</li> <li>• facilitating opportunities for creative and artistic expression and participation with a minimum regulatory burden</li> <li>• encouraging the diversification of uses, or activation of underutilised facilities</li> <li>• facilitating street art to enhance urban areas and contribute to the attractiveness of neighbourhoods.</li> </ul>	Councils	Consistent with Council's Creative Wollongong strategy and Economic Development Strategy.
<p><b>Theme 4: A smart and connected region</b></p>		

Theme, Objective, Action, Strategy, Activity	Lead	Comment
<b>Objective 25 Collaborate to leverage opportunities from Western Sydney's growth</b>		
<p>Strategy 25.1 Engage and collaborate on opportunities for mutual and sustainable social, economic and employment benefits across the Illawarra Shoalhaven and Western Sydney.</p>	DRNSW	Consistent with Council's Economic Development Strategy.
<b>Objective 26 Create faster rail connections between Greater Sydney, Wollongong and Nowra</b>		
<p>Collaboration Activity 5 Work with Transport for NSW on the Fast Rail Network Strategy and identify opportunities to leverage investment at a regional and local scale.</p>		<p>The duplication of track south of Unanderra should be included.</p> <p>Improvements to the rail network north of Wollongong, especially north of Thirroul, are also required. Improving the frequency of rail services at key centres would support sustainable urban outcomes.</p>
<b>Objective 27 Protect major freight networks</b>		
<p>Strategy 27.1 Optimise the efficiency and effectiveness of the freight handling and logistics network in local strategic planning and local plans by:</p> <ul style="list-style-type: none"> <li>• protecting, maintaining and improving the existing and emerging freight transport network</li> <li>• balancing the need to minimise negative impacts of freight movements on urban amenity with the need to support efficient freight movements and deliveries</li> <li>• limiting incompatible uses in areas expected to have intense freight activity.</li> </ul>	Councils	<p>Council does not have responsibility for freight networks. The action should be the responsibility of TfNSW.</p> <p>The DPIE could also review the Infrastructure SEPP to include additional provisions or requirements.</p> <p>This strategy should also include the progression of the Maldon – Dombarton Link (or SWIRL) (similar to strategy 3.1), rather than a vague reference of "emerging network".</p> <p>Should include investigate opportunities to start decarbonising freight transport</p>

Theme, Objective, Action, Strategy, Activity	Lead	Comment
<b>Objective 28 Create connected and accessible walking and cycling networks</b>		
<p>Strategy 28.1 Create connected and accessible walking and cycling networks in local strategic planning and local plans by:</p> <ul style="list-style-type: none"> <li>• connecting existing coastal walkways to enhance the user experience and link coastal towns and villages</li> <li>• integrating walking and cycling networks into the design of new communities</li> <li>• prioritising walking and cycling in areas around schools, health services, aged care facilities, sporting, cultural and recreational facilities.</li> </ul>	Councils	Strategy supported. Consistent with the Wollongong Cycling Strategy 2030 adopted by Council on 16/11/20 and Council's Pedestrian Plan (2017)
<b>Objective 29 Utilise smart infrastructure to drive resilience</b>		
<p>Strategy 29.1 Consider how smart technology and the Internet of Things can be integrated into local strategic planning, including consideration of how it can improve community engagement and information sharing in the planning process.</p>	Councils	Strategy supported – ongoing activity
<b>Objective 30 Prepare for mobility changes that improve connectivity and sustainability</b>		
<p>Strategy 30.1 Foster a regional approach to the rollout of electric vehicle charging infrastructure that considers the potential sites for charging stations, including council-owned land, and how these locations can be activated as places.</p>	DPIE (EES)	Strategy support. Consistent with the draft Policy Council endorsed on 31/8/20. Strategy should be expanded to also include Crown land and other State owned land.
<p>Strategy 30.2 Support technology-enhanced mobility changes through local strategic planning and local plans by providing flexibility in the way centres are planned to:</p> <ul style="list-style-type: none"> <li>• foster the take up of automated and electric vehicles for public transport, active transport and personal use</li> <li>• incorporate facilities to encourage the use of car sharing, and electric and hybrid vehicles, including charging stations.</li> </ul>	Councils	<p>Strategy support. Consistent with the draft Policy Council endorsed on 31/8/20.</p> <p>Council does not have responsibility for the provision of public transport or purchase of buses, and Transport for NSW should be a lead agency.</p>



## WOLLONGONG CITY COUNCIL

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Our Ref:  
File:  
Date:

Z20/256194  
CST-100.07.025  
XX December 2020

Dear Sir/Madam

### **Draft Illawarra Shoalhaven Regional Plan 2041 and Proposed Special Infrastructure Contribution Illawarra Shoalhaven**

Thank you for the opportunity to comment on the Draft Illawarra Shoalhaven Regional Plan 2041 and Proposed Special Infrastructure Contribution Illawarra Shoalhaven. Council considered a report on the draft documents on 7 December 2020, a copy of the report and meeting minutes are available on Council's website.

#### **Draft Illawarra Shoalhaven Regional Plan 2041**

Council is generally supportive of the draft Regional Plan. Its themes, the objectives, strategies, actions and activities are generally consistent with Council's policies and direction.

However compared to the current Regional Plan, there seems to be a greater expectation that Council's will have responsibility for the strategies identified in the draft Plan. The draft Regional Plan does not contain any funding to resource the actions, strategies or activities. Any expectations of Council to progress projects identified in the draft Regional Plan would need to be consistent with Council's Community Strategic Plan, Delivery Program and Local Strategic Planning Statement.

The draft Regional Plan is lacking in terms of identifying the infrastructure projects required to support growth in the region, with only a few projects with existing funding commitments mentioned.

Council supports:

- The acknowledgement of climate change, and the commitment to net zero emissions by 2050
- The continued acknowledgement of Wollongong City Centre, West Dapto Release Area, Tallawarra and Port of Port Kembla as Regional Significant Precincts (strategies, 1.1, 1.2, 1.6)
- Strategies 1.3 and 1.4 the better utilisation of the WEC and WIN Stadium, and foreshore precinct
- Strategy 3.2 the development of the Port as a green hydrogen hub

Council does not support:

- Being the lead agency for strategy 1.5 – expanding Education in the City Centre, as the Department of Education would be more appropriate. Council is supportive of the intent of the strategy.
- Being the lead agency for strategy 12.3 – determining Sea Level Rise, where the State is more appropriate to determine the change that impacts the whole region
- Being the lead agency for strategy 15.3 – promote opportunities for clean energy – as Council is not responsible for large scale energy production and the responsibility should be assigned to Energy NSW.
- The lack of identification of school sites in the West Dapto Release Area. Council has advocated for the identification of school sites and funding over many years. This issue is further discussed under the Proposed Special Infrastructure Contribution Illawarra Shoalhaven section of this submission.

- The lack of commitment to the Maldon – Dombarton Rail link or South West Illawarra Rail Link (SWIRL), where it is only mentioned in the text and does not form part of a strategy (could be included in strategy 3.1 and 27.1)

The attached table provides additional comments on many other strategies and activities.

#### **Proposed Special Infrastructure Contribution Illawarra Shoalhaven**

Council notes that the proposed Special Infrastructure Contribution Illawarra Shoalhaven (SIC) will replace the current draft West Lake Illawarra Special Infrastructure Contribution (SIC) 2011, which has been draft for nine (9) years. Council estimates that the Department has collected \$10 million from developers in the West Dapto Release Area through Planning Agreements under the draft SIC. To-date only \$600,000 has been allocated towards the design of the Princes Highway – Fairwater Drive link. It is acknowledged that in August 2020, the Department sought nominations for projects to be funded by the collected funds, and Council looks forward to an announcement on the outcomes of the applications.

Council supports the inclusion of:

- an allocation of \$20m to the West Dapto Biodiversity Certification (Biocertification). The Biocertification of West Dapto has been stalled since 2014 due to the lack of funding to progress the proposed conservation measures. The allocation of funds should enable the NSW Department of Planning, Industry and Environment –Environment Energy and Science, to progress Council's West Dapto Biocertification application. The finalisation of the Biocertification application will provide certainty for the community and developers on biodiversity outcomes, and avoid the site by site biodiversity assessment and debates.
- an allocation to the Northcliffe Drive extension (\$74m) and the West Lake Illawarra Major Road Spine project (\$260m) (the West Dapto Ring Road). Council would welcome confirmation that the inclusion of the major spine road in the draft SIC is an indication that the State accepts responsibility for the funding, and coordination of the delivery of the road. If Council is expected to deliver this road, a funding apportionment of 10% is not adequate.

Council requests details of the mechanisms to be put in place to ensure the timely transfer of collected funds to Council where it has a role in the delivery of the infrastructure.

Council is disappointed in the lack of funding for public primary and high schools in the draft Plan. The proposed \$15.9m allocation to the provision of primary and secondary schools in the West Lake Illawarra Growth Area (Wollongong and Shellharbour), is less than the \$18.6m identified in the 2011 draft SIC for the provision of land for eight primary school and two high school sites within West Dapto.

Council has advocated for the identification of school sites over many years. The West Dapto DCP chapter shows the indicative location of six potential primary school and two high school sites. However the Department of Education has yet to provide clarity and commitment to the provision of new schools that will be required to support the education needs of our new communities. It appears the Department of Education will commit to school sites where a single large developer has been able to provide new school sites at Calderwood as a part of a planning agreement with the State. But where a much larger population is being planned at West Dapto which has fragmented land ownership, the State has continued to show little interest in engaging with Council or West Dapto developers to make sure that the existing and future communities are treated equally.

Since 2003, when the relocation of Dapto Primary School to Horsley was approved, no school site has been identified by the State in the West Dapto Release Area. The capacity of the Dapto Primary School at Horsley has recently been approved to increase to 870 students (from 738 students), through DA-2019/698 which includes the demolition of 14 demountable classrooms and the erection of two new 2-3 storey buildings containing 20 home-bases.

Council notes that many of the road infrastructure projects listed were previously identified in the 2011 draft SIC, although the cost estimates have increased. It is noted that upgrades to the M1 have now been included in the current draft SIC, whereas previously the need for the widening was generated by overall population increase, rather than just being attributed to development in the release areas.

Council is concerned that there is no detail behind how the cost estimates have been determined, and to justify the significant cost estimate increases.

The draft SIC determination proposes a contribution rate of \$125,159/hectare of net developable residential land area. This rate is significantly higher than the \$73,219/hectare rate proposed by the 2011 draft SIC, and the \$59,000 / hectare of net developable area, that the developers are currently paying through Planning Agreements to the State. Without seeing the detail project cost estimates and land area the contribution is allocated over, it is difficult to assess the accuracy of the number. It is unclear whether the land that has been developed for housing in the West Dapto Release Area for housing over the past 10 years, is included in the area calculation. It is unclear how development in Calderwood has been treated where the lead developer has entered into a Planning Agreement with the State to deliver State infrastructure.

A lower rate for Tallawarra is supported, however without knowing the inputs between the 2 release areas, it is difficult to review or comment of the accuracy of the number.

The staged introduction of the SIC is supported, to allow the market to adjust and encourage early development to beat the increases.

Similar to local development contribution plans, the draft SIC should include an expenditure program. The draft SIC only proposes to collect 10% of funds required for the infrastructure projects, therefore requiring a further 90% to be allocated from the State budget. It is unclear whether the State is committed to this amount of funding.

The timing of infrastructure provision is important to enable Council to align its construction program for local collector roads, that link with the regional roads.

Should you require any further information, please contact Linda Davis, Director Planning + Environment on telephone 4227 8805.

Yours faithfully

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