



BUSINESS PAPER

ORDINARY MEETING OF COUNCIL

To be held at 6:00 PM on

Monday 24 June 2024

Council Chambers, Level 10,
Council Administration Building, 41 Burelli Street, Wollongong

(Note: In accordance with the Code of Meeting Practice, Councillors will be able to attend and participate in this meeting via audio-visual link)

Order of Business

- 1 Opening Meeting
- 2 Acknowledgement of Traditional Custodians
- 3 Civic Prayer
- 4 Apologies and Applications for Leave of Absence by Councillors
- 5 Confirmation of Minutes of Ordinary Council Meeting
- 6 Confirmation of Minutes of Extraordinary Ordinary Council Meeting
- 7 Conflicts of Interest
- 8 Petitions and Presentations
- 9 Confirmation of Minutes of Council Committee Meeting
- 10 Public Access Forum
- 11 Call of the Agenda
- 12 Lord Mayoral Minute
- 13 Urgent Items
- 14 Reports to Council
- 15 Reports of Committees
- 16 Items Laid on the Table
- 17 Notices of Motions(s)/Questions with Notice
- 18 Notice of Rescission Motion
- 19 Confidential Business
- 20 Conclusion of Meeting

Members

Lord Mayor –
Councillor Gordon Bradbery AM (Chair)
Deputy Lord Mayor –
Councillor Tania Brown
Councillor Ann Martin
Councillor Cameron Walters
Councillor Cath Blakey
Councillor David Brown
Councillor Dom Figliomeni
Councillor Elisha Aitken
Councillor Janice Kershaw
Councillor John Dorahy
Councillor Linda Campbell
Councillor Mithra Cox
Councillor Richard Martin

QUORUM – 7 MEMBERS TO BE PRESENT

Statement of Ethical Obligations

In accordance with clause 3.23 of the Model Code of Meeting Practice, released by the NSW Office of Local Government, Councillors are reminded of their Oath or Affirmation of Office made under section 233A of the Act and their obligations under Council's Code of Conduct to disclose and appropriately manage conflicts of interest

OATH OR AFFIRMATION OF OFFICE

The Oath or Affirmation is taken by each Councillor whereby they swear or declare to undertake the duties of the office of councillor in the best interests of the people of Wollongong and Wollongong City Council and that they will faithfully and impartially carry out the functions, powers, authorities and discretions vested in them under the *Local Government Act 1993* or any other Act to the best of their ability and judgment.

CONFLICTS OF INTEREST

All Councillors must declare and manage any conflicts of interest they may have in matters being considered at Council meetings in accordance with the Council's Code of Conduct. All declarations of conflicts of interest and how the conflict of interest was managed will be recorded in the minutes of the meeting at which the declaration was made.

Councillors attending a meeting by audio-visual link must declare and manage any conflicts of interest they may have in matters being considered at the meeting in accordance with Council's Code of Conduct. Where a councillor has declared a pecuniary or significant non-pecuniary conflict of interest in a matter being discussed at the meeting, the councillor's audio-visual link to the meeting will be suspended or terminated for the time during which the matter is being considered or discussed by Council, or at any time during which Council is voting on the matter.

Councillors should ensure that they are familiar with Parts 4 and 5 of the Wollongong City Council **Code of Conduct for Councillors** in relation to their obligations to declare and manage conflicts of interests.

Staff should also be mindful of their obligations under the Wollongong City Council **Code of Conduct for Staff** when preparing reports and answering questions during meetings of Council.

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MINUTES

ORDINARY MEETING OF COUNCIL

at 6:00 PM

Monday 27 May 2024

Present

Lord Mayor – Councillor Gordon Bradbery AM (in the Chair)

Deputy Lord Mayor – Councillor Tania Brown

Councillor Ann Martin

Councillor Cameron Walters

Councillor Cath Blakey

Councillor David Brown

Councillor Dom Figliomeni

Councillor Elisha Aitken

Councillor Janice Kershaw (attended via audio-visual link)

Councillor Linda Campbell

Councillor Mithra Cox

Councillor Richard Martin

In Attendance

General Manager (Acting)

Director Infrastructure + Works, Connectivity Assets + Liveable City

Director Planning + Environment, Future City + Neighbourhoods

Director Corporate Services, Connected + Engaged City (Acting)

Director Community Services, Creative + Innovative City

Chief Financial Officer

Manager Customer + Business Integrity

Manager Sport + Recreation (attended via audio-visual link)

Manager Commercial Operations + Property (attended via audio-visual link)

Manager City Strategy

Manager Infrastructure Strategy + Planning (Acting) (attended via audio-visual link)

Manager Community Culture + Engagement (Acting)

Renee Campbell

Joanne Page

Linda Davis

Jeff Reilly

Kerry Hunt

Brian Jenkins

Todd Hopwood

Mark Berriman

Lani Richardson

Chris Stewart

Nathan McBriarty

Sofia Gibson

Note: In accordance with the Code of Meeting Practice, participants in the meeting can participate via audio-visual link. Those who participated via audio-visual link are indicated in the attendance section of the Minutes.

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CONFLICTS OF INTERESTS

Councillor Ann Martin declared a non-significant, non-pecuniary interest in Item 3 - Public Exhibition - Draft Creative Wollongong 2024-2033 Strategy as she is a former Director of the Servo Food Truck Bar, former chair of the Live Music Taskforce and an active member of Wollongong's arts community. Councillor A Martin advised she would remain in the meeting during debate and voting on the item.

Councillor Ann Martin declared a non-significant, non-pecuniary interest in Items 4 - Post Exhibition - Planning Proposal - Road and Rail Corridor Rezoning and Land Reservation Acquisition Map Amendment and 6 - Public Exhibition - Draft Planning Proposal Policy Review due to her employment by the Department of Planning and Environment. As she has no involvement in planning matters related to the Wollongong LGA, Councillor A Martin advised she would remain in the meeting during debate and voting on the item.

CONFIRMATION OF MINUTES OF ORDINARY MEETING OF COUNCIL HELD ON MONDAY, 6 MAY 2024

- 961 **COUNCIL'S RESOLUTION** - RESOLVED UNANIMOUSLY on the motion of Councillor D Brown seconded Councillor Aitken that the Minutes of the Ordinary Meeting of Council held on Monday, 6 May 2024 (a copy having been circulated to Councillors) be taken as read and confirmed.

CALL OF THE AGENDA

- 962 **COUNCIL'S RESOLUTION** - RESOLVED UNANIMOUSLY on the motion of Councillor D Brown seconded Councillor Walters that the staff recommendations for Items 4 to 13 inclusive be adopted as a block.

DEPARTURE OF COUNCILLOR

During debate and prior to voting on Item 1, Councillor Walters departed and returned to the meeting, the time being from 6:20 pm to 6:21 pm.

ITEM 1 - 6 APRIL 2024 NATURAL DISASTER EVENT - RECOVERY UPDATE

- 963 **COUNCIL'S RESOLUTION** - RESOLVED UNANIMOUSLY on the motion of Councillor Bradbery seconded Councillor T Brown that Wollongong City Council -

- 1 Note the significant impact to Wollongong LGA from the natural disaster event on 6 April 2024.
2. Endorses ongoing efforts to secure funding from Federal and NSW Government to enable Wollongong City Council to mitigate risks associated with future storm events including funding for the repair and enhancement of infrastructure to contemporary standards. This should take into account Wollongong LGA's locally specific vulnerability to impact from natural disasters.
3. Prepare a submission to the Joint Select Committee on the NSW Reconstruction Authority.

Variation The variation moved by Councillor Blakey (the addition of point 3) was accepted by the mover and seconder.

ITEM 2 - DRAFT QUARTERLY REVIEW STATEMENT MARCH 2024

- 964 **COUNCIL'S RESOLUTION** - RESOLVED UNANIMOUSLY on the motion of Councillor D Brown seconded Councillor Walters that the draft Quarterly Review Statement March 2024 be adopted.

ITEM 3 - PUBLIC EXHIBITION - DRAFT CREATIVE WOLLONGONG 2024-2033 STRATEGY

965 COUNCIL'S RESOLUTION - RESOLVED UNANIMOUSLY on the motion of Councillor T Brown seconded Councillor Campbell that Council endorse the Draft Creative Wollongong 2024-2033 Strategy for public exhibition from 30 May to 26 June 2024 (inclusive).

ITEM 4 - POST EXHIBITION - PLANNING PROPOSAL - ROAD AND RAIL CORRIDOR REZONING AND LAND RESERVATION ACQUISITION MAP AMENDMENT

The following staff recommendation was adopted as part of the Block Adoption of Items (refer Minute Number 962)

COUNCIL'S RESOLUTION - RESOLVED UNANIMOUSLY on the motion of Councillor D Brown seconded Councillor Walters that -

- 1 The Planning Proposal to amend Wollongong Local Environment Plan 2009 Land Use Zoning, Minimum Lot Size, Floor Space Ratio and Height of Building for multiple lots and land adjoining and within the transport corridors of Memorial Drive, Albion Park Rail Bypass and Mount Kembla Rail Line be progressed to finalisation, with the following amendment -
 - a The proposed amendments to the Zoning Map, associated Development Standard Maps and Land Reservation Acquisition Map along the Albion Park Rail Bypass at Yallah not be progressed, at the request of Transport for NSW.
- 2 The General Manager exercise plan-making delegations, in accordance with Council's resolution of 31 July 2023, and the Department of Planning, Housing and Infrastructure Gateway Determination of 2 October 2023.

ITEM 5 - POST EXHIBITION - ELM PARK MARSHALL MOUNT AND AVONDALE NEIGHBOURHOOD PLAN

The following staff recommendation was adopted as part of the Block Adoption of Items (refer Minute Number 962)

COUNCIL'S RESOLUTION - RESOLVED UNANIMOUSLY on the motion of Councillor D Brown seconded Councillor Walters that the Neighbourhood Plan for Elm Park precinct be adopted as an amendment to Wollongong Development Control Plan 2009 – Chapter D16 West Dapto Urban Release Area and be notified on the Public Notices page on Council's website.

ITEM 6 - PUBLIC EXHIBITION - DRAFT PLANNING PROPOSAL POLICY REVIEW

The following staff recommendation was adopted as part of the Block Adoption of Items (refer Minute Number 962)

COUNCIL'S RESOLUTION - RESOLVED UNANIMOUSLY on the motion of Councillor D Brown seconded Councillor Walters that -

- 1 The updated draft Planning Proposal Policy (Attachment 1) be exhibited for a minimum period of 28 days for community comment.
- 2 A post exhibition report be prepared for Council's consideration.

ITEM 7 - POLICY REVIEW - PESTICIDES NOTIFICATION PLAN COUNCIL POLICY

The following staff recommendation was adopted as part of the Block Adoption of Items (refer Minute Number 962)

COUNCIL'S RESOLUTION - RESOLVED UNANIMOUSLY on the motion of Councillor D Brown seconded Councillor Walters that -

- 1 The 2024 Pesticides Notification Plan – Council Policy be adopted.
- 2 A copy of the 2024 Pesticides Notification Plan be made available on Council's website and a hardcopy made publicly accessible in Council's Administration Building Library.

ITEM 8 - POLICY REVIEW - DRAFT COMMUNITY TRANSPORT AND SOCIAL SUPPORT - REDUCTION/WAIVER OF SERVICES FEES AND CHARGES COUNCIL POLICY

The following staff recommendation was adopted as part of the Block Adoption of Items (refer Minute Number 962)

COUNCIL'S RESOLUTION - RESOLVED UNANIMOUSLY on the motion of Councillor D Brown seconded Councillor Walters that Council endorse the draft Community Transport and Social Support – Reduction or Waiver of Service Fees and Charges Council Policy.

ITEM 9 - POLICY REVIEW - DRAFT CROWN STREET MALL AND ARTS PRECINCT SMOKE-FREE ZONE COUNCIL POLICY

The following staff recommendation was adopted as part of the Block Adoption of Items (refer Minute Number 962)

COUNCIL'S RESOLUTION - RESOLVED UNANIMOUSLY on the motion of Councillor D Brown seconded Councillor Walters that Council adopt the draft Crown Street Mall and Wollongong Arts Precinct Smoke-Free Council Policy.

ITEM 10 - LOCAL GOVERNMENT REMUNERATION TRIBUNAL - ANNUAL FEES PAYABLE TO LORD MAYOR AND COUNCILLORS 1 JULY 2024 TO 30 JUNE 2025

The following staff recommendation was adopted as part of the Block Adoption of Items (refer Minute Number 962)

COUNCIL'S RESOLUTION - RESOLVED UNANIMOUSLY on the motion Councillor D Brown seconded Councillor Walters that the annual fees payable for the period 1 July 2024 to 30 June 2025 be -

- 1 \$35,620 for each Councillor including the Lord Mayor, and
- 2 \$110,970 additional fee for the Lord Mayor.

ITEM 11 - COUNCIL MEETING DATES

The following staff recommendation was adopted as part of the Block Adoption of Items (refer Minute Number 962)

COUNCIL'S RESOLUTION - RESOLVED UNANIMOUSLY on the motion of Councillor D Brown seconded Councillor Walters that Council adopt the Ordinary Council Meeting dates as detailed in the report.

ITEM 12 - LEAVE OF ABSENCE - COUNCILLOR JOHN DORAHY - 27 MAY 2024

The following staff recommendation was adopted as part of the Block Adoption of Items (refer Minute Number 962)

COUNCIL'S RESOLUTION - RESOLVED UNANIMOUSLY on the motion of Councillor D Brown seconded Councillor Walters that Leave of Absence be granted to Councillor Dorahy for the 27 May 2024 Council Meeting.

ITEM 13 - TENDER T1000132 - STANWELL PARK BRICK ARCH CULVERT

The following staff recommendation was adopted as part of the Block Adoption of Items (refer Minute Number 962)

COUNCIL'S RESOLUTION - RESOLVED UNANIMOUSLY on the motion of Councillor D Brown seconded Councillor Walters that -

- 1 In accordance with Section 178(1)(a) of the Local Government (General) Regulation 2021, Council accept the tender of Metrocorp Technologies Pty Ltd for the rehabilitation of a brick arch culvert and headwall, in the sum of \$488,087.15, including GST.
- 2 Council delegate to the General Manager the authority to finalise and execute the contract and any other documentation required to give effect to this resolution.
- 3 Council grant authority for the use of the Common Seal of Council on the contract and any other documentation, should it be required, to give effect to this resolution.

THE MEETING CONCLUDED AT 6:56PM

Confirmed as a correct record of proceedings at the Ordinary Meeting of the Council of the City of Wollongong held on Monday 24 June 2024.

Chairperson

ITEM 1 PUBLIC EXHIBITION - WOLLONGONG CITY CENTRE MOVEMENT AND PLACE PLAN

The draft City Centre Movement and Place Plan (CCMPP) provides a framework to chart a future transport network that addresses accessibility and movement and capitalises on the potential for enhancing the City Centre as a destination and centre of civic activity. The plan supports the community's vision and direction for transport options for a growing City Centre.

This report seeks Council's endorsement for the public exhibition of the draft Wollongong City Centre Movement and Place Plan.

RECOMMENDATION

- 1 The draft Wollongong City Centre Movement and Place Plan be endorsed for public exhibition for a minimum period of 28 days.
- 2 Following public exhibition, a report on submissions and recommendations be presented to Council for consideration and finalisation of the Wollongong City Centre Movement and Place Plan.

REPORT AUTHORISATIONS

Report of: Nathan McBriarty, Manager Infrastructure Strategy + Planning (Acting)

Authorised by: Joanne Page, Director Infrastructure + Works

ATTACHMENTS

- 1 Wollongong City Centre Movement & Place Plan (draft)

BACKGROUND

In 2005 Council adopted the *Wollongong City Centre Access and Movement Strategy*; an integrated multi-modal plan to address general traffic, public transport, pedestrians, cycling and car parking. The plan was developed as part of a suite of documents to support the revitalisation of the Wollongong City Centre and the NSW Government and Council target of an additional 10,000 jobs and 6,000 residents in the CBD over an approximate 25-year period.

More detailed planning was carried out in the subsequent years resulting in several mode specific strategies including a:

- Pedestrian and Bicycle plan
- Integrated Bus Operations and Traffic Management Plan
- Car Parking Management Strategy.

Progressive implementation of recommended measures included:

- Removal of the bus only 'transit mall' link on Keira Street between Crown Street and Burelli Street to allow for general traffic.
- Introduction of the free Gong Shuttle Service linking the CBD, foreshore, University (main campus and innovation campus), Hospital and Fairy Meadow town centre.
- Introduction of paid parking for all timed bays on street within a core area of the City Centre and in Council casual car parks (excluding 15-minute spaces).
- A range of intersection improvements including traffic signal upgrades and modifications, roundabout construction, and pedestrian crossing facilities to improve safety.
- Bus stop passenger infrastructure upgrades.
- Development of the Wollongong Train Station Masterplan to guide future land use and transport planning in the station precinct.

In 2013 Council endorsed an update to the *Wollongong City Centre Access and Movement Strategy* which measured the effectiveness of the above network changes and proposed several additional recommendations including:

- Traffic signalisation at intersections of:
 - Stewart Street – Kembla Street
 - Victoria Street – Keira Street
 - Burelli Street – Station Street
 - Burelli Street – Kenny Street
- Bike Parking installations
- High Quality Bus Shelters at key locations
- Pedestrian crossing points
- New bicycle connections including shared paths and separated cycleways.

Council engaged Gehl Architects in 2014 to assist in the development of a city centre planning document that would set a Vision for the City. The document *A City for People* 2016 included the following vision statement for the City Centre:

In the 21st century Wollongong City Centre will be a people orientated, sustainable and liveable city. Wollongong City Centre is a thriving and unique Regional City, delivering a diverse economy and offering a high-quality lifestyle. The city centre is nationally recognised as a liveable city and is the place where people want to live, learn, work and visit.

The Vision is underpinned by twelve aspirational goals for delivering the Wollongong City Centre of the future. These goals were themed within:

- *Celebrate the uniqueness.*
- *Develop a human scale City.*
- *Grow a living City.*
- *Create an accessible, pedestrian friendly City.*

A City for People identified a disconnect between City Centre planning controls at the time and the Vision the community helped to define.

A key action of *A City for People* was to undertake a City Centre Planning & Design Review. Two key elements of the Review were Economics and Urban Design analysis and subsequent recommendations. The *Wollongong City Centre Urban Design Framework*, adopted by Council in 2020, brought these two pieces of work together containing a set of objectives, directions, and strategies. Strategies specifically addressing the transport network included the following:

- *Define the role and function of streets in the city.*
- *Create a permeable city grid for pedestrians.*
- *Deliver active transport infrastructure.*
- *Enable mode shift from cars to public transport.*
- *Identify roads for vehicular traffic and servicing.*

In addition to Council's planning work identifying the crucial role the transport network has to the success of Wollongong City Centre as a place, in 2020 the NSW Government released the *NSW Movement and Place Framework*; a cross-government framework for planning and managing roads and streets across NSW. This framework recognises that transport links have varying levels of movement function and place function and can support a variety of activities.

A new transport plan for the City Centre is needed that supports the Vision described in *A City for People* as well as the objectives, directions and strategies put forward in the *Wollongong City Centre Urban Design Framework*. Using the *NSW Movement and Place Framework* an integrated future transport network was developed and modelled.

In 2023, Council engaged transport consultants Urbis Ltd to develop the *Wollongong City Centre Movement and Place Plan* (CCMPP). The CCMPP builds on plans that Council has developed to facilitate the management of the transport network and civic spaces within the City Centre, including:

- *City of Wollongong Pedestrian Plan*
- *Wollongong Cycling Strategy 2030*
- *A City for People: Wollongong Public Spaces Public Life*
- *Wollongong City Centre Urban Design Framework*
- *Wollongong City Centre Access and Movement Strategy*

Council has recently exhibited the draft *Wollongong Integrated Transport Strategy* (ITS) which when finalised will be the key supporting document guiding Council and other agencies to support the *Our Wollongong Our Future 2023* goal for 'Affordable and Accessible Transport'. The ITS will complement the CCMPP to guide Council's actions with respect to transport to and within the City Centre, and will support Council to:

- Improve the sustainability of Wollongong with an integrated multi-modal transport system with a mode shift to active and public transport. This will be delivered through Council operational projects, infrastructure delivery program, and through key transport agencies such as Transport for NSW.
- Allow Wollongong's residents to meet their everyday needs within a 15-minute walk or bike ride of their home.
- Ensure that people of all ages and abilities can get around with ease.
- Ensure that new transport projects foster a connection to Country and sense of place, by acknowledging and appropriately recognising the traditional routes used by the Traditional Custodians throughout Dharawal country.

Wollongong's City Centre is the heart of the Wollongong Local Government Area (LGA), having the highest concentration of jobs, shopping options, and housing. The need to facilitate movement into and around the City Centre sits alongside the need to develop and maintain high quality, human-centred places to support economic and social outcomes. As the city grows, Council must consider how:

- the function of streets supports economic, environmental, and community outcomes within the City Centre and across the city.
- these needs interact with each other based on mode type.
- the City Centre connects with other parts of the LGA.

PROPOSAL

The draft CCMPP has been developed using current leading practice transport planning, and guided by significant consultation with key stakeholders. The Plan incorporates a new approach to planning transport networks called 'vision and validate', in contrast to a traditional 'predict and provide' approach. Historically, transport networks have been planned by predicting future needs and subsequently providing transport infrastructure, mainly road based, to meet these predicted needs. This has largely resulted in a transport network that facilitates private motor vehicle use to a higher standard than sustainable transport modes including walking, bike riding and public transport. Road space is limited, and it is a complex balancing act to consider all modes of transport while providing options for people to travel. The CCMPP provides a framework for considering how Wollongong's transport network will contribute to the character and the experiences of people living, working, and spending time within the City Centre to 2041 and beyond.

A background analysis of the following aspects was undertaken to understand the context for planning of a future transport network in the City Centre:

- Document review of Council's existing supporting documents.
- Engagement feedback on the City Centre transport network.
- Current and predicted population and employment density.
- Key demographics of people living and working in the City Centre.
- Mode split for City Centre residents and worker commute trips.
- Car ownership.
- Key access routes and current provision for key transport modes.
- Car parking resources, usage patterns and compliance.
- Road crash data.

The development of a future transport network was also facilitated through use of the *NSW Movement and Place Framework* which defines four key street environments including:

- Main Roads – preference movement over place functions and are essential for the efficient movement of people and goods.
- Main Streets – have high place intensity and movement function.
- Local Streets – are influenced by their edge conditions and adjacent properties.
- Civic Spaces – are at the heart of communities and are important destinations for large numbers of people.

The framework also describes 21 road and street types which sit within the four key street environment categories. These categories help to guide the design of roads and streets in NSW to fit their purpose and serve their user.

Recommended actions for key transport modes

The CCMPP presents a plan of action for four key modes of transport (walking, cycling, public transport and vehicles) with actions driven by the street environment types and functions identified within the Movement and Place framework.

The Plan for Walking – A Laneway City Where Walking is Attractive

Walking should be safe, accessible, and convenient throughout the city centre. Council can ensure this through management of vehicle speeds, creation of additional pedestrian priority crossings, provision of new pedestrian connections and additional shade trees on important pedestrian corridors.

Key walking actions in the draft plan include:

- Investigation of shade tree provision in kerb buildouts along the following streets:
 - Market Street
 - Crown Street east of Kembla Street
 - Crown Street between Atchison Street and Keira Street
 - Harbour Street north of Market Square
 - Keira Street south of Burelli Street
 - Church Street south of Burelli Street
- Provision of wombat crossings:
 - Church Street at Market Street (north of Court Lane)
 - Market Street adjacent to Market Square

- Market Street east of Keira Street
- Church Street-Stewart Street roundabout
- Provision of pedestrian crossing facilities with traffic calming at the Church Street-Campbell Street and Kembla Street-Campbell Street roundabouts
- Provision of a pedestrian priority treatment in Thomas Street at Market Street
- Provision of a pedestrian signal crossing in Burelli Street between Kembla Street and Town Hall Place
- Removal of slip lanes in Burelli Street and Denison Street at Crown Street
- Renewal of footpaths in accordance with City Centre Public Domain Technical Manual

The Plan for Cycling – A Place People Want to Ride

Wollongong has ambitions to become a cycling city, and cycling should be possible on all streets within the City Centre. To achieve this, Council's future focus should be centred on consolidating and expanding the city's network of protected/high quality cycling routes, shared paths, and shared zones. Cycling safety across the city can be further supported by initiatives to reduce vehicle speeds.

Key cycling actions in the draft plan include:

- Formalisation of existing separated cycleways in Smith Street and Kembla Street including intersection upgrades to provide cycleway continuity
- Provision of secure casual bike parking and bike parking rails in key locations
- Trial of shared bicycle use in Crown Street Mall
- Upgrade Smith Street railway underpass
- Provision of cycleway connections in:
 - Railway Parade, Governors Lane and Young Street
 - Auburn Street between Burelli Street and Ellen Street
 - Bank Street between Corrimal Street and Church Street
 - Ellen Street between Church Street and Auburn Street
 - Kembla Street between Crown Street and Bank Street
 - Station Street east side between Crown Street and Burelli Street
- Provision of bicycle connection in Thomas Street, Market Street and Church Street connecting Crown Street Mall to Smith Street
- Provision of bicycle phase at Keira Street-Flinders Street-Smith Street intersection
- Provision of contraflow bicycle connections in Court Lane and Crown Street between Kembla Street and Corrimal Street
- Provision of a shared path crossing facility at the Victoria Street, Denison Street and Robinson Street roundabout
- Provision of shared paths on:
 - Crown Street north side between Denison Street and Station Street
 - Church Street east side between Ellen Street and Burelli Street
 - Burelli Street from Wollongong Train Station to Corrimal Street as a shared path scheme
 - Keira Street east side between Ellen Street and Burelli Street

The Plan for Public Transport – Seamless and Accessible Public Transport

Seamless public transport, where users can ‘turn up and go’, will allow Wollongong to take full advantage of its waterfront and other attractions and strengthen its connections with other areas of the LGA. Public transport should allow people of all ages and abilities to travel to and around the city with ease. The future focus of public transport will centre on improving the efficiency and reliability of buses, additional east-west connectivity, and the enhancement of Wollongong Train Station to support revitalisation of the precinct surrounding in and to better connect it to the City Centre.

Key public transport actions in the draft plan include:

- Investigation of options for a high-quality public transport service between the train station and Wollongong harbour
- Relocation of the temporary bus layover from Lang Park
- Delivery of the Wollongong Train Station Masterplan

The Plan for Vehicles – Access for Necessary Trips

Within a City Centre, active and public transport should be encouraged for most journeys, but it is important to maintain access for local trips including freight, servicing, and emergency vehicles, while encouraging through traffic on perimeter routes. Safer road and pedestrian environments can be created by lowering speed limits across the city, supported by traffic calming elements on streets designated for access to City Centre destinations. Streets designated for through traffic will also require enhancements and safety upgrades. Provision of additional public commuter parking outside the City Centre will help secure valuable public land with the city centre core for higher value uses.

Key vehicle actions in the draft plan include:

- Speed limit reduction of 30km/h inside the area bounded by Campbell Street, Throsby Drive, the rail line, Ellen Street, and the foreshore (excluding Corrimal Street)
- Provision right turn bays along Corrimal Street at the Burelli Street intersection
- Provision of a No Right Turn in Corrimal Street (south) at Crown Street intersection
- Removal of the One-Way treatment in Market Street at Queens Parade intersection
- Feasibility assessment of a new road connecting the Wollongong Train Station and MacCabe Park
- Investigations and feasibility assessments for southern park and ride facility
- Provision of digital real time parking signage at key locations
- Option investigation of a new road crossing of the rail line between Crown Street, Wollongong and Bridge Street, Coniston
- Provision of traffic signals at the intersections of:
 - Bank Street and Corrimal Street
 - Throsby Drive, Campbell Street, Flinders Street
 - Young Street - Victoria Street intersection
- Feasibility of a one-way traffic connection travelling north in Church Street between Globe Lane and Court Lane

Testing of recommended actions

AIMSUN traffic modelling software was used to test the impacts of recommended network changes on traffic performance in the City Centre during weekday AM and PM peak hours. Tested changes did not include the recommended future high quality public transport service between the Train station and the harbour as this is a long-term proposal where determination of its form and function will require significant investigation.

A model of the existing traffic network in 2023 was developed as a basis for modelling and testing the following future scenarios:

- 2041 Business- as-usual – expected growth in demand with no changes to road network
- 2041 Vision – expected growth in demand with recommended CCMP infrastructure changes and a reduced speed limit as well as land use changes recommended as part of the *City Centre Planning Review*
- 2041 Vision + Park & Ride – equivalent to 2041 Vision scenario with the addition of a 400 space Park'n'Ride facility to the south of the City Centre
- 2041 Vision + Mode Shift – equivalent to 2041 Vision scenario with increased use of non-car modes in line with *Illawarra-Shoalhaven Regional Transport Plan*

Key findings of this modelling assessment are provided below:

- Denison Street – Victoria Street and Crown Street – Gladstone Avenue intersections will experience significant additional delays resulting in poor levels of service in 2041 without intervention. The proposed changes in the Vision scenario shows significantly improved performance at these intersections.
- The Vision scenario shows lower congestion compared to the business-as-usual scenario on the preferred through traffic route surrounding the City Centre (Corrimal Street, Springhill Road, Bridge Street, Gladstone Avenue, Denison Street, Throsby Drive, Campbell Street)
- Proposed land use changes in the Vision scenario generally result in better performance during the PM peak and reduced performance in the AM peak due to the higher concentration of commute trips to the CBD core. It should be noted that the overall network demands are higher in the PM peak than the AM peak across all scenarios.
- The Park and Ride scenario shows a marginal increase in performance during the PM peak but significant improvements in the AM peak at various intersections within the core of the City Centre.
- The Mode Shift scenario shows enhanced network performance across the City Centre. The Denison Street – Victoria Street intersection is shown to have an acceptable performance level only under this scenario indicating that achievement of the mode shift target can result in costly intersection upgrades not being required.

Public Exhibition

It is proposed that the attached draft CCMP is placed on public exhibition for a minimum period of 28 days. Following this period, all submissions received will be reviewed and where appropriate used to refine the strategy to a final draft version that will be reported to Council for endorsement.

Implementation

Delivery of the actions recommended in this strategy will be carried out in several ways including but not limited to:

- establishment of operational projects through Council's business proposals process
- changes in business practises related to transport infrastructure and services
- amendments to planning policy documents including development control plans as part of review processes
- upgrades to current infrastructure for inclusion in future infrastructure delivery program
- identification of new projects for inclusion in future infrastructure delivery programs
- advocacy by Council for funding from the NSW and federal government.

CONSULTATION AND COMMUNICATION

The draft CCMPP incorporates the community's views on the City Centre collated from previous Community Engagement activities from a range of Council's Supporting documents, including:

- Our Wollongong, Our Future 2032 – Community Strategic Plan
- A City for People, Our Vision for Wollongong City Centre
- Wollongong Cycling Strategy 2030
- City of Wollongong Pedestrian Plan
- Walking and Cycling participation survey
- Access and Movement for People Engagement 2020
- Biannual Community Survey results.

In addition to consultation undertaken to develop Council's supporting documents, consultation was carried out with a broad range of stakeholders at two face-to-face workshops. Around 40 attendees were present at each workshop with representatives from Council, various NSW Government agencies, Shellharbour City Council, transport operators, service authorities, private industry, education institutions, advocacy groups, user groups and Council's Walking, Cycling and Mobility Reference Group. Workshops were also carried out with representatives from the neighbourhood forums online and in person.

Broad community consultation on the draft CCMPP document is proposed to occur over a minimum period of 28 days. All stakeholders previously involved in the workshops will be contacted during this exhibition period.

ROLES AND RESPONSIBILITIES

The roles and responsibilities to deliver the Top Moves identified in the draft City Centre Movement and Place Plan are summarised in the table below.

Top Moves from the CCMPP	Responsible (Lead) Agency	Council's Role
High quality public transport service from Wollongong Station to the Harbour	TfNSW	Advocacy to NSW Government
A cohesive North-South and East-West cycling network in the City Centre to connect the station to the foreshore and the outer suburbs to the centre.	Council	Develop a network of cycling routes supported by updates to Council's DCP.
Increased protection for the bike riders at intersections around the City Centre.	Council	Infrastructure Development.
More laneways and 'little streets' that can be 'opened up' for high quality pedestrian environments and activation.	Council	Update Council's Public Domain guideline.
Develop a shared zone integration strategy to identify streets and convert into lively shared zones.	Council	Update Council's Public Domain guideline.
More mixed-use kerbs to support businesses and create more vibrant and safe streets and activity.	Council	Update Council's Public Domain guideline.
More 'local traffic' streets supporting safer streets and sustainable transport.	Council	Infrastructure development
A focus on intersections for active transport users, where more crashes occur.	Council	Infrastructure development

Explore opportunities to implement a micro-mobility freight trial within the City Centre.	Council	Develop guidelines / project for micro-mobility freight.
---	---------	--

PLANNING AND POLICY IMPACT

This report contributes to the delivery of several goals from 'Our Wollongong, Our Future 2032 – Community Strategic Plan':

Goal 2 – We have an innovative and sustainable economy

2.8 Continue to build Wollongong as a vibrant, modern City with a revitalised City Centre and an active evening economy.

Goal 3 – Wollongong is a creative, vibrant city

3.5 Provide communities with access to quality local spaces and places to meet, share and celebrate.

Goal 5 – We have a healthy community in a liveable city

5.1 Urban areas are created and maintained to provide a healthy and safe living environment for our community.

5.4 Provide a variety of quality and accessible place and opportunities for sport, play, leisure, recreation, learning and cultural activities in the community.

Goal 6 – We have affordable and accessible transport

6.1 Plan for the delivery of multi-modal public transport with sustainable transport modes such as the Gong Shuttle, walking and cycling to meet the community's needs.

6.2 Wollongong continues to build infrastructure and programs to fulfil its role as a UCI Bike city.

6.3 Effective and integrated regional transport with a focus on road, bus, rail and freight movement (including the port of Port Kembla).

6.4 Plan and provide sustainable infrastructure for safe and liveable places integrated with the environment and accessible to key transport routes.

6.5 Advocate for strong transport links within the Local Government Area and connections to Sydney, the South Coast, and the Southern Highlands to provide physical and economic opportunities.

6.6 Improve active transport links and connectivity to our unique places and spaces, including marine access along the Local Government Area and accessibility from the Central Business District to the foreshore.

6.8 Community transport options for frail older people, people with disabilities and the transport disadvantaged are actively promoted and available.

SUSTAINABILITY IMPLICATIONS

The Vision for the City Centre presented in the CCMPP and its support goals and strategies aim to:

- Increase the attractiveness and utilisation of sustainable transport modes including public transport, walking, and cycling.
- Reduce the use of motor vehicles for commuting, recreational trips, and short trips, which will reduce greenhouse gas emissions and noise pollution.

The draft CCMPP recognises our streets as places for people to live, work, and play, which need to support a variety of activities within the City Centre. The CCMPP supports Council's Urban Greening Strategy by providing more shade trees along our transport network to improve the attractiveness of walking, cycling, and staying activities, and contribute to Council's climate change mitigation targets.

RISK MANAGEMENT

Road safety upgrades are required to be implemented to mitigate the current crash statistics of the City Centre. There will be significant environmental, social, and economic risks associated with not transitioning our transport network and street spaces to sustainable modes of transport. Maintaining a business-as-usual approach to the management of street space will result in increased congestion on our roads, and negatively impact the safety and enjoyment of those spending time within the City Centre.

Without an overarching vision for the future development of the City Centre there is a risk that Council will not be able to capitalise on opportunities to develop human-scale street spaces. Achieving the community's aspirations for accessible and lively public spaces requires clear strategic direction and coordination across Council and other levels of government.

FINANCIAL IMPLICATIONS

Various actions proposed by this strategy will be delivered as part of core business and future business proposals. Numerous actions recommend the delivery of infrastructure and services that require funding and / or other resourcing from state and federal governments.

Funding will be sought from ongoing and one-off grant programs such as *Get NSW Active*, *Road Safety Program*, *Towards Zero Program*, and *Black Spot Program* for Council led actions, where support is required from other levels of government. Actions proposed to be led by the NSW Government will be funded externally.

Actions relating to new or upgraded infrastructure on Council's local road network can be addressed by including specifications in line with Council's future Asset Management Plan and delivered as part of project identification and scoping within the Council's infrastructure delivery program. For example, specifying wider shared paths in areas of elevated demand.

CONCLUSION

Wollongong's City Centre is the heart of the Wollongong LGA, with the highest concentration of jobs, services, shopping options, and housing. The need to facilitate movement into and around the City Centre sits alongside the need to develop and maintain high quality, human-centred places to support economic and social outcomes. As the city grows, Council must consider how these needs interact with each other based on mode type, how the function of streets supports economic, environmental, and community outcomes within the City Centre and across the city, and how the City Centre connects with other parts of the LGA.

The draft *Wollongong City Centre Movement and Place Plan* provides an overarching framework for managing the transport network within the Wollongong City Centre in a way that supports the community's vision for a *people orientated, sustainable and liveable city*.

The Plan aligns with the community's expectations for:

- Efficient, accessible, safer, and sustainable movement
- Economic development and job creation
- Purposeful and directed transport infrastructure delivery and budgets considering movement and place
- Effective advocacy for State and Federal funding
- Multi-modal transport and transport innovation
- Enhanced quality of life through the form and function of our streets.

This report recommends the public exhibition of the draft City Centre Movement and Place Plan to allow for broader community and stakeholder input to shape the framework for achieving the community's goals:

- We have affordable and accessible transport
- We have a healthy community in a liveable city.

- We have an innovative and sustainable economy.
- Wollongong is a creative, vibrant city.



Draft Strategy
Prepared for Wollongong City Council
10th June 2024

ACKNOWLEDGMENT OF COUNTRY

We acknowledge the Dharawal people as the Traditional Owners and Custodians of the Wollongong region. We acknowledge their continuing connection to the land through culture and community and we pay our respects to Elders past, present and future.



This report is dated 16/03/24 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (Urbis) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of **Wollongong City Council** (Instructing Party) for the purpose of a **City Centre Movement and Place Plan** (Purpose) and not for any other purpose or use. Urbis expressly disclaims any liability to the Instructing Party who relies or purports to rely on this report for any purpose other than the Purpose and to any party other than the Instructing Party who relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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**For this project Urbis was assisted by
Movement & Place Consultants.**



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Report number	Draft Report

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EXECUTIVE SUMMARY

VISION THE PLAN SETS OUT TO SUPPORT

This plan supports the Vision in the strategic document *A City For People: Wollongong Public Spaces and Public Life* which included four key themes for Wollongong City Centre.

4 THEMES

1



**CELEBRATE THE
UNIQUENESS**

2



**DEVELOP A HUMAN-
SCALE CITY**

3



GROW A LIVING CITY

4



**CREATE AN ACCESSIBLE,
PEDESTRIAN-FRIENDLY
CITY**

Refer to Section 4 for more on the strategic framework guiding the strategy.

Draft Wollongong City Centre Movement and Place Plan

WHY DO THINGS NEED TO CHANGE?



79%

Of people working in Wollongong City Centre drive a car to work



45%

Of drivers are open to changing modes if better alternatives are provided



57%

People are concerned about speeding and dangerous driving in the city centre. This is the dominant safety concern.



SAFETY

Crashes severe enough to involve emergency services every 8-9 days in the city centre.

Refer to Section 2 and 3 for more Background Analysis and the Case for Change.

TOP 8 MOVES FOR WOLLONGONG CITY CENTRE



1. Support a high quality public transport service from Wollongong Station to the Harbour.



2. Develop a cohesive north-south and east-west cycling network in the City Centre connecting the train station to the foreshore and the outer suburbs to the centre.



3. Explore how to offer more protection for bike riders at intersections in the City Centre. Wollongong could take a leading role in this type of infrastructure nationally.



4. 'Open up' more laneways for high quality pedestrian environments and activation.



5. Develop a shared zone integration strategy to identify streets that could convert into lively shared zones.



6. Continue exploring alternate uses for kerb side space such as shade and outdoor dining.



7. Introduce lower speed limits to make streets that are safer for all road users



8. Explore opportunities to improve first and last mile freight within the City Centre.

Refer to Sections 6 and 7 for more on Future Networks and the Action Plan.

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ABOUT THIS PROJECT

01

Draft Wollongong City Centre Movement and Place Plan

CROWN STREET, WOLLONGONG

Page 6

ABOUT THIS PROJECT

Wollongong City Centre is the vibrant heart of the Wollongong Local Government Area and the regional capital of the Illawarra Shoalhaven.

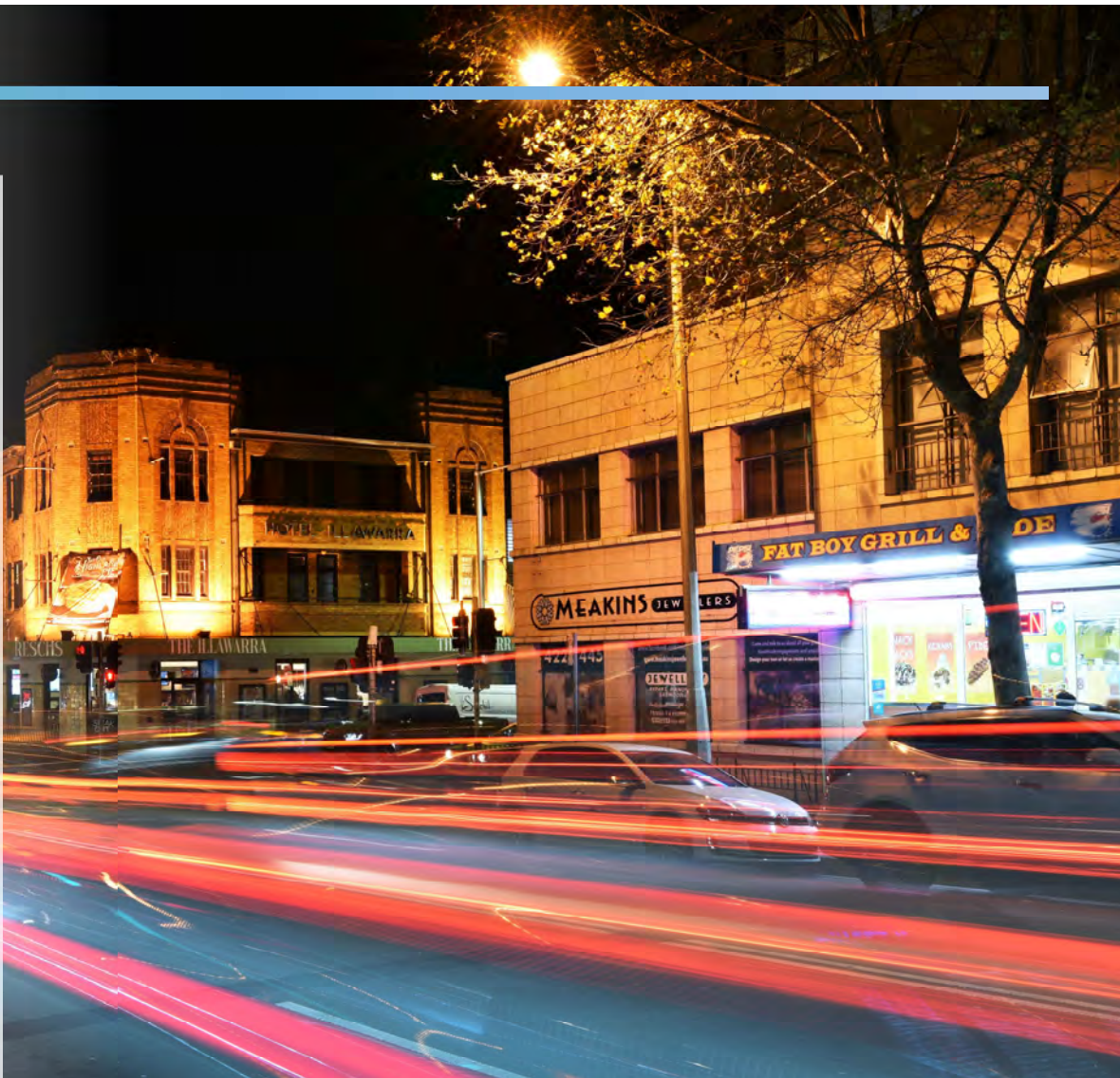
In recent years, the growing popularity of high-density living, a focus on active transport and associated infrastructure, a maturing night time economy and 30,000m² of new A-grade office space has underpinned growth and development, promoting the attractiveness of this locale, as a lifestyle choice.

Like any lively city centre, it continuously evolves, adapting to changing needs.

The City Centre Movement and Place Plan aims to chart a future that addresses accessibility and movement and capitalises on the potential for enhancing the City Centre as a destination. This document:

- Explains what the current opportunities, constraints and trends are within the City Centre of Wollongong (see Section 2).
- Makes a case for change based on the views of people living and using the Wollongong City Centre (see Section 3).
- Details the preferred way forward for transport and access in the City Centre that is in line with the strategic context already set (see Section 4), along with describing an alternative future that is functional to spend time and stay (see Section 5 and 6).
- Provides an Action Plan for how the city can achieve change (see Section 7).

The Wollongong CCMPP has been developed with a consultant team led by Urbis with support from Movement and Place Consulting.



KEIRA STREET, WOLLONGONG

MOVING BEYOND BUSINESS-AS-USUAL

There are two dominant and opposing approaches commonly used for transport planning- *Predict and Provide* and *Vision and Validate*.

WHAT IS 'PREDICT AND PROVIDE'?

This concept is where traffic volumes are predicted based on historical trends and the road network is developed to support that prediction.

Predict and provide results in inducing demand, a phenomenon where increasing the supply of something (like roads) makes people want that thing even more (as it becomes more convenient, efficient and cheap relative to other options), resulting in requiring more supply to maintain existing levels, leading to a negative feedback loop which happens almost every time new roads are built¹.

WHAT IS 'VISION AND VALIDATE'?

Rather than solely looking at infrastructure provision to meet projected demand, this approach sets the transport vision for the future. Then, data analysis and insights are used to establish a pathways and different strategy levers through an action plan to achieve the future vision.

In this project, the validation process uses a transport and land use model. It considers all modes and suggests ways to enhance alternate travel options to ensure the success of the future vision.

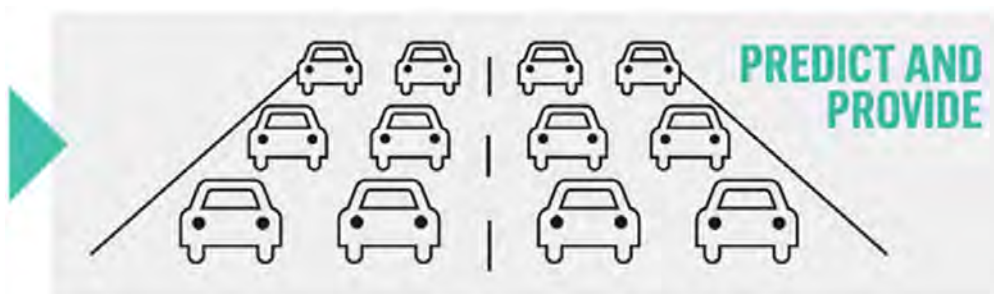
The development of the Wollongong ITS has employed the vision and validate approach.

Reference

1) Duranton and Turner, 2009, The Fundamental Law of Road Congestion: Evidence from US Cities, NBER

WHAT ARE SOME APPROACHES TO COPE WITH AN INCREASE IN DEMAND FOR MOVEMENT?

A PROVIDE MORE AND MORE SPACE FOR MOVEMENT IN RESPONSE TO PREDICTIONS



B SET THE VISION, THEN WORK OUT HOW TO ACHIEVE IT



METHOD FOR DEVELOPING THE WOLLONGONG CITY CENTRE MOVEMENT AND PLACE PLAN

WOLLONGONG CITY CENTRE MOVEMENT AND PLACE PLAN PROCESS

In adopting the Vision and Validate approach (see Page 8) this project has been undertaken as follows

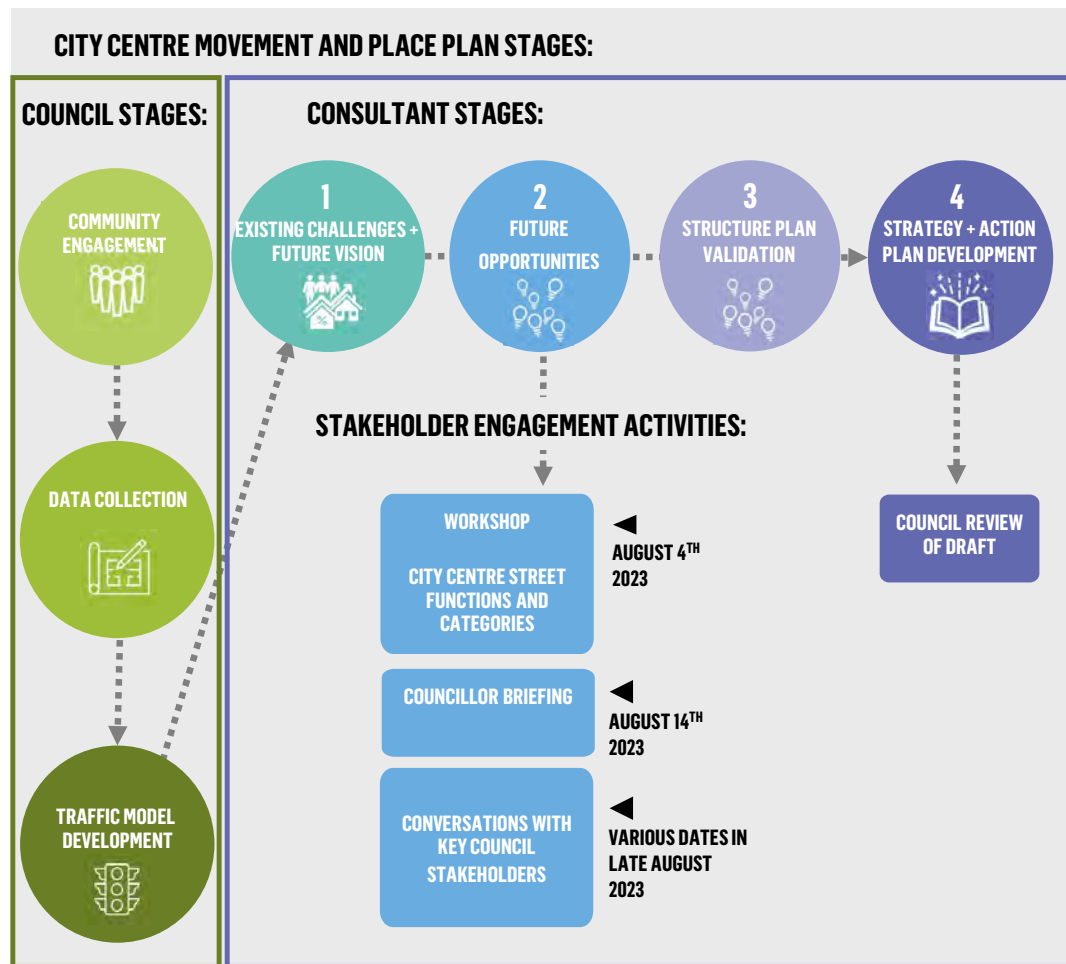
- Early stages undertaken by Wollongong City Council in collecting data and developing LGA Traffic Model.
- **Stage 1** included the collation of relevant data and background documents to set the scene of current known transport challenges. This was used to set the stage going into the Vision Workshop, where the Vision, Principles and Objectives were developed.
- **Stage 2** examined existing modelling to look at what the region's transport looks like in 2041 (under a business-as-usual scenario). This analysis was used going into the preferred way forward workshop, which set out a range of potential responses before ultimately a preferred future scenario was developed.
- **Stage 3** sees additional detail added through mapped of key steps, through time-bound strategies and actions, to achieve the vision.

COMMUNITY INPUT

The Wollongong City Centre Movement And Place Plan has been developed over a 12-month period from April 2023 to April 2024. It followed community discussion and engagement in 2020 to identify opportunities for the city.

In addition to a workshop at which key community stakeholders were engaged, councillors and key Council staff members were engaged throughout. Further information on community engagement is shown in **Appendix A** of this report.

Draft Wollongong City Centre Movement and Place Plan

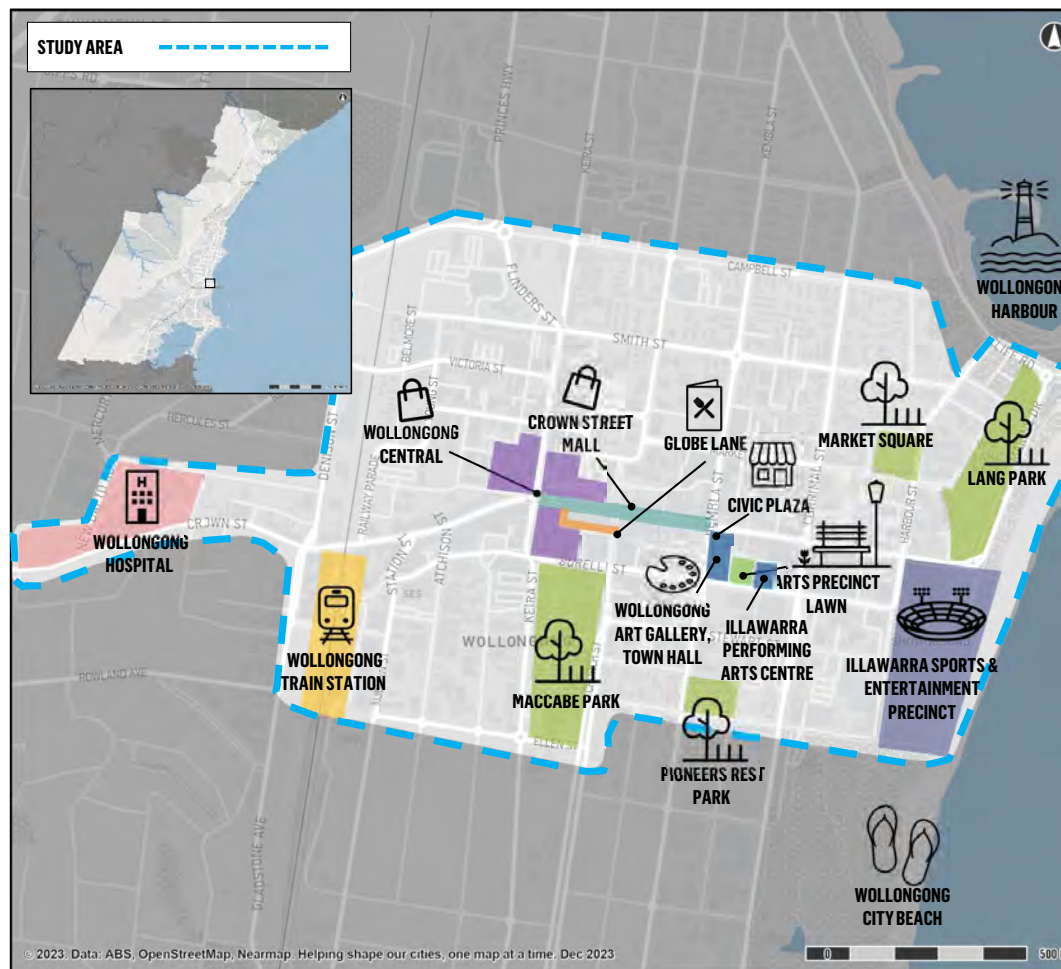


STUDY AREA - WOLLONGONG CITY CENTRE

The city centre is the city's commercial hub with a coastal vibe. It is a thriving regional commercial, entertainment and retail centre. Key features include:

- **Crown Street Mall:** The City Centre's pedestrian only mall and retail center with diverse shops and eateries.
- **Wollongong Central shopping centre:** A major shopping destination with varied outlets.
- **Wollongong Art Gallery:** Displays contemporary, Aboriginal, and Asian art.
- **Illawarra Performing Arts Centre:** Prominent centre for plays, concerts and community events.
- **Arts Precinct:** An event space alongside the Illawarra Performing Arts Centre.
- **Wollongong Town Hall:** Historic venue for concerts and events.
- **Churches:** Notable ones are St. Michael's Cathedral and Church of St. Francis Xavier.
- **MacCabe Park:** A peaceful green space.
- **Dining:** Offers both upscale and casual options.
- **Commercial areas:** Services, offices, banks, and retail.
- **Residential population:** Apartment living has taken off downtown since the early 2000.
- **Public transport:** Wollongong Train Station is central, with several bus routes.
- **Cycling:** The City of Wollongong has focused on improving cycling routes to the City Centre over the past few years.
- **Laneways and street art:** In 2021 Council transformed Globe Lane into a pedestrian and dining precinct featuring local street art.
- **Wollongong Harbour:** Picturesque views and vibrant atmosphere of Wollongong.
- **City Beach:** Excellent outdoor space to unwind, patrolled by Lifeguards and volunteer lifesavers.

Draft Wollongong City Centre Movement and Place Plan



BACKGROUND ANALYSIS

This chapter explains the importance of a City Centre Movement and Place Plan at this current time. It discusses the challenges and opportunities that the City is facing now, as well as those expected in the future.

02

POPULATION AND EMPLOYMENT DENSITY

The residential areas closest to the shoreline boast the highest population density, reflecting a strong preference for living near water and the established presence of mixed use and residential zoning in this location. This is also true for the region north of Smith Street, where the elevated terrain offers scenic views of Wollongong's beaches and Escarpment. Moving westward from the city centre, residential density tapers off.

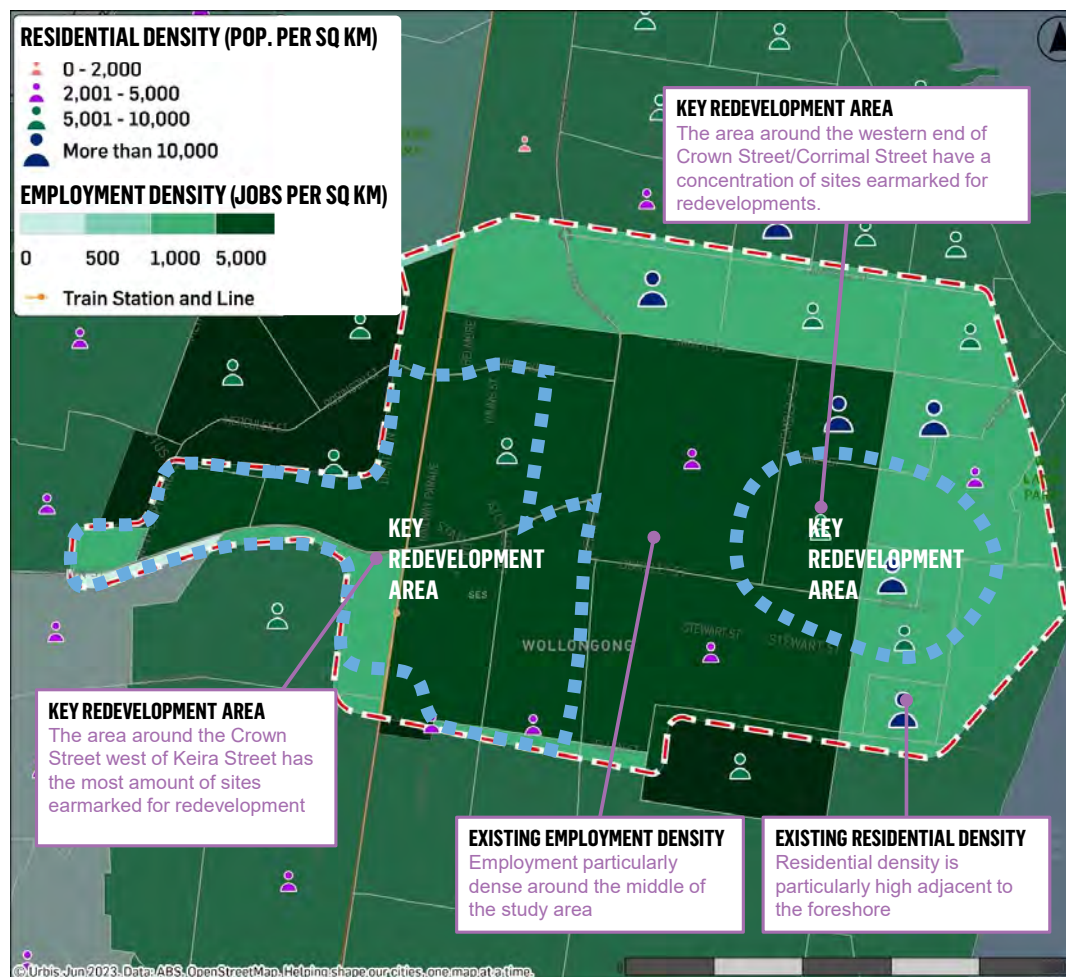
In June 2023 Wollongong suburb's population reached more than 21,600 people growing annual by 2.07% over the year at almost twice the rate of Wollongong LGA (1.25%).

In terms of jobs, close to 30% of total LGA employment is within the Wollongong City Centre. This is more than the Unanderra & Port Kembla Industrial Areas as well as the University combined. The top five industries represented in this area include Public Administration and Safety, Health Care and Social Assistance, Professional and Technical Services and then, Retail Trade.

Wollongong is no longer a retail trade hub but rather a central business district and hub for professional jobs. With more than 700,000 working adults within 1 hour of Wollongong there is a clear need for improved multimodal transport access to the city centre.

There are two key areas identified as locations where there are a concentration of sites that have been earmarked for redevelopment. This includes sites where with approved developments applications, developments under construction and developments under assessment. Irrespective of the type of development these will add additional demand for access and movement to the city centre.

Appendix B provides further details on the future development sites within these two areas.



CURRENT KEY DEMOGRAPHICS – PEOPLE LIVING IN THE CITY CENTRE

In Wollongong's city centre, residents have important traits that help us understand the challenges and opportunities in our study area. Some key points are:

Labor Force Status:

- The city centre closely aligns with LGA trends.

Age Breakdown:

- Residents are much more likely to be in the young/mid middle aged bracket (30-49 year olds).
- Residents are less likely to be in the teenage/ young adult aged bracket (15-29 year olds).

Job Types:

- There are subtle differences in the jobs done by residents of the city centre compared to the rest of the LGA.
- 43% of people living in the city centre are "Managers and Professionals" (compare with 37% of people engaged in this type of employment in the rest of the LGA).

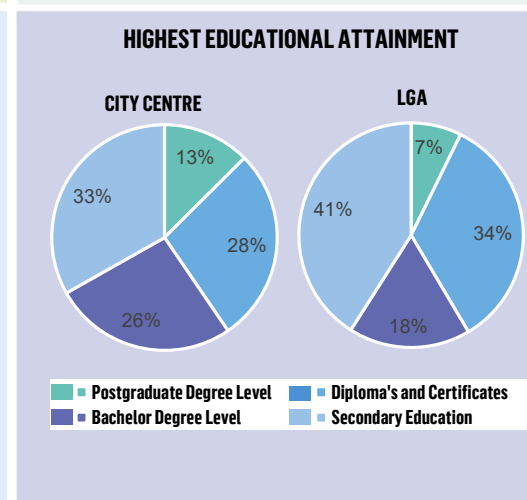
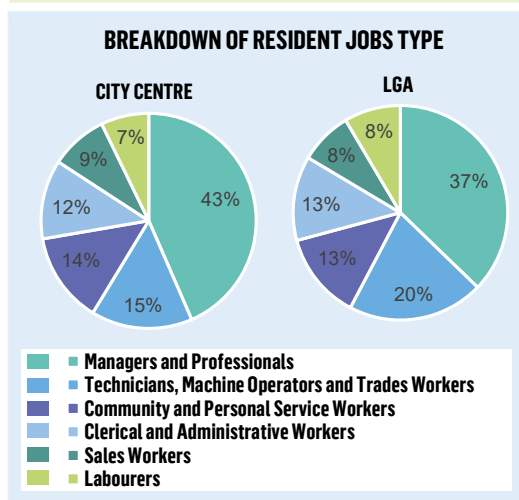
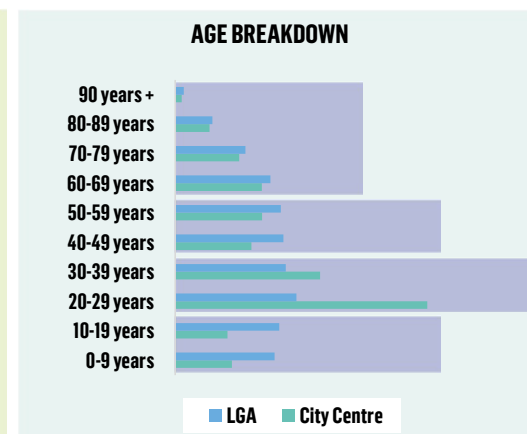
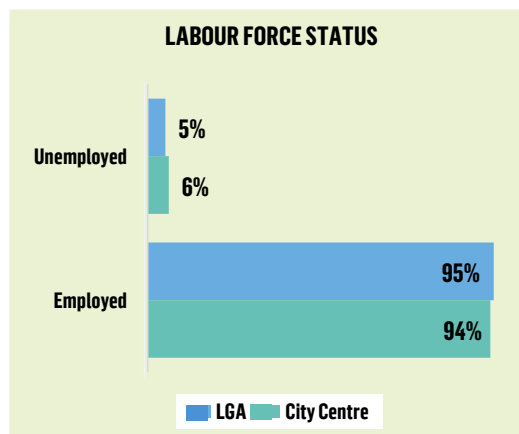
Educational Attainment:

- There is significant disparity in educational attainment between city centre and Wollongong LGA.
- Higher percentage of City Centre residents hold Bachelor's Degrees (26%) compared to LGA (18%).



INSIGHT

Age breakdown shows significantly fewer families with children living in the city centre. This may indicate need to provide safer and more inviting streets for children.



Note: this data covers SA1 areas within the City Centre study area shown on page 10.

CURRENT KEY DEMOGRAPHICS – PEOPLE WORKING IN THE CITY CENTRE

People who work in Wollongong's city centre have some similarities and differences with those who work in the Wollongong LGA as a whole. Some key points include:

Labor Force Status:

- City centre workers closely aligns with LGA trends.
- Approximately half of city centre workers are full-time.

Age Breakdown:

- Workers are more likely to be young/middle aged to young adults than in the rest of the LGA.
- Workers are less likely to be mature aged than in the rest of the LGA.

Job Types:

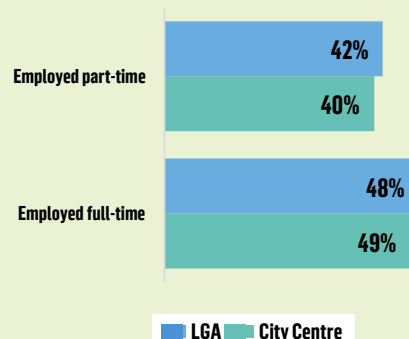
- There are subtle differences in the jobs types in the city centre compared to the rest of the LGA.
- "Managers and professionals" dominate at 45% in the city centre.
- There are far fewer "technicians, machine operators and trades workers" roles than in the rest of the LGA.
- The top industries are health care & social assistance, professional & financial services, public administration and safety, accommodation and food services, and retail trade.



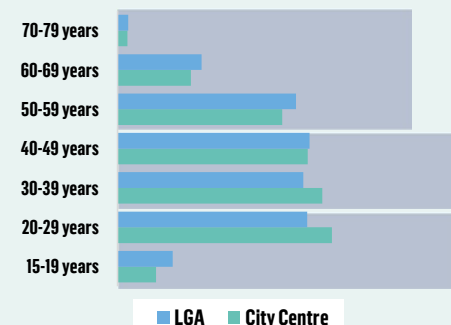
INSIGHT

The percentage of clerical and administrative workers who are employed in the city is much higher than those who reside there. As such, many travel into the city from other areas for work.

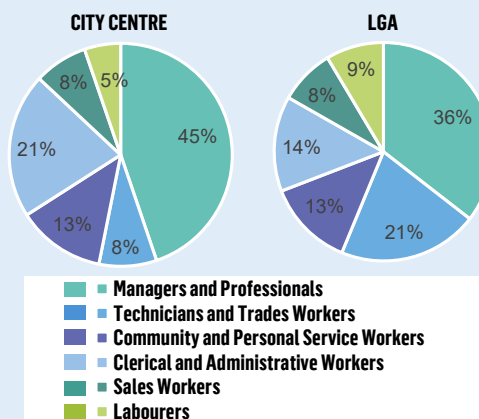
LABOUR FORCE STATUS – WORKERS



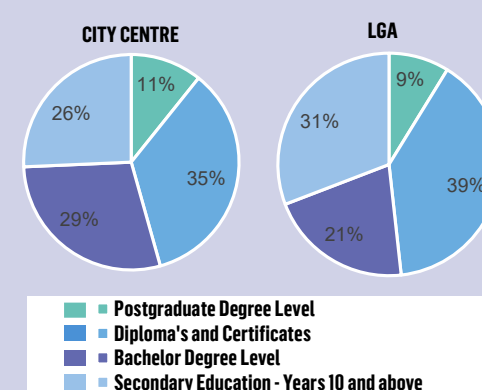
AGE BREAKDOWN- WORKERS



BREAKDOWN OF EMPLOYEE JOBS TYPE



HIGHEST EDUCATIONAL ATTAINMENT OF WORKERS



CURRENT KEY DEMOGRAPHICS – HOUSEHOLD TRAVEL

People who live in Wollongong's city centre have different methods of travelling to work compared to those who do not. These trends are highlighted through ABS data that compares mode choices between these two categories.

The figure on the right depicts this by highlighting a difference in the number of people who choose to walk and drive to work. Those who reside in the city walk to work 19% of the time, the second most common travel mode behind is driving, at 56%. This is far higher than those who work in the city who chose to walk being 6% of the time. With the difference largely made up in a higher driving split of 79%.

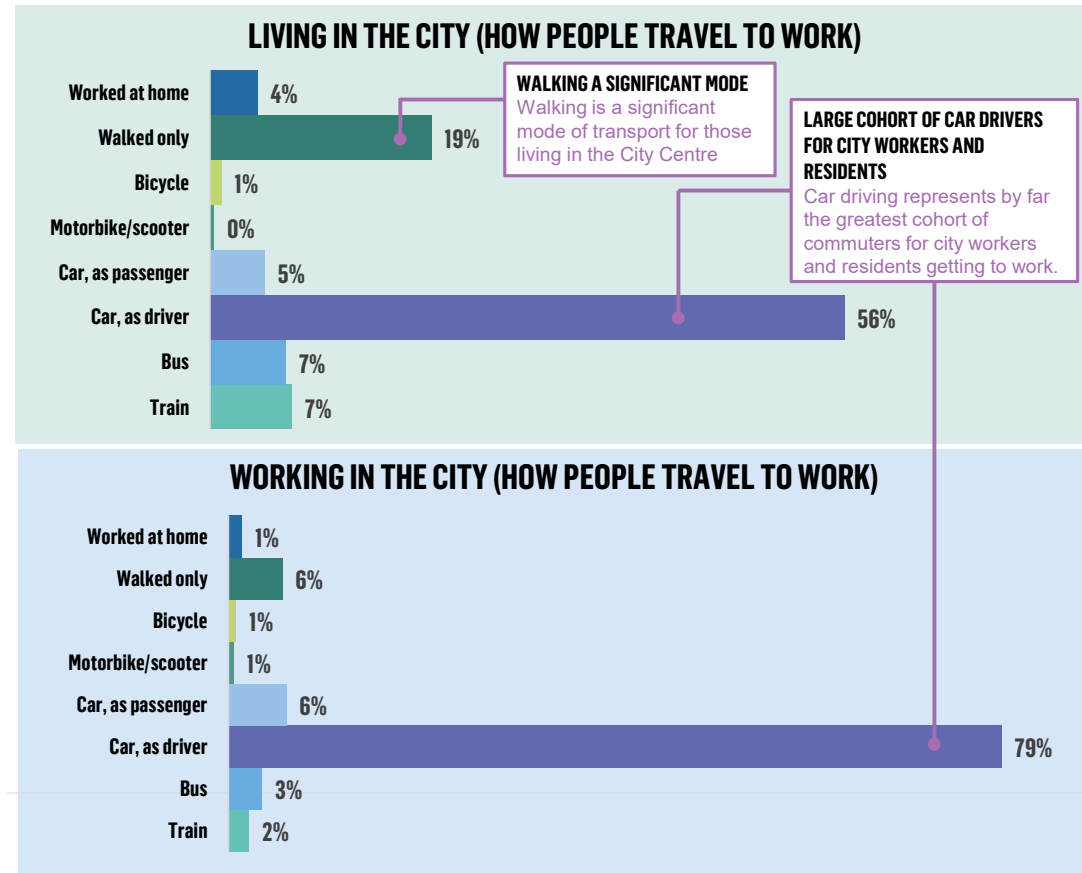
In line with this, public transport usage particularly bus and train travel is also more common for those who live in the city. These trends are important to represent in realising how access to transport services differs across the Wollongong LGA. While location to work primarily influences people's choice in walking, there remains an opportunity to encourage mode splits away from car dependency.

It is also noted that working from home has increased since 2016, although the extent of this change in Wollongong is unknown.



IN SIGHT

Household travel choices are largely dependent on living locations and access to transport options. City centre workers and residents are highly car-reliant, suggesting the optimal balance of convenience of car and non-car modes is not currently being achieved.



Source: Profile .id, based on ABS Census, 2016

Note 1: Counting: Persons Aged 15 years and over place of work

Note 2: Counting employed people for those that work in the city.

CURRENT CAR OWNERSHIP

The city centre has a much lower car ownership rate compared to the wider LGA. Household car ownership is a product of:

- **Accessibility to daily needs:** In an area such as the city centre households have access to many of their daily needs (shopping, services, education, employment) closer to home, meaning they can use other modes such as walking and cycling.
- **Cost:** If parking is costly, households will limit the number of cars they own. People living in the city centre generally store their cars in basement car parks, which are expensive to construct, resulting in households limiting the parking spaces they own/rent and their cars.
- **Alternatives available:** Proximity to quality active transport and public transport infrastructure and services will result in lower household car ownership rates.
- **Household size:** In smaller households, as can be expected for example in areas with predominantly apartments, it's likely that there will be fewer cars associated with each household.

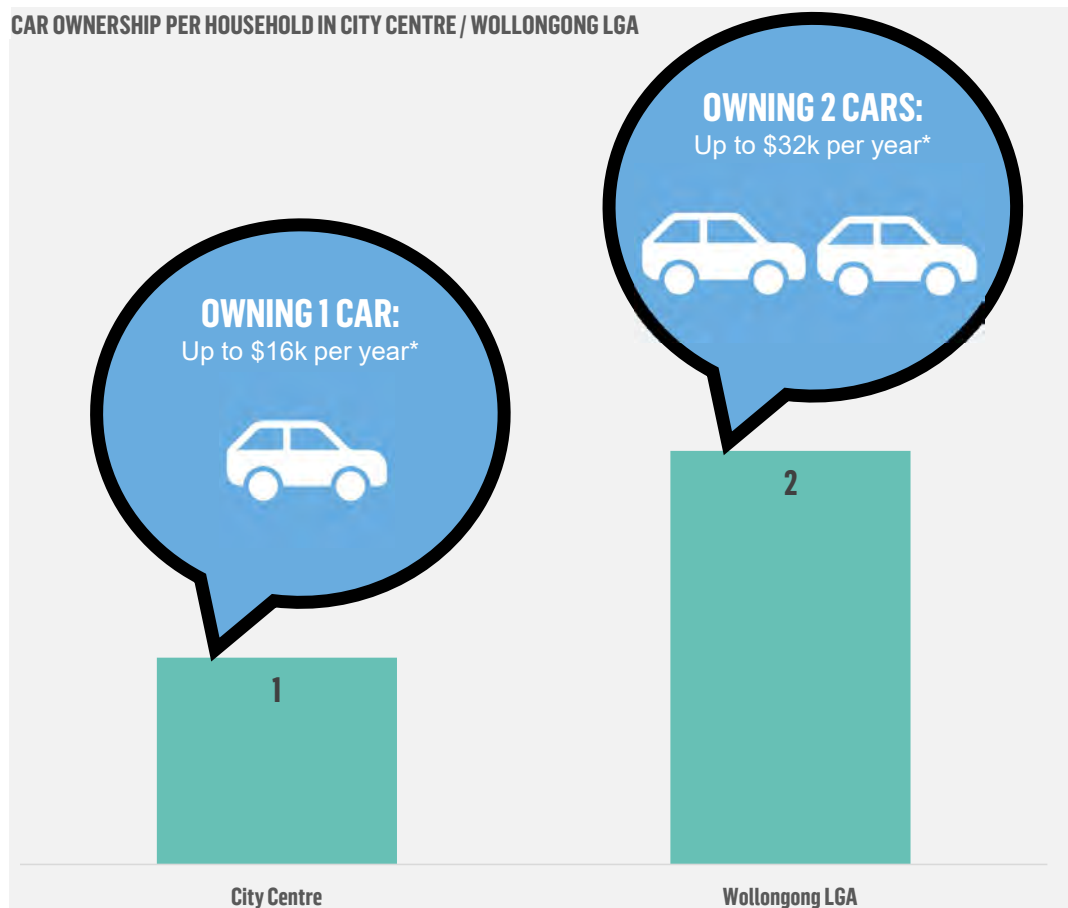
The city centre has a combination of the above factors, resulting in significantly lower rates of car ownership than elsewhere in the LGA.



INSIGHT

There are less households in the city centre with children under 15 years old compared to the Wollongong LGA. The needs of a young family and longer distances to amenities could reflect the higher car ownership in the wider LGA.

CAR OWNERSHIP PER HOUSEHOLD IN CITY CENTRE / WOLLONGONG LGA



Data source (Car Ownership Rates) – 2021 ABS Census

*Based on cost of a medium sized vehicle in Australia in 2022. Data source (Cost of Car Ownership) - RACV, *Cost of Car Ownership*, 2022 (medium sized vehicle)

CURRENT KEY ROUTES TO THE CITY

The figure on the right shows the key routes into the city for private vehicles, buses and cyclists. These are expanded upon below.

PRIVATE VEHICLES

Private vehicles generally access the city centre from the Princes Highway in the north, Crown Street in the west and Springhill Road in the south. Most vehicles travel through the city centre use the following routes:

- 1 Gladstone Avenue / Denison Street.
- 2 Keira Street.
- 3 Corimal Street.

BUSES

The city centre is serviced by several key bus routes which complement other public transport options. Services from the north follow the Princes Highway onto Burelli Street with North Wollongong routes servicing Corimal Street. From the south, direct bus services operate from Port Kembla via Springhill Road, Dapto via Princes Highway and Shellharbour along Shellharbour Road.

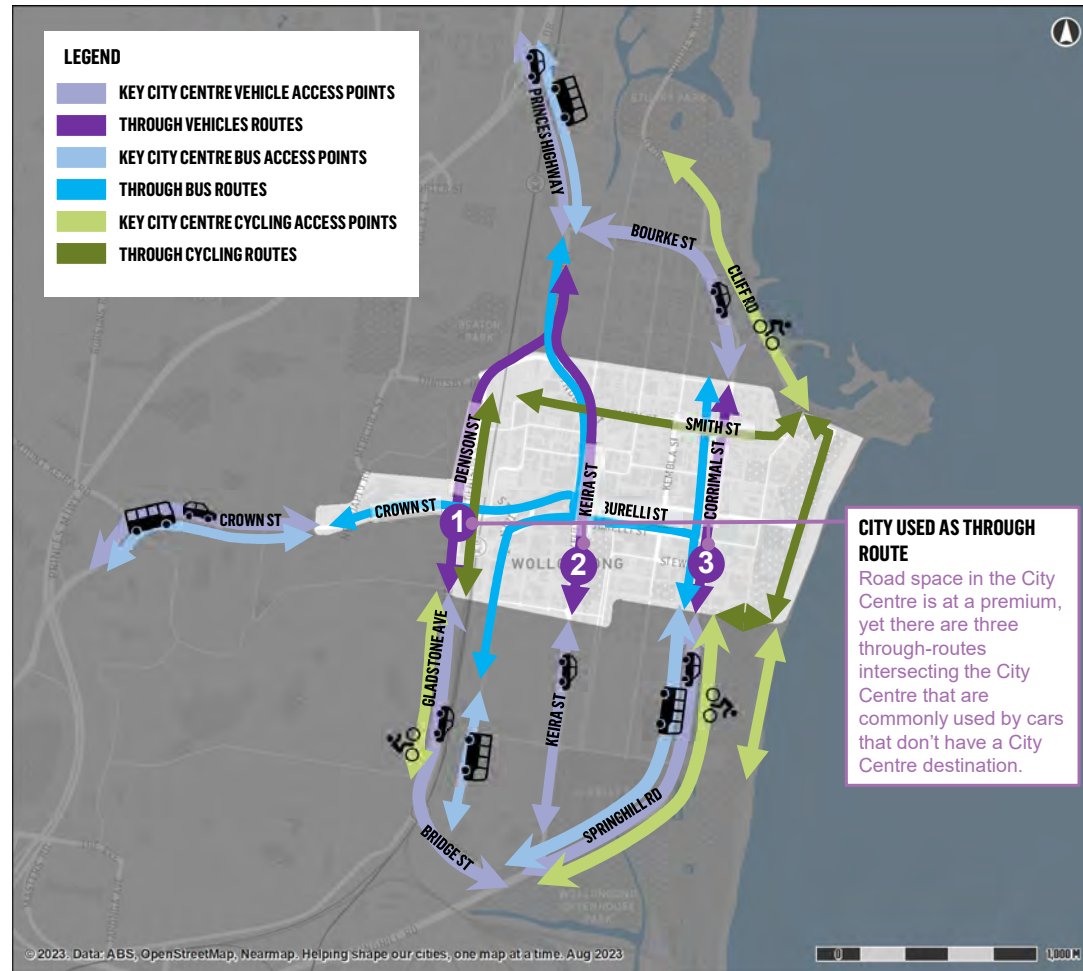
BICYCLES

There is limited bike access to or through the city centre currently. The coastal shared path along Cliff Road is the main route into the city centre, while Smith Street provides a high-quality through connection in the city centre, which also connects to Denison Street and the Wollongong Train Station.



INSIGHT

There are three key north/south city centre through routes, being Denison Street, Keira Street and Corimal Street.



CURRENT ACTIVE TRANSPORT

Wollongong City Centre is ideal for walking and cycling due to its size and relatively flat nature. Almost all destinations within the city centre can be reached within a 1-kilometre journey.

There are several cycling corridors through the city centre, notably:

- Smith Street provides a primary east-west separated cycleway
- Denison Street provides a north-south shared path
- Shared path along the foreshore provides access to the city centre

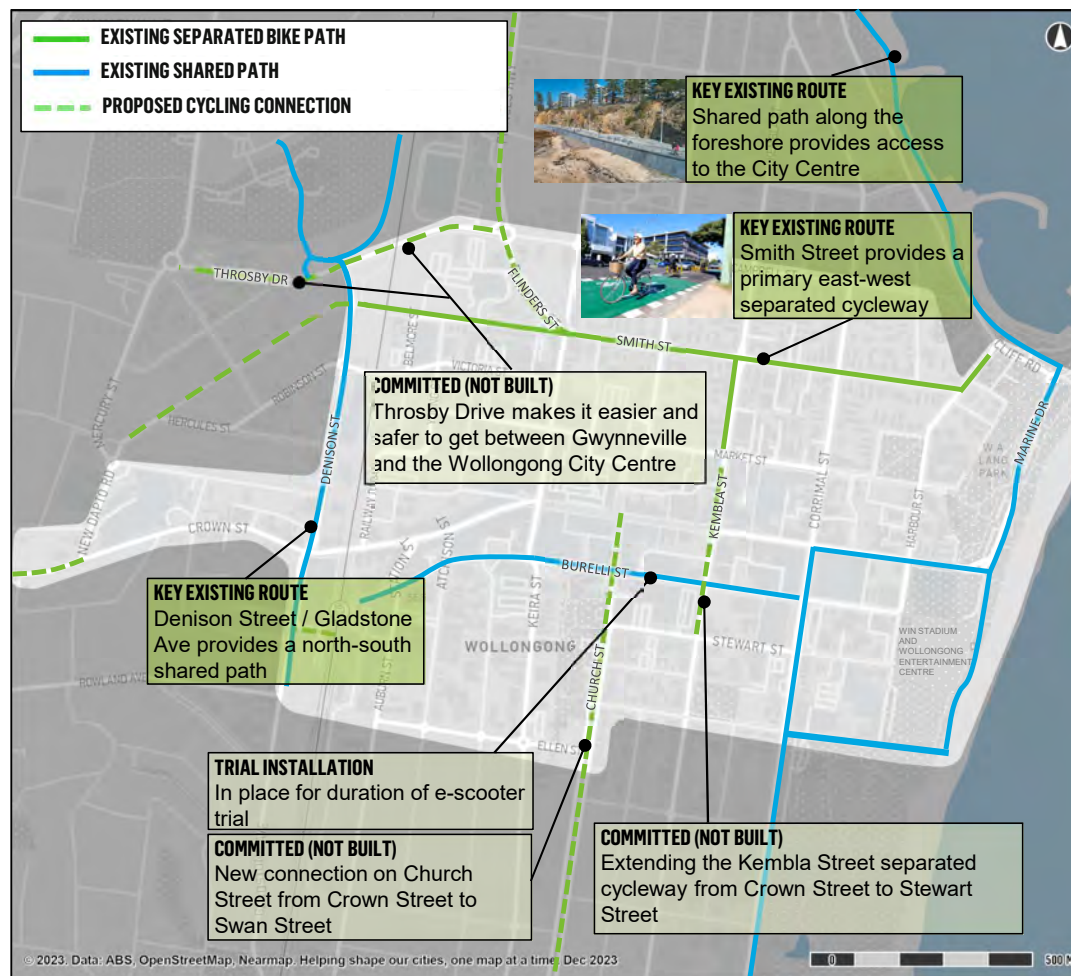
The Wollongong Cycling Strategy 2030 outlines the Council's priority of strengthening major east-west and north-south links to ensure cyclists can safely move through the city centre. Further notable committed active transport infrastructure improvements include:

- Continuous footpath treatment design projects
- Establishment of a shared path along the extent of Burelli Street
- Extending the Kembla Street separated cycleway from Crown Street to Stewart Street
- New shared paths on Church Street, Throsby Drive and Flinders Street



INSIGHT

The existing cycling connections in the city centre are disjointed and a range of linkages are needed to create a connected cycling network



CURRENT PUBLIC TRANSPORT

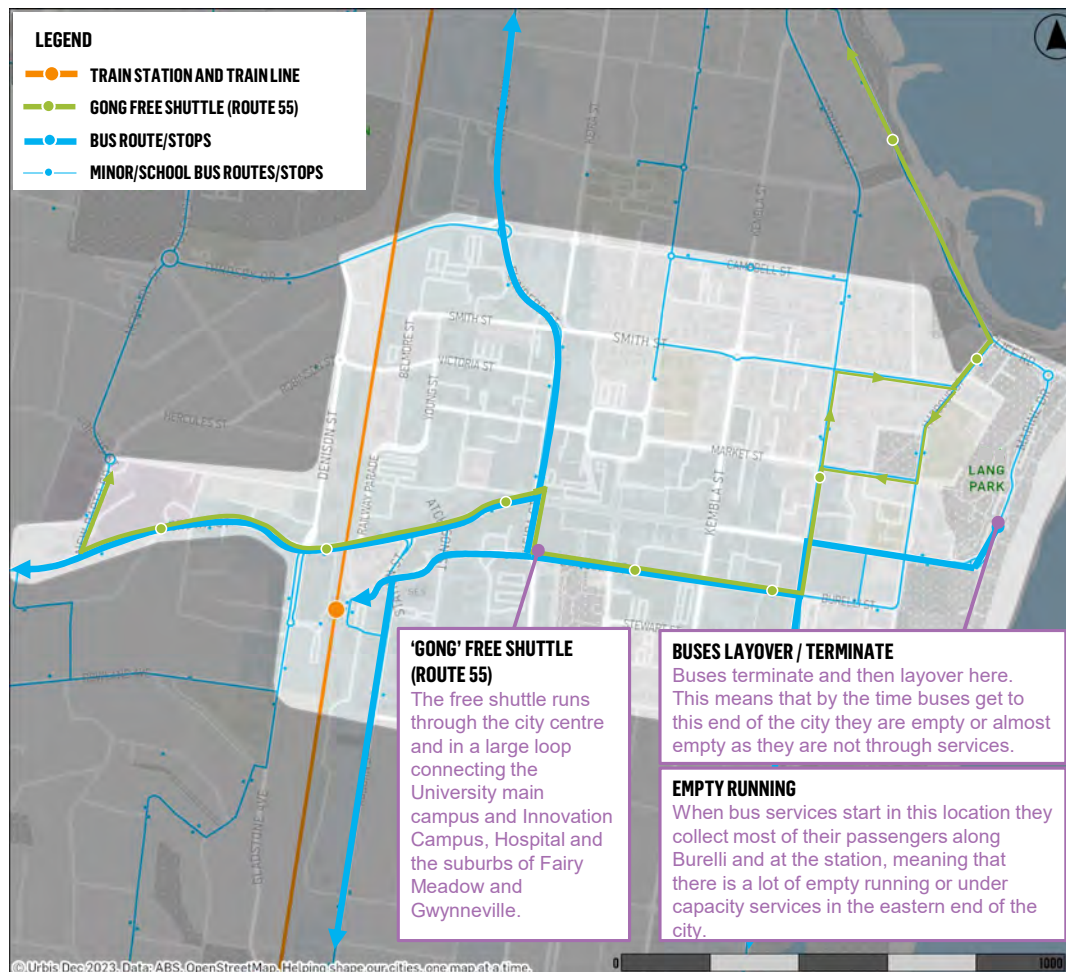
The city centre is served by several key bus routes that complement the Wollongong Train Station, ensuring comprehensive public transportation coverage. During peak hours, there are three train services each hour heading towards Sydney, including faster express options. However, by the time these buses reach the eastern parts of the city, they tend to be empty or near empty as they are non-continuous services that terminate at Lang Park. This pattern is mirrored for buses commencing operation from Lang Park – they start off with few passengers and only start to fill up as they approach Crown Street and the train station. This leads to a considerable amount of travel with few passengers onboard, which could be reduced if the buses operated on continuous, or 'through', routes that passed through the city centre without terminating there.

A broader conversation on public transport is necessary to address the evolving needs of the Wollongong community. Service planning needs to include multiple layovers in Wollongong to ensure efficient connectivity and accessibility for all residents and visitors.



INSIGHT

There is bus empty running and under capacity running in the city centre due to terminating services rather than through routes.

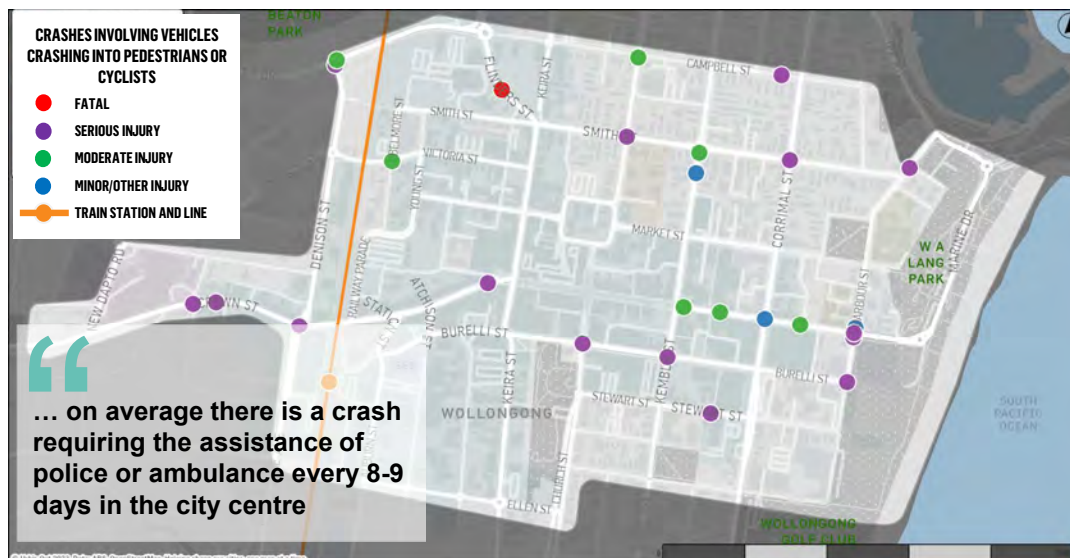


CURRENT CRASH DATA ANALYSIS

Over a 5 year period (2017 to 2021) a total of 211 crashes were reported within the study area. This means that on average there is a crash requiring the assistance of police or ambulance every 8-9 days in the city centre. Crashes that don't have an emergency services call out are not recorded in this data.

Some notable features involving crashes include:

- There were 40 crashes that led to serious injuries and one fatality was reported.
- The majority of crashes were non-casualty incidents, resulting in minor or moderate injuries¹.
- 5 specific crash types accounted for 52% of all incidents. These crash types are indicative of typical accidents that occur in central business district (CBD) areas and typically include rear ends and cross traffic crashes (such as a t-bone crash).
- The map on this page shows the location of crashes involving vehicles hitting pedestrians and cyclists only. Further detail on crash types is found in **Appendix C**.

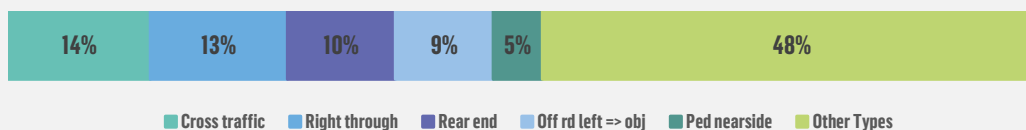


INSIGHT

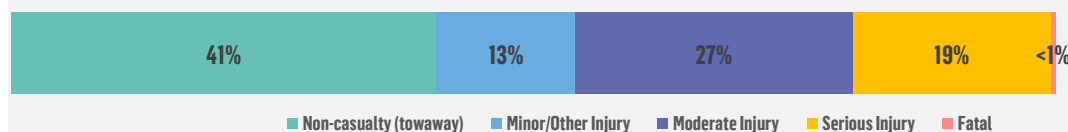
The vast majority of crashes in the city centre occur at intersections. This highlights a key focus for safety improvements and the need for thoughtful intersection design.

1) Although notably the NSW Centre for Road Safety only reports incidents that involve a police report, ambulance report, or tow truck call, potentially excluding some minor crashes from their records, so all these crashes were significant enough to involve a response from police or ambulance.

PERCENTAGE BREAKDOWN OF CRASH TYPES IN WOLLONGONG CITY CENTRE 2017-2021



BREAKDOWN OF CRASH SEVERITY IN WOLLONGONG CITY CENTRE 2017-2021

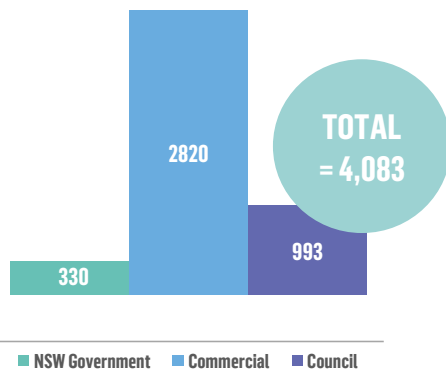


Source: Based on New South Wales Centre for Road Safety, spanning from 2017 to 2021

OFF STREET CAR PARKING

Council provides low-cost off-street parking (\$0.6 - \$0.8 per hour) during working hours on weekdays (8.30 am to 4.30 pm), while after hours parking is free. Some commercial car parks also offer two-hour free parking. In the city centre study area, more than 4,000 off-street car parking spaces are available in commercial, Council and NSW Government car parks.

On-street parking is also available throughout the city centre. This includes a mixture of both paid/timed parking in the city centre core and unrestricted free parking in more residential on the outer edges of the city centre.



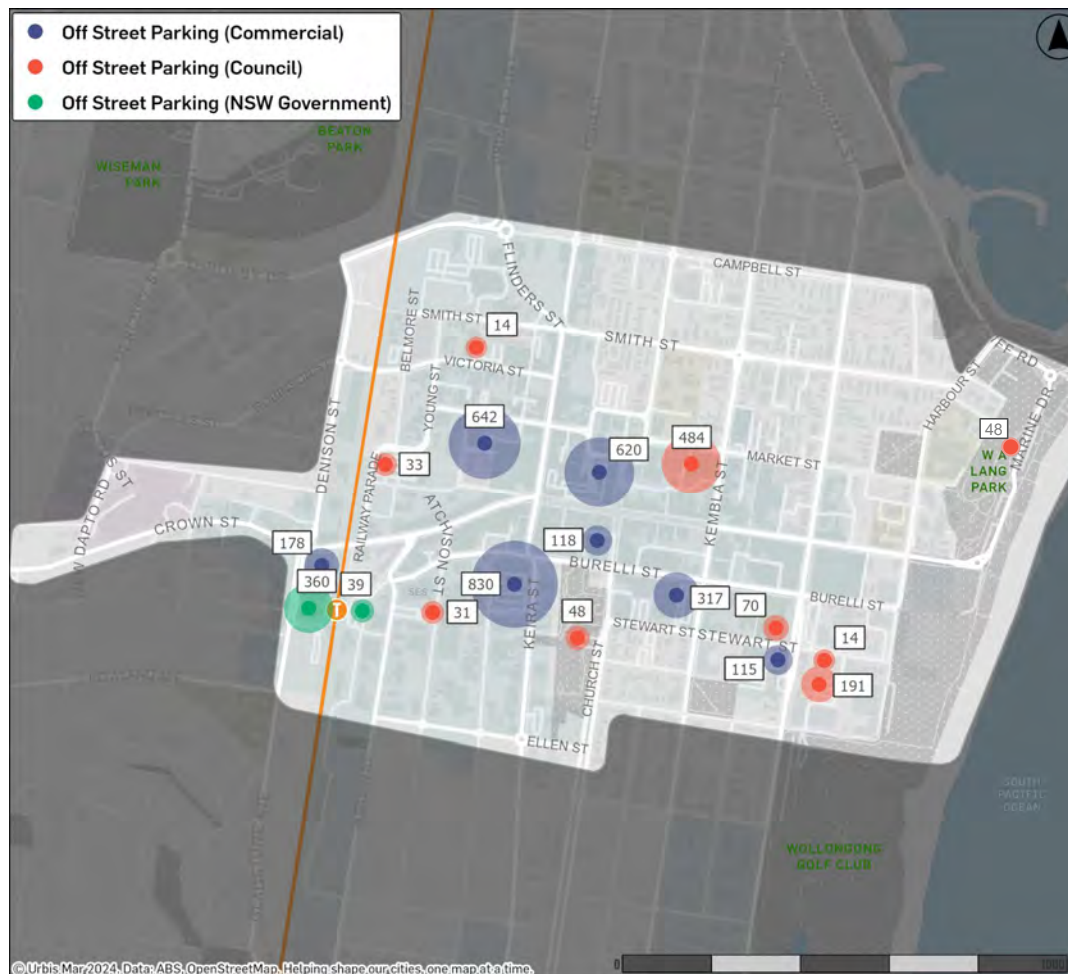
No. Off-street parking spaces in study area and nearby



INSIGHT

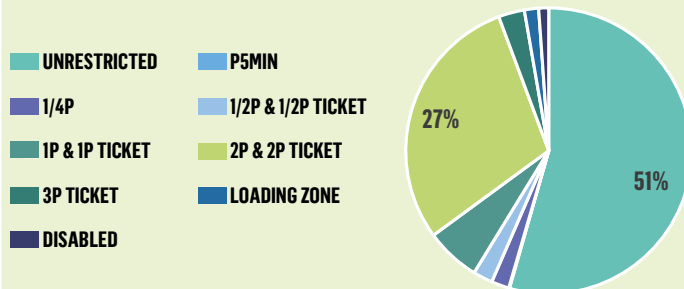
Cheap and abundant parking has been linked to greater dependency on cars, resulting in more private vehicle trips, greater congestion and associated environmental and health impacts.

Note – Bar chart and map data exclude private and Council leased parking.



CAR PARKING STRATEGY – CURRENT SITUATION

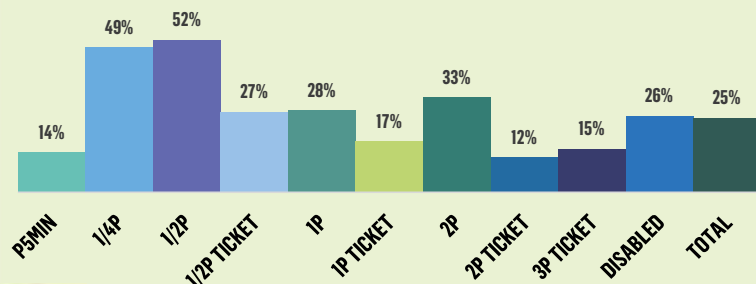
ON STREET PARKING COMPOSITION – ALL PRECINCTS



INSIGHT

Half of all on-street parking in the city centre is unrestricted. Unrestricted parking encourages car use even when there are alternative options. This results in less parking availability.

ON STREET, NON-COMPLIANCE



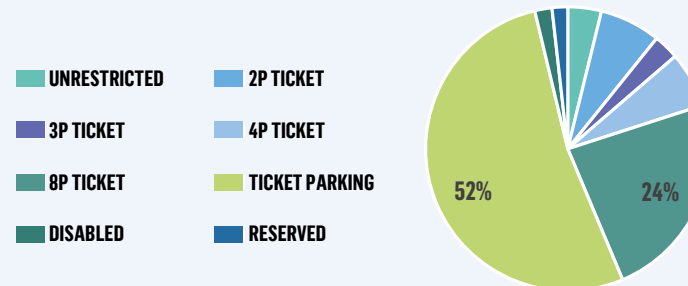
INSIGHT

There are high levels of non-compliance on on-street spaces, particularly those that are not ticketed. In total 25% of vehicles parking on the street are not complying with restrictions.

Note: Loading zone non-compliance data not captured

Draft Wollongong City Centre Movement and Place Plan

OFF-STREET PARKING COMPOSITION, COUNCIL-OPERATED CAR PARKS



INSIGHT

More than 75% of off-street parking is unrestricted or 8P and is primarily intended for workers. This group contributes minimally to the city's retail economy compared to those using shorter-stay parking options.

OFF-STREET PARKING AVERAGE LENGTH OF STAY (HOURS)



INSIGHT

Stays over 6 hours are likely for workers, while those under 3 hours may be for visitors including shoppers. Off-street parking costs \$76,000 per space in a basement parking station¹. Using non-car modes to access the city centre represents a significant infrastructure cost-savings over time.

1) Based on www.pticonsultants.co/construction-costs-car-parks, assumes 20m² required for parking space plus required circulation space.

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THE CASE FOR CHANGE

This chapter outlines what the potential scope is for change based on the views of city centre visitors, workers, and residents. It also compares cycling trends in Wollongong and the Australian context highlighting opportunities.

03

THE COMMUNITY WANTS CHANGE QUALITY PUBLIC TRANSPORT AND WALKING

In 2020, Council sought community input and surveyed Wollongong residents about their access to the city centre. It captured their views on existing infrastructure and the reasons behind their choice of transportation. The findings revealed that while sustainable transport modes were widely used, driving remained the dominant mode.

Respondents expressed concerns about:

- Inaccessible footpaths.
- Safety issues at night.
- A lack of appealing destinations.

Many people found it quicker to drive or park closer to their destinations than using public transport. Issues like infrequent and indirect services deter public transport use. Among those not using public transport:

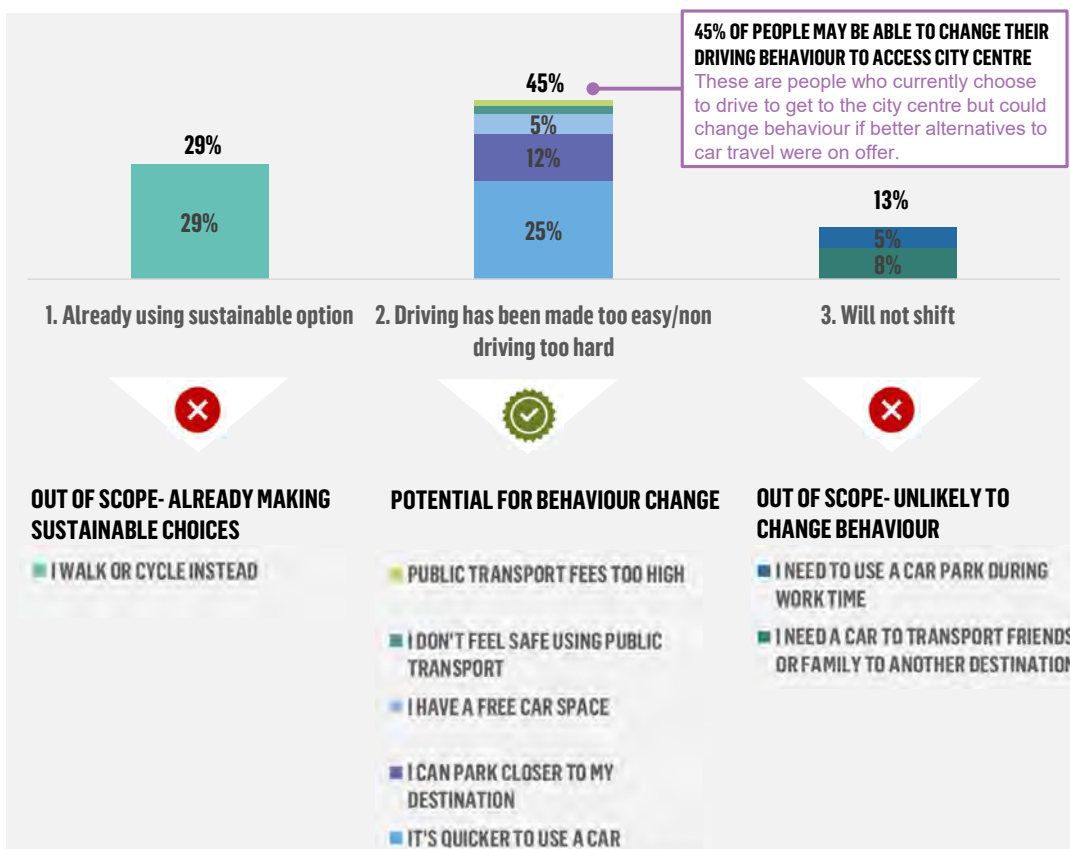
- 29% of people choose not to as they are already using other sustainable modes (walking and cycling).
- 13% of people won't change as their family/work structure requires a car.
- 45% of people could potentially change their commuting behavior. They currently choose to drive because parking and driving are quite efficient, while public transport is not.



INSIGHT

People will choose the option that makes the most sense (time, convenience, cost etc.). The challenge is redressing the balance to ensure more people find greater utility in public transport use above car use for city centre access.

COMMUNITY'S REASONS FOR NOT USING PUBLIC TRANSPORT TO CITY CENTRE



Source: Wollongong City Council (2020) Access and Movement for People Engagement Report

Note: Those who responded 'other' reason for not using public transport have not been included in this analysis.

THE COMMUNITY WANTS CHANGE ACTIVE TRANSPORT TRENDS

The 2023 Walking and Cycling Participation Survey sheds light on current active transport trends. It revealed that about 9% of Wollongong residents hadn't walked in the past week, above regional and state averages but falling below the national average.

On the cycling front, Wollongong outperformed both state and national averages, with a 47% cycling participation rate over the last year. The survey shows an increase of 5% in cycling participation over the past year, indicating the community interest in active transport.

Recreational cycling trips were particularly popular, surpassing state and national averages. However, cycling for transport lagged significantly behind state and regional benchmarks, with just 23% of people cycling for transport in the last month. This suggests untapped potential for fostering a robust cycling culture in Wollongong.



INSIGHT

There is a strong recreational cycling culture in the Wollongong LGA which doesn't translate as strongly to those cycling for transport and commuting purposes. As the primary place of work, shopping and entertainment, it is vital to ensure people can access their city centre by bike safely and comfortably.

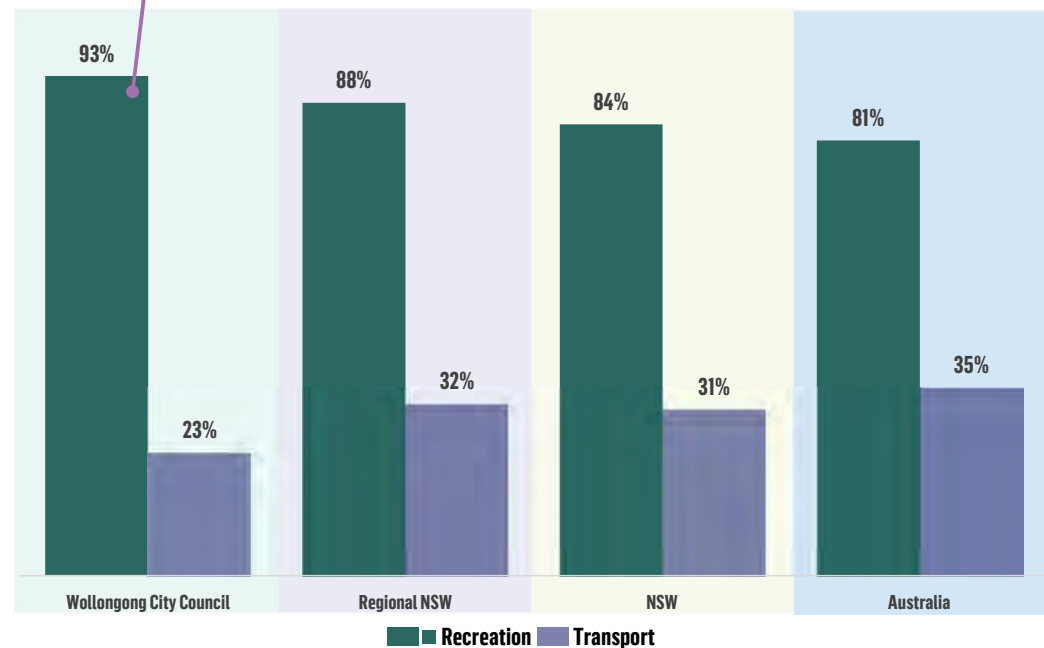
WOLLONGONG RESIDENTS: CYCLING FOR RECREATION COMPARED TO CYCLING FOR TRANSPORT IN THE LAST MONTH

CYCLING FOR RECREATION VS TRANSPORT

A greater proportion of people cycle in the Wollongong LGA for recreation than the national average. Inversely, far fewer cycle for transport. Recreational cycling can be used as a 'gateway' for functional cycling trips such as work commutes, shopping trips and more.



... there was a 5% increase in cycling participation in Wollongong over the last year.



Source: Wollongong City Council (2023) Walking and Cycling Participation Survey

THE COMMUNITY WANTS CHANGE PERCEPTIONS OF SAFETY

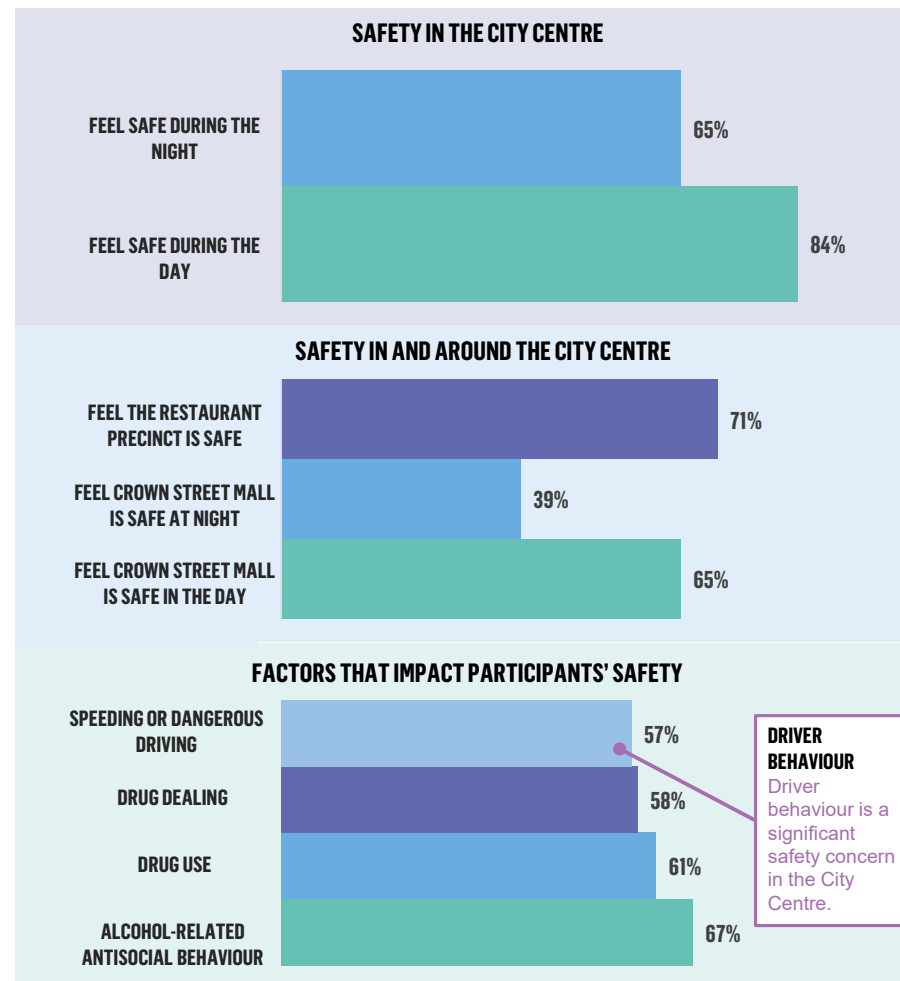
Perception of safety is a gendered issue. In NSW, 30% of women feel unsafe in public spaces during the day (increasing to 90% of women at night)¹. Poor safety/perceptions of safety are inhibitors to vulnerable groups (women, young people and elderly people) walking more often. The 2017 Perceptions of Safety Survey conducted by Wollongong City Council highlighted key concerns regarding safety

- At night in the city centre.
- Along Crown Street Mall (even during the day).
- Anti-social behaviour related to alcohol and drug dealing/use.
- Speeding or dangerous driving.

Safer Cities: Her Way is a collaborative partnership project between Transport for NSW and Wollongong City Council to improve perceptions of safety for women, girls and gender diverse people when travelling to, through and within public spaces and transport hubs.

General issues relating to the city centre raised by participants included poor lighting, antisocial behaviour, and lack of safe crossing options at busy unsignalised intersections.

Safety concerns in the Wollongong Train Station and its surroundings were raised due to theft, antisocial behaviour, break-ins, and drug addiction as well as harassment while waiting for the train.



Source: Wollongong City Council (2017) 'Key findings', *Perceptions of Safety Survey*.

1) Women's Opportunity Statement: Women's Safety: www.nsw.gov.au/womens-opportunity-statement/background/womens-safety

GUIDING THE STRATEGY

This chapter outlines the existing policy framework in which this Movement and Place Plan needs to operate. Relevant Council policies, notably *A City for People: Wollongong Public Spaces Public Life* is strongly relied upon to guide this work as well as the State Government's *Movement and Place Framework*.

04

FROM PLANNING TO DOING: THE STRATEGIC FRAMEWORK



VISION FOR WOLLONGONG CITY CENTRE

In 2016 the City of Wollongong developed A City for People: Wollongong Public Spaces Public Life together with Gehl Architects with the vision that:

In the 21st century Wollongong City Centre will be a people orientated, sustainable and liveable city. Wollongong City Centre is a thriving and unique regional city, delivering a diverse economy and offering a high quality lifestyle. The City Centre is nationally recognised as a liveable city and is the place where people want to live, learn, work and play.

Four themes to support growth towards this vision include

1. Celebrate the uniqueness
2. Develop a human scale city
3. Grow a living city
4. Create an accessible, pedestrian friendly city

A key action of A City for People was to undertake a City Centre Planning & Design Review. The Urban Design Framework addressed two key elements of the Review, namely Economics and Urban Design analysis and recommendations. The Urban Design Framework provided Objectives, Directions and Strategies to support realisation of the Vision. Most relevant to the City Centre Movement Place Plan are the following elements addressing the public domain and connections in Wollongong City Centre.

Objective - A green and walkable city

The city street grid is clear and facilitates walking. Revitalised public spaces are a catalyst for growth and support an active, healthy community. A significant increase to the city's tree canopy contributes to a green and sustainable city.

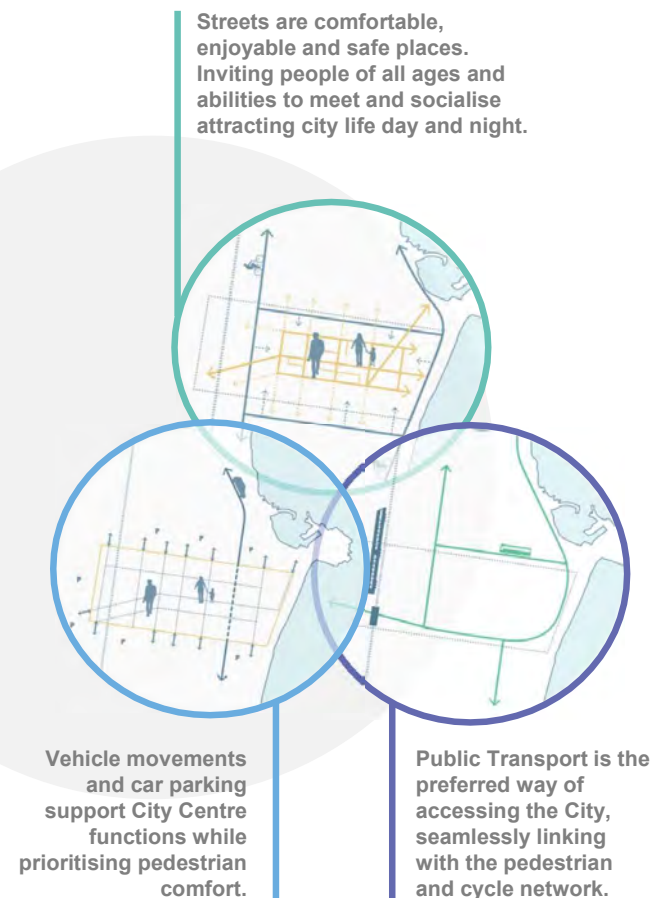
Directions

- Strengthen the structure of the city through a permeable grid that prioritises pedestrians
- Create a green network of open spaces for a sustainable, healthy and attractive city
- Protect sunlight to key public spaces.

Strategies

- Enable the mode shift from cars to public transport.
- Identify roads for vehicular traffic and servicing.
- Establish a tree-centric approach to deliver greening in response to existing constraints

The Movement & Place Plan seeks to support the vision set out in A City for People and build on the objectives, directions and strategies put forward in the Urban Design Framework.



MOVEMENT AND PLACE

The NSW Movement and Place framework is a cross-government framework for planning and managing roads and streets across NSW. This framework defines four key street environments:

MAIN ROADS

Main roads preference movement over place functions and are essential for the efficient movement of people and goods.

MAIN STREETS

Main streets have high place intensity and movement function.

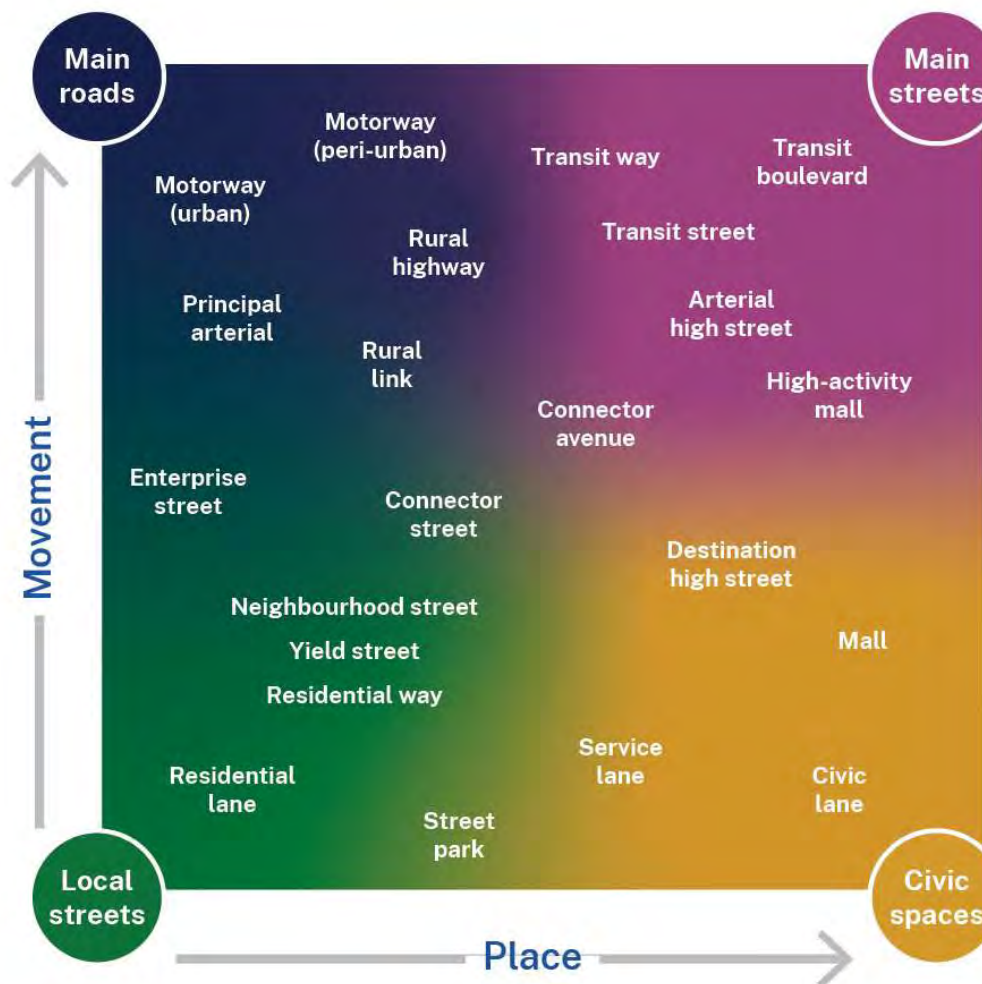
LOCAL STREETS

Local streets are influenced by their edge conditions and adjacent properties.

CIVIC SPACES

Civic spaces are at the heart of communities and are important destinations for large numbers of people.

Within the 4 environments, 21 road and street types are described in the framework. While these categorisations are not exhaustive, they intend as an aspiration for how roads and streets in NSW should be designed to fit their purpose and serve their user.



STREET FUNCTIONS / MOVEMENT AND PLACE - NOW AND FUTURE

This chapter outlines an alternative version of the Wollongong City Centre. It looks at street functions, movement and place and mode-based plans for the City Centre network.

05

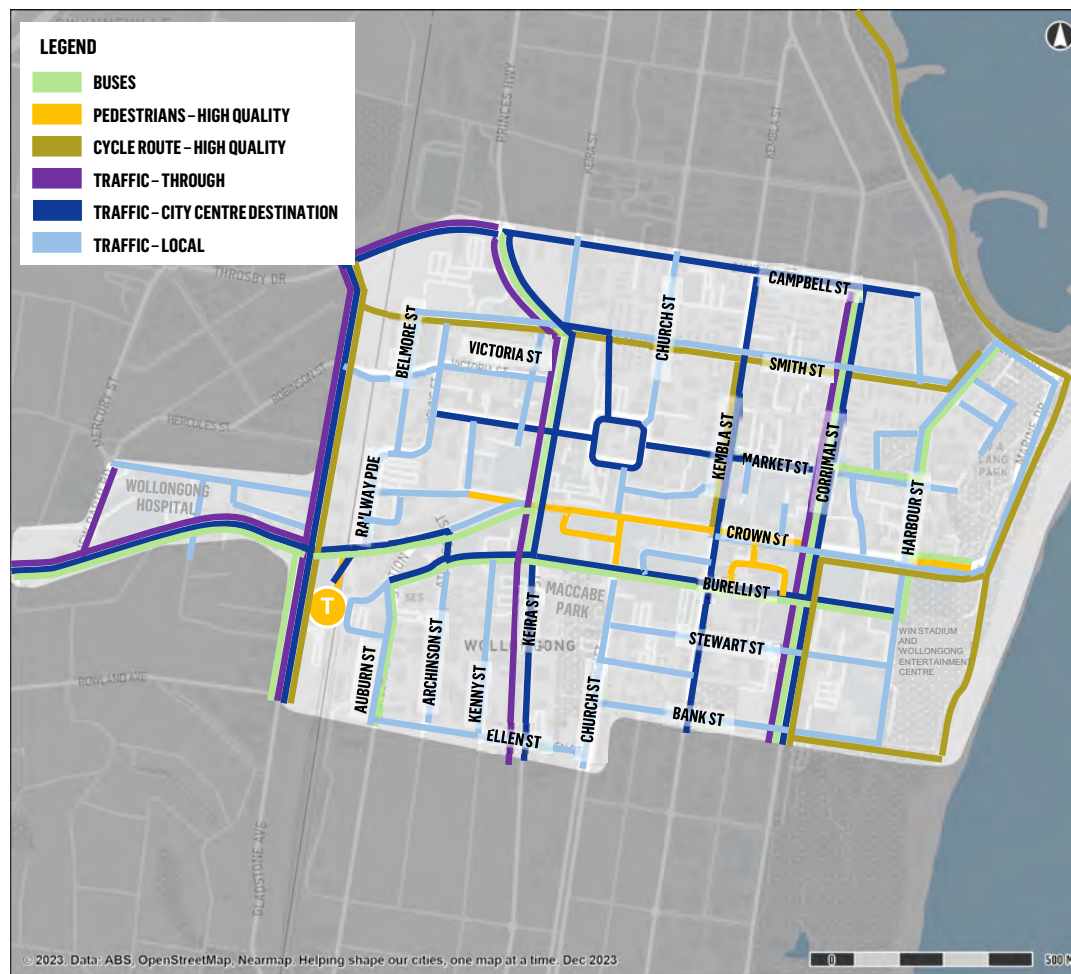
05.1

STREET FUNCTIONS - NOW AND FUTURE

EXISTING ROAD/STREET TRANSPORT FUNCTION

The existing transport functions of streets in the city centre of Wollongong have been defined in the map to the right. This provides an overview of how streets are currently being used in the city centre and allows an opportunity to consider if this aligns with the vision of the future.

This map has been explored in a workshop setting with public stakeholders and Council teams to assess the suitability of these functions for the future.





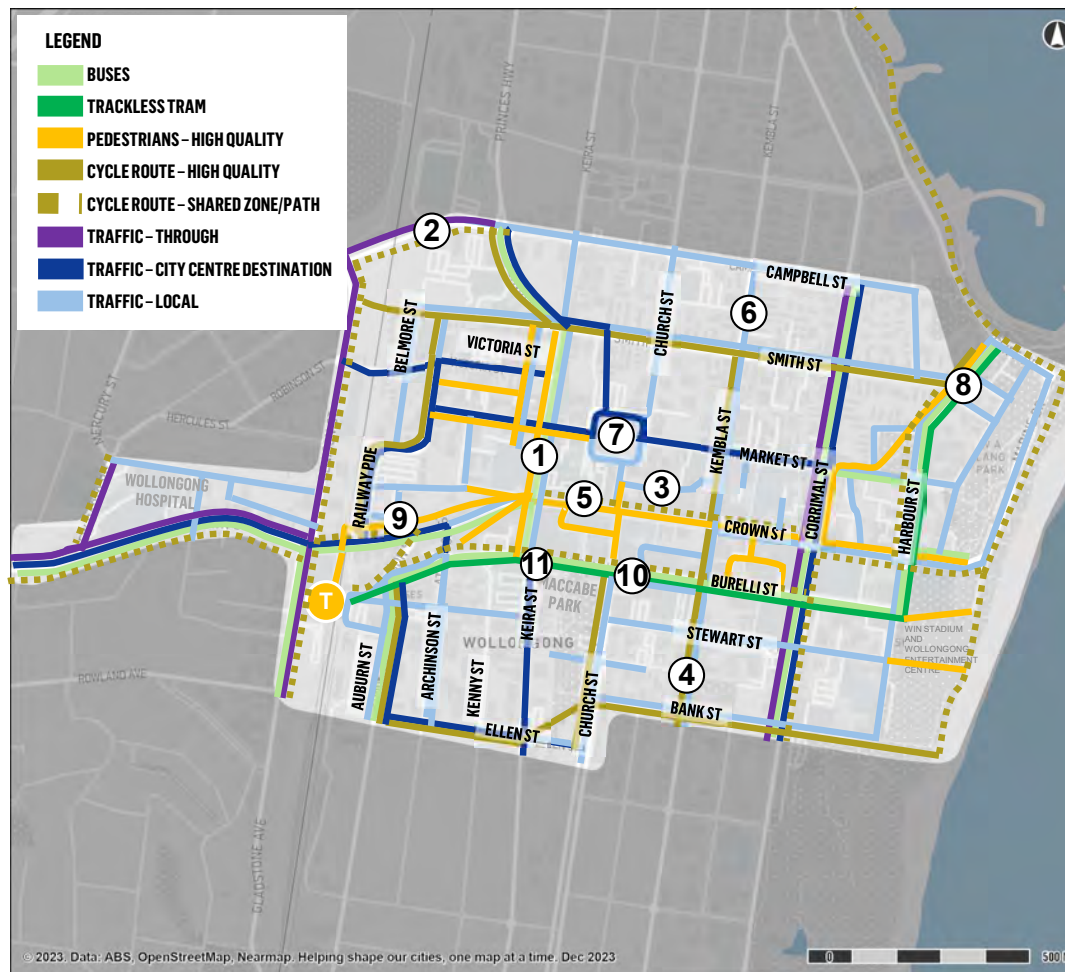
FUTURE ROAD/STREET TRANSPORT FUNCTION

The future function of roads/streets in Wollongong City Centre has developed through collaborative sessions with stakeholders (refer to **Appendix A** for further information on engagement consultation activities) and workshops with the Wollongong City Council project team.

The below list summarises the key changes in road/street functions from the existing situation to the preferred future scenario.

NOTABLE CHANGES

- ①  Keira Street - from a through route to a pedestrian/bus street
- ②  Provide a through route around periphery of city - not through it
- ③  More pedestrian laneways
- ④  Cohesive N/S and E/W cycling to Crown St Mall and Railway Station
- ⑤  Creating a low-speed cycling environment in Crown Street Mall
- ⑥  Transitioning more streets to lower-capacity 'local traffic' streets
- ⑦  Reallocating road space around Cathedral (Market Street)
- ⑧  Continuous footpaths to waterfront via Market Square
- ⑨  Guiding pedestrians from train station to Crown Street mall
- ⑩  High Quality Public Transport from train station to harbour*
- ⑪  New connection from Railway Station to MacCabe Park



* Indicative route only. Subject to further route investigation.

EXISTING MOVEMENT AND PLACE ASSESSMENT

The existing function of roads/streets in Wollongong City Centre has developed using the Transport for NSW Movement and Place Framework.

MAIN ROADS



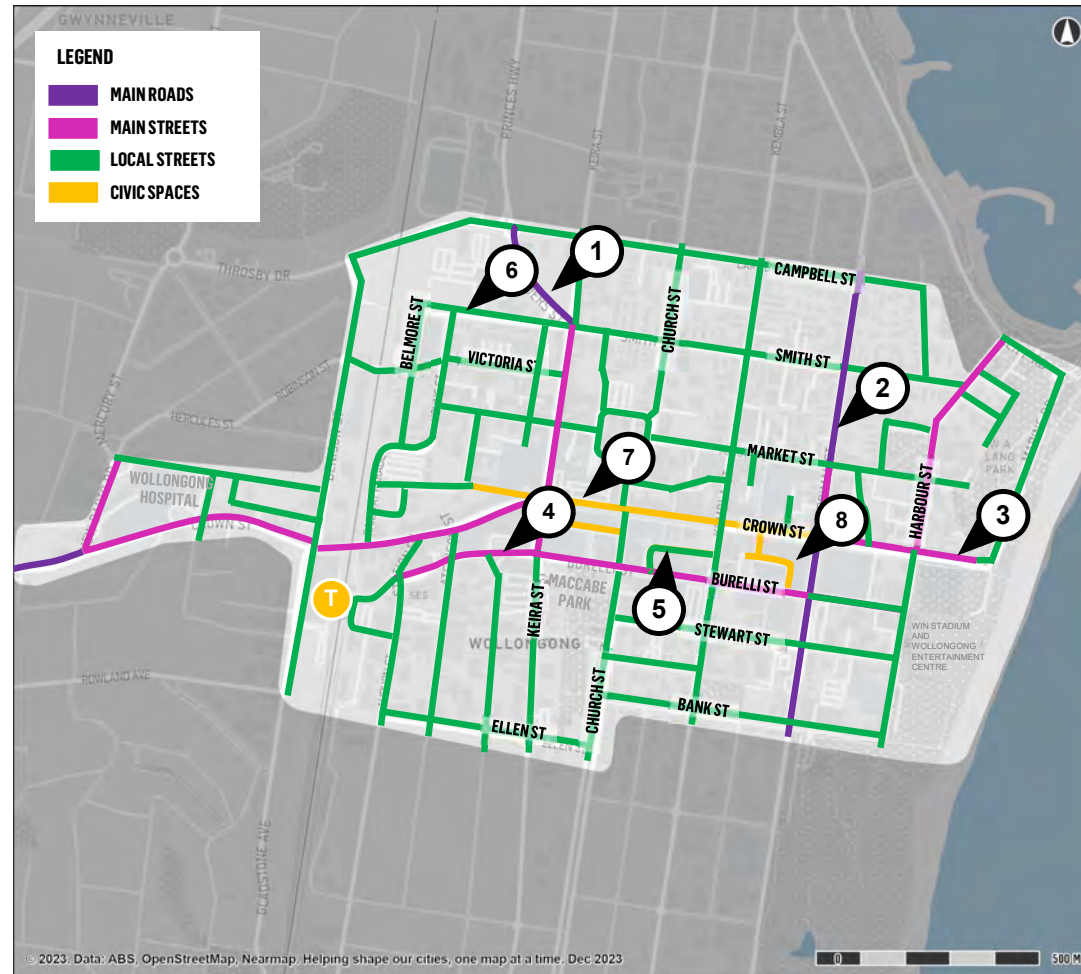
MAIN STREETS



LOCAL STREETS



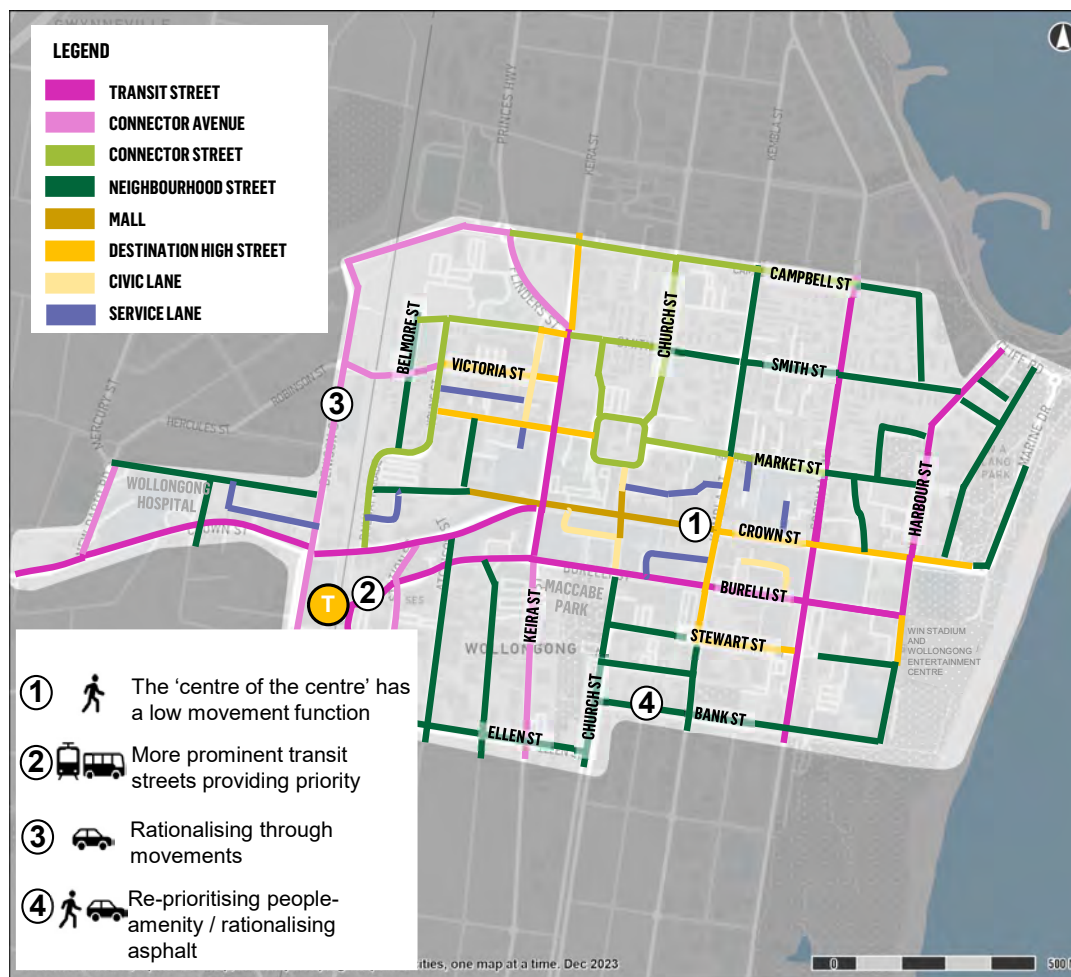
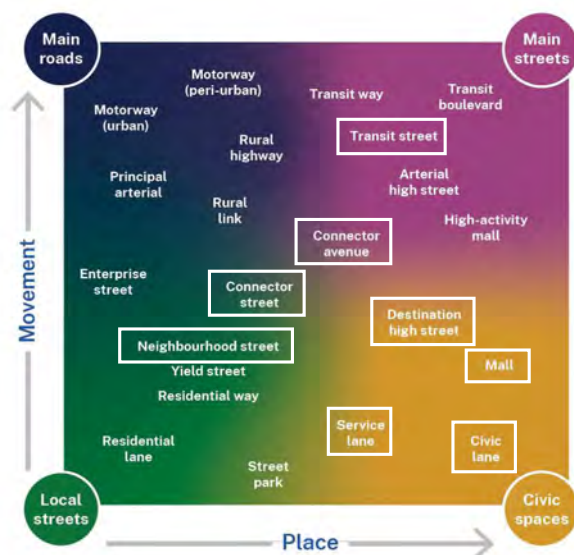
CIVIC SPACES



FUTURE MOVEMENT AND PLACE FUNCTIONS

Future Movement and Place functions of streets in the city centre have also been identified through collaborative stakeholder and Wollongong City Council activities (refer to **Appendix C** for further detail). Seven key street types have been identified in the Wollongong city centre as:

- Transit Street
- Connector Avenue
- Connector Street
- Mall
- Destination High Street
- Civic Lane
- Neighbourhood Street
- Service Lane



FUTURE CITY CENTRE VEHICLE ACCESS POINTS & TRAFFIC ROUTES

The primary vehicle movements through the city centre are proposed along Denison Street/Gladstone Street and Corrimal Street.

The enhancement of these primary through routes will relieve traffic on Keira Street and allow it to function with a greater place function. This can support the increased density resulting from planned redevelopments that are earmarked or under assessment in this area (see page 12 and **Appendix B**). Keira Street will remain a key public transport spine and over time with improvements to Denison and Corrimal Streets for through-traffic it is anticipated that some through traffic will prefer to use these routes. This could make space for public transport and improvements to Keira Street such as:

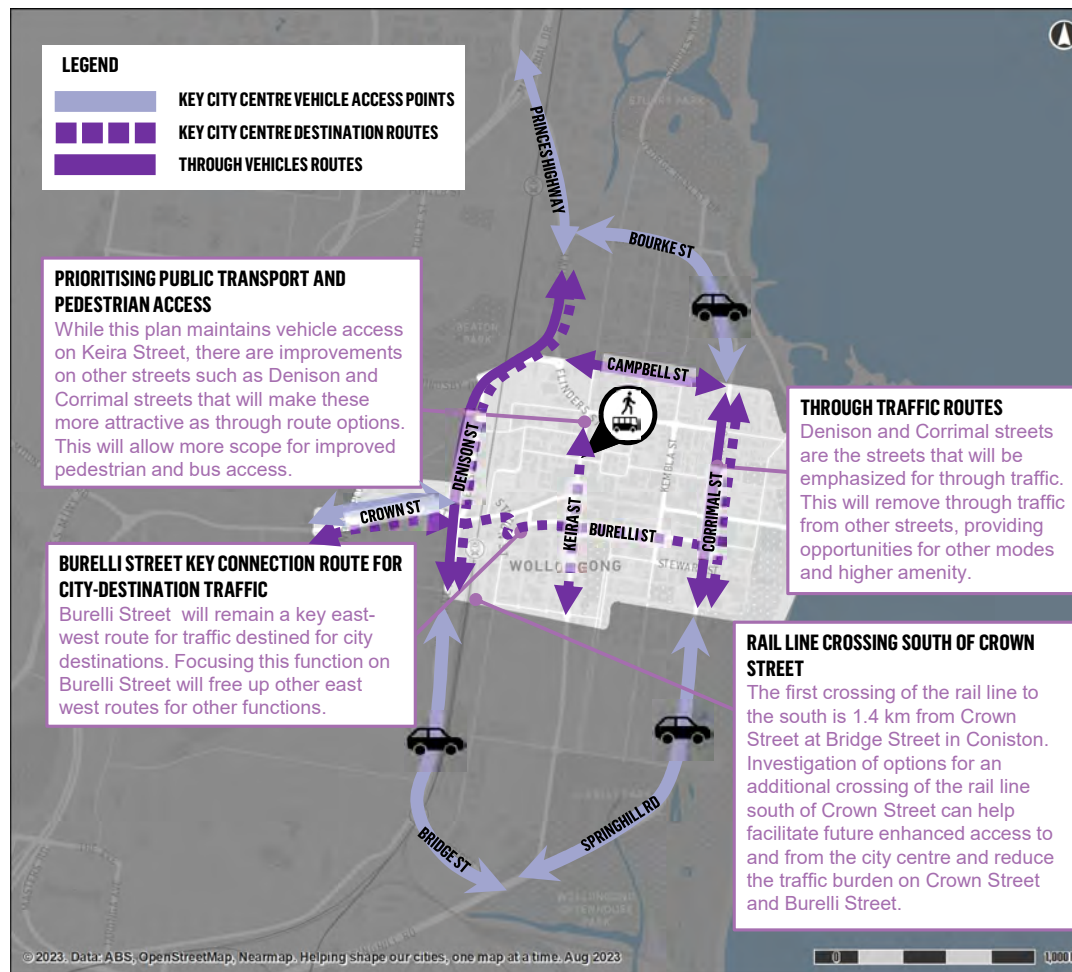
- Pedestrian focused intersections.
- High Street revitalisation (planting, seating, dwelling activities).
- Greater public transport priority and amenity (improved bus stops and waiting areas).

Past studies have shown a strong link between amenity improvements and more people visiting a street¹. Further detail on The Plan for Walking and what a high is contained in Section 6.1.

The key access points for vehicles entering and passing through the city centre are proposed as:

- Princes Highway and Bourke Street from the north leading into the Corrimal Street.
- Springhill Road from the south leading into Corrimal Street.
- Bridge Street and Gladstone Street from the south leading into Denison Street.
- Princes Highway and Crown Street from the west leading into Denison Street.

1) Urbis, 2023, [Attractive Streets Attract More People](#)



WHAT WILL THE CITY CENTRE LOOK AND FEEL LIKE?

What will it feel like to live and visit the Wollongong City Centre in the future if this plan is realised?

This chapter looks at the City Centre through the lens of the key transport functions – Walking, Cycling, Public Transport and Vehicle access.

06

GLOBE LANE, WOLLONGONG CITY CENTRE

06.1

THE PLAN FOR WALKING:

A LANEWAY CITY WHERE WALKING IS ATTRACTIVE

THE PLAN FOR WALKING

A CITY FOR WALKING



A LANEWAY CITY WHERE WALKING IS ATTRACTIVE

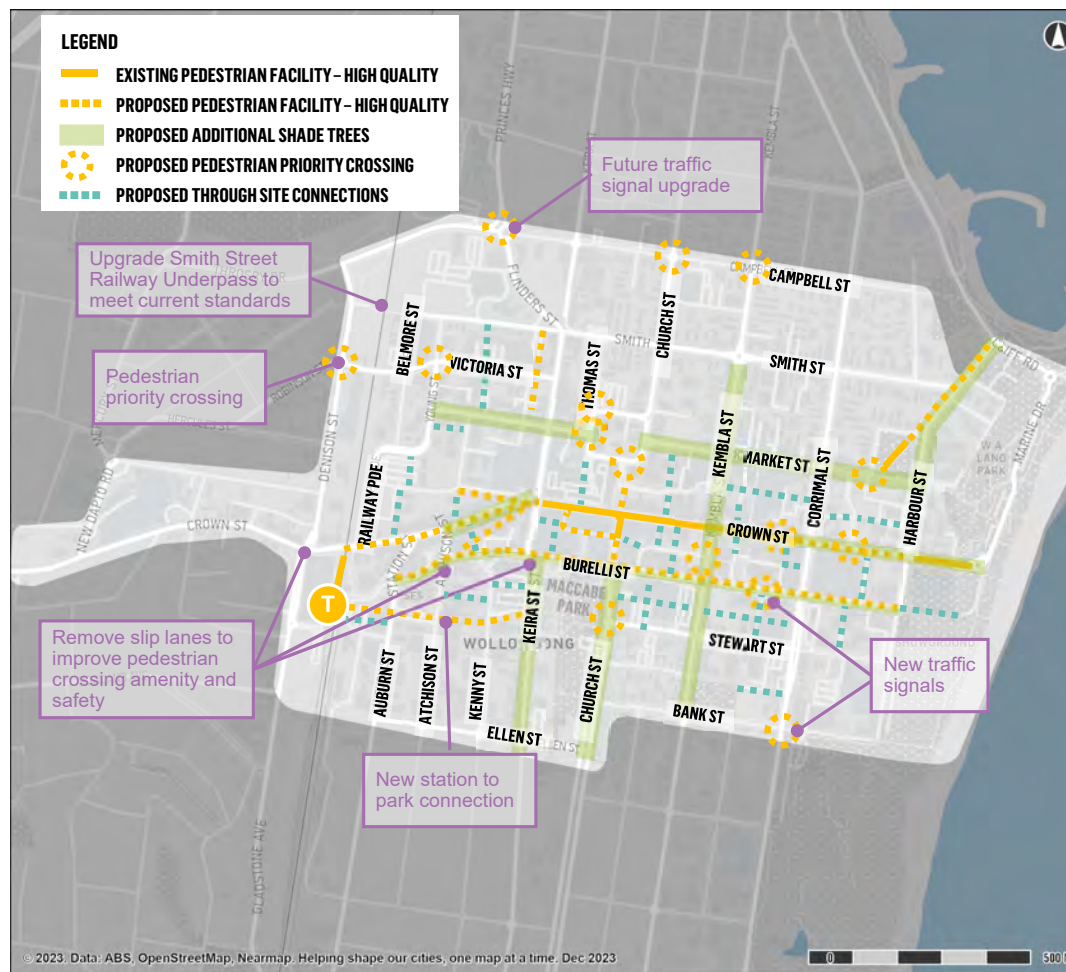
Walking should be safe, accessible and convenient throughout the entire city centre. This page outlines key areas where high-quality pedestrian spaces will be prioritised.

Wollongong City Centre is ideal to navigate on foot, as the vibrant Crown Street Mall and Burelli Street connect the train station to the foreshore. The key pedestrian facilities currently present in the city centre include:

- Pedestrianised Mall provided along Crown Street between Keira Street and Kembla Street.
- High quality pedestrianised spaces on Town Hall Place and Globe Lane.

The future focus for walking in the city centre will be around the following initiatives:

- Guiding pedestrians from the train station to Crown Street Mall via Crown Street and the WIN Grand Development.
- Creating a pedestrian space along Keira Lane, building upon the vision of a laneway city.
- Improving pedestrian facilities along the extent of Crown Street to the east of Crown Street Mall.
- Improving pedestrian facilities from Crown Street to the foreshore via Market Square.
- Street tree planting along Market Street, Kembla Street, Harbour Street and enhanced planting where possible on proposed high quality pedestrian routes.
- Investigating a connection between MacCabe Park and Wollongong Railway Station.



Note: Accessible kerb ramps to be provided as part of any footpath renewal or new shared path project.

THE PLAN FOR WALKING

PEDESTRIANS

A CITY THAT CRAVES WALKING

Wollongong is a city that is convenient for pedestrians. The relatively small size of the city centre and concentration of employment make it an ideal place to live and work within walking distance.



STAKEHOLDER VOICES

As a part of the workshops, we heard the sentiments of people and heard about their opinions on walking in the city centre.

“

- Lower Speeds are required in higher use areas to encourage walking and cycling.
- The entire CBD needs to support pedestrians and should be 30 km / h.
- Pedestrians need to be drawn up Crown Street once they leave the station.

”

There is clearly a desire for improved pedestrian infrastructure within the city centre. Best practice examples from around the world of practical interventions are shown on the right. There are easy and cheap interventions that can be completed to build a city for walking.

Effective pedestrian and wayfinding measures will further serve to promote tourism in the city centre and wider region.

CASE STUDY LESSONS APPLICABLE TO WOLLONGONG

SPEED REDUCTIONS

Case Study Example: In 2023, the City of Melbourne introduced a policy to reduce speeds on little streets from 40 to 20 km/hour to improve pedestrian amenity, facilitated by signage and line marking.

Opportunity for Wollongong: Activate and repurpose side streets and laneways in the city centre. Numerous underutilised laneways could provide high-quality spaces for pedestrians and businesses.



Little Street Speed Reductions – Melbourne

HIGH STREET REVITALISATION

Case Study Example: The project on Church and High Street in Drummoyne included the reduction of lanes and changed traffic conditions to make permanent a previously temporary high street.

Opportunity for Wollongong: Explore opportunities to reallocate road space on select streets to create more pedestrian amenities such as urban greenery, parklets and outdoor dining.



Footpath Buildouts – Drummoyne

PEDESTRIAN FOCUSED INTERSECTIONS

Case Study Example: Buenos Aires has been implementing a series of intersection improvements for pedestrians with a community-led decision on which upgrades should be prioritised.

Opportunity for Wollongong: Create pedestrian-friendly intersections that are slow-speed and safer. Putting pedestrians first in the city centre will encourage walking over driving for short trips.



Intersection Improvements – Buenos Aires

GREEN TRAVEL MODE PRECINCTS

Case Study Example: This project provided network improvements and prioritisation of green travel modes within the precinct.

Opportunity for Wollongong: Identify key areas to prioritise pedestrian amenities such as Crown Street Mall and Keira Street.



Southbank Boulevard and Dodds Street – Melbourne

06.2 THE PLAN FOR CYCLING: A PLACE PEOPLE WANT RIDE

THE PLAN FOR CYCLING

A CITY FOR CYCLING



A PLACE PEOPLE WANT TO RIDE

Cycling should be possible on all streets in the city centre. This page highlights the key routes that will prioritise safety and comfort to encourage people of all ages and abilities to get on a bicycle.

Wollongong's continuing growth as a cycling city. This will be achieved through safe, convenient and planned cycling infrastructure that connects key destinations. The current high-quality cycle infrastructure in the City Centre includes:

- Separated cycle path along Smith Street, providing the primary east-west link.
- Separated cycle path along Kembla Street (from Smith Street to Crown Street).

The future focus for cycling in the city centre will be:

New north/south connections, including:

1. A comprehensive connection comprising of separated paths and shared paths from Flinders Street, connecting to Thomas, Market and Church Streets.
2. Extending the separated cycle path along Kembla Street (from Crown Street to Bank Street).
3. Safe active travel link from Wollongong Station to Smith Street cycleway along Railway Parade.

New east/west connections, including:

1. Separated path along Ellen/Bank Streets.
2. Shared Path along Burelli Street.
3. Separated path along Victoria Street (feeding into other north/south links).



THE PLAN FOR CYCLING

PEOPLE WHO CYCLE

A CITY WITH GREATER CYCLING POTENTIAL

Wollongong is a city that is opportune for cyclists. There are already strong cycling networks along the coast supporting a good cycling culture. There is an opportunity to capitalise on this and create a more seamless experience particularly through the city centre.



STAKEHOLDER VOICES

As a part of the workshops, we heard the sentiments of people and heard about their opinions on cycling.

“

- *High traffic streets need to have separated cycleways.*
- *Cycleways need to follow key desire lines and not be built around what's easiest.*
- *Cycling infrastructure needs to become connected and not just built in segments.*
- *Slow cycling signage is needed on Crown Street Mall for pedestrian and cyclist safety.*

”

To tap into the existing cycling culture base, improvements to the networks into and out of the city centre are required. Cycling infrastructure is relatively cheap compared to roads and focus should be given to selling the cycling dream to residents.

These improvements can further facilitate cycling tourism in the city centre and wider Wollongong region (see Page 52 of the Wollongong Integrated Transport Strategy).

Draft Wollongong City Centre Movement and Place Plan

CASE STUDY LESSONS APPLICABLE TO WOLLONGONG

BIKE SHEDS

Case Study Example: Transport NSW have introduced bike sheds, these enclosed shelters capacity will vary depending on location and are free of charge for patrons.

Opportunity for Wollongong: Explore opportunity to install a bike locker facility at Wollongong Railway Station with CCTV to support cycling as part of longer journeys throughout the area.



Bike Shed – Gosford Train Station

SECURE BIKE PARKING

Case Study Example: In 2015 the Greater Shepparton Council rolled out free-to-use secure bike lockers in their shopping precinct in central Shepparton.

Opportunity for Wollongong: A similar concept of secure bike parking could be trialed in locations such as train stations, highly used bus stops in key location, Council buildings/services such as libraries and other high-demand locations.



Greater Shepparton Council - Shepparton

SAFER STREETS

Case Study Example: The program aims to create 30 km/h zones on local streets and other interventions to slow traffic and allow safe cycling on street (unseparated from traffic).

Opportunity for Wollongong: Identify suitable residential streets for conversion to TfNSW-endorsed Quietways to support safer cycling.



Safe Active Streets – Western Australia

REQUIREMENTS FOR END-OF-TRIP FACILITIES

Case Study Examples: The ACT recently introduced new legislation to update the Territory Plan to expand the types of developments that require high-quality end-of-trip (EOT) facilities.

Opportunity for Wollongong: Opportunity to amend the DCP to require more high-quality end-of-trip facilities. This will improve the practicability of cycling as a means of commuting for work and leisure activities.



High-quality end-of-trip facilities

06.3 THE PLAN FOR PUBLIC TRANSPORT: SEAMLESS AND ACCESSIBLE PUBLIC TRANSPORT

THE PLAN FOR PUBLIC TRANSPORT

A CITY FOR PUBLIC TRANSPORT



SEAMLESS AND ACCESSIBLE PUBLIC TRANSPORT

People of all ages and abilities should be able to interchange between transport modes with ease when travelling to and around the city centre.

Public transport in the city centre is currently focussed around the train station and bus services.

- Wollongong train station is the major transport hub for the region, providing services towards Sydney and the South Coast.
- 16 bus routes start at the Wollongong Foreshore and disperse around the city centre. The primary bus routes are denoted on the figure to the right.

The future focus for public transport will be centred around:

- Improving the efficiency and reliability of buses through optimisation of bus routes and bus-priority traffic measures.
- Investigation into a future high quality high frequency public transport service along Burelli Street. This aims to connect the train station and foreshore and fill the current gap in east-west connectivity.
- Clear information about bus services can increase passenger satisfaction and encourage mode uptake.



THE PLAN FOR PUBLIC TRANSPORT

PUBLIC TRANSPORT

A CITY THAT NEEDS BETTER PUBLIC TRANSPORT

Wollongong has long had a public transport system that is slow, circuitous, infrequent and fails to be a viable option for many people travelling to work. For Wollongong to be a city with thriving place aspects, through traffic needs to be limited in the city centre. To achieve this a high-quality public transport system is required.



STAKEHOLDER VOICES

As part of the workshops, we heard the sentiments of people and heard about their opinions on public transport in the city centre.

“

- A special event-specific network is needed as well as an everyday network.
- The bus network should run through the CBD rather than terminate in the CBD
- A Public Transport Strategy for the Illawarra is needed to address shortfalls.

”

High-quality modal transition points, along with an improved bus network / potential city centre tram will support movement and make public transport an attractive option for people.

Opportunities to integrate public transport with local tourism are highlighted in the Wollongong Integrated Transport Strategy.

CASE STUDY LESSONS APPLICABLE TO WOLLONGONG

BUS PRIORITY INFRASTRUCTURE

Case Study Example: TfNSW rolled out the Bus Priority Infrastructure Program to prioritise buses on the road network and improve customer experience.

Opportunity for Wollongong: Opportunity for the city to advocate getting the Bus Priority Infrastructure Program expanded to Wollongong. Buses are the key form of public transport within the city centre and priority measures would produce multiple benefits such efficiency and reliability.



Bus Priority Infrastructure Program - TfNSW

HIGH QUALITY ROUTES

Case Study Example: Newcastle Light Rail opened in 2019 and is a 2.7 km service that runs for 6 stops connecting the CBD with Newcastle Beach. It has encouraged urban renewal along the corridor.

Opportunity for Wollongong: The 1.9 km high quality public transport route from Wollongong Station to the foreshore is an opportunity for enhanced public transport and urban renewal.



Newcastle Light Rail

ACTIVE TRANSPORT INFRASTRUCTURE NEAR STATIONS

Case Study Example: A 10km/hr shared zone has been established on Little Eveleigh Street adjacent to Redfern Station. This prioritises pedestrian and cyclists, with access allowed for residents and servicing/emergency vehicles.

Opportunity for Wollongong: Establish high-quality active transport infrastructure near public transport nodes to encourage intermodality and achieve placemaking goals.



Little Eveleigh Street – Redfern

RAILWAY STATION DESIGN AND INTEGRATION

Case Study Example: These new guidelines outline how to design railway stations to better integrate with the surrounding area.

Opportunity for Wollongong: Opportunity to update the Council's urban design policy to define how interchange infrastructure is to be planned on transport projects. This can set the precedent for how these works are undertaken in the city centre.



Urban Design Guidelines – Victoria



06.4 THE PLAN FOR VEHICLES: ACCESS FOR NECESSARY TRIPS

THE PLAN FOR VEHICLES

ACCESS FOR NECESSARY TRIPS



ACCESS FOR NECESSARY TRIPS

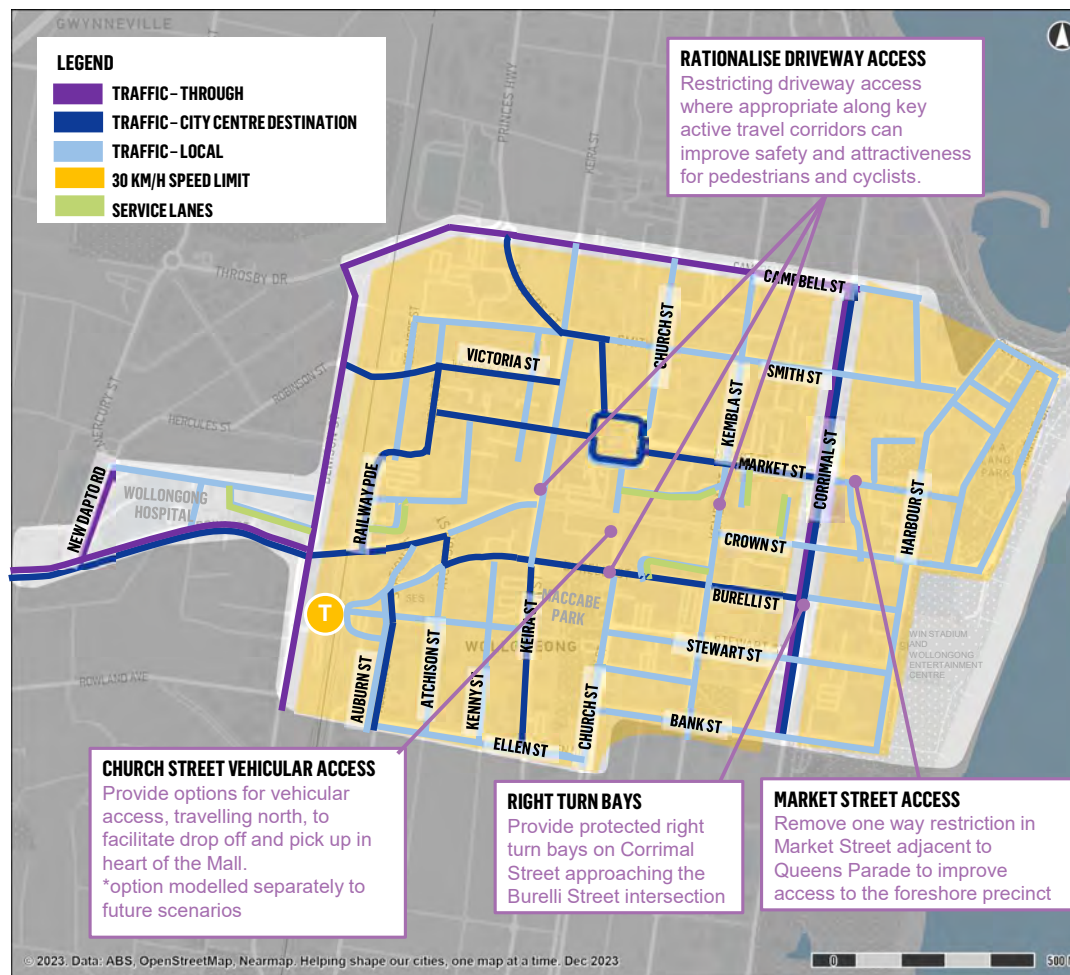
While active and public transport should be encouraged for most journeys, it is important to maintain proficient access for through movements, freight, servicing and emergency vehicles.

The city centre currently facilitates through vehicle movements along key roads such as Keira Street, Corrimal Street and Denison Street. These through movements can minimise the potential to create high-quality spaces for activity and business.

The future focus for vehicle movements in the city centre will be centred around the following initiatives/principles:

- Enhancing Corrimal Street, Gladstone Avenue and Denison Street as roads for carrying traffic through the city centre.
- Reducing speed limits throughout the city centre to create safer streets for pedestrians and cyclists.
- Streets designated as traffic-city centre destination / traffic-local streets may still allow traffic access but may have traffic calming elements.
- Providing sufficient on street servicing opportunities where off-street servicing is not feasible.

These initiatives will ensure appropriate access for freight, servicing, emergency vehicles and those who choose to drive, but will encourage people to choose active travel and public transport for their trips to and around the city centre.



THE PLAN FOR VEHICLES

VEHICLES

A CAR-LIGHT CITY CENTRE

For a long time, Wollongong City Centre has been dominated by the car as a result of poor public transport and a road network encouraging through traffic in the city centre. A city centre is no place for through traffic and as a result, parts of the city centre are suffering from urban decay.



STAKEHOLDER VOICES

As a part of the workshops, we heard the sentiments of people about their opinions on driving in the city centre.

“

- *The foreshore pedestrian area ceases at Corrimal Street and needs to be extended into the CBD.*
- *High pedestrian areas need smarter loading management practices.*

”

Through better management of private vehicles, Wollongong has the potential to support a thriving city centre and still effectively manage movement. Examples on the right show practical examples of interventions that could be applied in the city centre context.

SHARED ZONE INTEGRATION

Case Study Example: In 2018, along with other general urban design improvements, traffic was re-introduced to the pedestrian boulevard of The Levee in the form of a shared zone.

Opportunity for Wollongong: Identify specific streets to transform into vibrant shared zones that foster economic and place outcomes.



The Levee – Maitland

CAR FREE CENTRES AND ZONES

Case Study Example: In 2013, the city of Ljubljana, the capital of Slovenia, closed the city centre to cars in its entirety, creating a car-free city centre.

Opportunity for Wollongong: Building upon the success of Crown Street Mall, opportunities should be sought to prioritise pedestrian space while providing adequate access for necessary vehicle trips.



Car Free City Centre - Ljubljana

RATIONALISE VEHICLE MOVEMENTS

Case Study Example: The superblocks concept treats multiple blocks as precincts and limits through traffic movements with the idea that vehicles can travel to a precinct but not through it.

Opportunity for Wollongong: Rationalise through-traffic movements in the city centre and preserve key streets for high-quality placemaking functions.

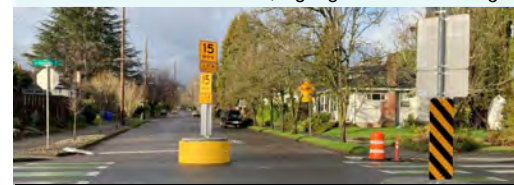


Superblocks – Barcelona

TRAFFIC CALMING MEASURES

Case Study Example: The Portland Bureau of Transportation (PBOT) is a leader in installing and evaluating traffic calming practices to create safer streets.

Opportunity for Wollongong: Initiate a strategic traffic calming program in the city centre. This can include interventions such as altering how vehicles move through the city centre, narrowing lanes, installing street furniture, kerb blisters with street trees, signage and line marking.



Traffic Calming installation - Portland

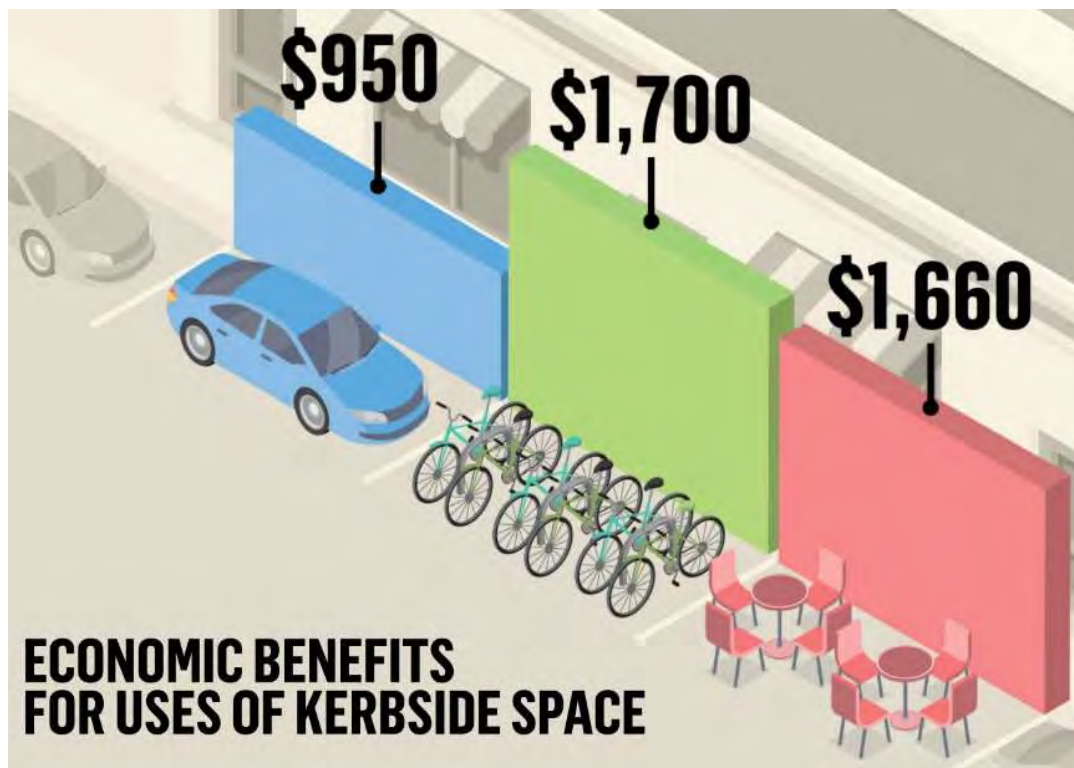
THE OPPORTUNITY COST OF ONLY PROVIDING KERBSIDE PARKING

ON STREET CAR PARKING

On street parking is highly valued by many city centre businesses. However, alternative uses for kerb side space can generate more economic benefit compared to on-street parking, especially if they are hospitality-focused businesses.

The figure on the right illustrates the economic benefit of three differing kerbside uses- private vehicle parking, bicycle parking and outdoor dining. The private vehicle parking has the least economic benefit as it only caters to a single person/s. Both bicycle parking and outdoor dining generate similar economic benefits due to the nature of these spaces facilitating access for multiple people to engage with local businesses. Bicycle parking and outdoor dining also contribute to the placemaking of an area and can have a wider impact on creating an attractive space.

Consideration should be given to the adaptability of on-street parking spaces, and policies can be put in place to support this. This is especially useful in undertaking tactical urbanism and introducing residents to the benefits of car-free city centres and activated kerbsides.



Source: Urbis, 2021

Based on the following sources

- Dining Parklet occupancy, expenditure and duration of stay based on: Urbis, 2021, Extended Outdoor Dining Program Evaluation, for Cities of Melbourne, Yarra and Stonnington
- Bike parking occupancy, expenditure and duration of stay based on: Alison Lee & Alan March (2010) Recognising the economic role of bikes: sharing parking in Lygon Street, Carlton, Australian Planner, 47:2, 85-93, DOI: 10.1080/07293681003767785 (factored into 2021 Australian Dollars)

CAR PARKING STRATEGY

MOBILITY PARKING SPACE ACCESS

Case Study Example: In early 2023 the NSW released the new Park'n'Pay accessibility portal that gives drivers with disabilities real time information on the availability of mobility parking spaces.

Opportunity for Wollongong: Provide detection technology at mobility parking spaces linked to the Park'n'Pay platform to enhance awareness and use of accessible parking.



Park'n'Pay – NSW

INTEGRATED PARKING SOLUTIONS

Case Study example: In 2016, a new car park in Copenhagen opened with an integrated-use approach. The car park included a rooftop playground and functional public space.

Opportunity for Wollongong: Provide opportunities for alternative uses of car parking space to add higher economic benefit to existing car parks.



Park n Play - Copenhagen

STREETS AS SHARED SPACES

Case Study Example: In 2023, the City of Sydney introduced a permanent parklet policy to support the conversion of temporary outdoor dining extensions to permanent extensions.

Opportunity for Wollongong: Provide a simple policy for businesses to repurpose their kerbside space. This could involve a permit for a fee to repurpose on-street parking outside a business location.



Parklet Policy – City of Sydney

BETTER PARKING FOR BETTER PLACES

Case Study Example: The greenfield suburb of Vauban, Germany, introduced consolidated off-street parking for residents on the periphery of the town centre.

Opportunity for Wollongong: Explore opportunities for consolidated off-street parking on the periphery of the city to create an activated and car-free centre.



Consolidated Off-Street Parking - Vauban

SENSOR AND SMART SYSTEMS PARKING

Case Study Example: In 2015, North Sydney Council installed in-ground parking sensors for all of its on-street meter parking spaces. This system is linked to the meter system and prevents users from 'topping up' their parking meter.

Opportunity for Wollongong: Disincentivise 'car shuffling' in the city centre through the integration of smart parking systems. This will enable better management and enforcement of parking policy.



Smart On-street Parking Spaces – North Sydney

MAXIMUM PARKING PROVISIONS

Case Study Example: In 2018, Waverly Council reformed its off-street parking requirements and introduced maximum parking provisions. Two zones were provisioned.

Opportunity for Wollongong: Incorporation of maximum parking provisions at new developments. This is linked to the notion that creating more parking creates more parking demand.

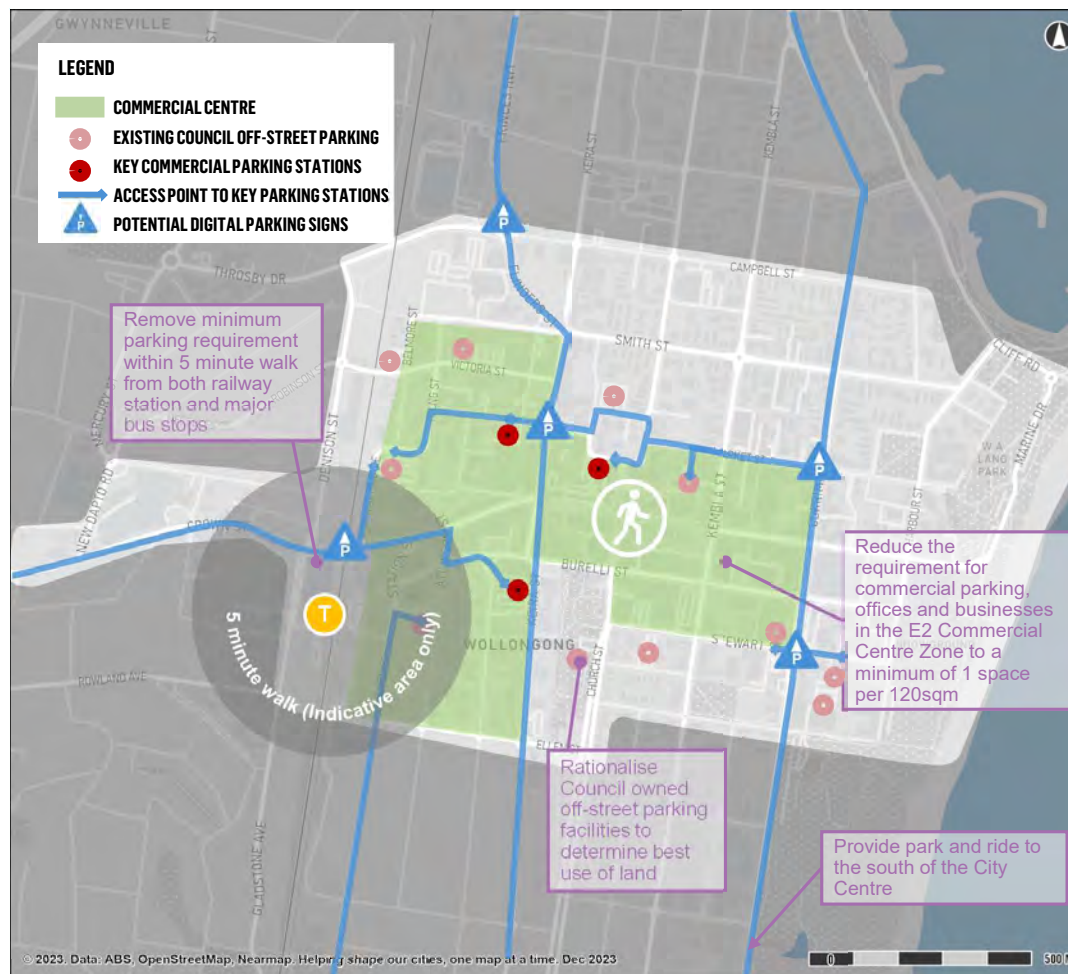


Maximum Parking Provisions – Waverly Council

CAR PARKING STRATEGY – OPPORTUNITIES

There are a number of opportunities for the Wollongong City Centre to get better value from their parking. Currently, Wollongong is the only place in NSW that hasn't raised its parking meter fees in 10 years. Part of charging appropriately for parking is that it promotes higher turnover and supports visitors who need to drive to find a space. Wollongong can focus on a future parking approach that includes:

- Additional designated mobility parking spaces in key locations.
- Reduced parking requirements. It is proposed to reduce the parking requirement to a minimum of 1 space per 120sqm for commercial office and business developments in the Commercial Centre Zone. This change will support the viability of developments that create jobs and help facilitate a mode shift for commuters which are best placed to take up alternate transport modes.
- Consider a zero parking requirement within a five minute walking catchment of the highest level of public transport access in Wollongong City Centre including Wollongong Railway Station and high frequency bus stops on Crown Street.
- Digital Parking Signs that direct people to available parking and reduce circling for parking.



FREIGHT, SERVICING AND DELIVERY PLANNING

WHAT IS IT?

Freight and servicing activities need to be planned in harmony with the function of the city centre to create efficient and attractive places.

WHAT IT LOOKS LIKE

Through the optimisation of freight, servicing and delivering activities in the city centre, there will be widespread community benefits.

Micro-mobility freight delivery could replace a significant proportion of conventional delivery vans in the city centre. These will be serviced by strategically located logistics hubs which will allow the loading of the micro-mobility vehicles. The reduction of delivery vans in the city centre will decrease traffic congestion, improve air quality.

As the city grows it will become necessary to create more off-street loading facilities to better manage deliveries and servicing demand on kerbsides.

The consolidation and strategic planning of freight and servicing activities will allow for some on-street loading zones to be repurposed for other community uses such as parklets/extended dining, community greenery, bicycle lanes/parking and widened pedestrian amenities.

CASE STUDY LESSONS APPLICABLE TO WOLLONGONG

MICRO-MOBILITY FREIGHT

Case Study Example: Sustainable urban delivery company founded in Sweden. Electric cargo bike deliveries replace conventional delivery vans in various cities to reduce congestion and greenhouse gas emissions.

Opportunity for Wollongong: Explore opportunities for micro-mobility freight trials. A feasibility study and short-term trial can seek to understand the potential for this practice in the city centre.



Velove – Sweden

REVIEW LOADING ZONE AND BIKE PARKING PROVISIONS

Case Study Example: Up to 20% of ridership was found to be food delivery riders in a 2023 survey of rider demographics and behaviour in the City of Sydney.

Opportunity for Wollongong: Respond to changing nature of delivery services by reviewing quantity and location of loading zones and bicycle parking opportunities.



Food delivery riders - Sydney

FREIGHT AND SERVICING PLAN

Case Study Example: Tool to support the incorporation of freight and servicing activities into urban planning frameworks.

Opportunity for Wollongong: Develop a freight and servicing plan for the city centre. This will allow the consolidation of freight and servicing activities to optimise the city centre area and resources.



Freight and Servicing Last Mile Toolkit – NSW Government

SMART SIGNAGE

Case Study Example: Starting in 2022, TfNSW ran a trial to replace existing parking signs with a digital sign. The signs display current and upcoming parking restrictions, providing real-time information at kerbside locations.

Opportunity for Wollongong: Explore the use of dynamic kerbside use in Wollongong using digital signage. This could allow for more varied use of the kerbside space depending on demand.



Smart Signage – Chalmers Street, Sydney

FUTURE OF TRANSPORT

WHAT IS IT?

Supporting future transport and emerging technology means that the city is resilient, adaptable and willing to implement change to support the movement of people. Wollongong is in an advantageous position given its proximity to key institutions of innovation such as the University of Wollongong, as well as its proximity to Port Kembla, enabling the import of these technologies as they emerge.

The NSW Government's Future Transport Strategy 2056 and Connected and Automated Vehicles Plan paves the way for integrating these emerging technologies into the transport landscape and presents opportunities to build upon. Resources such as Austroads' Future Vehicles and Technology Program provide useful lessons learnt from trials across the Australia and New Zealand.

WHAT IT LOOKS LIKE

Getting around the city centre is convenient with e-mobility options. E-scooter and e-bike providers maintain and manage these services, requiring little input from government agencies.

On-street electric vehicle charging is readily available, which makes electric vehicle ownership attractive and competitive with other modes of transport.

Autonomous shuttle services are available to key destinations in the city centre, especially during events connecting the station to the entertainment precinct.

A Wollongong City Centre that supports future transport will be one where people can easily access up-to-date transport information. Buses and trains will be fitted with real-time tracking systems, which can feed information to timetable applications. Key stops will be 'smart stops', which display live and up-to-date real-time information on services.

CASE STUDY LESSONS APPLICABLE TO WOLLONGONG

E-SCOOTERS OPTIONS

Case Study Example: In 2022, A shared e-scooter trial was introduced in Melbourne unlocked and managed using respective mobile phone apps.

Opportunity for Wollongong: The uptake of e-mobility scooters can assist in reducing congestion and commuter carbon emissions. Lessons learned from the current E-scooter trial in Wollongong will be a valuable, should it be possible to integrate this mode into the city centre.



E-scooter trial – City of Melbourne

AUTONOMOUS ON-DEMAND TRANSPORT SERVICES

Case Study Example: These shuttle services provide mobility within a new development near Stockholm, linking residential blocks to rapid transport services and other areas.

Opportunity for Wollongong: There are opportunities for collaboration with TfNSW to explore autonomous and on-demand vehicle trials. Wollongong could seek to become a leader in this space through collaborative trials, while seeking to provide the best outcomes for the community.



Autonomous On-Demand Transport – Sweden

ELECTRIC VEHICLE CHARGING STATIONS

Case Study Example: The City of Sydney recently introduced a trial for an on-street electric vehicle charger in Glebe. The charger will be operated under a user-pays model.

Opportunity for Wollongong: Provide a greater range of electric vehicle charging options to the community and seek to understand the demand for these types of installations.



Electric Vehicle Charging – City of Sydney

SMART BUS STOPS SHOWING REALTIME DATA - NSW

Case Study Example: TfNSW ran a trial to upgrade bus stops to real-time information on digital screens – increasing visibility and desirability to patrons and customers.

Opportunity for Wollongong: Explore a program to improve real-time information provision at bus stops. Clear information about bus services can increase passenger satisfaction and encourage mode uptake.



Smart Bus Stops Showing Realtime Data – NSW

PLAN VALIDATION

Traffic modelling works best when it is used as a tool to check the effect of a proposal on a traffic network. When used in this way, it can be useful to see what is predicted to be problematic in the future and to plan for adjustments to be made accordingly.

In this chapter we look at how the ideas set out in this document (particularly Chapter 6) fair when modelled in a future network scenario, with all the additional growth in population and employment anticipated in the City Centre.

07

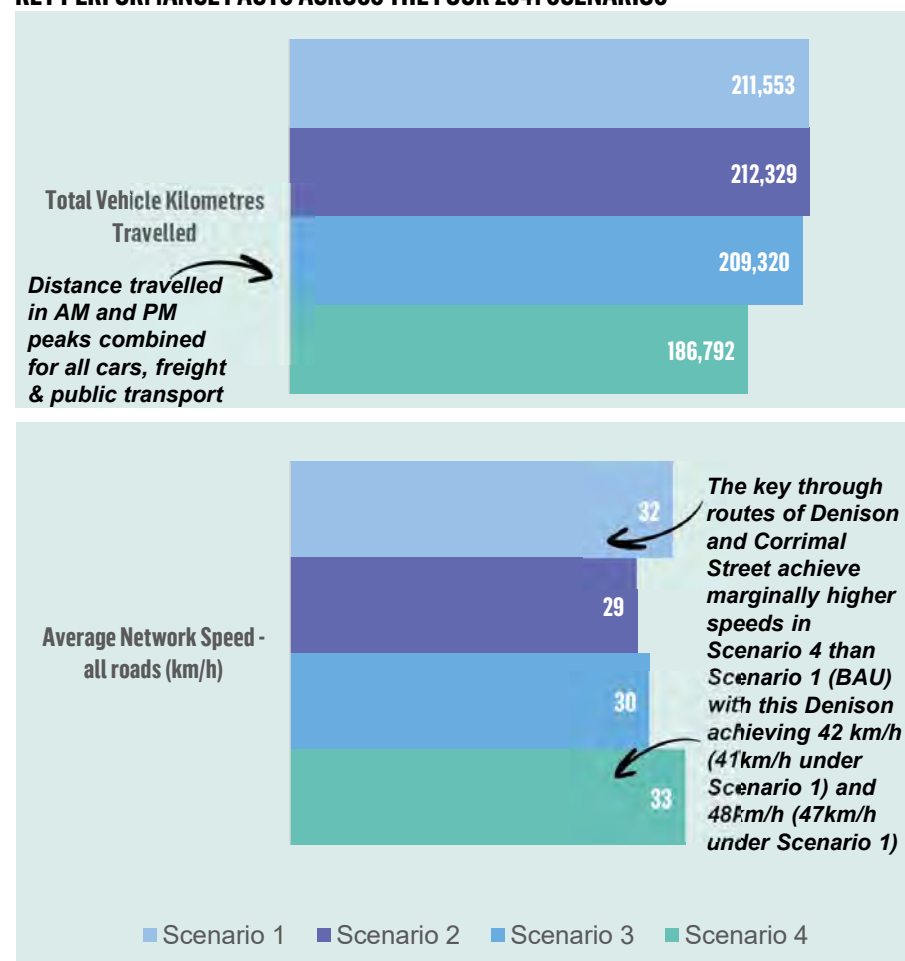
PROCESS FOR TESTING THE CITY CENTRE MOVEMENT AND PLACE PLAN

THE MODELLING TESTS FOUR FUTURE SCENARIOS

The traffic modelling examines the current state of the network and the four future scenarios, as follows:

- **Scenario 1, 2041 Business as Usual (BAU):** This represents a continuation of the current transport network situation but with all the growth in population and employment predicted in 2041.
- **Scenario 2, 2041 Vision (without park & ride):** This represents changes put forward in the City Centre Movement and Place Plan which are shown in Chapter 6. This includes infrastructure changes that would have an impact on traffic performance (such lane removal, slip lane removal, traffic signal installations and speed limit reduction and more). The Land Use Zone changes recommended in the 2020 Wollongong City Centre Urban Design Framework are also included in this scenario
- Excluded from this scenario is a park and ride station to the south of the City Centre (refer Page 53) as it was decided that the park and ride project would be good to test separately for its impact on the network.
- **Scenario 3, 2041 Vision (with park & ride):** As per Scenario 2 but with the park and ride south of the City Centre.
- **Scenario 4, 2041 Vision (without park & ride but with mode shift):** As per Scenario 2 and including a 13 per cent mode shift away from private vehicles. The mode shift sensitivity applies to a reduction in all trips in the network area. The rate of 13 per cent reduction in car trips assumes the targets set in the Illawarra-Shoalhaven Regional Transport Plan are met and these include a doubling of walking, cycling and public transport trips.

KEY PERFORMANCE FACTS ACROSS THE FOUR 2041 SCENARIOS



EVALUATING AM PEAK TRAFFIC PERFORMANCE

Results on this page are from the hour of the peak period with the most traffic, which in this case is 8AM – 9AM.

- ✓ Overall the LOS in the 2041 Vision scenarios (Scenario 2-4) perform better than the 2041 Business as Usual Scenario (Scenario 1), with no LOS F ratings.

LEVEL OF SERVICE SCENARIO COMPARISON, KEY INTERSECTIONS

#	2023 Baseline	2041 Scenario 1 BAU	2041 Vision Scenarios		
			Scenario 2	Scenario 3	Scenario 4
1	A	F	D	D	D
2	C	D	D	D	D
3	A	A	D	D	C
4	C	C	D	C	C
5	C	C	D	C	C
6	B	B	B	B	B
7	B	B	C	B	B
8	B	B	C	C	B
9	A	A	B	B	B
10	A	A	A	A	A
11	B	B	B	B	B

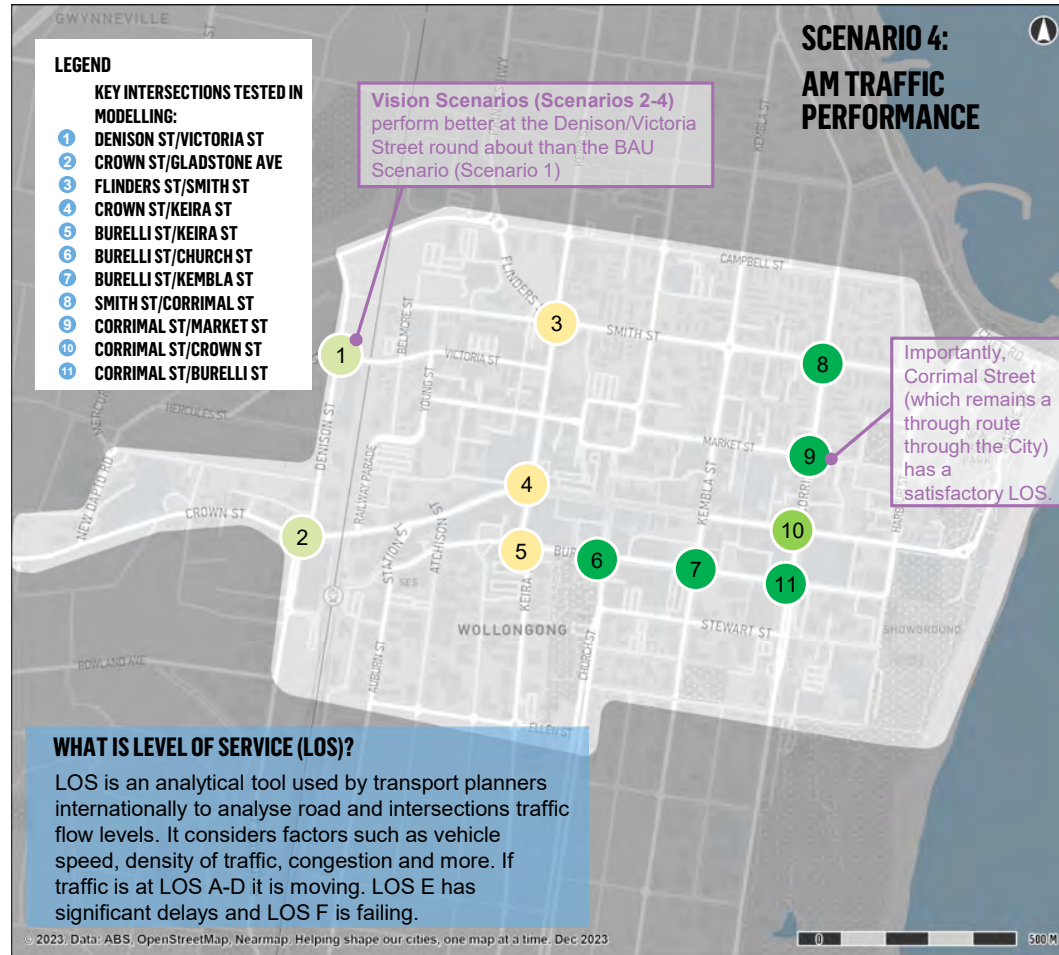
Note:

Scenario 1, 2041 Business as Usual

Scenario 2, 2041 Vision (without park & ride)

Scenario 3, 2041 Vision (with park & ride)

Scenario 4, Vision (without park & ride but with mode shift)



EVALUATING PM PEAK TRAFFIC PERFORMANCE

Results on this page are from the hour of the peak period with the most traffic, which in this case is 5PM – 6PM.

- ✓ Overall the LOS in the 2041 Vision scenarios (Scenario 2-4) perform better than the 2041 Business as Usual Scenario (Scenario 1), the latter having a LOS F at Denison St/Victoria St and LOS E at Crown St/Gladstone Ave

LEVEL OF SERVICE SCENARIO COMPARISON, KEY INTERSECTIONS

#	2023 Baseline	2041 Scenario 1 BAU	2041 Scenario 2	2041 Scenario 3	2041 Scenario 4
			Vision Scenarios		
1	A	F	F	F	D
2	B	E	C	C	B
3	B	C	C	C	B
4	B	B	C	C	B
5	C	D	C	D	C
6	B	B	B	B	B
7	C	C	D	D	C
8	A	A	A	A	A
9	A	A	A	B	A
10	A	A	B	A	A
11	A	B	B	B	B

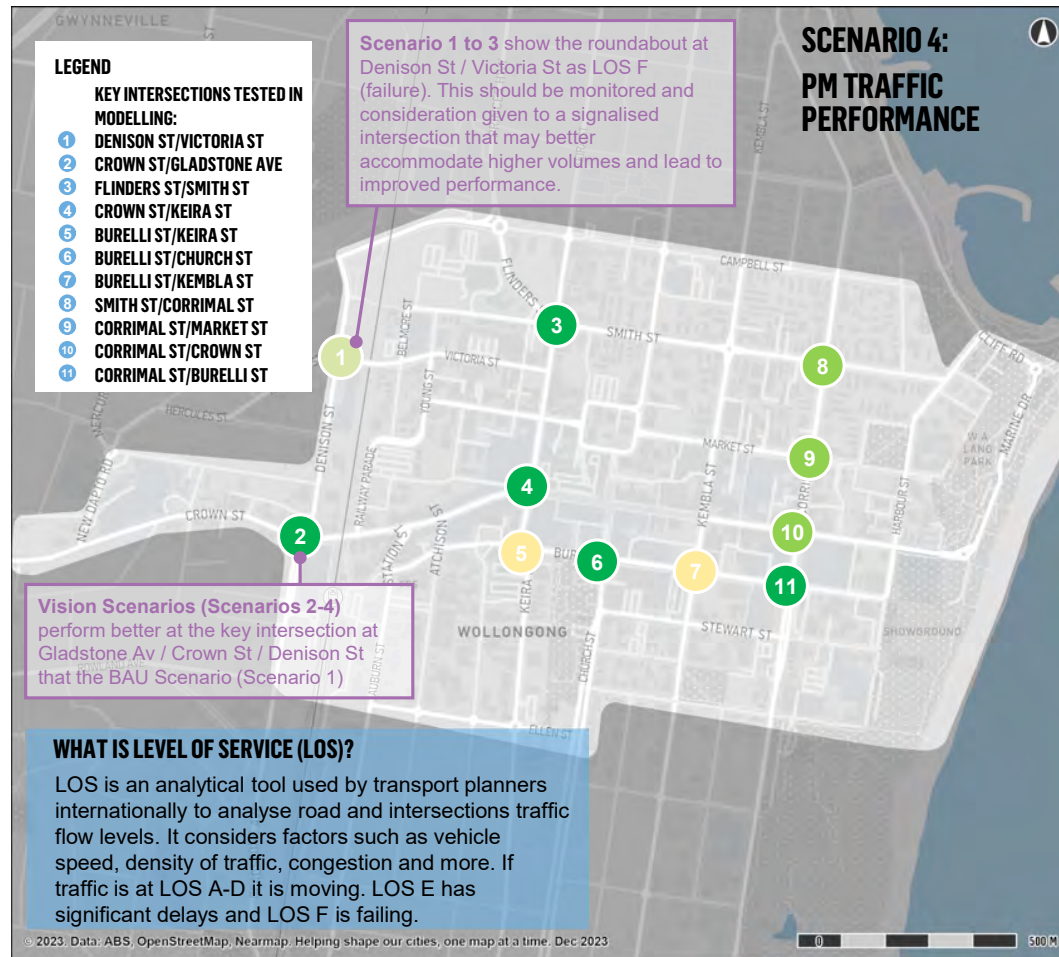
Note:

Scenario 1, 2041 Business as Usual

Scenario 2, 2041 Vision (without park & ride)

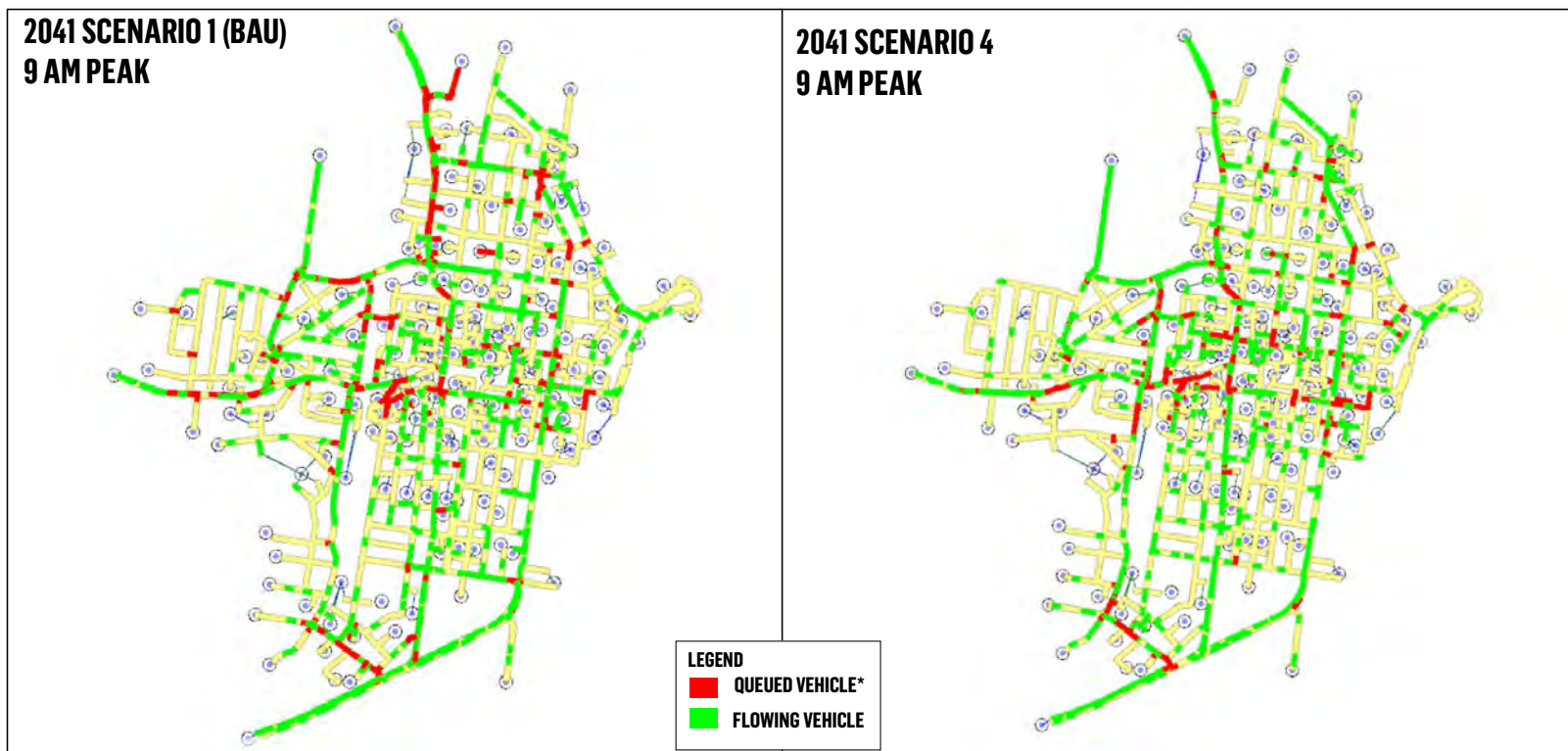
Scenario 3, 2041 Vision (with park & ride)

Scenario 4, Vision (without park & ride but with mode shift)



QUEUE COMPARISON – WEEKDAY 9 AM

Traffic queues are a key indicator of how the traffic network is performing and is often the thing that drivers find particularly intolerable when traffic networks get more congested. There are differences between the 2041 Business as Usual scenario and the 2041 Vision scenario.



*Note: Defined as vehicles travelling <7km/h

ACTION PLAN

This chapter details the actions that will need to take place to build and create a transport and access system that supports a better Wollongong City Centre.

07

KEMBLA STREET CYCLEWAY, WOLLONGONG CITY CENTRE

ACTION PLAN OVERVIEW

The actions in this chapter are based on input from a range of stakeholders.

To maintain the city centre's well-being, productivity and vibrancy, a much greater effort will be required, with local, state and federal governments working together to understand the magnitude of the transport challenges and respond proactively.

The case for change shown in Chapter 3 outlines that if the current transport trends continue, Wollongong will not effectively capitalise on the opportunities to drive more sustainable transport choices and drive positive change in the city centre.

The actions outlined here describe the activities, effort and agencies needed to capitalise on the opportunities outlined in Chapter 6.

Recommended actions will need to be prioritised and localised where appropriate to deliver a sustainable transport system that supports a thriving, connected, safe and accessible city centre.

Time is of the essence. The actions we take now will ease pressure on the current community and benefit the people and businesses in the next 20 years.

There are opportunities to implement some of the following actions as tactical urbanism pilots. This involves low-cost, easy-to-implement trials that can test how certain urban changes will perform before committing to a permanent change. Actions flagged with an asterisk (*) indicate the potential for a tactical urbanism pilot.



THE ACTION PLAN FOR WALKING: A LANEWAY CITY WHERE WALKING IS ATTRACTIVE

ID	Lead Agencies	Recommendation
W-1	Wollongong City Council (WCC) (Lead)	Deliver infrastructure upgrades identified in the 'Plan for Walking'
W-2	WCC (Lead) State Government (Support)	Develop a speed reduction and laneways activation program to provide high quality space for pedestrians and businesses.*
W-3	WCC (Lead)	Develop a high functioning movement plan for the City Centre circulation roads (Corrimal, Denison, Bourke, Springhill, Gladstone, & Bridge) to ensure the City Centre has a high place function characterised by significant activity, human scale features and accessibility.
W-4	WCC (Lead)	Develop a policy for businesses to repurpose their kerbside for parklets.
W-5	WCC (Lead)	Update the Development Control Plan (DCP) to restrict driveway access for frontages on key streets with active transport existing and planned network.
W-6	WCC (Lead)	Review the City Centre Public Domain Technical Manual to support the delivery of urban design elements to enhance public spaces, fostering community engagement and promote vibrant, liveable cities.
W-7	WCC (Lead)	Implement a city centre wayfinding program
W-8	WCC (Lead) State Government (Support)	Develop infrastructure standards to establish more pedestrian laneways and revitalise high streets in the city centre to make these corridors, safe, vibrant, and convenient.
W-9	WCC (Lead)	Develop pedestrian focused intersection and crossing standard drawings which contribute to a more pedestrian friendly urban environment, encouraging walking over driving for shorter trips.
W-10	WCC (Lead) State Government (Support)	Undertake a foreshore concept plan to review how Marine Drive could be enhanced to improve the connection between Lang Park and the foreshore. The study is to include the length from Lang Park to North Wollongong Beach and Stuart Park.
W-11	WCC (Lead)	Investigate changes to the LEP for street/laneway revitalisation that could be utilised through street festivals and events.

There are opportunities to implement select actions as 'tactical urbanism' pilots. Tactical urbanism involves low-cost, easy-to-implement trials that can test how certain urban changes will perform before committing to a permanent change. Actions flagged with an asterisk (*) indicate the potential for a tactical urbanism pilot.

THE ACTION PLAN FOR CYCLING: A PLACE PEOPLE WANT TO RIDE

ID	Lead Agencies	Recommendation
C-1	WCC (Lead)	Implement infrastructure upgrades identified 'in the plan for cycling'
C-2	WCC (Lead)	Creating a low-speed cycling environment in Crown Street Mall that involves the designing of a space that is safe, efficient and comfortable for cyclists (noting that it is a high pedestrian environment also).
C-3	WCC (Lead)	Update the DCP to introduce bicycle parking standards to new developments which are adjacent to planned cycling network routes.
C-4	WCC (Lead)	Deliver a cohesive north-south and east-west cycling network in the City Centre to connect the station/s (Wollongong & North Wollongong) to the foreshore and the outer suburbs to the centre.
C-5	WCC (Lead)	Explore initiatives to encourage the safe adoption of E-Mobility in the city centre.
C-6	WCC (Lead)	Install protected bicycle intersections on existing and planned cycling network routes.
C-7	WCC (Lead)	Develop a multi-agency and private sector micro-mobility freight trial within the city centre.
C-8	WCC (Lead)	Develop a shared zone plan to identify particular streets to be converted into lively shared zones.

THE ACTION PLAN FOR PUBLIC TRANSPORT: SEAMLESS AND ACCESSIBLE

	Lead Agencies	Recommendation
PT-1	State Government (Lead) WCC (Support)	Work with Transport for NSW to develop a real-time information provision at bus stops.
PT-2	WCC (Lead)	Develop a high-quality active transport infrastructure plan for public transport stops and stations to encourage integrated multi-modal transport options for people
PT-3	WCC (Lead)	Develop a plan focused on delivering more prominent transit streets providing priority to public transportation on major roads, leading to further efficient traffic flow and increased public transport reliability.
PT-4	WCC (Lead)	Undertake a feasibility study for a new east-west street connection the station and MacCabe Park to break down blocks, provide new connections and improve legibility and accessibility between the station and key destinations in the centre.
PT-5	WCC (Lead) State Government (Support)	Prepare a feasibility study for a direct, dedicated public transport connection including investigation of a rapid transport connection along either via Burelli Street or Crown Street. Connecting the Wollongong health precinct, Wollongong train station, CBD, entertainment precinct, and Wollongong Harbour.
PT-6	State Government (Lead) WCC (Support)	Develop an initiative for smart bus stops showing real-time data to assist commuters in the uptake of public transport and enhance its desire.

THE ACTION PLAN FOR VEHICLE ACCESS: ACCESS FOR NECESSARY TRIPS

ID	Lead Agencies	Recommendation
V-1	▪ WCC (Lead)	Implement infrastructure upgrades in the 'plan for vehicles'
V-2	▪ WCC (Lead)	Update the DCP to reflect direction adopted in the City Centre Movement and Place Plan.
V-3	▪ WCC (Lead)	Implement sensor and smart parking systems that provides information to efficiently manage parking spaces, improving customer experience and sustainability.
V-4	▪ WCC (Lead)	Update the DCP to incorporate maximum parking provisions at new developments around public transport stops and stations.
V-5	▪ WCC (Lead)	Reduce the requirement for carparking in the commercial office and business developments in the B3 Commercial Core (now the E2 Commercial Centre) to a minimum of 1 space per 120sqm (from 1 space per 60sqm).
V-6	▪ WCC (Lead)	Identify parts of the Commercial Centre where a zero-parking requirement could be applied to commercial office and business uses and update in the DCP.
V-7	▪ WCC (Lead)	Develop and adopt a Parking Demand Masterplan to provide an efficient parking options for people



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APPENDIX A

STAKEHOLDER ENGAGEMENT

STAKEHOLDER ENGAGEMENT - WORKSHOPS

The Wollongong community was engaged by Urbis in the development of the Wollongong City Centre Movement and Place Plan in the form of workshops and feedback sessions. The outcomes of these engagement sessions helped determine the Wollongong transport vision and direction and create the preferred way forward in the City Centre.

WORKSHOP 1

Workshop 1 was held on 4th of August 2023 with 40 attendees from key representative groups within the Wollongong region.

The workshop was divided into three sessions and used the 'nominal group technique' giving each participant their say and a chance to convince others.

- Session 1 – discussion of existing Movement and Place categories and how these should change in the future.
- Session 2 – discussion of existing and future street functions.
- Session 3 – collaborative street design of case studies.

The outcomes of this workshop included updated future functions of streets in the City Centre and considerations for street design for key roads, both of which informed the development of a preferred road network scenario.

WORKSHOP 1 – CITY CENTRE STREET FUNCTIONS AND CATEGORIES



STAKEHOLDER ENGAGEMENT – COUNCILLOR BRIEFING AND NEIGHBOURHOOD FORUM

COUNCILLOR BRIEFING

A Councillor Briefing was held on 14th of August 2023 to report outcomes from Workshop 1 and solicit feedback from the Councillor cohort.

The Councillors were guided through the sessions from Workshop 1 and provided an opportunity to provide feedback to inform the future stages of the project.

The outcomes of this session informed the updated future functions of streets in the City Centre and considerations for street design for key roads. These outcomes built upon Workshop 1 to consider the strategic direction of the Councillors and wider commitments by Council.

NEIGHBOURHOOD FORUM

A Neighbourhood Forum session was held on 18th of August 2023 to allow wider members of the community an opportunity to provide inputs into the Wollongong City Centre Movement and Place Plan.

The outcomes of this session also informed the updated future functions of streets in the City Centre and considerations for street design for key roads.

STAKEHOLDER ENGAGEMENT PRESENTATION EXCERPTS

EXISTING MOVEMENT AND PLACE ASSESSMENT



FUTURE ROAD/STREET TRANSPORT FUNCTION – POST WORKSHOP

NOTABLE CHANGES FROM EXISTING

- ① Kelira Street - from a through route to a pedestrian/bike street
- ② Provide a through route around periphery of city - not through it
- ③ More pedestrian laneways
- ④ Cohesive N/S and E/W cycling to Crown St Mall and Railway Station
- ⑤ Creating a low-speed cycling environment in Crown Street Mall
- ⑥ Transitioning more streets to lower-capacity, 'local traffic' streets
- ⑦ Rationalising road space around Cathedral (Market Street)

KEY WORKSHOP IDEAS

- ⑧ Crown Street to waterfront via Market Square
- ⑨ Interest in guiding pedestrians from train station to Crown Street mall
- More direct and continuous E/W cycling connections
- Interest in light rail and trackless tram to complement buses
- Interest in freight distribution micro-hubs to optimise city freight



APPENDIX B

KEY DEVELOPMENT SITES

KEY DEVELOPMENT SITES



LEGEND

- CITY CENTRE STUDY AREA
- EXISTING BUILDINGS
- APPROVED DEVELOPMENTS
- UNDER CONSTRUCTION
- CONSTRUCTED
- UNDER ASSESSMENT

There is considerable future development planned in Wollongong City Centre. This involves the densification of both residential and commercial space.

Note: Map current as of August 2023.

APPENDIX C

CRASH ANALYSIS DETAIL

CRASH ANALYSIS DETAIL

Appendix A – Road user movement code table

PEDESTRIANS (on foot or in toy/pram)	VEHICLES FROM ADJACENT DIRECTION (intersections only)	VEHICLES FROM OPPOSING DIRECTION	VEHICLES FROM SAME DIRECTION	MANOEUVRING	OVERTAKING	ON PATH	OFF PATH, ON STRAIGHT	OFF PATH, ON CURVE OR TURNING	MISCELLANEOUS
00	10	20	30	40	50	60	70	80	90
01	11	21	31	41	51	61	71	81	91
02	12	22	32	42	52	62	72	82	92
03	13	23	33	43	53	63	73	83	93
04	14	24	34	44	54	64	74	84	94
05	15	25	35	45	55	65	75	85	95
06	16		36	46		66		86	
07	17		37	47		67		87	
	18			48				88	
09	19	29	39	49	59	69	79	89	99

Red boxes represent the most common crash types in the Wollongong City Centre

ITEM 2

PUBLIC EXHIBITION - WOLLONGONG CITY-WIDE DEVELOPMENT CONTRIBUTIONS PLAN 2024

Development contributions are collected to help fund infrastructure that is required as a direct or indirect result of development. The current adopted Wollongong City-Wide Development Contributions Plan (2023) (Plan) was adopted by Council on 28 August 2023 and came into force on 8 September 2023. The Plan is reviewed annually to reflect updates to Council's works program and any other required changes. The draft Wollongong City-Wide Development Contributions Plan (2024) incorporates the allocation of new projects, and corrections.

It is recommended that the draft 2024 Plan (Attachment 1) be exhibited for community comment.

RECOMMENDATION

- 1 The draft Wollongong City-Wide Development Contributions Plan (2024) (Attachment 1), be exhibited for a minimum of 28 days.
- 2 Prior to exhibition, the draft Wollongong City-Wide Development Contributions Plan (2024) be updated with any changes arising from adoption of the Delivery Program 2022-2026, Operational Plan 2024-2025 and Infrastructure Delivery Program, if required.
- 3 Following the exhibition period, a report on submissions be prepared for Council's consideration, along with a recommendation regarding adoption.

REPORT AUTHORISATIONS

Report of: Chris Stewart, Manager City Strategy

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

ATTACHMENTS

- 1 Draft Wollongong City-Wide Development Contributions Plan 2024

BACKGROUND

The *Environmental Planning and Assessment Act 1979* (Act) establishes various mechanisms through which a Council can collect development contributions.

Under Section 7.12 of the Act, contributions can be collected as 'fixed development consent levies' based on a percentage of the proposed cost of development. Clause 209 of the *Environmental Planning and Assessment Regulation 2021* (Regulation) sets the maximum percentage that can be levied. For the Wollongong City Council Local Government Area (LGA) these are -

Where the proposed cost of carrying out the development is -

- Up to and including \$100,000 – Nil.
- More than \$100,000 and up to and including \$200,000 – 0.5% of that cost.
- More than \$200,001 – 1% of that cost.

For land within the Wollongong City Centre E2 Commercial Centre zone -

- Up to and including \$250,000 – Nil.
- More than \$250,001 – 2%.

Contributions are applied towards the provision, extension or augmentation of public infrastructure across the contribution area, or towards the recoupment of these costs.

Wollongong City-Wide Development Contributions Plan

The Wollongong Section 94A Development Contributions Plan initially came into force on 14 June 2006 when it repealed various Section 94 Contributions Plans. The Plan has been reviewed annually to reflect updates to Council's works program and any other required changes. Projects to be fully or partially

funded through the contribution scheme are required to be listed in Schedule 5 and 6 and mapped in Schedule 7 of the Plan.

On 1 March 2018, the Act was amended, including a restructure and all sections were renumbered. Section 94A was renumbered to section 7.12.

On 23 July 2018, Council resolved to rename the plan to the Wollongong City-Wide Development Contributions Plan (2018). The Plan applies to the majority of the Wollongong City Council LGA, excluding the West Dapto Urban Release Area, where the West Dapto Development Contributions Plan (2020) currently applies.

The current City-Wide Plan was adopted by Council on 28 August 2023 came into force on 8 September 2023.

PROPOSAL

This report proposes to update the current City-Wide Plan to reflect the Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 endorsed by Council on 8 April 2024 for exhibition. Any updates or changes to the Delivery Program or Operational Plan will be reflected in the revised City-Wide Plan prior to its exhibition and / or adoption. Other amendments to the draft Plan include -

- 1 Replacement of the cover page image to assist in distinguishing the new 2024 Plan from the current 2023 version.
- 2 Update of the list of proposed projects including proposed expenditure from the Wollongong City-Wide and City Centre Contributions accounts.
- 3 Clause 15(k) – which provides for exemptions for applications by or on behalf of a tertiary education provider, was introduced in 2016 in response to commercial and non-education developments occurring at the main University of Wollongong Campus. The clause was not intended to apply to the Innovation Campus which has been regarded as a Research and Development site for commercial uses and to date has been levied development contributions to the value of \$1.3 Million. The clause has been amended to clarify that the contribution exemption does not apply to the Innovation Campus site.
- 4 Updated Schedule 3 – Works Schedule Summary.
- 5 Removal of the reference to the Ministerial Direction introduced as a COVID response to require the deferral of the payment of development contributions in specific cases.
- 6 Updated Detailed Works Schedule at Schedule 4 of the Plan. This will be updated prior to adoption following the finalisation of the Infrastructure Delivery Program 2022-2026 and Operational Plan 2024-2025.
- 7 New maps at Schedule 6 identifying the location of the proposed projects (projects with no specific location are not identified on the maps).
- 8 Update to the list of completed projects and actual expenditure from the Wollongong City-Wide Contributions account, shown in Schedule 5 of the Plan. Older projects are being summarised into an “Other” project to improve readability of the Schedule. It should be noted that any values for the 2023/24 Financial Year are year-to-date values as of April 2024 and will be updated for the full Financial Year with the adoption of the revised Plan.
- 9 Updates to date references through the document, updated population forecasts through to 2046, renumbering of schedules, various minor corrections/updates etc.

The Infrastructure Delivery Program 2024/25 – 2027/28 allocates contributions to a range of new infrastructure projects across seven (7) categories, as summarised in the following table. Additional contributions will be allocated to the outer years (replacing Nil) as part of the preparation of future Infrastructure Delivery Programs.

Category	2024-25	2025-26	2026-27	2027-28	Total	%
Roads and Bridges	\$1,300,000	\$1,300,000	\$1,150,000	Nil	\$3,750,000	14.84%
Footpaths and cycleways	\$9,000	\$1,930,000	Nil	Nil	\$1,939,000	7.67%
Car Parks	Nil	Nil	Nil	Nil	Nil	0.00%
Non-commercial buildings (eg community centres)	Nil	\$9,600,000	\$3,000,000	\$2,000,000	\$14,600,000	57.77%
Parks, gardens and sports fields	\$670,000	\$1,420,000	\$1,035,600	\$551,668	\$3,677,268	14.55%
Land Acquisition	\$250,000	\$250,000	\$250,000	Nil	\$750,000	2.97%
Administration	\$133,242	\$137,239	\$141,407	\$145,648	\$557,536	2.21%
Total	\$2,362,242	\$14,637,239	\$5,577,007	\$2,697,316	\$25,273,804	100.00%

Table 1 - Summary of Schedule 5 of the Draft 2024 Plan

CONSULTATION AND COMMUNICATION

The Works Schedule has been updated in consultation with the Infrastructure Strategy and Planning Division to reflect the endorsed draft Infrastructure Delivery Program 2022-2026. The update of the Plan has been discussed at the internal Development Contributions Coordination Group meetings.

If Council endorses the draft 2024 Plan, it will be exhibited for a minimum period of 28 days. Copies will be available on Council's website and at Council's Administration Centre and libraries.

Following the exhibition period, a report on submissions will be prepared for Council's consideration, along with a recommendation regarding adoption.

PLANNING AND POLICY IMPACT

The Plan is linked to the Our Wollongong Our Future 2032 Community Strategic Plan and also the Draft Infrastructure Delivery Program 2022-2026 and Operational Plan 2024-2025 which was endorsed by Council for exhibition on 8 April 2024. Specifically, the contributions are used to fund or part fund infrastructure projects in the Infrastructure Delivery Plan. As the projects listed in the Infrastructure Delivery Program are updated annually, the City-Wide Development Contributions Plan also needs to be updated annually. The Plan includes a 4-year work schedule that provides flexibility for infrastructure projects to be brought forward or delayed, depending on other issues such as the timing of approvals.

Revision of the City-Wide Development Contributions Plan aligns with the objectives of the Community Strategic Plan and Infrastructure Delivery Program and contributes to the funding required to implement the Delivery Program.

It also delivers on core business activities as detailed in the Land Use Planning Service Plan.

FINANCIAL IMPLICATIONS

Since 2006, Council has allocated \$54.0M of development contributions to a range of projects. The following table summarises allocations to date including partial expenditure for 2023/24 –

Category	Total	%
Roads and Bridges	\$6,719,986	12.43%
Footpaths and Cycleways	\$14,405,944	26.66%
Car Parks	\$2,460,270	4.55%
Non-commercial Buildings	\$16,406,367	30.36%
Parks, Gardens and Sports Fields	\$6,668,356	12.34%
Land Acquisition	\$5,718,538	10.58%
Administration	\$1,662,474	3.08%
Total	\$54,041,935	100.00%

Table 2 - Summary of Schedule 6 of the Draft 2024 Plan

As at 30 April 2024, the net balance of Section 7.12 contributions held by Council was \$36.6 Million. This includes \$28.1 Million held in the City-Wide restricted account and a balance of \$8.5 Million in the City Centre restricted account. The balance has been allowed to grow to enable the funds to be allocated to significant projects in the coming years.

Development contribution income is forecast at an average of approximately \$3 Million per annum, although fluctuates depending on the commencement of development. The proposed Works Schedule for 2024/25 includes approximately \$2.362 Million of expenditure, with an additional \$22.912 Million over the following three years (draft figures subject to change with the finalisation of the Infrastructure Delivery Program and Operational Plan). Significant projects to be funded (partially or fully) include the Southern Suburbs Community Centre and Library and the Helensburgh Community Centre and Library.

The income and expenditure will continue to be monitored and reviewed as needed in order to respond to current community needs.

CONCLUSION

The Wollongong City-Wide Development Contributions Plan is an important mechanism to assist with funding public infrastructure within the City. This report recommends that the existing Plan be updated to reflect changes in legislation and Council's Capital Works Program, as well as other minor amendments.

It is recommended that the draft Wollongong City-Wide Development Contributions Plan (2024) (Attachment 1) be exhibited for community comment.



Wollongong City Council

Draft Wollongong City-Wide Development Contributions Plan 2024



Wollongong City-Wide Development Contributions Plan (20232024)

Document Control						
Document ID: Wollongong City-Wide Development Contributions Plan						
Rev No	Date	Revision Details	Typist	Author	Verifier	Approver
1	March 2006	Draft for exhibition (2006 version)	ZS	ZS	ZS	ZS
2	June 2006	In force (2006 version)	ZS	ZS	ZS	ZS
3	December 2006	Ministers Direction under S94E added	ZS	ZS	ZS	ZS
4	May 2007	Draft for exhibition (2007 version)	ZS	ZS	ZS	ZS
5	June 2007	In force (2007 version) Draft	ZS	ZS	ZS	ZS
6	May 2008	For exhibition (2008 version)	DG	DG	DG	DG
7	24 July 2008	In force (2008 version) Draft	DG	DG	DG	DG
8	28 July 2009	For exhibition (2009 version)	DG	DG	DG	DG
9	27 October 2009	Endorsed by Council	DG	DG	DG	DG
10	4 November 2009	In force (2009 version)	DG	DG	DG	DG
11	27 July 2010	Draft for exhibition (2010 version)	DH	DH	JB	RC
12	6 September 2010	In force (2010 version)	DH	DH	DG	DG
13	3 June 2011	Draft for exhibition (2011 version)	DH	DH	DG	DG
14	26 July 2011	In force (2011 version)	DH	DH	DG	DG
15	2 August 2012	Draft for exhibition (2012 version)	DH	DH	DG	DG
16	8 December 2012	In force (2012 version)	DH	DH	DG	DG
17	8 April 2013	Draft for exhibition (2013 version)	DH	DH	DG	DG
18	16 September 2013	In force (2013 version)	DH	DH	DG	DG
19	9 September 2014	Draft for exhibition (2014 version)	DG	DG	DG	DG
20	3 November 2014	In force (2014 version)	DG	DG	DG	DG
21	10 July 2015	Draft for exhibition (2015 version)	MH	MH	DG	DG
22	26 October 2015	In force (2015 version)	MH	MH	DG	DG
23	06 October 2016	Draft for Exhibition (2016 version)	BL	MH	DG	DG
24	19 December 2016	In force (2016 version)	BL	MH	DG	DG
25	8 May 2017	Draft for Exhibition (2017 version)	MB	MB	MH	DG
26	26 July 2017	In force (2017 version)	JP	MB	MB	DG
27	7 May 2018	Draft for exhibition (2018 version)	MB	MB	DG	DG
28	28 July 2018	In force (2018 version)	MB	MB	SH	DG
29	12 August 2019	Draft for exhibition (2019 version)	SH	SH	DG	DG
30	23 November 2019	In force (2019 version)	SH	SH	DG	DG
31	20 July 2020	Draft for exhibition (2020 version)	SH	SH	DG	DG
32	16 November 2020	In force (2020 version)	SH	SH	DG	DG
33	31 May 2021	Draft for Exhibition (2021 version)	SH	SH	DG	DG
34	2 August 2021	In force (2021 version)	SH	SH	DG	DG
35	6 June 2022	Draft for Exhibition (2022 version)	SH	SH	DG	DG
36	2 September 2022	In force (2022 version)	SH	SH	DG	DG
37	29 May 2023	Draft for Exhibition (2023 version)	SH	SH	DG	DG
38	8 September 2023	In force (2023 version)	SH	SH	DG	DG
39	24 June 2024	Draft for Exhibition (2024 version)	SH	SH	DG	DG

Wollongong City-Wide Development Contributions Plan (2024)

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Wollongong City-Wide Development Contributions Plan (2024)

Part A - Schedules

1. Schedule 1 – City-Wide levy rates

In accordance with clause 209(2) of the *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation), the rate of the levy for development carried out on land to which this Plan applies (excluding Wollongong City Centre Commercial Core - see Schedule 2) is calculated as follows:

Proposed cost of carrying out development (Determined in accordance with Clause 19 of this Plan)	Levy Rate
Up to and including \$100,000	Nil
More than \$100,000 and up to and including \$200,000	0.5%
More than \$200,000	1%

2. Schedule 2 - Wollongong City Centre Commercial Core levy rates

In accordance with clause 209(1) of the EP&A Regulation, the rate of the levy for development carried out on land within the Zone E2 Commercial Centre in the Wollongong City Centre, as shown at Figure 2, is calculated as follows:

Proposed cost of carrying out development (Determined in accordance with Clause 19 of this Plan)	Levy Rate
Up to and including \$250,000	Nil
More than \$250,000	2%

This contribution provides funding towards the Special City projects originally nominated in the Civic Improvements Plan (2009) for the Wollongong City Centre, reproduced below. The timing of the implementation of the projects will be determined through Councils Management Plan process as funding permits, and then detailed in Part D Schedule 5.

Item	Cost Estimate (2009)
Crown Street Upgrade	\$14,200,000
City Beach Waterfront Improvements	\$11,000,000
Civic Precinct Revitalisation	\$21,000,000
MacCabe Park Landscape Improvements	\$12,000,000
Bus Transport Initiatives	\$20,000,000
Traffic Management Works	\$2,000,000
City Centre Car Park	\$8,000,000
Total	\$88,200,000

Note: The Civic Improvement Plan was retired in 2016 as a policy document

In 2010 Wollongong Council commenced a CBD revitalisation program of streetscapes and public domain areas. Major projects completed since include:

- Keira Street – Crown Street to Smith Street
- Crown Street Mall – Kembla Street to Keira Street
- Market Street – Keira Street to Young Street
- Crown Street West – Atchison Street to Railway Parade

In addition, traffic signals have been installed to improve pedestrian activity and safety at:

- Intersection of Auburn & Burelli Streets
- Intersection of Victoria and Keira Streets
- Intersection of Kenny and Burelli Streets

Wollongong City-Wide Development Contributions Plan (2024)

3. Schedule 3 – Works schedule summary

Category/Asset Class	Actual Contribution Expenditure 2006/07 to 2022/23	Proposed Contribution Expenditure 2024/25 to 2027/28	Total Contribution Expenditure 2006/07 to 2027/28
Roads and bridges	\$6,719,986	\$3,750,000	\$10,469,986
Footpaths and cycleways	\$14,405,944	\$1,939,000	\$16,344,944
Car parks	\$2,460,270	\$-	\$2,460,270
Community buildings	\$16,406,367	\$14,600,000	\$31,006,367
Parks, gardens and sportsfields	\$6,668,356	\$3,677,268	\$10,345,624
Land acquisitions	\$5,718,538	\$750,000	\$6,468,538
Administration	\$1,662,474	\$557,536	\$2,220,010
Total	\$54,041,935	\$25,273,804	\$77,315,739

For further details refer to Part D Schedule 5 and 6 – Detailed Works Schedules.

Part B – Expected Development and Demand for Public Facilities

4. Expected Development and Demand for Public Facilities

This part broadly discusses the relationship between the expected types of development in the Council's area and the demand for additional public amenities and services to meet that development. That relationship is established through current demographic information.

The expected types of development include but are not limited to:

- Alterations and additions to existing development;
- Dwellings of all forms;
- Commercial development located primarily in commercial precincts;
- Industrial development;
- Subdivisions; and
- Mixed use development.

The relationship between expected development and the demand for public facilities is established through:

- The population projections undertaken by informed decisions (id), adopted from the Australian Bureau of Statistics (ABS) information and other factors, indicate that continued population growth in Wollongong is expected. A projected population of 243,104 to 251,780 is expected by 2031 to 2035 and 270,518 to 291,797 by 2041 to 2046.
- Accelerating housing costs in metropolitan Sydney contribute to certain pressures in Wollongong, particularly new housing developments, which will largely impact the future needs of the region.
- The likely population growth will diminish the enjoyment and standard of public facilities for the existing population unless additional facilities are provided to meet the additional demand.
- The likely growth will require the provision of additional public facilities to meet additional demands.

Wollongong City Council wants to ensure that it has a sustainable local government area, safeguarding the economic, social, cultural, and environmental wellbeing of present and future generations. These levies will assist Council to provide high quality and diverse public facilities to meet the expectations of the existing and new residents of Wollongong City Council.

The additional public facilities to be provided to meet the expected future development are set out in Part D Schedule 5 and 6.

The demand for facilities within the Wollongong City Centre is based on the growth and development projected for

Wollongong City-Wide Development Contributions Plan (2024)

the Wollongong City Centre in the Illawarra Shoalhaven Regional Growth Plan 2015 and A City for People 2016. In particular, this includes the total developable floor space allowed under the Wollongong Local Environmental Plan 2009 and Wollongong Development Control Plan 2009.

Part C – Administration and Operation of the Plan

5. What is the name of this Contributions Plan?

This Plan is called the “Wollongong City-Wide Development Contributions Plan (2023/2024)” (the Plan) and replaces the Wollongong City Wide Development Contributions Plan (2022/2023).

This Plan levies contributions under Section 7.12 of the *Environmental Planning and Assessment Act 1979*.

6. Where does this Plan apply?

This Plan applies to all land within the local government area of Wollongong City Council excluding the West Dapto Urban Release Area, as shown at Figure 1.

7. What is the purpose of this Plan?

The purpose of this Plan is to:

- To enable the imposition of a condition on certain development consents and complying development certificates requiring the payment of a contribution pursuant to Section 7.12 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).
- Authorise Council, and accredited certifiers or other consent authority to impose conditions requiring contributions under Section 7.12 of the EP&A Act when determining an application on land to which this Plan applies;
- Assist the Council to provide the appropriate public facilities which are required to maintain and enhance amenity and service delivery within the area.
- Publicly identify the purposes for which the levies are required.

8. When does this development contributions Plan commence?

This Plan takes effect from the date on which this Plan is adopted, pursuant to clause 214(4) of the EP&A Regulation.

This City-Wide Development Contributions Plan 2023/2024 was adopted by Council at its Meeting of 28 August 2023/DATE and came into force on 8 September 2023/DATE.

9. Relationship with other development contribution Plans

This plan repeals the following contributions plan:

- Wollongong City-Wide Development Contributions Plan (2022/2023 version)

Previous iterations of contributions plans that applied to all or part of the land to which this plan applies which have been repealed are:

- Wollongong City-Wide Development Contributions Plan (2022 version)
- Wollongong City-Wide Development Contributions Plan (2021 version)
- Wollongong City-Wide Development Contributions Plan (2020 version)
- Wollongong City-Wide Development Contributions Plan (2019 version)
- Wollongong Section 94A Contributions Plan (2018 version)
- Wollongong Section 94A Contributions Plan (2017 version)
- Wollongong Section 94A Contributions Plan (2016 version)
- Wollongong Section 94A Contributions Plan (2015 version)
- Wollongong Section 94A Contributions Plan (2014 version)
- Wollongong Section 94A Contributions Plan (2013 version)
- Wollongong Section 94A Contributions Plan (2012 version)
- Wollongong Section 94A Contributions Plan (2011 version)
- Wollongong Section 94A Contributions Plan (2010 version)

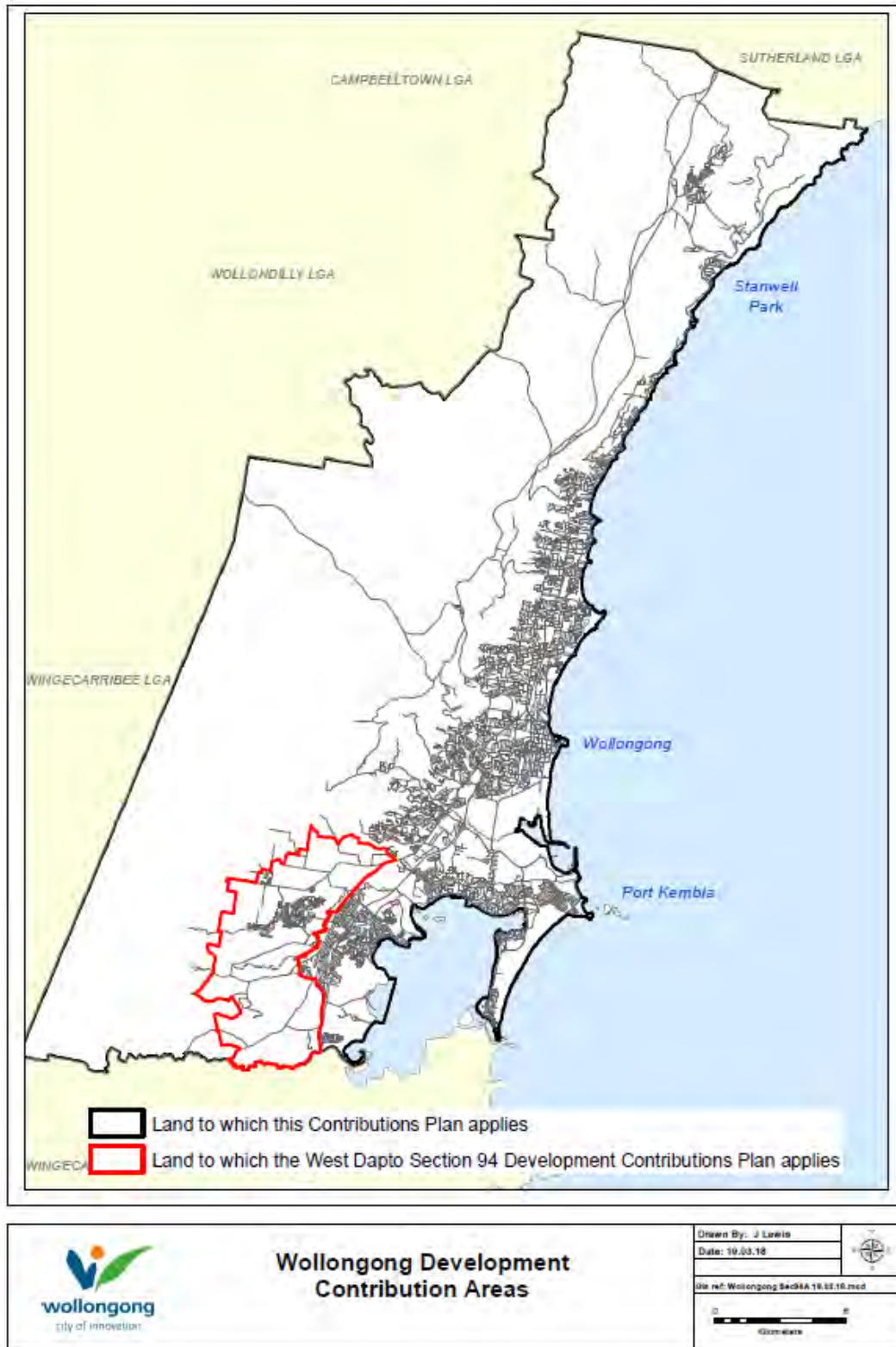
Wollongong City-Wide Development Contributions Plan (2024)

- Wollongong Section 94A Contributions Plan (2009 version)
- Wollongong Section 94A Contributions Plan (2008 version)
- Wollongong Section 94A Contributions Plan (2007 version)
- Wollongong Section 94A Contributions Plan (2006 version) – this plan repealed the following Section 94 plans:
 - CP No 1 Open Space Embellishment, Recreation Facilities, Community Facilities;
 - Amendment to CP No 1 Open Space;
 - CP No 2 Traffic Management & Road Works in City of Wollongong;
 - CP No 3 Car Parking in the City of Wollongong;
 - CP No 4 Studies & Administration;
 - CP No 6 Car Parking in Area between Fairy Creek & Georges Plan Nth Wollongong;
 - CP No 7 Open Space Dedication (Nth Side Kanahooka Road);
 - CP No 8 Roundabout at the intersection of Unara Road, Yalunga Street & Princes Highway, Dapto;
 - CP No 9 Mount Brown Local Area Traffic Management Scheme;
 - CP No 10 Bank Street (Road Works & Intersection Upgrade);
 - CP No 11 Bank Street (Car Parking Facility between Bank & Stewart Streets);
 - CP No 12 Sandon Point Section 94 Land Acquisition; and
 - CP No 13 Library Resources.

Any other Section 7.11 or Section 7.12 contributions plans that are not repealed continue to apply to all areas and development to which they are stated to apply.

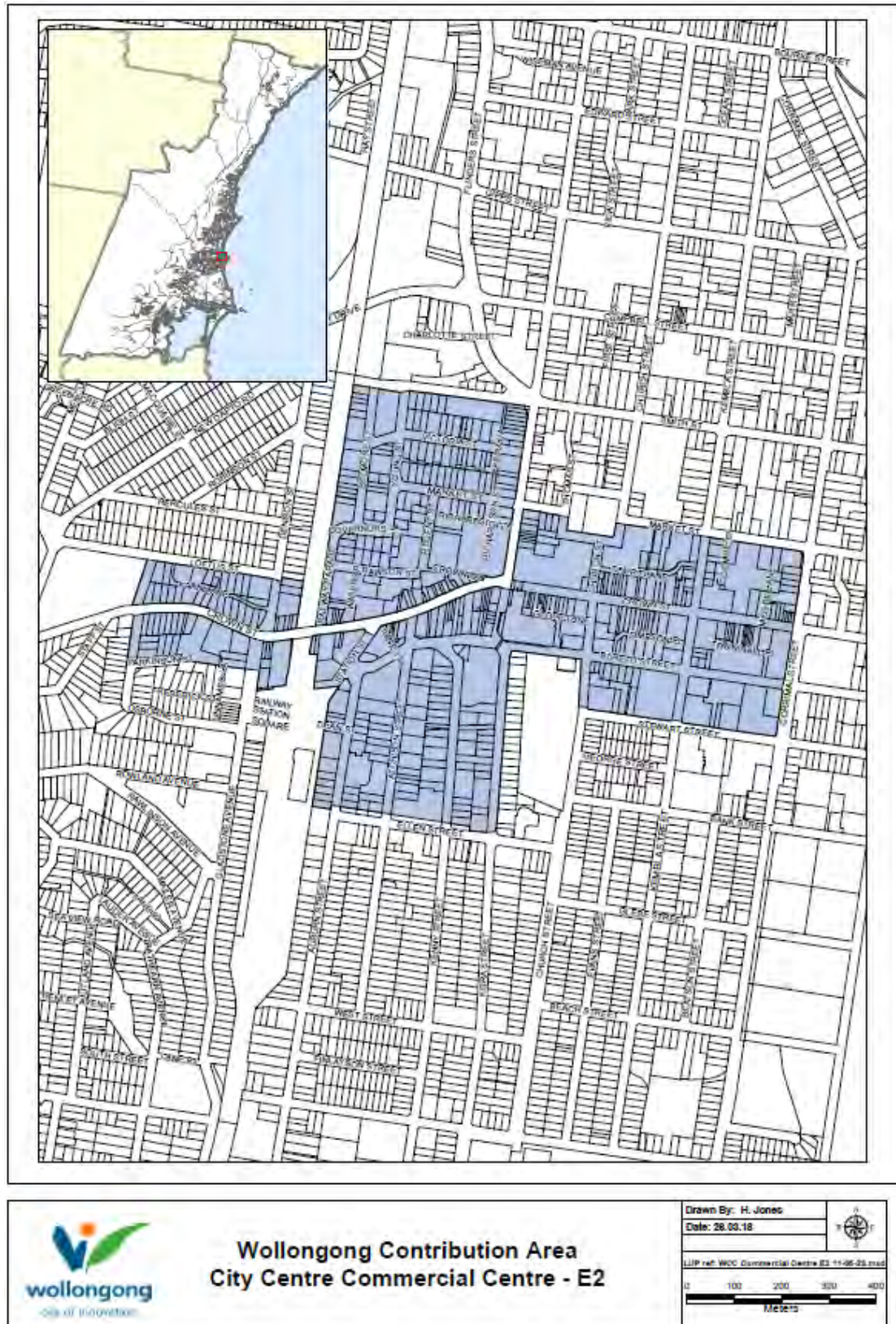
Wollongong City-Wide Development Contributions Plan (2024)

Figure 1 Land to which this Contributions Plan applies



Wollongong City-Wide Development Contributions Plan (2024)

Figure 2 Land within the Wollongong City Centre Commercial Core



Wollongong City-Wide Development Contributions Plan (2024)

10. What does Section 7.12 of the EP&A Act provide?

Section 7.12 of the EP&A Act provides as follows:

7.12 Fixed development consent levies

- (1) A consent authority may impose, as a condition of development consent, a requirement that the applicant pay a levy of the percentage, authorised by a contributions plan, of the proposed cost of carrying out the development.
- (2) A consent authority cannot impose as a condition of the same development consent a condition under this section as well as a condition under section 7.11.
- (2A) A consent authority cannot impose a condition under this section in relation to development on land within a special contributions area without the approval of:
 - (a) the Minister, or
 - (b) a development corporation designated by the Minister to give approvals under this subsection
- (3) Money required to be paid by a condition imposed under this section is to be applied towards the provision, extension or augmentation of public amenities or public services (or towards recouping the cost of their provision, extension or augmentation). The application of the money is subject to any relevant provisions of the contributions plan.
- (4) A condition imposed under this section is not invalid by reason only that there is no connection between the development the subject of the development consent and the object of expenditure of any money required to be paid by the condition.
- (5) The regulations may make provision for or with respect to levies under this section, including:
 - (a) the means by which the proposed cost of carrying out development is to be estimated or determined, and
 - (b) the maximum percentage of a levy.

11. Council may require payment of the levy as a condition of development consent

This Plan enables the Council to grant consent to development to which this Plan applies subject to a condition requiring the applicant to pay to the Council a levy calculated as per clause 12.

12. How will the levy be calculated

The levy will be determined on the basis of the rate as set out in Part A Schedule 1 City Wide Section 7.12 Levy Rates and Schedule 2 – Wollongong City Centre Commercial Core Section 7.12 Levy Rates. The levy will be calculated as follows:

$$\text{Levy payable} = \%C \times \$C$$

Where:

%C is the levy rate applicable

\$C is the proposed cost of carrying out development as determined in accordance with clause 19.

13. Development to which this Plan applies

This Plan applies to all applications for development consent and complying development certificates required to be made by or under Part 4 of the EP&A Act in respect of development on land to which this Plan applies.

14. Section 7.17 Directions

Any current and relevant Direction issued by the NSW Minister for Planning under Section 7.17 of the EP&A Act will prevail over the provisions of this Plan. Current Section 7.17 Directions relative to this Plan include:

- If a development contribution under section 94 of the *Environmental Planning and Assessment Act 1979* has been required in respect of the subdivision of land (initial subdivision), a levy under section 94A of that Act may not be required in respect of any other development on the land, unless that other development will, or

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is likely to, increase the demand for public amenities or public services beyond the increase in demand attributable to the initial subdivision. (14/04/2016)

- A condition may not be imposed under section 94A of the *Environmental Planning and Assessment Act 1979* in relation to development on land within the Port Kembla Lease Area, as mapped in the *State Environmental Planning Policy (Port Botany and Port Kembla) 2013*. (6/12/2013)
- A contribution cannot be imposed on development for the purposes of any form of seniors housing as defined in the *State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004* (formerly the *State Environmental Planning Policy (Seniors Living) 2004*) where the development consent is granted to a social housing provider as defined in the *State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004*. (14/9/2007)
- ~~Development contributions on Development Applications (excluding subdivisions) over \$10 million may be paid prior to the issue of an Occupation Certificate, not a Construction Certificate. Council is to issue statements confirming payment. This expired on 31 March, however construction certificates in respect to applicable development can be issued up to 25 September 2022 under this Direction. The monetary contributions must be paid before the issue of the first construction certificate after this date for any building. (25/06/2020).~~

Further details on current Section 7.17 Directions can be found at www.planning.nsw.gov.au.

15. Are there any exemptions to the levy?

Council may allow for exemptions (partial or full) in the following circumstances. For an exemption to be considered based on clause 15 (a) to (h), the written application should clearly state which exemption criteria is expected to ensure it is considered and provide all relevant supporting information.

- a. An application by the Council for community infrastructure, such as but not limited to libraries, community facilities, child care facilities, recreational facilities or car parks.
- b. An application by the NSW Government for public infrastructure, such as but not limited to hospitals, police stations, fire stations, education facilities (primary and secondary) and public transport infrastructure.
- c. An application for the continued operation of a coal mine, where rail transport is used for the transportation of coal.
- d. An application for place of public worship.
- e. An application for a residential care facility carried out under Chapter 3 Part 5 of the *State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004* ~~2004~~ **2021**.
- f. An application for an industrial training facility.

The following exemption requests (partial or full) will require a comprehensive written submission:

- g. An application on behalf of Council for community infrastructure, such as but not limited to libraries, community facilities, child care facilities, recreational areas or facilities and car parks.
- h. An application on behalf of the NSW Government for public infrastructure, such as but not limited to hospitals, police stations, fire stations; education facilities (primary and secondary) and public transport infrastructure.
- i. An application for privately funded community infrastructure, such as but not limited to education facilities (primary and secondary) and private hospitals.
- j. Any other development for which Council considers an exemption is warranted, where the decision is made by formal resolution of the Council at a public Council meeting or by a delegated Council Officer.
- k. An application by or on behalf of a tertiary education provider:
 - (i) Full exemption may be allowed for facilities that are directly required by the main function of the educational facility, such as – classrooms, lecture theatre, training facility, administrative office, research facility.
 - (ii) Partial (50%) exemption may be allowed for developments that are not directly required by the

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main function of the educational facility but will provide support to its main function, such as student accommodation, car park, sports facility, playgrounds, food-court, display facility, function centre, convention hall, auditorium, community centre.

- (iii) Nil exemption for developments that are not directly required to the main function of the educational facility and/or have potential to create additional demand for public services and amenities. Development such as but not limited to – shops, supermarket, shopping centre, office for lease, business park, commercial centre, child care centre, entertainment facility **or development at the UOW Innovation Campus.**
- l. Affordable housing developments carried out by a registered Tier 1 or Tier 2 Community Housing Provider on sites owned by the provider and where the dwellings are available for affordable rental housing for a minimum period of 15 years.
- m. Accessible housing for supportive accommodation housing projects carried out by registered Provider of Accessible Housing on sites owned by the Provider and where the dwellings are available for accessible housing for a minimum period of 15 years.
- n. Emergency and temporary housing development t carried out by a registered Provider of Emergency Housing, on sites owned by the provider and where the dwellings are available for emergency housing for a minimum period of 15 years.

Note: A condition will be imposed on any consent issued to ensure the development is used for the exempt purpose for a minimum of 15 years.

Submission Requirements for an exemption claim to be considered

For an exemption to be considered in accordance with clause 15 (g) to (k) above, the application will need to include a comprehensive written submission arguing the case for exemption and including details of:

- Under which sub-clause the exemption claimed is to be considered.
- The mechanism ensuring that such development will remain in the form proposed in the future (i.e. Not to increase future demand on public amenities and services), NB: where a further development application or application for complying development under the EP&A Act is required for any change to the development no mechanism is necessary, however if a change of use is available by way of exempt development then the requirement for a mechanism remains.
- Other items if applicable:
 - How the development will incorporate the maintenance of the item of heritage significance.
 - How the development will contribute to the public benefit of the community.
 - Works in the public domain included in the development.
 - How the residents/users will utilise existing private facilities attached to the development that replicate those types provided by Council.
 - Advice indicating that the application is on behalf of Council or the NSW Government.

Exemptions (partial or full) listed under clause 15 (g) to (kn) will only be granted with approval of the Council Officer(s) whose position(s) holds the required Council delegations or by formal resolution of the Council at a public Council meeting.

16. Complying Development Certificates and the obligations of accredited certifiers

In accordance with sections 4.28(9) and 7.21 of the EP&A Act and clause 156 of the EP&A Regulation, applications for a complying development certificate are also subject to the provisions of this Plan, and the Certifier (whether Council or an Accredited Certifier) must impose a condition requiring the payment of a Section 7.12 contribution in accordance with the requirements of this Plan.

The condition must include the contribution amount calculated in accordance with this Plan and require payment before any building or subdivision work authorised by the certificate commences. Further information on how to calculate and condition contributions is available on Councils website and from Council. The following template condition should be used:

Development Contributions

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Pursuant to Section 4.28(9) of the Environmental Planning and Assessment Act 1979 and the Wollongong City-Wide Development Contributions Plan (20232024), a monetary contribution of \$[INSERT AMOUNT], subject to indexation, must be paid to Wollongong City Council before any building or subdivision work authorised by this certificate commences.

As the contribution amount is subject to indexation until the date of payment, contact Council for the current indexed amount prior to payment. To pay the contribution go to www.wollongong.nsw.gov.au/contributions and submit a Request for an Invoice. The following information will be required:

- *Application number and property address.*
- *Name and address of who the invoice and receipt should be issued to.*
- *Email address where the invoice should be sent.*

A copy of the Contributions Plan and accompanying information is available on Council's website www.wollongong.nsw.gov.au.

In accordance with clause 156(2) of the EP&A Regulation, the Certifier must ensure that the contribution has been fully paid before any building or subdivision work authorised by the certificate commences and submit receipt(s) confirming full payment with the complying development certificate.

16. Construction/Subdivision certificates and the obligations of accredited certifiers

In accordance with clause 20(b) of the Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021, a certifier must not issue a construction certificate for building work under a development consent unless a condition of the development consent, referred to in the Act, section 7.11 or 7.12, requiring the payment of a monetary contribution or levy before building work is carried out.

In accordance with clause 34(2)(b) of the Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021, a certifier must not issue a subdivision works certificate under a development consent unless a condition of the development consent, referred to in the Act, section 7.11 or 7.12, requiring the payment of a monetary contribution or levy before work is carried out.

In accordance with clause 12(2) of the Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021, the certifier must ensure that copies of receipt(s) confirming that contributions have been fully paid are provided to the Council.

17. How is the proposed cost of carrying out development determined?

Clause 208 of the EP&A Regulation sets out how the proposed cost of carrying out development is to be determined. That clause provides as follows:

208 Determination of proposed cost of development—the Act, s 7.12(5)(a)

- (1) The proposed cost of carrying out development must be determined by the consent authority by adding up all the costs and expenses that have been or will be incurred by the applicant in carrying out the development.
- (2) The costs of carrying out development include the costs of, and costs incidental to, the following—
 - (a) if the development involves the erection of a building or the carrying out of engineering or construction work—
 - (i) erecting the building or carrying out the work, and
 - (ii) demolition, excavation and site preparation, decontamination or remediation,
 - (b) if the development involves a change of use of land—doing anything necessary to enable the use of the land to be changed,
 - (c) if the development involves the subdivision of land—preparing, executing and registering—
 - (i) the plan of subdivision, and
 - (ii) the related covenants, easements or other rights.
- (3) In determining the proposed cost, a consent authority may consider an estimate of the proposed cost that is prepared by a person, or a person of a class, approved by the consent authority to provide the estimate.

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- (4) The following costs and expenses must not be included in an estimate or determination of the proposed cost—
 - (a) the cost of the land on which the development will be carried out,
 - (b) the costs of repairs to a building or works on the land that will be kept in connection with the development,
 - (c) the costs associated with marketing or financing the development, including interest on loans,
 - (d) the costs associated with legal work carried out, or to be carried out, in connection with the development,
 - (e) project management costs associated with the development,
 - (f) the cost of building insurance for the development,
 - (g) the costs of fittings and furnishings, including refitting or refurbishing, associated with the development, except if the development involves an enlargement, expansion or intensification of a current use of land,
 - (h) the costs of commercial stock inventory,
 - (i) the taxes, levies or charges, excluding GST, paid or payable in connection with the development by or under a law,
 - (j) the costs of enabling access by people with disability to the development,
 - (k) the costs of energy and water efficiency measures associated with the development,
 - (l) the costs of development that is provided as affordable housing,
 - (m) the costs of development that is the adaptive reuse of a heritage item.
- (5) The proposed cost may be adjusted before payment of a development levy, as specified in a contributions plan, to reflect quarterly or annual variations to readily accessible index figures adopted by the plan between the day on which the proposed cost was determined by the consent authority and the day by which the development levy must be paid.
- (6) To avoid doubt, this section does not affect the determination of the fee payable for a development application.

18. Cost estimate reports

An application for a development application or a complying development certificate is to be accompanied by a report, prepared at the applicant's cost and in accordance with this clause, setting out an estimate of the proposed cost of carrying out the development for the purposes of clause 208 of the EP&A Regulation, per clause 19 above. Where a separate cost estimate is not provided, the estimated cost of development as provided on the development application will be used to calculate the contribution.

The following types of report are required:

- where the estimate of the proposed cost of carrying out the development is less than \$2,000,000 - a suitable cost estimate prepared by a person who, in the opinion of the Council, is suitably qualified. This includes a licensed builder, registered architect, qualified and accredited building designer, registered quantity surveyor or a person who is licensed with relevant qualifications and proven experience in costing of similar development works, but who is not the owner or applicant;
- where the estimate of the proposed cost of carrying out the development is \$2,000,000 or more - a detailed cost report prepared by a quantity surveyor who is a registered member of the Australian Institute of Quantity Surveyors.

Applicants will be required to declare upon signing of application for development/building work that the cost of carrying out development as evidenced by their submitted estimate has been calculated in accordance with the provisions of this Plan, in particular clause 19.

Upon reviewing a cost estimate, the Council may require a further estimate to be provided by a registered quantity surveyor at the applicant's cost. The Council may, at the applicant's cost, engage a person referred to in this clause to review a report submitted by an applicant in accordance with this clause.

19. How will the Council apply money obtained from the levy?

Money paid to the Council under a condition authorised by this Plan is to be applied by the Council towards

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meeting the cost of the public facilities that will be or have been provided within the area as listed in Part D Schedule 5 and 6.

20. What are the funding priorities from levies authorised by this Plan?

Subject to section 7.3(2) of the EP&A Act and clauses 20 and 23 of this Plan, the public facilities listed in Part D Schedule 5 are to be provided in accordance with the staging set out in that Schedule.

21. Pooling of levies

For the purposes of section 7.3(2) of the EP&A Act, this Plan authorises money obtained from levies paid in respect of different developments to be pooled and applied by the Council progressively towards the public facilities listed in Part D Schedule 5 in accordance with the staging set out in that Schedule.

22. The Goods and Services Tax (GST)

At the time this Plan was made, the position of the Australian Taxation Office (ATO) was that the payment of development contributions made under the EP&A Act is exempt from the Goods and Services Tax (GST). Items in the works schedule of this Plan have been calculated without any GST component.

23. When is the levy payable?

A levy to be paid by a condition authorised by this Plan must be paid to the Council in accordance with the following requirements:

- A Development Application involving construction – prior to the issue of the Construction Certificate;
- A Development Application involving subdivision – prior to the issue of the Subdivision Certificate;
- A Development Application involving construction and subdivision (ie dual occupancies) – prior to the issue of the Construction Certificate;
- A Complying Development Certificate Application – before any work authorised by the certificate commences.

Where the development is phased the condition may allow for the levy to be paid at relevant phases.

24. Can deferred or periodic payments of levies be made?

Deferred or periodic payments may be permitted in the following circumstances:

- Deferred or periodic payment of the contribution will not prejudice the timing or the manner of the provision of public facilities included in the works program;
- In other circumstances considered reasonable by Council.

For a deferred or periodic payment to be considered, the applicant must satisfy to Council that:

- There are valid reasons for deferred or periodic payment;
- No prejudice will be caused to the community deriving benefit from the services being provided under this Plan;
- No prejudice will be caused to the efficiency and operation of this Plan.

If Council does decide to accept deferred or periodic payment, Council may require the applicant to provide a bank guarantee for the full amount of the contribution or the outstanding balance on condition that:

- a) The bank guarantee be issued by a bank for the amount of the total contribution, or the amount of the outstanding contribution, plus an amount equal to thirteen (13) months interest.
- b) Any charges associated with establishing or operating the bank security are payable by the applicant.
- c) The bank guarantee must carry specific wording identifying the exact obligation to which it relates (i.e. section 7.12 development contributions for development of Lot x DP xxx under Development Consent No. xxx)
- d) The bank unconditionally pays the guaranteed sum to the Council if the Council so demands in writing

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not earlier than 12 months from the provision of the guarantee or completion of the work.

- e) The bank must pay the guaranteed sum without reference to the applicant or landowner or other person who provided the guarantee, and without regard to any dispute, controversy, issue or other matter relating to the development consent or the carrying out of development.
- f) The bank's obligations are discharged when payment to the Council is made in accordance with this guarantee or when Council notifies the bank in writing that the guarantee is no longer required.
- g) Where a bank guarantee has been deposited with Council, the guarantee shall not be cancelled until such time as the original contribution and accrued interest are paid.

Deferred or periodic payments may be permitted, in accordance with the above requirements, only with approval of the Council Officer(s) whose position(s) holds the required Council delegations.

25. Planning Agreements

Section 7.4 of the EP&A Act states that a planning agreement is a voluntary agreement between a planning authority and a developer, under which the developer agrees to make contributions towards a public purpose. This may include the dedication of land, a monetary contribution, any other material public benefit or a combination of these. A planning agreement may exclude the application of Section 7.12 to the entire development or to part of the development that is subject to the agreement.

The provisions of Sections 7.4 to 7.10 of the EP&A Act and Part 9 Division 1 of the EP&A Regulation prescribe the contents, form, subject matter and procedures for making planning agreements.

Further information can be found in Council's Planning Agreements Policy.

26. How will the levy be adjusted?

As the date of the consent may vary to the actual time of payment of the contribution, clause 208(5) of the EP&A Regulation allows Council to adjust the contribution to reflect current between the date of the consent and the time of payment. Contributions required as a condition of consent under the provisions of this Plan will be indexed quarterly in accordance with movements in the Consumer Price Index; All Groups CPI; issued by the Australian Bureau of Statistics (ABS Series ID A2325806K).

The following formula for indexing contributions is to be used:

$$\text{Contribution at time of payment} = \$C \times (CP2/CP1)$$

Where:

$\$C$ is the original contribution as set out in the consent

$CP1$ is the Consumer Price Index; All Groups CPI; Sydney at the time the consent was issued

$CP2$ is the Consumer Price Index; All Groups CPI; Sydney at the time of payment

In the event that the current index is lower than the index for the previous quarter, no adjustment will be made.

27. Savings and Transitional Arrangements

A development application or complying development certificate application which has been submitted prior to the adoption of this Plan but not determined shall be determined in accordance with the provisions of this Plan.

28. Are refunds for payments of levies possible?

For a refund of levy payments to be considered, the applicant/landowner must:

- Submit a written request to Council;
- As a part of the request, demonstrate that the development that is the subject of the consent has not been commenced;
- Submit the request for a refund within 12 months of the payment;
- Formally surrender the consent that applied the levy;

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In other circumstances considered reasonable by Council at its sole and unfettered discretion, where a formal request is made, part or full refunds may be provided.

Part D – References

29. What definitions apply?

In this Plan, unless the context or subject matter otherwise indicates or requires the following definitions apply:

- **ABS** means the Australian Bureau of Statistics
- **EP&A Act** means the Environmental Planning and Assessment Act 1979
- **EP&A Regulation** means the Environmental Planning and Assessment Regulation 2000
- **Council** means Wollongong City Council
- **Levy** means a levy under section 7.12 of the EP&A Act authorised by this Plan
- **Plan** means this Wollongong City-Wide Development Contributions Plan
- **Public facility and Public Infrastructure** means a public amenity or public service

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30. Schedule 4 – Detailed Works Schedule – Projects proposed to utilise Section 7.12 funds

The Capital Works Program that Council delivers is funded from a mix of budget sources, including contributions collected from this Plan. Section 7.12 Contributions will be allocated to projects through the annual budget preparation process based on this schedule, and will be subject to refinement until the project delivery stage. This may include the review of projects and/or budget allocations as part of the monthly budget review process that is reported to and endorsed by Council. Section 7.12 Contributions currently allocated to future projects are shown in the table below:

Map No.	Project Number	Project	Location	Section 7.12 Forecast Funding Allocation				
				2024/25	2025/26	2026/27	2027/28	Total
		Roads and Bridges						
4	128034	Swan Street, east of Corrimal St	Wollongong	\$300,000	\$300,000	\$-	\$-	\$600,000
2	126269	Princes Hwy; North Wollongong Station to Guest Ave	Fairy Meadow	\$1,000,000	\$-	\$-	\$-	\$1,000,000
7	127948	King St/Greene St/Montgomery St TS1	Warrawong	\$-	\$1,000,000	\$-	\$-	\$1,000,000
7	128107	King St/Cowper St Traffic Light Upgrade TS2	Warrawong	\$-	\$-	\$1,150,000	\$-	\$1,150,000
		Sub total		\$1,300,000	\$1,300,000	\$1,150,000	\$-	\$3,750,000
		Footpaths and Cycleways						
1	129676	Towradgi Creek Shared Path (Stage 1)	East Corrimal	\$-	\$1,000,000	\$-	\$-	\$1,000,000
7	129672	Warrawong Town Square CC2	Warrawong	\$-	\$700,000	\$-	\$-	\$700,000
4	128130	Market Street; Continuous Footpath Treatments	Wollongong	\$-	\$70,000	\$-	\$-	\$70,000
4	127575	Wollongong City Centre Wayfinding Signage Stage 3	Wollongong	\$9,000	\$160,000	\$-	\$-	\$169,000
		Sub total		\$9,000	\$1,930,000	\$-	\$-	\$1,939,000
		Car parks						
				\$-	\$-	\$-	\$-	\$-
		Sub total		\$-	\$-	\$-	\$-	\$-
		Non-Commercial buildings						
7	125350	Southern Suburbs Library + Community Centre CC1	Warrawong	\$-	\$9,600,000	\$3,000,000	\$-	\$12,600,000
	125353	Helensburgh Community Centre & Library	TBD	\$-	\$-	\$-	\$2,000,000	\$2,000,000
		Sub total		\$-	\$9,600,000	\$3,000,000	\$2,000,000	\$14,600,000
		Parks, Gardens and sports fields						
	129028	Thirroul Skate Park	Thirroul	\$50,000	\$400,000	\$500,000	\$-	\$950,000
	129027	Wollongong Skate Park	Wollongong	\$-	\$500,000	\$-	\$-	\$500,000
8	125126	Lakelands Oval Drainage	Dapto	\$100,000	\$-	\$-	\$-	\$100,000
2	129919	Beaton Park Sportsfield Lighting	Gwynneville	\$520,000	\$-	\$-	\$-	\$520,000
1	129920	Towradgi Park Sportsfield Lighting	Towradgi	\$-	\$520,000	\$-	\$-	\$520,000
6	129921	Berkeley Sportsfield Lighting	Berkeley	\$-	\$-	\$535,600	\$-	\$535,600

Wollongong City-Wide Development Contributions Plan (2024)

5	129922	Mt Kembla Sportsfield Lighting	Mount Kembla	\$-	\$-	\$-	\$275,834	\$275,834
3	129923	Mt Keira Sportsfield Lighting	Mount Keira	\$-	\$-	\$-	\$275,834	\$275,834
		Sub total		\$670,000	\$1,420,000	\$1,035,600	\$551,668	\$3,677,268
		Land Acquisitions						
		Land acquisitions as required		\$250,000	\$250,000	\$250,000	\$-	\$750,000
		Sub total		\$250,000	\$250,000	\$250,000	\$-	\$750,000
		Administration						
		Development Contributions Planner		\$120,990	\$124,620	\$128,359	\$132,210	\$506,179
		Development Contributions Support Finance		\$12,252	\$12,619	\$13,048	\$13,438	\$51,357
		Sub total		\$133,242	\$137,239	\$141,407	\$145,648	\$557,536
		TOTAL		\$2,362,242	\$14,637,239	\$5,577,007	\$2,697,316	\$25,273,804

Wollongong City-Wide Development Contributions Plan (2024)

31. Schedule 5 – Detailed Funding Completed – Projects that have included Section 7.12 funds

The Capital Works that Council delivers are funded from a mix of sources, including contributions collected from this Plan. Section 7.12 Contributions that have been allocated to projects are shown in the table below:

Project	Section 7.12 Actual Funding Allocations					
	2006/07 to 2019/20	2020/21	2021/22	2022/23	2023/24 (to May 2024)	Total 2006-07 to 2023/24
Roads and Bridges						
Other Road and Bridge Projects	\$5,898,764					\$5,898,764
Point Street Local Area Traffic Management		\$132,263				\$132,263
Northcliffe Dr, Pharlap Ave to Princes Hwy, roundabout		\$102,037				\$102,037
Cordeaux Rd - Princes Hwy Roundabout Upgrade			\$13,910			\$13,910
Phillips St near Ryan's Hotel Pedestrian Facility			\$39,200			\$39,200
Wollongong City Centre Wayfinding Signage			\$31,123	\$169,154	\$8,813	\$209,090
Factory Rd, kerb and gutter				\$105,533		\$105,533
C - Gipps Rd; Foley St to Vickery St					\$219,189	\$219,189
Sub total	\$5,898,764	\$234,300	\$84,233	\$274,687	\$228,002	\$6,719,986
Other footpath and cycleway projects	\$12,349,415					\$12,349,415
Crawford Ave; Porter St to Hay St access		\$247,725				\$247,725
Greenacre Rd, Mercury St to Rosemont St		\$145,137				\$145,137
Beacon Ave; Showground to Coastline Cycleway		\$84,403				\$84,403
Murrarar Rd; Towradgi Station to Coastline Cycleway		\$125,440				\$125,440
Cliff Rd; Stuart Park to Marine Dr		\$18,073				\$18,073
Hooka Creek Road; Lake Ride to Northcliffe Dr		\$16,848				\$16,848
Wollongong City Centre Wayfinding Signage		\$30,265				\$30,265
Smith St - Keira St to Harbour St; and Harbour St - Smith St		\$328,000				\$328,000
Station St; Duff Pde to Pioneer Rd; north side		\$128,917				\$128,917
Smith St - Belmore St to Keira St		\$90,000				\$90,000
Kembla St - Smith St to Crown St		\$45,000				\$45,000
Beacon Ave; Showground to Coastline Cycleway			\$22,992	\$177,503		\$200,495
Military Rd, Old Port Rd to Port Kembla Pool, On-road Cycleway			\$91,112			\$91,112
Reserve St; Gilmore St to Robsons Rd; south side			\$10,223			\$10,223

Wollongong City-Wide Development Contributions Plan (2024)

Project	Section 7.12 Actual Funding Allocations					
	2006/07 to 2019/20	2020/21	2021/22	2022/23	2023/24 (to May 2024)	Total 2006-07 to 2023/24
Gladstone Ave - Crown St to Railway Station Sq; Railway Station			\$26,043			\$26,043
Stewart St - Corrimal St to Church St; and Church St – Stewart St			\$28,754			\$28,754
Crown St - Kembla St to Corrimal St			\$1,499			\$1,499
Princes Hwy; North Wollongong Station to Guest Ave				\$16,312		\$16,312
Phillips St near Ryan's Hotel Pedestrian Facility				\$4,039	\$3,504	\$7,543
Grand Pacific Walk - Clifton				\$50,000		\$50,000
Gipps Rd; Vickery St to Foley St, Southern side				\$675		\$675
Factory Rd, Shared User path and Footpath				\$58,867		\$58,867
Kembla St - Crown St to Stewart St				\$1,338		\$1,338
Braeside Ave, Murphys Ave to Gipps Rd					\$86,336	\$86,336
Gipps Rd; Vickery St to Foley St, Southern side					\$217,524	\$217,524
Sub total	\$12,349,415	\$1,259,808	\$180,623	\$308,734	\$307,364	\$14,405,944
Car parks						
Other car park projects	\$2,450,270					\$2,260,270
Robert Ziems Park Cricket Ground Carpark		\$200,000				\$200,000
Sub total	\$2,450,270	\$200,000	\$-	\$-	\$-	\$2,460,270
Non-Commercial buildings						
Other Non-Commercial Building projects	\$14,055,419					\$14,055,419
New Warrawong Multipurpose Facility		\$381,606	\$859,907	\$1,109,435		\$2,350,948
Sub total	\$14,055,419	\$0	\$381,606	\$859,907	\$1,109,435	\$16,406,367
Parks, Gardens and Sports Fields						
Other Parks, Gardens and Sports Fields Projects	\$5,570,615					\$5,570,615
Cringila Hills Pump Track		\$30,000				\$30,000
Criterion Track		\$45,000		\$348,964		\$393,964
Lindsay Mayne Park Perimeter Control and Landscaping			\$30,000	\$213,256		\$243,256
Thomas Gibson Sports Field Lighting				\$43,128		\$43,128
Port Kembla Beach access ramp				\$386,288		\$386,288
Corrimal Memorial Park Fencing					\$1,105	\$1,105
Sub total	\$5,570,615	\$75,000	\$30,000	\$991,636	\$1,105	\$6,668,356

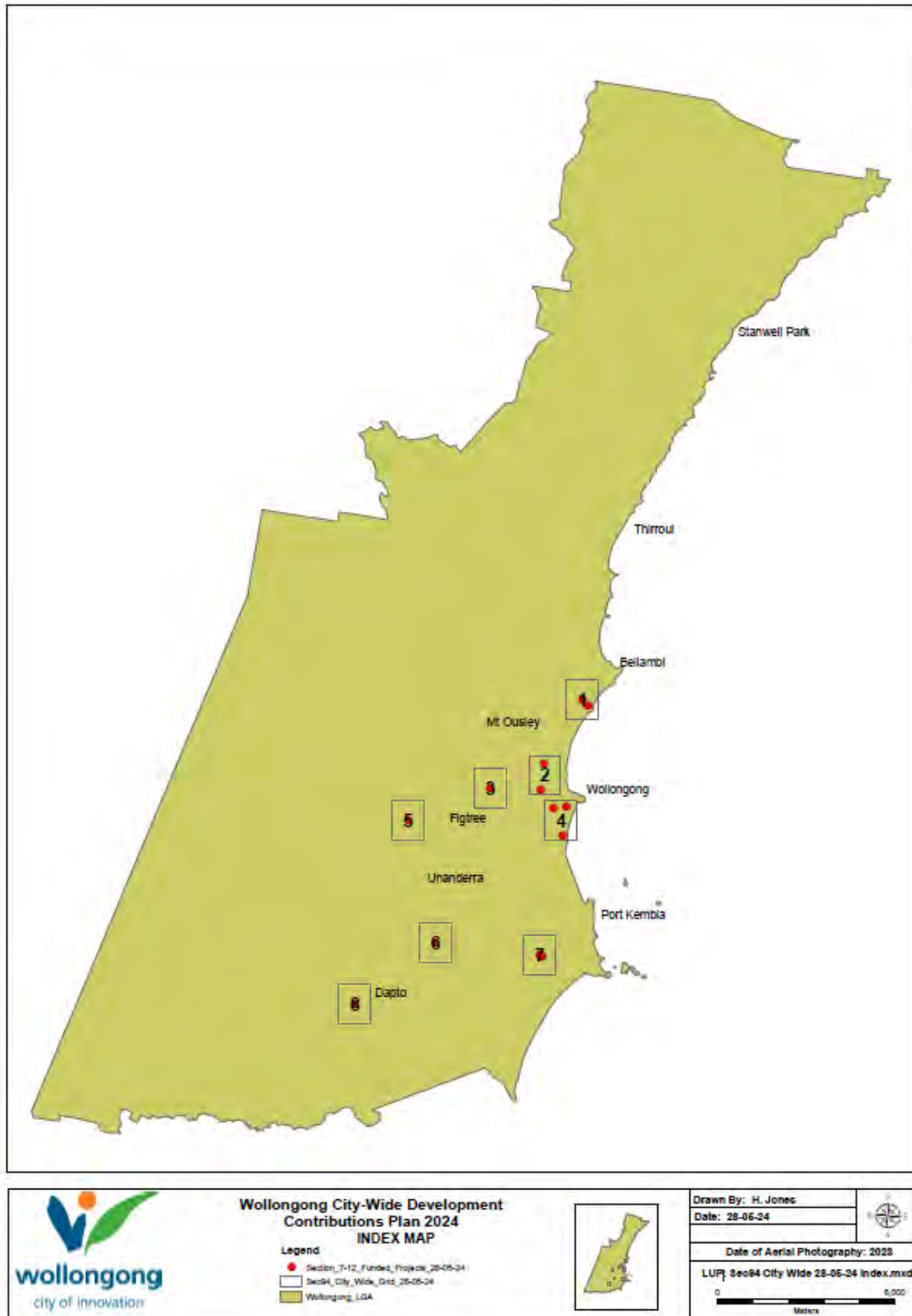
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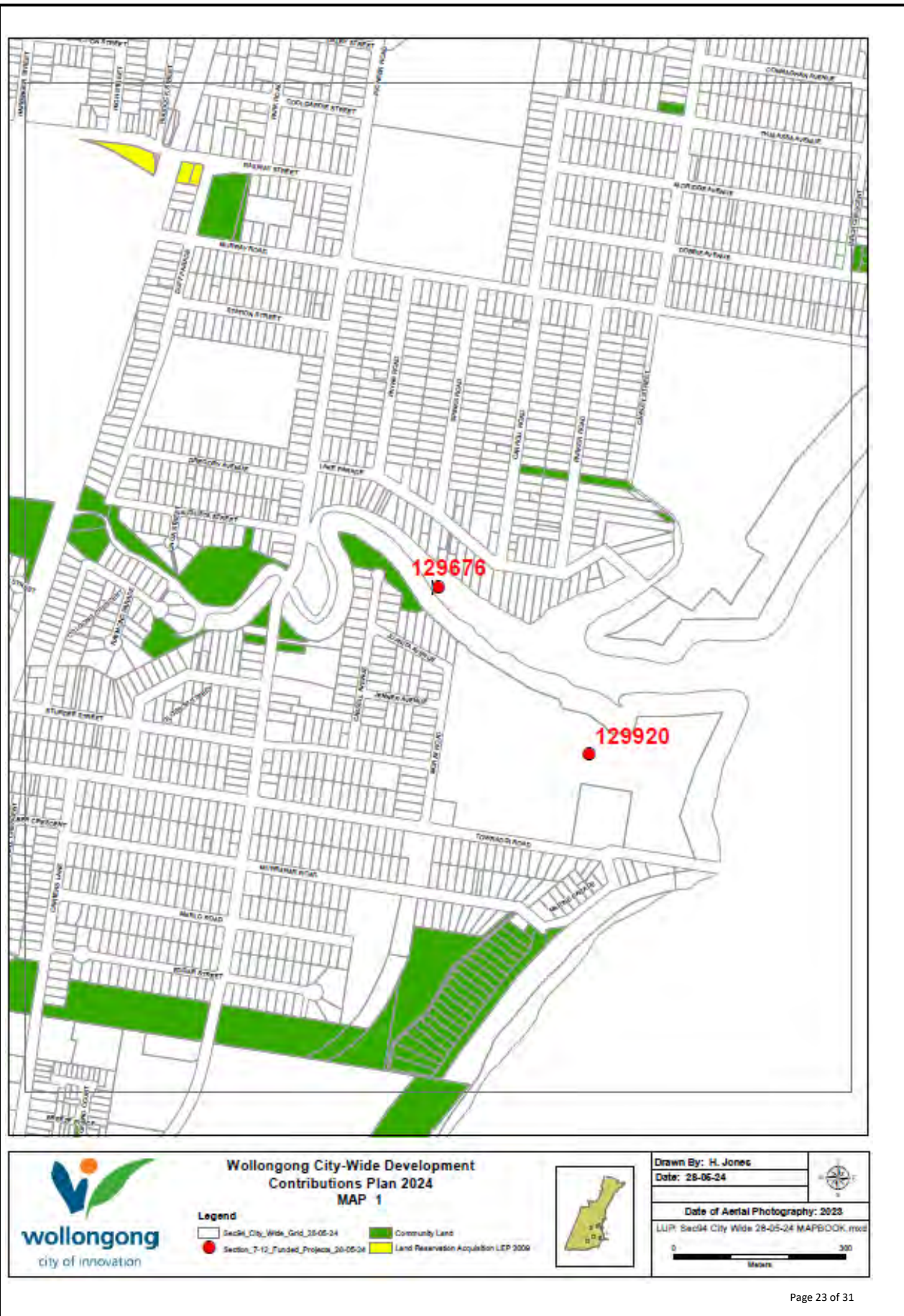
Wollongong City-Wide Development Contributions Plan (2024)

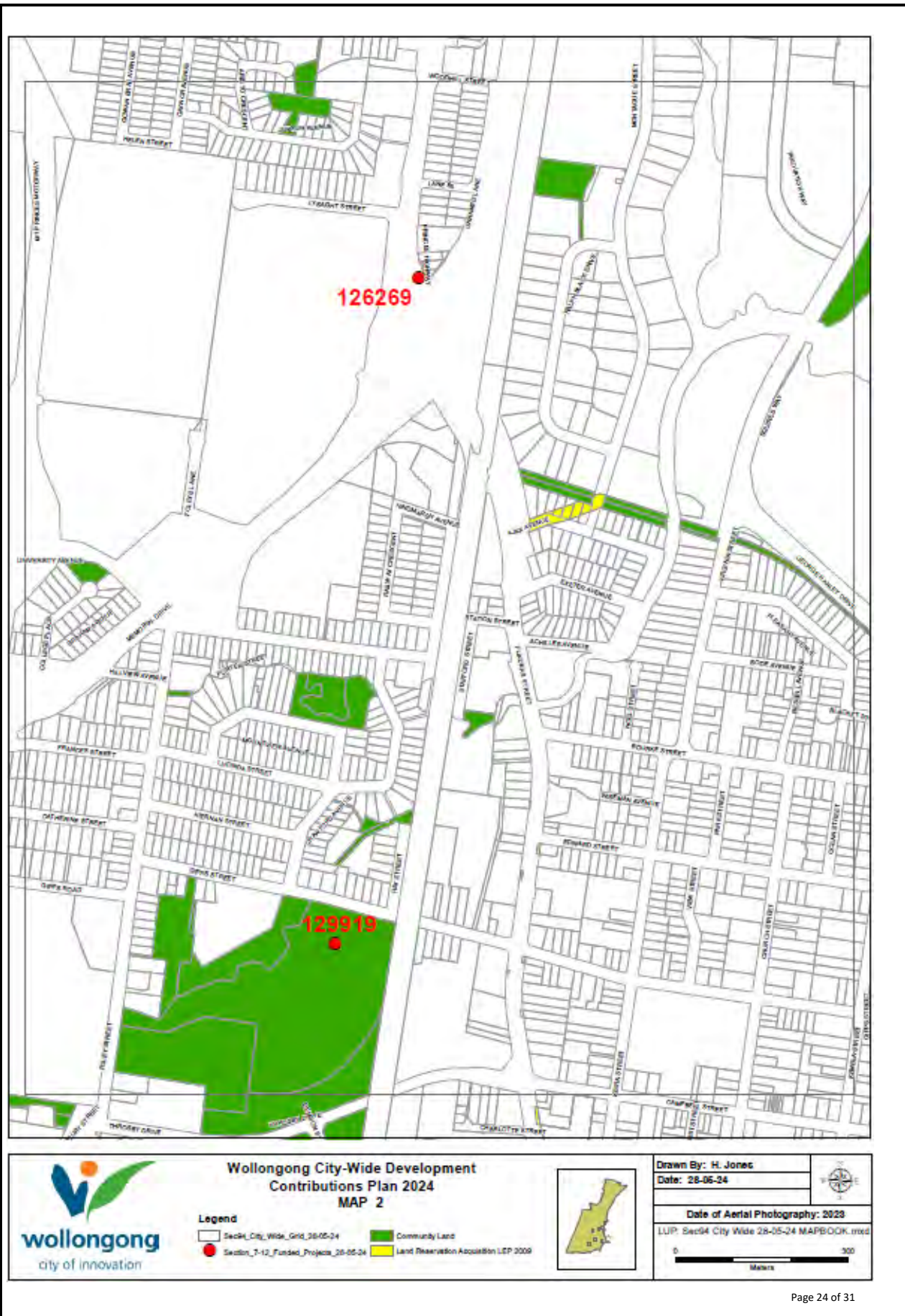
Project	Section 7.12 Actual Funding Allocations					
	2006/07 to 2019/20	2020/21	2021/22	2022/23	2023/24 (to May 2024)	Total 2006-07 to 2023/24
Land Acquisitions						
Other Land Acquisitions	\$2,201,500					\$2,201,500
Acquisition of Strip adjoining 5 Franklin Avenue, Bulli		\$1,500	\$5,838			\$7,338
Helensburgh CC+L Land Acquisition			\$3,500,000			\$3,500,000
216 Princes Highway Dapto LOT B DP156856			\$4,300		\$4,300	\$8,600
Acquisition of part lot 1 DP1207666 - Dapto Leagues Club			\$1,100			\$1,100
Sub total	\$2,201,500	\$1,500	\$3,511,238	\$-	\$4,300	\$5,718,538
Administration						
S94 Planner	\$744,326	\$107,498	\$110,723	\$114,045	\$96,605	\$1,076,592
S94 Admin Support - Finance	\$653,326	\$10,886	\$11,212	\$7,562	\$9,783	\$133,666
S94 Administration & Studies	\$452,216					\$452,216
Sub total	\$1,849,868	\$118,384	\$121,935	\$121,607	\$106,387	\$1,662,474
TOTAL	\$44,375,851	\$2,270,598	\$4,787,936	\$2,806,099	\$647,158	\$54,041,935

32. Schedule 6 - Works Schedule – Maps

Projects locations are noted as best as possible given their nature and scale of mapping.





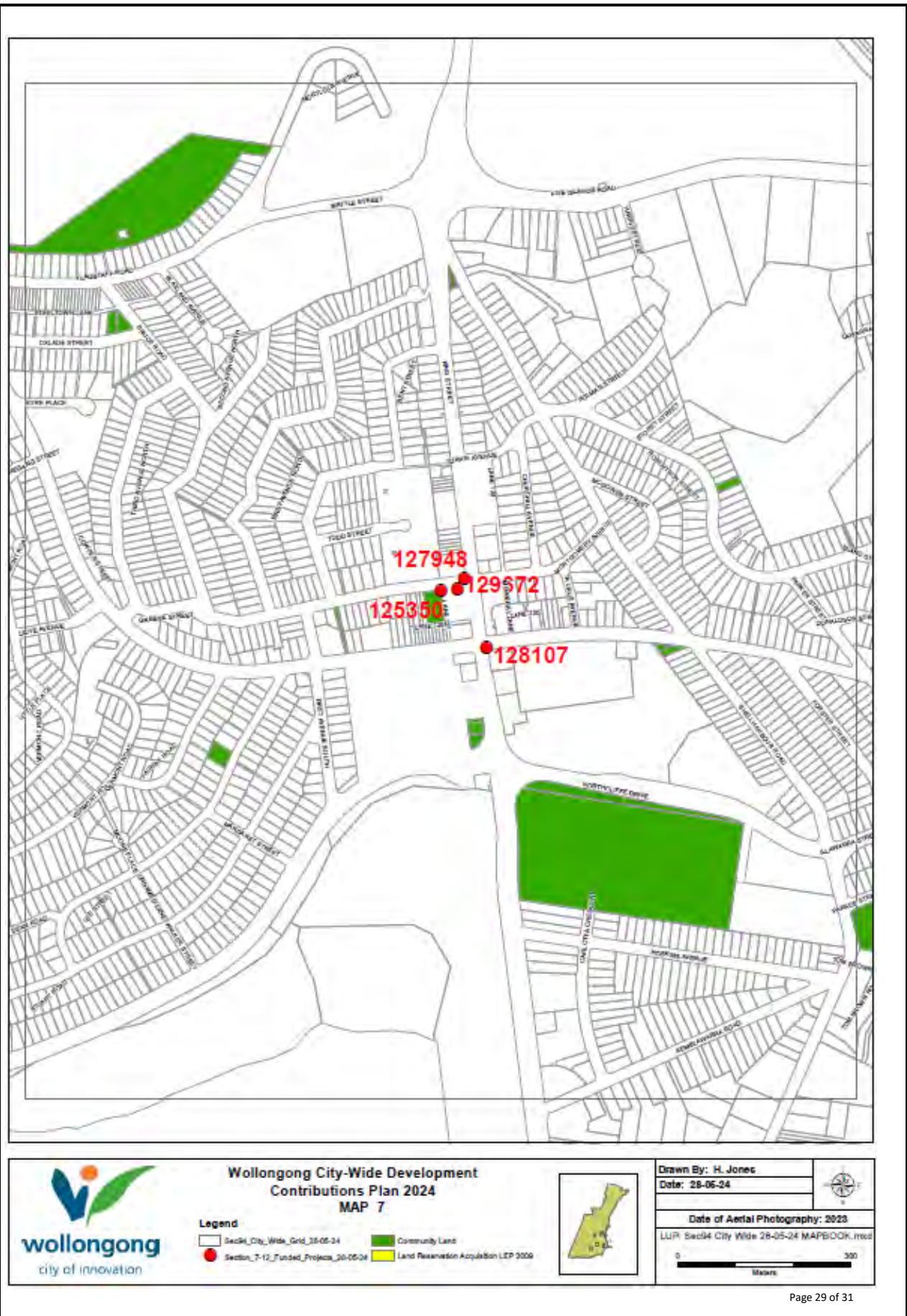















Wollongong City-Wide Development Contributions Plan 2024
MAP 8

Legend  Section_City_Wide_Grid_28-05-24  Section_7-15_Funded_Projects_28-05-24	 Community Land  Land Reservation Acquisition LEP 2009		Drawn By: H. Jones Date: 28-05-24 Date of Aerial Photography: 2023 LUP Section4 City Wide 28-05-24 MAPBOOK.mxd 
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From the mountains to the sea, we value and protect our natural environment and will be leaders in building an educated, creative, sustainable and connected community.

We value and protect our environment
We have an innovative and sustainable economy
Wollongong is a creative, vibrant city
We are a connected and engaged community
We have a healthy community in a liveable city
We have affordable and accessible transport

**wollongong**
city of innovation

Wollongong City Council
wollongong.nsw.gov.au
Phone (02) 4227 7111

ITEM 3

POST EXHIBITION - DRAFT DELIVERY PROGRAM 2022-2026 AND OPERATIONAL PLAN 2024-2025

At its meeting on 8 April 2024, Council resolved to place on exhibition the Draft Delivery Program 2022-2026 and Operational Plan 2024-2025. The Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 includes the following documents:

- The Draft Delivery Program 2022-2026 and Operational Plan 2024-2025
 - Attachment 1 - Draft Budget 2024-2025
 - Attachment 2 - Draft Infrastructure Delivery Program 2024-2025 – 2027-2028
 - Attachment 3 - Draft Revenue Policy, Rates, Annual Charges and Fees 2024-2025

The Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 outline the proposed delivery of actions, services and resource commitments over the Council term. During the public exhibition period, community members were encouraged to provide further feedback and input into the finalisation of the Plans. The Plan is now presented to Council for adoption with changes resulting from submissions during the exhibition period and other changes.

RECOMMENDATIONS

- 1 Council note the engagement feedback from the community during the exhibition period (Attachment 1) and the proposed amendments to the Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 in response to submissions received and updated information (Attachment 2).
- 2 Council adopt the Delivery Program 2022-2026 and Operational Plan 2024-2025 (Attachments 3 to 6).
- 3 Council make the rates and annual charges for the period 1 July 2024 to 30 June 2025 as specified in the Draft Revenue Policy, Rates, Annual Charges and Fees 2024-2025 (Attachment 6).
- 4 Council approve the waiver of outdoor dining fees for the period of 1 July 2024 to 30 June 2025 to support outdoor dining and hospitality businesses within the Local Government Area. Outdoor dining licence holders will still be required to pay the required amount for a bond.
- 5 The General Manager be authorised to make minor editorial amendments to the adopted Delivery Program 2022-2026 and Operational Plan 2024-2025, including attachments.
- 6 Council acknowledge and thank community members and organisations for their participation and feedback during the process of developing the Delivery Program 2022-2026 and Operational Plan 2024-2025.

REPORT AUTHORISATIONS

Report of: Brian Jenkins, Chief Financial Officer

Authorised by: Jeff Reilly, Director Corporate Services - Connected + Engaged City (Acting)

ATTACHMENTS

- 1 Summary of Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 Submissions Received During Exhibition
- 2 Summary of Proposed Amendments to the Draft Delivery Program 2022-2026 and Operational Plan 2024-2025
- 3 Post Exhibition Draft Delivery Program 2022-2026 and Operational Plan 2024-2025
- 4 Attachment 1 - Post Exhibition Draft Budget 2024-2025
- 5 Attachment 2 - Post Exhibition Draft Infrastructure Delivery Program 2024-2025 - 2027-2028
- 6 Attachment 3 - Post Exhibition Draft Revenue Policy, Rates, Annual Charges and Fees 2024-2025

BACKGROUND

Council's Our Wollongong Our Future 2032 strategic planning documents include the Community Strategic Plan which details the community's vision, aspirations and goals for the future of Wollongong. Our Wollongong Our Future 2032 is supported by the Our Resourcing Strategy 2032 which includes a long term Financial Plan; Strategic Asset Management Plan; Workforce Strategy and an Information Management and Technology Strategy. Council's response to the community's aspirations is detailed in the Delivery Program 2022-2026 and Operational Plan 2024-2025. The Delivery Program 2022-2026 and Operational Plan 2024-2025 includes Council services, operational and infrastructure budgets and the Revenue Policy, incorporating rates, annual charges and fees.

The Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 was exhibited for 28 days from 10 April to 7 May 2024. One Hundred and thirty-one (131) submissions were received from community members and organisations during this exhibition period.

Submission Summary Delivery Program 2022-2026 and Operational Plan 2024-2025

A total of 131 submissions were received from community members and organisations on the Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 during the exhibition period. The submissions contained 295 matters with the following themes/topics emerging:

- *Transport* – Transport related submissions accounted for the largest theme of submissions. This includes road and pedestrian safety, active transport, accessibility of roads, requests for new and widened footpaths, connections and missing links. In this category, a number of submissions included requests to improve pedestrian safety at Uralba Street, Figtree and acceleration of traffic calming works at The Avenue, Mount Saint Thomas. A range of submissions were in relation to NSW Government managed roads and projects.
- *North Wollongong Surf Life Saving Club surf boat storage* – These submissions request Council provide funding and reintroduce a project to the Infrastructure Delivery Program for an offsite surf boat storage facility.
- *Stormwater and flood management* – Requests for improved street drainage at various locations throughout the Local Government Area.
- *Sporting and recreation* – Submissions requested sporting facility upgrades (lighting, amenities and drainage) at various locations; support for playground upgrades and support for skate parks.

A range of other items were raised by the community and these, along with the above, are outlined in Attachment 1. Responses are provided to all submissions received during the exhibition period and the responses contained in Attachment 1 will form part of the reply to correspondence to individuals or organisations who have made a submission following Council adoption of the Plans. Changes have been made to the Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 as a result of the feedback received. These changes can be found in Attachment 2 and within the Post Exhibition documents (Attachments 3 to 6).

Internal Review

Council staff undertook a further review of the documents to respond to external factors arising during the exhibition period and confirm Council's capacity to deliver on the Plan.

The Post Exhibition Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 (Attachments 3-6) has been updated to reflect changes proposed during the exhibition period, as outlined in this report and Attachment 2.

CONSULTATION AND COMMUNICATION

The Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 was exhibited for 28 days from 10 April to 7 May 2024. Engagement included:

- Hardcopies distributed to libraries and community centres
- 1,007 Unique visits to the engagement page
- Notification to stakeholders on the Register of Interest

- Members of Parliament (Federal and State) Meetings
- Social media promotion
- Presentation to Neighbourhood Forums and Northern Illawarra Resident Action Group (NIRAG)
- Promotion to Council stakeholders and networks
- Promotion to other government agencies
- Presentations to Council committees and groups
- Website included Frequently Asked Questions for interested community members and the Google Translate link was made accessible from the webpage.
- An interactive draft Infrastructure Delivery Program map was available on Council's engagement page along with easy to sort listings of the program.

Government, businesses and Council's stakeholders were contacted wherever possible.

Council's networks and stakeholders were contacted throughout the exhibition period, including:

- A range of local business and industry groups, including Regional Development Australia Illawarra, Destination Wollongong, Property Council of Australia, i3net and local business chambers.
- Neighbourhood Forums and Northern Illawarra Residents Action Group (NIRAG).
- Environmental interest groups and networks including Bushcare, Dunecare, Fiready Volunteers, Landcare Illawarra, Growing Illawarra Natives, Food Fairness Illawarra Network, Southeast Local Land Service, Weeds Authority Green Connect, Healthy Cities Illawarra, Food Fairness Illawarra, Renew Illawarra, Symbio Wildlife Park, Electrify 2525, Illawarra Birders, Electrify Illawarra, Budjong Creek Bushcare.
- Community groups including Illawarra Refugee Issues Forum network, community centres, Child and Family Services Interagency (individuals and organisations), childcare centres, community centres, NSW Health colleagues, attendees of the Multicultural Community Workshop, Vietnamese Association of Wollongong, Dapto Lions Club, Dapto Cubs/Scouts/Venturers.
- Education groups including the University of Wollongong, Wollongong TAFE and local schools.
- Sporting Groups and networks including regular sportsground users, Women's Golf Illawarra, Illawarra Cycle Group, Swift Cycling Club, Lake Illawarra Athletics Centre, Port Kembla Sailing Club, Illawarra Bicycle Users Group, Surfrider Foundation, Illawarra Rowing Centre, OzFish Unlimited (Illawarra Chapter) and Berkeley Sports Club.
- Federal and State Members of Parliament.
- Friends of Wollongong Botanic Garden.
- Government Agencies including: Illawarra Shoalhaven Local Health District; Aboriginal Affairs NSW, NSW Department of Family and Community Services, NSW Police, Department of Communities and Justice, NSW Department of Planning, Housing and Infrastructure, Housing and Environment, NSW Department of Education, NSW Health, NSW Construction Authority, Transport NSW, NSW Enterprise, Investment and Trade, Illawarra Shoalhaven Joint Organisation, NSW Environment and Heritage, Investment NSW, TAFE NSW and Sport NSW.

All networks contacted throughout the exhibition period were encouraged to let their contacts know about the draft Plan to enable feedback to inform Council's decision-making.

The Post Exhibition Plan was refined following exhibition based on community feedback with input and engagement from Councillors, Executive, Senior Leadership Team and officers from across Council. A range of internal and external data sources informed the development of the Draft Delivery Program 2022-2026 and Operational Plan 2024-2025, including the Community Strategic Plan; Council's Supporting Documents; stakeholder engagement; community engagement feedback; Councillor Workshops; staff meetings and workshops and current priorities.

PLANNING AND POLICY IMPACT

This report contributes to the delivery of Our Wollongong 2032 Goal 4 “*We are a connected and engaged community*”. It specifically delivers on the following:

Community Strategic Plan Strategy	Delivery Program 2022-2026 Service
4.7 Demonstrate responsible decision-making based on our values, collaboration, and transparent and accountable leadership.	Corporate Strategy
4.8 Council’s resources are managed effectively to ensure long term financial sustainability.	Financial Services
6.4 Plan and provide sustainable infrastructure for safe and liveable places integrated with the environment and accessible to key transport routes	Infrastructure Strategy and Support

FINANCIAL IMPLICATIONS

The following information outlines the proposed changes to the financial projections and Revenue Policy that were contained in the draft Plan.

Revenue Policy, Rates, Annual Charges and Fees

Rates

As detailed in the Draft Revenue Policy, Rates, Annual Charges and Fees 2024-2025 For Exhibition (page 2), the ‘Rate Yields’ and ‘Cents in the dollar’ used in determining the actual rates charged would be subject to variation due to objections being reviewed by the Valuer General and further changes to Council’s rateable properties that were to be processed prior to the adoption of the 2024-2025 rates. The revised rates, base charges, minimums and yields for 2024-2025, including the General Income variation approved by IPART and recommended in this report are shown below.

Although Council’s General Rates income will increase by 5% in line with the IPART Rate Peg, individual assessments will vary depending on land values due to the impact of a base charge in the Residential Rate Category and the average increase will be slightly higher than 5% due to the objections and increase in non-rateable properties processed during the year, which increase the rate on other properties.

Table 1

Rating Category	Sub-Category	Number of properties	Ad Valorem Rate*	Base or Minimum Amount \$	Notional Income Yield \$
Residential**		82,429.26	0.00128954	\$874.18 (B)	144,116,280
Farmland		114.00	0.00099037	\$1139.04 (M)	521,074
Business	Ordinary	295.00	0.00134112	0.00	55,346
	Commercial	2,113.01	0.00889782	\$1139.04 (M)	22,880,218
	3c Regional Business	279.48	0.00889782	\$1019.93 (M)	5,088,360
	Light Industrial	1,423.60	0.00689130	\$525.00 (M)	7,972,753
	Heavy Industrial	475.00	0.01061291	\$1139.04 (M)	8,469,771
	Heavy 1 Activity 1	38.00	0.01611409	\$1019.93 (M)	10,234,035
Mining		13.00	0.01406888	\$1139.04 (M)	1,102,745
Special Rates	Wollongong Mall Rate	71.50	0.00573480	0.00	1,263,999
TOTAL					201,704,583
* The Ad Valorem Rate is the amount the land value is multiplied by to calculate individual Rates. This is shown in the same way on individual Rate Notices.					
** The base amount for Residential Properties makes up 50% of the total revenue for Residential.					
(B) = Base Amount, (M) = Minimum Rate					

Annual Charges and Fees

The proposed changes to the Fees and Charges mainly relate to Statutory fees and charges with further details provided in the Summary of Proposed Amendments (Attachment 2).

Outdoor Dining Fee Waiver Extension for 2024-2025

The Draft Revenue Policy, Annual Charges and Fees 2024-2025 included a proposal to continue the Outdoor Dining waiver to 30 June 2025. During the public exhibition period, no submissions were received on this matter. It is recommended Council approve the waiver extension per recommendation 4 of this report.

Long Term Financial Plan and Draft Budget 2024-2025

Variations to the final projections are made as part of the planning process based on external submissions during the exhibition period and additional information becoming available during this time including the recurrent variations identified through the March Quarterly Review process adopted by Council in May.

The material impacts on the Long Term Financial Plan's Operating Result [pre capital] are as follows:

- **Sheaffes Road Land Sale:** Council has executed a sale of land contract for a parcel of land on Sheaffes Road, Dombarton, for \$29M. A deposit of \$2.9M was received in 2023-2024 with the balance of funds received on settlement in 2024-2025. The funds from the sale of the land have been allocated to a restricted asset. The carrying value of the land within Council's financial statements is \$0.5M. The transaction generates a gain on sale of \$28.5M which is included in the Net Surplus [pre- capital].
- **Emergency Services Levy:** Post exhibition Council received the 2024-2025 assessment notice for contributions to NSW Rural Fire Service, NSW Emergency Service and Fire and Rescue NSW. Overall, there has been a decreased cost from last year of \$0.5M. The reduction in expense has been factored from 2024-2025. As the Emergency Services Levy is factored into Council's rating methodology a year subsequent to Council incurring the levy, a similar reduction rates revenue is reflected from 2025-2026.

- **CivicRisk Mutual:** Post exhibition Council was notified the member insurance contribution payable to CivicRisk for 2024-2025 was to increase by \$0.2M. The increase was factored into 2024-2025 and affects all future periods.
- **Gong Shuttle Contribution:** An allocation for the coming three years (2024-2025 to 2026-2027) of \$0.4M per annum was required from centrally held contingency to support an additional three years contribution to the Gong Shuttle service, provided by Transport for NSW.

An allocation has been made from the Strategic Projects Restricted Asset of \$1.25M for Council's contribution to Illawarra Escarpment Mountain Biking supporting infrastructure subject to confirmation of matching external funding under the NSW Government Regional Development Trust Fund. If matching funds are not awarded to Council, this allocation from the Strategic Projects Restricted Asset will be unwound.

Disaster Recovery and Response – Financial and Budget Impact

On 6 April 2024, the Wollongong Local Government Area experienced a severe weather event which impacted many suburbs resulting in significant damage to our community's assets and to many of Council's buildings and infrastructure. This weather event was subsequently declared a natural disaster – the sixth natural disaster declared for Wollongong since 2019. Following this weather event, a further natural disaster was declared for Wollongong after severe weather on 4 June 2024.

The full financial impact on the 2024-2025 budget at the time of preparation is unknown. Clean up and repair work resulting from the April 2024 natural disaster may materially impact Council's financial position moving forward. Work completed in response to the event will be monitored by management with future financial impacts anticipated in the first (September) quarter of 2024-2025 and beyond.

Financial Forecasts

The impact of the changes to the projected result for the four years is shown in the following table:

Table 2

	2024-2025 Budget \$M	2025-2026 Forecast \$M	2026-2027 Forecast \$M	2027-2028 Forecast \$M
Draft Operational Plan				
Net Surplus/(Deficit) [Pre Capital]	(14.6)	(16.6)	(11.6)	(14.4)
Net Surplus/(Deficit)	14.9	38.1	38.2	25.9
Funds Available From Operations	65.8	69.2	73.6	76.8
Total Funds Surplus/(Deficit)	(1.3)	0.6	0.1	0.1
Revised Draft Operational Plan				
Net Surplus/(Deficit) [Pre Capital]	15.7	(15.7)	(10.6)	(14.2)
Net Surplus/(Deficit)	43.1	51.3	43.7	26.1
Funds Available From Operations	69.5	69.3	73.7	77.2
Total Funds Surplus/(Deficit)	2.4	0.8	0.1	0.5

The most material impacts on the Long Term Financial Plan's Operating Result [Pre Capital] are as follows:

- **Emergency Services contribution:** Council has now received the 2024-2025 assessment notice for contributions to NSW Rural Fire Service, NSW Emergency Service and Fire and Rescue NSW. This indicates an decrease of \$0.5M compared to draft budget projections.
- **Change in timing of projects:** Through the March Quarterly Review, a number of projects were amended to reflect revised completion times resulting in an increase in expenditure and funding in 2023-2024.

Operating Result [pre capital]

The projected Operating Result [pre capital] for 2024-2025, based on the proposed changes, is anticipated to vary from a deficit of \$14.6M to a surplus of \$13.9M. This is primarily due to the increase in the land sale on Sheaffes Road completed in 2023-2024, however the gain on sale is unable be recognised until 2024-2025.

Net Surplus/Deficit

The projected Net Surplus/Deficit for 2024-2025 that includes capital income from grants and contributions is anticipated to decrease from a net surplus of \$14.9M to a surplus of \$41.3M, which is attributable to proposed changes that have impacted on the pre capital result detailed above.

Total Fund Surplus/Deficit

The Total Funds Result for 2024-2025 is now estimated to move from a deficit of \$1.3M to a deficit of \$0.8M.

Long Term Financial Projections

Key Performance Information shown below provides a comparison of the long-term forecasts that supported the exhibited draft Operational Plan 2024-2025 with the impact of changes that are now proposed. The revised projections reflect additional information that has become available during the exhibition period.

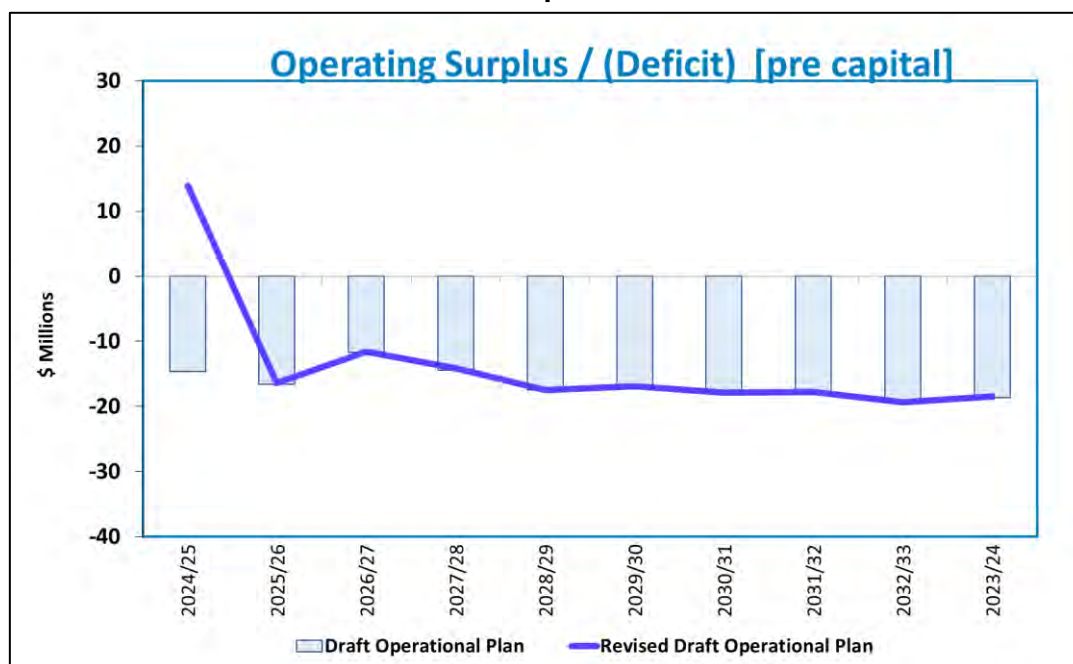
Long Term Operating Surplus/(Deficit) [pre capital]

The Operating Result [pre capital] provides an indication of the long-term viability of Council. In broad terms, a deficit from operations indicates that Council is not earning sufficient revenue to fund its ongoing operations (services) and continue to renew existing assets. This measure should be viewed over a long-term basis as annual results may be impacted by timing.

The Operating Result is inclusive of depreciation, which is an accounting estimate to reflect the annualised consumption of an asset over its lifetime (asset value divided by life of the asset). The fair value of Council's long-lived assets are assessed annually through a comprehensive revaluation process or a review of movements in relevant indices based on the best available and evidenced accounting and engineering data. Council comprehensively revalued Stormwater and Transport assets and applied indexation to other assets at 30 June 2022. All major asset classes were indexed at 30 June 2023. This led to a substantial increase in the depreciation forecast and a deterioration in the Operating Result. Comprehensive revaluations are in process for Buildings, Land, Other Structures, and Art and Antiquities for 2023-2024 which will likely have a material impact on future depreciation estimates. Council will be working to develop revised and further advanced evidence to create greater confidence in estimates and work towards optimisation approaches to reduce the currently reported gap.

The revised projections included have been impacted by the Emergency Services Levy, re-phasing of projects, introduction of funding projects and updates to the Waste Facility Operations budgets in future years.

Graph 1



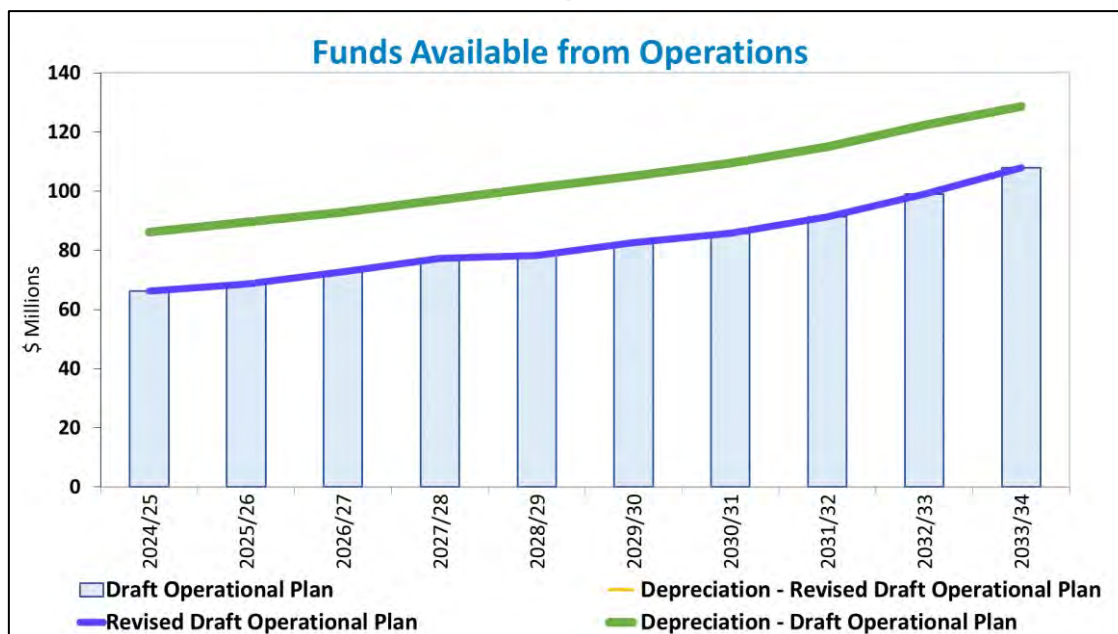
Funds Available from Operations

The Funds Available from Operations is a primary objective of Council over time to provide for effective renewal of assets and growth in assets.

The forecast Funds Available from Operations has been compared against the level of depreciation, as this was Council's proxy for the average funding required to renew existing assets at their end of current life. This does not reflect the need for funds on an annual basis due to the varying lives of Council assets. The current Funds Available from Operations are considered sufficient to deliver the current renewal requirements through the current planning period.

The following graph shows forecast depreciation expenses compared to Funds available from Operations.

Graph 2

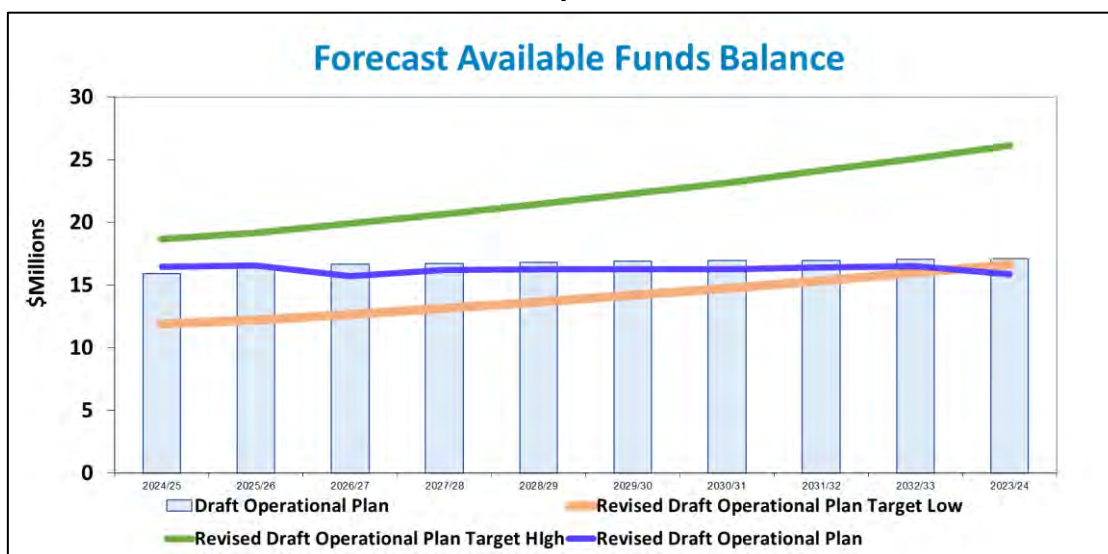


Available Funds

Available Funds are the uncommitted funds of an organisation that assist in meeting the short-term cash requirements, provide contingency for unexpected costs or loss of revenue and provide flexibility to take advantage of opportunities that may arise from time to time. Council's Financial Strategy has a target to achieve and maintain an Available Funds position between 3.5% and 5.5% of operational revenue [pre capital].

The revised projections have been impacted by the movements in the Funds Result.

Graph 3



Infrastructure Delivery Program and Capital Budget

The Post Exhibition Draft Infrastructure Delivery Program 2024-2025 to 2027-2028 (IDP) (Attachment 5) outlines Council's proposed investment plan over a four-year period into the provision of new, renewal of existing and major maintenance programs for infrastructure. In addition, Council proposed a plan for investing in non-infrastructure assets that support provision of services to the community. While the IDP shows details of projects and programs planned over a four-year horizon, Council needs to ensure planning is over a longer horizon. This approach provides the ability to respond to external factors or unforeseen events. As such, Council adoption of the rolling four-year IDP is at the asset class budget level and not at an individual project level.

In the context of the 2024-2025 update, there are several key issues impacting the IDP, including inflation and significant weather events.

- Inflation Issues** – The economic landscape has been affected by inflation pressure in the post-COVID years, which has impacted the cost of projects delivered within Council's IDP. The rate at which the cost to deliver works and services increases at a rate that far exceeds our capacity to generate income (although it should be noted that the rate of inflation has recently moderated).
- Flood Recovery** – Following the 6 April 2024 flood event, Council has identified and introduced 11 new projects into the IDP to repair infrastructure damaged during this event. These projects will be fully funded from joint NSW-Commonwealth Government Disaster Recovery Funding Arrangements (DRFA). Council will likely continue to identify infrastructure which has been impacted by recent storm events and will need to introduce additional flood recovery projects during 2024-2025 as they are identified. Following this weather event, a further natural disaster was declared for Wollongong after severe weather on 4 June 2024.

The Post Exhibition Draft Infrastructure Delivery Program lists a total of 362 projects for work in 2024-2025, with 168 projects in design and 194 projects programmed for construction.

Table 3 shows Council's capital investment planned for the next four years. The first column is the proposed annual capital budget allocation and the second column shows the variation from the exhibited budget.

Table 3

	2024-2025		2025-2026		2026-2027		2027-2028	
Asset Class	Proposed \$M	Variance \$M	Proposed \$M	Variance \$M	Proposed \$M	Variance \$M	Proposed \$M	Variance \$M
Roads and Related Assets	20.5	0.7	23.2	2.0	20.1	-0.8	19.6	2.2
West Dapto	7.4	-0.8	20.4	0.0	14.8	0.0	1.3	0.6
Footpaths and Cycleways	11.9	0.6	9.0	0.3	17.3	5.5	11.8	0.0
Carparks	1.1	-0.6	2.6	0.9	1.1	0.0	1.3	0.0
Stormwater and Floodplain Management	10.0	1.1	6.5	0.1	5.7	-0.4	5.7	-0.2
Buildings	14.5	-2.1	32.8	2.7	33.0	5.5	16.5	0.3
Commercial Operations	1.1	-1.2	2.3	1.4	1.2	0.3	1.0	0.0
Parks Gardens and Sportfields	8.3	2.3	3.9	0.6	2.4	-0.3	2.3	0.0
Beaches and Pools	1.5	-1.9	9.3	2.3	0.3	0.0	0.4	0.0
Natural Areas	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Waste Facilities	13.0	-1.1	4.4	1.1	16.7	0.0	12.5	0.0
Fleet	4.4	2.6	1.2	-0.6	1.3	-0.5	1.8	0.0
Plant and Equipment	3.6	0.0	3.4	0.0	3.5	0.0	3.4	0.0
Information Technology	1.3	0.0	1.4	0.0	0.9	0.0	1.1	0.1
Library Books	1.4	0.0	1.4	0.0	1.4	0.0	1.5	0.0
Public Art	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.0
Emergency Services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Land Acquisitions	0.2	-0.1	0.2	-0.1	0.3	0.0	0.0	0.0
Non-Project Allocations	5.7	0.1	3.4	0.4	3.1	-1.6	11.7	-0.3
Loans	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Not Applicable	7.0	0.0	5.9	0.0	14.6	0.0	14.1	0.0
Total	113.0	-0.4	131.4	11.1	137.8	7.7	106.1	2.7
Contributed assets	7.0	0.0	5.9	0.0	14.6	0.0	14.1	0.0
Total excluding contributed assets	106.0	-0.4	125.5	11.1	123.2	7.7	92.0	2.7

Excluding contributed assets (see line-item 'Not Applicable' in Table 3), Council's total capital investment over the next four years is \$446.9M. This is \$20.7M more than the budget included in the draft IDP that was placed on community exhibition in April 2024.

Major program and budget variances since exhibition are summarised below.

- Introduction of \$13.6M of funding from the Commonwealth Government's Roads to Recovery to invest in the maintenance of Council's Road assets across the period 2024-2025 to 2028-2029.
- Introduction of 11 new projects to repair Council infrastructure that has been damaged following 6 April flood event.

- Introduction of \$3.9M of funding from the NSW Government's Coastal and Estuary program towards the construction of the North Wollongong Seawall (Stage 2) project.
- Introduction of \$1.0M of funding from the NSW Government's Level The Playing Field program towards the Thomas Gibson Oval Amenities project.
- Introduction of budget to commence design of Darkes Sporting and Community Hub (Stage 2) so that this can be progressed in parallel with Darkes Sporting and Community Hub (Stage 1).

The Capital Program and Budget over the forecast four years includes grant funding from a variety of NSW and Commonwealth Government funding programs; including the Infrastructure Betterment Fund NSW Football Legacy Fund, Coastal and Estuary Program, Housing Acceleration Fund and Priority Community Infrastructure Program.

CONCLUSION

The Post Exhibition Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 outlines how Council will contribute to the strategies within the Community Strategic Plan for which it is responsible. Together, these documents set a clear policy and planning direction for Council in future decision-making. Following a period of public exhibition, feedback on the draft Plan has been considered, with a series of changes recommended for inclusion. These documents have been prepared following extensive research, engagement and data analysis and are recommended for adoption.

Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 – SUBMISSIONS AND RESPONSES

ITEM	Author	Theme	Submission Summary	Response	Proposed Action
1	Thirty-eight (38) individuals	North Wollongong Surf Life Saving Club off-site storage	<p>These submissions relate to previous commitments in Council plans regarding the provision of off-site storage for the North Wollongong Surf Life Saving Club (NWSLSC). Submissions varied in length and detail, with key issues outlined below.</p> <p>In 2016, during the development of the North Wollongong Surf Club and the construction of a new sea wall, the Club lost storage space for equipment, specifically two surf boats. To manage this loss, Council agreed to explore options to provide off-site storage, a commitment some submissions stated was included in Council's Strategic Plans over the past six years. Submissions note to date, no offsite storage has been secured, despite ongoing discussions with Council.</p> <p>Submissions acknowledge the draft Infrastructure Delivery Program (IDP) for Aquatic Services does not include the off-site storage project. This omission suggests that the project will not be funded or delivered in the four year program. Submissions note in previous plans, the project was included and funded.</p> <p>Members of the NWSLSC and the broader community are seeking clarification on why the off-site storage project has been omitted from the current draft IDP and when will it be finalised. The submissions emphasise the importance of this storage for the Club's operations.</p> <p>Submissions call for Council to reinstate the prior commitment and provide necessary funding and infrastructure. Some submissions reflect frustration over the delay and the lack of communication regarding the project's status and urge action to rectify the situation.</p>	<p>Council has identified in the Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 an action to 'Work with the North Wollongong Surf Lifesaving Club to explore storage options'. This action is identified in all four years of the Delivery Program and is supported by the Community Strategic Plan.</p> <p>Council had previously identified a solution for off-site storage for North Wollongong Surf Lifesaving Club, but unfortunately this solution was not suitable for both Council and the Surf Club. Since this time, Council has investigated alternative sites within the Local Government Area, but at this point no suitable solution has been determined.</p> <p>As part of the redevelopment of the North Wollongong Surf Lifesaving building, Council has been advised by the Surf Lifesaving Club it has ample storage on site for essential surf life-saving equipment.</p> <p>The identification of additional storage within the Delivery Program provides Council with a suitable goal to complete investigations and work with the Surf Lifesaving Club to deliver off-site storage for the two surf rowing boats that need to be stored, within this Delivery Program period. Council officers will continue to meet regularly with North Wollongong Surf Lifesaving Club to discuss and progress opportunities for off-site storage.</p> <p>Council is committed to reviewing Surf Lifesaving coastal assets in the 2024-2025 financial year to determine the current and future requirements for Surf Lifesaving Clubs to manage equipment and use to support the delivery of services to our community and visitors.</p>	<p>Retain existing Delivery Program and Operational Plan action.</p> <p>Work towards finalising investigations with the Surf Lifesaving Club.</p> <p>Review Surf Lifesaving coastal assets in 2024-2025.</p>
2	Nineteen (19) individuals	Transport; pedestrian safety (Uralba Street, Figtree)	<p>These submissions urged Council to update the draft Infrastructure Delivery Program to include funding for a safety upgrade at the Uralba Street pedestrian refuge island in Figtree. The submissions express that the current crossing prioritises vehicles over pedestrian safety, posing risks for residents, including children walking to local schools, the elderly and those with disability. The local community strongly supports a priority pedestrian crossing upgrade to ensure the safety of all residents. The submissions note the draft program does not provide for this necessary safety improvement per the Transport Services section. Submissions emphasised the urgency of this upgrade, highlighting repeated near-miss incidents and the need for proper infrastructure to support active transport and ensure pedestrian safety.</p>	<p>Council has established a Safer Routes to School Working Group, made up of Council engineers, planners, and our Road Safety Officer to review road safety conditions across all 84 Schools in the Wollongong Local Government Area. As part of the Safer Routes to School program, Council staff prepare a Draft Safer Routes to School Report which incorporates a review of signs, lines, infrastructure, and the behaviours around schools. These reports also identify short/medium/long term plans to improve safety around schools, promote public transport, and encourage walking and cycling to school. The Safer Routes to School Rapid Report has been completed for Lindsay Park Public School and has been reviewed by the school's Principal.</p> <p>Council will be commencing a pilot program during the 2024-2025 financial year to install treatments, such as speed cushions to slow vehicle speeds and enhance pedestrian safety, at key crossing locations across the city. The Uralba Street crossing will be included as a pilot in the post exhibition draft Delivery Program 2022-2026 and Operational Plan 2024-2025 for review at the 24 June Council meeting. The exact timing of any installation will need to be confirmed in 2024-2025 as minor lighting upgrades may be required in this location before any treatments can be safely installed.</p>	<p>Request added to raised crossing upgrades list.</p> <p>Location added to 2024-2025 pilot program.</p>

Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 – SUBMISSIONS AND RESPONSES

ITEM	Author	Theme	Submission Summary	Response	Proposed Action
3	Individual	Telecommunication; mobile reception quality and coverage	<p>I would like to bring to your attention a critical issue concerning mobile coverage in our community, particularly in Cordeaux Heights. Many residents, including myself, have been experiencing significant challenges with mobile reception in Cordeaux Heights for decades.</p> <p>Despite relying on Wi-Fi calling and social media platforms for communication, the lack of reliable mobile coverage remains a pressing concern. I have previously reached out to the Minister for Communications regarding this matter, but unfortunately, there are no immediate plans to address the issue.</p> <p>Given the importance of mobile connectivity in emergencies and everyday communication, I urge Council to take proactive steps to improve mobile coverage in Cordeaux Heights and other underserved areas.</p> <p>Presently, 5G is limited to the Wollongong CBD area, but as you venture 5-6 kilometres away, achieving reliable 4G connectivity becomes challenging.</p> <p>Voice calls frequently experience disruptions, particularly when communicating with someone who is mobile, such as walking or driving with a Bluetooth connection.</p> <p>Having reliable mobile coverage is essential for community safety, economic development, and overall well-being.</p> <p>I urge Council to prioritize this matter and consider the installation of a sub tower near the foothill in Cordeaux Heights to enhance reception and enable access to advanced technologies like 5G.</p>	<p>Council does not have ownership or authority of the mobile telecommunications network. We have forwarded your enquiry to the Commonwealth Department of Infrastructure, Transport, Regional Development, Communications and the Arts.</p> <p>Council provides links to a variety of resources on our website regarding how to prepare for emergency events at: https://www.wollongong.nsw.gov.au/emergency/get-ready</p>	Enquiry forwarded to appropriate Federal Government department.
4	Individual	Transport; active transport missing links.	<p>This submission is a suggestion to construct a short section of footpath on the western side of St Johns Avenue, Mangerton to complement the recently built eastern side section. The new footpath on the eastern side is great and services a good number of residents. However, St Johns Avenue is a reasonably busy local road with not great sight distances that makes crossing the road to the new path difficult and not particularly safe. As a result, the majority of residents on the western side of St Johns Avenue do not use the path and walk down the 'not very pedestrian friendly' grass verge on the western side, where I and others have slipped over.</p> <p>Does Council intend to complete the footpath at the corner of St Johns Avenue and Heaslip Street where the path stops short by approximately 10m?</p>	<p>Like most cities, we have some streets with no formal footpaths and the majority of streets have footpaths on one side. With the budget available for footpath construction, sites are selected and prioritised based on several factors including road profile, traffic volumes, residential density, proximity to businesses, retail centres, educational facilities, hospitals, and connection points for public transport. More information about how Council prioritises footpaths can be found on our website: How We Plan Future Works City of Wollongong (nsw.gov.au)</p> <p>While there are currently no plans to construct additional footpaths at this location, your suggestions have been added to Council's Footpath Request List, which will be prioritised against other locations in the Local Government Area. We plan to come back and install the missing link at Heaslip Street this year.</p>	<p>To be included in the footpath infrastructure request list for prioritisation against other projects</p> <p>The link in Heaslip Street to be installed in 2024-2025.</p>
5	Individual	Urban greening; native planting.	<p>Can we please plant more native trees around MacCabe Park and around the Wollongong area. There's too much grass that needs constant mowing and it's a waste of time and money. We need more trees to attract and feed the native birds and bugs.</p> <p>It would be great if MacCabe Park was turned into a native plant garden. Please take out the non-native plants and replace them with natives.</p>	<p>The suggestion for native gardens is fantastic. Any future large scale redesign and incorporation of native gardens would need to be considered as part of a broader master planning process for MacCabe Park. We will consider shorter term opportunities for tree planting next year as part of our operational program.</p>	Consider short term planting at MacCabe Park.

Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 – SUBMISSIONS AND RESPONSES

ITEM	Author	Theme	Submission Summary	Response	Proposed Action
6	Individual	Transport; active transport (footpaths)	<p>Can I please request more details of the project "Offroad Footpath - Opposite 14 Preston Street"?</p> <p>Is this intended to be a footpath all the way down Preston Street to The Avenue, or just fixing the connection between the bridge path and the road?</p> <p>I politely ask Council to consider bringing forward to 2024-2025 a connection between the bridge path and the road, given the relatively low cost to install a few metres of footpath and a pram ramp. And fingers crossed for a footpath all the way down Preston Street in the future.</p>	<p>The scope of work for the current project includes connection between the bridge footpath and the road but does not include the construction of a new footpath linking this pedestrian footbridge to The Avenue.</p> <p>There are currently no plans to construct additional footpaths at this location. Your suggestions have been added to Council's Infrastructure Request List, for prioritisation in future years.</p>	<p>No proposed amendment to Plans.</p> <p>To be included in the footpath infrastructure request list for prioritisation against other projects.</p>
7	Individual	Transport (traffic congestion and parking)	<p>Wollongong is facing significant challenges with traffic congestion and parking shortages. During peak hours, particularly from 8 am to 9 am, the inbound traffic to the CBD, stretching from Wollongong Mall to Unanderra, comes to a standstill, causing lengthy queues.</p> <p>Moreover, the scarcity of parking spaces in Wollongong has become a pressing issue, with available spots often being prohibitively expensive. This situation is not only inconvenient for residents and visitors but also severely impacts local businesses. This is why most businesses are moving to other suburbs.</p> <p>I would like to emphasize the importance of addressing the parking issue promptly. The lack of parking spaces exacerbates the difficulties faced by residents and visitors alike.</p>	<p>We understand that parking is a priority for our community, especially for those in need of accessible spaces.</p> <p>Council is identifying the community's vision for the transport network in the Local Government Area through the development of an Integrated Transport Strategy and the Wollongong City Centre Movement and Place Plan. The aim of this work is to create a clear citywide transport strategy and plan for the City Centre that will inform an integrated, multi modal and sustainable transport network to support people, land use and services.</p>	<p>Planning underway.</p>
8	Individual	Transport; Pedestrian safety; Crown Street Mall (hand railings)	<p>The slope leading down from the Crown Street Mall stage, especially during rainy conditions, becomes dangerously slippery. Furthermore, there are no railings to assist elderly individuals in navigating this steep descent. This poses a significant risk of falls and injuries. Therefore, I strongly advocate for the installation of railings along this slope to ensure the safety of pedestrians, especially the elderly.</p>	<p>The installation of railings in this section of Crown Street Mall is challenging given the constraints of the site. Council will investigate options to improve pedestrian safety and reduce the risk of falls as part of any future planned renewal works in Crown Street Mall. We understand the existing topography and interaction with existing buildings in areas of our city are challenging. We encourage users to consider alternative paths of travel through the shopping centre if they have any concerns regarding their safety in walking from Upper Church Street into Crown Street Mall.</p> <p>We will undertake slippage testing along the footpath in this area to determine if actions are required.</p>	<p>To be investigated.</p>

Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 – SUBMISSIONS AND RESPONSES

ITEM	Author	Theme	Submission Summary	Response	Proposed Action
9	Individual	Community engagement; budget allocation (general feedback)	In relation to the draft Delivery Program, 138 pages of a document most residents will not read. Resources could be better spent in the community. Disagree with page 14 ('listening to our community') - Council does not listen to the community. Funding is not provided where needed but focused on the CBD with palms up trees and cycleways which most of the community did not want.	<p>The Community Strategic Plan is a whole of community plan which is developed following significant and extensive community engagement and consultation.</p> <p>The Community Strategic Plan is reviewed at the commencement of each new term of Council to ensure the long term goals of our community are as clearly understood as they can be and that they remain relevant. The engagement process ensures the community's priorities, vision and goals for Wollongong are identified and documented.</p> <p>As a 'whole of community' Plan, Council plays a custodian role in initiating, preparing and maintaining the document, however, is not wholly responsible for its implementation. Other partners, such as state agencies, non-government organisations and community groups may also be engaged in delivering the Plan.</p> <p>The Delivery Program (recently exhibited) sets out the projects, activities and actions Council has assessed as the highest priority in advancing the community's vision and aspirations outlined in the Community Strategic Plan and that it is committed to delivering.</p> <p>Council's planning and budgeting process is aimed at maintaining continued service delivery and, where possible, increasing levels of service to the community through additional investment in infrastructure or expanding operational services. Additional investment and/or expanding operational services is based on community feedback, however the competing wants and needs of the community are prioritised based on a range of factors.</p>	Acknowledged.
10	Individual	Environmental planning; Coastal Management Plan	Is Wollongong City Council contributing to the improvements on the Shellharbour side of the Lake while Windang in the Wollongong LGA is being eroded away?	Under the Lake Illawarra Coastal Management Program (CMP), Wollongong and Shellharbour Councils have a joint management agreement to implement actions in the CMP. Works on foreshore areas are managed independently by each Council in their own Local Government Area (LGA). Wollongong City Council has not financially contributed to foreshore improvement works within the Shellharbour LGA.	Implement funded actions from the Coastal Management Plan.
11	Individual	Infrastructure Delivery Windang (unfavourable)	There is nothing significant in the plans for Windang. Replacing a park which is years overdue while another is washed away, and footpath repairs and the remainder in the Council owned caravan park. Significant works to repair the damaged foreshore are still not mentioned in the planning stage. It's about time significant funding was provided to restore and maintain Windang. The southern gateway to the Wollongong CBD and a tourist attraction which is now like a ghetto. Preventative works need to be commenced to avoid any further damage and with each delay increases the funding required.	<p>Council is aware of the erosion issues which are being experienced in the Lake Illawarra Entrance Channel, following permanent opening of the lake in 2008 by the NSW Government. Without intervention, the entrance channel will continue to deepen and widen, leading to continued erosion of the foreshore. We are progressing an Entrance Options Study in partnership with Shellharbour City Council and NSW Government agencies to identify potential options to manage the erosion issues being experienced within the entrance channel. As this study progresses, further information regarding the options assessed under this project will be presented to the community.</p> <p>In addition, to the Entrance Options Study, NSW Crown Lands have also recently published a report investigating options for protecting the Windang Foreshore. The report is available online (https://www.crownland.nsw.gov.au/sites/default/files/2024-05/assessment-changes-potential-foreshore-options-windang-lake-illawarra.pdf) and the findings are being considered by both Council and NSW Government agencies.</p> <p>Council is also investing \$1.1M in infrastructure upgrades within the suburb of Windang across the four year Infrastructure Delivery Program including the:</p> <ul style="list-style-type: none"> replacement of the Windang Playground in a safe location nearby to the foreshore playground removed in April 2024 design funds have been allocated to improvements around the foreshore. 	Planning underway.

Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 – SUBMISSIONS AND RESPONSES

ITEM	Author	Theme	Submission Summary	Response	Proposed Action
12	Individual	Transport, active transport (separated cycleways)	These stats for how e-bikes are reducing carbon emissions compelling! This is why Council's budget should have at least one separated cycleway instead of only shared paths where e-bikes and pedestrians travel together.	<p>Council takes an integrated approach to transport planning within the Wollongong local government area, so that all different modes of transport can be accommodated. This includes pedestrian (paths/shared-paths), cyclist (on roads/shared-paths/cycleways), public transport (buses and trains) and vehicle amenity.</p> <p>Unfortunately, delivering separated cycling infrastructure is challenging due to the limited availability of space within the road reserve given existing roads and property boundaries. With the City growing, the available space to accommodate all users becomes more challenging meaning some facilities will need to be shared (whether that's cyclists sharing with vehicles or cyclists sharing with pedestrians).</p> <p>Council continues to invest in separated shared path infrastructure across the city, and as examples, has the following projects programmed for construction in the draft Infrastructure Delivery Program:</p> <ul style="list-style-type: none"> the construction of 'Throsby Drive; Foley Street to Flinders' off-road shared path the construction of the 'Princes Highway; North Wollongong Train Station to Guest Avenue' off-road shared path. <p>We aim to continue on this trend in providing best practice separated infrastructure where feasible in accordance with the Wollongong City Council Community Strategic Plan to build infrastructure and programs to fulfil its role as a UCI Bike city.</p>	Continue to consider opportunities.
13	Individual	Budgeting (Employee Costs)	Maybe Council staff could forgo a pay increase, that would help the budget.	Council is a major employer in the Illawarra region. It is important that we are able to attract and retain staff to continue to deliver services to our community and wages reviews forms an important part of this.	Acknowledged.

Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 – SUBMISSIONS AND RESPONSES

ITEM	Author	Theme	Submission Summary	Response	Proposed Action
14	Individual	Stormwater management (water quality)	We are an ocean city, so we need to spend more money on stopping river pollution that ends up in our ocean. This was very apparent from the recent floods.	<p>Wollongong City Council is responsible for building, operating and managing over \$6.2 billion worth of infrastructure assets that support a variety of services for our community. This includes:</p> <ul style="list-style-type: none"> • more than 1,000 km of roads • more than 597 km of footpaths, shared paths and cycleways • more than 685 km of stormwater pipes and associated pits • more than 760 buildings and shelters • 332.8 hectares of sporting fields • 154 playgrounds and gym equipment • 6 freshwater pools, 3 saltwater pools and 9 rock pools. <p>The majority of funding within the infrastructure delivery program is allocated to the maintenance, and renewal of the existing infrastructure. A much smaller portion of funding is allocated to new and upgrades to infrastructure.</p> <p>Council has allocated \$26.3M of funding to the design and construction of new floodplain and stormwater management and renewal of our current floodplain and stormwater management infrastructure over the next four years. The specific projects that will improve water quality:</p> <ul style="list-style-type: none"> • 4 x flood mitigation • 4 x debris control structures • 1 x detention basin • 4 x channel / bank stabilisation • 2 x localised Stormwater Quality Improvement Device at Port Kembla Beach and the Belmore Basin. <p>We also have requirements for new developments, especially within the West Dapto area, to install gross pollutant traps to manage upslope run-off. Council will continue to investigate cost effective opportunities to reduce pollution accumulating in creeks and waterways within the Wollongong Local Government Area.</p>	Already planned.
15	Individual	Parking; fees and charges (revenue opportunity)	I think Council needs to ignore the people that complain about parking fees, tell these people to try Sydney parking. This is one area Council could increase fees.	Council assesses parking fees annually. The community has the opportunity to respond to the proposed charges.	Acknowledged.
16	Individual	Community safety; foreshore planning	I regularly walk around the harbour. It is getting increasingly busy with jet skis, stand up boards, long boats, kayaking, children swimming and fishing. Something needs to be done about ensuring the safety of the users.	The Harbour is managed by the Marine Infrastructure Delivery Office. We have forwarded your request to them.	Feedback forwarded to NSW Marine Infrastructure Delivery Office.

Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 – SUBMISSIONS AND RESPONSES

ITEM	Author	Theme	Submission Summary	Response	Proposed Action
17	Individual	Sports fields and sporting facilities; (lighting, amenities, gender equity)	Windang Park requires lighting to be able to play at our home ground. As the women's team play Friday nights, as opposed to Saturday, there is already a division in support within our club as we don't all get to play one after another. We are a small club, with many people in our men and women's teams being family, so would love to be able to play our games close together. Additionally to this, the women's team are not able to play home games as we don't have adequate lighting to host a Friday night game. It is so dark when we are training that girls are constantly getting hit with balls from not being able to see them coming. On game days, we have a portaloos operating as there are not enough toilets. Our women's shed has one privacy screen for the girls to change behind, with a team of 24 girls and the coaching staff being men. We require an upgrade to our fields, sheds and amenities to provide an authentic sporting experience that compares to other clubs, as well as providing us the opportunity to be equal with our men's team.	Council officers will be completing an assessment of all sporting facilities amenities and sportsfield lighting during the 2024-2025. This audit will inform Council's future strategy to improve sporting infrastructure across the Local Government Area. An assessment of the lighting request to be undertaken. Council officers will continue to work with Windang Sharks including supporting club applications for grant applications.	Assessment of the lighting request to be undertaken.
18	Individual	Playgrounds (All Ages All Abilities, Stuart Park)	Regarding the draft plan for Stuart Park, North Wollongong, the All Ages and All Abilities Playground has had Stage 1 built but I can't see anywhere in the plans where it says Council will finish the playground and build stage 2. This is a very important project of great benefit to many people in the community who don't have a place to play and I request that Council commit to finishing this playground.	Council acknowledges the success of stage 1 of the playground and benefits to people with disability. Council remains committed to stage 2 of the playground subject to funding. Stage 2 is the central component of the playground that brings all works together placing the people with disability at the heart of the playground. The works are 100% designed and approvals are in place to progress procurement of playground contractor should funding become available.	Acknowledged. Continue to pursue grant funding opportunities.
19	Individual	Planning controls	Consideration to be given to mitigate risk of developers ignoring DCP controls and Panels by escalating to L&E Court of Appeal. Current DCP 2009 contains too many inconsistencies which increases risk. Refer McDonalds vs Wollongong City Council (WCC) which enabled a fast food development to be approved in Wongawilli which was not supported by WCC, the Review Panel or the community.	The NSW planning system through the Environmental Planning and Assessment Act 1979 includes Appeal provisions to the NSW Land and Environment Court. The chapters in the Wollongong Development Control Plan 2009 are reviewed and updated to ensure currency and remove inconsistencies.	Adhere to the NSW legislation and regularly review planning instruments.
20	Individual	Regulatory Control; Development Assessment (DA) compliance	There does not appear to be any systemic focus on the compliance against DA approved operational conditions and when issues are raised the response process appears to not be very efficient or effective. The developers' reliance on certifiers places Council compliance in a very challenging position which causes them to be reactive rather than proactive. Consideration needs to be given to shift the power of independent certifiers back to Council certifiers.	Council's compliance team work closely with Private Certifying Authorities (PCAs) when responding to complaints that have been received for sites that are under private certification. Importantly, Council compliance officers cannot step in to undertake the roles and responsibilities of an appointed private certifier. PCA's generally have the first opportunity to address breaches of development consent, with the exception of immediate safety or environmental hazards where Council will respond. To assist customers in lodging a complaint, Council has recently updated website information to assist customers in determining if an issue should be referred to an appointed PCA for actioning or if Council is the appropriate authority to respond. In regard your suggestion of Council's compliance teams being more proactive, this can be difficult to achieve with all construction or development sites across the Wollongong Local Government Area. In a lot of cases, Council will respond to complaints that are received from the community and will investigate and action accordingly. Council currently has a Building Sites Compliance Officer position that works proactively in monitoring sites to ensure environmental controls are in place to manage erosion & sediment control, dust & waste management and hours of operation.	Continue to work with PCA's and assist customers within Council's jurisdiction.

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
21	Individual	Business investment and attraction; competition; land use	Attract new Business, in light of current cost of living pressures coupled with the current Senate review of supermarket pricing policies, Council should be actively pursuing opportunities for the Kembla Grange area and be seeking expressions of interest from players such as Costco and Ikea. This is consistent with the growth model for the region and would introduce some much needed competition.	<p>Council acknowledges the ongoing challenges the community are facing in regard to cost of living pressures and the recent inquiry by the Australian Senate Select Committee on Supermarket Prices.</p> <p>Council is aware that Costco have looked at Wollongong in the past but indicated at the time it was problematic due to the very large site they typically require. More recently an article from October 2023 indicated Costco are planning a number of new stores across Australia and Wollongong is not on the list, which confirms their previous feedback that no suitable sites had been identified for Wollongong.</p> <p>A site would need to be large enough to accommodate the building profile of a large warehouse with sufficient car parking. Specific to Costco, according to an article that appeared on realcommercial.com.au From October 2023, the typical Costco warehouse is around 14,000m2 with additional space for around 800 at grade car spaces and located off a major road.</p> <p>Council's Wollongong Retail and Business Centres Strategy 2023 includes a recommendation to limit the oversupply of retail floorspace in Centres surrounding West Dapto. This recommendation acknowledges the detrimental impact of the delayed development of centres within West Dapto on the access to goods and services for this growing community. In order to maintain local demand within the catchments of the planned centres in West Dapto, the expansion of retail floorspace supply surrounding adjacent centres such as Dapto is to be discouraged. Council is continuing to work with landowners to develop place-specific planning frameworks for West Dapto's planned centres to ensure that Centres are developed in parallel with residential development.</p> <p>Council's Wollongong Industrial Lands Review 2024 does not support the introduction of bulky goods retailing onto industrial land given the need to preserve this land for industrial activity.</p> <p>We have not had any indications that IKEA are investigating Wollongong as a location at this stage, but Council remains open to discussing options with operators should they identify a suitable site.</p>	Acknowledged.

Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 – SUBMISSIONS AND RESPONSES

ITEM	Author	Theme	Submission Summary	Response	Proposed Action
22	Individual	Community Development; Inclusion; Support Programs (neurodivergent community)	In relation to Aged & Disability and Disability Inclusion, there appears to be a significant gap with regards to social connection programs for the 8-12 year old neurodivergent community (Autism, ADHD, Dysgraphia etc). By having a focus in these age brackets better positions the individual to progress successfully into later stage programs.	We are committed to strengthening our capacity to deliver services and programs that engage people who are neuro diverse including children and young people. Council's programs and services are designed and delivered to be inclusive of the diverse needs of our community including people who are neuro diverse. To support this we have delivered specific training to staff across Council to enhance their capabilities in providing appropriate service. Our Library services consider children who are neuro diverse in the design and delivery of their programs and utilise tools such as communication boards and social stories. At times we deliver targeted programs at our Leisure Centres and Art Gallery in partnership with disability organisations. The needs of children aged 8 to 12 years who are neuro diverse are considered when planning events like <i>Comic Gong</i> , <i>Culture Mix</i> , <i>New Year's Eve</i> and <i>Australia Day</i> . This includes the provision of social stories, a Quiet Space with sensory activities and activities like the sensory Korean puppet making and a sensory concert. We engage children 8 to 12 years in the design of play spaces across the city; this has resulted in an increase in the use of communication boards and expansion of play features. The Stuart Park All Ages and All Abilities Play Space provides a range of sensory experiences and was designed in consultation with children and young people with disability. The Wollongong Botanic Garden has plans to engage children and young people including neurodiverse young people in the design and delivery of nature-based programs. We will be developing our next Disability Inclusion Action Plan in 2025-26 and would value your thoughts on the types of services and programs that could be delivered to increase participation of children 8 to 12 years who are neuro diverse. You can register your interest via Join the Conversation on Council's website, emailing participate@wollongong.nsw.gov.au or reaching out to our Community Development Team.	Continue to promote services for our neurodivergent community.
23	Individual	West Dapto Infrastructure Planning; Community Facilities, Leisure Centres (Darkes Road)	In relation to the Leisure Centres Service, given the growth intensity of West Dapto, consideration should be given to including a reference to the Darkes Road Town Leisure Centre (it is referenced in the infrastructure plan).	Planning for the Sports and Community Hub is underway. An additional project will be proposed for inclusion in the post exhibition draft Infrastructure Delivery Program 2024-2025 – 2027-2028.	Already planned. Add Progress Darkes Road Sports and Community Hub project multiple years.
24	Individual	IDP presentation and information	It would be beneficial to show on the right-hand side of the plan the estimated completion time for each of the projects. This would enable the community to better understand the relative position of the projects within the overall master plan.	In preparing the Infrastructure Delivery Program, Council endeavours to provide realistic timeframes for the delivery of projects. However, projects within individual programs may be rephased due to a range of external factors such as increased project costs, re-prioritisation of council resources to respond to natural disasters, inclement weather. Council will continue to investigate opportunities to improve the currency of program information presented to the community.	Acknowledged.
25	Individual	Feedback (general)	Thank you for the opportunity to contribute. You are doing a good job within a most challenging environment.	Thank you for your interest and feedback.	Acknowledged.
26	Individual	Playgrounds (Stuart Park All Ages All Abilities)	My household is dismayed that Stage 2 of the All Ages and Abilities Playground in Stuart Park does not appear in the listed works. So much good work has gone into Stage 1, this visionary addition to the Wollongong community should be completed, as planned, and previously described on Council's website. Large centralised raised platform with wheelchair accessible ramp, sensory elements (sound and tactile) and seating areas, double slide, cattle ramp, and Japanese steps.	Council acknowledges the success of stage 1 of the playground and benefits to persons with a disability. Council remains committed to stage 2 of the playground subject to funding. Stage 2 is the central component of the playground that brings all works together placing the people with disability at the heart of the playground. The works are 100% designed and approvals are in place to progress procurement of playground contractor, subject to external funding.	Acknowledged. Continue to pursue grant funding opportunities.

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
27	Individual	Parks and sports fields; Play spaces (amenities, shade)	Please add park replacement: Risley Road Park Figtree 2525 needs an upgrade, shade sail, tree plantings and amenities block, which is frequented by the entire community and local Lindsay Park Public School as well as 'out of towners' due to soccer games every weekend. This is an area sorely needing attention. Roy Johanson Park also needs upgrading and shade sails. There has also been community interest in a basketball court with lights near the tennis courts.	The Harry Graham Park playground is not planned for renewal in this next program. Council will be developing a new Play Strategy in 2024-25 that will support the future renewal of all play spaces into the future, as well as other supporting infrastructure such as shade, seating and recreational improvements.	To be considered in future planning.
28	Individual	Transport; pedestrian safety; active transport links (Bellevue Road); infrastructure investment in Figtree	Please add Bellevue Road footpath infrastructure - a highly frequented road without footpaths where you see parents pushing prams, kids riding bikes and pedestrians on the road. Page 37: Figtree seems to have been overlooked, please add shared path/cycleway arteries throughout Figtree; a suburb overly reliant on cars to get around despite plenty of 'desired paths' tracked through the area. Please ensure safe pedestrian, pram and bike travel throughout Figtree and connection to Wollongong CBD, relieving congestion, and car reliance.	<p>Wollongong City Council is responsible for building, operating and managing over \$6.2 billion worth of infrastructure assets that support a variety of services for our community. This includes:</p> <ul style="list-style-type: none"> • more than 1,000 km of roads • more than 597 km of footpaths, shared paths and cycleways • more than 685 km of stormwater pipes and associated pits • more than 760 buildings and shelters • 332.8 hectares of sporting fields • 154 playgrounds and gym equipment • 6 freshwater pools, 3 saltwater pools and 9 rock pools. <p>The majority of funding within the infrastructure delivery program is allocated to the maintenance, and renewal of the existing infrastructure. A much smaller portion of funding is allocated to new and upgrades to infrastructure.</p> <p>The priority for the renewal of assets is determined by condition assessments. A full condition assessment was conducted across the city last year to prioritise road works for the next four years. Information on this can be found at www.wollongong.nsw.gov.au/council/news/articles/2023/march-2023/program-to-inspect-entire-road-network.</p> <p>Like most cities, we have some streets with no formal footpaths and the majority of streets have footpaths on one side. With the budget available for footpath construction, sites are selected and prioritised based on several factors, including proximity to educational facilities, businesses, retail centres, hospitals, and connection points for public transport, road profile, traffic volumes, and residential density. More information about how Council prioritises footpaths can be found on our website: How We Plan Future Works City of Wollongong (nsw.gov.au)</p> <p>While there are currently no plans to construct additional footpaths at this location, your suggestions have been added to Council's Infrastructure Priority List, which will be prioritised against other locations in the Local Government Area as part of the annual budgeting process.</p> <p>Council has recently completed the share path connection from the Princes Highway, through Figtree, to Mount Keira Road, along Abercrombie Street. Council has also programmed in the construction of the new share path link, from Mount Keira Road to Gilmore Street, along Reserve Street, creating an improved pedestrian and cyclist connection to the Wollongong CBD from Figtree.</p>	To be included in the footpath infrastructure request list for prioritisation against other projects.
29	Individual	Transport (traffic facilities); West Dapto infrastructure planning; project phasing	Bong Bong Road Traffic Lights - a three year construction phase appears excessive. Recommend a single year being nominated.	The majority of civil works are programmed to be completed in 2025-2026. However, the integration of the traffic signals with Sydney Trains infrastructure is complex and subject to the availability of a shutdown windows for Sydney Trains. Council will continue to collaborate closely with Sydney trains in order to accelerate the completion of this project.	Continue to collaborate with Sydney Trains.

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
30	Individual	Transport; phasing; West Dapto infrastructure planning; project phasing	Yard Street to Shone Avenue upgrade. Given current traffic flows and residential development any acceleration of the program would be appreciated.	Council understands the importance of the infrastructure upgrade of West Dapto Road between Yard Street and Shone Avenue. The remaining stages of this project will go to tender prior to 30 June 2024, with the project programmed to begin construction in early 2025 and take approximately two years to deliver. The delivery timeframe identified by Council is realistic given the complexity of the infrastructure and Council's commitment to maintaining two-way traffic flow along West Dapto Road for the duration of the project.	Acknowledged.
31	Individual	Transport; West Dapto infrastructure; project phasing.	Darkes Road Community Hub - Stage 1 is in design phase for two years. During this timeframe can the design include all stages. The Darkes Road traffic corridor should be included in the Darkes Town Hub design phase.	The Darkes Town Centre Sporting and Community Hub is currently funded through the Commonwealth Government Priority Community Infrastructure Program to deliver design and construction for Stage 1 of the project. This stage includes new sporting fields, a new car park and amenities. Council will work to identify funding to accelerate the design and construction of future stages within the precinct. The concept design for the Darkes Road traffic corridor is complete. Council acknowledges the importance of Darkes Road to the local community, and as such, the upgrade of Darkes Road between the Princes Highway and West Dapto Road Intersection will be introduced into Council's Infrastructure Delivery Program for detailed design in 2027-2028. The full road corridor will be delivered when funding for this priority is available.	Addition of project to page 6 of the Infrastructure Delivery Program: Project Name: Darkes Road – Princes Hwy to West Dapto Rd Intersection Description: Design Years: 2027-2028
32	Individual	Transport (Roads); West Dapto infrastructure	Whilst the Northcliffe Drive ring road is to provide the strategic solution to West Dapto traffic flow it will not be in place for many years. Accordingly, West Dapto Road and Darkes Road will continue to be primary traffic arteries, hence earlier comment regards Darkes Town Centre linkage for completeness.	Council acknowledges the importance of Darkes Road to the local community, and as such, the Upgrade of Darkes Road between the Princes Highway and West Dapto Road Intersection will be introduced into Council's Infrastructure Delivery Program for detailed design in 2027-2028. Council has also recently completed the 100% Concept Design and Strategic Business Case for the Northcliffe Drive Extension project and are advocating for the NSW Government to fund the completion of detailed design and a final business case to support future funding bids for construction.	Already Planned.
33	Individual	Transport (road safety); West Dapto infrastructure	West Dapto Road from the Princes Highway intersection is prone to water collection with minimal rainfall. This is a significant safety hazard for drivers. Does BlueScope Steel have any responsibility to improve drainage on the first 500 meters of road given the embankment which has impacted the natural flow was, as I understand it, put in place by AIS? Notwithstanding, this section requires vigilant maintenance.	Council is aware of the flooding in this area and periodic maintenance is undertaken along this verge. Wollongong City Council, in cooperation with Sydney Trains, have had the culvert west of the level crossing cleared out, including upstream and downstream channels. Unfortunately, the elimination of all flooding along this length of road during storm events is not achievable until the full reconstruction of West Dapto Road occurs. Information on the Mullet Creek catchment can be found online at: www.wollongong.nsw.gov.au/about/environment/floods-and-stormwater/catchments/mullet-creek-catchment The Mullet Creek Floodplain Risk Management Plan and Study can be found online at: https://flooddata.ses.nsw.gov.au/related-dataset/final-reports/resource/e1edf418-f5cf-4e31-b349-5d6e4ad03391	Acknowledged.
34	Individual	Transport (traffic facilities); West Dapto Infrastructure	There appears to be nothing referencing the required work, traffic lights etc, to be installed at the intersection of West Dapto Road and Shone Avenue. Traffic flows in peak hours are congested and will only get worse. What are the plans? And who is responsible WCC or NSW Government?	The project "West Dapto Road - Stage 1A" includes the upgrade of the existing intersection of West Dapto Road, Wongawilli Road and Shone Avenue. This will incorporate the construction of traffic signals at the intersection and the integration of these signals with the railway signals on Wongawilli Coal railway line. Construction for this project is programmed for 2024-2025.	Already Planned.

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
35	Individual	IDP presentation (project phasing)	The use of multiple year phases in the plans needs to be better explained or justified. Given these plans are reviewed annually the timeframes should be more focussed.	While preparing the draft Infrastructure Delivery Program, Council endeavours to provide realistic timeframes for the delivery of projects. However, projects within individual programs may be rephased due to a range of external factors including increased project costs and reprioritisation of Council resources to respond to natural disasters and inclement weather Council will continue to investigate opportunities to improve the currency of program information presented to the community.	Continue to investigate opportunities to maintain currency of program information.
36	Individual	Transport (roads, Thirroul)	Roadwork is planned for Roxburgh Avenue commencing with a design phase during 2025-2026. Construction is planned during the 2026-2027 financial year. As we live on Roxburgh Avenue we were wondering if there is any idea as to what this design might look like. Roxburgh Avenue is a narrow street and accommodates most of the houses on one side and Thirroul Public School on the other. Due to the narrowness of the street and the school, parking is limited to one side of the street. Most parking spots are taken by residents as close to half the dwellings do not have garage access due to the slope of the land. The residents would like to know what the design for this street might look like before any decision is made. We do hope that Council will confer with the owners of the 15 separate residences on this street, as well as the school, prior to any decision being made about the design.	A full road condition assessment was conducted across the city last year to prioritise road works for the next 4 years and the road surface along Roxburgh Avenue was identified for renewal. There are no plans to widen the road, alter geometry or add traffic facilities or footpaths. Council's Community Engagement Policy guides engagement and consultation with the community. https://www.wollongong.nsw.gov.au/data/assets/pdf_file/0029/8849/Community-Engagement-Strategy.pdf	Acknowledged.
37	Individual	Transport (pedestrian safety, traffic calming, active transport missing links); The Avenue	I appreciate the inclusion of the construction of traffic calming measures along The Avenue in the 2024-2025 period. However, given the urgency of the situation, I kindly request that these works be completed by the end of 2024. The current lack of effective traffic calming measures has resulted in speeding traffic, posing a daily concern for residents. There has been longstanding community demand for a footpath along The Avenue, particularly between Taronga Avenue and Television Avenue, spanning over two decades. Our residents' group strongly urges the inclusion of footpath design within the 2024-2025 period and scheduling construction for 2025-2026.	Design of the traffic calming measures is currently underway with construction planned to be complete by early 2025. Each year, Council receives more requests for new footpath and cycleways than available funding for investment in new infrastructure. Sites are selected and prioritised based on several factors including proximity to educational facilities, businesses, retail centres, hospitals, and connection points for public transport, road profile, traffic volumes, and residential density. More information about how Council prioritises investment in new footpaths and cycleways can be found on our website: How We Plan Future Works City of Wollongong (nsw.gov.au) Council has established a Safer Routes to School Working Group, made up of Council Engineers, Planners, and our Road Safety Officer to review road safety conditions across all 84 Schools in the Wollongong Local Government Area. As part of the Safer Routes to School program, Council staff prepare a Draft Safer Routes to School Report which incorporates a review of signs, lines, infrastructure, and the behaviours around schools. These reports also identify short/medium/long term plans to improve safety around schools, promote public transport, and encourage walking and cycling to school. A Safer Routes to School Report was prepared in consultation with the Principal from Mount Saint Thomas in 2023. Actions were identified for Taronga Avenue, St Johns Avenue and Heaslip Street, not The Avenue. While there are currently no plans to construct a footpath at this location, as outlined previously in October 2023, your suggestion has been added to Council's Infrastructure Request List, which will be prioritised against other locations in the Local Government Area. In parallel, Council has undertaken a footpath feasibility assessment (noting the community also developed a Concept Design) which was communicated to the community via Councillor Tania Brown in March 2024. We will monitor the implementation of the traffic calming of The Avenue and explore options for future funding of the footpath.	Traffic calming measures planned.

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
38	Individual	Transport (pedestrian safety, traffic calming, active transport missing links); The Avenue	<p>I appreciate the inclusion of traffic calming measures along The Avenue, Mount Saint Thomas, in the 2024-25 period. However, given the urgency of the situation, I kindly request that these works be completed by the end of 2024. The current lack of effective traffic calming measures has resulted in speeding traffic, posing a daily concern for residents.</p> <p>There has been longstanding community demand for a footpath along The Avenue, particularly between Taronga Avenue and Television Avenue, Mount Saint Thomas, spanning over two decades. Our residents' group strongly urges the inclusion of footpath design within the 2024-25 period and scheduling construction for 2025-26.</p>	<p>Design of the traffic calming measures is currently underway with construction planned to be complete by early 2025.</p> <p>Each year, Council receives more requests for new footpath and cycleways than available funding for investment in new infrastructure. Sites are selected and prioritised based on several factors including proximity to educational facilities, businesses, retail centres, hospitals, and connection points for public transport, road profile, traffic volumes, and residential density. More information about how Council prioritises investment in new footpaths and cycleways can be found on our website: How We Plan Future Works City of Wollongong (nsw.gov.au)</p> <p>Council has established a Safer Routes to School Working Group, made up of Council Engineers, Planners, and our Road Safety Officer to review road safety conditions across all 84 Schools in the Wollongong Local Government Area. As part of the Safer Routes to School program, Council staff prepare a Draft Safer Routes to School Report which incorporates a review of signs, lines, infrastructure, and the behaviours around schools. These reports also identify short/medium/long term plans to improve safety around schools, promote public transport, and encourage walking and cycling to school. A Safer Routes to School Report was prepared in consultation with the Principal from Mount Saint Thomas in 2023. Actions were identified for Taronga Avenue, St Johns Avenue and Heaslip Street, not The Avenue.</p> <p>While there are currently no plans to construct a footpath at this location, as outlined previously in October 2023, your suggestion has been added to Council's Infrastructure Priority List, which will be prioritised against other locations in the Local Government Area. In parallel, Council has undertaken a footpath feasibility assessment (noting the community also developed a Concept Design) which was communicated to the community via Councillor Tania Brown in March 2024. We will monitor the implementation of the traffic calming of The Avenue and explore options for future funding of the footpath.</p>	<p>Traffic calming measures planned.</p>
39	Individual	Sports fields and sporting facilities (Darcy Wentworth Park, Warrawong); equitable funding allocations (disadvantaged communities)	<p>I notice that there is no allocation of any funds to renew or refurbish Darcy Wentworth Park at Warrawong. Warrawong has the lowest Index of Relative Socio-economic Disadvantage index in the Wollongong City, that is it has been rated as the area of highest disadvantage in Wollongong City. As a sporting field this caters for junior soccer and cricket, yet it seems that year in, year out the fields and clubhouse are not in any capital upgrade program. The ground is in need of levelling, top soiling, drainage and the club house facilities are at least 50 years old. As you are aware that through sport, community is built, and this means having adequate facilities and sporting fields that can be utilised. Providing for the most disadvantaged should have been a consideration in regard to the allocation of sporting field funding. The last major spend on Darcy Wentworth Park was in the 2008 Federal Government Infrastructure package where lights were installed as part of a grant. There was also a carpark upgrade in 2023. I think if WCC looked into capital expenditure on Darcy Wentworth there has been minimal investment undertaken. I would like to see some consideration into the upgrade of Darcy Wentworth Park and facilities.</p>	<p>Council officers will be completing an assessment of all sporting facilities amenities and sportsfield lighting during the 2024-2025. This audit will inform Council's future strategy to improve sporting infrastructure across the Local Government Area.</p> <p>Council has recently awarded funds for amenities improvements at Noel Mulligan Sportsfield that sits adjacent to Darcy Wentworth Sportsfield. Council officers will continue to work with the local sporting clubs to apply for funding to improve infrastructure across Darcy Wentworth Sportsfield.</p>	<p>To be investigated.</p> <p>Already planned.</p>

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
40	Individual	Transport; Active transport; level of funding	There is a progressive decline in active transport funding for Wollongong since UCI. Most of the very few shared paths being constructed will also be "Get Active" grant applications, which means Council is spending almost nothing on active travel compared to roads. There is very few new footpaths and minimal footpath upgrades. The WHO and UN recommend 20% of transport budgets be spent on active transport. Wollongong should set this as a goal to help us move away from being a completely car dependent city.	<p>Council is committed towards an improved footpath and bike network for community members and visitors of all ages and abilities to enjoy. Our commitment to improved walking and cycling is documented in Council's adopted Cycling Strategy 2030.</p> <p>The United Nations recommends that 20% of federal transport funding per annum should be allocated to non-motorised transport. Council has completed this analysis on the previous five years of Council's transport budget and are pleased to report that that we have consistently achieved above this threshold; with investment ranging from 22.1% to 25.3% over the years analysed. This does not include path networks constructed on major roads in West Dapto.</p> <p>Council currently has over \$39M committed to Active Transport over the next four years in our Infrastructure Delivery Program, from a total of \$129M Transport Infrastructure Budget. This figure does not include some active transport infrastructure being constructed as part of larger projects, for example, the 1.3km shared path that will be constructed as part of the West Dapto Road Upgrade (Stages 2-4) project. Investment in active transport comes from a range of funding sources including Council revenue, developer contributions and external grants.</p> <p>Wollongong City Council is responsible for building, operating and managing over \$6.2 billion worth of infrastructure assets that support a variety of services for our community. This includes:</p> <ul style="list-style-type: none"> • more than 1,000 km of roads; • more than 597 km of footpaths, shared paths and cycleways; • more than 685 km of stormwater pipes and associated pits; • more than 760 buildings and shelters; • 332.8 hectares of sporting fields; • 154 playgrounds and gym equipment; • 6 freshwater pools, 3 saltwater pools and 9 rock pools. <p>The majority of funding within the infrastructure delivery program is allocated to the maintenance, and renewal of the existing infrastructure. A much smaller portion of funding is allocated to new and upgrades to infrastructure.</p>	Already planned.

Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 – SUBMISSIONS AND RESPONSES

ITEM	Author	Theme	Submission Summary	Response	Proposed Action
41	Individual	Transport; Active transport upgrades [Warrawong]	The active travel route from Warrawong town to Warrawong High school has not been funded for any upgrades. It is shocking! The crossings are unsafe and footpaths aren't wide enough to accommodate the volume of kids from three schools. This route should have been in the budget for at least design. Cowper Street is wide enough for an on road cycleway which would be an easy fix to many of the problems we are seeing here with kids using the roads to walk and ride on because the footpaths are inadequate. Connecting children safely via active travel from these schools to the new Warrawong library, shops and public transport needs to be addressed.	Each year, Council receives more requests for new footpath and cycleways than available funding for investment in new infrastructure. Sites are selected and prioritised based on several factors including road profile, traffic volumes, residential density, proximity to businesses, retail centres, educational facilities, hospitals, and connection points for public transport. More information about how Council prioritises investment in new footpaths and cycleways can be found on our website: How We Plan Future Works City of Wollongong (nsw.gov.au) Council has established a Safer Routes to School Working Group, made up of Council Engineers, Planners, and our Road Safety Officer to review road safety conditions across all 84 Schools in the Wollongong Local Government Area. As part of the Safer Routes to School program, Council staff prepare a Draft Safer Routes to School Report which incorporates a review of signs, lines, infrastructure, and the behaviours around schools. These reports will also identify short/medium/long term plans to improve safety around schools, promote public transport, and encourage walking and cycling to school. With the three schools in this area, Cowper Street will be reviewed and concept plans will be identified. Wollongong City Council is planning an upgrade of the town centre streetscape which will include wider footpaths that provide a safer option for students cycling through the town centre (with riding a bike on a footpath legal for students aged 16 years and younger).	Already planned.
42	Individual	Transport; Active transport; Footpaths [Port Kembla], lighting	There is an offroad footpath funded for upgrade between 5th and 6th Avenues, Port Kembla. There are some round mosaic tile features in this footpath that are important to the community and should be retained. This footpath is not near any street lighting and would also benefit from solar lighting (the small lights you can install at ground level called "pavement road studs" http://www.miracleits.com/downloads/Solar%20markers%20MS200.pdf from 6th Avenue to Second Avenue, where solar light is available. This is a fantastic product not used in Wollongong but I have seen used to light up paths in Nambucca Shire.	The mosaic tiles will be retained as part of the renewal of this footpath. Council does not have a program or budget to install street lighting on currently unlit footpaths. Should funding become available, a program will be developed to prioritise the installation this additional lighting on priority paths across the city.	Mosaic tiles to be retained.
43	Individual	Transport; Active transport; Footpaths [Port Kembla]	It is really disappointing the pedestrian crossing at Church and Wentworth Streets, Port Kembla has not been included for an upgrade. These two crossings need to be redesigned into 'wombat' crossings. They are important crossings for children to access the school bus stop on Wentworth Street, and if traffic does not stop they are at risk of running out in front of it so they don't miss their buses. It intersects with the BP Service Station which attracts heavy vehicles because it has the only Ad Blue refilling station in the Illawarra which does not have an adequate traffic plan to manage the risk of these vehicles to the community trying to access businesses and public transport on Wentworth Street. Please consider including these crossings for urgent redesign and upgrade in the budget. There are only two new crossings proposed to be built in the entire city which is pathetic, we can do better than this! By setting a goal of 20% transport funding to active transport we could easily achieve these much needed crossing upgrades.	Council has added your request to our Infrastructure Request List which will be prioritised for funding against other locations in the Local Government Area as part of our annual budget cycle.	To be included in the infrastructure request list for prioritisation against other projects.
44	Individual	Toilets [Port Kembla]	The public toilet for Wentworth Street has not been included in the budget which is unfortunate. There was a petition submitted to Council last year asking for this to be addressed as people regularly defecate on Wentworth Street out the front of businesses and parents with small kids are forced to use the toilets in the pub and other private businesses because there is no other option. Public toilets for Wentworth Street should have been included for design so it could at least be an application in the next round of Port Kembla Community Investment Fund grants. Businesses have been asking for this for a long time and they feel embarrassed to tell visitors to the street there are no public toilets available.	Council has previously investigated opportunities for the installation of a public toilet in this location. Whilst Council acknowledges that MM Beach is increasingly popular with local residents, public toilets have not previously been constructed in this area as the foreshore is not currently serviced by sewer and is a known culturally significant site with complex approvals.	No proposed amendments to Plans.

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
45	Individual	Transport; Active Transport [Port Kembla]	There is no on road cycleways included in the budget which is a shame as there seems to be increasing conflict between pedestrians and cyclists on shared paths. On road cycleways are a cost-effective way to move people on bikes safely around the city. We should be rolling out more of these to continue our progress in becoming a bike city. Completing the Military Road cycleway on road would be a good start, as the way it has been left (awaiting a shared path that may take years) is very dangerous for cyclists and fails to safely connect us to the beach and the coastal path. Completing this cycleway would also provide wayfinding from the popular beach to businesses on Wentworth Street.	<p>Council takes an integrated approach to transport planning within the Wollongong local government area, ensuring that all different modes of transport can be accommodated. This includes pedestrian (paths/shared-paths), cyclist (on roads/shared-paths/cycleways), public transport (buses and trains) and vehicle amenity.</p> <p>Unfortunately, delivering separated cycling infrastructure is challenging given the availability of space within the road reserve given existing roads and property boundaries. With the City growing, the available space to accommodate all uses becomes more challenging meaning some facilities will need to be shared (whether that's cyclists sharing with vehicles or cyclists sharing with pedestrians).</p> <p>Council continues to invest in shared path infrastructure across the city, and as examples, has the following projects programmed for construction in the draft Infrastructure Delivery Program:</p> <ul style="list-style-type: none"> the construction of 'Throsby Drive; Foley Street to Flinders' off-road shared path; the construction of the 'Princes Highway; North Wollongong Train Station to Guest Avenue' off-road shared path. <p>The shared path along Military Road, between Church Street and Olympic Boulevard is currently proceeding to detailed design after several options were considered. The on-road option was not supported due to the constrained road corridor prevented us achieving standard traffic lane widths as well as a loss of parking.</p> <p>We are pleased to hear your support for more separated active transport infrastructure. Council is currently working closely with an engaged consultant on a Cycling Network Plan and Program which is delivering on multiple actions of the Wollongong Cycling Strategy 2030. The project will include a 10 year forward plan for the programming of new cycleways and will highlight the key strategic network to lobby and support grant funding applications. Routes that have been identified through our Wollongong Cycling Strategy 2030 Map will be investigated through this study, with standard design details for aspects of cycling infrastructure including separated cycleways, supplementary cost estimates for future options assessment and the types of facilities with consideration of the existing road environment. We will continue to expand our walking and riding network through this planning work to create an active and connected city.</p>	Continue to seek and opportunities for separated cycleways and shared paths where possible.
46	Individual	Transport; Active transport [Towradgi Creek]	Support Towradgi Creek shared path - I hope this will be completed on time as it is an important missing east-west connection. If we had a goal of 20% active transport funding from our transport budget this could have been completed years ago, removing many cars from our congested roads, reducing pollution and promoting healthy lifestyles.	<p>Thank you for your interest and comments regarding Towradgi Creek Shared path. This project is programmed to be designed in 2024-2025 and constructed in 2025-2026.</p> <p>The United Nations recommends that 20% of federal transport funding per annum should be allocated to non-motorised transport. Council has completed this analysis over the previous five years of Council's transport budget and are pleased to report that that we have consistently achieved above this threshold; with investment ranging from 22.1% to 25.3% over the years analysed. This does not include path networks constructed on major roads in West Dapto.</p> <p>Whilst preparing the Infrastructure Delivery Program, Council endeavours to provide realistic timeframes for the delivery of projects. However, projects within individual programs may be rephased due to a range of external factors such as increased project costs, re-prioritisation of council resources to respond to natural disasters, inclement weather.</p>	Already planned.

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
47	Individual	Transport; Pedestrian Safety (The Avenue, Figtree/Mount Saint Thomas)	Strongly support traffic calming measures for The Avenue in Figtree. We need to also look at how we can reduce cars on the road around Figtree, for example by providing more footpaths and cycleways and possibly extending the free Gong shuttle to Figtree and Unanderra.	<p>Design of the traffic calming measures is currently underway with construction programmed to follow in 2024-2025. Construction is currently planned to be complete by early 2025.</p> <p>Each year, Council receives more requests for new footpath and cycleways than available funding for investment in new infrastructure. Sites are selected and prioritised based on several factors including proximity to educational facilities, businesses, retail centres, hospitals, and connection points for public transport, road profile, traffic volumes, and residential density. More information about how Council prioritises investment in new footpaths and cycleways can be found on our website: How We Plan Future Works City of Wollongong (nsw.gov.au)</p> <p>Council has established a Safer Routes to School Working Group, made up of Council Engineers, Planners, and our Road Safety Officer to review road safety conditions across all 84 Schools in the Wollongong Local Government Area. As part of the Safer Routes to School program, Council staff prepare a Draft Safer Routes to School Report which incorporates a review of signs, lines, infrastructure, and the behaviours around schools. These reports will also identify short/medium/long term plans to improve safety around schools, promote public transport, and encourage walking and cycling to school. A Safer Routes to School Report was prepared in consultation with the Principal from Mount Saint Thomas in 2023. Actions were identified for Taronga Avenue, St Johns Avenue and Heaslip Street, not The Avenue.</p> <p>Council is committed to advocating for the Gong Shuttle, and extensions in the future starting with South Wollongong.</p>	<p>Traffic calming measures planned.</p> <p>Council to continue to advocate for the Gong Shuttle.</p>
48	Individual	Transport; Pedestrian Safety Figtree, Preston Street); active transport budget	Preston Street in Figtree desperately needs a footpath. It is a very narrow road which fails to connect residents in low and medium density housing via active transport to shops, schools and public transport in Figtree. There are many elderly residents who live on Preston and Seddon Streets who are dependent on cars because they are fearful to leave the house without a safe footpath. By setting a target of 20% of the transport budget for active transport we could easily achieve completing these missing pedestrian links in 5 years.	<p>Each year, Council receives more requests for new footpath and cycleways than available funding for investment in new infrastructure. Sites are selected and prioritised based on several factors including proximity to educational facilities, businesses, retail centres, hospitals, and connection points for public transport, road profile, traffic volumes, and residential density. More information about how Council prioritises investment in new footpaths and cycleways can be found on our website: How We Plan Future Works City of Wollongong (nsw.gov.au)</p> <p>As previously mentioned, Council has established a Safer Routes to School Working Group. A Safer Routes to School Report was prepared in consultation with the Principal from Mount Saint Thomas in 2023. Actions were identified for Taronga Avenue, St Johns Avenue and Heaslip Street, not The Avenue.</p> <p>We appreciate your suggestion which has been added to Council's Infrastructure Request list, which will be prioritised against other locations in the Local Government Area.</p>	To be included in the infrastructure request list for prioritisation against other projects.
49	Individual	Recreation; skateparks (support)	Support funding Wollongong, Thirroul and future skateparks.	Noted.	Acknowledged.
50	Individual	Parks and sports fields; Shade (King George V Masterplan)	Support the funding of a shade shelter for King George V Park (Port Kembla) and other elements of the King George V Masterplan.	Noted. Council has identified funding to continue to develop the adopted Master Plan for King George V.	Already planned.

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
51	Individual	Bus shelter maintenance [Port Kembla Pool]	The Port Kembla Pool bus shelter is in a bad state of disrepair with rust visible on the surface. This is a high wind and salt area and a prominent tourist place. It is also a very busy bus stop in the afternoon after school which doesn't have enough room for the number of people who use it (they often all sit on the grass and lean against trees). Redesign and replacement should be sooner than 2025.	Council is currently undertaking condition assessments of Council's more than 760 buildings and shelters, which may change the timing for the Port Kembla Pool bus shelter. At this stage, this project is still programmed for construction in 2025-2026. In addition, we are undertaking a review of bus stops across the Wollongong Local Government Area for Disability Standards Accessible Public Transport (DSAPT) compliance, with investigations expected to be completed during 2024-2025. Once the review is complete, Council will begin prioritising future bus stop works against set criteria such as their use and distance from City Centres.	Already planned.
52	Individual	Mountain biking facilities; investment (not supportive); active transport investment	The large amount of budget allocation to Mountain Bike (MTB) amenities, access roads and carparks is very sad to see in a budget that is so lean on community facilities for other established sports, pedestrian crossings and active transport. It is also distressing because environmentally our escarpment is in a very sad state of neglect and much of the damage has been caused by Mountain Bike Riders. MTB facilities should be funded by other means such as State and Federal grants, not from very limited Council funding.	The majority of funding within the infrastructure delivery program is allocated to the maintenance, and renewal of the existing infrastructure. A much smaller portion of funding is allocated to new and upgrades to infrastructure. Over the four year draft Infrastructure Delivery Program, more than \$47.5M has been allocated to community facilities excluding cultural services. Comparatively, in the 2023-2024 budget adopted by Council in June 2023, \$1.3 million was invested in enabling Council infrastructure to support the delivery of the mountain bike trail network being led by the NSW Government.	Acknowledged.
53	Individual	Infrastructure Delivery Program presentation	As with past years, the April meeting of Neighbourhood Forums had been made available for Council staff to come and share the local aspects of the proposed Program with the community. Unfortunately, this year the Infrastructure Program was not ready for sharing, having been held back for the Council meeting first. In previous years we knew that it was a draft prior to Council approval. Unknown to the convenors, a deputation of local residents arranged to attend the meeting to speak to a log of local concerns about undelivered, promised infrastructure and were not really interested in receiving a glowing 'big picture' presentation of other favoured locations in the city. The staff managed very well but it was clear that there was very little detail available about Neighbourhood Forum 4 focused projects. Undertakings to follow up concerns have not materialised and further communication with the General Manager has resulted. This is a disappointing outcome.	Each year Council prepares a customised version of the Infrastructure Delivery Program for each Neighbourhood Forum, showing which projects are programmed for delivery within their catchment in the next four years. We apologise if insufficient hard copies of this document were available during this meeting, however, soft copies are available on request. The full version of the Infrastructure Delivery Program is available on Council's website and is able to be viewed in a variety of formats. We encourage any specific issues or concerns raised by the Neighbourhood Forum 4 community, to be submitted as customer requests so that these can be investigated and responded to accordingly. In addition, we would encourage the Neighbourhood Forum to provide a list of questions for council officers in advance of future briefings. There are more than 80 projects proposed within the Neighbourhood Forum 4 area including: <ul style="list-style-type: none"> • upgrades to Corrimal Community Centre and Library • 16 x stormwater and floodplain related projects • Corrimal Pool upgrade • Towradgi Sportsfield lighting • 2 x new playgrounds • 37 x road resurfacing or reconstruction • Bellambi Boat Ramp renewal • Fairy Creek bridge renewal. 	Acknowledged.
54	Individual	Budgeting; financial impact of recent storms	April Storms 2024 will clearly be taking the whole budget back to the drawing board.	Council is working to understand the impacts of the 6 April 2024 storm event on Council's infrastructure. It is likely that the final adopted program will be adjusted based on: <ul style="list-style-type: none"> • Several new projects being introduced into the program associated with the repair of infrastructure damaged during the 6 April flood event. • The introduction of several projects that were forecast to be completed in 2023-2024 but were delayed due to inclement weather and/or the reprioritisation of staff resources to assist in recovery. 	Acknowledged.

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
55	Individual	Transport; Road resurfacing (Corrimal)	After the previous funding cycle, Francis Street Corrmal between Collins and Underwood Streets had been proposed for the 2024-2025 financial year. It is disappointing to see it deleted from the current program. This stretch of road had been regularly potholed following the flood event of August 1998 where drainage failed and water blocked from North Corrmal Creek, was redirected towards South Corrmal Creek through adjacent properties. This again happened during the April 2024 flood event. While the entire infrastructure program will need to be revisited in light of April 2024, this section does need to be reprioritised.	Thank you for your interest and feedback regarding Frances Street, Corrmal, between Collins Street and Underwood Street. The recent flash flooding has led to widespread damage across the Wollongong City Council Local Government Area and we have received many request for assistance from residents across our Local Government Area. We are doing our best to allocate, investigate and address concerns as soon as possible, however we must prioritise staffing and resources to the worst affected areas. A customer request will be generated for this location and assigned to Council's Floodplain + Stormwater team for investigation.	To be investigated.
56	Individual	Pools maintenance (Towradgi); infrastructure investment in Towradgi/East Corrmal	Neighbourhood Forum 4 received a deputation from residents of Towradgi who are very upset at the bypassing of Towradgi Pool in the maintenance program and the lack of progress in managing the cycling strategy impacts on Towradgi Streets. There is growing anger in this community about Towradgi/East Corrmal being overlooked and even ignored in favour of other, more favoured regions of the city.	Council is currently awaiting approvals to be completed to move the sand away from the pool to the northern side to reduce the likelihood of the sand continuing to impact the pool. Works will be completed shortly.	Already planned.
57	Individual	Transport (roads, active transport, traffic management); stormwater management; recreation (half court basketball);	<p>Northcliffe Drive from Denise Street to Lake Heights Road - Construction</p> <p>This probably should incorporate the pedestrian access to the bike path as part of the works. This is currently listed as a pedestrian refuge and would be quite dangerous closer to Lake Heights Road. The access to the bike path is actually at the 40km school zone signs and would be probably safer as a pedestrian crossing at this point where you also have a lesser speed involved. This does, however, throw a possible problem back to the school crossing further up the road.</p> <p>Bundah Place Primbee, entrance to Purri Burri Reserve</p> <p>This has been listed for construction, however more thought should go into the design, before construction of this area to make better use of the space.</p> <p>Kiara Place Primbee and Jones Avenue</p> <p>This road is in two parts east and west of Lakeview Avenue. The eastern side is in extreme need of a makeover, however, the western side has no visible problems. The small amount of money that could be saved here would be better spent in Jones Avenue, where a section of road around 30 metres long is pumping.</p>	<p>Northcliffe Drive, Denise Street to Lake Heights Road - The current position of the proposed refuge is near Eugene Von Guerard Reserve to provide a safer crossing point for the community who wish to access the reserve and access the lake foreshore via the reserve. The project also includes the relocation and upgrade for the Northcliffe Drive bus stop opposite Lake Heights Road. This will further increase the potential for the community wishing to cross Northcliffe Drive near the reserve. Further, the refuge installation at this location is that it will provide a traffic calming influence for traffic heading eastbound down the hill on approach to Lake Heights Reserve following historic reports of speeding in the area. These works will also be accompanied by a speed zone review/relocation as well as improvements to the current merge lane near Lake Heights Road.</p> <p>Whilst it is acknowledged that another link to the lake foreshore between #83 and #87 Northcliffe Drive exists, Council considers the current location of the refuge to be an appropriate location for the reasons referred to above. The proposed refuge location identified as part of this project will not necessarily preclude a crossing improvement being constructed between #83 and #87 Northcliffe Drive in the future. Your suggestion for a crossing upgrade at this location has been recorded in our Traffic Facilities Request List for consideration in future programs.</p> <p>Bundah Place Primbee, entrance to Purri Burri Reserve</p> <p>Bundah Place; Lakeview Parade to Purry Burry Avenue - This project is a road resurfacing project which will renew the surface of Bundah Place from Lakeview Parade to the western side of the intersection with Purry Burry Avenue only.</p> <p>Kiara Place Primbee and Jones Avenue</p> <p>Kiara Place; Kiara Place to end - Council has received condition data for Kiara Place and can confirm that works will be undertaken on the eastern end of the road. The project name will be amended to reflect this.</p> <p>Jones Place; Daphne Street to end - Thank you for your suggestions regarding the treatment for this section of road. Council will undertake further investigation and prioritise this work accordingly.</p>	<p>Crossing upgrade to be included in the infrastructure request list for prioritisation against other projects.</p> <p>Acknowledged.</p> <p>Project name to be amended.</p>

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
			<p>Lakeview Parade Will probably need completion from Illowra Crescent to the Primbee Bypass near the Golf Course as this is deteriorating and this road incorporates the bus route through Primbee.</p> <p>Fairy Meadow Parkway Primbee Opposite Weatherall Park, the drain backs up and spreads mud across the road, causing a safety problem.</p> <p>King Street / Greene Street / Montgomery Street I have never seen a problem at this intersection and the placement of signals here will only affect King Street which has traffic volumes somewhere between 20-30,000 vehicles per day.</p> <p>Playgrounds Weatherall Park Primbee has a set of cricket practice nets which do get used, however as there is no matting, which wears and damages cricket balls quickly. The wire was replaced last year and was a great job. The placement of matting would be a small cost and the payoff would be more usage.</p> <p>Ray Crump Tennis Courts The tennis courts since opening to the public have had very good patronage, however maybe the southern court could be line marked and made into a basketball court with hoops which would encourage more use as well.</p>	<p>Lakeview Parade Lakeview Parade - Council has undertaken and completed a condition assessment of our entire road network last calendar year. We are currently working through this condition data to identify and prioritise new road resurfacing projects. The segment in worst condition ranks in the top third of about 6000 segments. Many roads were impacted by the prolonged period of wet weather across 2022 and early 2023, and we have a challenge to manage our renewal obligations within current budgets going forward.</p> <p>Fairy Meadow Parkway Primbee Drainage at Fairy Meadow, Primbee - A Customer Request regarding this issue has been generated and is being investigated by Council's Floodplain and Stormwater Management Team for Response. The recent flash flooding has led to extensive damage across the Wollongong City Council Local Government Area (LGA) and we have received many requests for assistance. We are doing our best to allocate, investigate and address concerns as soon as possible, however we must prioritise staffing and resources to the worst affected areas.</p> <p>King Street / Greene Street / Montgomery Street Proposed Traffic Signals at King/Greene Streets & Montgomery Avenue - The existing Greene Street, King Street, Montgomery Avenue intersection does not provide a safe crossing facility for pedestrians crossing King Street. The southern suburbs library and community centre to be built at this location will significantly increase the pedestrian crossing demand across King Street. Traffic signals are proposed to provide safe crossings for pedestrians as well as safer access for southbound drivers accessing Greene Street. The traffic signals will also support the planned upgrade of the Cowper Street streetscape where traffic changes to allow footpath widening will result in drivers utilising these new signals to turn right onto King Street.</p> <p>Playgrounds Weatherall Park Cricket Nets - Council will inspect the existing net facility to determine if minor repairs can be completed which may include patching or replacement of the practice cricket wicket.</p> <p>Ray Crump Tennis Courts Ray Crump Tennis Courts - Council is currently reviewing the tennis facilities across the local government area, and as part of this review it will determine the best use of our courts, and any adjustments that need to occur to provide better services to our community. These improvements may include re-purposing the existing courts or providing additional opportunities on tennis facilities. Thank you for your suggestion.</p>	<p>To be investigated.</p> <p>Condition assessment to inform future works.</p> <p>To be investigated.</p> <p>Acknowledged.</p> <p>To be investigated.</p> <p>Feedback to be considered in the review of the courts.</p>
58	Kembla Joggers	Sportsgrounds and sporting facilities; Integral Energy Park (Sewerage)	The Kembla Joggers have made representations to Wollongong City Council (WCC) previously reporting the consequences of not connecting the facilities to the sewer, such as the frequent overflow of raw sewer during major events and sewer overflow from adjacent private properties into the park. The Kembla Joggers have relayed to me their concern that this is not included in the Council budget for the next four years. The current situation presents a public health hazard and potential consequences for all stakeholders, which also includes the Motorlife Museum. The Park is also becoming a highly utilised public facility which continues to increase in patronage as the surrounding housing estates continue to be developed in the near vicinity. Having functional public toilet facilities is imperative.	The project, 'Integral Energy Park Sewer Upgrade', has been included in the draft Infrastructure Delivery Program for design in 2024-2025. It is currently programmed for construction in 2025-2026. This scope for this project includes the connection of Integral Energy Park to the Sydney Water sewage system. Please refer to page 25 of the draft Infrastructure Delivery Program.	Already planned.

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
59	Individual	Recreation; Playspaces (All Abilities Playground Stuart Park, Wollongong)	Regarding the All Ages and All Abilities Playground in Stuart Park, as a parent of an adult wheelchair user, I want Council to commit to finishing the playground to provide a much needed play space for people who otherwise don't have playgrounds that are suitable for them.	Council acknowledges the success of stage 1 of the playground and benefits to persons with disability. Council remains committed to stage 2 of the playground subject to funding. Stage 2 is the central component of the playground that brings all works together placing people with disability at the heart of the playground. The works are 100% designed and approvals are in place to progress procurement of playground contractor, subject to external funding.	Acknowledged.
60	Individual	Transport [pedestrian safety and traffic calming] The Avenue, Figtree/Mount Saint Thomas	<p>I appreciate the inclusion of traffic calming measures along The Avenue in the 2024-25 period. However, given the urgency of the situation, I kindly request that these works be completed by the end of 2024. The current lack of effective traffic calming measures has resulted in speeding traffic, posing a daily concern for residents.</p> <p>There has been longstanding community demand for a footpath along The Avenue, particularly between Taronga and Television Avenues, spanning over two decades. Our residents group strongly urges the inclusion of footpath design within the 2024-25 period and scheduling construction for 2025-26.</p>	<p>Design of the traffic calming measures is currently underway with construction programmed to follow in 2024-2025. Construction is currently planned to be complete by early 2025.</p> <p>Each year, Council receives more requests for new footpath and cycleways than available funding for investment in new infrastructure. Sites are selected and prioritised based on several factors including proximity to educational facilities, businesses, retail centres, hospitals, and connection points for public transport, road profile, traffic volumes, and residential density. More information about how Council prioritises investment in new footpaths and cycleways can be found on our website: How We Plan Future Works City of Wollongong (nsw.gov.au)</p> <p>Council has established a Safer Routes to School Working Group, made up of Council Engineers, Planners, and our Road Safety Officer to review road safety conditions across all 84 Schools in the Wollongong Local Government Area. As part of the Safer Routes to School program, Council staff prepare a Draft Safer Routes to School Report which incorporates a review of signs, lines, infrastructure, and the behaviours around schools. These reports will also identify short/medium/long term plans to improve safety around schools, promote public transport, and encourage walking and cycling to school. A Safer Routes to School Report was prepared in consultation with the Principal from Mount Saint Thomas in 2023. Actions were identified for Taronga Avenue, St Johns Avenue and Heaslip Street, not The Avenue.</p> <p>While there are currently no plans to construct a footpath at this location, as outlined previously in October 2023, your suggestion has been added to Council's Footpath Request List, which will be prioritised against other locations in the Local Government Area. In parallel, Council has undertaken a footpath feasibility assessment (noting the community also developed a Concept Design) which was communicated to the community via Councillor Tania Brown in March 2024. We will monitor the implementation of the traffic calming of The Avenue and explore options for future funding of the footpath.</p>	Traffic Calming Devices planned.

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
61	Individual	Transport [pedestrian safety and traffic calming] The Avenue, Figtree/Mount Saint Thomas	<p>The lack of footpaths means that proposed traffic calming measures on The Avenue will still require pedestrians to walk on the road, particularly parents with prams and people with mobility challenges.</p> <p>Could Council please consider a solution similar to works undertaken in Smith Street Wollongong, where the street was made one-way and part of it sectioned off for bicycles (or in The Avenue's case, bicycles and pedestrians).</p> <p>I understand that Council views The Avenue as a crucial link between Figtree and Wollongong. If Council were to reconnect the western end of Gladstone Avenue to The Avenue it would allow Gladstone Avenue to become that crucial link - it is a significantly wider road which already has pedestrian footpaths and is further away from our local school - surely a much more suitable link for traffic between Figtree and the Central Business District.</p> <p>Traffic calming measures without any other strategy seem to be a lower-cost compromise on the safety of the residents of Mount Saint Thomas.</p>	<p>Design of the traffic calming measures is currently underway with construction programmed to follow in 2024-2025. Construction is currently planned to be complete by early 2025. Council will monitor the effectiveness of this project once completed before making any recommendations to Council regarding the need for any additional investment.</p> <p>Like most cities, we have some streets with no formal footpaths and the majority of streets have footpaths on one side. With the budget available for footpath construction, sites are selected and prioritised based on several factors including road profile, traffic volumes, residential density, proximity to businesses, retail centres, educational facilities, hospitals, and connection points for public transport.</p> <p>While there are currently no plans to construct a footpath at this location, as outlined previously in October 2023, your suggestion has been added to Council's Footpath Request List, which will be prioritised against other locations in the LGA. In parallel, Council has undertaken a footpath feasibility assessment (noting the community also developed a Concept Design) which was communicated to the community via Councillor Tania Brown in March 2024. We will monitor the implementation of the traffic calming of The Avenue and explore options for future funding of the footpath.</p> <p>Wollongong Council is responsible for building, operating and managing over \$6.2 billion worth of infrastructure assets that support a variety of services for our community. This includes:</p> <ul style="list-style-type: none"> • more than 1,000 km on roads • more than 597 km of footpaths, shared paths and cycleways • more than 685 km of stormwater pipes and associated pits • more than 760 buildings and shelters • 332.8 hectares of sporting fields • 154 playgrounds and gym equipment • Six freshwater pools, three saltwater pools and nine rock pools. <p>The majority of funding within the infrastructure delivery program is allocated to the maintenance, and renewal of the existing infrastructure. A much smaller portion of funding is allocated to new and upgrades to infrastructure. Council receives more requests for new traffic facilities, footpaths and changes to road design than available funds. Council is not currently considering a change to the function of The Avenue.</p>	Traffic calming devices planned.

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
62	Individual	Stormwater management; Stormwater Quality Improvement Device (SQUID, Port Kembla)	<p>Please construct this device as soon as possible. It appears that a great deal of the items listed in the city-wide plan benefit tourists as much as the residents who pay rates; and in some cases the benefit is predominantly for non-rate paying tourists.</p> <p>It seems unfair that non rate payers receive benefit over residential rate payers. Therefore, it is imperative that priority should be given to those items that predominantly benefit rate payers.</p> <p>Regarding the Stormwater Quality Improvement Device (SQID) - Tourists blow into Port Kembla for the day, leave their rubbish in the car parks, parks, outside cafes and street gutters. That rubbish most often ends up on Port Kembla Beach. It is left to the local residents to clean up after them, so it is imperative that the SQID be installed ASAP so that locals can use an unpolluted beach and not spend their valuable time cleaning up after "out of towners" junk the town.</p> <p>Furthermore, Port Kembla Beach has a huge street drain which services all the streets, laneways, cafes and petrol stations in Port Kembla which empties out to the most popular part of the beach. It seems ridiculous that a drain of this magnitude does not have a gross pollutant trap as well as a mini pollution trap which captures all the cigarette butts, syringes, plastic bottle tops etc.</p> <p>The SQID has been on the infrastructure plan for years now but has been repeatedly deferred to make up financial shortfalls in other projects. This cannot continue.</p>	<p>Council is working towards installing a purpose-built Stormwater Quality Improvement Device at Port Kembla to capture gross pollutants, including rubbish that would otherwise end up in the ocean. This project is currently in design and is due to be constructed in the Winter of 2025.</p> <p>There are several projects including those at Council's Tourist Parks that target visitors. The profit received from Council's Tourist Parks increases Council's revenue to provide services across the city.</p>	Already planned.
63	Individual	Pools maintenance; Port Kembla Pool Inlet Pipe	<p>Council has wasted an incredible amount of money making a major dune problem which has caused the repeated closure of the pool.</p> <p>The current plan to build a new pipe inlet on little Paddy's will fail eventually - just ask a local. This will be another waste of \$500,000.</p> <p>A permanent solution should be found.</p>	<p>Council is continuing to investigate and complete due diligence with regards to the inlet of sea water for Port Kembla Pool.</p>	Acknowledged.
64	Individual	Windang Tourist Park; commercial revenue and budgeting	<p>Any improvements to this facility should be financed through park revenue. This means that park fees should be increased to cover the costs. It should not be incumbent upon rate payers to pay for tourist facilities. If this park was privately owned, the owner would be responsible for all maintenance and improvements, financed through park fees, not Council funds.</p>	<p>All tourist park revenue raised is put back into Council's general reserves to finance capital improvements within the parks as well as other projects within the Local Government Area (LGA). This allows excess income generated by the tourist parks to be utilized for other projects within the LGA.</p>	Acknowledged.
65	Individual	West Dapto Infrastructure; funding	<p>Wollongong City Council ratepayers should not have to fund any infrastructure in a new development.</p> <p>The developer should fund the total project.</p>	<p>Council has adopted Development Contributions Plans which outline what contributions are payable by new development to help fund public infrastructure that is required as a direct or indirect result of development. The type of infrastructure funded through development contributions is restricted by legislation but generally includes new and upgraded roads, open space, land for community facilities and water management infrastructure. Two Contributions Plans apply throughout the Local Government Area, the West Dapto Development Contributions Plan and Wollongong City-Wide Development Contribution Plan. Development is charged in accordance with either Contribution Plan depending on where the development is located. Council rates are used for providing services and facilities for the community and the cost of running the city such as waste collection, maintaining roads, operating libraries and patrolling beaches.</p>	Acknowledged.
66	Individual	Playgrounds; Beaton Park Replacement	<p>Beaton Park Playground Replacement. This playground is one of the few in the area that has monkey bars and other challenging obstacles for older kids. While I agree this playground needs an upgrade, I urge you to incorporate similar monkey bar features in the new design. So many of the playgrounds that have recently been upgraded look lovely, but really aren't challenging for kids beyond toddlerhood. A swing and a slippery dip does not make a playground.</p>	<p>As part of the renewal of the playground, an online survey will be carried out in the new to collect feedback and support the renewal project.</p>	Online survey to be completed during project engagement.

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
67	Individual	Natural areas management funding; Botanic Garden nursery	Referring to page 23 of the draft Budget: Wollongong City Council must allocate Natural Environment Services funding adequate to resource for the seed collection and plant supply component of the Wollongong Botanic Garden - to support bush regeneration in Council's natural areas and to support private landholders revegetating their properties. This is crucial for conserving the unique biodiversity of the Illawarra.	Council is currently investigating upgrades to the Botanic Garden Nursery Glasshouses to improve efficiency and sustainability outcomes, along with an increased plant production necessary to drive all urban greening activity across the city. Seed collection is resourced from the Botanic Garden. During 2022-23 a total of 66,203 native plants were distributed including 23,708 native plants to Greenplan customers for use on private property. A new service was introduced in 2023-24 providing free replacement trees for Tree Permit customers.	Complete investigations.
68	Individual	Environmental planning; Illawarra Biodiversity Strategy (budget)	Council should include budget provisions for an update to the Illawarra Biodiversity Strategy. The last strategy, covering a period of five years, was released in 2011. It's more than a decade out of date. Wollongong City Council must also fund an additional Natural Areas Officer - this could support more Bushcare groups to regenerate natural areas (currently capped at 60 total).	Council continues to investigate opportunities to fund a review of the regional strategy including grant funding. Whilst some aspects of the 2011 Illawarra Biodiversity Strategy, such as the legislative and regulatory frameworks have been superseded, the current Strategy remains broadly relevant, including its purpose, objectives, as well as many of the actions. The objectives of the Illawarra Biodiversity Strategy continue to guide Council's decision making for strategic planning, development assessment, natural area management and operational tasks. Council will be recruiting an additional Natural Areas Officer and Volunteer Support Officer (two roles) in 2024-2025.	Complete investigations. Underway.
69	Individual	Transport; Pedestrian safety [Bellevue Road]	Bellevue Road footpaths need attention. This is a walking and cycling thoroughfare for many people including high school and primary school children who frequently have to veer into oncoming traffic due to poor footpaths and hazardous kerb ramps.	Each year, Council receives more requests for footpaths and other new infrastructure than available funding. With the budget available for footpath construction, sites are selected and prioritised based on several factors including proximity to educational facilities, hospitals, businesses, retail centres, and connection points for public transport, road profile, traffic volumes, residential density. More information about how Council prioritises footpaths can be found on our website: How We Plan Future Works City of Wollongong (nsw.gov.au) Council has established a Safer Routes to School Working Group, made up of Council Engineers, Planners, and our Road Safety Officer to review road safety conditions across all 84 Schools in the Wollongong Local Government Area. As part of the Safer Routes to School program, Council staff prepare a Draft Safer Routes to School Report which incorporates a review of signs, lines, infrastructure, and the behaviours around schools. These reports will also identify short/medium/long term plans to improve safety around schools, promote public transport, and encourage walking and cycling to school. The Safer Routes to School Report for Figtree Public School was completed in consultation with the School's Principal in late 2023. Actions were recommended for Gibsons Road, but not Bellevue Road. The site inspection and meeting with Figtree High School Principal is planned later in 2024. While there are currently no plans to construct additional footpaths at this location, your suggestions have been added to Council's Infrastructure Request List, which will be prioritised against other locations in the Local Government Area.	To be included in the footpath infrastructure request list for prioritisation against other projects.

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
70	Individual	Transport; pedestrian safety (Figtree Grove [safety and public access])	I think the Figtree Grove area needs attention. Figtree Square is a dead zone due to lack of connectivity to Figtree Grove. The connection area across the Princes Highway is a noisy, exposed heat trap. There is little connectivity from this area to green spaces in spite of proximity. I suggest: tree planting around the intersection; improved connectivity to the green spaces - this might be a footbridge, more crossings, or even just superficial improvements like shade, wayfinding and accents; and I would love to see a partnership between the Church and Council to provide public access to the unused field behind Figtree Grove. This would be a perfect place for a park or public square that would activate Figtree Square, give space to young people for congregating other than at McDonalds and inside the shopping centres, and be a wonderful pedestrian thoroughfare and green space.	Princes Highway at this location is a State Road, managed by Transport for NSW. We will forward your comments regarding the greening of the intersection of the Princes Highway and Bellevue Road/The Avenue and the request for a footbridge to Transport for NSW for their consideration. Council has adopted its Urban Greening Strategy 2017 - 2037 to strategically increase the quality and quantity of all vegetation and open green space on all land types in an urban setting. For more information regarding Council's Urban Greening Strategy 2017 - 2037, please visit our website: https://wollongong.nsw.gov.au/_data/assets/pdf_file/0029/9983/Urban-Greening-Strategy-2017-2037.pdf	Referred to Transport for NSW.
71	Individual	Parks and Open Space (Suggestions)	I think the City of Wollongong would benefit from a more interesting MacCabe Park. There are a lot of unit blocks being built around the park, but the park still remains boring and uninspiring. It's barren and there needs to be more native gardens around the park, showcasing our native flora. Maybe link up the park with the botanical gardens or have them design the park, so it becomes a link to our natural bush land. We need more flowering plants to feed the birds and attract insects and butterflies. If we made the park look more interesting and attractive this would attract more visitors. Native flora should be the number one priority, the Council carpark on Keira Street has raggy sad looking bushes all around it, not native, which is a waste of garden, it could have beautiful shrubs and grasses surrounding it. Maybe the kids at the University Child Care Centre could get involved, and then they could learn about native plants as well and have something inspiring on their doorsteps, instead of boring grass and sporadic trees. Come on Wollongong Council we can do better, the park hasn't changed much in years.	The suggestion for native gardens is fantastic, however any future large-scale re-design and incorporation of native gardens would need to be considered as part of a broader master planning process for MacCabe Park. We will consider shorter term opportunities for tree planting next year as part of our operational program.	To be considered as part of a master planning process.
72	Individual	Transport (Traffic; Lower Crown and Market Streets)	I am writing about two items: the intersection of Market Street and Queen's Parade Wollongong; and about having the lower end of Market Street brought back to two-way traffic. Currently there is a stop sign in Market Street just before the junction with Queen's Parade which is a short access street between Crown and Market Streets. Traffic in Market Street must stop because of a Stop sign. After stopping and moving off quite often there is a car that comes up on the left that is not visible due to parked cars and the curve of the street until your car moves off. Market Street is the main street and I feel for safety it should be given priority. Due to the closure of Smith Street to one-way traffic Market Street is the main route for traffic coming from the harbour area. Market Street is now the route for the Free Gong Shuttle bus coming from Belmore Basin. With the influx of units in this lower end of town this is the route used by drivers to access the CBD when a car is needed. Many years ago, traffic lights were installed at the intersection of Market and Corrimal Streets. Because there was a school on the corner of Crown and Harbour Streets, the RTA stopped traffic going straight ahead heading east in Market Street as a safety concern for school children. Two-way traffic was stopped in front of the Museum and traffic had to turn into Queen's Parade. There has not been a school there for many years and the street has become a main route for traffic coming from the harbour and lighthouse area. As mentioned above it is the route for the free Gong Shuttle and these buses must stop at the raised surface and stop sign. The stopping of the buses has caused damage to the street because of their weight. There is only Crown Street and Bourke Street that allow direct two-way traffic to the seaside that our city is famous for. So, my requests are firstly for the removal of the Stop sign in Market Street to Queen's Parade, and secondly make the lower end of Market Street back to two-way traffic.	The future traffic arrangements in Market Street between Corrimal Street and Harbour Street are part of an upcoming plan for the transport network in Wollongong City Centre. This plan, the draft Wollongong City Centre Movement and Place Plan, is anticipated to go on public exhibition in early 2024-2025 for community feedback. We have included your feedback about making Market Street two way and we would encourage you to review the proposal for changed traffic arrangements included in the draft Wollongong City Centre Movement and Place Plan once it is out for community consultation.	Feedback being considered.

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
73	Individual	Transport; Pedestrian Safety (The Avenue)	<p>I am writing to provide feedback on the Wollongong City Council's draft Infrastructure Delivery Program. My comments and concerns are outlined below.</p> <p>There has been longstanding community demand for a footpath along The Avenue, particularly between Taronga and Television Avenues, spanning over two decades. Our residents' group strongly urges the inclusion of footpath design within the 2024-25 period and scheduling construction for 2025-26.</p>	<p>Design of the traffic calming measures is currently underway with construction programmed to follow in FY2024/25. Construction is currently planned to be complete by early 2025.</p> <p>Each year, Council receives more requests for new footpath and cycleways than available funding for investment in new infrastructure. Sites are selected and prioritised based on several factors including proximity to educational facilities, businesses, retail centres, hospitals, and connection points for public transport, road profile, traffic volumes, and residential density. More information about how Council prioritises investment in new footpaths and cycleways can be found on our website: How We Plan Future Works City of Wollongong (nsw.gov.au)</p> <p>Council has established a Safer Routes to School Working Group, made up of Council Engineers, Planners, and our Road Safety Officer to review road safety conditions across all 84 Schools in the Wollongong Local Government Area. As part of the Safer Routes to School program, Council staff prepare a Draft Safer Routes to School Report which incorporates a review of signs, lines, infrastructure, and the behaviours around schools. These reports will also identify short/medium/long term plans to improve safety around schools, promote public transport, and encourage walking and cycling to school. A Safer Routes to School Report was prepared in consultation with the Principal from Mount Saint Thomas in 2023. Actions were identified for Taronga Avenue, St Johns Avenue and Heaslip Street, not The Avenue.</p> <p>While there are currently no plans to construct a footpath at this location, as outlined previously in October 2023, your suggestion has been added to Council's Footpath Request List, which will be prioritised against other locations in the Local Government Area. In parallel, Council has undertaken a footpath feasibility assessment (noting the community also developed a Concept Design) which was communicated to the community via Councillor Tania Brown in March 2024. We will monitor the implementation of the traffic calming of The Avenue and explore options for future funding of the footpath.</p>	Traffic calming measures planned.
74	Thirroul Village Committee	IDP Presentation; project scopes and cost estimates	<p>The summary document of infrastructure projects and the interactive online map have helped identify local projects. However, limited information about the projects is provided. It would be more useful if a description of the work and associated costing was included in the description and on the interactive map. This would not only be useful but would save time for all concerned. We are aware that costings may not always be feasible, especially if the work has been put out to tender. However, an approximate figure should be possible.</p>	<p>A one line description of projects will be added to Council's website in early 2024 - 2025 to assist our community in understanding the scope of projects included in the Infrastructure Delivery Program.</p> <p>Council is unable to include any costing information as this would jeopardise Council's ability ensure best value for money when engaging external contractors for the delivery of works.</p>	Description to be added to website.

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
75	Thirrour Village Committee	Stormwater; drainage (Esplanade, Thirrour)	Improvement works are certainly needed around The Esplanade as whenever heavy rains occur The Esplanade floods. This was evidenced in the latest flood event on 5-6 April 2024. The view is that improvement in drainage is needed, not only at The Esplanade, but in the centre of Thirrour, down Bath Street, and along The Esplanade. It is good that Council is looking at improvement works on The Esplanade but perhaps Council could consider using the funds allocated for this project towards much needed improved stormwater drainage from the town centre to the beach in preparation for the planned roadworks.	<p>Having undertaken numerous flood studies in this area, Council is aware of the flooding issues in the vicinity of The Esplanade. Council is currently undertaking a Floodplain Risk Management Study to investigate a range of flood mitigation options in the Hewitts Creek catchment (which includes The Esplanade), which aim to reduce the effects of flooding on the community. A Floodplain Risk Management Plan will then be developed to recommend a cost-effective strategy of the most appropriate flood mitigation measures for implementation. The concerns regarding flooding will be passed onto our consultant for consideration.</p> <p>All options investigated will be assessed using a multicriteria analysis, which requires consideration of a number of factors including the flood impacts/benefits afforded by the option, its economic merit, and social and environmental factors. Options with higher scores indicate benefits across a range of criteria and are generally prioritised over those with lower scores. This will assist in the recommendation of the most appropriate flood mitigation measures to be implemented as part of the Floodplain Risk Management Plan.</p> <p>Following the completion of all investigations, a draft study report will be prepared to document the outcomes of the Floodplain Risk Management Study and present the draft Floodplain Risk Management Plan. This draft report will be placed on public exhibition which will include a mailout to notify all residents affected, display of the draft report plus community information session/s to discuss the draft report and its findings. This will also be an opportunity to further discuss potential options with the community. The feedback received during the exhibition will be considered and the report then finalised so that it can be presented to Council for adoption.</p> <p>At this location we undertake proactive drainage maintenance of the existing system to ensure that the systems are operating at their designed capacity and function.</p>	Feedback to be considered.
76	Thirrour Village Committee	Recreation; Thirrour Skate Park, location	<p>The construction of a skate park in Thirrour remains on the list. The question remains where will this be located? The skate park will need a sizable space for construction and the Thirrour Village Committee (TVC) is concerned that no such available land exists. Wherever the skate park is located it would need to be in a highly visible position to reduce the incidence of antisocial behaviour.</p> <p>In addition, it would need to be located away from neighbouring residents and places of worship to reduce noise disturbances and complaints. Jackson Park was suggested some time ago but given its proximity to the Catholic Church and the continued plans for housing on the neighbouring Thirrour Plaza site to make it more commercially viable, Jackson Park may no longer be possible. Jackson Park also has a significant slope which would be a disadvantage for a construction of a flat skate park bowl.</p> <p>Given the lack of suitable sites in Thirrour perhaps Bulli would be a better location for a northern suburbs skate park, especially as there are plans to refurbish the Bulli Showgrounds. This would be an ideal location for a skate park, as long as it is in a highly visible space.</p>	<p>Council is currently reviewing potential sites in Thirrour for the new skate park. Consideration will be given to site prominence and passive surveillance, sensitive land uses, and land capability.</p> <p>The suggestion of Bulli Showground as a potential alternate location is noted, but also note that the master plan for showground is yet to be finalised and greyhounds continue to operate.</p>	Acknowledged.
77	Thirrour Village Committee	Sports grounds and sporting facilities; Thomas Gibson Park amenities refurbishment	The Thirrour Village Committee asks that refurbishment of the Thomas Gibson Grandstand include repair to the coping at the northwestern entrance to the park and along the blockwork that supports the fence, which runs alongside the commuter carpark.	Council officers will inspect the wall to ensure it is safe and in good condition.	Inspection planned.

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
78	Thirroul Village Committee	Sports grounds and sporting facilities; Thomas Gibson Park; maintenance	<p>The northeastern corner entrance to Thomas Gibson Park is in dire need of repair. There is a depression which is continually filled with water, making access to the park difficult. The Thirroul Village Committee asks that this be included in a future Infrastructure Delivery Program as the area needs to be drained and remediation work conducted.</p> <p>In addition to this the lighting through Thomas Gibson Park requires improvement. Many residents use the walkway through the park to walk home after work – both towards Newbold Close and Brickworks Avenue in McCauley Estate. This is a safety issue, especially during the winter months.</p>	<p>The maintenance matters raised for the north-east end of the park will be inspected and considered for repair under our operational maintenance works.</p> <p>Acknowledging the importance of this link for connecting a nearby residential subdivision to Thirroul Train station, Council has completed some preliminary design work and has developed an estimate for these works. As Council's level of service is not typically funded to allow streetlighting along footpaths within parks, we are seeking grant funding opportunities to allow us to deliver this infrastructure.</p>	To be investigated.
79	Thirroul Village Committee	Open Space; Garden Beds (Thirroul)	<p>There is a need for protection of garden beds that run alongside the railway fencing on the eastern side of Thirroul Station. Some gardens run along the fence line, while others protrude out to the street, creating a bay effect. In addition, there are protruding garden beds in front of the brick retaining wall that runs beneath Lawrence Hargrave Drive (opposite number 3 Station Street) that could also benefit from having borders built. This will protect the gardens from regular destruction from parked cars.</p> <p>The Thirroul Village Committee wrote to Council with this suggestion in December 2023 and are aware that Council Officers inspected the site and rejected the suggestion stating 'Inspected site and determined work not required'. However, the TVC asks that Council reconsider the request to install protective wooden barriers and include this in the next Infrastructure Delivery Program.</p>	Council will continue to maintain these gardens as part of our normal maintenance programming and are appreciative of the volunteer support provided to care for gardens throughout Thirroul village, however barriers will not be considered at this location in this phase of the Delivery program.	No proposed amendment to plans.
80	Thirroul Village Committee	Open Space; Amy Monument	The Thirroul Village Committee understands that this monument has been slated for relocation for some time. We ask that Council work with the community to determine the best location and arrange relocation as a matter of priority. Given the current exposure to damage and the increasing number of visitors to Thirroul Beach from Sydney a better place to display this highly visible and important monument is well warranted.	A draft plan has been prepared to move the monument to the northern side of the existing location. This will provide a safer space for the monument, but also enable the community to view the monument in detail.	Already planned.
81	Thirroul Village Committee	Parks and Open Space; Thirroul Beach Promenade	<p>The park areas near the beach need attention, especially at the southern end of Thirroul Beach. This park area needs a new picnic pavilion and shade trees. It is increasingly well patronised with access to the only picnic shelter being competitive, especially during public holidays and school holiday seasons.</p> <p>Once again, with the increasing patronage of Thirroul Beach more seats and more comfortable seats are needed along the beach promenade. Perhaps wooden seats rather than the hot metal currently in use would be better. Added to this more lighting is needed along the length of the beach promenade.</p>	We are aware of the increased patronage at our key beaches including Thirroul. New Picnic Shelters and lighting have not been considered in this Delivery Program, however we will investigate more seating at the southern end of Thirroul Beach as part of our operational program, whilst we agree timber seats are more attractive, they require a significantly higher level of maintenance along the coastal foreshore compared to the preferred aluminium seating used.	To be investigated.
82	Thirroul Village Committee	Transport; Active Transport; Thirroul Beach Promenade; pavement	The pavement on the promenade at Thirroul Beach is subsiding in parts and will need attention shortly. The main concern is the danger that this uneven pavement could present. The promenade is now 83 years old but appears to be well built with the vertical wall components facing the sea appearing to be built on solid rock well below the sand line. This structure and the building process used is revealed in a large photo from that time hanging above the fireplace in the Bulli Railway Station Museum. Any improvement in the beach area will certainly benefit locals and help increase visitation rates.	<p>In addition, Council is completing a condition inspection of all footpath and share path assets, through 2024-2025 to assist in prioritising investment in the renewal of the assets. In the short term, a work order will be raised to inspect the promenade and address any trip hazards identified.</p> <p>To ensure we can protect, enhance and effectively manage our coast and coastal assets, Council is preparing a Coastal Management Program (CMP), and you're invited to participate at key stages of the project.</p> <p>Ultimately, the Wollongong CMP will identify coastal management issues and the actions required to address these issues in a strategic and integrated way.</p>	To be investigated.

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83	Thirroul Village Committee	Community safety; CCTV (Thirroul)	A number of people in the community have been calling for the installation of CCTV on the promenade, pool and playground at Thirroul Beach. CCTV would certainly go some way to deter the continual graffiti attacks. A check of graffiti reports shows that Wollongong City Council spent over \$8,000 from November 2023 to February 2024 to remove graffiti in Thirroul. Surely the installation of CCTV in high graffiti areas, such as the beach would be a cost saver for Council. If CCTV is not possible perhaps a mural on the pool wall would be a solution. Research shows that murals can significantly reduce instances of vandalism.	CCTV and installation of murals are both parts of our crime prevention strategies across the Wollongong LGA. Council regularly liaises with Police in monitoring hot spots to determine the best solution to issues of crime prevention and antisocial behaviour. Whilst CCTV comes at a significant expense and requires careful planning and consideration, recently we have installed a community mural on the southern wall of the Thirroul pool as a graffiti prevention measure. Council will continue to monitor the area and take all options under consideration.	Continue to monitor area.
84	Thirroul Village Committee	Transport; active transport (Thirroul)	Although not listed there is a real need for a foot/cycle bridge across Flannagan's Creek at the northern end of Thirroul Beach. Given the increasing visitation to the area this is becoming an issue. For those parking at the northern end of the beach access to amenities in the Thirroul Pavilion means a lengthy walk or drive to these facilities. If a bridge were present access would be easy and faster. It would also be good if Council could investigate the possibility of uncovering the old promenade along the northern side of Thirroul Beach to Flannagan's Creek. This was built in 1940 and deliberately covered by Council around 1970.	The new bridge at Flanagan's Creek would be a significant piece of new infrastructure that would need to be subject to a business proposal and detailed feasibility/cost analysis for Council consideration. We will add this to Council's Infrastructure Request List for funding consideration by Councillors in future years. As a lower cost alternative to providing improved pedestrian connectivity, Council will also include a new footpath link from Lawrence Hargrave Drive to Thirroul Beach carpark in its Infrastructure Request List for funding consideration in future years.	To be included in the footpath infrastructure request list for prioritisation against other projects.
85	Thirroul Village Committee	Transport; parking (Thirroul)	The carpark near Woodward Memorial Park is in urgent need of repair. The Thirroul Village Committee understands that this land falls under the jurisdiction of the State Government. Perhaps Wollongong City Council could work with the local Member for Heathcote, Ms Maryanne Stuart to have this work organised and completed. An upgrade of car parking west end of King Street along the railway to Redman Avenue, Thirroul is needed. This parking needs to be 90 degrees to the street very similar to what has recently been done for the car park at McCauley's beach east end of Corbett Avenue.	Council has reviewed the carpark on Woodward Memorial Park in Thirroul. The land is partially owned by Rail Corporation NSW and partially in the road reserve of Lawrence Hargrave Drive, which is a state road, managed by Transport for NSW. Council will pass on your request and contact Transport for NSW to confirm if they have any plans to improve this carpark in the future. Council has reviewed the informal parking arrangement on King Street Thirroul adjacent to the railway line. This project has already been included on Council's Infrastructure Priority List. With the budget available for car park upgrades, sites are selected and prioritised based on several factors including use and proximity to key activity centres. Whilst not part of the current iteration of the Infrastructure Delivery Program, the site will be considered for including in future planning cycles.	Referred for further consideration. To be considered in future planning cycles.
86	Individual	Transport; pedestrian safety (missing links, footpaths)	Not enough new footpaths being put in. Wollongong has a severe lack of footpaths and doesn't seem to prioritise these. Need to link existing footpaths from Farrell Road to Campbell Street along Franklin Avenue. Is a very dangerous road. Would link up a lot of footpaths. Most other councils manage to have one footpath on the side of most streets. Many, many of Wollongong streets missing footpaths. Also, bridge over Collins Creeks on Carrington Road, Woonona needs guard rails. Narrow footpath right on the road - is an accident waiting to happen	Like most cities, we have some streets with no formal footpaths and the majority of streets have footpaths on one side. With the budget available for footpath construction, sites are selected and prioritised based on several factors including proximity to educational facilities, businesses, retail centres, hospitals, and connection points for public transport, road profile, traffic volumes, and residential density. More information about how Council prioritises footpaths can be found on our website: How We Plan Future Works City of Wollongong (nsw.gov.au) While there are currently no plans to construct additional footpaths at this location, your suggestion has been added to Council's Infrastructure Request List, which will be prioritised against other locations in the Local Government Area. The installation of a guardrail along this bridge would reduce the width of the footpath for pedestrians and make this a more challenging pathway for pedestrian to navigate. In future years, as the bridge reaches a point when the condition of the asset requires major investment in maintenance/renewal, Council would look to improve pedestrian safety in this location.	To be included in the footpath infrastructure request list for prioritisation against other projects.

Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 – SUBMISSIONS AND RESPONSES

ITEM	Author	Theme	Submission Summary	Response	Proposed Action
87	Big Fat Smile	Economic development and workforce participation; Childcare	Goal 2 (Economic Development) – The provision of high-quality early education and care and out of school hours care supports this goal. While provision of services in early education and out of school hours care is not the responsibility of local Council, Council can support provision of services by working closely with local not for profit providers to ensure families have access to affordable services to support their workforce participation.	We have a dedicated Community Development Worker - Children and Family Services and established relationships with the early childhood and out of school hours services. We convene the Illawarra Child and Family Services interagency, the purpose of this interagency is to maintain a supported and well-connected service sector. We will continue to advocate for high quality affordable children's services as appropriate.	No proposed amendments to plans.
88	Big Fat Smile	Community development; child safe; children participating in engagement activities;	Commend the application of the child safe plan. Encourage promotion of this plan to the broader community to increase awareness of the National Child Safe Standards and their application, highlighting the importance of keeping children safe in their community. Commend the plan to include children's voices in Council's planning processes. This is supported by Article 12 of the UN Convention on the Rights of the Child that states that children have the right to say what they think should happen when adults are making decisions that affect them and to have their opinions taken into account. It is not evident that children were included in the 8928 voices that informed the development of the Plan. We suggest making what children want in our community clearer and as an example, (page 14) 'What you told us' could outline what our youngest and most vulnerable citizens want in their community so that it is evident that their voices have been heard. Children can also communicate and be heard through mediums such as drawing. Options for Council could be through the use children's artwork or park planning diagrams, this would demonstrate that children have been consulted.	204 children under 12 years were engaged as part of the development of the Our Wollongong Our Future Community Strategic Plan. Due to COVID-19 restrictions, the methods used included online zoom sessions with local schools, a google survey and postcards. With restrictions removed we have resumed face-to-face engagement with children which includes conversations and drawing. Consideration will be given on how we represent the voices of children in future plans.	Feedback noted for future plans.
89	Big Fat Smile	Community facilities; licensee processes; property rental returns	Goal 4 (Property Services) – support users of community facilities by removing complex processes to allow well-intentioned licensees to maintain facilities. Goal to achieve market return on commercial leases will impact our ability to continue the provisions of affordable, high quality education and care. We support the consideration of essential service provision for the community and the capacity of not-for-profit organisations to pay commercial rent, as outlined in Goal 5 (Community Facilities) 'Provide support for not-for-profit groups via provision of affordable access to community assets'.	The license agreement outlines the maintenance obligations and standards to which maintenance is to be performed on the asset. In case of any doubt, the property management team remains available to assist with clarification around responsibilities and standards of work to be performed by licensed contractors who adhere to necessary Workplace Health and Safety guidelines. Community Groups are usually charged Community rentals in line with Council fees and charges. However, if it is assessed in line with Council's Community and Sporting Group Rentals Policy that the group has the ability to pay market rent, it is applied in the interest of benefit to the community at large.	Continue to provide opportunities for affordable community assets.
90	Big Fat Smile	Social infrastructure planning; ECEC sector	Goal 5 (Community Facilities) – we support the plan to 'Partner with Early Childhood Education and Care (ECEC) sector in relation to social infrastructure planning/community facilities planning' (page 88) and would welcome working in partnership with Council. With the announcement of the Economic and Childcare Opportunity Fund, Big Fat Smile is well positioned to support Council in the delivery of increased provision of high-quality early education and care that would support position outcomes for children and contribute to the economic health of Wollongong through increased workforce participation, especially for women.	Community Facilities staff hold regular meetings with a range of Early Childhood Education and Care (ECEC) firms to discuss various service delivery opportunities. This approach will continue and will inform Council's partnerships and planning in this area.	No proposed amendment to Plans.
91	Neighbourhood Forum 8	Transport; West Dapto infrastructure planning and delivery	Cleveland Road - we are pleased to see design work commencing. Hayes Lane Bridge - no issues with this plan. Marshall Mount Road Design - we are very happy to see this progress. Shone Avenue Shared Pathway - we are pleased that this will eventually be completed the coming financial year.	Thank you for your interest and positive feedback regarding the projects included in the Draft Infrastructure Delivery Program.	Acknowledged.

Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 – SUBMISSIONS AND RESPONSES

ITEM	Author	Theme	Submission Summary	Response	Proposed Action
92	Neighbourhood Forum 8	Transport (West Dapto); West Dapto Road to Rainbow Drive	Sheaffes Road –West Dapto Road Intersection Reconstruction. Once again it appears you will start construction of Darkes Road Town Centre before you even design this intersection which is unacceptable. Surely with developer contributions you can find money to design this intersection particularly as construction of homes along Sheaffes Road will commence shortly. Design cannot be left to 2028.	The design for this intersection is currently being undertaken as part of the West Dapto Road Upgrade detailed design, however, at present there is no funding available for the construction of this intersection. Completion of this design will ensure that the road infrastructure integrates with the programmed design and construction of the Darkes Sporting and Community Hub and new Darkes Town Centre. While this infrastructure is proposed to be funded through the West Dapto Developer Contributions Plan, it will take time for Council to accrue sufficient funds to be able to invest in the construction of this intersection. Council will continue to seek out funding opportunities to accelerate the construction of this important intersection.	Continue to seek funding to accelerate works.
93	Neighbourhood Forum 8	Transport (West Dapto); traffic facilities; Bong Bong Road Traffic Lights	Bong Bong Road Traffic Lights - How is it that this construction can take 3 years? Surely this can be completed in 12 months. Can you advise reasons for 3 year period?	The majority of civil works are programmed to be completed in 2025-2026. However, the integration of the traffic signals with Sydney Trains infrastructure is complex and subject to the availability of a shutdown window for Sydney Trains. Council will continue to collaborate closely with Sydney trains in order to accelerate the completion of this project.	Council to continue to collaborate with Sydney trains in order to accelerate the project.
94	Neighbourhood Forum 8	Transport (West Dapto); West Dapto Road, Wongawilli Road Bridge	West Dapto Road Stage 1A Wongawilli. We are delighted this long delayed piece of infrastructure is to be completed this coming year, however, the community is still awaiting consultation regarding the entrance design we were promised in 2017 and the allocation of the money the community has in trust with Wollongong City Council. The design is of great importance as it was to include heritage aspects. We have had not proper pedestrian or bike access for many years and still have a very temporary arrangement for an ever-increasing community. The community consultation must happen urgently.	Council's current priority in this location is to complete 'West Dapto Road Stage 1A'. Council acknowledges the importance of the entrance project to the local community. On completion of Stage 1A works at the intersection of Shone Avenue/West Dapto Road/Wongawilli Road, Council will re-commence design work, including seeking input from the community, regarding this project. The entrance signage design was delayed due to issues with the Sydney Water main. We will incorporate the design in the Infrastructure Delivery Program.	Already planned.
95	Neighbourhood Forum 8	Transport (West Dapto); Road Safety; West Dapto Road/ Darkes Road/ Sheaffes Road	West Dapto Road (first 700 metres from Princes Highway running west). While we are pleased that resurfacing work was carried out this year more maintenance work is urgently required on this portion of road. We realise that West Dapto Road will never be a flood free road into West Dapto. However, it does carry a great deal domestic and commercial traffic. The domestic traffic will be able to use the planned Northcliffe Drive extension the commercial traffic will always need to use this portion of road and the big issue here is that after rain events water continues to drain from the emplacement onto the road for weeks. This is a maintenance issue that needs an open drain on the emplacement site to stop water going onto the road. As this site was once lower than the road and we only have the problem once the fill was placed on the site by the then owners of the Steelworks. It seems fair that the current owners should address this problem as my understanding is that they cannot allow stormwater to flood the road. Maintenance is required by Council on a regular basis to cut the grass and direct water to the original water courses. Also required on this portion of road are increased passing areas for trucks turning in and out of Reddalls and Wyllie Roads. All of this should not come from capital budgets. The emplacement is a BlueScope responsibility and must be managed.	Council is aware of the flooding in this area and undergoes periodic maintenance along this verge. Wollongong City Council, in cooperation with Sydney Trains, have had the culvert west of the level crossing cleared out, including upstream and downstream channels. Unfortunately, the elimination of all flooding along this length of road during storm events is not achievable until the full upgrade of West Dapto Road occurs.	Acknowledged.
96	Neighbourhood Forum 8	Transport planning; Northcliffe Drive	Northcliffe Drive Concept Design. We are very happy to see this happen and would like to assist Council to have State and Federal Governments provide speedy funding to enable construction. Northcliffe Drive Extension Stage 1 Design to commence 2025-2026. Agree that we really need this.	Council will continue to seek out funding opportunities to accelerate the design and construction of future stages of this important project.	Council will continue to seek funding opportunities.

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
97	Neighbourhood Forum 8	Transport (West Dapto); Cleveland Road reconstruction	<p>West Dapto Road to Yard Street Stage 2-5. This is the most urgent need in the West Dapto area, but we are most concerned that this is planned to take 3 years.</p> <p>Funding was provided and announced almost two years ago and once design completed then the contractors should be able to complete less than two kilometres of road in a much speedier time than that in the budget. The community need to know why such a long time frame. This has been a long running issue with the community and since funding was given some time ago please explain the delay.</p> <p>This project must be given top priority to allow safe travel in this rapidly growing area and it has been delayed for far too long This is the most pressing need in the area.</p>	<p>Council understands the importance of the infrastructure upgrade of West Dapto Road between Yard Street and Shone Avenue. The remaining stages of this project will go to tender prior to 30 June 2024, with the project programmed to begin construction in early 2025 and take approximately two years to deliver.</p> <p>The delivery timeframe identified by Council is realistic given the complexity of the infrastructure and Council's commitment to maintaining two-way traffic flow along West Dapto Road for the duration of the project.</p>	Acknowledged.
98	Neighbourhood Forum 8	Transport (West Dapto); Darkes Road upgrade	<p>Darkes Town Centre Design over 2 years. While we are happy to see this design it also must include Darkes Road which now carries large volumes of traffic and has Unit blocks nearing completion and further housing estates on its southern boundaries.</p> <p>How can you design a town centre at the end of Darkes Road without including Darkes Road itself is laughable. We can see no provision for design of Darkes Road in the next three years. Can you please explain your position? This would mean you will start construction of Darkes Road Town Centre before Darkes Road Design Upgrade is commenced.</p>	<p>The Darkes Town Centre Sporting and Community Hub is currently only funded to deliver design and construction phases for Stage 1 of the project. This stage includes new sporting fields, a new car park and amenities. However, Council will continue to seek out funding opportunities to accelerate the design and construction of future stages within the precinct.</p> <p>Council acknowledges the importance of Darkes Road to the local community, and as such, the Upgrade of Darkes Road between the Princes Highway and West Dapto Road Intersection will be introduced into Council's Infrastructure Delivery Program for detailed design in 2027-2028.</p>	Add 'Upgrade of Darkes Road between the Princes Highway and West Dapto Road Intersection' to the Infrastructure Delivery Program for 2027-2028.
99	Neighbourhood Forum 8	West Dapto infrastructure planning; community facilities; Wongawilli Hall/Grounds upgrade	<p>Wongawilli Hall. This community facility has been closed for almost two years and the growing population needs this facility.</p> <p>While we are happy to see it commence, we note that it will take two years to construct. Can you please explain why so long when funding is secured and contractor will carry out the construction?</p> <p>We have also been promised community consultation and input into changes. Can you please advise when this will happen? This hall was originally constructed by the local residents on land donated by BHP and is of heritage significance with local community input.</p>	<p>While preparing the Infrastructure Delivery Program, Council endeavours to provide realistic timeframes for the delivery of projects. This project, 'Wongawilli Hall Refurbishment and Upgrade' is programmed for construction across two financial years. Council's current program will see this project completed by the end of calendar year 2025.</p> <p>As the design process starts, Council will consult with local residents.</p>	Already planned.

Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 – SUBMISSIONS AND RESPONSES

ITEM	Author	Theme	Submission Summary	Response	Proposed Action
100	Individual	Environmental planning; sustainability (offshore wind farms - not supportive)	<p>Stop the offshore wind farms! Stop Wollongong from becoming polluted and industrialised! Take care of our beautiful beaches and tourist industry! Keep Wollongong beautiful, don't let the Federal Government destroy our pristine environment!</p> <p>It is hard to believe that the Council is willing to ruin our beautiful coast. We need new representatives that really care about the people living here. Representatives who are not complacent to the interests of a few but who will be eager to protect what makes us unique: our pristine beaches, marine life, bird life, our rich environment. How can you pretend to care about Wollongong and let the Federal Government go ahead with the destruction of our coast?</p>	<p>Offshore renewable energy projects can only be progressed in areas that have been declared by the Federal Minister. We understand that the Minister is considering the feedback from the community on the proposal.</p> <p>Council has provided a submission to the Commonwealth to:</p> <p>a. Note that the proposed offshore wind zone strategically aligns with Council's efforts to respond to the climate emergency and support local employment opportunities.</p> <p>b. Request that consideration of visual impact from our coastline be further assessed to address community concerns and that consideration be given to extending the minimum distance from the coastline and/or restrict the size of the infrastructure to minimise visual impact.</p> <p>c. Note concern with the following matters and request that Commonwealth and State Government agencies collaborate to consider further and provide additional information on</p> <ul style="list-style-type: none"> Waste management of old blades and equipment. Land based requirements including any manufacturing exclusion zones and compatibility with surrounding uses. Transmission to the grid including impacts. Impact on shipping channels. Impact on recreational fishing. Impact on fauna and in particular marine life and migratory birds including seabird breeding habitat on Five Islands Nature Reserve. <p>d. Request that Commonwealth Government engage with State Government, local councils and relevant stakeholders, including traditional owners to ensure future offshore wind farms provide local benefits (eg new business, upskill of local workforce, a community benefits scheme etc.).</p> <p>Should the declaration be made, Council will continue to monitor and assess the next phases of this project and provide submissions to support positive short and long-term outcomes for the Wollongong community.</p>	Acknowledged.
101	Individual	Transport; active transport missing link request (Lake Heights)	<p>Buena Vista Avenue, Weringa Avenue to Lake Heights Road Reconstructions.</p> <p>I would like to request that you consider putting in a footpath from Buena Vista Avenue, Grand View Parade to Lake Heights Road. There is one side you cannot walk on and the other side is too unstable under foot. When walking up Buena Vista, I along with many others walk on the road. I see school children and mothers pushing prams along the middle of the road. The Lake Heights Public School is located in Grand View Parade and I believe this should be considered in the Safer Routes to School Programme.</p>	<p>Council has established a Safer Routes to School Working Group, made up of Council Engineers, Planners, and our Road Safety Officer to review road safety conditions across all 84 Schools in the Wollongong Local Government Area. As part of the Safer Routes to School program, Council staff prepare a Draft Safer Routes to School Report which incorporates a review of signs, lines, infrastructure, and the behaviours around schools. These reports will also identify short/medium/long term plans to improve safety around schools, promote public transport, and encourage walking and cycling to school. Council has developed a Safer Routes to School Report which includes recommended actions on consultation with the Lake Heights Primary School Principal. Recommended actions include the following:</p> <ul style="list-style-type: none"> extension of the footpath on Grand View Parade investigation into pedestrian refuge islands on Buena Vista Avenue and Lake Heights Road at the intersection with Northcliffe Drive and additional line marking for Buena Vista Avenue and Lake Heights Road. <p>Footpaths were not recommended for Buena Vista Avenue.</p>	Acknowledged.

Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 – SUBMISSIONS AND RESPONSES

ITEM	Author	Theme	Submission Summary	Response	Proposed Action
102	Individual	Stormwater drainage (Thirroul)	<p>Storm water drainage needs to be improved at 421 Lawrence Hargrave Drive, Thirroul, as well as Hewitts Avenue, Thirroul.</p> <p>Every time there is big rain, the stormwater drains can't cope with the volume. Water from Prince Street gathers at this single drain outside of our home, and it floods the street - then makes it way across our property to the backyard. The Prince Street water is like a river across Lawrence Hargrave Drive and sits out the front our property - there is no other drain that collects this water except ours.</p> <p>Since Transport for New South Wales made their changes to the road and took away street parking, more traffic now passes through this water, and waves of water are pushed into our property. This has been happening since we purchased in 2016. I've made so many complaints to Council about this, and it needs to be resolved. Improvement in drainage out the front of our home is paramount.</p> <p>The same can be said about the poor drainage in Hewitts Avenue, and the vacant undeveloped land behind us - water builds up and comes through our back fence - so not only do we get water from the street, but we also get it from Hewitts Avenue out the back. We need Wollongong City Council's support to help protect our property. Additional and improved drainage is needed.</p>	<p>Council is currently undertaking a Floodplain Risk Management Study to investigate a range of flood mitigation options in the Hewitts Creek catchment which aim to reduce the effects of flooding on the community. A Floodplain Risk Management Plan will then be developed to recommend a cost-effective strategy of the most appropriate flood mitigation measures for implementation. The concerns regarding flooding will be passed onto our consultant for consideration.</p> <p>All options investigated will be assessed using a multicriteria analysis, which requires consideration of a number of factors including the flood impacts/benefits afforded by the option, its economic merit, and social and environmental factors. Options with higher scores indicate benefits across a range of criteria and are generally prioritised over those with lower scores. This will assist in the recommendation of the most appropriate flood mitigation measures to be implemented as part of the Floodplain Risk Management Plan.</p> <p>A customer request has been previously created for this issue and is currently being investigated by Council's Floodplain and Stormwater team.</p>	<p>A customer request has been created and is being investigated.</p>

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
103	Individual	Sportsgrounds and facilities; Fencing (Neville McKinnon Park)	<p>I am a member of the Coniston Junior Football Club Committee, and I am also the Grounds Coordinator. Coniston Junior Football Club is based at Neville McKinnon Park. My feedback is about the budget allocation for a replacement fence for Neville McKinnon Park, listed on page 31 of “Attachment 2: Draft Infrastructure Delivery Program 2024 - 2025 – 2027 - 2028”.</p> <p>An amount of \$130,000 has been allocated for 2025-26. We request that the allocation of the fence be restored to the budget for the year 2024–25 as advised to us in June last year.</p> <p>The existing fence is inadequate and unsafe. We are concerned about the danger it places young kids in when they are chasing balls onto the road, the damage done by cars, bikes and other vehicles going onto the playing surface and the ageing and rusted poles holding up the fence giving way and allowing sections of the fence to fall over again, as has happened last year. The existing fence is inadequate and unsafe for the following reasons:</p> <ul style="list-style-type: none"> • Kids are running out onto Strathearn Avenue (west side of Neville McKinnon Park) to retrieve soccer balls. The existing fence only encloses 3 sides of Neville McKinnon Park. The western boundary, which is directly behind two sets of goals, and runs along Strathearn Avenue is unfenced. During soccer practice every weekday afternoon, and games on Saturdays and Sundays, the ball goes onto Strathearn Avenue several times. Additionally, one of the sets of goals is from the field where U6 to U10 teams play. There is a small area of space behind the goal where these teams warm up before they play their games. This places the young kids very close to the road. As there are usually parked cars along Strathearn Avenue it is very difficult for the cars driving along to see people, especially, young kids, as they go onto the road. • The unfenced section along Strathearn Avenue allows motor bikes, cars and other vehicles driven by hoons to get onto the playing surface and damage the playing surface. This has happened a number of times during the seven years I have been involved with the club. A few weeks ago, a few young boys with electric push bikes, with large tyres, rode around the field and caused minor damage. They created some ruts that can lead to players twisting their ankles and / or falling over while running on the field. In the past we have had cars enter the field and cause major damage, which made the surface dangerous and unplayable until it was repaired. • The fence has been in place for approximately 40 years ago and is in a bad state of repair. The fence was erected around the mid-1980s, and was paid for by the club, with an amount of \$3000 being paid by the club at the time. Some poles have become rusted through at the base. A number of support poles were replaced in July last year as sections of the fence had fallen over. A number of poles will need replacing soon. There are five poles showing major signs of rusting, including two that are almost completely rusted out. A large number of other poles are buried under silt and debris from the floods a few weeks ago so it is likely there are even more poles rusted out and in danger of falling over. <p>We suggest that the funds required for repairs required until the fence is replaced would be better directed to the cost of the new fence. We request that due to the above reasons, we feel that the allocation for the fence would be much better allocated to the 2024-2025 financial year.</p>	<p>Council officers support the project being place in 2024-2025 for completion. It is proposed the Post-Exhibition Draft Infrastructure Delivery Program be amended to include the project in 2024-2025.</p>	<p>Amend Infrastructure Delivery Program:</p> <p>Current: 2025-2026</p> <p>Proposed: 2024-2025</p>

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
104	Individual	Stormwater (O'Briens Lane)	<p>Stormwater plan for 2024-25 needs to include fixing O'Briens Lane, Figtree in which there is a single stormwater drain that services the entire street due to the fall of the road.</p> <p>Secondly, during the latest storms the water pools at the stormwater drain and flows down onto residential driveways causing damage to personal property. Fixing O'Briens Lane Figtree needs to be prioritised and common sense applied. Please install an additional stormwater drain on O'Briens Road on the side that the road slopes toward.</p>	<p>Council has received many requests for assistance from customers due to the extensive damage caused by the flash flood event of 6 April, across the Wollongong City Council Local Government Area. We have been doing our best to allocate, investigate and address concerns as soon as possible.</p> <p>A Customer Request has been generated and the location will be investigated.*</p> <p>Thank you for reporting the O'Brien's Lane drainage issues. We have added this to our database of known issues so we can be better informed when we are nominating projects into the future for upgrades to our stormwater network/s.</p>	A Customer Request has been generated and the location will be investigated.
105	Individual	Stormwater services	<p>Storm Water Services. Could make an addition to – How: Create Communication Plan with communities affected by extreme weather events and provide action plan to respond localised residential areas with no existing storm water infrastructure at present.</p> <p>Suggestion - If a proposed solution is for the local residents to clean bush debris Council should offer a scalable collection services for green waste to these higher density bush sites and areas which are blocking storm water</p>	<p>To help households and businesses plan for flooding, the NSW State Emergency Service has developed the Home Emergency Plan and the Business FloodSafe Toolkit.</p> <p>Council offers free green waste dropoffs at several locations across the Local Government Area in winter and before the bushfire season.</p> <p>General advice regarding the management of creeks on land where management is the responsibility of the private landowner is available from this website: https://www.wollongong.nsw.gov.au/about/environment/floods-and-stormwater/creek-maintenance</p> <p>Additional information regarding Council's approach to managing flood and stormwater within the Wollongong Local Government Area is available here: https://www.wollongong.nsw.gov.au/about/environment/floods-and-stormwater</p> <p>Additional information regarding how you may best prepare for emergency events, (including storms) is available here: https://www.wollongong.nsw.gov.au/emergency/get-ready</p>	Acknowledged.
106	Individual	Stormwater drainage (Stephen Drive)	<p>Storm water Drainage – New. There are no stormwater drains in the path of travel for the street stormwater to escape between 55 Stephen Drive and 65 Stephen Drive, Woonona. There is, in fact, no stormwater drains or pits in the whole area till lower down the street. The water currently travels down the street, and does not know to turn the corner, resulting in catastrophic flooding of properties from 55 Stephen Drive to 65 Stephen Drive. This a major pinch point and critical location for stormwater flow in the street. Gutters on these properties were replaced two years ago with smaller gutters, which have added an increased risk of water overflowing onto the properties on the lower side of the street.</p> <p>On Saturday 6th April at 5am, due to the mass of water running down the street, low gutters and no stormwater drains, water was flowing and cascading, in the path of least resistance, across our properties and down towards the lower creek at the rear of these properties. All our properties have had substantial damage, including collapsing of retaining walls, mud damage to all our yards, cars and loss of substantial planting, stairs, water in the lower levels of homes, some internal damage to room, such as storerooms garages.</p> <p>We have previously completed substantial stormwater management on our individual properties to mitigate localised water landing on our properties, however this level of water is out of our hands and is a caused by combination if infrastructure failings including insufficient stormwater drains and guttering. This is the fourth time in two years, and we cannot continue to live in fear of being impacted by street stormwater. We are in the process of obtaining more information to compile a comprehensive report on the impact street stormwater management has had on our properties due to inaction by Wollongong City Council's stormwater management over the last four years and have sort Council input to address street stormwater management in our street and yet to receive a response.</p>	<p>A Customer Request regarding this issue has been generated and is being investigated by Council's Floodplain and Stormwater Management Team for Response.</p> <p>The recent flash flooding has led to extensive damage across the Wollongong City Council Local Government Area and we have received many requests for assistance. We are doing our best to allocate, investigate and address concerns as soon as possible, however we are prioritising staffing and resources to the worst affected areas.</p>	A Customer Request has been generated and the area investigated.

Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 – SUBMISSIONS AND RESPONSES

ITEM	Author	Theme	Submission Summary	Response	Proposed Action
107	Individual	Environmental planning; sustainability (offshore wind farms - not supportive)	<p>No Windfarms. No windfarm ocean cables. No to the industrialisation of our oceans. If you spend taxpayers' money you are irresponsible in spending it on windfarms in a no return debt incurring business that is detrimental to the environment.</p> <p>There is more automation that job prospects. The only jobs that will come from windfarms are environmental cleanup jobs. You will have killed tourism, fishing, boating. Windfarms will kill the whales, birds and dolphins. It will cause an oil slick. Anything connected to windfarms Council should not invest in.</p>	<p>Offshore renewable energy projects can only be progressed in areas that have been declared by the Federal Minister. We understand that the Minister is considering the feedback from the community on the proposal.</p> <p>Council has provided a submission to the Commonwealth to:</p> <p>a. Note that the proposed offshore wind zone strategically aligns with Council's efforts to respond to the climate emergency and support local employment opportunities.</p> <p>b. Request that consideration of visual impact from our coastline be further assessed to address community concerns and that consideration be given to extending the minimum distance from the coastline and/or restrict the size of the infrastructure to minimise visual impact.</p> <p>c. Note concern with the following matters and request that Commonwealth and State Government agencies collaborate to consider further and provide additional information on</p> <ul style="list-style-type: none"> – Waste management of old blades and equipment. – Land based requirements including any manufacturing exclusion zones and compatibility with surrounding uses. – Transmission to the grid including impacts. – Impact on shipping channels. – Impact on recreational fishing. – Impact on fauna and in particular marine life and migratory birds including seabird breeding habitat on Five Islands Nature Reserve. <p>d. Request that Commonwealth Government engage with State Government, local councils and relevant stakeholders, including traditional owners to ensure future offshore wind farms provide local benefits (eg new business, upskill of local workforce, a community benefits scheme etc.).</p> <p>Should the declaration be made, Council will continue to monitor and assess the next phases of this project and provide submissions to support positive short and long-term outcomes for the Wollongong community.</p>	Acknowledged.
108	Individual	Stormwater management	<p>Stephen Drive, Woonona is not mentioned yet desperately needs more stormwater drains in the upper part of the street. We live in the middle section of Stephen Drive and had a significant amount of stormwater coming over the gutter and down into the lower part of our property during the recent April floods. Last year we spent a considerable amount of money conducting plumbing work to try and prevent this issue yet looking at the drainage solutions in upper Stephen Drive it is now evident that the issue needs to be dealt with further up the street. The amount of water that comes down off the escarpment is considerably too vast for the current infrastructure.</p> <p>The works completed on the road in Stephen Drive in approximately 2022 were disastrous and INCREASED the flooding risk to a number of houses by reducing gutter height. We believe Council has a responsibility to attempt to amend this ASAP and stormwater would be one way this could be improved. Please look at the number of stormwater drains in the area. The upper and middle end of Stephen Drive desperately need more stormwater drains or this issue will inevitably occur next time we experience heavy rain. The worst section appears to be the lower side of the street in the middle area between Joseph Street and June Parade.</p>	<p>A Customer Request regarding this issue has been generated and is being investigated by Council's Floodplain and Stormwater Management Team for Response.</p> <p>The recent flash flooding has led to extensive damage across the Wollongong City Council Local Government Area and we have received many requests. We are doing our best to allocate, investigate and address concerns as soon as possible and are prioritising staffing and resources to the worst affected areas.</p>	A Customer Request has been generated and the area investigated.

Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 – SUBMISSIONS AND RESPONSES

ITEM	Author	Theme	Submission Summary	Response	Proposed Action
109	Individual	Flood Management and Floodplain (American Creek)	<p>The management of stormwater and American Creek through Redgum Estate (specifically on the eastern side of George Fuller Drive) has been ignored for years. Residents have been passed from Council, who continues to claim that American Creek is the responsibility of the developer of Redgum, to a developer who is non-responsive to emails about the damage caused by the creek. American Creek continues to fill and further erode residents' land. This IS NOT "natural progression" of the creek as we are continuously told. This is blatantly caused by developments without proper stormwater and run off taken into consideration. We keep getting told it's our responsibility to protect our land but Council have wiped their hands and make it absolutely impossible to do anything.</p> <p>The developer also takes absolutely no responsibility. And why would they when they don't have to clean up the mess. Council needs to be more proactive in monitoring changes in waterways and flood zones and make it easier for residents to safely reinforce their land. There are no issues in Council protecting their assets. Bridges, stormwater pipes and crossings all have retaining of some sort to stop the "natural progression" of creeks, yet rate paying homeowners aren't allowed to put a few rocks, dirt and shrubs in to stop their fences being washed away from a poorly managed disaster. I sincerely hope the safety of this section will be taken seriously before more people lose their homes.</p> <p>This affects residents all the way to Port Kembla where it meets Allans Creek. Here's a picture of where our backyard used to be which is where storm water from Foy Avenue meets American Creek. This is a direct result of negligence and with no one willing to take ownership.</p>	<p>The Infrastructure Delivery Program is for Council projects on lands owned and managed by Wollongong Council. Natural process occurring within creeks and water courses on private property is not something that Council can intervene on, on behalf of those landowners.</p> <p>The site associated with Redgum Ridge will be reviewed as a separate matter, and residents' concerns raised with the landowner. Council will continue to work directly with the landowner to ensure they are in a position to address residents' concerns regarding the water course on Private Property.</p>	<p>Acknowledged.</p> <p>To be reviewed as a separate matter.</p>
110	Individual	Stormwater (Cringila)	<p>Cringila area not considered? Flow of water down Jarvie Road and onto lower lying properties lose a lot of soil. Any plans for remedial plans with Sydney Water? How best to harness water when rains heavily?</p>	<p>A Customer Request regarding this issue has been generated and is being investigated by Council's Floodplain and Stormwater Management Team for Response.</p> <p>The recent flash flooding has led to extensive damage across the Wollongong City Council Local Government Area and we have received many requests for assistance. We are doing our best to allocate, investigate and address concerns as soon as possible, however we must prioritise staffing and resources to the worst affected areas.</p>	<p>A Customer Request has been generated and the area investigated.</p>
111	Individual	Stormwater (Bellevue Road)	<p>The stormwater runoff on Bellevue Road is inadequate. There are no stormwater pits along the lower side of Bellevue Road. In addition to this, the remediation works to the road has created an issue for driveway runoff - my driveway, and others, are at road level. During periods of rainfall, water flows from Bellevue Road down driveways along the road and into properties. I've attached a video highlighting this in recent periods of heavy rainfall. My property has recently been damaged by this inundation of excess water in the lower level of my house.</p>	<p>A Customer Request regarding this issue has been generated and is being investigated by Council's Floodplain and Stormwater Management Team for Response.</p> <p>The recent flash flooding has led to extensive damage across the Wollongong City Council Local Government Area and we have received many requests for assistance. We are doing our best to allocate, investigate and address concerns as soon as possible, however we must prioritise staffing and resources to the worst affected areas.</p>	<p>A Customer Request has been generated and the area investigated.</p>

Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 – SUBMISSIONS AND RESPONSES

ITEM	Author	Theme	Submission Summary	Response	Proposed Action
112	Individual	Stormwater Management (Figtree)	<p>You need to urgently do stormwater management works in Figtree. Especially around Arrow Avenue, Thames Street and Byarong Creek.</p> <p>Can you also set up a taskforce where Council leads good stormwater management in Figtree and gets all the agencies, stakeholders, Sydney Water, RMS at the table and actually do all the work that Council et al have known is needed for years and years now to prevent and minimise stormwater inundation and flooding.</p> <p>What a complete joke this draft Plan is. Plans after plans, study after study and still NOTHING gets done for the Figtree area.</p>	<p>The Figtree area has been extensively investigated through the development of the Floodplain Risk Management Study and Plan for the Allans Creek catchment area, which includes Byarong Creek. The following floodplain projects are proposed in Figtree within the draft four year program:</p> <ul style="list-style-type: none"> • The Avenue, Figtree – Debris Control Structure – construction • 35 Uralba Street – Channel Works – construction • Byarong Creek, Princes Highway – Bank Support – design. <p>18 properties in the Allans Creek catchment are identified for voluntary purchase. 11 properties have been purchased and cleared with funding support from the NSW and Australian governments.</p> <p>No projects have been identified in Arrow Avenue or Thames Street to reduce the flooding risk without creating significant new issues for other homeowners.</p> <p>Council's stormwater network is primarily designed to manage runoff from minor storm events. However, given the substantial rainfall on 6 April 2024, it is evident that the stormwater network was overwhelmed and reached full capacity in many areas with excess water flowing overland. We strongly recommend that landowners seek guidance from private consulting engineers to develop strategies for managing excess water on their land. Further information can be found on Council's website at</p> <p>https://www.wollongong.nsw.gov.au/development/development-policies-guidelines/flooding-stormwater-and-development</p>	<p>Progress funded projects from the Floodplain Risk Management Study and Plan.</p>

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
113	Individual	Transport; Pedestrian Safety (Murray Park Road)	The new paths and roadworks do not include any plans for Murray Park Road eastern side for years. This is a shame as there's currently no access on the eastern side to safely walk as the Council strip sections are angled or waterlogged. A path needs to be constructed for safe access and movement of anyone who can't walk on the road around cars ie prams, kids and anytime with accessibility constraints. Although there is a path on the western side of Murray Park Road, it's not accessible for some distance between access points (in particular the three access points that don't have stairs over half a km apart).	<p>Wollongong City Council is responsible for building, operating and managing over \$6.2 billion worth of infrastructure assets that support a variety of services for our community. This includes:</p> <ul style="list-style-type: none"> • more than 1,000 km of roads; • more than 597 km of footpaths, shared paths and cycleways; • more than 685 km of stormwater pipes and associated pits; • more than 760 buildings and shelters; • 332.8 hectares of sporting fields; • 154 playgrounds and gym equipment; • 6 freshwater pools, 3 saltwater pools, 9 rock pools <p>The majority of funding within the infrastructure delivery program is allocated to the maintenance, and renewal of the existing infrastructure. A much smaller portion of funding is allocated to new and upgrades to infrastructure.</p> <p>Council receives more requests for footpaths than available funds and like most cities, we have some streets with no formal footpaths and the majority of streets have footpaths on one side. With the budget available for footpath construction, sites are selected and prioritised based on several factors including proximity to educational facilities, businesses, retail centres, hospitals, and connection points for public transport, road profile, traffic volumes, and residential density. More information about how Council prioritises footpaths can be found on our website: How We Plan Future Works City of Wollongong (nsw.gov.au)</p> <p>Council has established a Safer Routes to School Working Group, made up of Council Engineers, Planners, and our Road Safety Officer to review road safety conditions across all 84 Schools in the Wollongong Local Government Area. As part of the Safer Routes to School program, Council staff prepare a Draft Safer Routes to School Report which incorporates a review of signs, lines, infrastructure, and the behaviours around schools. These reports will also identify short/medium/long term plans to improve safety around schools, promote public transport, and encourage walking and cycling to school. The Safer Routes to School Rapid Report has been completed for Figtree Heights Public School and has been reviewed by the School's Principal.</p> <p>While there are currently no plans to construct additional footpaths at this location, your suggestions have been added to Council's Infrastructure Priority List, which will be prioritised against other locations in the Local Government Area as part of our annual budget cycle.</p>	Location added to infrastructure request list for future prioritisation.
114	Individual	IDP Presentation	The plan was very well set out and easy to read. Accessing it for feedback was unclear	<p>Thank you for your interest and feedback. Council is continuously looking at ways to improve community engagement and access to information. The draft document was available for community feedback on Council's engagement website 'Our Wollongong'. For future reference, and to view all projects open for community feedback, please refer to the following website:</p> <p>Our Wollongong (nsw.gov.au)</p>	Acknowledged.

Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 – SUBMISSIONS AND RESPONSES

ITEM	Author	Theme	Submission Summary	Response	Proposed Action
115	Individual	Policy Process and governance for amendments to plans	Would be good to understand the process and probability or likelihood of amendments to the proposal over time ie do values change with governance type committee approval only or do budgets and timelines change ad hoc as needed based on urgency and feedback?	Recognising the Delivery Program and Operational Plan is a planning document, there are variations over time. A process is completed quarterly to review the Delivery Program and Operational Plan and budgets, with a monthly revision of the Infrastructure Delivery Program and capital budget, which considers timing and variation based on consultation, variables and external factors. All changes are adopted by Council.	Acknowledged.
116	Individual	Stormwater (Branch Avenue)	<p>Culvert upgrade works required at the intersection of Branch Creek and Branch Avenue in Figtree. This dual 1m diameter culvert regularly blocks with debris due to its narrow diameter and concrete wall in the centre of the creek, causing creek waters to flood back up the creek and then over the road, destabilising embankments on both sides of the road, damaging guard rails and leaving debris piled up on nature strips, as well as washing away areas of Council land and adjacent properties.</p> <p>To ensure the clear passage of raised creek waters and reduce flood damage to infrastructure, creek embankments, and surrounding properties, a larger single culvert that facilitates passage of large debris is required at the Branch Avenue intersection of Branch Creek.</p>	<p>This area has been extensively investigated through the development of the Floodplain Risk Management Study and Plan (FRMS&P) for the Allans Creek catchment area. The FRMS&P has investigated options such as a debris control structure, a larger culvert or a bridge. The draft Allans Creek FRMS&P in progress has not identified any flood mitigation measures for implementation in your area.</p> <p>Council's stormwater network is primarily designed to manage runoff from minor storm events. However, given the substantial rainfall on 6 April 2024, it is evident that the stormwater network was overwhelmed and reached full capacity in many areas. Consequently, excess water flowed over land, emphasising the responsibility of landowners to manage this overflow on their properties. We strongly recommend that landowners seek guidance from private consulting engineers to develop strategies for managing excess water on your land.</p>	Development of the Floodplain Risk Management Study and Plan underway.
117	Individual	Stormwater; Towradgi Creek	Towradgi Creek, bank support Towradgi – Reconstruction, and 10 Colgong Crescent, bank support Towradgi. This should be extended to clean out obstructions that have fallen into the creek such as the massive tree that blocks the creek near Blue Divers Bridge. There are a number of smaller obstructions around Street Park that also need attention. Bank stabilisation around the creek perimeter around street park also needs to be considered to ensure a clear flow during high rain events.	<p>Following the tree falling on the creek during the end of 2023, Council's maintenance crew trimmed the major branches of the tree to make it safe. The remaining portion of the tree was left, considering potential habitat for marine life. Council is continuing to monitor the surrounding area for any further changes.</p> <p>Preliminary assessment of this site through the Towradgi Creek Floodplain Risk Management Study and Plan modelling indicates that the flooding impact because of the tree would be localised and the impact on nearby properties would be negligible.</p>	Monitoring to continue.
118	Individual	Stormwater Drain (cnr Beach and Evans Streets)	<p>After viewing future plans by Council I am wondering why a more permanent solution is not being done for the drains on the corner of Beach and Evans Streets, Wollongong. They continually block no matter how much rain we receive. I have been told by your maintenance crew that pipe work needs to be replaced due to tree roots in the pipes also these tree roots are causing damage to my fence.</p> <p>After any rain, water sits stagnant for days on end causing a health hazard not to mention a safety hazard to anyone trying to cross the road. How about you fix existing problems? A reason as to why this is not being part of your draft plan would be appreciated.</p>	<p>Council maintenance crews have attempted to clear these roots on multiple occasions, but unfortunately due to the severity of the blockages, these attempts have been unsuccessful. Council's Maintenance team has recently received some new plant which it will use to attempt the removal of tree roots from this pipe.</p> <p>The location has previously been added to the stormwater renewal priority list, with the intention to introduce this project into Council's Infrastructure Delivery Program as competing priorities allow.</p>	Location added to the stormwater renewal priority list.

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
119	Individual	Stormwater and Flooding (Bourke and Blacket Street, North Wollongong)	<p>I am writing to express my disappointment that the latest draft Delivery Program again fails to address the ongoing high flood risk in the area of Bourke and Blacket Streets in North Wollongong. This attachment below shows a video from the early hours of 6 April 2024 which clearly shows rivers of stormwater pouring down a driveway in Bourke Street and into the rear of our property at 11-13 Blacket Street, North Wollongong. Only through the use of a pump and heavy sandbagging were we able to prevent a second significant flood event at our property.</p> <p>In March 2022, our three ground floor units flooded when Council's stormwater system on Bourke Street failed to cope with a heavy downpour. It resulted in nearly \$500,000 in damage and caused significant disruption to our neighbours' lives for nearly six months while repairs were undertaken. Our insurance has increased ten-fold as a result of the flood.</p> <p>As we have explained to Council's engineers and your elected officials in the past, Council has a duty of care to protect property owners (ratepayers) from flooding. We have provided your engineers with an independent engineer's report which (based on the latest flood data modelling) shows that 80 per cent of the flood waters coming on to our property are from Council's roads above us, and particularly from Bourke Street. We question why Council continues to ignore our situation which is expensive and stressful for the 10 homeowners who live in our unit development?</p> <p>The draft Infrastructure Delivery Program 2024-25 – 2027-2028, under the heading of 'Stormwater Services' says: 'This service strategically plans for a coordinated approach to floodplain risk management and stormwater management including protection of waterways, beaches, lakes, lagoons and creeks.' Surely, the Council's number one priority should be protecting their residents, and your budget allocations and priorities should reflect this.</p> <p>We note that Council proposes to upgrade footpaths on Bourke Street to the east of Kembla Street. Could I suggest this money is reallocated to upgrade the footpaths and driveways on the northern side of Bourke Street, to the west of Kembla Street to provide some protection to these properties, and ours. The cost to Council of reprofiling the driveways and footpaths above us, giving us much needed protection, would be negligible compared to the ongoing flood risk we face every time there is heavy rain.</p> <p>This is no way for a community to live and we urge Council to reconsider its Stormwater Delivery Program priorities to include works to ensure Council is properly managing its stormwater in this area.</p> <p>Council's engineers have acknowledged there is a problem. They have identified a number of options to provide us with flood mitigation solutions. Why then hasn't Council included at least one of these solutions in the future draft Delivery Program?</p>	<p>Council officers have been liaising with the Owners Corporation on this matter. The topography of the land is such that excess run-off in the catchment flows across several properties located in the vicinity of your property. Overland flow occurs across all catchments as stormwater drainage systems are not designed to convey large amounts of stormwater generated by significant storm events. Council follows the process set by the NSW Government through the Floodplain development manual and Local Government Act 1993 to identify, and manage risks associated with living in a floodplain. Councillors and Council staff have provided multiple responses to the owners of this property.</p>	Acknowledged.

Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 – SUBMISSIONS AND RESPONSES

ITEM	Author	Theme	Submission Summary	Response	Proposed Action
120	Figtree Football Club	Sportsgrounds and Facilities (shelter, lighting); female participation.	<p>Figtree Football Club would like to propose Council the following funding allocation:</p> <ul style="list-style-type: none"> Fully fund the completion of the all-weather outdoor shelter at Harry Graham Park with \$60,000 for 2024-2025 Partially fund sports field lighting at Roy Johanson Park with an allocation of \$120,000 for 2025-2026 Partially fund sports field lighting at Lindsay Park U8/U9 pitches with an allocation of \$80,000 for 2025-2026; Fully fund a drinking water fountain and bottle refill station at Harry Graham Park, Roy Johanson Park and Lindsay Park U8/U9 pitches with an allocation of \$15,000 (\$5,000 each) for 2024-2025; Partially fund field side seating at Harry Graham Park Field 2 with an allocation of \$20,000 for 2025-2026; An appropriate allocation of funding for planning and design of field drainage improvements at Harry Graham Park. <p>We believe these projects would be suitable for full or partial funding from Council's Section 94 Developer Contributions funding source. Figtree FC are open to contributing some of our limited funds to these projects as well as pursuing relevant grant funding.</p> <p>Beyond these small-to-medium capital projects, Figtree Football Club proposes to establish a Female Football Centre of Excellence. The facility would comprise a synthetic pitch, an additional half-pitch warm-up area and a new, two-storey, fit-for-purpose building and LED floodlights to extend utilisation of the facility. Figtree Football Club requests a \$2 million co-contribution from Council to match funds applied for under the Australian Government's 'Play Our Way' grant scheme. \$1 million each for Stream 1 – Facilities; and Stream 2 – participation & equipment.</p>	<p>Council has allocated funding towards the all-weather outdoor shelter at Harry Graham Park in 2021-2022. Council is awaiting for the project to be completed by the club, prior to the release of funding.</p> <p>Noted request for new lighting to be placed at Roy Johanson Park, Council will be completing an audit of sporting infrastructure and prioritise sportsfield lighting projects during the 2024-2025.</p> <p>Council provides assistance to sports clubs and associations to improve facilities by part funding projects that increase opportunities for people to participate in sport, increase sportsground capacity, enhance existing infrastructure and support emerging and independent recreation pursuits. This grant program is an annual program that Figtree Football Club can apply for, to support the delivery of a number of items identified in their submission. Further information on the Sports Grants process can be found at – Sports Grants City of Wollongong (nsw.gov.au)</p> <p>Council has not identified any matched funding as a co-contribution to Figtree Football Club for the Play Our Way grant scheme. Council will be completing an audit in 2024-2025 of all sporting infrastructure and matching this information with asset information as well as participation and trend data from state sporting bodies to support a priority list of all sporting infrastructure across the local government area.</p>	Acknowledged.
121	Illawarra Bicycle Users Group	Transport; Active Transport (Warrawong)	<p>The Illawarra Bicycle Users Group (IBUG) is pleased to make a brief submission in relation to the draft Delivery Program 2022-26 and Operational Plan 2024-25.</p> <p>IBUG commends WCC on its continued commitment and support for “an integrated and active transport network with improved connectivity across the Local Government Area.”</p> <p>We strongly support Goal 6: “We have affordable and accessible transport” and recognition of the important role that cycling can play in the achievement of this goal.</p> <p>We support the continued investment in cycleways and shared paths and acknowledge the great work that Council is doing in this space through this investment and the commitments through the Integrated Transport Strategy, Strategic Cycleway Corridor Program and draft Cycling Strategy.</p> <p>IBUG reiterates that we would like to see investment support for a number of cycling connection priorities including the important link at Port Kembla North station link to Warrawong / Shellharbour Road across Five Islands Road addressed with a safe shared path as soon as possible.</p>	<p>The design for this project has been introduced into Council's Infrastructure Delivery Program to commence in 2026-2027. Council will investigate funding opportunities for NSW or Commonwealth Government Active Transport investment programs to assist in accelerating the design and delivery of this project.</p>	Already planned.

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
122	Individual	Transport; Traffic Concerns (cnr Bellevue and Edgebury Roads)	<p>I am writing to propose the installation of a roundabout at the intersection of Bellevue and Edgebury Roads in Figtree due to the prevalent issue of excessive speeding, which poses significant safety risks to residents and road users.</p> <p>Key Points:</p> <ul style="list-style-type: none"> - Traffic Calming Measure: The installation of a roundabout at this intersection would serve as an effective traffic calming measure, naturally reducing vehicle speeds and promoting safer driving habits among motorists. - Design Suggestion: I suggest a design similar to the roundabout at Booreea Boulevard and Derribong Drive to accommodate heavy vehicle traffic, including trucks and buses, while effectively managing traffic flow. - Current Road Conditions: Bellevue Road has become known for reckless driving, with many motorists consistently exceeding the speed limit of 50km/h. This poses a significant danger to pedestrians, cyclists, and other road users. - Safety Concerns: The lack of adequate traffic management measures at this intersection has led to numerous near-miss incidents and accidents. Installing a roundabout would enhance visibility, reduce the likelihood of high-speed collisions, and improve overall road safety. <p>In conclusion, I urge the Council to consider this proposal for the installation of a roundabout at the intersection of Bellevue and Edgebury Roads. Prioritising road safety and implementing effective traffic calming measures is essential for creating a safer environment for all residents and road users.</p>	<p>All your points raised are well thought out and valid so we thank you for your suggestions to create a safer environment for residents and road users in the area.</p> <p>The roundabout project does not feature on the current Infrastructure Delivery Program, the project is already captured within Council's Infrastructure Request List. Projects on this list are regularly reviewed for consideration and inclusion within future Infrastructure Delivery Programs. Council will review priorities within this program annually as part of the development of our Infrastructure Delivery Program - the project may be introduced in a future year.</p> <p>For your information A Safer Routes to School Report has been prepared in consultation with the Principal from Lindsay Park Primary. Actions recommended did not identify traffic calming for the intersection of Bellevue and Edgebury Roads, Figtree.</p> <p>The majority of funding within the infrastructure delivery program is allocated to the maintenance, and renewal of the existing infrastructure. A much smaller portion of funding is allocated to new and upgrades to infrastructure.</p> <p>We receive more requests for new infrastructure than available funds, therefore Council staff assess and prioritise infrastructure based upon several factors including proximity to educational facilities, businesses, retail centres, hospitals, and connection points for public transport, road profile, crash data, traffic volumes, and residential density. More information about how Council prioritises footpaths can be found on our website: How We Plan Future Works City of Wollongong (nsw.gov.au)</p> <p>Council runs a 'Dob in a Hoon' program as part of the Wollongong City Local Traffic Committee. The Committee includes staff from Transport for NSW and NSW Police. We will include this intersection in the 'Dob in a Hoon' program so that NSW Police are aware of the speeding in the area. We have also requested a mobile speed camera to be located at this intersection via Transport for NSW Suggest a Location for a Speed Camera at: https://www.saferroadsnsw.com.au/haveyoursayspeedcameras.aspx</p>	Consider in future years.
123	Individual	Stormwater Concerns (Gwynneville)	<p>This submission relates to stormwater concerns in Gwynneville, especially Acacia Avenue and included various photos and detailed information.</p>	<p>A Customer Request regarding this issue has been generated and is being investigated by Council's Floodplain and Stormwater Management Team for Response.</p> <p>The recent flash flooding has led to extensive damage across the Wollongong City Council Local Government Area and we have received many requests for assistance. We are doing our best to allocate, investigate and address concerns as soon as possible, however we must prioritise staffing and resources to the worst affected areas.</p>	A Customer Request has been generated and the area will be investigated.

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
124	Individual	Stormwater (Parkview Grove)	This submission relates to stormwater culvert at Parkview Grove, Mount Ousley.	<p>The culvert at Parkview Grove, Mount Ousley is part of Council's stormwater network assets and has been in place for approximately 50 years. This legacy infrastructure was designed and constructed with the best knowledge available at the time, likely before the surrounding houses were built.</p> <p>When the culvert is clear of blockages, it functions as intended. However, blockages can occur, particularly in areas close to the escarpment. Storm events often bring heavy winds that break branches and knock down trees, which can lead to blockages. Large debris forms a structure that smaller vegetation relies on to fully block the culverts. This is an unavoidable risk during storm events. Even without vegetation, sediment and mud can cause significant blockages.</p> <p>In some locations where space allows and conditions are suitable, debris control structures have been built. The placement of these structures depends on various factors, including the number of properties they will benefit and the project cost.</p> <p>Modifications to this culvert have been considered in both recent and past Flood Studies and Flood Risk Management Plans. The consistent conclusion is that the benefits do not justify the modifications. Specifically, for downstream properties, modelling shows that flood levels remain unchanged during a 1% Annual Exceedance Probability flood event, whether the culvert is blocked or not.</p>	Previously assessed. No proposed amendment to plans.
125	Individual	Stormwater (Brokers Road)	After the recent floods it has become very apparent that the Brokers Road flood retention basin is not doing its job. The flash floods appeared to have not been retained or slowed by the basin which is filled with sediment from previous floods and local housing development. There is no mention of investigating and clearing this basin in your forward planning that I can see. It is not sufficient to build infrastructure it must be properly monitored and maintained.	<p>Brokers Road Detention basin is designed to reduce flooding impacts downstream of the dam wall. As you can appreciate, the more floodwater the basin attempts to hold back, the larger the capacity of the basin needs to be and, in turn, the higher the dam walls. Consequently, this increases flooding levels on the western side of the basin wall and properties to the north, south and west of the basin.</p> <p>The basin is inspected monthly as part of our dam safety management system and has also recently undergone a safety review by specialist dam engineers. Within the context of how the basin operates, minor loss of capacity from vegetation in the basin body is considered to have a negligible impact on the overall performance of the basin.</p> <p>The removal of sediment and debris when required and would be funded from the Operations and Maintenance budget – see page 4 of our draft Infrastructure Delivery Program.</p>	Already planned.

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
126	Dapto Phoenix Football Club	Sportsgrounds and sporting facilities; Drainage (Lakelands Oval)	<p>We support the continued inclusion of drainage works to Lakelands Oval, Dapto within the draft Infrastructure Delivery Program under the Sportsfields service (with construction now proposed for 2024-2025, deferred from previous schedule of 2022-2023). As long term and regular users of the sportsfields (and licence holder for fence, lighting and canteen on the site) we have an excellent understanding of the site's drainage patterns, usage, constraints and opportunities. We have also secured funding for upgrades to the sportsfields (lighting and seating, the latter soon to be installed) demonstrating the Club's strong affinity with the fields and desire to improve amenities.</p> <p>In relation to the drainage project, we request that Council undertake early engagement with the Club regarding the design and scope of works so that it is consistent with the current and future usage of the sportsfields.</p> <p>We also request that this project is scheduled in the summer months (October 2024 to February 2025) so as not to impact on the usage of Lakelands Oval for the football season (Autumn and Winter). If this is to occur, there is now limited time to prepare for this scheduling, and therefore design work and engagement of contractors in advance will be required as soon as possible.</p> <p>It is disappointing that contrary to the following response Council has not "work(ed) with the club as part of the Infrastructure Delivery Program regarding the works identified at Lakelands Oval" (Ordinary Meeting of Council of 26 June 2023: 'Item 1 - Attachment 1 - Summary of Draft Delivery Program 2022-2026 and Operational Plan 2023-2024 Submissions received during Exhibition'). In fact, DPFC has contacted Council several times on this matter without and progress at all.</p> <p>This drainage work remains the only previously scheduled works not undertaken since the 2022-2023 Operational Plan (or seemingly even planned with consultation with the Club as per above intention). An explanation is requested to be provided to the Club for this delay any lower priority.</p> <p>Having regard to the announcement today of the 'Level the Playing Field' grant funding awarded to the Illawarra Stingrays (in collaboration with DPFC), we hope that this can be progressed in a timely and coordinated manner.</p>	<p>The drainage project at Lakelands Oval has been identified to be completed in at the end of the winter season 2024 under a current contract with the supplier. Council officers will continue to liaise with both the Dapto Phoenix Football Club as well as the Illawarra Stingrays as part of these works to align with the future plans identified by both the Dapto Phoenix and Illawarra Stingrays Football Clubs.</p> <p>Council officers will continue to work with Dapto Phoenix and Stingrays regarding the schedule of proposed works and the successful grant received.</p>	Retain existing Infrastructure Delivery Program project.

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
127	Individual	Stormwater Management (Blacket Street)	<p>I trust this submission provides sufficient detail and presents a compelling case for why urgent remedial works are required by Council to protect our property from future flooding. In conclusion:</p> <p>In 2020 Council identified 11 Blacket Street was officially Flood Prone and at a one in 5-year flood risk. Despite having this information, Council failed to notify residents at risk, meaning no opportunity for remedial actions to be taken. Council identified that its existing stormwater infrastructure in Bourke Street was unable to cope with substantially smaller rain events than a one in 5-year event. In fact, Council's infrastructure is significantly undersized compared to its own minimum standards.</p> <p>Despite recognising the inadequacies of its stormwater infrastructure over several years, Council has taken no action to enhance the system and reduce the flood risk. Despite the heightened flood risk being identified three years ago, Council has continued to approve high density developments in the catchment, creating greater impervious surfaces and further increasing the flood risk.</p> <p>All of the above combined left the property at 11 Blacket Street at the mercy of floodwaters which resulted from a storm event and flooding of our property on 7 March 2022. That flood event resulted in \$400,000 damage to property and a \$70,000 annual increase in our insurance premium. Only one insurer will cover us, and our excess is now \$50,000. It is likely 11 Blacket Street will be uninsurable should there be another flood event at our property. This would likely have occurred on 6th April 2024 had residents not sandbagged and deployed a submersible pump.</p> <p>Council has an excellent opportunity to address stormwater inadequacies in Bourke Street along with the development of the shared pedestrian/bicycle pathway along Bourke Street.</p> <p>Council should seek the urgent removal of what we believe may be an illegal brick wall at the rear of No.4 Bourke Street which channels stormwater into our property - see photo enclosed in submission.</p>	<p>Council officers have been liaising with the Owners Corporation on this matter. The topography of the land is such that excess run-off in the catchment flows across several properties located in the vicinity of your property. Overland flow occurs across all catchments as stormwater drainage systems are not designed to convey large amounts of stormwater generated by significant storm events. Council follows the process set by the NSW Government through the Floodplain development manual and Local Government Act 1993 to identify, and manage risks associated with living in a floodplain.</p>	Acknowledged.
128	Individual	Stormwater Management	<p>We have reviewed the draft Delivery Program and project future works 2024-2025, 2027-2028 for Wollongong City Council and could not see any scheduled work being planned for the remediation of Towradgi Creek at 1 Willow Grove, Corrimal. Nor do there appear to be planned mitigation works for catchment areas, culverts or storm water drains across the Towradgi Creek system.</p> <p>We feel that within the draft Delivery Program and project future works 2024-2025, 2027-2028 for Wollongong City Council, no consideration has been given to essential works required for suitable storm water management of Towradgi Creek between the escarpment to Collins Street Corrimal. Of immediate concern are required rectification/repair works in relation to the severe underpinning of creek banks behind our property at 1 Willow Grove, Corrimal.</p>	<p>A Customer Request regarding this issue has been generated and is being investigated by Council's Floodplain and Stormwater Management Team for Response.</p> <p>The recent flash flooding has led to extensive damage across the Wollongong City Council Local Government Area and we have received many requests for assistance. We are doing our best to allocate, investigate and address concerns as soon as possible, however we must prioritise staffing and resources to the worst affected areas.</p>	A Customer Request has been generated for investigation.
129	Keiraville Residents Action Group Inc	Transport; Road Resurfacing	<p>Resurfacing of Gipps Road from the Robson Road intersection to Grey Street - The surface of this busy thoroughfare has deteriorated significantly and needs resurfacing.</p>	<p>Council has undertaken and completed condition assessment of our entire road network last calendar year, following higher than average rainfall the year prior. We are currently working through this condition data to identify and prioritise new road resurfacing projects. This section of Gipps Road will be considered for resurfacing as part of this body of work.</p>	To be prioritised against other road condition assessments.

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
130	Keiraville Residents Action Group Inc	Transport; Pedestrian Safety	Shared Path from Keiraville Shopping centre to the new shared path at Wiseman's Park. Gwynneville – Currently Keiraville does not have a shared path connection from the shopping centre to the CBD. The suburbs of Keiraville with 4,002 people and Gwynneville with 3,039 as well as 33,044 UOW students travelling in and around Keiraville every day requires alternative transport options to encourage pedestrian and cycling alternatives with a link to the centre. A shared path along Gipps Road at Keiraville/Gwynneville was proposed by Wollongong City Council some years ago but unfortunately seems to have been given a lesser priority and should be reinstated in this delivery program.	<p>Wollongong City Council is responsible for building, operating and managing over \$6.2 billion worth of infrastructure assets that support a variety of services for our community. This includes:</p> <ul style="list-style-type: none"> more than 1,000 km of roads more than 597 km of footpaths, shared paths and cycleways more than 685 km of stormwater pipes and associated pits more than 760 buildings and shelters 332.8 hectares of sporting fields 154 playgrounds and gym equipment 6 freshwater pools, 3 saltwater pools and 9 rock pools. <p>The majority of funding within the infrastructure delivery program is allocated to the maintenance, and renewal of the existing infrastructure. A much smaller portion of funding is allocated to new and upgrades to infrastructure. We are working towards an improved footpath and bike network for community members and visitors of all ages and abilities to enjoy.</p> <p>Our commitment to improved walking and cycling is delivering on our Cycling Strategy 2030. We continue to receive more requests for footpaths than available funding, and like most cities, we have some streets with no formal footpaths and the majority of streets have footpaths on one side. With the budget available for footpath construction, sites are selected and prioritised based on several factors including proximity to educational facilities, businesses, retail centres, hospitals, and connection points for public transport, road profile, traffic volumes, and residential density. More information about how Council prioritises footpaths can be found on our website: How We Plan Future Works City of Wollongong (nsw.gov.au)</p> <p>While there are currently no plans to construct additional shared paths at this location, your suggestions have been added to Council's Infrastructure Request List, which will be prioritised against other locations in the Local Government Area.</p>	To be included in the footpath infrastructure request list for prioritisation against other projects.
131	Keiraville Residents Action Group Inc	Stormwater System Upgrade (Keiraville)	Stormwater system upgrade in Keiraville where lives are at risk during flash flooding - In many parts of Keiraville, Wollongong City Council relies on a totally inadequate private stormwater system to discharge stormwater from street drains. The frequency of flash flooding causing damage to property and putting lives at risk has become a 1:10 year event due to climate change and increased medium to large scale development. The stormwater system in Keiraville needs an urgent upgrade to ensure flash flooding as experienced in recent years can be discharged in a non-destructive manner.	<p>Council is currently developing the floodplain risk management plan for the Fairy and Cabbage Tree Creek catchment which will:</p> <ul style="list-style-type: none"> evaluate the flood risk to the community identify and review a range of flood risk management options include recommended Flood Risk Management measures and reasoning for options that are not recommended and Implementation Program (Action List). <p>The recommended actions from the Fairy and Cabbage Tree Creek floodplain risk management plan will be prioritised annually against actions from other floodplain risk management plans and included in the Infrastructure Delivery Program (Infrastructure Delivery Program) depending on available funds and competing priorities identified within other catchments and within the Fairy and Cabbage Tree Creek catchment.</p> <p>If you any area any specific sites of concerns regarding drainage, we encourage you to document and submit this as a customer request for further investigation by Council's Floodplain team.</p>	Continue to develop the Fairy and Cabbage Tree Creek Floodplain Risk Management Plan.

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
132	Keiraville Residents Action Group Inc	Stormwater; Waterway Degradation (Cedar Park)	Investigate serious degradation of the waterway feeding into Cedar Park - debris (both timber and rock) from this system is a major contributor to the flooding at the western end of Murphys Avenue.	<p>A Customer Request regarding this issue has been generated and is being investigated by Council's Floodplain and Stormwater Management Team for Response.</p> <p>The recent flash flooding has led to extensive damage across the Wollongong City Council Local Government Area and we have received many requests for assistance. We are doing our best to allocate, investigate and address concerns as soon as possible, however we must prioritise staffing and resources to the worst affected areas.</p>	A Customer Request has been generated for investigation.
133	Healthy Cities Illawarra	Transport; Active Transport	Whilst the program appears to be spending a significant sum on active transport elements it does not acknowledge or respond to the significant backlog in active transport infrastructure resulting from decades of underinvestment in same. Nor does it acknowledge that active transport has a role to play in achieving each of the six goals guiding the delivery program. There is a lot of talk about active transport but planned works fail to deliver. What we have is just a few tweaks on business as usual when what is needed is a complete reset of priorities. As a result, it is difficult to conclude that the draft Delivery Program aligns with vision and goals outlined in the budget documents.	<p>We are pleased to hear your support for more active transport infrastructure.</p> <p>Council is currently working closely with an engaged consultant on a Cycling Network Plan and Program which is delivering on multiple actions of the Wollongong Cycling Strategy 2030. The project will include a 10 year forward plan for the programming of new cycleways and will highlight the key strategic network to lobby and support grant funding applications. Routes that have been identified through our Wollongong Cycling Strategy 2030 Map will be investigated through this study, with standard design details for aspects of cycling infrastructure, supplementary cost estimates for future options assessment and the types of facilities with consideration of the existing road environment. We will continue to expand our walking and riding network through this planning work to create an active and connected city.</p> <p>The United Nations recommends that 20 percent of federal transport funding per annum should be allocated to non-motorised transport. We have run this analysis on the previous five years of Council's transport budget and have observed that we are continuously above that threshold.</p> <p>Council continues to invest funds in the development of active transport infrastructure through the footpath and cycle way program areas. Council also relies on State and Federal funding to achieve the targets set out in our supporting documents such as the Wollongong Cycling Strategy 2030.</p>	Planning and delivery of active transport to continue.
134	Healthy Cities Illawarra	Environmental and sustainability planning; Funding for solar or landfill gas capture	Can't see any money for new solar? Any money for landfill gas capture? Can't see it in Waste section.	In regard to landfill gas capture, Wollongong Council has an agreement in place to manage and expand its landfill gas infrastructure. The contractor incurs the cost of constructing and operating the system while in return there is a shared entitlement of the associated benefits eg carbon credits or energy revenue.	Acknowledged.
135	Healthy Cities Illawarra	Community buildings; Gleniffer Brae	No money for Gleniffer Brae, despite the deteriorating condition.	Council is currently finalising the Masterplan for the Wollongong Botanic Garden including the Conservation Management Plan for Gleniffer Brae in 2024-2025. Finalisation of the conservation management plan will ensure major maintenance upgrades will be considered in future delivery programs.	<p>Draft Masterplan to be finalised.</p> <p>To be considered in future planning</p>

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
136	Neighbourhood Forum 5	Stormwater; Flood and Drainage; Transport (Pedestrian Safety)	<p>Council be advised that the Forum supports the general direction of priorities in the documents but seeks greater emphasis on:</p> <ul style="list-style-type: none"> i. improving the flood prevention and drainage infrastructure; ii. safety issues and suitable treatments where shared paths cross access roads. 	<p>Council's Infrastructure Delivery Program includes three major programs and \$26.2M over the four year program to enhance and renew floodplain and stormwater infrastructure. In addition, funding is allocated to the operations and maintenance of the stormwater and floodplain infrastructure. The programs include:</p> <ul style="list-style-type: none"> • Floodplain Structure – where Council invests in priority projects identified in adopted Floodplain Risk Management Studies and Plans to reduce flood risk at identified locations within specific catchments. These projects are often eligible for grant funding under the NSW Government's Floodplain Management Program. • Stormwater Drainage New – where Council invests in minor upgrades to the stormwater network to address localised drainage issues. • Stormwater Drainage Renew – where Council invests in the repair and renewal of Council's extensive stormwater infrastructure network. <p>Council's Infrastructure Delivery Program also includes a Traffic Facilities Program which is focused on improving safety for pedestrian, cyclists and vehicles within the road reserve. This program has been supplemented by over \$1 million in additional funding from Councillors to accelerate the delivery of Priority Pedestrian infrastructure across the city, with priorities for investment currently being identified. Council is also actively pursuing grant funding opportunities to assist in accelerating the delivery of pedestrian infrastructure crossing and other treatments to improve the safety of our road reserves across the city.</p>	Continue to plan and deliver stormwater and safety infrastructure.
137	Neighbourhood Forum 5	Performance measurement	<p>Council be requested to include in the documentation current achievements wherever targets/desired outcomes are set out. This followed consideration by Neighbourhood Forum 5 members of a report which included: "This exhausting document of 398 pages is on exhibition until 7th May.</p> <p>Whilst there is an incredible amount of information it fails to disclose how forecasts and target/desired trends set last year have or have not been achieved – presumably because these will be set out in the annual report. However, since the base is not stated it is difficult to assess whether this year's targets/desired trends are reasonable.</p>	<p>Council publishes results of performance measures in Quarterly Review Statements and Annual Report where past data is available. Where measures are new, past data may not be available however in future years, we will be able to compare.</p>	Council to continue to publish results through Quarterly Review Statements.
138	Neighbourhood Forum 7	Acknowledgement and support of Projects	<p>The Forum is pleased to note:</p> <ul style="list-style-type: none"> a) the substantial number of works listed for construction in the financial year 2024-25 and b) that several issues it has been advocating for are included in the draft IDP, including: - foreshore improvements at Windang, the Lake Illawarra Cycleway gabion retaining wall, construction of a pedestrian refuge on Northcliffe Drive, construction of a SQID at Port Kembla Beach and improvements at Hill 60. 	<p>Thank you for your interest and feedback.</p>	Acknowledged.
139	Neighbourhood Forum 7	Lack of infrastructure projects in Cringila and Windang	<p>It is notable that there is no planned infrastructure work in each of the four years for Cringila and Windang under the headings Transport Services, Footpaths/Cycleways & Transport Nodes, Stormwater Management.</p> <p>The Forum will be pleased if Council could confirm that it has executed an audit of the projected need for work to be undertaken under these headings in Cringila and Windang.</p>	<p>Council undertakes regular periodic inspections of all its assets based on infrastructure type, not suburb. Council has recently completed a comprehensive road asset condition inspection and assessment which will inform future programs and priorities. Similar equivalent projects will occur for footpaths in 2024-2025. Council has an ongoing program of stormwater Closed Circuit Television inspections to identify and define priorities for investment in council's stormwater network.</p> <p>Council has two projects in Cringila for Stormwater Management; 2 Newcastle Street, pipe relining (construction scheduled for 2025-2026), and 13 Cringila Street, pit reconstruction (design – 2025-2026; construction – 2026-2027).</p>	Projects planned.

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
				Council has one project in Windang in the Transport Services, Footpaths/Cycleways and Transport Nodes Services area; Windang Foreshore Improvements. This project is programmed for design in 2024-2025.	
140	Neighbourhood Forum 7	Transport; active transport; Lake Illawarra Cycleway Gabion Retaining Wall	Whilst it is pleasing to see repair of the Lake Illawarra Cycleway gabion retaining wall listed it is disappointing to note that construction has been postponed to 2026-27. Completion of this Project has been delayed repeatedly with the scope and cost undoubtedly escalating. The Forum will be pleased to see this Project given the priority it deserves.	Council is currently working through the design phase of this important project. Depending on the timeframes to receive relevant authority approval, Council will review opportunities to accelerate the project.	Continue to progress the repairs.
141	Neighbourhood Forum 7	Stormwater; Port Kembla Beach Stormwater Quality Improvement Device	Whilst it is pleasing to see the Port Kembla Beach Stormwater Quality Improvement Device was listed but disappointing to note that construction has been postponed from 2023-24 // 2024-25 to 2024-25 // 2025-26. The stormwater drain discharging on to Port Kembla beach collects stormwater from a large catchment which includes fuel outlets, cafes, and hotels. Having in mind Council's commitment to environmental initiatives it is surprising that this Project is not seen as a priority.	Council is working towards installing a purpose-built Stormwater Quality Improvement Device at Port Kembla to capture gross pollutants, including rubbish that would otherwise end up in the ocean. This project is currently in the design phase and is due to be constructed in the Winter of 2025, as per the Infrastructure Delivery Program. While the design is likely to be completed earlier than this, to minimise disruption to the community, we would not look to deliver this project until the following winter.	No proposed change to Plans.
142	Neighbourhood Forum 7	Transport (pedestrian safety); Northcliffe Drive Pedestrian Bridge	The Forum is pleased to see this Project listed. However, Council should note the concerns expressed by residents regarding the negative impacts of the original design and the Forum's view that the pedestrian refuge should be located near the cycle and pedestrian access to the Lake Illawarra Cycleway ie between 83 and 85 Northcliffe Drive. The Forum will be pleased to receive confirmation that further community consultation will occur prior Council's adoption of the final plan and construction in 2024-25.	Council is currently working through the design phase of this important project. Depending on the timeframes to receive relevant authority approval, Council will review opportunities to accelerate the project.	Already planned.
143	Neighbourhood Forum 7	Transport; active transport; Lake Illawarra Shared Path Master Plan	Design of the Lake Illawarra Shared Path Master Plan was listed on the 2023 IDP but is not included in the 2024 IDP. The Forum will be pleased to receive clarification of the reasons for this deletion?	As the project was the delivery of a masterplan it was relocated from the Infrastructure Delivery Program to Council's Supporting Document list (see Budget document for detail). The draft of this document is well-progressed and identifies a range of opportunities for improvements to existing active transport infrastructure and for new active transport link to complete/improve the connectivity of the lake-wide cycling network. We plan to engage with the community on this piece of work later in 2024. Once reviewed by both Shellharbour and Wollongong City Councils. Both council's will consider priorities for investments identified in this plan for inclusion in future delivery programs (subject to the availability of budget and competing priorities for investment in active transport infrastructure).	Continue to progress the Lake Illawarra Shared Path Masterplan.
144	Neighbourhood Forum 7	Suburb Signage	The Forum reiterates its previous requests that a plan be developed to roll out over a defined period aesthetically pleasing suburb signage for all Neighbourhood Forum 7 suburbs. An example of the desired suburb signage can be found at the Five Islands Road entrance to Cringila.	Council has an endorsed Park and Suburb Signage Style Guide upon which it bases the layout and style of suburb signs. There is not an allocated budget for the rollout of signage across the local government area, instead new suburb signage is prioritised as part of capital upgrades and general maintenance turnovers. Current priorities include the roll out of new suburbs signage for Dapto. Work has also been undertaken in preparation for new signage for Keiraville village.	No proposed amendment to Plans.
145	Neighbourhood Forum 7	Public art; Artistic Installations	The Forum reiterates its previous requests that Council develop a plan for the strategic placement of artistic installations along the length of the Lake Illawarra cycleway. An example of such artistic installations is Geelong Baywalk Bollards - https://www.geelongaustralia.com.au/bollards/default.aspx	Each year Council makes decisions as to what type of public art to deliver and where it should be placed. Planning for public art that is appropriate, relevant, and meaningful for our city and diverse community involves a complex decision-making, curatorial and budgeting process. Council's Public Art Strategy, Animating Wollongong, Public Art Strategy 2022 – 2032, outlines Council's ongoing commitment to Public Art. A current review and update of the Public Art Management policy is underway.	Acknowledged.

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
				Your recommendation for the Lake Illawarra cycleway has been noted and passed onto the Public Art portfolio.	
146	Neighbourhood Forum 7	Stormwater management; Lake Illawarra Sediment Traps	The Forum reiterates its previous requests that Council develop a works program to remove debris and sediment caught in Lake Illawarra sediment traps on a regular and ongoing basis. The need for such a program is demonstrated by the accumulation of debris in the sediment trap at Boronia Park Windang.	The Boronia Park Windang trash rack has been added to the Review of Environmental Factors for known areas to service. This means Council now has assessed the environmental factors in clearing debris from the trash rack and has approval to proceed with servicing. The frequency of servicing will be assessed using a risk based approach and prioritised in consideration with all the other Local Government Area trash racks and stormwater assets. The accumulation of trash demonstrates the structure is functioning as intended by reducing the amount of rubbish and debris entering our waterways.	Sediment trap to be serviced
147	Neighbourhood Forum 7	Land use planning, master planning; Master Plan for Wollomai Point	The Forum reiterates its previous requests that Council: a) develop a Master Plan for Wollomai Point, b) establish a Wollomai Point Vegetation Management Plan, and c) implement a weed control program to allow for forest expansion and d) allocate funds for professional restoration works.	The Wollongong Community Land Plan of Management 2022 relates to Council owned land including Wollomai Point. The Point is primarily categorised as an 'Area of Cultural Significance'. It is generally used as a natural area with a 'Park' categorisation on the eastern and western ends. The Plan of Management states that Wollomai Point will continue to be managed as a public reserve with natural values. Given these values, it is not proposed to develop a Master Plan for any significant embellishment of the site. Vegetation management including weed control is undertaken on site in accordance with an adopted Vegetation Management Plan. These works are undertaken by the Wollomai Point Bushcare Group. Contracted ecological restoration works are also undertaken on site. The existing Vegetation Management Plan will be updated as part of a locality management approach for Council community land ecological restoration sites around the northern foreshore of Lake Illawarra.	Existing Vegetation Management Plan to be updated.
148	Neighbourhood Forum 7	Community land; vegetation management; Reserve Grand View Parade Lake Heights	Neighbourhood Forum 7 is continually raising concern regarding the parcel of community land which is known as 25-27 Grand View Parade, Lake Heights. It made a submission regarding this parcel of community land in June 2021 when the Community Land Plan of Management was drafted. Such concerns relate to the lack of regular maintenance of the parcel of land (particularly the creek) which results in the accumulation of vegetation debris and illegal dumping of material which is unsightly, unsafe, and creates a fire risk to adjoining properties. The Forum reiterates its previous requests that Council develop a funded Vegetation Management Plan for this reserve.	A Vegetation Management Plan has been commissioned for the Lake Illawarra North area including the Grandview Parade site. Routine maintenance of the land will continue using budget allocations for general open space management. Works include maintaining tree cover, a natural functioning creek line and access to park facilities at the Lake and on Grand View Parade. We note the Forum's concerns with the level of maintenance and will continue to ensure our natural areas maintenance, and mowing programs are delivered to standard at this site	Work to maintain vegetation at the site.

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
149	Neighbourhood Forum 7	Transport; line marking and signage; Northcliffe Drive Signage	<p>The Forum reiterates its previous requests that Council:</p> <ul style="list-style-type: none"> a) erect signs at strategic points along Northcliffe Drive prohibiting heavy vehicles from using exhaust brakes, b) improve signage and line marking on Northcliffe Drive, and c) undertake traffic surveys related to traffic travelling from the Shellharbour Local Government Area into the Wollongong Local Government Area along King Street and using Northcliffe Drive to access the M1 Motorway. 	<p>A) Noise relating to the use of heavy vehicles is a matter for Transport for NSW. Council's experience is that Transport for NSW (TfNSW) does not generally install additional compression brake signs in response to individual complaints as this has not been found to provide long-term benefits in reducing the incidence of compression braking.</p> <p>A noise reduction compression braking sign exists at the western end of Northcliffe Drive near Pharlap Avenue due to the high utilisation of this area by heavy vehicles. Upon installation, Council continued to receive ongoing correspondence from residents regarding noise supporting the argument that such signage is not overly effective in reducing truck related noise. Considering this, and the fact that the eastern side of Northcliffe Drive is less exposed to heavy vehicle traffic, Council does not favour the implementation of these signs along the remainder of Northcliffe Drive. It should also be noted that the Limit Compression Braking signs are advisory only and are not enforceable. Furthermore, installing signs along every section of arterial road where compression braking may occur could also detract from other road safety sign messages.</p> <p>B) Council regularly reviews the condition of signs and lines across all of Council's road network and invest in repair/reinstatement as required. For any specific issues related to signs and lines along Northcliffe Drive, we would recommend that this be documented and issued to Council as a customer request for further investigation.</p> <p>C) King Street and the M1 Motorway are classified State Roads. Whilst Council undertakes routine and ad-hoc collection of traffic speed data on its network of local roads and uses this data to manage traffic and develop strategies, Council does not collect data on State Roads. Origin-destination or travel time surveys on State Roads are therefore the responsibility of Transport for NSW. This includes studies such as the level of traffic using King Street, Northcliffe Drive and the M1 Motorway.</p>	No proposed amendments to Plans.
150	Neighbourhood Forum 7	Parking; MM and Port Kembla Beach Car Parks	The Forum reiterates its previous requests that Council address the undersupply of car parking at MM and Port Kembla Beaches.	MM Beach Car Park supports casual usage of the beach with a permanent car park as well as on street car parking that enables use of the beach, shared pathway and other recreational infrastructure.	Acknowledged.
151	Neighbourhood Forum 7	Community facilities; MM Beach Toilet Facilities	The Forum reiterates its previous requests that Council address the need for toilet facilities for the dramatically increased number of residents using MM beach.	<p>Council has previously investigated opportunities for the installation of a public toilet in this location.</p> <p>Whilst Council acknowledges that MM Beach is increasingly popular with local residents, public toilets have not previously been constructed in this area as the foreshore is not currently serviced by sewer and is a known culturally significant site with complex approvals.</p>	No proposed amendments to Plans.
152	Neighbourhood Forum 7	Transport; Traffic Issues (Warrawong Plaza)	The Forum reiterates its previous requests that Council investigate improvements that could be made to facilitate the movement of traffic turning left from Warrawong Plaza towards Primbee / Windang at the intersection of King Street and Northcliffe Drive.	Council has raised this matter with Transport for NSW who manage King Street and all traffic signals sites in NSW. In response, Transport for NSW staff have monitored the operation of this intersection including traffic queues associated with the southbound left turn into King Street. The queue in the left lane of Northcliffe Drive heading west towards King Street was found to clear in one cycle of the traffic signals which is considered acceptable for a significant major road intersection. Any changes to lane arrangements in Northcliffe Drive approaching the King Street intersection would not reduce the queuing time for the left turn traffic mentioned as drivers would need to wait for gaps in King Street traffic which clear after the traffic lights change to green for Northcliffe Drive traffic.	No proposed amendments to Plans.

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
153	Individual	Infrastructure (West Dapto and Corrimal); Housing	I would like priority on infrastructure that will support more housing. Whatever is needed in West Dapto and around Corrimal Station should be a priority.	<p>Council is investing over \$44 million over the next 4 years to enabling infrastructure to support growth in housing in Council's West Dapto Urban Release Area. This greenfield release area is forecast to be a future home for 50,000 new residents across 19,500 new dwellings.</p> <p>The Transport Oriented Development (TOD) State Environment Planning Policy (SEPP) commenced on 13 May 2024 and includes Corrimal Train Station. Council will be monitoring and evaluating the impacts of future development on local infrastructure to determine whether any local infrastructure upgrades are required. Infrastructure upgrades would be funded through Council's City-Wide Developer Contributions Plan. Unfortunately, the NSW Government has not identified any specific funding to support the Wollongong Local Government Area in delivering infrastructure to support this planned increase to density.</p> <p>More information regarding the TOD SEPP is available on the Department of Planning Housing and Infrastructure's website: https://www.planning.nsw.gov.au/policy-and-legislation/housing/transport-oriented-development-program/transport-oriented-development </p>	Acknowledged.
154	Individual	Transport; Active Transport; Road resurfacing for safer cycling	All road resurfacing should consider and paint a clear separated line for safer cycling. This should be the default on all our roads which are wide enough. Especially near schools and town centres to get ready for the 30 kmph speed changes outlined in the transport strategy (car lanes would be narrower, designed for that speed).	<p>We are pleased to hear your support for more separated active transport infrastructure. Council is currently working closely with an engaged consultant on a Cycling Network Plan and Program which is delivering on multiple actions of the Wollongong Cycling Strategy 2030. The project will include a 10 year forward plan for the programming of new cycleways and will highlight the key strategic network to lobby and support grant funding applications. Routes that have been identified through our Wollongong Cycling Strategy 2030 Map will be investigated through this study, with standard design details for aspects of cycling infrastructure including separated cycleways, supplementary cost estimates for future options assessment and the types of facilities with consideration of the existing road environment. We will continue to expand our walking and riding network through this planning work to create an active and connected city.</p> <p>The installation of separated cycling infrastructure needs to be considered on a case by case basis to ensure all impacts (such as on-street parking) are managed appropriately. These projects must also be prioritised against other infrastructure changes across the Wollongong Local Government Area to ensure Council prioritises locations of the highest need. This includes areas of future speed zone changes.</p> <p>If you would like particular locations considered for separated cycling infrastructure, Council encourages you to let us know via Council's Customer Request system.</p>	Planning underway.
155	Individual	Transport; Pedestrian Safety (Keiraville)	I raised last year in response to the 2023 IDP the question a footpath on Braeside Avenue in Keiraville. Council's consideration of the footpath on the western side is appreciated (as it is the side of the street where the streetlights are, it aligns with an entrance off Murphy's Avenue to the Wollongong Botanic Garden and this side is more used than the other side by pedestrians). The delivery of this footpath work, now under way, is much appreciated.	Thank you for your interest and feedback.	Acknowledged.

Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 – SUBMISSIONS AND RESPONSES

ITEM	Author	Theme	Submission Summary	Response	Proposed Action
156	Individual	Stormwater Systems (Keiraville)	<p>Parts of Keiraville were severely impacted during periods of very heavy rain in early April 2024, when the stormwater system (both on Council land and in private property) did not work as it should. This occurred in heavy rain events during 2022. It is clear that this calls for some remedial investment by Council during 2024-25, and more investment than was provided during 2023-24.</p> <p>A further problem in some flood impacted areas is upstream debris that in heavy rain can be washed down and block drains. It is recommended that provision in 2024 be made for Council to undertake a thorough review of the capacity of stormwater systems in Keiraville particularly west of Robsons Road, and the Council imposes a moratorium on further multiunit developments until the risks identified above are addressed.</p> <p>It is not just Keiraville that has been impacted by flood events, nearby parts of Gwynneville, North Wollongong and Fairy Meadow were impacted in the April 2024 heavy rain events.</p>	<p>Council is currently developing the floodplain risk management plan for the Fairy and Cabbage Tree Creek catchment which will:</p> <ul style="list-style-type: none"> Evaluate the flood risk to the community Identify and review a range of flood risk management options Include recommended Flood Risk Management measures and reason for options that are not recommended Implemented Program (Action List). <p>Information about the flooding risk at impacted properties will be an input into the floodplain risk management plan.</p> <p>The recommended actions from the Fairy and Cabbage Tree Creek floodplain risk management plan will be prioritised annually against actions from other floodplain risk management plans and included in future Infrastructure Delivery Programs (Infrastructure Delivery Program) depending on available funds and competing priorities identified within other catchments and within the Fairy and Cabbage Tree Creek catchment.</p>	Plan in development.
157	Individual	Planning controls (Illawarra Escarpment); Rezoning (Cosgrove Avenue)	<p>The Illawarra Escarpment needs to be given better protection. Council's initiative in rezoning parts of Escarpment lands needs to be followed up. In particular, 14 Cosgrove Avenue is not suitable for residential development and this needs rezoning to make it quite clear that multiunit proposals will not proceed.</p>	<p>On 8 April 2024 Council resolved to finalise the Planning Proposal for the large lots in the Illawarra Escarpment zoned R2, which includes 14 Cosgrove Avenue. The applicant has lodged two appeals in the NSW Land and Environment Court, against both the refusal of the Development Application for multi dwelling housing, and the Planning Proposal. These matters will progress through the legal process to their conclusion.</p>	Acknowledged.
158	Individual	Transport; Traffic Issues (Keiraville)	<p>The 2023 IDP noted that Towradgi Road and The Avenue is to get Traffic Calming Design. How about Robsons Road in Keiraville which has traffic issues made worse by it being in part an access road to the main campus of the University of Wollongong and has been a road that has had some vehicle accidents in recent years. This was raised last year, and it appears that little action, if any, has been taken by Council in 2023-2024 to address this. More resources are requested for 2024-2025.</p>	<p>Wollongong City Council is responsible for building, operating and managing over \$6.2 billion worth of infrastructure assets that support a variety of services for our community. This includes:</p> <ul style="list-style-type: none"> more than 1,000 km of roads more than 597 km of footpaths, shared paths and cycleways more than 685 km of stormwater pipes and associated pits more than 760 buildings and shelters 332.8 hectares of sporting fields 154 playgrounds and gym equipment 6 freshwater pools, 3 saltwater pools and 9 rock pools. <p>The majority of funding within the infrastructure delivery program is allocated to the maintenance, and renewal of the existing infrastructure. A much smaller portion of funding is allocated to new and upgrades to infrastructure.</p> <p>Council receives more requests for new infrastructure than available funds. Therefore, we prioritise traffic calming based upon several factors including proximity to educational facilities, businesses, retail centres, hospitals, and connection points for public transport, road profile, crash data, traffic speeds, traffic volumes, and residential density. More information about how Council prioritises traffic calming can be found on our website: How We Plan Future Works City of Wollongong (nsw.gov.au)</p> <p>We included Robsons Road is on our traffic calming infrastructure request list last year. Traffic calming for Robson Road will be prioritised against other locations across the Wollongong Local Government Area as part of our annual budget cycle.</p>	To be included in the footpath infrastructure request list for prioritisation against other projects.

Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 – SUBMISSIONS AND RESPONSES

ITEM	Author	Theme	Submission Summary	Response	Proposed Action
159	Individual	Parks; Stuart Park Draft Masterplan	<p>In 2023, a Stuart Park draft Master Plan was placed before Council. A check of Council's website suggests that we await the final plan. Please ensure some funding is allocated in 2024-25 to finalise this. Points of note in the draft is that strong population growth and higher density living have occurred in the North Wollongong and City Centre area; and, there has been increased visitation from western and southwestern Sydney.</p> <p>However, there are some important issues raised in submissions that do not get much consideration in the draft that Council now needs to address.</p> <p>a) That of trees, they get the briefest of mention in the draft. Surely, Stuart Park should contribute to Council's 35 per cent Urban Greening target, and the Park be getting more trees and shrubs. Instead, we are offered Recognition of Stuart Park as Wollongong's premier event site. I share the concern of Neighbourhood Forum 5 as submitted to Council "... that the legislated core objectives for public use of the park must apply, and it is of great concern that unrestricted public access is excluded from about 30% of the available open land by a commercial activity."</p> <p>b) There is only one reference in the report to it being a Crown reserve. I could not find any reference to the Crown Land Management Act.</p> <p>c) The parking pressure warrants attention. Rather than provide more parking, it is suggested that there be payment required from out of town visitors. Parking fees at many beachside locations in Sydney are now an accepted fact.</p> <p>d) A major issue needing to be addressed in any future plan of management is that of SkyDive. Yet this is not apparent in the draft report. Here, there are two questions that need addressing. Is it appropriate that SkyDive operations take place in Stuart Park? Plus, should they be paying, as they would in other local government areas (and are in fact paying at St Kilda in Melbourne), a lot more than the appear to be paying here?</p> <p>e) Another issue needing addressing is to ensure that the lease to the on a Restaurant to the north of Stuart Park is set at a commercial rate. Or, at the very least, to ensure that the lease is set in terms no more favourable than any other business operating on leased premises on Council land.</p>	<p>Council adopted the Stuart Park Master Plan on 20 March 2023.</p> <p>The Plan is consideration as part of the Delivery Program process.</p> <p>Council has recently constructed Stage 1 of the All Abilities All Access playground, and Council is committed to Stage 2 in the future subject to funding.</p> <p>Council is working towards its urban greening target as a whole across the Local Government Area.</p> <p>Stuart Park is a Crown Reserve. On 11 December 2023 Council endorsed the draft City Foreshore draft Crown Land Plan of Management and has referred it to NSW Crown Lands for approval to exhibit.</p> <p>Parking fees are reviewed annually by Council and your comments have been noted.</p> <p>There are existing land uses that have approval to operate in the area.</p> <p>Council is in the process of reviewing the Plan of Managements (PoM) on Crown Land to meet the Crown Land Management Act requirements. The existing Wollongong City Foreshore PoM has sky diving activities permissible. Council do have lease/licence agreements in place with the Skydive operator for the occupation of the Cottage and landing zones of which rental is charged and reviewed annually.</p> <p>Regarding the restaurant, Council have a commercial lease agreement in place where rental is charged to occupy the building as well as the outside decking area. This rental is reviewed annually in accordance with the agreement.</p>	Acknowledged.
160	Illawarra Shoalhaven Local Heath District (ISLHD)	Liveability; active transport; land use planning and development	<p>ISLHD commends the continued investment into footpaths, shared paths and dedicated cycleways to make it safer for children and people of all ages and skill levels. This will enable them to be able to choose active modes of transport to get to destinations and supporting them to lead active lifestyles.</p> <p>To support this and reduce reliance on private motor vehicles for short trips, advocating for better transport links and public transport is essential. In addition, new developments need to be well thought out with footpaths and green spaces introduced at the start of the development, to build liveable communities and establish new residents' movement patterns when they move to their new homes.</p>	<p>While we want Wollongong to grow as a city, we must work towards infrastructure that supports people and their movement in a healthy and sustainable way. Council's plan for achieving this vision is documented in the Integrated Transport Strategy which was exhibited for the community in May-June 2024.</p> <p>This document will create a clear citywide transport strategy that will inform an integrated, multi modal and sustainable transport network to support people, land use and services. This is needed to create real change, and to have more people walking, cycling, and taking public transport. The strategy will recognise the shared responsibility and roles between Wollongong City Council, Transport for New South Wales, the private sector and our community. The work will enhance the way Council deliver and communicate about transport within our city.</p> <p>We thank you for advocating for improved transport outcomes to support health benefits and working with us to deliver real change for transport in our city.</p>	Acknowledged.
161	Illawarra Shoalhaven Local Heath District (ISLHD)	Liveability; support for Council's Strategic Priorities	ISLHD agrees with and supports Council's Strategic Priorities: Active Transport and Connectivity; Business and Investment; Sustainable Wollongong; West Dapto; Localised Suburbs and Places.	Noted.	Acknowledged.

Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 – SUBMISSIONS AND RESPONSES

ITEM	Author	Theme	Submission Summary	Response	Proposed Action
162	Illawarra Shoalhaven Local Health District (ISLHD)	Business and investment; corporate social responsibility.	ISLHD acknowledges the importance of Business and Investment in Wollongong City's future. However, some businesses can negatively affect the liveability and health of the community. ISLHD recommends that Council supports and incentivises businesses and investment that contribute positively to the community's health and wellbeing. While protecting the community from those that have a negative impact.	Council's Delivery Program includes business and investment in Wollongong as one of Council's five strategic priorities. The focus is on continuing to diversify and grow the Wollongong economy through jobs growth, attracting business, investment, major events, and tourism to the region. Council's Economic Development Strategy 2019-29 provides the strategic framework and 56 actions to achieve this. As part of the Economic Development Strategy, Council has adopted a jobs target of 10,500 net new jobs in Wollongong by 2028. This includes jobs from a wide range of key target sectors based on criteria including expected future growth, alignment with Wollongong's existing skill base, a sector's share of full-time work and higher than median incomes. Council continues to work with the NSW Government and the University of Wollongong through a long-term, strategic partnership known as Invest Wollongong to achieve this objective.	Acknowledged.
163	Illawarra Shoalhaven Local Health District (ISLHD)	Transport; West Dapto planning; liveability	Council has a vital role in determining the liveability of this urban release area. ISLHD recommends that Council ensure that there are public and active transport services and infrastructure and businesses that provide nutritious foods and other essential goods and employment opportunities in place early. This can ensure that positive movement patterns are established from the outset and that the residents living in the area are less car dependent.	Council staff welcome ISLHD's submission and advice. We agree that establishing positive movement patterns early in the life of all release areas is important. This is true for West Dapto and supported by the West Dapto Vision principles. In addition, this goal is supported by Council's recently published draft Wollongong Integrated Transport Strategy, which is on public exhibition until 27 May 2024 Draft Wollongong Integrated Transport Strategy Our Wollongong (nsw.gov.au) The draft Wollongong Integrated Transport Strategy sets 6 goals including 1. Competitive public transport 2. Everyday needs within 15 minutes 3. Sustainable transport options 4. All ages and abilities can get around with ease 5. Increase use of active modes 6. A connection to Country and sense of place. Council staff will continue to work with ISLHD and all stakeholders to ensure positive movement outcomes for the growing release area.	Acknowledged.
164	Illawarra Shoalhaven Local Health District (ISLHD)	Community engagement and priorities; alignment with NSW Health.	Through the community engagement process the public identified a number of topics that were important to them. Of particular interest to ISLHD are: <ul style="list-style-type: none"> • Environment: Protect and invest, retain and add green space and trees, net zero carbon emissions. • Accessibility: Create liveable communities. • Wellbeing: Offer initiatives to support health, safety in public, connected and engaged, celebrate diversity. • Active Transport: Increase network, promote network, increase cycling. • Housing: More affordable housing, address homelessness. • Recreation: Maintain and increase open spaces, maintain parks and beaches, improve sporting facilities. 	Noted.	Acknowledged.

Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 – SUBMISSIONS AND RESPONSES

ITEM	Author	Theme	Submission Summary	Response	Proposed Action
165	Illawarra Shoalhaven Local Health District (ISLHD)	Development Assessment; public health; healthy built environments.	<p>ISLHD strongly support the action: Engage with NSW Government, agencies, development/building industry and the broader community to achieve improved development outcomes:</p> <ul style="list-style-type: none"> • We recommend that “health” be listed as a key impact under the action: "Provide high quality development and certification assessment and advice in accordance with the State and Local Planning requirements and taking into consideration the environment, health social and economic impacts." • We recommend that specific reference be made to healthy built environments. 	<p>The health of the community is considered through a wide range of council activities including (but not limited to) food shop inspections and waste services. Healthy built environments achieved via the Development Assessment process are driven by Local and State strategic policies that support sustainable land use outcomes (including walkable places) and guide design that incorporates appropriate levels of solar access, ventilation, Safer by Design principles and access to open space. On his basis, the health of the community is more appropriately referenced across the breadth of Delivery Program and Operational Plan rather than a specific component of the assessment of individual development applications. The assessment process is driven by policy that includes objectives and specific controls to achieve a variety of objectives in which the health the community is incorporated. With this in mind, no change to the current triple bottom line impact considerations is proposed.</p>	No proposed amendments to Plans.
166	Illawarra Shoalhaven Local Health District (ISLHD)	Housing Strategy; long term rental accommodation options	<p>Under the Housing Strategy (pg 31) ISLHD recommend investigating innovative long term rental accommodation options. ie location of tiny homes on properties with sufficient sized blocks for long -term rental (exclusion of short- term rental or holiday leasing).</p>	<p>Approval for Tiny Homes can be sought as either Moveable Dwellings (dwelling on a trailers) under the Local Government Act 1993 or Secondary Dwellings under the Environmental Planning and Assessment Act 1979.</p>	Acknowledged.
167	Illawarra Shoalhaven Local Health District (ISLHD)	Climate change and sustainability planning; impacts on public health	<p>Emergency management - ISLHD strongly support the action: "Plan for predicted increases in frequency and severity of extreme weather due to climate change."</p> <p>We recommend that WCC include ISLHD as a potential partner in the development of local initiatives which prepare people for and address the negative impacts of climate change on human health.</p>	<p>The support from ISLHD for this action is noted. Council recently liaised with ISLHD during development of our Climate Change Adaptation Plan and Heat Management Strategy. We will continue to seek ISLHD comments and support on our future local initiatives.</p>	Council to continue to meet with ISLHD for comments and support on future local initiatives.
168	Illawarra Shoalhaven Local Health District (ISLHD)	Food security	<p>ISLHD strongly supports the action: "Council support local food security outcomes through advocacy, sponsorship, partnering and local initiatives."</p> <p>There is potential to strengthen this action and ISLHD recommend:</p> <ul style="list-style-type: none"> • Increasing locally grown food sold in the local area. • Maintaining the percentage of land zoned rural or for local food production. • Increasing the number of healthy food outlets located close to where people live • Incentivising businesses to sell healthy food. <p>ISLHD recommends the inclusion of food security measures such as:</p> <ul style="list-style-type: none"> • Working with Food Fairness Illawarra to increase the number of businesses and amount of food rescued from businesses who are unable to use it, diverting it from waste/landfill. • Increasing the proportion of local food outlets that source at least 50% of their produce from within the region. • We recommend that specific reference be made to healthy built environments. • Reducing the average distance between residential areas, places of work and healthy food outlets. • Increasing visitation at local food markets through promotion. 	<p>Council supports local food security outcomes through advocacy and active involvement in local initiatives including sponsorship and partnering with Food Fairness Illawarra.</p> <p>Many of the proactive initiatives mentioned in this submission are outside the remit of Council and require policy / legislative intervention from the State Government to drive healthy outcomes.</p>	Acknowledged.

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
169	Illawarra Shoalhaven Local Health District (ISLHD)	Land use planning; public health outcomes	<p>Land use planning service: ISLHD recommends that “health” be included as a significant factor in the action: “Plan for the current and future community of Wollongong Local Government Area taking into consideration environmental, health, economic, social and other external factors.”</p> <p>Under the Action of Prepare Local Environmental Plans and Development Control Plans, which enable the community’s goals for liveability, sustainability and amenity:</p> <ul style="list-style-type: none"> • ISLHD recommends incentivising healthy businesses opening in urban areas and restrict unhealthy businesses through DCP/LEP (fast food, alcohol, gambling, tobacco/vape shops, tattoo parlours). • We strongly support the action: Advocate for an inclusive and reliable public transport network with high quality infrastructure and frequent public transport services. This could be further supported by: • Advocating for improved public transport, including frequency of services between Sydney and the South Coast and Wollongong and South-Western Sydney. 	<p>Health issues are considered in the preparation of Planning Proposal and Development Control Plans, and the assessment of Development Applications where specifically relevant to the proposal.</p> <p>Council supports healthy businesses but has limited ability to control the use of a building other than that at the general category of land use, for example as a shop or food premises. Council does not have responsibility to control the sale of the specific services and products identified and any such restrictions on building use would need to be approved by the State, for example the limitations on sex service premises, or the sale of tobacco and vaping products.</p> <p>Council supports public transport improvements and encourages ISLHD to assist Council’s efforts in lobbying Transport for NSW to provide improved services to the community.</p>	Council to continue to work with ISLHD.
170	Illawarra Shoalhaven Local Health District (ISLHD)	City Centre Management; Health Precinct planning	<p>City Centre Management Service:</p> <p>ISLHD recommend expanding the definition of the City Centre to include the Wollongong Health Precinct and to add ISLHD as a partner under action of: Manage the operations of the City Centre, this includes day-to-day management, security, CCTV operations, graffiti removal, events and activation opportunities and marketing.</p>	<p>City Centre management services are primarily funded through the Special Mall Levy, paid by businesses along Crown Street Mall between Keira and Kembla streets, Globe Lane and Globe Way and a section of Burelli Street between Church and Kembla Streets. While the Health Precinct currently sits within the Local Environmental Plan City Centre Boundary, it does not fall within the remit for City Centre Management services due to the levy funding arrangement.</p>	No proposed amendment to plan.
171	Illawarra Shoalhaven Local Health District (ISLHD)	City Centre smoke-free policy, proposal to expand policy to include vaping	<p>Wollongong City Council has implemented a Smoke Free Policy covering the Wollongong Mall and Arts Precinct in 2013. In recent years vaping has become more prevalent, with little known about the long-term harms. A number of State and Local Governments have included banning vaping under their smoke-free legislation and policies. ISLHD recommends amending the Crown St Mall and Arts Precinct Smoke Free Policy to include vaping.</p> <p>ISLHD recommends investigating the introduction of smoke and vape-free policies in other town centres to protect the community from the harms of smoking and vaping.</p> <p>ISLHD also recommends communicating the smoke-free legislation and policy with business owners who lease footpaths or council land for outdoor dining.</p>	<p>The Crown Street Mall and Arts Precinct Smoke Free Policy has been updated to include vaping and was presented to the Council meeting of 27 May 2024 for endorsement to be placed on public exhibition.</p>	Already Planned.
172	Illawarra Shoalhaven Local Health District (ISLHD)	Community programs; Aboriginal public health outcomes	<p>Community Programs Service: There may be increased opportunity to work with our Aboriginal population to strengthen health and wellbeing (beyond culture and identity). All governments should be recognising and implementing the Closing the Gap National Agreement which is underpinned by the belief that Aboriginal and Torres Strait Islander people have a genuine say in the design and delivery of policies, programs and services that affect them, which ultimately lead to better life outcomes.</p>	<p>After adopting the Reconciliation Action Plan (RAP) 2021-2023, Council is in the final stages of developing the next RAP in close consultation with the Aboriginal and Torres Strait Islander community of the Wollongong Local Government Area and Reconciliation Australia.</p>	Underway.
173	Illawarra Shoalhaven Local Health District (ISLHD)	Youth Services; engagement with service providers; youth public health outcomes	<p>Youth Services: We recommend WCC Youth Services increase engagement with services such as ISLHD to improve the health of young people eg mental health, physical health concerns such as healthy weight, physical activity, smoking and vaping, drug and alcohol, sexual health, particularly for priority populations.</p>	<p>Youth Services have partnered with ISLHD to deliver programs in local high schools. We invite continued partnerships with ISLHD.</p>	Continue to partner with ISLHD.
174	Illawarra Shoalhaven Local Health District (ISLHD)	Healthy food provision at Council aquatic, community and leisure centres	<p>ISLHD recommends WCC develop guidelines on healthy food provision at Council owned or leased recreational centres. This initiative supports the health of the community, models healthy eating behaviours in health facilities and supports parents.</p>	<p>Council officers will investigate opportunities to incorporate actions identified by the Illawarra Shoalhaven Local Health District.</p>	To be investigated.

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
175	Illawarra Shoalhaven Local Health District (ISLHD)	Parks, sport fields and sporting facilities planning; playgrounds	<p>We recommend:</p> <ul style="list-style-type: none"> - WCC work with ISLHD to develop, implement and review policies aligned to public open space, playgrounds, and sports fields where it impacts on the health of the community. - WCC investigate opportunities to provide low cost or free group-based recreation opportunities to community members from disadvantaged groups in WCC facilities. - Ensuring sporting clubs and groups comply with Smoke-Free Environment legislation and council policies which ban smoking and vaping at sports fields. - WCC consider the provision of safe playground equipment in appropriate locations based on equity and inclusion. 	<p>Council officers will investigate opportunities to incorporate actions identified by the Illawarra Shoalhaven Local Health District.</p> <p>Council will be developing a new Play Strategy in 2024-25 and will engage with the local community and interested stakeholders as part of this new strategy.</p>	To be considered in future planning.
176	Illawarra Shoalhaven Local Health District (ISLHD)	Public health and safety; safety around schools	<p>We suggest ISLHD be highlighted as a significant partner in the regulatory role of Public and environmental health.</p> <p>We recommend WCC partner with ISLHD in Council's public and environmental health regulatory role.</p> <p>ISLHD supports the commitment to undertake routine parking patrols of school zones to protect the safety of children and community.</p> <p>ISLHD supports the implementation of a community safety and parking awareness raising programs based on scheduled patrols of schools and identified high risk areas.</p> <p>To increase safety around schools, ISLHD recommends the adoption of 30km/h speed limits.</p>	<p>Council's Health team work closely with other health agencies, including the ISLHD regarding a range of public and environmental health matters. Maintaining connections and relationships with partner agencies is an ongoing priority for the Health team and liaison and communication between Council and ISLHD will continue as required.</p> <p>Council's parking team will continue to undertake routine parking patrols of school zones and implement community safety and parking awareness raising programs.</p> <p>Council has implemented 30km/hr zones in Helensburgh Town Centre and Lower Crown Street Wollongong as part of streetscape renewal and activation projects.</p> <p>Council's draft Integrated Transport Strategy recommends the introduction of 30km/h speed limits around town centres and schools. Future projects to introduce 30km/hr speed limits will need to be completed in accordance with the NSW speed zone standard and approved by Transport for NSW.</p>	Continue to work with ISLHD.
177	Illawarra Shoalhaven Local Health District (ISLHD)	Affordable healthy ageing programs	ISLHD recommends WCC Investigate opportunities to provide more affordable healthy, ageing programs (greater discounting).	Council provides reduced fees for Seniors Card holders at our Leisure Centres and pools with ten programs for older people offered weekly. We work in partnership with ISLHD to deliver Health Moves and Lungs in Action. We offer free Come and Try sessions at our outdoor fitness sites as funding is available. We also actively pursue funding opportunities and are keen to partner with ISLHD on any future initiatives.	Already planned.
178	Illawarra Shoalhaven Local Health District (ISLHD)	Community access to medical services	There is little information of how Goal 5.1 will be achieved. Accessible and appropriate medical services are available to the community. ISLHD recommends supporting externally operated community and medical facilities by considering residents access to GPs and allied health. This may be achieved by incentivizing the establishment of medical practices in the LGA.	<p>Council works with partners to work toward the delivery of the Wollongong Community Strategic Plan. Council is an advocate for accessible and affordable medical services for the community. This is through mechanisms such as:</p> <ul style="list-style-type: none"> • Key strategies such as the Community Strategic Plan • Enabling planning instruments including the Local Environmental Plan and Development Control Plan • Partnerships on initiatives including the Wollongong Health Precinct Strategy. <p>Recommendation to add the following to the Delivery Program and Operational Plan 2024-2025, under the Corporate Strategy Service HOW: 'Advocate for accessible and appropriate medical services to be available to the community'.</p>	Proposed amendment to the Delivery Program and Operational Plan 2024-2025.
179	Illawarra Shoalhaven Local Health District (ISLHD)	Community wellbeing plan	Consider the development of a 'Community Wellbeing Plan' and/or reference group/255 Committee of Council.	The Community Strategic Plan is a whole of community plan and outlines the vision and goals the community have identified for the future. The Community Strategic Plan also includes Community Indicators to evaluate progress. Council's Delivery Program and Operational Plan outlines the services and projects including those related to health and wellbeing that Council is responsible for within Council's resources. The results of our wellbeing survey and community survey also guide priorities. There are no plans to develop a Community Wellbeing Plan.	Acknowledged. Captured via the Community Strategic Plan.

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
180	Illawarra Shoalhaven Local Heath District (ISLHD)	Transport services; suggestions	<p>ISLHD supports all actions that create a connected city and contribute to making Wollongong a more liveable city. There may be some room to further promote the modal shift to walking and cycling. We recommend:</p> <ul style="list-style-type: none"> - Investigating options to increase micro mobility (e-bike, e-scooters, e-cargo) including end of trip, charging and storage in city centres. - Developing a parking plan that encourages active transport and reduces reliance on private vehicles, especially for short trips to work and school. - Continued delivery of the Gong Shuttle. - Consider ISLHD as a partner in advocacy for local, regional and state transport initiatives. <p>Consider the inclusion of active transport measures such as:</p> <ul style="list-style-type: none"> - Building cycle paths and shared paths that link places to services to enable people to walk or cycle for short trips. - The percentage of residents that feel safe when walking and cycling. - Introducing 30 km/hr speed limits in all residential streets, around schools and central business districts and establishing more pop-up cycleways. - Increasing the frequency of public transport to major destinations from each local centre. - Investigating the proportion and utilisation of timed parking spaces in centres. <p>We commend Council's ongoing commitment to the UCI Bike City program through building infrastructure and programs and to improving active transport links between trip generators, the foreshore and western part of LGA.</p>	<p>While we want Wollongong to grow as a city, we must work towards infrastructure that supports people and their movement in a healthy and sustainable way. Council's plan for achieving this vision is documented in the Integrated Transport Strategy which was exhibited for the community in May-June 2024.</p> <p>This document will create a clear citywide transport strategy that will inform an integrated, multi modal and sustainable transport network to support people, land use and services. This is needed to create real change, and to have more people walking, cycling, and taking public transport. The strategy will recognise the shared responsibility and roles between Wollongong City Council, Transport for New South Wales, the private sector and our community. The work will enhance the way Council deliver and communicate about transport within our city.</p> <p>We thank you for advocating for improved transport outcomes to support health benefits and working with us to deliver real change for transport in our city.</p>	Planning underway.
181	Illawarra Shoalhaven Local Heath District (ISLHD)	Procurement policy, healthy food outcomes	Consider establishing a Council procurement policy that supports and promotes healthy food choices in Council-run food outlets and vending machines.	Council has commenced a review of its Sustainable Procurement Policy and this issue will be considered in that review.	To be considered as part of a future review.
182	Illawarra Shoalhaven Local Heath District (ISLHD)	Community engagement, use of spatial mapping tools	Given the importance of access and connectivity for healthy liveability, it is suggested that there be a spatial component to Council's community engagement where map-based discussions of local areas take place. Maps can, for example, highlight the location of various food outlets, open space and recreational facilities, transport connections, and access and mobility options/issues.	Council is in the very early stages of investigating how we can utilise our spatial mapping software to identify where community engagement activities are undertaken.	Continue to utilise spatial mapping software.
183	Individual	Leisure Centres (Beaton Park, Sauna); parking	Confirm, the development of sauna and squash court at Beaton Park. The closest Sauna squash court to Austinmer is Surry Hills, Sydney. The current sauna at Beaton Park is too small and there is lax monitoring from staff of the sauna to enforce rules. I have heard stories people have fallen asleep in the sauna. Increase parking at Beaton Park.	Council has a Master Plan for Beaton Park. Council is working towards this plan, which includes the current redevelopment of the tennis courts. Council will continue to engage with the community through the life of the plan to ensure it is appropriate and meets community expectations.	Acknowledged.

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184	Individual	Transport; public transport access, bus routes	<p>Significantly improve bus transport from Austinmer to Beaton Park (vice versa). Bus from Austinmer is slow and inconsistent. I do not go anymore because the round travel trip (excluding sauna) is over 90 mins long.</p> <p>In Thirroul on Lawrence Hargrave Drive, near the Fire Brigade, there is no north and south bound covered bus stop. When it rains, there is no shelter available. This should be implemented if you want residents to use the Bus all year around.</p> <p>Improve reliability/consistency of the bus timetable. In the Illawarra, I now factor in a 10 min await every time for the bus. Whereas in the eastern and northern suburbs of Sydney, the buses tend to arrive on time</p>	<p>Bus services in New South Wales are managed and provided by Transport for NSW. Wollongong City Council advocates for enhanced bus services across our local government area, public transport services and infrastructure improvements to support higher frequency bus and train services.</p> <p>Council is undertaking a review of its bus stops across the Wollongong Local Government Area for Disability Standards Accessible Public Transport compliance. Once the review is complete, Council will begin prioritising future bus stop works against set criteria such as their use and distance from City Centres. This work is expected to be completed in the coming months and will guide our future prioritisation of new bus stop upgrades across our region.</p> <p>Council recommends that any missed or late bus services are directly reported to Transport for NSW at https://transportnsw.info/contact-us/feedback/bus-feedback.</p>	Acknowledged.
185	Individual	Aquatics and recreation; swimming pools	At Corrimal Leisure Centre, improve the swimming single lane schedule, ensure the rules are followed by all swimmers and increase the temperature during the colder seasons. At Corrimal Leisure Centre, improve the swimming single lane schedule, ensure the rules are followed by all swimmers and increase the temperature during the colder seasons.	<p>Council will investigate opportunities to improve communication with the community on lane and pool usage.</p> <p>The heating system that is in place for Corrimal Swimming Pool enables the pool to be heated to a certain temperature with the current plant and equipment. Pool blankets are also used to reduce the impact of the cooler weather overnight.</p>	To be investigated.
186	Individual	Transport; active transport (missing links, maintenance), footpaths	The footpath, heading north from Austinmer Beach to Sharkies Beach needs significant improvement to allow enough space for all users to pass safely alongside each other - people in wheelchairs, suffers on bikes with surfboards, mums with prams, walkers, runners, older people, dog walkers. It should be widened and resurfaced to maximise accessibility, inclusivity and safety. Specially, the gravel area with the Bus Stop. For too long this footpath has been neglected by Council.	The project Grand Pacific Walk - Headlands Avenue to Coledale Avenue has been included in Council's Infrastructure Delivery Program, with design programmed to occur over the next two years. A concept plan will be on exhibition during the design phase (likely in the first half of 2024-2025 so that the community can provide input and suggestions to inform the design process for this important piece of community infrastructure. As part of this project, existing infrastructure would be upgraded to a wider shared path (although there may be some localised narrowing due to constraints along the alignment).	Already planned.
187	Individual	Memorial gardens and cemeteries (Wombarra)	Wombarra Cemetery is missing from investment. This needs to be expanded for locals and the ageing population.	Scarborough Wombarra Cemetery is limited by space for the establishment on new burial areas. A new garden area however is currently being established that will accommodate approximately 500 ash interments. Further gardens will be established once these are utilised.	Already planned.
188	Individual	Parks and open space	What is the situation at the park on Lawrence Hargrave Drive, opposite Kennedy Road, Austinmer? This needs to be inspected. For almost a year, there has been no work. The park stinks because of the sewage. Due to this neglect, the community has lost valuable green space.	A Sydney Water sewer main has been washed out due to erosion of the natural area. There is currently a bypass sewer in place, with investigations for a long term solution currently underway.	Investigations underway.
189	Individual	Diversity and inclusion; acknowledgements	In the acknowledgements section of the plans, (Acknowledgement of Country) there is no acknowledgment for LGBTQIA+ people and those with disability (both indivisible/visible). Needs to be addressed.	The Delivery Program and Operational Plan is underpinned by the principles of social justice. It outlines the services and projects that Council is responsible for delivering within Councils resources for our whole community including people who identify as LGBTQIA+ and people with disability. Our Disability Inclusion Action Plan a legislative requirement sets out more specifically the services and programs we will deliver to support people with disability participate in the life of the community. Council has a commitment to include an Acknowledgement of Country in recognition of the Traditional Custodians of the Land in all key documents.	Acknowledged.

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190	Individual	Transport; strategy and planning	How does the Infrastructure Plan link with the Transport Strategy?	Recommendations for Council to make new investment in transport infrastructure would be subject to availability of budget and approval of Council. Once approved, these would be introduced and reflected in Council's Infrastructure Delivery Program. The draft Infrastructure Delivery Program exhibited in April 2024 does not reflect any of the actions identified in the draft ITS exhibited in May 2024. The Integrated Transport Strategy once adopted will inform our Infrastructure Priority List scoring behind the transport programs.	Acknowledged.
191	Individual	Cultural services; Art Gallery and Museum	Why was there no information on improving the museum? Why is it not part of the Art Gallery upgrade?	With finite resources, Council has to plan and prioritise projects across the whole infrastructure portfolio. The Wollongong Art Gallery is a significant asset for the community, housing a collection of artworks with a value of over \$18million. Due to the requirements of the ageing building and, in order to protect the collection, important maintenance, heating and ventilation upgrades are required and have been planned for this asset.	Acknowledged.
192	Individual	Libraries; Wollongong Library	The Wollongong Library looks tired now and, in the future will need upgrading.	A review of the current layout and condition of the Wollongong Library ground and first floors has been undertaken. From the review, a number of options for refurbishment have been provided to Council for consideration. Council is working through the capital budget for the next few years to include some of these refurbishment options.	Under consideration.
193	Individual	Cultural facilities planning; social infrastructure planning.	Today, it is best practice to co-locate cultural institutions into a cluster and ensure these institutions have enough space to grow in response to future demand for its collections, exhibitions, storage and archives. Wollongong continues to neglect these institutions and urgently needs to significantly invest. Regional cities like Wollongong, which have populations over 200,000 people, we need these type of institutions to be a learning city.	Council continues to seek out ways to support Arts, Heritage and Culture within our City, including through capital projects, partnerships and advocacy. In 2023 Council completed a significant investment in refurbishing the Illawarra Performing Arts Centre (IPAC), a key piece of cultural infrastructure in our community. The refurbishment works included a new roof, heating and cooling system, lighting, carpet and seating. In addition to this, there was a strong focus on improving the accessibility of the venue – a new hearing loop system was installed along with upgrades to the café, box office and toilets. These upgrades make this venue a space for all to enjoy and bring it in line with contemporary access standards. In 2026 similar works are scheduled for the Wollongong Town Hall and Wollongong Art Gallery. With IPAC, these significant cultural venues are co-located in the one block and across the road from Wollongong City Library and while not new, contribute to our Learning City.	Acknowledged.
194	Individual	Religious institutions within the LGA; social cohesion and community harmony	Question - why do we not have a variety of religious institutions in the Local Government Area (LGA)? The mosque in North Wollongong is tiny. The Fo Guang Shan Nan Tien Temple is located in Berkeley. If we say we are diverse, inclusive and cohesive, why don't I see more of these developments. If you want to be a learning city, the LGA will need to plan and provide space for the development of these different religions and their buildings. I am not religious (actually agnostic), however I have read and listened extensively about great cities in the past and the key lesson is providing space for multi-faith and multilingualism to flourish in all aspects of life and temples/mosques/ synagogues are part of the package, not just our secular universities and libraries/archives. This principle can be seen throughout India, Cambodia, Persia, Iraq and other parts of the World in the past.	The Wollongong Local Government Area is fortunate to have many Places of Worship for different religions and culture which adds to the multi-cultural nature of the city. Places of Worship are permitted in most land use zones, however it is not Council's role to provide land for this use. Council also supports multicultural community events including the recently held Culture Mix 2023. The festival was enjoyed by 12,000 visitors and offered eight hours of celebration of our multi-cultural community in the Wollongong CBD. Culture Mix 2024 will be held in October this year.	Acknowledged.

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195	Individual	Transport; active transport (support)	<p>We support the pathways program, for:</p> <ul style="list-style-type: none"> • improving liveability, improving safety • improving access to services • reducing vulnerability to natural disasters and service disruptions • we note pathways are 10.7% of transport budget, and • we advocate the “Five Islands Road/King Street/Flagstaff Road intersection” shared path project includes a rideable link with the north end of Shellharbour Road, Warrawong. <p>With development across the Steelworks area being planned all transport modes need to be upgraded to deal with increased volume and complexity of people's movements.</p>	<p>Wollongong City Council is responsible for building, operating and managing over \$6.2 billion worth of infrastructure assets that support a variety of services for our community. This includes:</p> <ul style="list-style-type: none"> • more than 1,000 km of roads • more than 597 km of footpaths, shared paths and cycleways • more than 685 km of stormwater pipes and associated pits • more than 760 buildings and shelters • 332.8 hectares of sporting fields • 154 playgrounds and gym equipment • 6 freshwater pools, 3 salt water pools, 9 rock pools <p>The majority of funding within the infrastructure delivery program is allocated to the maintenance, and renewal of the existing infrastructure. A much smaller portion of funding is allocated to new and upgrades to infrastructure.</p> <p>Council is committed towards an improved footpath and bike network for community members and visitors of all ages and abilities to enjoy. Our commitment to improved walking and cycling is documented in Council's adopted Cycling Strategy 2030.</p> <p>The United Nations recommends that 20% of federal transport funding per annum should be allocated to non-motorised transport. Council has completed this analysis on the previous five years of Council's transport budget and are pleased to report that that we have consistently achieved above this threshold; with investment ranging from 22.1% to 25.3% over the years analysed. This does not include path networks constructed on major roads in West Dapto.</p> <p>Council currently has over \$39M committed to Active Transport over the next four years in our Infrastructure Delivery Program, from a total of \$129M Transport infrastructure Budget. This figure does not include some active transport infrastructure being constructed as part of larger projects, for example, the 1.3km shared path that will be constructed as part of the West Dapto Road Upgrade (Stages 2-4) project. investment in active transport comes from a range of funding sources including council revenue, developer contributions and external grants.</p> <p>The project Five Islands Rd/King St/Flagstaff Rd Intersection has been introduced into Council's Infrastructure Delivery Program for design in 2026-2027.</p> <p>Through the design process, Council will assess the technical feasibility and costs associated with delivery of this shared path connection onto Shellharbour Road (noting that available budget may not be sufficient to allow this connection to be funded under this project).</p>	Acknowledged.
196	Northern Illawarra Residents Action Group Inc (NIRAG)	IDP Presentation	<p>The summary document of infrastructure projects for the Neighbourhood Forum 3 area and the interactive on-line map have helped identify projects of interest. As we noted in previous years there is still a need to provide additional information (more details of design in progress, scoping and an indication of budget) for collaboration (rather than last minute consultation) on projects of interest.</p>	<p>While preparing the Infrastructure Delivery Program, Council endeavours to provide realistic timeframes for the delivery of projects. However, projects within individual programs may be rephased due to a range of external factors such as increased project costs, re-prioritisation of council resources to respond to natural disasters, inclement weather.</p> <p>A one line description of projects will be added to Council's website in 2024-2025 to assist our community in understanding the scope of projects included in the Infrastructure Delivery Program.</p> <p>Council is unable to include any costing information as this would significantly jeopardise Council's negotiating position and ability to ensure best value for money when engaging external contractors.</p>	<p>Acknowledged.</p> <p>Additional information to be added to Council's website.</p>

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197	Northern Illawarra Residents Action Group Inc (NIRAG)	Transport; Active Transport (Coastal Cycleway)	We stress that to serve present and future requirements a strategic plan to progressively upgrade popular and well used sections along the Coastal Cycleway is required with a plan to progressively increase the width to 4m and to clearly define priority to cyclists at road crossings and entrances.	<p>We thank you for this feedback and the desired width will inform future cycling network design planning.</p> <p>Wollongong City Council is responsible for building, operating and managing over \$6.2 billion worth of infrastructure assets that support a variety of services for our community. This includes:</p> <ul style="list-style-type: none"> • more than 1,000 km of roads • more than 597 km of footpaths, shared paths and cycleways • more than 685 km of stormwater pipes and associated pits • more than 760 buildings and shelters • 332.8 hectares of sporting fields • 154 playgrounds and gym equipment • 6 freshwater pools, 3 salt water pools, 9 rock pools <p>The Infrastructure Delivery Program proposes works along Grand Pacific Walk for sections between Austinmer and Scarborough.</p> <p>Footpaths widths are determined looking at the land topography and surrounds.</p>	<p>Acknowledged.</p> <p>Retain existing Infrastructure Delivery Program projects for Austinmer and Scarborough Grand Pacific Walk works.</p>
198	Northern Illawarra Residents Action Group Inc (NIRAG)	Transport; Pedestrian Safety (extend widened share path Bulli to Sandon Point)	We believe that there should be an additional item in the IDP to plan to continue to extend the widened shared path/ cycleway from Park Road to the Sandon Point carpark entrance (Point Street). This length is heavily utilised and dangerous because the path is constrained (alongside the kerb and with a steep drop off on the eastern side). It is often obstructed with car doors opening and beach goers loading and unloading vehicles.	<p>With the budget available for shared path construction, sites are selected and prioritised based on several factors including road profile, traffic volumes, residential density, proximity to businesses, retail centres, educational facilities, hospitals, and connection points for public transport. More information about how Council prioritises shared paths can be found on our website: How We Plan Future Works City of Wollongong (nsw.gov.au)</p> <p>While there are currently no plans to construct additional footpaths at this location, your suggestions have been added to Council's Infrastructure Request List, which will be prioritised against other locations in the Local Government Area.</p>	<p>To be included in the footpath infrastructure request list for prioritisation against other projects.</p>
199	Northern Illawarra Residents Action Group Inc (NIRAG)	DP and OP Presentation	The document this year is again a lovely glossy production, with full colour pages and 135 pages long. It is not easy to read on-line (yet isn't this is the intended audience?) and how many people actually scroll through 135 pages to find what (if anything) has changed since last year? It even has the same wasteful full page photos as last year. It has exactly the same goals, but unfortunately it seems that it seems none of the specific suggestions for improvement that NIRAG made last year have been included in the new Community Strategic Plan as it still reads like a textbook (or corporate staff training manual). Please refer to the 2022 submission and make future publications more concise.	<p>Council is required to include information to meet legislative requirements set by the NSW Government. The included images aim to show the types of services and environment that relate to the Wollongong Local Government Area. As the documents are required to be accessed by many stakeholders, the information is prepared for many different audiences and may not be the preferred format for all. Council is continually working to improve the document, its accessibility and reach.</p>	<p>Acknowledged.</p>

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200	Northern Illawarra Residents Action Group Inc (NIRAG)	Active Transport (Cyclists options and requirements)	<p>We strongly encourage cycling with the Bike City legacy and associated programs, to educate and change community attitudes. There is definitely more opportunity for a greater and more focused effort to really make Wollongong feel like and live up to the name of “Bike City”. It would be great, for instance to see Council have a fleet of bicycles (or e-bikes) available for staff to use on inspections instead of cars. Bicycle parking, with e-bike charging, should also be a requirement for large Development Applications, public buildings and commercial developments. There should be lockers for helmets and panniers, and storage cages for bikes at destinations like the art gallery, the entertainment centre, IPAC and shopping centres.</p> <p>We believed that there was a commitment given to working with TNSW to improve on-road cycle safety along the Grand Pacific Drive (Lawrence Hargrave Drive) between Austinmer and Stanwell Park, but there is no evidence of any improvement to date.</p> <p>There are many locations where shoulder maintenance to eliminate drop offs and potholes, or minor shoulder widening would allow cyclists to stay out of the traffic lanes and allow traffic to overtake more easily. Vegetation overhanging the shoulder also needs to be regularly trimmed in many locations. This route in particular is an important destination for visiting and local cyclists, and the Sea Cliff Bridge (see page 102) is widely promoted but (sorry) the Blue Line does nothing to improve safety for cyclists.</p>	<p>Council is working towards an improved footpath and bike network for community members and visitors of all ages and abilities to enjoy. Our commitment to improved walking and cycling is delivering on our Cycling Strategy 2030. This has been further supported by Wollongong given the UCI Bike City label; the only label to be issued in the southern hemisphere.</p> <p>We are currently preparing a 10 year cycling network plan which will have a plan to ‘complete the journey’ between suburbs and destinations to support the current 71 cycling and footpath projects committed to in the four year Infrastructure Program. We will continue to expand our walking and riding network through this planning work to create and active, connected city. We thank you for your submission because it assists us in advocating for and delivering real change for transport in our City.</p> <p>Council recently purchase e-bikes for staff to be able to attend local meetings and undertake assessments. We are currently working through the installation and undertaking risk assessments.</p> <p>We will pass on the concerns raised with the State road Lawrence Hargrave Drive to Transport for NSW.</p> <p>Your feedback regarding maintenance has been used to inform the preparation of our cycleway maintenance plan/program.</p>	<p>Acknowledged.</p> <p>Feedback in relation to Lawrence Hargrave Drive forwarded to Transport for NSW.</p>
201	Northern Illawarra Residents Action Group Inc (NIRAG)	Community Consultation	<p>Listening to our Community - We are told there was a review of the 2023 CSP yet earlier consultation with key stakeholders is still lacking. A collaborative approach (co-design) that uses the skills of volunteers and values the experience of community leaders and experts early in the design and scoping process is required. Unfortunately, offers of skills and time are often rejected and comments are perceived as criticism, because the project development is well advanced and, the designs and funds are already committed.</p>	<p>Council values the input of the community and seeks to engage in a wide variety of ways. The Community Engagement Strategy and Community Participation Plan are our guiding documents, ensuring we meet community expectations, as well as the legislative obligations, through our engagement activities. These documents are underpinned by the International Association for Public Participation (IAP2) guidelines for best practice engagement, and we continually strive to provide engagement that is inclusive, accessible and relevant. We invest in an Engagement Team, as well as undertaking an extensive range of engagement activities within every section of Council, to ensure that community members voices are heard in all projects, plans, strategies and services delivered. We engage widely and at differing levels on the IAP2 engagement spectrum.</p> <p>Our key stakeholders are the Wollongong community, and we have a well engaged community. We are seeing increasing engagement online, as well as face-to-face. People are seeking to be more actively involved in having a say in their community. We are working to ensure that we offer different levels of engagement, at the different stages of decision making, and demonstrate the difference engagement makes to the outcome.</p>	<p>Acknowledged.</p>
202	Northern Illawarra Residents Action Group Inc (NIRAG)	Community Strategic Plan - Measuring Success	<p>Most of the “Measures of Success” (which people are quite interested in) do not give data on past achievement of targets or trends to know where we are at or whether we are improving.</p> <p>The community needs a document that shows how Council is working toward (and achieving?) each of the goals, otherwise it is meaningless. More than half of the Measuring Success/ Target/ Trend columns are simply “Increase” / “Decrease” or refer to an arbitrary target of 3.75, which shows a lack of understanding of how to use performance measures.</p> <p>As it is, the CSP does not provide this information, or show past performance, or trends. Is this information published in a different format or report or online?</p>	<p>Council publishes results of performance measures in Quarterly Review Statements and Annual Reports where past data is available. Where measures are new, past data may not be available however in future years, we will be able to compare.</p>	<p>Acknowledged.</p>

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203	Northern Illawarra Residents Action Group Inc (NIRAG)	Transport services	<p>The goals here and the budget allocation to cycling are supported and strongly endorsed. An increase in budget allocation to fully fund the implementation of the cycling strategy would make Wollongong a more resilient and liveable community for all residents.</p> <p>As suggested for the last two years, the success measures should be more than target "satisfactions". Why not have more meaningful targets that commit to increase cycle ways by x km per year or %; Increase numbers of women cycling by x%; revise the Cycle Map every two years; develop and promote a wayfinding App for urban cycle links, showing safer residential streets and suburban connections?</p> <p>All road resurfacing should include an assessment of suitability for line marking with a separated lane for safer on road cycling. This should be the default on all our roads which are wide enough especially near schools and town centres. Safe cycling infrastructure improvement should be an integral part of all maintenance and new road infrastructure.</p> <p>Footpaths are a major concern and while we understand Council has a spreadsheet to determine priorities for construction, a rolling program to rectify the footpath backlog should be established.</p>	<p>Council is currently working closely with an engaged consultant on a Cycling Network Plan and Program which is delivering on multiple actions of the Wollongong Cycling Strategy 2030. The project will include a 10 year forward plan for the programming of new cycleways and will highlight the key strategic network to lobby and support grant funding applications. Routes that have been identified through our Wollongong Cycling Strategy 2030 Map will be investigated through this study, with standard design details for aspects of cycling infrastructure including separated cycleways, supplementary cost estimates for future options assessment and the types of facilities with consideration of the existing road environment. We will continue to expand our walking and riding network through this planning work to create an active and connected city.</p> <p>Feedback on success measures is noted and will be considered in the development of the next Delivery Program.</p> <p>The installation of separated cycling infrastructure needs to be considered on a case by case basis to ensure all impacts (such as on-street parking) are managed appropriately. These projects must also be prioritised against other infrastructure changes across the Wollongong Local Government Area to ensure Council prioritises locations of the highest need. This includes areas of future speed zone changes.</p> <p>Council therefore does not support the approach of installing separated infrastructure during road resurfacing without assessing all impacts on a case by case basis. However, if you would like particular locations considered for separated cycling infrastructure, Council encourages you to let us know via Council's Customer Request system.</p> <p>The United Nations recommends that 20% of federal transport funding per annum should be allocated to non-motorised transport. Council has completed this analysis on the previous five years of Council's transport budget and are pleased to report that that we have consistently achieved above this threshold; with investment ranging from 22.1% to 25.3% over the years analysed. This does not include path networks constructed on major roads in West Dapto.</p> <p>Council currently has over \$39M committed to Active Transport over the next four years in our Infrastructure Delivery Program, from a total of \$129M Transport infrastructure Budget. This figure does not include some active transport infrastructure being constructed as part of larger projects, for example, the 1.3km shared path that will be constructed as part of the West Dapto Road Upgrade (Stages 2-4) project. Investment in active transport comes from a range of funding sources including council revenue, developer contributions and external grants.</p> <p>In 2024-2025, Council will be completing a condition assessment of all footpaths within the Wollongong Local Government Area. The condition assessment will allow Council to prioritise investment in the renewal of Council's extensive footpath network.</p>	Acknowledged.
204	Northern Illawarra Residents Action Group Inc (NIRAG)	Engagement Team (email attachments)	<p>It was pleasing when requested this year to have Council reduce the file size of attachments sent out by the engagement team. With Council sending more and more large (over 1Mb) email attachments it has become increasingly difficult to forward and manage large files. It would be appreciated if were a routine procedure for all photos and pdf attachments to be reduced by Council to make them suitable for email and online reading.</p>	<p>Thank you for the feedback. The Engagement Team consider file size limits and wherever possible will keep attachments to reasonable size limits. Where this is not possible due to the information contained in the file (ie: some maps etc) the information will also be available online on the 'Our Wollongong' project pages for easy access.</p>	Acknowledged.

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205	Northern Illawarra Residents Action Group Inc (NIRAG)	Website Search Engine	The website search engine and drop down menus need improvement.	Updating and improving Council's website and online user experience is an ongoing process. We are currently working towards updating our menu structure and will seek opportunities to improve our in-site search functionality where possible.	Currently underway.
206	Northern Illawarra Residents Action Group Inc (NIRAG)	Satisfaction Measures	<p>These are important aspects of Customer Service yet none of the performance measures listed on page 120 addresses this major area of dissatisfaction. As pointed out last year the satisfaction "measures" listed are not helpful or meaningful to the community, unless the trend is included and, performance is measured.</p> <p>Are there any performance measures that ask who reads the CSP? Who in the community finds it useful (or who finds it more useful than last year)? It seems that this is very expensive production that obviously takes a lot of staff time and resources.</p> <p>How is success of the CSP document measured, or is it just produced for compliance? What does it cost? How does it compare to other Council's CSP? (We asked these questions last year and only received partial answers).</p>	<p>The Community Strategic Plan and Delivery Program guides the work Council will undertake over the next four years, the measure of success for the documents is the delivery of the plan and the measures that have been included in the plan. A State of Our City report will be presented to the incoming Council following the 2024 Local Government Election and this will report on the progress of implementation and the effectiveness of the plan.</p> <p>We are not able to provide a true cost of the development of the plans as the majority of the work is staff time which is costed to the various services that the staff work in.</p> <p>A recent internal audit of the documents (by an external auditor) when compared to the Office of Local Government scale of good, better, best the Wollongong City Council documents ranked in the best category.</p>	Acknowledged.

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207	Northern Illawarra Residents Action Group Inc (NIRAG)	IDP Content	<p>As noted in previous meetings with staff, informed comment on many of the IDP items and priorities is not really possible because of the lack of "drill down" detail. In future the interactive mapping could provide a brief description of the scope / reason / cost of construction projects. This extra information is not needed for maintenance and the more routine items like minor pipe relining or road resurfacing. One line is not enough for more major new projects, and the impression is that this tabulation is a list for Council's own administrative purposes.</p> <p>In its current form the IDP only announces the projects in the most general terms (often with location descriptors that are unfamiliar to residents) and does allow comparison of projects between suburbs or even within the same suburb. This is not a helpful or collaborative approach, and it does not promote or assist informed community involvement.</p>	<p>A one line description of projects will be added to Council's website in early 2024 - 2025 to assist our community in understanding the scope of projects included in the Infrastructure Delivery Program.</p> <p>Council is unable to include any costing information as this would significantly jeopardise Council's negotiating position and its ability ensure best value for money when engaging external contractors.</p>	<p>Acknowledged.</p> <p>Additional information to be added to Council's website</p>
208	Northern Illawarra Residents Action Group Inc (NIRAG)	Skatepark (Thirroul/Bulli)	<p>There is strong support the concept of a Thirroul / Bulli Skate Park, but if it is located in the centre of Thirroul it needs to be integrated with a complete urban design for the Plaza redevelopment and Thirroul bridge reconstruction (if either goes ahead). Any plan should be careful not to rule out imaginative urban design solutions for the Plaza/ Beaches Hotel site.</p> <p>Bulli has several possible sites that are accessible by cycle, bus, train and car: One suggestion is as part of the redevelopment of the Bulli Showground. Another is the former Bulli Bowling Club site at SH1/Grevillea Park Road opposite Mailbag Hollow. Bulli. In addition to the areas suggested last year above, the actual Mailbag Hollow Park (on the eastern side of the highway) opposite the former Bulli Bowling Club site could be used effectively. Although the site appears to be low lying and could be flood affected at times, it is well shaded and in close walking distance to the Bulli station and buses, in good public view (for safety) but with few neighbours.</p> <p>Furthermore, whether in Thirroul, Woonona or Bulli, the skate park should be away from the beach areas where parking is in great demand and cycleway users are already overcrowding these areas. If not deemed suitable for a permanent skate park perhaps one of these sites could be ideal for an ongoing mobile skate park.</p>	<p>Council is currently reviewing potential sites in Thirroul for the new skate park. Consideration will be given to site prominence and passive surveillance, sensitive land uses, and land capability.</p> <p>The suggestion of Bulli Showground as a potential alternate location is noted. Council acknowledges the master plan for showground is yet to be finalised and greyhounds continue to operate.</p>	<p>Planning underway.</p>
209	Northern Illawarra Residents Action Group Inc (NIRAG)	Shared Path Bridge (Flanagans Creek)	<p>Bridges. It was suggested in 2022 that a new shared path bridge across Flanagan's Creek at the northern end of Thirroul Beach should be include in the program, but this does not appear in the future works. This question was asked last year but does not appear in the current IDP.</p>	<p>Wollongong City Council is responsible for building, operating and managing over \$6.2 billion worth of infrastructure assets that support a variety of services for our community. This includes:</p> <ul style="list-style-type: none"> • more than 1,000 km of roads • more than 597 km of footpaths, shared paths and cycleways • more than 685 km of stormwater pipes and associated pits • more than 760 buildings and shelters • 332.8 hectares of sporting fields • 154 playgrounds and gym equipment • 6 freshwater pools, 3 salt water pools, 9 rock pools <p>The majority of funding within the infrastructure delivery program is allocated to the maintenance, and renewal of the existing infrastructure. A much smaller portion of funding is allocated to new and upgrades to infrastructure.</p> <p>Council receives more requests for new infrastructure than available funds. Therefore transport projects are prioritised based upon several factors including proximity to educational facilities, businesses, retail centres, hospitals, and connection points for public transport, road profile, crash data, traffic speeds, traffic volumes, and residential density</p> <p>The new bridge at Flanagan's Creek would be a significant piece of new infrastructure. Given the limited capacity for new infrastructure within this current Program, this proposal is not able to be added at this time.</p>	<p>Acknowledged.</p>

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
210	Northern Illawarra Residents Action Group Inc (NIRAG)	Car Parks (Bulli)	Car Parks: It is not clear why Ocean Park car park needs redesign, but there should be an additional item for angle parking signposting and formalisation of the parking on the eastern side of Blackall Street south of Beach Street to Park Road, Bulli?	The 'design' phase referenced for Ocean Park Car Park in 2027-2028 is not a 're-design' of the car park as such but reflects the work to complete geotechnical investigations and confirm the most appropriate treatment for resurfacing this car park. Council has reviewed the informal parking arrangement along Blackall Street, Bulli. This project will be placed on Council's Infrastructure Request list where projects are identified and ranked according to specific criteria. against other similar projects. From here, an opportunity may arise in the future to fund this upgrade depending on other competing projects through our Infrastructure Delivery Program (Infrastructure Delivery Program).	Acknowledged. Added to Infrastructure Request List for prioritisation against other projects.
211	Northern Illawarra Residents Action Group Inc (NIRAG)	Traffic Facilities (Point Street)	Under Traffic Facilities (Point St Pedestrian Access appears?) NIRAG notes that as a result of strong representations over more than 20 years Point St footpath was introduced in 2022 as a feasibility study in the Infrastructure Delivery Program adopted in late June 2022. However, in this IDP it is not listed under footpaths and only for "Design" in 2024- 2025. We understood the feasibility study would commence last financial year and it would identify options and costings to deliver a footpath along Point Street from the South Coast Railway Line to Sandon Point. NIRAG endorsed this with the hope that following design, construction could commence in the near future or that at least there would be a strategy to stage work over several years. At the very least all new DAs along this length, on the northern side of Point Street should be required to construct driveways to facilitate a future shared path. This is a major safety issue and will be more so when the Geraghty Street Bridge is constructed to link with Thirroul. In view of the competing priorities we ask whether some of the car parks / bridge works or other items scheduled for reconstruction/ (design and construction), could be maintained more regularly to save costs and extend their useful life so that this safety project could commence without further delay.	The Point Street pedestrian access 'design' is programmed for 2024-2025 which is consistent with the previous Infrastructure Delivery Program. No changes have been made to the program of this committed project. The intent of this project is to complete a feasibility study of the different options to provide pedestrian connectivity from Railway to Bridge to Grand Pacific Walk – one of which will be an off-road footpath. Options will be presented to Councillors for consideration during 2024-2025. The project was introduced in the Infrastructure Delivery Program adopted in June 2022 for 'Feasibility' to be completed in FY2024-25.	Already planned.
212	Northern Illawarra Residents Action Group Inc (NIRAG)	Transport; Pedestrian Safety along shared paths	Two instances of inadequate lighting of shared path/cycleway have been requested for inclusion in a future program: 1 The pedestrian link from the Thirroul Station to Wrexham Road, on the eastern side of the railway (Gibson Park) could benefit from lighting. 2 The shared path from Aragan Circuit, Bulli to Hamilton Street, Thirroul is also unlit and unsafe at night. Both these sites would suit solar lighting (or similar) innovative technology could be trialled.	Acknowledging the importance of this link for connecting a nearby residential subdivision to Thirroul Train station, Council has completed some preliminary design work and has developed an estimate for these works. As Council's level of service is not typically funded to allow streetlighting along footpaths within parks, we are seeking grant funding opportunities to allow us to deliver this infrastructure. Your request for lighting along the shared path from Aragan Street to Hamilton Street has been added to Council's Infrastructure Request list for funding consideration in future programs. Wollongong City Council is responsible for building, operating and managing over \$6.2 billion worth of infrastructure assets that support a variety of services for our community. This includes: <ul style="list-style-type: none">• more than 1,000 km of roads• more than 597 km of footpaths, shared paths and cycleways• more than 685 km of stormwater pipes and associated pits• more than 760 buildings and shelters• 332.8 hectares of sporting fields• 154 playgrounds and gym equipment• 6 freshwater pools, 3 salt water pools, 9 rock pools The majority of funding within the infrastructure delivery program is allocated to the maintenance, and renewal of the existing infrastructure. A much smaller portion of funding is allocated to new and upgrades to infrastructure.	To be included in the infrastructure request list for prioritisation against other projects.

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
213	Individual	Community engagement timeframe	I was disappointed that only 24 hours were provided for feedback on this draft program. We were moving house on this day for the 4th time in four weeks as our house is uninhabitable due to the April 2024 flooding, and therefore I was unable to provide comments on time.	The exhibition period ran for 28 days from 10 April to 7 May and in this period was advertised through a variety of channels and multiple times. Due to extenuating circumstances the submission has been accepted.	Information provided.
214	Individual	Flood Mitigation (Mt Keira)	<p>I am requesting the committee and all Council departments investigate necessary flood mitigation works in Mt Keira, east of Mt Keira Road (other than Medway Avenue) to include Ravenwood Place and Ambleside Avenue. This is because of the 1998, 2022 and 2024 flooding events which resulted in:</p> <ol style="list-style-type: none"> 1 The near loss of life or serious injury. 2 Unsafe exit route due to flooding on a cul-de-sac and flooding on parkland behind for all residents living on Ravenwood Place. 3 Emergency vehicle inaccessibility due to flooding on a cul-de-sac and no safe exit or entry route for all residents living on Ravenwood Place. 	<p>Generally Council's stormwater pipes and pits are designed to carry the runoff from minor storm events. Considering the significant amount of rain during the events that you have mentioned, the stormwater system was overwhelmed which also caused an upwelling of the pits at this location. For larger events the excess flood water (beyond the capacity of stormwater pipe/pit) follows the natural grade of surface.</p> <p>Following a community consultation, Council adopted the Fairy and Cabbage Tree Creeks Catchment Flood Study 2020 which identified an overland flow path coming from upstream and crossing properties in Ravenwood Place. This is due to the natural lay of the land and the topographic location of these properties. Property owners are responsible for managing any overland flow through their properties. Please refer to Council's Development Control Plan for details regarding flood risk management in private property:</p> <p>https://www.wollongong.nsw.gov.au/development/development-policies-guidelines/development-control-plans and NSW Floodplain Development Manual</p> <p>https://www.environment.nsw.gov.au/-/media/OEH/Corporate-Site/Documents/Water/Floodplains/floodplain-development-manual.pdf</p>	Information provided.
215	Individual	Stormwater Discharge (Ambleside Avenue)	Stormwater discharge from Council infrastructure from the pits on Ambleside Avenue (No.15- inadequate Council built and maintained stormwater drainage) and Ravenwood Place (No.8 - increased surface water flow across boundaries onto road likely caused by land levelling and new private stormwater infrastructure from Spring Steet). These generate large volumes of water surging from the pits onto the road, through residential homes damaging property to most homes on Ravenwood Place. Two homes are uninhabitable.	<p>Generally Council's stormwater pipes and pits are designed to carry the runoff from minor storm events. Considering the significant amount of rain during the events that you have mentioned, the stormwater system was overwhelmed which also caused an upwelling of the pits at this location. For larger events the excess flood water (beyond the capacity of stormwater pipe/pit) follows the natural grade of surface.</p> <p>Following a community consultation, Council adopted the Fairy and Cabbage Tree Creeks Catchment Flood Study 2020 which identified an overland flow path coming from upstream and crossing properties in Ravenwood Place. This is due to the natural lay of the land and the topographic location of these properties. Property owners are responsible for managing any overland flow through their properties. Please refer to Council's Development Control Plan for details regarding flood risk management in private property:</p> <p>https://www.wollongong.nsw.gov.au/development/development-policies-guidelines/development-control-plans and NSW Floodplain Development Manual</p> <p>https://www.environment.nsw.gov.au/-/media/OEH/Corporate-Site/Documents/Water/Floodplains/floodplain-development-manual.pdf</p>	Information provided.

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
216	Individual	Flood Audit and Stormwater Maintenance (Mt Keira)	I am requesting Council investigate and implement a flood audit and maintenance to stormwater infrastructure in Mt Keira: on Gipps Road Mt Keira, Cato Place (retention basin from the new development previously approved by council) and Ambleside Avenue by diverting stormwater runoff into the park rather than to residential houses.	As per the advice abovementioned, generally Council's stormwater pipes and pits are designed to carry the runoff from minor storm events. Considering the significant amount of rain during the events that mentioned, the stormwater system was overwhelmed which also caused an upwelling of the pits at this location. For larger events the excess flood water (beyond the capacity of stormwater pipe/pit) follows the natural grade of surface. Following a community consultation, Council adopted the Fairy and Cabbage Tree Creeks Catchment Flood Study 2020 which identified an overland flow path coming from upstream and crossing properties in Ravenwood Place. This is due to the natural lay of the land and the topographic location of these properties. Property owners are responsible for managing any overland flow through their properties. Please refer to Council's Development Control Plan for details regarding flood risk management in private property https://www.wollongong.nsw.gov.au/development/development-policies-guidelines/development-control-plans and NSW Floodplain Development Manual https://www.environment.nsw.gov.au/-/media/OEH/Corporate-Site/Documents/Water/Floodplains/floodplain-development-manual.pdf	Information provided.
217	Individual	Scheduled Maintenance (east of Mt Keira Road)	Can you please advise when the stormwater infrastructure in Mt Keira (east of Mt Keira Rd) last had maintenance works carried out?	Mount Keira is periodically inspected both prior to and following storm events. Council can confirm that following the 6 April 2024 Storm event, Mt Keira Road was closed, the street was cleaned and debris was removed from the street and drains.	Acknowledged.
218	Individual	Maintenance of Fairy Creek	I am requesting regular maintenance and flood mitigation works be carried out all along Fairy Creek. I was disappointed to observe that three weeks after the April 2024 flood (before additional subsequent rain and at low tide) Fairy Creek at various points had high water levels and various debris still visibly blocking the pathway of water.	Council undertakes ongoing ecological restoration and flood asset maintenance works utilising a combination of Council funds, grants and stormwater levy funding. These works can only occur on those creeks that are in Council ownership, whilst many areas of creek are in private ownership. To specifically address your request, it is suggested a Customer Request be lodged with Council detailing the exact locations of concerns so that this can be investigated and Council can confirm if it has ownership and authority to manage this particular section of creek.	Customer request to generated for investigation.
219	Landcare Illawarra	Environment and biodiversity conservation management (support)	Landcare Illawarra commends WCC for taking a positive approach to environment and biodiversity conservation management, including attracting increasing amounts of grant funding, active and carefully prioritised implementation of the Lake Illawarra Coastal Management Program, and collaborative engagement with the Landcare Illawarra Committee and Local Coordinator (including regular attendance at committee meetings, which we really appreciate).	Thank you for your support and Council looks forward to maintaining an active involvement with Landcare Illawarra.	Acknowledged.
220	Landcare Illawarra	Natural areas funding; volunteers	We support additional funding for natural areas management staff to engage with volunteer groups, and to enable the number of volunteer groups to increase. While contractors can achieve a lot, volunteers can, if appropriately trained, resourced and encouraged, do a lot of the work that is outside of contractors' budget, such as the laborious and regular work required to remove <i>Ehrharta erecta</i> or <i>Tradescantia fluminensis</i> . Particularly in the West Dapto area, home to a rapidly growing population with relatively few social connections, and a rapidly shrinking area of critically endangered Illawarra Lowlands Grassy Woodlands, plus very few natural areas groups, adding some Bushcare groups would benefit both the environment and social cohesion and community. We appreciate that training, support and resourcing is required to make groups a success, and urge WCC to provide more of these, particularly but not only in the West Dapto area.	Thank you for your submission. Council is pleased to advise that an additional Natural Areas Officer and Volunteer Support Officer (2 roles) will be created in 2024-2025. These additional resources will assist in the management of an increasing portfolio of lands as part of the West Dapto growth area, and also to support Environmental volunteer programs across the city.	Already planned.

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ITEM	Author	Theme	Submission Summary	Response	Proposed Action
221	Landcare Illawarra	Natural area management, coordination	We see potential for closer coordination across the Wollongong, Shellharbour and Kiama Local Government Areas, plus local land services and Landcare Illawarra, regarding natural resource management priorities. We understand that regular meetings of these stakeholders used to happen but ceased during the pressures of the COVID-19 pandemic. We would like to see such meetings re-established, potentially also including relevant Local Aboriginal Land Councils.	Along with a range of State and Local Government agencies and organisations, Wollongong City Council is a member of the 'Illawarra NRM Reference Group' chaired and co-ordinated by the former NSW Office of Environment and Heritage (now DCCEEW) regional office. Council remains a willing participant in this Illawarra based stakeholder forum when it is reinvigorated, including attendance by Environmental Planning and Natural Areas officers as occurred previously.	Underway.
222	Landcare Illawarra	Natural area management, coordination	We encourage Wollongong City Council (WCC) to work together with Shellharbour and Kiama Councils to update the Illawarra Biodiversity Strategy, which is now 13 years old. Most of the actions have been achieved, as the Strategy only had a five-year timeframe, although many are still relevant. If an update is not possible, we ask that WCC report annually on the 'ongoing' priority actions listed in the Action Plan of the Biodiversity Strategy (pp23-25). For example, WCC could report annually on actions such as Action #9: "Work to increase the use of local indigenous species in landscaping. Review DCPs to exclude potentially invasive species."	In a future business planning cycle, Council may consider allocating budget and continue to investigate opportunities for funding such as grant funding and financial contributions from the other two Illawarra Local Governments, to lead an update of the Illawarra Biodiversity Strategy. Whilst some aspects of the 2011 Illawarra Biodiversity Strategy, such as the legislative and regulatory frameworks have been superseded, the current Illawarra Biodiversity Strategy remains broadly relevant, including its purpose, objectives, as well as many of the Actions. The objectives of the Illawarra Biodiversity Strategy continue to guide Councils decision making for strategic planning, development assessment, natural area management and operational tasks.	Acknowledged.
223	Landcare Illawarra	Natural area management, coordination	We welcome broader opportunities to work together to support environmentally aware land management by private and non-Council landowners across the Local Government Area (LGA). There may be opportunities for collaboration in relation to eg management of waterways on private land, or protection of Platypus habitat across the Local Government Area.	Thank you for your suggestion. Such collaborations could be explored in more detail via the monthly Landcare Illawarra Committee Management meetings attended by Council.	Acknowledged.
224	Urban Biodiversity Illawarra (UBI)	Natural area management; resourcing	UBI supports the efforts of Council to protect and restore natural areas and Crown Land under Council management. We see a lot of good things happening, with additional grant funding coming in for high priority natural areas, and additional engagement and education activities for natural areas volunteers. We advocate for: - More community engagement work, particularly to bring in more and more diverse volunteers, and to support current volunteers in advocating for natural areas volunteering - Closer links between the environmental education activities run by Council and the priorities in natural areas management and restoration - A removal of the cap on the number of natural area volunteer groups, and additional paid council resources to support groups, particularly in the south of the region such as Dapto, Primbee, Farmborough Heights and especially West Dapto where the population is growing rapidly and the environment is suffering.	Council is pleased to advise that an additional Natural Areas Officer and Volunteer Support Officer (2 roles) will be created during 2024-2025. These additional resources will assist in the management of an increasing portfolio of lands as part of the West Dapto growth area and, also to support Environmental volunteer programs across the city. Council is also reviewing its approach to environmental education to ensure alignment with strategic priorities including Urban Greening. Recent examples of our focus on community partnership projects that involve hands on education with local communities and schools include Tiny Forests, Poem Forests and Koala Food Forests.	Already planned.

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225	Urban Biodiversity Illawarra	Illawarra Escarpment Mountain Biking infrastructure funding (not supportive)	<p>We ask that Council remove from the budget planned funding for infrastructure associated with mountain bike trails in the Mount Kembla-Mount Keira and Balgownie areas. This funding is premature. The trail network in Mount Kembla-Mount Keira is critically incomplete in terms of approvals, with uncertainty shrouding much of the network. This is significant for the success of the network, because NPWS has repeatedly stated, including in public, that the network will not work as a whole unless the (not confirmed) 'black diamond' descending tracks through South32 Land and the (not confirmed) climbing trail and 'black diamond' descending tracks through the proposed Aboriginal Place on Mount Keira are included. The Review of Environmental Factors for the Balgownie network has not yet been approved. It seems premature to allocate funding in this context.</p>	<p>In the 2023-2024 budget adopted by Council in June 2022, \$1.3 million was invested in enabling Council infrastructure to support the delivery of the mountain bike trail network being led by the NSW Government. Work is nearing completion on supporting infrastructure for Stage 1 including car parking. Council intends for this funding to be complemented by grant funding secured from the NSW and/or Commonwealth Government.</p>	Acknowledged.
226	Urban Biodiversity Illawarra	Urban Greening	<p>There are many references to urban greening in the documents but not much evidence of how the program is performing or how its performance will be improved over the period covered by the documents. UBI would like to see:</p> <ul style="list-style-type: none"> • The Operational Plan include an update on canopy cover across the LGA. (Greater Sydney benefited from such an update recently and the news was quite shocking in many areas, particularly the Sutherland LGA, which experienced a significant decline in canopy cover. See https://www.planning.nsw.gov.au/policy-and-legislation/urban-greening/tree-canopy-data) • An increase in planting of local native species as street trees (not just in natural areas). We have witnessed (anecdotally) over the last 12 months. • An ongoing removal of many large trees, for development, under the 10/50 bushfire management rule, and through poisoning and unauthorised clearing on weekends. • Continued inappropriate urban street tree plantings, particularly Tuckeroo (Cupaniopsis anacardioides) which is not local south of Coalcliff but is spreading rapidly into priority areas of biodiversity including Puckey's Estate, but also Magnolias, which are well known to be intolerant of drought conditions (per research led by Professor Michelle Leishman into street tree mortality in Western Sydney). • An increase in (now-permissible) removal of trees between 3-5m high on private land without a replacement tree. • Trees offered by the GreenPlan Nursery as free replacements for trees removed had a very poor take up, with many trees remaining untaken. 	<p>An updated canopy assessment for the Local Government Area is planned as part of the operational program in the next 12 months, Street Tree selection continues to try and focus on Local Natives / Natives and Exotics in that order preference, with the nursery team currently growing on a larger number of local natives that will be rolled out in 2024-2025 in our street tree planting program.</p> <p>The 10/50 legislation that allows removal of vegetation in Bushfire prone areas and is based on NSW Government legislation something which Council has no jurisdiction, and finally adjustments made in 2023 to the Tree Management Policy lifting the height of trees that don't require consent for removal from 3 to 5 meters, and use of the voucher for tree replacements is still seen as a balanced approach in ensuring landowners greater control of vegetation on their land. I appreciate your comments on measurability of the Urban Greening Program and we will commit in 2024-2025 to reviewing the Urban Greening Program action plan which will include measurable targets reportable through Council's Annual Report.</p>	Assessment and measurement planned.

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227	Urban Biodiversity Illawarra	Biodiversity Strategy, update and resourcing	<p>Include funding for an updated Biodiversity Strategy in the budget. Priorities throughout the documents do not draw on an appropriate biodiversity strategy that refers to current legislation and includes actions to be implemented. For example, most of the categories under Goal 1 (We value and protect our environment) are apparently not guided by any biodiversity strategy. The Natural Area Management category of Goal 1 does reference the 2011 Illawarra Biodiversity Strategy, though does not mention its date.</p> <p>Unfortunately, the Illawarra Biodiversity Strategy is more than a decade old, and most of the included actions are completed, meaning that the Strategy has limited practical guidance on biodiversity conservation and restoration priorities. Additionally, 2011 Strategy's datedness means it does not reflect the current state of the biodiversity crisis. A couple of examples include:</p> <ul style="list-style-type: none"> - The Strategy does not recognise the return of Koala (<i>Phascolarctus cinereus</i>) to the region: there have been several recent sightings in the Mount Kembla and Mount Keira area. This species is now listed as endangered in NSW. https://www.environment.nsw.gov.au/threatenedspeciesapp/profile.aspx?id=10616 - The Strategy does not cover Myrtle Rust. - The Strategy does not address the ever-increasing negative impacts of feral deer on biodiversity. <p>As the wide and growing range of key threatening processes, from climate change to development and invasive species, continue to degrade our natural environment and push more and more indigenous species towards extinction, it is essential that conservation efforts take account of the current state of play. Otherwise, we collectively risk missing opportunities to protect what is still left, such as the establishing community of Koalas in the Illawarra escarpment, which have been documented in Mount Kembla and Mount Keira but were not taken into account in the design and development of a mountain bike track network between Mount Kembla and Mount Keira.</p>	<p>In a future business planning cycle, Council may consider allocating budget and continue to investigate opportunities for funding such as grant funding and financial contributions from the other two Illawarra Local Governments, to lead an update of the Illawarra Biodiversity Strategy. Whilst some aspects of the 2011 Illawarra Biodiversity Strategy, such as the legislative and regulatory frameworks have been superseded, the current Illawarra Biodiversity Strategy remains broadly relevant, including its purpose, objectives, as well as many of the Actions. The objectives of the Illawarra Biodiversity Strategy continue to guide Councils decision making for strategic planning, development assessment, natural area management and operational tasks.</p> <p>Council continues to work closely with NSW Government agencies that have a lead role in biodiversity conservation and management such as Department of Climate Change, Energy, the Environment and Water, Environment and Heritage Group and Biodiversity Conservation Trust on local and regional matters, such as development of draft Conservation Strategies under the Saving Our Species program. In addition, Council continues to work closely with NSW Government agencies with a lead role in natural resource management including Local Land Services in biosecurity and pest management, such as Council providing a financial contribution and coordination support to the Illawarra Feral Deer Management Program. Council's participation in initiatives such as these will continue and will evolve further, regardless of the status of the Illawarra Biodiversity Strategy.</p>	Acknowledged.
228	Urban Biodiversity Illawarra	Performance measurement; Stronger measures and targets for biodiversity.	<p>Better monitoring of Goal 1 (We value and protect our environment) - We have commented on this in the past. The proposed Measures and Targets do not measure protection or restoration of biodiversity, either inside or outside of natural areas. And they do not measure urban canopy cover, which would be a simple, quantitative measure that could be monitored year to year. We ask again for stronger measures and targets for biodiversity.</p>	<p>Council's Urban Greening Strategy 2017-2037 measured urban tree canopy at 17% with a target to increase canopy to 35% by 2046. At a local level, significant sites are managed via Vegetation Management Plans which detail relevant restoration strategies and performance measures at each site.</p>	Acknowledged.

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229	Illawarra Stingrays FC	Illawarra Stingrays; Home ground and License	it is requested that the 'Parks and Sportsfield' Action "Finalise the draft licence with Illawarra Stingrays for a home ground at JJ Kelly Park, Wollongong" be deleted and replaced with "Deliver funded upgrade to Lakelands Oval, Dapto for a co-located home ground for the Illawarra Stingrays and Dapto Phoenix FC" (2024-25 and 2025-26) and "Finalise a long term licence with Illawarra Stingrays for a home ground at Lakelands Oval, Dapto" (2024-25). Given the significance of this project, the Club requests the opportunity to discuss this matter prior to amendment of the documents.	Council officers support the deletion of the action regarding JJ Kelly Park, noting the Illawarra Stingrays have been successful in securing funding for Lakelands Oval, Dapto. Council will work with both Dapto Phoenix and Illawarra Stingrays to progress with the improvements at Lakelands Oval. To reflect recent developments, a new Delivery Program and Operational Plan action has been proposed for inclusion prior to Council adoption: <i>Support the Illawarra Stingrays Football Club with establishing a home ground location at Lakelands Oval, Dapto by delivering funded drainage upgrades, finalising a long-term licence and supporting the Club with carrying out their grant funded works.</i>	Proposed amendment to plan: Remove 'Finalise the draft licence with Illawarra Stingrays for a home ground at JJ Kelly Park, Wollongong.' Add action: Support the Illawarra Stingrays Football Club with establishing a home ground location at Lakelands Oval, Dapto by delivering funded drainage upgrades, finalising a long-term licence and supporting the Club with carrying out their grant funded works.
230	Illawarra Stingrays FC	Illawarra Stingrays; Home ground and License	The Stingrays support the proposed drainage works in the 2024-25 Activity for Lakelands Oval within the Parks and Sportsfields Program (page 30), which will complement the proposed works for a home ground location at Lakelands Oval as part of the recently announced grant to the Stingrays. It is requested that Council liaise with Dapto Phoenix FC and the Stingrays to enable appropriate coordination of the proposed drainage works (by Council) with the proposed upgrade of the facility (by the Stingrays) via the 'Level the Playing Field' funding.	Council officers had recently met with the Illawarra Stingrays and Dapto Phoenix representatives in regard to the recent grant announcement. Council will work with the club to support works to be carried out at the site and proposed future use of the site.	Acknowledged. Already planned.
231	Neighbourhood Forum 1	Revenue Policy; rates (pensioner concessions)	Pensioner's discount on Council rates - This has remained at \$250 for 35 years. It is not a percentage of the Council rates that goes up with CPI rises. The relationship to the discount to the cost of the Council rates has decreased in value and this has an impact on pensioners. Thirty-five years ago the relationship to the rates for North Illawarra residential property owners was approximately 23%. Today the relationship is less than 11%. The Council is capable of increasing the discount and locking it to the CPI. To quote the current Minister of Local Government. The Hon Ron Hoeing MP, "Each NSW council also has the discretion to provide further concessions above the maximum concessions for pensioners. Decisions to assist in these circumstances are made at the discretion of each council, and the cost of providing further concessions must be met entirely by the council."	The provision of mandatory pensioner rate rebates is required and prescribed under the Local Government Act and Regulations. The maximum amount of \$250 has been in place for many years as described. 55% of the rebate to pensioners is funded by the State and Australian governments. Council and Local Government NSW hold the position the funding of pensioner rebates is a function of other levels of government and have continually called on them to both increase the rebate and fully fund the cost or increase pensions to fund the rates payments that support the provision of Council services to its community. Increases in pensioner rebates would need to be funded by increases in other non-pensioner rates if not funded by the other tiers of government responsible for this function.	Acknowledged.

Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 – SUBMISSIONS AND RESPONSES

ITEM	Author	Theme	Submission Summary	Response	Proposed Action
232	Neighbourhood Forum 1	Revenue Policy; rate increase	<p>Council Rate increase - Council should not increase rates but hold them at last year values with many reasons that impact on residents. The rates should only be held constant for owner occupiers and landlords that have not raised rents in the past year.</p> <p>Impacts on owner occupiers include but not limited to, rise in the Valuer Generals valuations of owner occupier's land, cost of living impacts, and in the 2508 area the impact of Council's delay in completing projects (Helensburgh Town Centre Plan and Helensburgh swimming pool upgrade) and total lack of listening to the local community (Helensburgh Community Centre and Library).</p> <p>It is believed by many residents that the northern suburbs of Wollongong (2515 and 2508 area) pay the highest rates in the Local Government Area and get the lowest response and actions from Council with the example of the Helensburgh Town Centre Plan being given by many residents as an example of the project not be carried out correctly from the beginning (flooding of footpath in Parkes St and flood in the supermarket in heavy rain) and the time frame taken to complete the project.</p>	<p>We can understand and do acknowledge the impact that changes in rates have on our community.</p> <p>Rates play an important role in helping Council to make the City of Wollongong an extraordinary place to live, work and play. Our income from rates contributes to Council's total income and together with income from fees, charges and government grants and return on investment, rates are used to benefit our community in many ways. This includes roads, paths, parks, playgrounds, sports fields, libraries, youth centres, pools, patrolled beaches, cemeteries, memorial gardens, tourist parks, public art, festivals and much more.</p> <p>The amount of rates Council can and is raising in 2024-2025 is restricted by a State body called the Independent Pricing and Regulatory Tribunal NSW (IPART). It caps the pooled amount a council can collect from ratepayers to determine what is known as the 'total general income'. To work out each property's rates, we start with the 'total general income' and then calculate the portion each ratepayer contributes to this. So, the 5% rate increase you have referred to in your submission is the percentage increase allowed in Council's 'total general income' from rates this year.</p> <p>This process is driven by the Local Government Act, 1993 (the Act) which sets out the rules by which Council can determine rates. The Act does provide Council with some discretion in structuring and pricing rates between different categories of rates, such as Residential, Farmland, Business and Mining. It also allows the base charge to be used up to a maximum of 50% as applied by Council. The application of the base charge at the maximum level works to minimise the impact of valuation changes and lowers the cost for properties with higher valuations, in your instance is working favourably.</p>	Acknowledged.
233	Neighbourhood Forum 1	Maintenance of Council infrastructure; community engagement	<p>Maintenance of Council's Infrastructure - Council is requested to increase the maintenance of its infrastructure including stormwater drainage, road surfaces and buildings. Examples include gutters blocking up with leaves causing gutters to overflow especially the gutter bridges at the pedestrian crossings, Helensburgh Community Centre water issues not addressed for over a decade causing closure of the building due to health risk to the community, road structure with The Ridge and Whitty roads being good examples.</p> <p>Engagement with Community before the planning of a project and listening to the knowledge of the community. Council engagement before a project is designed would save mistakes being made due to the lack of local knowledge with Council officers assigned to the project. The Ridge, Parkes St drainage and retaining walls, Walker St drainage work for the Town Centre Plan works and Helensburgh Community Centre water issues being a few examples. Council's engagement, having a single point of contact for the project would assist the community in trusting that council is serving the community equally across the whole Local Government Area.</p>	<p>Council is currently reviewing Asset Management Plan (AMP) which review required maintenance budgets for all Council infrastructure assets and any gaps between this required level of investment and current level of investment. The AMP is programmed to go on community exhibition in July-August 2024.</p> <p>Council's Community Engagement Policy guides engagement and consultation with the community.</p> <p>https://www.wollongong.nsw.gov.au/_data/assets/pdf_file/0029/8849/Community-Engagement-Strategy.pdf</p>	<p>Acknowledged.</p> <p>Draft Asset Management Plans to be exhibited for community feedback.</p>

Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 – SUBMISSIONS AND RESPONSES

ITEM	Author	Theme	Submission Summary	Response	Proposed Action
234	Neighbourhood Forum 1	Community facilities and buildings; Otford Community Hall	<p>Otford Community Hall - Community engagement yet to be completed before design is defined as promised to NF1 in February 2024 and this project needs to be completed during the 2024-25 financial year. Delay in this project is due to Council's lack of investigation before designing a refurbishment design. NF1 supports the Infrastructure and Works Directors implementation of full community engagement and learning from the local knowledge during the scoping of a project.</p> <p>Gable roof running north to south and outward opening glass doors (fire exit requirement) has been requested by the Otford community to help meet their community uses of the hall.</p>	<p>This important project is programmed to be constructed in 2025-2026 and 2026-2027.</p> <p>Detailed design has commenced, and Council is looking to incorporate, where possible, suggestions from the user groups and Neighbourhood Forum as the detailed design process progresses. As part of the detailed design process, Council will seek the necessary planning approvals (including Development Application).</p> <p>The community will have the opportunity to provide further commentary on the design when the Development Application for this project exhibited.</p>	Planning underway.
235	Neighbourhood Forum 1	Transport; Roads (Whitty Road reconstruct)	<p>Whitty Road reconstruction - Refer to the geotechnic investigation and the inspection by the General Manager and Infrastructure and Works Director. The road has collapsed to the extent that only the width of one lane on the southern side of the road can be used and there is concern in the community of further collapse. This is a bus route for public transport and school buses.</p>	<p>Whitty Road Embankment is programmed in the Infrastructure Delivery Program to be constructed in 2024 - 2025. The scope of works has been extended to include the newly damaged areas.</p>	Already planned.
236	Neighbourhood Forum 1	Community facilities and buildings; Helensburgh Library and Community Centre; project timing (request to fast track)	<p>Replacement Helensburgh Community Centre and Library - The 2508 community is using an over 50 year old, temporary building for a library and has a building that was the Community Centre which was closed by Council due to the health risk after Council had not solved the water issue for over a decade. Promises of a new combined building have been delay by Council wanting to be located, against the community's desire, to in front of the Helensburgh swimming pool requiring and 18 month development of a plan of management for the crown lands and submission to the State Government for a change in the permissible uses for the Council's location of the new facility.</p> <p>Community expectation, when Council purchased the two blocks of land beside the existing library, was that Council would build the new building on the purchased properties based on the Community Services Manager at the time informing NF1 that it would be too expensive to rebuild on the existing Community Centre's site due to the water issues.</p> <p>This project needs fast tracking with engagement with ALL the community starting immediately with a community advisory committee organised as the interface between the Community and Council and, Council and the community. The community of 2508 does not want to celebrate 60 years of a temporary library building.</p>	<p>Council is working to finalise a Scope of Work that includes the location of the new Helensburgh Community Centre and Library.</p> <p>Once the Scope of Work is finalised Council will commence community engagement to ensure that all members of the community are included in the consultation.</p>	Planning underway.
237	Neighbourhood Forum 1	Transport; active transport, footpaths	<p>Shared Footpath Parkes Street, Lilyvale Street to Cemetery Road Helensburgh - A long awaited footpath which needs to include curb and guttering to match the current curb and gutter in Parkes Street. Issues of no curb and gutter are lack of control of stormwater, erosion because of lack of stormwater control and the parking of vehicles on the shared footpath and Council not being able to enforce no parking on the footpath.</p> <p>This project is gaining confusion in the community due to different Council officers presenting different facts of the proposed project. The project need community engagement before definition of the project and complete clear project definition that is presented to the whole community and not just selective presented to the community.</p>	<p>This project is programmed to be designed across the 2024-2025 and 2025-2026. A preliminary concept design will be presented to the community for consideration and comment prior to Council progressing to full detailed design.</p>	<p>Already planned.</p> <p>Concept design to be presented to the community for feedback.</p>

Draft Delivery Program 2022-2026 and Operational Plan 2024-2025 – SUBMISSIONS AND RESPONSES

ITEM	Author	Theme	Submission Summary	Response	Proposed Action
238	Neighbourhood Forum 1	Community engagement; neighbourhood forums	Neighbourhood Forums - Neighbourhood Forums are organised and run by volunteers. Community members giving up their time to endeavour to be the interface between Council and the communities they represent. Support from Council is needed for the Forums to carry out this work. Solving the insurance issue. Directing all Council staff that they need to keep the local Neighbourhood Forum for the area they are doing work or project in informed. Not handing out leaflets in the street about a project and not talking/Informing the Neighbourhood Forum for the area of the project / event because that Neighbourhood Forum is the first place community members go for information about what is happening.	Council values the input of the community and seeks to engage in a wide variety of ways. Neighbourhood forums are one approach of many that are used to reach our diverse community. Our engagement approach is underpinned by the International Association for Public Participation (IAP2) guidelines for best practice engagement, and we continually strive to provide engagement that is inclusive, accessible and relevant.	Acknowledged.
239	Neighbourhood Forum 1	Street lighting, public safety	Lighting in Lanes - The old night soil lanes that now are front roads for houses after many subdivisions of properties and these lanes have not received street lighting in a lot of cases and are dark streets at night. Council needs to allocate resources to install LED street lighting suitable to each lane. Solar powered streetlights have been suggested by some members of NF1. An audit of all lanes to determine the ones without lighting would be the first place to start.	Wollongong City Council is responsible for building, operating and managing over \$6.2 billion worth of infrastructure assets that support a variety of services for our community. This includes: <ul style="list-style-type: none"> more than 1,000 km of roads; more than 597 km of footpaths, shared paths and cycleways; more than 685 km of stormwater pipes and associated pits; more than 760 buildings and shelters; 332.8 hectares of sporting fields; 154 playgrounds and gym equipment six freshwater pools, three saltwater pools and nine rock pools The majority of funding within the infrastructure delivery program is allocated to the maintenance, and renewal of the existing infrastructure. A much smaller portion of funding is allocated to new and upgrades to infrastructure. Your request for lighting within the old night soil lanes in Helensburgh has been added to Council's Infrastructure Request list for funding consideration in future programs.	To be included in the infrastructure request list for prioritisation against other projects.
240	Individual	Buildings refurbishment; Old Court House	I request, that in the near future, Council undertake the replacement of the slate and copper roof area with stainless-steel and zincalume, the same as now used on the remainder of the building. The reasoning for this request is as follows: <ul style="list-style-type: none"> The slate and copper roof area are the youngest. The work undertaken in 1983 was under the period of the Naval Cadets; The slate and copper roof area are historically incorrect. Slate and copper roofing materials were never used on the building, either prior to or after 1983; The advice sought, if any, by the Navy did not take the history of the building into account; The need for the roofing timbers to be reinforced, to take the extra weight of the slate, confirms that slate was never used. The failure of the box drain, caused by electrolysis between the copper and the galvanised iron of the box drain, contributed to the interior damage as a result of the heavy rain of March 2022; The length of time that Council will get out of the work they have just completed will be increased through the replacement of this roof area and thereby elimination of electrolysis. 	Council will consider your request to replace the slate and copper roof with an alternative treatment when the condition of this section of roof is identified as requiring intervention. Replacement of the roof with an alternative treatment would be subject to receiving the relevant NSW Government heritage approvals. Council has recently completed a significant refurbishment of the Court House roof which interfaces appropriately with the slate and copper roof area to better protect the building from future rain events.	To be investigated.

DRAFT DELIVERY PROGRAM 2022-2026 and OPERATIONAL PLAN 2024-2025

SUMMARY OF PROPOSED AMENDMENTS

Proposed Changes and Amendments			
Document Name	Amendment Type	Amendment	Page Number
Post Exhibition Draft Delivery Program 2022-2026 and Operational Plan 2024-2025	Update	Update footer: Current: 'Draft Delivery Program 2022-2026 and Operational Plan 2023-2024 For Exhibition' Amended: 'Post Exhibition Draft Delivery Program 2022-2026 and Operational Plan 2024-2025'	All pages
Post Exhibition Draft Delivery Program 2022 -2026 and Operational Plan 2024-2025	Update	Remove all references to 'draft'.	Various
Post Exhibition Draft Delivery Program 2022 -2026 and Operational Plan 2024-2025	Update	Update the estimated population forecast to reflect current data: Current: 'There were 214,657 people counted as living in Wollongong (estimated resident population) in 2021. It is projected that the population will increase to 246,042 residents by 2032'. Amended: 'Wollongong's estimated population forecast for 2024 is 222,657. It is projected that the population will increase to 246,042 by 2032'.	10
Post Exhibition Draft Delivery Program 2022 -2026 and Operational Plan 2024-2025	Update	Delete the number '33' from the second paragraph.	18
Post Exhibition Draft Delivery Program 2022 -2026 and Operational Plan 2024-2025	Update	All financial information as a result of budget adjustments.	Various

DRAFT DELIVERY PROGRAM 2022-2026 and OPERATIONAL PLAN 2024-2025

SUMMARY OF PROPOSED AMENDMENTS

Proposed Changes and Amendments			
Document Name	Amendment Type	Amendment	Page Number
Post Exhibition Draft Delivery Program 2022 -2026 and Operational Plan 2024-2025	Addition	<u>Emergency Management</u> Addition of the following action: 'Continue to advocate for funding from the State and Federal Government to support disaster recovery and future resilience'. Years: '2024-2025' & '2025-2026' CSP Ref: '1.3' Delivery Stream: 'Emergency Management and Support'	27
Post Exhibition Draft Delivery Program 2022 -2026 and Operational Plan 2024-2025	Amend	<u>Engagement, Communications & Events</u> Amend the Delivery Streams for the following actions: Action: 'Develop and deliver an organisational Brand Strategy' Current Delivery Steam: 'Communications' Amended Delivery Stream: 'Events Coordination'	57
		Action: 'Deliver civic activities which recognise and celebrate the city's people' Current Delivery Steam: 'Corporate Relations' Amended Delivery Stream: 'Community Engagement'	57
Post Exhibition Draft Delivery Program 2022 -2026 and Operational Plan 2024-2025	Amend	<u>Aged and Disability Services</u> Under the HOW, amend the following: Current: 'Deliver Social Support Services, including respite, home maintenance, group and individual support programs' Amended: 'Deliver Social Support Services, including respite, group and individual support programs'	62

DRAFT DELIVERY PROGRAM 2022-2026 and OPERATIONAL PLAN 2024-2025

SUMMARY OF PROPOSED AMENDMENTS

Proposed Changes and Amendments			
Document Name	Amendment Type	Amendment	Page Number
Post Exhibition Draft Delivery Program 2022 -2026 and Operational Plan 2024-2025	Remove	<u>Community Programs</u> Update the Delivery Streams to remove: 'Volunteering Illawarra' as this service closed in 2022. Remove: 'Volunteering Illawarra'.	64
Post Exhibition Draft Delivery Program 2022 -2026 and Operational Plan 2024-2025	Amend	<u>Community Programs</u> Update grant funded project timing for the following action: Action Description: 'Deliver the Safer Cities: Her Way Wollongong initiative, in partnership with the community' Current years: 2023-2024; 2024-2025 Revised years: 2023-2024	66
Post Exhibition Draft Delivery Program 2022 -2026 and Operational Plan 2024-2025	Addition	<u>Corporate Strategy</u> Update the Service to include the following reference to Council's advocacy to medical services under the HOW: Addition: 'Advocate for accessible and appropriate medical services to be available to the community'.	69
	Amend	Amend the following action: Current Action: 'Facilitate the review of the Community Strategic Plan and Council's Delivery Program'. Revised Action: 'Facilitate the review of the Community Strategic Plan'.	69

DRAFT DELIVERY PROGRAM 2022-2026 and OPERATIONAL PLAN 2024-2025

SUMMARY OF PROPOSED AMENDMENTS

Proposed Changes and Amendments			
Document Name	Amendment Type	Amendment	Page Number
Post Exhibition Draft Delivery Program 2022 -2026 and Operational Plan 2024-2025	Update	<u>Parks and Sportsfields</u> Amend the following action: Current Action: 'Finalise the draft licence with Illawarra Stingrays for a home ground at JJ Kelly Park, Wollongong.'	95
		Revised Action: Support the Illawarra Stingrays Football Club with establishing a home ground location at Lakelands Oval, Dapto by delivering funded drainage upgrades, finalising a long-term licence and supporting the Club with carrying out their grant funded works.'	95
		Update the timing of the following action: Action: 'Deliver amenities upgrade at Thomas Gibson Park, Thirroul.' Current Timing: '2023-2024' & '2025-2026' Revised Timing: '2024-2025' & '2025-2026'	96
Post Exhibition Draft Delivery Program 2022 -2026 and Operational Plan 2024-2025	Amend	<u>Employee Services</u> Under the HOW, amend the following: Amend first point to read: Current: 'Prepare strategic workforce planning and internal human resource management services'. Revised: 'Provide strategic workforce planning and internal human resource management services'.	110
		Amend the fourth point and separate as follows: Current: 'Performance management and staff recognition'. Revised: 'Performance management' 'Staff reward and recognition'.	110
		Amend the fifth point: Current: 'Recruitment support and advice to hiring managers, staff and candidates.' Revised: 'Provide talent acquisition support, advice and education to hiring managers, employees and candidates'	110

DRAFT DELIVERY PROGRAM 2022-2026 and OPERATIONAL PLAN 2024-2025

SUMMARY OF PROPOSED AMENDMENTS

Proposed Changes and Amendments			
Document Name	Amendment Type	Amendment	Page Number
Post Exhibition Draft Delivery Program 2022 -2026 and Operational Plan 2024-2025	Addition	<u>Transport Services</u> Addition of action: Action description: 'Develop and deploy a pilot program to slow vehicle speeds and improve pedestrian safety at key crossing locations throughout the city.' Year: 2024-2025 Delivery Stream: Road Safety, Traffic and Transport Planning CSP Ref: 6.4	105
Post Exhibition Draft Delivery Program 2022 -2026 and Operational Plan 2024-2025	Update	Replace the Supporting Document Roadmap to include recently adopted documents.	124
Post Exhibition Draft Attachment 1 – Budget 2025-2025 Post Exhibition Draft Attachment 2 – Infrastructure Delivery Program 2024-2025 – 2027-2028 Post Exhibition Draft Attachment 3 – Revenue Policy, Rates, Annual Charges and Fees 2024-2025	Update	Update to financial information including tables, figures, schedules, and commentary as detailed in the Council report.	All pages

DRAFT DELIVERY PROGRAM 2022-2026 and OPERATIONAL PLAN 2024-2025

SUMMARY OF PROPOSED AMENDMENTS

Proposed Changes and Amendments			
Document Name	Amendment Type	Amendment	Page Number
Post Exhibition Draft Attachment 1 – Budget 2025-2025	Amend	<u>Other Contributions, Donations, Memberships & Studies</u> Current: Illawarra Institute of Sport Contribution Revised: Illawarra Academy of Sport Contribution	30
Post Exhibition Draft Attachment 2 – Infrastructure Delivery Program 2024-2025 – 2027-2028	Addition	<u>Transport Services</u> Addition of project: Project Name: Darkes Road – Princes Hwy to West Dapto Rd Intersection Description: Design Years: 2027-2028	33
Post Exhibition Draft Attachment 2 – Infrastructure Delivery Program 2024-2025 – 2027-2028	Addition	<u>Parks and Sportsfields</u> Amend timing of project: Project Name: McKinnon Park Fencing Description: Replacement Current Years: 2025-2026 Amended Years: 2024-2025	31

DRAFT DELIVERY PROGRAM 2022-2026 and OPERATIONAL PLAN 2024-2025

SUMMARY OF PROPOSED AMENDMENTS

Proposed Changes and Amendments			
Document Name	Amendment Type	Amendment	Page Number
Post Exhibition Draft Attachment 3 – Revenue Policy, Rates, Annual Charges and Fees 2024-2025	Amend	<u>Wollongong Memorial Gardens and Cemeteries – Cemetery Fees</u>	
		The following word amendments to fees 8-15 listed under the above heading. The fee amount is unchanged.	
		Current: 'Interments - all sites - Monday - Friday until 3pm - includes pre-digging, vault, reception of body for mausoleum'	26
		Revised: 'Interments (Burial) - all sites - Monday - Friday until 3pm - includes pre-digging, vault, reception of body for mausoleum.'	
		Current: 'Interments - all sites (Sat after 12noon & all day Sunday) - includes pre-digging, vault, reception of body for mausoleum'	26
		Revised: 'Interments (Burial) - all sites (Sat after 12noon & all day Sunday) - includes pre-digging, vault, reception of body for mausoleum'.	
		Current: 'Interments - all sites (Sat before 12noon) - includes pre-digging, vault, reception of body for mausoleum'	26
		Revised: 'Interments (Burial) - all sites (Sat before 12noon) - includes pre-digging, vault, reception of body for mausoleum'.	
		Current: 'Reservation – Basic Adult Burial - all beams (except Islamic)'	26
		Revised: 'Reservation – Basic Adult Burial - all beams, includes site development and perpetual maintenance (except Islamic)'.	
		Current: 'Reservation - Bulli, Scarborough, Wollongong if available'	26
		Revised: 'Reservation - Bulli, Scarborough, Wollongong if available - includes site development and perpetual maintenance'.	

DRAFT DELIVERY PROGRAM 2022-2026 and OPERATIONAL PLAN 2024-2025

SUMMARY OF PROPOSED AMENDMENTS

Proposed Changes and Amendments			
Document Name	Amendment Type	Amendment	Page Number
Post Exhibition Draft Attachment 3 – Revenue Policy, Rates, Annual Charges and Fees 2024-2025	Amend	<u>Wollongong Memorial Gardens and Cemeteries – Cemetery Fees (continued)</u> Current: ‘Reservation - Greek Monument/Traditional Monument’ Revised: ‘Reservation - Greek Monument/Traditional Monument - includes site development and perpetual maintenance.’	26
		Current: ‘Reservation - Macedonian’ Revised: ‘Reservation - Macedonian - includes site development and perpetual maintenance’.	26
		Current: ‘Reservation - Maronite/Antiochian/Bahai Headstone, Natural Burial & Islamic Beam’ Revised: ‘Reservation - Maronite/Antiochian/Bahai Headstone, Natural Burial & Islamic Beam - includes site development and perpetual’.	26
Post Exhibition Draft Attachment 3 – Revenue Policy, Rates, Annual Charges and Fees 2024-2025	Addition	<u>Wollongong Memorial Gardens and Cemeteries – Miscellaneous Fees</u> Add the following fee descriptions and new fees: New Description: Cemeteries and Crematoria NSW (CCNSW) Interment Services Levy - per ash interment (exemptions apply in accordance with CCNSW) Pricing Structure: Full GST: Y New fee: \$69.30	26
		New Description: Cemeteries and Crematoria NSW (CCNSW) Interment Services Levy - per burial (exemptions apply in accordance with CCNSW) Pricing Structure: Full GST: Y New fee: \$171.60	26
Post Exhibition Draft Attachment 3 – Revenue Policy, Rates, Annual Charges and Fees 2024-2025	Amend	<u>Wollongong Memorial Gardens and Cemeteries – Miscellaneous Fees</u> Amend the following fee description under the above heading. The fee amount is unchanged. Current: ‘Administration Fee – for services not covered by fees’. Revised: ‘Administration fee - including issuing of interment right, order of interment, consumer contract, and any service not covered by fees’.	27

DRAFT DELIVERY PROGRAM 2022-2026 and OPERATIONAL PLAN 2024-2025

SUMMARY OF PROPOSED AMENDMENTS

Proposed Changes and Amendments			
Document Name	Amendment Type	Amendment	Page Number
Post Exhibition Draft Attachment 3 – Revenue Policy, Rates, Annual Charges and Fees 2024-2025	Amend	<p><u>Wollongong Memorial Gardens and Cemeteries – Memorial Site (site only, does not include plaque)</u></p> <p>Amend the fee description for the following fees:</p> <p>Current: 'Tier one - Basic Ash Interment includes: Memorial only- Jasmine Garden/Eternity Tree/Starlight Remembrance/Bulli Cemetery Garden of Memory/Scarborough Memorial Rock/Helensburgh Garden of Memory (memorial only plinths); Walls of Memory 1 & 2; War Graves Wall; Garden of Peace (babies- includes plaque); Garden Wall; Porte Cochere Wall; Rose Garden Wall; Contour Walls; Chapel Wall; Any similar new memorial.'</p> <p>Revised: 'Tier one - includes: Memorial only- Jasmine Garden/Eternity Tree/Starlight Remembrance/Bulli Cemetery Garden of Memory/Scarborough Memorial Rock/Helensburgh Garden of Memory (memorial only plinths); Walls of Memory 1 & 2; War Graves Wall; Garden of Peace (babies- includes plaque); Garden Wall; Porte Cochere Wall; Rose Garden Wall; Contour Walls; Chapel Wall; Any similar new memorial.'</p>	28
		<p>Current: 'Tier two includes: First Rose Garden/Second Rose Garden/Third Rose Garden; Any similar new memorial'</p> <p>Revised: 'Tier two – Basic Ash Interment includes: First Rose Garden/Second Rose Garden/Third Rose Garden; Any similar new memorial.'</p> <p>The fee amount is unchanged.</p>	28

DRAFT DELIVERY PROGRAM 2022-2026 and OPERATIONAL PLAN 2024-2025

SUMMARY OF PROPOSED AMENDMENTS

Proposed Changes and Amendments			
Document Name	Amendment Type	Amendment	Page Number
Post Exhibition Draft Attachment 3 – Revenue Policy, Rates, Annual Charges and Fees 2024-2025	Update	<p><u>Overdue Rates</u></p> <p>Amend the fee description for the following fee: ‘Council’s rate of interest is the maximum rate specified by the Minister by Notice in the Government Gazette’.</p> <p>Current: ‘Council’s rate of interest is the maximum rate specified by the Minister by Notice in the Government Gazette. Last year fee: The interest rate for 2023/2024 is set at 9.0%, notified by NSW Government Gazette n2023-0527, 31 March 2023.’</p> <p>Revised: ‘The interest rate for 2024/2025 is set at 10.5%, notified by NSW Government Gazette 2024-140, 19 April 2024.’</p>	57
Post Exhibition Draft Attachment 3 – Revenue Policy, Rates, Annual Charges and Fees 2024-2025	Update	<p><u>Section 603 Certificates</u></p> <p>Amend the fee for ‘Certificates under Section 603 (as determined by the Office of Local Government)’ notified by NSW Government Gazette 2024-140, 19 April 2024.</p> <p>Current: \$95.00</p> <p>Revised: \$100.00</p>	57
Post Exhibition Draft Attachment 3 – Revenue Policy, Rates, Annual Charges and Fees 2024-2025	Update	<p><u>Certificate Related Fees – Planning Certificates</u></p> <p>Description: ‘\$10.7 (2) (minimum certificate) per parcel of land’</p> <p>Current Fee: \$67.00</p> <p>Revised Fee: \$69.00</p> <p>Description: ‘\$10.7 (2) and (5) (additional information) per parcel of land’</p> <p>Current Fee: \$167.00</p> <p>Revised Fee: \$174.00</p>	67 68

DRAFT DELIVERY PROGRAM 2022-2026 and OPERATIONAL PLAN 2024-2025

SUMMARY OF PROPOSED AMENDMENTS

Proposed Changes and Amendments			
Document Name	Amendment Type	Amendment	Page Number
Post Exhibition Draft Attachment 3 – Revenue Policy, Rates, Annual Charges and Fees 2024-2025	Update	<u>Environmental Services</u>	
		Amend the following statutory fee descriptions:	
		Current: 'Tree Management Permit Application 1-2 trees' Revised: 'Tree Permit Application 1-2 trees'.	69
		Current: 'Tree Management Permit Application each additional tree 3-10' Revised: 'Tree Permit Application each additional tree 3-10'.	69
		Current: 'Tree Management Permit Pensioner Rate (50% of application fee depending on number of trees - subject to receiving pensioner rebate from Council)'. Revised: 'Tree Permit Pensioner Rate'. Current Fee: 'Tree Permit Pensioner Rate (50% of application fee depending on number of trees - subject to receiving pensioner rebate from Council).' Revised Fee: '50% of application fee depending on number of trees, and subject to Council confirming pensioner rebate eligibility.'	69
		Current: 'Tree Management Permit Review of Application' Revised: 'Tree Permit Review of Application.'	69
		Unless stated, fees remain unchanged.	

DRAFT DELIVERY PROGRAM 2022-2026 and OPERATIONAL PLAN 2024-2025

SUMMARY OF PROPOSED AMENDMENTS

Proposed Changes and Amendments			
Document Name	Amendment Type	Amendment	Page Number
Post Exhibition Draft Attachment 3 – Revenue Policy, Rates, Annual Charges and Fees 2024-2025	Update	Amend the following fees to include application of indexation as per EPA Regulations 2021 Schedule 4 Fees Part 1(1) [pages 74-78]: <u>Development Assessment – Development Application Fees – Application Type</u> Description: ‘Dwelling house – \$100,000 or less’ Current Fee: \$571.00 Revised Fee: \$592.00	74
		Description: ‘Advertisements’ Current Fee: ‘Maximum fee for advertisements is \$357 + \$93 for each advertisement in excess of one or the fee calculated in accordance with the schedule below whichever is the greater’. Revised Fee: ‘Maximum fee for advertisements is \$371 + \$93 for each advertisement in excess of one or the fee calculated in accordance with the schedule below whichever is the greater.’	74
Post Exhibition Draft Attachment 3 – Revenue Policy, Rates, Annual Charges and Fees 2024-2025	Update	<u>Development Assessment – Development Application Fees – Erection of buildings, Carrying out of Work, Demolition of a Building or Work</u> Description: ‘Up to \$5,000’ Current Fee: \$138.00 Revised Fee: \$144.00	74
		Description: ‘\$5,001 to \$50,000’ Current Fee: ‘\$212 + an additional \$3.00 for each \$1,000 (or part of \$1,000) of the estimated cost.’ Revised Fee: ‘\$220 + an additional \$3.00 for each \$1,000 (or part of \$1,000) of the estimated cost.’	74
		Description: ‘\$50,001 to \$250,000’ Current Fee: ‘\$442 + an additional \$3.64 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$50,000.’ Revised Fee: ‘\$459 + an additional \$3.64 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$50,000.’	74

DRAFT DELIVERY PROGRAM 2022-2026 and OPERATIONAL PLAN 2024-2025

SUMMARY OF PROPOSED AMENDMENTS

Proposed Changes and Amendments			
Document Name	Amendment Type	Amendment	Page Number
Post Exhibition Draft Attachment 3 – Revenue Policy, Rates, Annual Charges and Fees 2024-2025	Update	<u>Development Assessment – Development Application Fees – Erection of buildings, Carrying out of Work, Demolition of a Building or Work</u>	
		Description: '\$250,001 to \$500,000' Current Fee: '\$1,455 + an additional \$2.34 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$250,000.' Revised Fee: '\$1,509 + an additional \$2.34 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$250,000.'	74
		Description: '\$500,001 to \$1,000,000.' Current Fee: '\$2,189 + an additional \$1.64 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$500,000.' Revised Fee: '\$2,272 + an additional \$1.64 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$500,000.'	74
		Description: '\$1,000,001 to \$10,000,000' Current Fee: '\$3,280 + additional \$1.44 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$1,000,000.' Revised Fee: '\$3,404 + additional \$1.44 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$1,000,000.'	74
		Description: 'More than \$10,000,000' Current Fee: '\$19,915 + an additional \$1.19 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$10,000,000.' Revised Fee: '\$20,667 + an additional \$1.19 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$10,000,000.'	74
		Description: 'Development not involving the erection of a building, the carrying out of a work, subdivision of land or the demolition of a building' Current Fee: \$357.00 Revised Fee: \$371.00	74

DRAFT DELIVERY PROGRAM 2022-2026 and OPERATIONAL PLAN 2024-2025

SUMMARY OF PROPOSED AMENDMENTS

Proposed Changes and Amendments			
Document Name	Amendment Type	Amendment	Page Number
Post Exhibition Draft Attachment 3 – Revenue Policy, Rates, Annual Charges and Fees 2024-2025	Update	<u>Development Assessment – Development Application Fees – Subdivision of Land</u>	
		Description: 'Incorporating new roads' Current Fee: '\$833 + \$65 per additional lot' Revised Fee: '\$865 + \$65 per additional lot'	74
		Description: 'Not incorporating new roads' Current Fee: '\$414 + \$53 per additional lot' Revised Fee: '\$430 + \$53 per additional lot'	74
		Description: 'Strata subdivision' Current Fee: '\$414 + \$65 per additional lot' Revised Fee: '\$430 + \$65 per additional lot'	74
		Description: 'Designated development fee additional to that calculated above' Current Fee: 'Additional \$1,154' Revised Fee: 'Additional \$1,198'	74
		Description: 'Integrated development fee additional to that calculated above' Description: 'Integrated development fee additional to that calculated above' Current Fee: '\$176 + \$401 for each approval body (approval body fee will be separately invoiced by the relevant approval body)' Revised Fee: '\$183 + \$416 for each approval body (approval body fee will be separately invoiced by the relevant approval body)'	75
		Description: 'Development requiring concurrence fee additional to that calculated above' Current Fee: '\$176 + \$401 for each concurrence authority (concurrence authority fee will be separately invoiced by the relevant concurrence authority)' Revised Fee: '\$183 + \$416 for each concurrence authority (concurrence authority fee will be separately invoiced by the relevant concurrence authority)'	75

DRAFT DELIVERY PROGRAM 2022-2026 and OPERATIONAL PLAN 2024-2025

SUMMARY OF PROPOSED AMENDMENTS

Proposed Changes and Amendments			
Document Name	Amendment Type	Amendment	Page Number
Post Exhibition Draft Attachment 3 – Revenue Policy, Rates, Annual Charges and Fees 2024-2025	Update	<u>Development Assessment – Development Application Fees – Advertising Development Applications</u>	
		Description: ‘Designated development’ Current Fee: \$2,785.00 Revised Fee: \$2,890.00	75
		Description: ‘Advertised Development’ Current Fee: \$1,386.00 Revised Fee: \$1,438.00	75
Post Exhibition Draft Attachment 3 – Revenue Policy, Rates, Annual Charges and Fees 2024-2025	Update	Description: ‘Prohibited Development’ Current Fee: \$1,386.00 Revised Fee: \$1,438.00	75
		<u>Development Assessment – Development Application Fees – Design Review Panel</u>	
		Description: ‘Application under SEPP 65’ Current Fee: \$ 3,763.00 Revised Fee: \$ 3,905.00	75
Post Exhibition Draft Attachment 3 – Revenue Policy, Rates, Annual Charges and Fees 2024-2025	Update	Description: ‘Application under WLEP 2009 (CI 7.18) and SEPP 65’ Current Fee: \$ 3,763.00 Revised Fee: \$ 3,905.00	75

DRAFT DELIVERY PROGRAM 2022-2026 and OPERATIONAL PLAN 2024-2025

SUMMARY OF PROPOSED AMENDMENTS

Proposed Changes and Amendments			
Document Name	Amendment Type	Amendment	Page Number
Post Exhibition Draft Attachment 3 – Revenue Policy, Rates, Annual Charges and Fees 2024-2025	Update	<u>Development Assessment – Development Application Fees – Review of Determination</u>	
		Description: 'In relation to a request that involves the erection of a dwelling house with an estimated cost of \$100,000 or less' Current Fee: \$238.00 Revised Fee: \$247.00	75
		Description: 'Up to \$5,000' Current Fee: '\$69 + an additional amount of not more than \$500 if notice of the application is required to be given under Section 8.3 of the Act.' Revised Fee: '\$71 + an additional amount of not more than \$500 if notice of the application is required to be given under Section 8.3 of the Act.'	76
		Description: '\$5,001 to \$250,000' Current Fee: '\$107 + an additional \$1.50 for each \$1,000 (or part of \$1,000) of the estimated cost + an additional amount of not more than \$500 if notice of the application is required to be given under Section 8.3 of the Act.' Revised Fee: '\$111 + an additional \$1.50 for each \$1,000 (or part of \$1,000) of the estimated cost + an additional amount of not more than \$500 if notice of the application is required to be given under Section 8.3 of the Act.'	76
		Description: '\$250,001 to \$500,000' Current Fee: '\$628 + an additional \$0.85 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$250,000 + an additional amount of up to \$500 if notice is required under Section 8.3 of the Act.' Revised Fee: '\$651 + an additional \$0.85 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$250,000 + an additional amount of up to \$500 if notice is required under Section 8.3 of the Act.'	76

DRAFT DELIVERY PROGRAM 2022-2026 and OPERATIONAL PLAN 2024-2025

SUMMARY OF PROPOSED AMENDMENTS

Proposed Changes and Amendments			
Document Name	Amendment Type	Amendment	Page Number
Post Exhibition Draft Attachment 3 – Revenue Policy, Rates, Annual Charges and Fees 2024-2025	Update	<u>Development Assessment – Development Application Fees – Review of Determination</u>	
		<p>Description: ‘\$500,001 to \$1,000,000’ Current Fee: ‘\$894 + an additional \$0.50 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$500,000 + an additional amount of not more than \$500 if notice of the application is required to be given under Section 8.3 of the Act.’ Revised Fee: ‘\$927 + an additional \$0.50 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$500,000 + an additional amount of not more than \$500 if notice of the application is required to be given under Section 8.3 of the Act.’</p>	76
		<p>Description: ‘\$1,000,001 to \$10,000,000’ Current Fee: ‘\$1,238 + an additional \$0.40 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$1,000,000 + an additional amount of not more than \$500 if notice of the application is required to be given under Section 8.3 of the Act.’ Revised Fee: ‘\$1,285 + an additional \$0.40 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$1,000,000 + an additional amount of not more than \$500 if notice of the application is required to be given under Section 8.3 of the Act.’</p>	76
		<p>Description: ‘More than \$10,000,000’ Current Fee: ‘\$5,943 + an additional \$0.27 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$10,000,000 + an additional amount of \$500 if notice of the application is required to be given under Section 8.3 of the Act.’ Revised Fee: ‘\$6,167 + an additional \$0.27 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$10,000,000 + an additional amount of \$500 if notice of the application is required to be given under Section 8.3 of the Act.’</p>	76
		<p>Description: ‘Review of determination – erection of a dwelling house with construction cost \$100,000 or less’ Current Fee: \$238.00 Revised Fee: \$247.00</p>	76

DRAFT DELIVERY PROGRAM 2022-2026 and OPERATIONAL PLAN 2024-2025

SUMMARY OF PROPOSED AMENDMENTS

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DRAFT DELIVERY PROGRAM 2022-2026 and OPERATIONAL PLAN 2024-2025

SUMMARY OF PROPOSED AMENDMENTS

Proposed Changes and Amendments			
Document Name	Amendment Type	Amendment	Page Number
Post Exhibition Draft Attachment 3 – Revenue Policy, Rates, Annual Charges and Fees 2024-2025	Update	<u>Development Assessment – Development Application Fees – Modification of Development Consent</u>	
		<p>Description: ‘\$5,001 to \$250,000’ Current Fee: ‘\$106 + an additional \$1.50 for each \$1,000 (or part of \$1,000) of the estimated cost + an additional amount of up to \$500 if notice is required under Section 4.55(2) of the Act.’ Revised Fee: ‘\$110 + an additional \$1.50 for each \$1,000 (or part of \$1,000) of the estimated cost + an additional amount of up to \$500 if notice is required under Section 4.55(2) of the Act.’</p>	77
		<p>Description: ‘\$250,001 to \$500,000’ Current Fee: ‘\$628 + an additional \$0.85 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$250,000 + an additional amount of up to \$500 if notice is required under Section 4.55(2) of the Act.’ Revised Fee: ‘\$651 + an additional \$0.85 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$250,000 + an additional amount of up to \$500 if notice is required under Section 4.55(2) of the Act.’</p>	78
		<p>Description: ‘\$500,001 to \$1,000,000’ Current Fee: ‘\$894 + an additional \$0.50 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$500,000 + an additional amount of up to \$500 if notice is required under Section 4.55(2) of the Act.’ Revised Fee: ‘\$927 + an additional \$0.50 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$500,000 + an additional amount of up to \$500 if notice is required under Section 4.55(2) of the Act.’</p>	78

DRAFT DELIVERY PROGRAM 2022-2026 and OPERATIONAL PLAN 2024-2025

SUMMARY OF PROPOSED AMENDMENTS

Proposed Changes and Amendments			
Document Name	Amendment Type	Amendment	Page Number
Post Exhibition Draft Attachment 3 – Revenue Policy, Rates, Annual Charges and Fees 2024-2025	Update	<u>Development Assessment – Development Application Fees – Modification of Development Consent</u> Description: ‘\$1,000,001 to \$10,000,000’ Current Fee: ‘\$1,238 + an additional \$0.40 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$1,000,000 + an additional amount of up to \$500 if notice is required under Section 4.55(2) of the Act.’ Revised Fee: ‘\$1,285 + an additional \$0.40 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$1,000,000 + an additional amount of up to \$500 if notice is required under Section 4.55(2) of the Act.’	78
		Description: ‘More than \$10,000,000’ Current Fee: ‘\$5,943 + an additional \$0.27 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$10,000,000 + an additional amount of up to \$500 if notice is required under Section 4.55(2) of the Act.’ Revised Fee: ‘\$6,167 + an additional \$0.27 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$10,000,000 + an additional amount of up to \$500 if notice is required under Section 4.55(2) of the Act.’	78
Post Exhibition Draft Attachment 3 – Revenue Policy, Rates, Annual Charges and Fees 2024-2025	Update	<u>Certificate Fees – Miscellaneous</u> Description: ‘Section 10.8(2) Certificate (Certified copy of a document, map or plan held by Council) – See Clause 268 of EP&A Regulations 2021’ Current Fee: \$67.00 Revised Fee: \$69.00	84

DRAFT DELIVERY PROGRAM 2022-2026 and OPERATIONAL PLAN 2024-2025

SUMMARY OF PROPOSED AMENDMENTS

Proposed Changes and Amendments			
Document Name	Amendment Type	Amendment	Page Number
Post Exhibition Draft Attachment 3 – Revenue Policy, Rates, Annual Charges and Fees 2024-2025	Addition	<u>Regulatory Control - Protection of the Environment Operations</u> Addition of the following two statutory fees: POEO Regulation Section 151 (b) (i) - Clean-up Notice fee – Litter Fee Amount: \$256	91
		POEO Regulation Section 151 (b) (ii)- Clean-up Notice fee - Other Fee Amount: \$803	91
Post Exhibition Draft Attachment 3 – Revenue Policy, Rates, Annual Charges and Fees 2024-2025	Update	<u>Regulatory Control – Companion Animals Pound Fees (dogs and cats)</u> Update the GST column for the following fees: Fee Description: ‘Surrender fee - dog (over 6 months of age)’ Fee Description: ‘Surrender fee - puppy (under 6 months of age)’ Fee Description: ‘Surrender fee - cat (over 6 months of age)’ Fee Description: ‘Surrender fee - kitten (under 6 months of age)’ Fee Description: ‘Surrender fee - pensioner (per companion animal)’ Fee Description: ‘Surrender fee - dog (declared dangerous, menacing or a restricted breed)’ Fee Description: ‘Euthanise a companion animal (per companion animal)’ Fee Description: ‘Disposal of a euthanised companion animal’ Fee Description: ‘Transport of reclaimed companion animal - currently impounded within the Illawarra region’ Fee Description: ‘Transport of reclaimed companion animal - currently impounded outside the Illawarra region’ Fee Description: ‘Transport of companion animal per kilometre - commercial rate’ Fee Description: ‘Sustenance/maintenance per companion animal per day - commercial rate’ Current: Y Revised: N Fee totals remain unchanged.	92

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SUMMARY OF PROPOSED AMENDMENTS

Proposed Changes and Amendments			
Document Name	Amendment Type	Amendment	Page Number
Post Exhibition Draft Attachment 3 – Revenue Policy, Rates, Annual Charges and Fees 2024-2025	Update	<u>Regulatory Control – Life Time Registration (Companion Animals Act, 1998) (Statutory Fee) - Subject to CPI increase as notified by Office of Local Government</u>	
		Update the following fees as per updates to Companion Animals Regulation 2018 indexation applied for the 2024-2025 year:	
		Fee Description: ‘Whole Companion Animal (not desexed) or desexed after 6 months of age – Dog’ Current Fee: \$252.00 Revised Fee: \$262.00	93
		Fee Description: ‘Desexed Companion Animal (except eligible pensioners) – Dog.’ Current Fee: \$75.00 Revised Fee: \$78.00	93
		Fee Description: ‘Desexed Companion Animal (owner is an eligible pensioner) – Dog’ Current Fee: \$32.00 Revised Fee: \$34.00	93
		Fee Description: ‘Whole Companion animal owned by recognised breeder – Dog.’ Current Fee: \$75.00 Revised Fee: \$78.00	93
		Fee Description: ‘Whole Companion animal (where desexing is not recommended) – Dog’ Current Fee: ‘\$75.00’ Revised Fee: ‘\$78.00’	93
		Fee Description: ‘Whole Animal - (where desexing is not recommended eligible pensioner) – Dog.’ Current Fee: \$32.00 Revised Fee: \$34.00	93
		Fee Description: ‘Where the owner of a companion animal is an eligible pensioner and the companion animal is not desexed – Dog’ Current Fee: \$252.00 Revised Fee: \$262.00	93

DRAFT DELIVERY PROGRAM 2022-2026 and OPERATIONAL PLAN 2024-2025

SUMMARY OF PROPOSED AMENDMENTS

Proposed Changes and Amendments			
Document Name	Amendment Type	Amendment	Page Number
Post Exhibition Draft Attachment 3 – Revenue Policy, Rates, Annual Charges and Fees 2024-2025	Update	<u>Regulatory Control – Life Time Registration (Companion Animals Act, 1998) (Statutory Fee) - Subject to CPI increase as notified by Office of Local Government</u>	
		Update the following fees as per updates to Companion Animals Regulation 2018 indexation applied for the 2024-2025 year:	
		Fee Description: ‘Whole Companion Animal (not desexed) or Desexed Companion Animal (except eligible pensioners) – Cat’ Current Fee: \$65.00 Revised Fee: \$68.00	93
		Fee Description: ‘Desexed Companion Animal (owner is an eligible pensioner) – Cat’ Current Fee: \$32.00 Revised Fee: \$34.00	93
		Fee Description: ‘Desexed Companion Animal (owner is an eligible pensioner) – Cat’ Current Fee: \$32.00 Revised Fee: \$34.00	93
		Fee Description: ‘Whole Companion animal owned by recognised breeder – Cat’ Current Fee: \$65.00 Revised Fee: \$68.00	93
		Fee Description: ‘Whole Companion animal (where desexing is not recommended) – Cat’ Current Fee: \$65.00 Revised Fee: \$68.00	93
		Fee Description: ‘Whole Animal - (where desexing is not recommended eligible pensioner) – Cat’ Current Fee: \$32.00 Revised Fee: \$34.00	93
		Fee Description: ‘Late Registration fee - Dog or cat’ Current Fee: \$21.00 Revised Fee: \$22.00	93

DRAFT DELIVERY PROGRAM 2022-2026 and OPERATIONAL PLAN 2024-2025

SUMMARY OF PROPOSED AMENDMENTS

Proposed Changes and Amendments			
Document Name	Amendment Type	Amendment	Page Number
Post Exhibition Draft Attachment 3 – Revenue Policy, Rates, Annual Charges and Fees 2024-2025	Update	<u>Regulatory Control - Companion Animal Annual Permit (in addition to the one-off lifetime pet registration fee)</u>	
		Fee Description: 'Intact or non de-sexed cats > 4 months age.'	93
		Current Fee: \$92.00 Revised Fee: \$96.00	
		Fee Description: 'Restricted dog breeds or formally declared Dangerous Dogs.'	93
		Current Fee: \$221.00 Revised Fee: \$230.00	
		Fee Description: 'Permit Late Fee.'	93
		Current Fee: \$21.00 Revised Fee: \$22.00	

Wollongong City Council

Delivery Program 2022-2026 and Operational Plan 2024-2025 Post Exhibition Draft



Image: Children on Corrimal Beach



Image: Aboriginal Smoking Ceremony, Blue Mile Tramway, Wollongong

Acknowledgement of Country

We acknowledge the Traditional Custodians of the land on which our city is built, Dharawal Country. We recognise and appreciate their deep connection to this land, waters and the greater community. We pay respect to Elders past, present and those emerging and extend our respect to all Aboriginal and Torres Strait Islander people who call this city home. We recognise Aboriginal and Torres Strait Islander people as the first people to live in the area. We respect their living cultures and recognise the positive contribution their voices, traditions and histories make to the city.

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Lord Mayor's Message

It's a refrain we've heard quite a lot in recent years, but these are challenging times in which we live.

Our community is at the heart of all we do, and we want to ensure we continue to deliver the functions, services and facilities our residents want, and value.

We take a customer-focussed approach to our work, and in this Delivery Program and Operational Plan for 2024-2025, you'll see Council continuing to prioritise our service delivery.

We're investing in our libraries and community centres, we're dedicating resources to build shared pathways that provide walking and riding links to schools, and we continue to advocate for better transport links on NSW State-managed roads and for public transport.

Our public pools are loved by our community, but they are ageing. We will be undertaking a review of our pools to ensure our investment and service delivery meets the needs of the community into the future.

We're continuing to repair and improve essential infrastructure like our stormwater management systems to reduce the risk of flash flooding and drainage in some sports fields, to combat the impact of changing weather patterns which are the result of climate change.

While we continue to be challenged by the cost of building materials, and interrupted supply chains for construction materials, we're focussed on delivering infrastructure projects like the work currently underway that will see Beaton Park become a Regional Tennis Hub with 8 of the 14 new courts constructed to an International Tennis Federation standard.

The new integrated Community Centre and Library facilities for the city's southern suburbs and for Helensburgh remain top of the agenda, and we're building a new waste cell at Whyte's Gully and developing and expanding the landfill gas management system at the site.

This is the last Delivery Program and Operational Plan for this term of Council, and it's one that clearly demonstrates a proactive and community-focussed pathway forward for the organisation.

I encourage everyone to read it and see what we're doing for you, your neighbours, your suburb and your community.

There is a hardworking and passionate team at Wollongong City Council and this document is testament to what they do day in and out to make Wollongong a great place to live, work and play.

Wollongong City Lord Mayor
Councillor Gordon Bradbery AM



Image: North Beach, Wollongong
Photo Caitlyn Phanith (Unsplash)

General Manager's Message

I am pleased to present the Delivery Program 2022-2026 and Operational Plan 2024-2025 which outlines the actions we're committed to delivering for our city and our community over the next few years.

We are continuing to focus on making sure we get the basics right. The community over the past twelve months has provided feedback on our services, facilities and projects. We are committed to responding to this feedback. We will continue to invest time and resources into improving community engagement and customer experience. Our community has asked us to continue with our focus on local suburbs. We've thoughtfully planned what we'll deliver, with a strong focus on delivering projects that will help build communities in our suburbs.

Council continues to maintain a strong financial position, but we're not immune to the current economic pressures. We acknowledge that residents and businesses are experiencing challenges. We have been mindful and respectful of this when preparing our plans. Given the current environment, we're being prudent in what we commit to delivering. This equates to ensuring we do everything possible to deliver whatever it is we say we are planning to deliver. We are focused on transparency and will report to the community monthly on our financial position and quarterly on our progress against these plans.

These plans are focused on enhancing and supporting the liveability of our community and delivering the quality services that our community want from their Council. We're planning over 150 road upgrades across our Local Government Area and continuing to invest in footpaths, shared paths, and dedicated cycleways to make it safer for kids to get to school and more enticing for people of all ages and all skill levels to participate in active modes of transport.

Wollongong is a city with incredible natural beauty. These documents set out our plans to care for our coastline and natural areas through investment in conservation and restoration projects, as well as introducing more sustainable waste management practices. We're also focused on the safety of our community through natural disasters and investing in upgrades to our stormwater services to reduce the risk of flooding.

On the 6 April 2024, our community experienced a severe weather event, impacting many suburbs and resulting in significant damage to community assets, Council buildings and critical infrastructure. This event was declared a natural disaster; the sixth natural disaster for Wollongong since 2019.

Clean-up and repair work resulting from the April 2024 natural disaster will impact Council's budget moving forward. This challenging operating environment requires significant ongoing focus and attention.

Council has strong relationships with other levels of government and will continue to work closely and tactically to advocate for our community with securing support and funding towards recovery and future resilience.

As our city's population grows, we're investing in major infrastructure works to improve access to the areas around West Dapto, including West Dapto Road and Cleveland Road. We're also ensuring the new developments in these areas are well thought out with footpaths and green spaces to build liveable communities.

I hope you feel as inspired as I do, reading these important plans for our future. This Delivery Program 2022-2026 and Operational Plan 2024- 2025 sets out a clear framework for the future that will build our city's resilience, continue our financial sustainability and connect our community.

Greg Doyle
General Manager

Our Councillors



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General Manager



Renee Campbell
Director
Corporate Services



Linda Davis
Director
Planning and Environment



Joanne Page
Director
Infrastructure and Works



Kerry Hunt
Director
Community Services



About Council's Delivery Program and Operational Plan

Image: Kembla Street, Wollongong separated cycleway - dedicated cycling space

The Delivery Program and Operational Plan sets out the services the Council will deliver over the next four years.

The Delivery Program and Operational Plan includes the services Council will deliver in response to the aspirations outlined in the Our Wollongong Our Future 2032 Community Strategic Plan. Council is not solely responsible for the implementation of the Our Wollongong Our Future 2032 Community Strategic Plan. It is the community's Plan, and Council works together with business, government, community groups and individuals to deliver the community's aspirations.

The Delivery Program has been prepared in response to community engagement and feedback, as well as Council's legislative responsibilities.

The Delivery Program and Operational Plan have been developed utilising the resources available through the Resourcing Strategy 2022-2032.

Reporting to Our Community

Wollongong City Council regularly tracks and monitors the Delivery Program and Operational Plan, and reports to the community on progress on a quarterly and annual basis. Council also tracks progress towards the Community Strategic Plan through the State of the City Report. All reports will be available on Council's website.





Delivering to our Community

Over the last few years, our community has faced many challenges from bushfires and floods, and the COVID-19 pandemic. Council has responded to these challenges by adapting and changing the way it delivers its services to best support the needs of the Wollongong community.

While we need to plan for the future, Council will continue to review this Delivery Program and Operational Plan to ensure that service provision is appropriate and responsive to the changes facing our community.



Council's Strategic Priorities

To focus Council's attention on this outcome the Councillors identified five key focus areas for the life of the Delivery Program. These are known as the Council's Strategic Priorities.

Localised Suburbs and Places

Our localised suburbs and places will be well planned so that they are liveable and safe. This includes important transport infrastructure and footpaths, as well as the necessary facilities and spaces are available for a variety of uses for communities. We will endeavour to maintain and protect the unique character of our local areas and encourage community spirit and civic pride through appropriate activities and land uses.

Sustainable Wollongong

Achieving a sustainable future and addressing a changing climate are a significant focus during this Council term. Our program includes the implementation of key priorities including reducing emissions and reducing waste to landfill, continuing urban greening and protecting our natural environment.

Active Transport and Connectivity

We are planning for and progressively working towards an integrated and active transport network with improved connectivity across the Local Government Area. We will continue to facilitate the upgrade of our public transport, bicycle networks, pedestrian access routes and safety around schools. This focus will see further investment into our footpaths and cycle ways, complementing our commitment to our suburbs and places.

Business and Investment

We will continue to grow the Wollongong economy through jobs growth, attracting business, investment, major events, and tourism to the region. We will continue to promote our local advantages, including our proximity to Sydney, supportive business environment, innovative ecosystem, world class university and superb liveability. We will work with key stakeholders, including peak business groups and state and federal governments to further promote our city and attract greater investment in infrastructure and other key assets.

West Dapto

We will continue to work in collaboration with key agencies to provide the infrastructure needed to support West Dapto's existing and growing community and employment lands of the urban release area. This will include coordinated planning for access improvements including new roads and bridges which are needed to support the expected 19,500 total housing lots and 8,500 jobs required over the next 30 years.



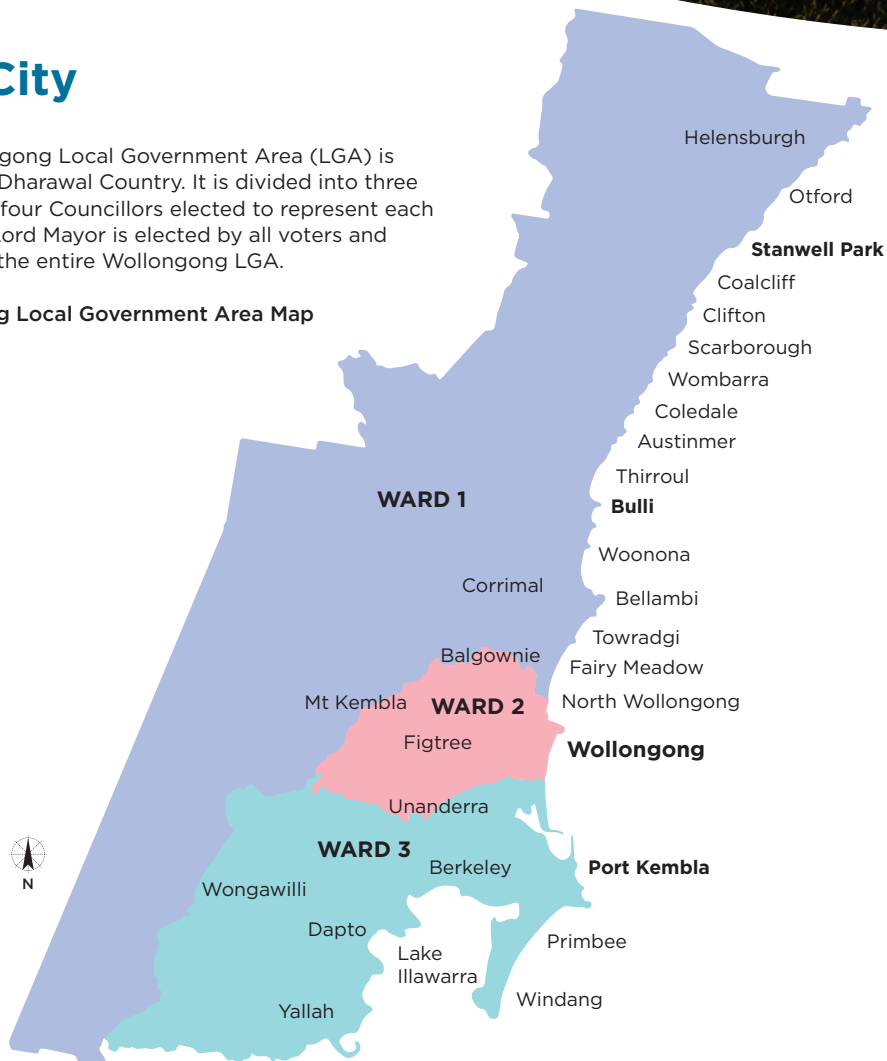


Image: Sunrise at Lake Illawarra

Our City

The Wollongong Local Government Area (LGA) is located on Dharawal Country. It is divided into three wards with four Councillors elected to represent each ward. The Lord Mayor is elected by all voters and represents the entire Wollongong LGA.

Wollongong Local Government Area Map





*Image: Wollongong
Botanic Garden
celebrates 50 years*

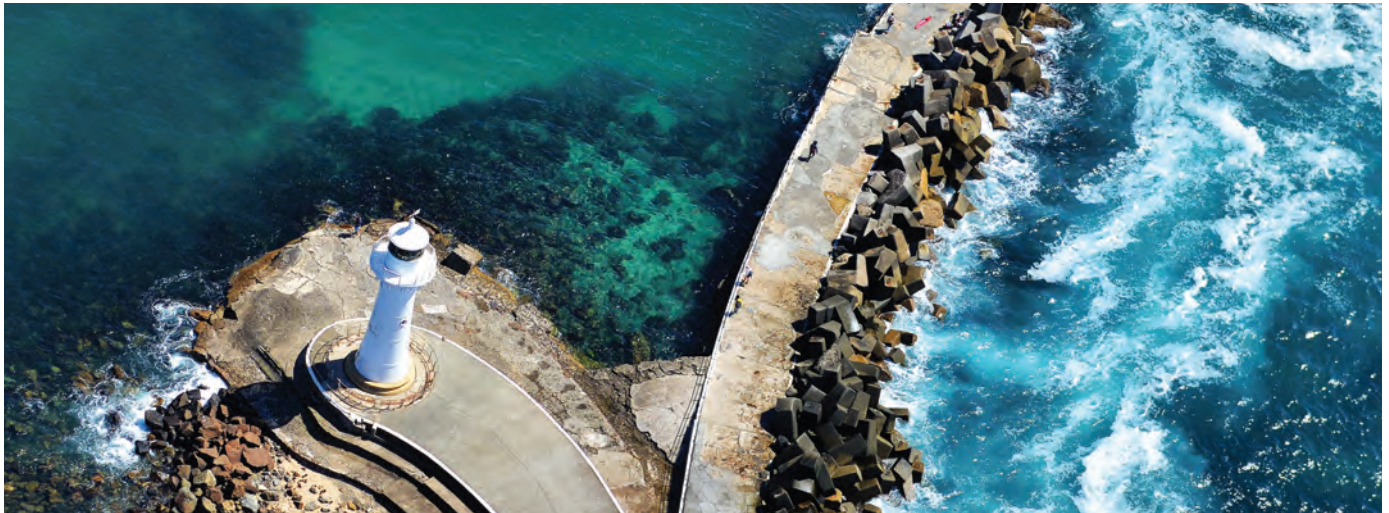


Image: Flagstaff Point
(Wollongong Head)
Lighthouse

Snapshot of the Wollongong Community



Wollongong is said to originate from the Aboriginal word Woolyungah, meaning Five Islands. The fourth largest city in New South Wales and 11th largest city in Australia in terms of population (ABS - significant urban areas).



The median age of the population of Wollongong was 39 years. We have an ageing population, 18.6% of our community are age 65+.



In 2021, 22.4% of households earned a high household income (\$3,000 per week or more) and 23.7% of households earned a low income (\$0 to \$800 per week).



In January 2024, 5.6% of Wollongong's working age population were eligible to receive jobseeker allowance or youth allowance (excluding students), up from 5.1% in November 2022.



A total of 74.9% of the population of Wollongong stated they were Australian born (4.1% not stated). Of the 21% born overseas the five main countries of birth were United Kingdom, North Macedonia, Italy, India and New Zealand.



Separate housing provided accommodation for 66.3% of the Wollongong LGA population; 20.5% occupied a medium density dwelling; while 12.3% occupied high density dwellings. In Wollongong City, 60.9% of households were purchasing or fully owned their home, 23.1% were renting privately, and 6.8% were in social housing in 2021.

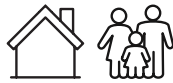


Wollongong's estimated population forecast for 2024 is 221,567. It is projected that the population will increase to 242,182 by 2032.

Information was taken from .id Community Demographic Resources 2023, 2021 Australian Bureau of Statistics, Census of Population and Housing, compiled and presented by .id



Image: Children on Corrimal Beach



In 2021, 29.3% were couple families with children compared to 33.2% in 2001.



And 11.2% were one-parent households compared to 10.9% 2001.



25.4% of households were lone person households, with almost half of these people over the age of 65.



In 2021, the median weekly mortgage repayment was \$500 and the median weekly rent payment was \$390 compared to \$500 and \$420 respectively for New South Wales.



Wollongong LGA's unemployment rate was 3.8% in December 2023 compared to 3.3% for New South Wales.



In 2021, there were 6,944 people in the Wollongong LGA who identified as Aboriginal or Torres Strait Islander, representing 3.2% of the total population (estimated resident population).



English was stated as the only language spoken at home by 79.8% of the population. The five most common languages other than English spoken at home are Macedonian, Arabic, Italian, Mandarin and Spanish.



In 2021, 52.2% of people who live in Wollongong indicated they travel to work in a motor vehicle, 1.2% travelled by train, 0.9% travelled by bus and 2.4% used active transport. 0.9% traveled by truck or motorcycle and 15.5% did not work, while 0.3% did not state a method of travel. In 2021, 26.6% of the population worked at home up from 3.5% in 2016.

Information was taken from .id Community Demographic Resources 2023, 2021 Australian Bureau of Statistics, Census of Population and Housing, compiled and presented by .id

Listening to our community

Community engagement is how we reach out and encourage our community to talk with us about the plans, projects and policies we develop on their behalf. Community engagement helps us make better decisions, it builds relationships and trust; builds a sense of belonging; and keeps the community informed. The feedback we receive from community is considered along with legislation, policies, technical assessment, financial, environmental and social impacts.

The COVID-19 pandemic has changed the way we connect and engage with our community and we have continued to use new methods to ensure

we reach our community, particularly the isolated and vulnerable. We are committed to providing opportunities for everyone in our community to help us make informed decisions.

An extensive engagement process was carried out as part of the review of the Our Wollongong Our Future 2032 Community Strategic Plan. A total of 8928 voices informed the development of the Community Strategic Plan. The feedback informed this Delivery Program and Operational Plan, where Council's 33 Services work to deliver the community's aspirations.

Image: Fun activities at the Discovery Centre on Botanic Gardens Day





Image: Pavement improvements on Lower Crown Street, Wollongong

Our Values and Purpose

Wollongong City Council is committed to being a local government of excellence that enhances our City's quality of life and environment through effective leadership, community involvement and commitment to service. As a purpose-led, values driven organisation our values are part of everything we do every day and provide the foundation of our organisational culture and guide how we deliver the strategies and actions outlined in the Delivery Program.

We live these values through:

Enabling daily work that encourages collaboration, innovation, interdependence, belonging and inclusion

Living the values in everyday work through behaviours and interactions

Supporting and enabling people to deliver on the promise of an Extraordinary Wollongong

OUR VALUES IN ACTION


SUSTAINABLE
use our community's resources responsibly


RESPECT
inclusive and considerate


COURAGE
challenge the norm to be better


INTEGRITY
honest and reliable


ONE TEAM
together we deliver excellent service



Image: Coalcliff Rock Pool

What you told us



Environment

- Protect + invest
- Retain + add green space + trees
- Net zero carbon emissions



Local Economy

- Create local jobs
- Invest in economic growth
- Foster tourism



Accessibility

- Create liveable communities
- Improve systems + processes
- Support meaningful employment



Development

- Avoid over-development
- Preserve + protect environment + heritage
- Encourage long term planning



Heritage

- Protect + preserve buildings
- Celebrate Aboriginal heritage + culture
- Value our history



Wellbeing

- Offer initiatives to support health
- Safety in public
- Connected + engaged
- Celebrate diversity



Active Transport

- Increase network
- Promote network
- Increase cycling



Arts + Culture

- Support creatives
- Provide events + spaces
- Celebrate Aboriginal heritage + culture



Housing

- Impacts of housing costs
- More affordable housing
- Address homelessness



Transport

- Increase parking
- Improve public transport
- Maintain free bus



Recreation

- Maintain + increase open space/s
- Maintenance of parks + beaches
- Improve sporting facilities



Community Services + Facilities

- Libraries and facilities are loved
- Places + programs for young people
- Accessible community facilities





Vision and Goals

Image: Fun activities at the Discovery Centre on Botanic Gardens Day

Vision

From the mountains to the sea, we value and protect our natural environment and will be leaders in building an educated, creative, sustainable and connected community.

Goals

We value and protect our environment

We have an innovative and sustainable economy

Wollongong is a creative, vibrant city

We are a connected and engaged community

We have a healthy community in a liveable city

We have affordable and accessible transport

*Image: Children
enjoying Cringila Hills
Mountain Bike Track*





Delivery Program 2022-2026 and Operational Plan 2024-2025

Council's Delivery Program and Operational Plan responds to the community's vision and goals and outlines the services and projects that Council has capacity to deliver. It is a result of rigorous planning and prioritisation and aims to provide the best valuable services to the community. The Resourcing Strategy 2022-2032 outlines the finances, assets, workforce and information management technology that will be used to achieve the Program and Plan.

Council's Services form the foundation of the Delivery Program and Operational Plan. Council's Services are presented under their best fit goal. Council's internal Services form an additional group called Support Services to demonstrate that these Services support the delivery of all goals.

Council reviews its services as part of a continuous improvement approach based on community feedback, with the aim of creating efficiencies and improving service delivery. Council's Service Optimisation Program aims to monitor and adjust service levels and resources to ensure the services we deliver are sustainable and relevant, balanced against community needs and expectations.

The Service Optimisation Program methodology includes review of community and customer feedback and engagement activities, including our Community Satisfaction Survey and Community Wellbeing Survey results. Council may undertake additional engagement activities in accordance with our Community Engagement Council Policy.

Using an evidence-based approach, grounded in community and customer sentiment, the services to be reviewed in the 2024 - 2025 financial year have been included in Integrated Customer Service and Transport Services. Progress and outcomes will be reported in Council's Quarterly Reviews and Annual Report.



Image: Children enjoying activities at the Discovery Centre on Botanic Gardens Day



How to Interpret this Plan

Goal 1 | We value and protect our environment

All Services have been grouped under the main goal

Natural Area Management

Responsibility *Manager Open Space and Environmental Services*

Service Name
Responsibility

Why

The community want Council to preserve and improve the natural environment.

Why - Council delivers the service

What

This service includes the management of natural areas under Council care and control. Activities undertaken as part of this service include restoration of natural areas, weed management, bushfire management as well as the conservation of endangered ecological communities and threatened species. These activities are funded through a combination of Council's own operating funds, external grants, partnerships with other organisations and the support of community volunteers.

What - Description of the service

Delivery Streams

- Natural Area Management
- Asset Protection Zone (Bushfire) Management

Delivery Streams are sub-services

2032 Community Strategic Plan

United Nations Sustainable Development Goals

We value and protect our environment

Relevant CSP Goal/s
Relevant UN SDG Goals



Finances (000'S)

Revenue \$267

Expense \$(4,020)

Net \$(3,754)

Resourcing information for the Operational Plan year

How

Manage Council's restoration works program.

Respond to community complaints and issues regarding the condition of natural areas under Council control.

HOW - core business followed by a list of key actions and timing for when they will be delivered

Actions	Operational Plan 2022 2023	Operational Plan 2023 2024	Operational Plan 2024 2025	Operational Plan 2025 2026	CSP Ref:	Delivery Stream
Coordinate natural area restoration works at priority sites	✓	✓	✓	✓	1.1	Natural Area Management
Continue implementation of priority actions from the Dune Management Strategy	✓	✓	✓	✓	1.1	Natural Area Management

Supporting Documents

Sustainable Wollongong 2030: A Climate Healthy City Strategy
Illawarra Bush Fire Risk Management Plan
Urban Greening Strategy 2017 - 2037

Relevant Supporting Documents to the Service

Measuring Success	Target/Desired Trend	Key measures for the service
Participation rate in environmental programs	At least 85,000 per annum	

Services under main Community Strategic Plan Goals

Goal 1: We value and protect our environment

Development Assessment	24
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Goal 2: We have an innovative and sustainable economy

City Centre Management	44
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Goal 3: Wollongong is a creative, vibrant city

Cultural Services	54
Engagement, Communications and Events	56

Goal 4: We are a connected and engaged community

Aged & Disability Services	62
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Corporate Strategy	68
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Goal 5: We have a healthy community in a liveable city

Aquatic Services	84
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Goal 6 - We have affordable and accessible transport

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Support Services

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Information Management & Technology	116
Infrastructure Strategy & Support	118



Image: Food Organics, Garden Organics (FOGO)

Our Wollongong Our Future 2032 Community Strategic Plan

Goal 1 | We value and protect our environment

Objectives

We will work together to reduce emissions and the effects of a changing climate.

Our natural environments are protected, and our resources will be managed effectively.

Development is well planned and sustainable and we protect our heritage.

How will we get there?

1.1 The community is actively involved in the expansion, improvement and preservation of our waterways, green corridors and other natural areas connecting the escarpment to the sea.

1.2 Manage and effectively improve the cleanliness, health, biodiversity of land and water including creeks, lakes, waterways and oceans.

1.3 Increase our resilience to natural disasters and a changing climate to protect life, property and the environment.

1.4 Work together to achieve net zero carbon emissions and reduce waste going to landfill.

1.5 Maintain the unique character of the Wollongong Local Government Area, whilst balancing development, population growth and housing needs.

1.6 West Dapto urban growth is effectively managed with facilities and spaces to support the future community.

1.7 Develop and implement programs and projects that achieve proactive heritage management, education and promotion.

Goal 1 | We value and protect our environment

Development Assessment

Responsibility Manager Development Assessment and Certification

Why

Council is required to fulfil its legislative requirements for development assessment processes. Council's focus is to ensure a process that provides community confidence, transparency and a balanced approach to development while meeting our legislative obligations.

What

The service undertakes assessment and determination of planning matters and includes: development applications; construction certificates; complying development; building and subdivision certificates; pre-lodgement advice, managing panels; Fire Safety Statements and upgrades; building compliance inspections; audits on completed buildings; providing expert evidence in Land and Environment Court Appeals; and advice to Council and stakeholders in all aspects of the development assessment process.

Delivery Streams

- Development Assessment
- Building Certification
- Development Engineering

2032 Community Strategic Plan

United Nations Sustainable Development Goals



Finances (000'S)

Revenue \$4,093

Expense \$(9,748)

Net \$(5,655)

How

Provide high quality development and certification assessment and advice in accordance with the State and Local Planning requirements and taking into consideration the environment, social and economic impacts.

Develop and implement new systems for approval and certification in response to New South Wales planning reforms.

Provide specialist advice as it relates to engineering issues within the development and planning framework.

The service manages Council functions relating to the Wollongong Local Planning Panel, the Southern Regional Planning Panel, and the Design Review Panel.

Engage with NSW Government, agencies, development/building industry and the broader community to achieve improved development outcomes.

Development Assessment

Actions	Operational Plan	Operational Plan	Operational Plan	Operational Plan	CSP Ref:	Delivery Stream
	2022 2023	2023 2024	2024 2025	2025 2026		
Administer Design Review Panel in relation to key sites or significant development	✓	✓	✓	✓	1.5	Development Assessment
Administer the Wollongong Local Planning Panel	✓	✓	✓	✓	1.5	Development Assessment
In conjunction with the Department of Planning and Environment administer the Southern Regional Planning Panel	✓	✓	✓	✓	1.5	Development Assessment
Carry out the OneCouncil integration project with the New South Wales planning portal		✓			1.5	Development Assessment
Progress outcomes resulting from the Service Optimisation review of customer experience in accessing information related to Development Assessment			✓	✓	1.5	Development Assessment

Supporting Documents

Wollongong Local Environment Plan 2009
Wollongong Development Control Plan 2009
Development Contributions Plans
Coastal Zone Management Plan 2017
Wollongong Housing Strategy 2023
Wollongong Retail and Business Centres Strategy 2023
LGA Wide Industrial Lands Review

Goal 1 | We value and protect our environment

Emergency Management

Responsibility Manager Infrastructure Strategy and Planning

Why

To increase our resilience to risks, natural disasters and a changing climate to protect life, property and the environment.

What

The service provides support in the planning and preparation for significant emergencies that may impact the safety and security of residents and visitors to the city.

Delivery Stream

- Emergency Management and Support

2032 Community Strategic Plan

United Nations Sustainable Development Goals



Finances (000'S)

Revenue \$429

Expense \$(7,326)

Net \$(6,897)

How

Actively participate in and support Illawarra Local Emergency Management Committee under the Illawarra Emergency Management Memorandum of Understanding in achieving its responsibilities to prepare plans in relation to the prevention of, preparation for, response to and recovery from emergencies in the Illawarra Emergency Management Area (Wollongong, Shellharbour and Kiama Local Government Areas).

Maintain vehicles, equipment and buildings for the local Rural Fire Service brigades and State Emergency Service unit.

Provide financial support to Fire and Rescue New South Wales, State Emergency Service and Rural Fire Service.

Work with the Rural Fire Service and Illawarra Shoalhaven Joint Organisation to minimise and mitigate the impact of bushfires on our communities.

Provide mechanical support in relation to Rural Fire Service fleet maintenance and undertake maintenance to emergency facilities and fire trails, when required.

Provide operational response to support emergency combat agencies during incidents and emergencies.

Contribute to the ongoing maintenance of the two Illawarra Emergency Operations Centres (Wollongong and Albion Park).

Plan for predicted increases in frequency and severity of extreme weather due to climate change.

Collaborate with Shellharbour City Council and Kiama Municipal Council under the Illawarra Emergency Management Memorandum of Understanding.

Prepare resilience and response plans to respond to unforeseen events.

Emergency Management

Actions	Operational Plan 2022 2023		Operational Plan 2023 2024		Operational Plan 2024 2025		Operational Plan 2025 2026		CSP Ref:	Delivery Stream
Partner with the State Emergency Service to upgrade Wollongong Unit facilities at Montague Street					✓		✓		1.3	Emergency Management and Support
Continue to advocate for funding from the State and Federal Government to support disaster recovery and future resilience					✓		✓		1.3	Emergency Management and Support

Supporting Documents

Illawarra - Local Emergency Management Plan
 Business Continuity Plans
 Emergency Operations Plan
 Service Level Agreements with Emergency Services Organisations
 Illawarra Emergency Management - Memorandum of Understanding
 Coastal Zone Management Plan 2017
 Climate Change Adaptation Plan 2022
 Climate Change Mitigation Plan 2023-2030
 Floodplain Risk Management Plans

Goal 1 | We value and protect our environment

Environmental Services

Responsibility Manager City Strategy

Why

To address the community's desire for climate action and healthy natural environments, where government and the community work together to improve, preserve and protect the environment, and plan for Council and the community to transition to net-zero emissions.

What

This service involves Council working with the community in relation to local climate change mitigation, adaptation, monitoring and reporting, coastal and estuary management, biodiversity planning, contaminated lands controls, development assessment for environmental impacts, environmental education, volunteer management and partnerships, waste minimisation and environmental advocacy.

Delivery Stream

- Environmental Community Programs and Partnerships
- Environmental Assessment and Compliance
- Environmental and Sustainability Planning

2032 Community Strategic Plan

United Nations Sustainable Development Goals



Finances (000'S)

Revenue \$741

Expense \$(3,278)

Net \$(2,537)

How

Provide leadership in local climate change mitigation, adaptation, monitoring and reporting.

Environmental education and waste minimisation programs, resource recovery and advocacy.

Preparing, monitoring, implementing, reporting, and reviewing environmental policies, strategies and plans.

Management of the Greenhouse Park practical demonstration site.

Review of Environmental Factors and assessment of environmental issues associated with planning proposals, Development Applications, and management of the Tree Management Permit process.

Consider the need for opportunities for community gardens to the 14 currently active.

Undertake environmental monitoring programs, such as water, air quality, contaminated lands management, and pollution response.

Implementation of Climate Change Mitigation Plan.

Deliver on Biodiversity Conservation Agreement for West Dapto.

Council support local food security outcomes through advocacy, support, sponsorship, partnering and local initiatives.

Coordinate Council's volunteer, environmental and conservation programs, education, activities and events aligned with Council's Urban Greening program, climate action and waste diversion strategies.

Coordinate the Lake Illawarra Coastal Management Program implementation including the governance framework.

Implement priority actions from the Climate Change Adaptation Plan 2022.

Progress development of the Open Coastal Management Program.

Environmental Services

Actions	Operational Plan 2022 2023		Operational Plan 2023 2024		Operational Plan 2024 2025		Operational Plan 2025 2026		CSP Ref:	Delivery Stream
Prepare the Coastal Management Program for the Wollongong Open Coast	✓		✓		✓		✓		1.2	Environmental and Sustainability Planning
Deliver commitments made under the Global Covenant of Mayors including the implementation Council's Climate Change Mitigation Plan 2023-2030	✓		✓		✓		✓		1.3	Environmental and Sustainability Planning
Implement priority actions of the certified Coastal Management Program for Lake Illawarra	✓		✓		✓		✓		1.4	Environmental and Sustainability Planning
Carry out sustainability and environmental education programs	✓		✓		✓		✓		1.4	Environmental and Sustainability Planning

Supporting Documents

Sustainable Wollongong 2030: A Climate Healthy City Strategy
 Climate Change Mitigation Plan 2023-2030
 Climate Change Adaptation Plan 2022
 Coastal Zone Management Plan 2017
 Lake Illawarra Coastal Management Program 2020-2030
 Waste and Resource Recovery Strategy Plan 2015-2022
 Floodplain Risk Management Plans

Goal 1 | We value and protect our environment

Land Use Planning

Responsibility *Manager City Strategy*

Why

To ensure urban areas are well-planned to achieve appropriate land uses and a healthy, safe and sustainable living environment in line with our legislative responsibilities.

What

Land Use Planning manages the plans, policies and certificates assisting our community to understand the role and function of land within Wollongong Local Government Area (LGA). The team undertakes detailed studies to create long-term plans to ensure we can live, work and play sustainably, protecting what we value and ensuring development contributes to great places for our community.

Delivery Stream

- West Dapto Planning
- Development Contributions Planning
- Local Environmental Planning
- Urban Renewal and Civic Improvement
- Heritage
- Planning Certificates
- Community Land Management Planning

2032 Community Strategic Plan

United Nations Sustainable Development Goals

We value and protect our environment	We have an innovative and sustainable economy	We are a connected and engaged community	We have a healthy community in a liveable city	11 SUSTAINABLE CITIES AND COMMUNITIES
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Finances (000'S)

Revenue \$769

Expense \$(5,147)

Net \$(4,378)

How

Plan for the current and future community of Wollongong LGA taking into consideration environmental, economic, social and other external factors.

Review and prepare planning policies, strategic and urban design studies to inform land use planning for the city.

Prepare Local Environmental Plans and Development Control Plans, which enable the community's goals for liveability, sustainability and amenity.

Prepare and assess Planning Proposals which change how land can be used and developed.

Prepare Plans of Management for community and Crown lands.

Progress the implications of town and village plans to inform place-based updates to planning policy and initiate projects to improve the public domain.

Plan and manage the West Dapto Urban Release Area and carry out partnerships to facilitate the infrastructure and facilities required to support the growing community.

Promote and protect heritage through internal and external advice and coordination of the Heritage Assistance Fund.

Advocate for an inclusive and reliable transport network public transport network with high quality infrastructure and frequent public transport services.

Prepare and issue Planning Certificates and maintain data in the Land Information System to provide information for residents and investors.

Engage with the New South Wales State Government Planning Reforms to ensure the best outcomes for Wollongong.

Prepare and implement Development Contributions Plans and Planning Agreements.

Maintain the governance arrangements of West Dapto including convening the review committee.

Land Use Planning

Actions	Operational Plan 2022 2023	Operational Plan 2023 2024	Operational Plan 2024 2025	Operational Plan 2025 2026	CSP Ref:	Delivery Stream
Continue the review of West Dapto Land Release Area by developing a Local Infrastructure and Development Strategy	✓	✓	✓	✓	1.6	West Dapto Planning
Local Government Area Wide Retail Centres Study and South West Sydney Development Impacts Study	✓	✓			1.5	Urban Renewal and Civic Improvement
Undertake studies to inform the periodic review of the West Dapto Development Contribution Plan	✓	✓	✓	✓	1.6	West Dapto Planning
Prepare a Local Government Area Industrial Lands Study	✓	✓			1.5	Urban Renewal and Civic Improvement
Progress the City Centre Planning Strategy	✓	✓	✓		2.8	Urban Renewal and Civic Improvement
Develop and install the Sandon Point Aboriginal Place Interpretive Strategy and Indigenous Art Project	✓	✓	✓		4.3	Community Land Management Planning
Review the Local Strategic Planning Statement		✓	✓		1.5	Local Environmental Planning
Finalise the development of the Housing Strategy and commence implementation on initial priorities	✓	✓	✓	✓	5.8	Local Environmental Planning
Partner with the Greater Cities Commission with the development of the Region and Cities Plan	✓	✓			1.5	Local Environmental Planning
Supporting Documents						
West Dapto Vision West Dapto Development Contributions Plan Wollongong Local Environmental Plan and Development Control Plan 2009 Wollongong Local Strategic Planning Statement 2020			Wollongong Housing Strategy 2023 City Centre Urban Design Framework Wollongong Heritage Strategy 2019-2022 Plans of Management A City for People - Public Spaces Public Life 2016-2019 Wollongong Retail and Business Centres Strategy 2023 LGA Wide Industrial Lands Review			

Goal 1 | We value and protect our environment

Natural Area Management

Responsibility Manager Open Space and Environmental Services

Why

The community want Council to preserve and improve the natural environment.

What

Manage Council's natural areas restoration works program, carry out weed and pest management, and coordinate volunteer programs in natural areas. Management and restoration of natural areas under Council care and control and conservation of endangered ecological communities and threatened species. These activities are funded through a combination of Council's own operating funds, external grants, partnerships with other organisations and the support of community volunteers.

Delivery Stream

- Natural Area Management
- Asset Protection Zone (Bushfire) Management

2032 Community Strategic Plan

United Nations Sustainable Development Goals

We value and protect our environment



Finances (000'S)

Revenue \$344

Expense \$(4,727)

Net \$(4,383)

How

Respond to community complaints and issues regarding the condition of natural areas under Council control.

Continue working with the community to deploy sustainable greening practices in our parks and open spaces, in accordance with Council's Urban Greening and Climate Change strategies.

Implement control programs for priority pest species (rabbits/deer/myna birds).

Support the Illawarra District Weeds Authority (IDWA) through funding and on ground works.

Coordinate natural area restoration works at priority sites.

Continue implementation of priority actions from the Dune Management Strategy.

Management of the Greenhouse Park practical demonstration site.

Natural Area Management

Actions	Operational Plan 2022 2023		Operational Plan 2023 2024		Operational Plan 2024 2025		Operational Plan 2025 2026		CSP Ref:	Delivery Stream
Implement annual bushfire hazard reduction works program for Asset Protection Zones on Council managed lands	✓		✓		✓		✓		1.1	Asset Protection Zone (Bushfire) Management

Supporting Documents

Sustainable Wollongong 2030: A Climate Healthy City Strategy
 Illawarra Bush Fire Risk Management Plan
 Urban Greening Strategy 2017-2037
 Illawarra Biodiversity Strategy
 Generic Plan of Management (Natural Areas)
 Wollongong City Council Vertebrate Pest Animal Policy
 Estuary and Coastal Zone Management Plans
 Climate Change Mitigation Plan 2023-2030
 Climate Change Adaptation Plan 2022
 Illawarra Escarpment Management Plan
 Stormwater Management Plans
 Floodplain Risk Management Plans
 Beach and Foreshore Access Strategy 2019 - 2028
 Lake Illawarra Coastal Management Program 2020-2030
 Sportsgrounds and Sporting Facilities Strategy 2023-2027

Goal 1 | We value and protect our environment

Regulatory Compliance

Responsibility Manager Regulation and Enforcement

Why

Council is required to protect public amenity, public safety and meet statutory requirements relating to environmental protection, unauthorised development and animal control.

What

This service involves environment and development compliance, animal control and parking in accordance with statutory requirements and Council Policy.

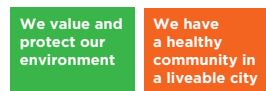
Providing education programs and information to raise community awareness also forms part of this service.

Delivery Stream

- Environmental Development, Compliance and Education
- Animal Control
- Parking Enforcement

2032 Community Strategic Plan

United Nations Sustainable Development Goals



Finances (000'S)

Revenue \$4,195

Expense \$(8,055)

Net \$(3,860)

How

Undertake Council's prescribed regulatory role in relation to unauthorised and non-compliant building and development, environmental protection, animal control, illegal dumping and parking.

Investigate and respond to customer requests relating to development and implement programs of inspection of buildings and construction sites with an emphasis on soil and water management and the protection of waterways.

Investigate and regulate environmental compliance matters, including noise, air and water pollution.

Investigate and respond to customer requests relating to overgrown land, illegally dumped waste and abandoned motor vehicles.

Manage Council's responsibilities around Companion Animals including proactive patrols of public places, investigate and respond to customer requests, provide education to residents', update and maintain the Companion Animals Register.

Work collaboratively with other agencies, government departments and the community to make the city safer and more accessible.

Undertake regulatory inspections of swimming pool safety barriers.

Regulatory Compliance

Actions	Operational Plan	Operational Plan	Operational Plan	Operational Plan	CSP Ref:	Delivery Stream
	2022 2023	2023 2024	2024 2025	2025 2026		
Carry out a proactive surveillance and inspection program of known dumping hot-spots and implement education and awareness raising programs aimed at reducing illegally dumped waste	✓	✓	✓	✓	1.4	Environment Development, Compliance and Education
Maintain a proactive compliance program for companion animals in public places, including beaches, foreshore areas and parks	✓	✓	✓	✓	5.4	Animal Control
Develop and implement an education and awareness raising program for swimming pool barriers	✓	✓	✓	✓	5.2	Inspections, Education and Registration
Undertake a trial to target compliance of subdivision and residential building sites for sediment and erosion control, hours of operation, waste management (including storage and management of building materials) and dust control	✓	✓			5.2	Environment Development, Compliance and Education

Supporting Documents

Not applicable to this Service

Goal 1 | We value and protect our environment

Stormwater Services

Responsibility Manager Infrastructure Strategy and Planning

Why

To manage and effectively improve the cleanliness, health, biodiversity of land and water including creeks, lakes, waterways and oceans, and increase resilience to natural disasters and a changing climate to protect life, property and the environment.

What

This service strategically plans for a coordinated approach to floodplain risk management and stormwater management including protection of waterways, beaches, lakes, lagoons and creeks.

This service manages and maintains 835 kilometres of drainage and associated infrastructure assets across the city that aim to be safe, efficient, effective and sustainable.

Delivery Stream

- Floodplain Management
- Stormwater Management

2032 Community Strategic Plan

United Nations Sustainable Development Goals

We value and protect our environment



Finances (000'S)

Revenue \$2,313

Expense \$(24,314)

Net \$(22,001)

How

Develop and implement floodplain risk management plans including Voluntary Purchase Scheme.

Implement coordinated approach to floodplain, stormwater quality and quantity management.

Develop and implement prioritised programs for flood and stormwater assets renewal, maintenance and upgrade; including pits and pipes, detention basins and water quality devices.

Implement flood and stormwater related actions of Council's strategic documents including floodplain management plans, coastal management programs, stormwater asset management plan and entrance management policies to support environmental, coastal, flood and stormwater management outcomes.

Provide flood information and flood related development controls to manage flood and stormwater risk related to developments.

Inspect stormwater infrastructure and undertake priority maintenance or upgrade works to maximise public safety.

Deliver rolling program of flood and stormwater infrastructure condition and safety inspections.

Stormwater Services

Actions	Operational Plan 2022 2023		Operational Plan 2023 2024		Operational Plan 2024 2025		Operational Plan 2025 2026		CSP Ref:	Delivery Stream
Develop and implement the Floodplain Risk Management Plans	✓		✓		✓		✓		1.3	Floodplain Management
Plan and deliver stormwater maintenance, renewal and upgrade works	✓		✓		✓		✓		1.3	Stormwater Management
Enhance the management of Council owned water and wastewater assets	✓		✓						5.2	Support Assets
Develop an awareness campaign to educate the community on landowner's obligations for managing creeks and waterways on private land			✓						1.3	Stormwater Management

Supporting Documents

Stormwater Asset Management Plan
 Flood Studies and Floodplain Risk Management Plans
 Coastal Zone Management Plan 2017
 Lake Illawarra Coastal Management Program 2020-2030

Goal 1 | We value and protect our environment

Waste Management

Responsibility Manager Open Space and Environmental Services

Why

To work together to reduce waste going to landfill through prevention, education and the use of innovative practises and technologies.

What

Deliver high quality, value for money, customer focused municipal waste services to the Wollongong community in the form of waste facilities and collection services.

The service includes community education programs, waste collection and recycling, operation of the Wollongong Waste and Resource Recovery Park, public domain waste collection and facilities cleaning.

Delivery Stream

- Public Litter Bin Collection
- Wollongong Waste and Resource Recovery Park
- Domestic Waste Collection Services
- Cleaning of Public Toilets

2032 Community Strategic Plan

United Nations Sustainable Development Goals

We value and protect our environment



Finances (000'S)

Revenue \$58,229

Expense \$(53,071)

Net \$5,158

How

Domestic waste collection, recycling, on-call household clean-up and organics collection contracts. Provide education activities for the community on Council's services and environmentally focused values.

Public bin and litter collection and cleaning of public toilet facilities.

Operation of Wollongong Waste and Resource Recovery Park at Kembla Grange.

Deliver a Food Organics Garden Organics (FOGO) program across the Local Government Area.

Waste Management

Actions	Operational Plan 2022 2023		Operational Plan 2023 2024		Operational Plan 2024 2025		Operational Plan 2025 2026		CSP Ref:	Delivery Stream
Deliver options for a Food Organics Garden Organics (FOGO) trial for multi-unit dwellings	✓								1.4	Wollongong Waste and Resource Recovery Park
Educate and continue to deliver waste diversion programs aligned with problematic waste streams	✓		✓		✓		✓		1.4	Wollongong Waste and Resource Recovery Park
Continue to develop and implement the landfill gas management system at Whytes Gully	✓		✓		✓		✓		1.4	Wollongong Waste and Resource Recovery Park
Implement a research and development program targeting waste diversion from landfill with the University of Wollongong	✓								1.3	Wollongong Waste and Resource Recovery Park

Supporting Documents

Wollongong Waste and Resource Recovery Strategy 2022
Sustainable Wollongong 2030: A Climate Healthy City Strategy
Climate Change Mitigation Plan 2023-2030
Climate Change Adaptation Plan 2022

Goal 1 | We value and protect our environment

Measuring Success

Development Assessment

Measures	Target/Desired Trend
Outstanding development applications	
• DAs under 90 days	200
• DAs over 90 days	50
Average net determination days	50

Environmental Services

Measures	Target/Desired Trend
Number of participants in education programs	Increase
Participation rate in environmental programs	At least 85,000 per annum
Tonnes of waste collected from clean up activities	Decrease
Net zero emissions from Council operations by 2030	Zero by 2030
Proportion of residents satisfied with environmental programs and education	Increase

Land Use Planning

Measure	Target/ Desired Trend
Proportion of residents satisfied with planning controls for development in your local area/town centre	Increase

Natural Area Management

Measures	Target/Desired Trend
Number of volunteers who worked at Bushcare, Dunecare and Fiready sites	Increase
Ratio of trees planted versus trees removed	2:1
Proportion of residents satisfied with protection of our natural environment	At least 3.75 on a scale of 5.00

Goal 1 | We value and protect our environment

Measuring Success

Regulatory Compliance

Measures	Target/Desired Trend
Proportion of residents satisfied with: <ul style="list-style-type: none"> • companion animal compliance • compliance and regulation of parking 	At least 3.75 on a scale of 5.00 At least 3.75 on a scale of 5.00

Stormwater Services

Measure	Target/Desired Trend
Number of actions completed in floodplain risk management studies	Increase

Waste Management

Measures	Target/Desired Trend
Waste diverted from landfill (including recycling and organics)	Increase
Number of waste education workshops and events	Increase
Number of participants in waste education workshops and events	Increase
Waste removed from our creek and waterway SQIDs and trash racks	Decrease
Recycling contamination in public place bins	Decrease
Proportion of residents satisfied with: <ul style="list-style-type: none"> • Street cleaning • Public bin collection • Waste disposal depot facilities 	At least 3.75 on a scale of 5.00 At least 3.75 on a scale of 5.00 At least 3.75 on a scale of 5.00



Image: Full Set Festival, Globe Lane Wollongong



Our Wollongong Our Future 2032 Community Strategic Plan

Goal 2 | We have an innovative and sustainable economy

Objectives

The region's industry base continues to diversify and local employment opportunities increase.

Wollongong is established as the regional capital of the Illawarra-Shoalhaven.

We are leaders in innovative and sustainable research and development of new industries.

How will we get there?

2.1 Support educational and employment opportunities that retain young people and local talent, attract new workers and provide opportunities for the unemployed.

2.2 Continue to diversify and grow Metro Wollongong economy as the Illawarra's regional capital and employment centre.

2.3 Increase and attract new business investment and enterprise to Wollongong while supporting and growing existing local businesses.

2.4 Encourage an innovative economy, which drives entrepreneurship and research capability in the Wollongong Local Government Area.

2.5 Work with partners to facilitate sustainable and green industries.

2.6 Support growth sectors to assist in the ongoing transition of Wollongong's economy.

2.7 Promote the Wollongong Local Government Area as an event, conference and visitor destination.

2.8 Continue to build Wollongong as a vibrant, modern city with revitalised city centre and an active evening economy.



Goal 2 | We have an innovative and sustainable economy

City Centre Management

Responsibility Manager Community Culture and Engagement

Why

Wollongong Central Business District is the regional centre providing employment and amenity for our community. Our community want to see Wollongong City Centre as a vibrant, modern, city with an active evening economy.

What

From Wollongong Station to the foreshore, City Centre Management supports the revitalisation of the City Centre through the coordination and delivery of a range of strategies in collaboration with various stakeholders.

The service also ensures the smooth operation of the City Centre, particularly Crown Street Mall which is funded by the Special Mall Levy.

Delivery Stream

- City Centre and Crown Street Mall

2032 Community Strategic Plan

United Nations Sustainable Development Goals

We have an innovative and sustainable economy



Finances (000'S)

Revenue \$1,437

Expense \$(3,778)

Net \$(2,341)

How

Manage the operations of the City Centre, this includes day-to-day management, security, CCTV operations, graffiti removal, events and activation opportunities and marketing.

Deliver City Centre marketing, promotions and activation program.

Work with partners to improve the attractiveness of and increase visitation to the Wollongong City Centre.

Civil and grounds maintenance and Crown Street Mall access - including vehicle permits.

City Centre Management

Actions	Operational Plan 2022 2023		Operational Plan 2023 2024		Operational Plan 2024 2025		Operational Plan 2025 2026		CSP Ref:	Delivery Stream
Deliver increased City Centre marketing and activation initiatives to support the local and regional economy	✓		✓		✓		✓		2.2	City Centre & Crown Street Mall
Implement a range of activation initiatives across the City Centre Precincts	✓		✓		✓		✓		2.8	City Centre & Crown Street Mall
Deliver an integrated marketing campaign that reflects the 'city experience'	✓		✓		✓		✓		2.8	City Centre & Crown Street Mall
Develop and implement City Centre Wayfinding	✓		✓		✓				2.8	City Centre & Crown Street Mall

Supporting Documents

A City for People - Public Spaces Public Life 2016-2019
 Economic Development Strategy and Action Plan 2019-2029
 Wollongong Community Safety Plan 2021-2025
 Creative Wollongong Implementation Plan 2019-2024
 Wollongong Local Environmental Plan (LEP) 2009
 Wollongong Development Control Plans (DCP) 2009
 Wollongong City Centre Access and Movement Strategy 2013

Goal 2 | We have an innovative and sustainable economy

Economic Development

Responsibility *Director Planning and Environment*

Why

To support our existing businesses and attract new business and investment opportunities, create employment to retain local talent. We support growth sectors and seek opportunities to diversify and grow the Wollongong economy as the Illawarra's regional capital and employment centre.

What

This service promotes sustainable economic development across the Wollongong Local Government Area through implementation of the Economic Development Strategy 2019-2029. The service contributes to a number of economic development programs and initiatives in partnership with business, government, the University of Wollongong and a range of business and industry stakeholders.

Delivery Stream

- Economic Development
- Destination Wollongong

2032 Community Strategic Plan

United Nations Sustainable Development Goals

We have an innovative and sustainable economy



Finances (000'S)

Revenue \$1

Expense \$(2,809)

Net \$(2,808)

How

Implementation of the Economic Development Strategy 2019-2029 to attract future investment, business and jobs growth in key target growth sectors and existing industry in line with the 10,500 new net jobs target by 2029.

Ongoing delivery of the Invest Wollongong program in partnership with the NSW Government and University of Wollongong promoting Wollongong as a superior business location, including opportunities to promote the Wollongong Central Business District as a legitimate alternate office market.

Facilitate a coordinated response to business and investment enquiries, including facilitating major projects.

Facilitate engagement with the local small business community including opportunities to make it easier to do business and create a business friendly environment by providing accessible information including business support programs and business opportunities.

Continue to monitor and advise Council on current economic trends, including opportunities and challenges facing the economy.

Administer the Destination Wollongong 2021-2026 Funding Agreement.

Work with existing industry groups, local Chambers of Commerce and networks to support the ongoing growth and development of our existing key target sectors and local small business sector.

Economic Development

Actions	Operational Plan 2022 2023		Operational Plan 2023 2024		Operational Plan 2024 2025		Operational Plan 2025 2026		CSP Ref:	Delivery Stream
Deliver the Economic Development Strategy 2019-2029	✓		✓		✓		✓		2.1	Economic Development
In partnership with NSW Government and the University of Wollongong, deliver the Invest Wollongong program	✓		✓		✓		✓		2.4	Economic Development
Work with other levels of government and the business community to respond to the post COVID-19 pandemic economic recovery	✓								2.3	Economic Development
Report against the five pillars of the Destination Wollongong Funding Agreement 2021-2026 including: Marketing, Major Events, Business Visitor Economy, Tourism Infrastructure and Product Development and Cycling.	✓		✓		✓		✓		2.4	Economic Development

Supporting Documents

Economic Development Strategy 2019-2029
Destination Wollongong 2021-2026 Funding Agreement
Destination Wollongong Major Events Strategy 2021-2026
Wollongong Housing Strategy 2023
Wollongong Retail and Business Centres Strategy 2023
LGA Wide Industrial Lands Review

Goal 2 | We have an innovative and sustainable economy

Tourist Parks

Responsibility Manager Commercial Operations and Property

Why

To promote the Wollongong Local Government Area as an event, conference and visitor destination.

What

Wollongong City Tourist Parks provide beachside accommodation for visitors to the Wollongong Local Government Area at Bulli, Corrimal and Windang. The three Tourist Parks compete in a commercial environment and operate accordingly to ensure they remain commercially viable and provide an acceptable return to Council.

Delivery Stream

- Tourist Parks

2032 Community Strategic Plan

United Nations Sustainable Development Goals

We have an innovative and sustainable economy



Finances (000'S)

Revenue \$9,412

Expense \$(7,916)

Net \$1,496

How

Provide holiday accommodation for tourists in the Wollongong Local Government Area through the provision of accommodation such as cabins, powered sites, unpowered sites and annual sites.

Operate an efficient, well managed business providing a return to Council.

Contribute to the promotion of tourism in Wollongong Local Government Area through the provision of industry leading facilities.

Plan, review and implement Masterplans to maximise utilisation.

Tourist Parks

Actions	Operational Plan 2022 2023		Operational Plan 2023 2024		Operational Plan 2024 2025		Operational Plan 2025 2026		CSP Ref:	Delivery Stream
Commercially manage Council's three tourist parks at Bulli, Corrimal and Windang to optimise service delivery and contribute to Council's financial sustainability	✓		✓		✓		✓		2.7	Tourist Parks

Supporting Documents

Places for People: Wollongong Social Infrastructure Planning Framework 2018-2028
Wollongong City Tourist Parks Marketing Strategy 2021-2024
Coastal Zone Management Plan 2017

Goal 2 | We have an innovative and sustainable economy

Measuring Success

City Centre Management

Measure	Target/Desired Trend
Number of people movements within Crown Street Mall	500,000 per quarter

Economic Development

Measure	Target/Desired Trend
Business enquiries facilitated	Increase

Tourist Parks

Measures	Target/ Desired Trend
Tourist park occupancy rate:	
• cabins	Greater than 60%
• powered site	Greater than 50%



Image: Bulli Beach Tourist Park



Image: Corrimal Library, Customer Service



Our Wollongong Our Future 2032 Community Strategic Plan

Goal 3 | Wollongong is a creative, vibrant city

Objectives

Creative, cultural industries are fostered and thriving.

Community have access to the arts, and participation in events and festivals is increased.

Strong diverse local cultures are supported.

How will we get there?

3.1 Using community art and cultural development practices, our places and spaces reflect the creativity, history and identity of our people.

3.2 We encourage innovation and creativity.

3.3 Museums and galleries are promoted as part of the cultural landscape.

3.4 We work in partnership to reduce inequity and build on opportunities to strengthen vulnerable communities.

3.5 Provide communities with access to quality local spaces and places to meet, share and celebrate.

3.6 Enable signature events and festivals where communities and visitors can gather and celebrate.



Goal 3 | Wollongong is a creative, vibrant city

Cultural Services

Responsibility Manager Community Culture and Engagement

Why

Our community want to support and advocate for creative industries in Wollongong. They want access to a variety of high quality public places and opportunities for learning and cultural activities.

What

Provide direction for the creative sector, support and grow creative industries and support community participation in creative life and celebrate our unique places and spaces.

Delivery Stream

- Cultural Development
- Public Art
- Wollongong Art Gallery
- Illawarra Performing Arts Centre (IPAC)
- Wollongong Town Hall

2032 Community Strategic Plan

United Nations Sustainable Development Goals



Finances (000'S)

Revenue \$457

Expense \$(8,657)

Net \$(8,201)

How

Advocate the development of creative industries and provide support to this sector within the delivery of the Cultural Plan – Creative Wollongong 2019-2024.

Participate in strategic planning for Wollongong heritage collections.

Delivery of community cultural development programs, education, exhibitions, forums and cultural information dissemination.

Manage and implement the annual cultural grants program for individuals and organisations.

Manage the Creative Wollongong Studio's, providing workspaces for Wollongong based artists, alongside programming opportunities in the nearby Arts Precinct that supports revitalisation and employment for artists.

Facilitate and support community arts festivals and activations which provide opportunities for local creatives, performers and community groups to showcase their skills and for Wollongong to celebrate its unique culture.

Implement strategies from Creative Wollongong 2019-2024 and Animating Wollongong Public Art Strategy 2022-2032.

Cultural Services

Actions	Operational Plan 2022 2023		Operational Plan 2023 2024		Operational Plan 2024 2025		Operational Plan 2025 2026		CSP Ref:	Delivery Stream
Develop a new Cultural Plan			✓		✓				3.1	Cultural Development
Deliver and review Creative Wollongong Implementation Plan 2019-2024	✓		✓						3.2	Cultural Development
Deliver community cultural development festival	✓		✓		✓		✓		3.1	Cultural Development
Implement priorities from Framing our Future: Wollongong Art Gallery Strategic Plan 2020-2025	✓		✓		✓		✓		3.3	Wollongong Art Gallery
Implement the Animating Wollongong: Public Art Strategy 2022-2032			✓		✓		✓		3.3	Wollongong Art Gallery

Supporting Documents

Creative Wollongong Implementation Plan 2019-2024
 Disability Inclusion Action Plan 2020-2025
 Economic Development Strategy and Action Plan 2019-2029
 Framing Our Future: Wollongong Art Gallery Strategic Plan 2020-2025
 Animating Wollongong Public Art Strategy 2022-2032

Goal 3 | Wollongong is a creative, vibrant city

Engagement, Communications & Events

Responsibility Manager Community Culture and Engagement

Why

Our community want to have access to information and opportunities to inform decision making. They wish to participate in civic events and have access to events and festivals where communities and visitors can gather together and celebrate.

What

The service is responsible for internal and external communications including media, community engagement, delivery of major community events, management of Sister City Relations, coordination of Council's Financial Assistance Policy and the provision of graphic design, digital content, print and signage needs for the organisation.

Delivery Stream

- Community Engagement
- Events Coordination
- Communications
- Marketing, Sign Shop and Printing
- Corporate Relations

2032 Community Strategic Plan



United Nations Sustainable Development Goals



Finances (000'S)

Revenue \$158

Expense \$(4,130)

Net \$(3,972)

How

Promote and grow use of online engagement tools to connect and gather feedback from the community.

Implementation of Community Engagement Policy and Framework and targeted engagement plans.

Develop and deliver a more integrated approach to marketing.

Support the workforce in producing Plain English and Accessible English communications.

Management of Council's online profile, including Council's website, and social media channels.

Continue to streamline processes and optimise efficiencies in the design, printery and sign shop areas.

Deliver major community celebrations including New Year's Eve and Australia Day and Civic Receptions.

Support local, major and international events within the region to benefit the community and showcase the Wollongong Local Government Area (LGA).

Coordinate the Community Grants and Financial Assistance Policy.

Contribute to The Salvation Army, Southern Stars and Wollongong Eisteddfod.

Provide an Events Concierge Service to event holders looking to deliver major events across the LGA.

Deliver Council's annual community events program.

Provide transparent, timely, effective media and communications and promote Council's services and activities to our community.

Engagement, Communications & Events

Actions	Operational Plan 2022 2023	Operational Plan 2023 2024	Operational Plan 2024 2025	Operational Plan 2025 2026	CSP Ref:	Delivery Stream
Deliver a diverse range of community engagement opportunities to receive feedback and guide Council's services	✓	✓	✓	✓	4.1	Community Engagement
Host six major events reflecting priority sectors and contribute to the acquisition and management of signature events	✓	✓	✓	✓	3.6	Events Coordination
In conjunction with the Local Organising Committee, prepare for and support the delivery of the 2022 UCI Road World Championships – September 2022	✓				2.7	Events Coordination
Develop and deliver an organisational Brand Strategy	✓	✓	✓		4.1	Communications
Deliver civic activities which recognise and celebrate the city's people	✓	✓	✓	✓	3.6	Events Coordination
Review Council's Community Engagement Strategy			✓		3.6	Community Engagement

Supporting Documents

Destination Wollongong Major Events Strategy 2021-2026
 Community Engagement Policy and Framework
 Creative Wollongong Implementation Plan 2019-2024
 Economic Development Strategy and Action Plan 2019-2029
 Disability Inclusion Action plan 2020-2025

Goal 3 | Wollongong is a creative, vibrant city

Measuring Success

Cultural Services

Measures	Target/Desired Trend
Number of Wollongong Art Gallery partnership projects engaging with First Nations and CALD communities	2 per annum
Provision of subsidised artist studio space:	6 per annum
• Number of opportunities accessed	
Proportion of residents using:	
• Wollongong Art Gallery	Increase
• Illawarra Performing Arts Centre and Town Hall	Increase
Proportion of residents satisfied with:	
• Wollongong Art Gallery	At least 3.75 on a scale of 5.00
• Illawarra Performing Arts Centre and Town Hall	At least 3.75 on a scale of 5.00

Engagement, Communications & Events

Measures	Target/Desired Trend
Followers, reach and engagement across Council's social media channels	Increase
Proportion of residents satisfied with effectiveness in informing the community about its services, facilities and overall achievements	Increase
Participation rate in Council community engagement activities	Increase



Image: Full Set Festival, Globe Lane Wollongong



Image: King George V Oval, Port Kembla



Our Wollongong Our Future 2032 Community Strategic Plan

Goal 4 | We are a connected and engaged community

Objectives

Residents have easy and equitable access to information and play an active role in the decisions that affect our city.

There is greater awareness and understanding of Local Aboriginal and Torres Strait Islander culture, heritage and histories.

Our council is accountable, financially sustainable and has the trust of the community.

How will we get there?

4.1 Provide our community with equitable access to information and opportunities to inform decision-making.

4.2 Improve digital access and participation across all communities

4.3 Partner with First Nations People and Culturally and Linguistically Diverse communities on programs and projects.

4.4 Build awareness and understanding of Local Aboriginal and Torres Strait Islander culture, heritage and histories.

4.5 Our community strives for social harmony and values and respects differences.

4.6 Support and strengthen the local community services sector.

4.7 Demonstrate responsible decision-making based on our values, collaboration, and transparent and accountable leadership.

4.8 Council's resources are managed effectively to ensure long term financial sustainability.

4.9 Excellent customer service is core business.

4.10 Wollongong's role as a Learning City is supported by lifelong learning initiatives.

4.11 Quality services, libraries and facilities are available to communities to access and gather.

4.12 Technology is used to enhance urban planning and service provision for our community.



Goal 4 | We are a connected and engaged community

Aged and Disability Services

Responsibility Manager Community Culture and Engagement

Why

Our community want Council to strengthen and support our vulnerable communities, through the delivery of funding programs.

What

Build the capacity of older people and people with disability to participate fully in community life.

Enhance access to services for frail, older people and people with disability and their carers to enable them to continue to live independently in the community.

Delivery Stream

- Community Transport
- Social Support Programs

2032 Community Strategic Plan

United Nations Sustainable Development Goals



Finances (000'S)

Revenue 5,251

Expense \$(4,798)

Net \$453

How

Provide services for older people, people with disability and their carers, to support them to maintain quality of life and continue to live independently in the community.

Direct provision of Community Transport Services to people aged over 65 years, or who are transport disadvantaged to maintain access to essential services and participation in community life.

Deliver Social Support Services, including respite, group and individual support programs.

Develop and promote community support services.

This service is dependent on funding from the Commonwealth Government and Transport for NSW.

Aged and Disability Services

Actions	Operational Plan 2022 2023		Operational Plan 2023 2024		Operational Plan 2024 2025		Operational Plan 2025 2026		CSP Ref:	Delivery Stream
Deliver the Community Transport Services Program across the Wollongong and Shellharbour Local Government Areas	✓		✓		✓				6.8	Community Transport
Investigate options for alternative service delivery models for Community Transport, in response to Commonwealth and NSW Government policy	✓		✓		✓				6.8	Community Transport
Support the delivery of programs providing social connection for frail aged people and their carers	✓		✓		✓				3.5	Social Support Programs

Supporting Documents

Disability Inclusion Action Plan 2020-2025

Goal 4 | We are a connected and engaged community

Community Programs

Responsibility Manager Community Culture and Engagement

Why

Our community have told us they want a safe community that values and respects differences and works in partnership to build and strengthen vulnerable communities. Our community want to build awareness and understanding of local Aboriginal and Torres Strait Islander culture, heritage and histories. Local groups and communities are supported by programs, events and festivals to celebrate cultural traditions and contemporary practices.

What

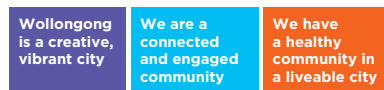
Community programs deliver support to people living in Wollongong Local Government Area. These services deliver community programs, building community capacity and wellbeing related to target groups and communities, including placemaking, community safety, and community and cultural planning.

Delivery Stream

- Community Development
- Social Planning
- Community Safety and Graffiti Prevention

2032 Community Strategic Plan

United Nations Sustainable Development Goals



Finances (000'S)

Revenue \$54

Expense \$(2,149)

Net \$(2,096)

How

Plan and deliver community development and placemaking initiatives related to relevant target groups and communities.

Involve children in Council's planning and decision-making processes.

Deliver Language Services (Language Aide support).

Deliver projects and activities aimed to reduce crime and increase the perception of safety in the community (Graffiti removal).

In partnership with local Aboriginal organisations deliver community development activities to foster reconciliation, social inclusion and celebrate the contribution of Aboriginal people to the city.

Provide internal advice on access, planning and community safety.

Resource and support organisations within the sector to deliver high quality services to the community.

Explore opportunities to work in partnership with other relevant agencies providing services for the homeless.

Provide support and participate in the Illawarra Domestic and Family Violence Trauma Recovery Centre Consultative Working Group.

Community Programs

Actions	Operational Plan 2022 2023		Operational Plan 2023 2024		Operational Plan 2024 2025		Operational Plan 2025 2026		CSP Ref:	Delivery Stream
Deliver a range of community development activities and programs that focus on diversity, access, inclusion, and capacity building	✓		✓		✓		✓		4.5	Community Development
Review and deliver the Reconciliation Action Plan 2021-2023	✓		✓		✓		✓		4.4	Community Development
Deliver the Community Safety Action Plan 2021-2025	✓		✓		✓				5.11	Community Safety and Graffiti Prevention
Deliver the Disability Inclusion Action Plan 2020-2025	✓		✓		✓		✓		4.5	Community Development
Initiate opportunities and projects to support the community	✓		✓		✓		✓		3.5	Community Development
Deliver the Child Safe Implementation Plan	✓		✓		✓		✓		4.10	Community Development
Deliver Round 3 of the Commonwealth Funded Affordable Housing Grant Program	✓		✓						5.8	Community Development

Community Programs

Actions	Operational Plan 2022 2023	Operational Plan 2023 2024	Operational Plan 2024 2025	Operational Plan 2025 2026	CSP Ref:	Delivery Stream
Deliver the Safer Cities: Her Way Wollongong Initiative, in partnership with the community		✓			5.8	Community Development
In partnership with South32 develop a plan that reflects the values and aspirations of the Mt Kembla and Kembla Heights stakeholders		✓	✓		5.8	Community Development

Supporting Documents

Wollongong Community Safety Action Plan 2021-2025
 Disability Inclusion Action Plan 2020-2025
 Reconciliation Action Plan 2021-2023
 Child Safe Implementation Plan
 Wollongong Housing Strategy 2023



Image: Accessible access at Thirroul shared pathway

Goal 4 | We are a connected and engaged community

Corporate Strategy

Responsibility *Chief Financial Officer*

Why

To identify the community's vision and goals and communicate these through the Community Strategic Plan. Transform community aspirations into Council's Delivery Program to be resourced and actioned through Council's Services.

What

Corporate Strategy responds to the community's needs from engagement, prepares, monitors and reports on Council's progress to our community, coordinates research and performance measurement and carries out strategic and business improvement projects.

Delivery Stream

- Organisational Planning
- Business Improvement

2032 Community Strategic Plan

United Nations Sustainable Development Goals

We are a
connected
and engaged
community



Finances (000'S)

Revenue \$-

Expense \$(1,639)

Net (1,639)

How

Coordinate Council's Integrated Planning and Reporting including the development of the ten year Community Strategic Plan, Council's four year Delivery Program and Operational Plan.

Prepare reports to the community on Council's progress towards the Community Strategic Plan and Delivery Program.

Coordinate organisational research to support decision making and service delivery to the community.

Coordinate an organisational approach to developing Supporting Documents (strategies and plans) that are integrated into the Delivery Program process.

Carry out Service Reviews on an ongoing basis to improve customer service and optimise service delivery.

Provide strategic analysis and project management support as required.

Coordinate and report on Council's key performance measures.

Undertake the Wollongong Community Survey and Wollongong Wellbeing Survey.

Coordinate major corporate projects.

Oversee and maintain the Project Management Framework.

Contribute to strategic and organisational business improvement projects.

Advocate for accessible and appropriate medical services to be available to the community.

Corporate Strategy

Actions	Operational Plan	Operational Plan	Operational Plan	Operational Plan	CSP Ref:	Delivery Stream
	2022 2023	2023 2024	2024 2025	2025 2026		
Develop a Service Review methodology	✓				4.8	Business Improvement
Coordinate Council's Service Optimisation Program		✓	✓	✓	4.8	Business Improvement
Coordinate the preparation and review of Council's Delivery Program and Operational Plan	✓	✓	✓	✓	4.1	Corporate Planning
Facilitate the review of the Community Strategic Plan			✓		4.1	Corporate Planning

Supporting Documents

Our Wollongong Our Future 2032 Community Strategic Plan
Our Resourcing Strategy 2032
Delivery Program 2022-2026

Goal 4 | We are a connected and engaged community

Integrated Customer Service

Responsibility Manager Customer and Business Integrity

Why

Excellent customer service is at the core of everything we do, from assisting with service requests to responding to enquiries around development or significant Council projects. We endeavour to provide our community with equitable access to information and opportunities to inform decision making.

What

Provision of a professional and efficient customer service experience with Council through a variety of methods.

Delivery Stream

- Customer Service Delivery

2032 Community Strategic Plan

United Nations Sustainable Development Goals

We are a
connected
and engaged
community



Finances (000'S)

Revenue \$-

Expense \$(3,419)

Net \$(3,419)

How

First point of contact for face to face, online and telephone enquiries with the aim of resolving requests at the first point of contact wherever possible.

Registering of more complicated enquiries to be appropriately addressed in a timely manner by the relevant sections of Council.

Respond and resolve customer complaints.

Development and support of customer service request system.

Development and support of Council's Knowledge Base.

Integrated Customer Service

Actions	Operational Plan 2022 2023		Operational Plan 2023 2024		Operational Plan 2024 2025		Operational Plan 2025 2026		CSP Ref:	Delivery Stream
Review the customer service journey across targeted, high priority operations as part of the Service Optimisation Program and identify opportunities for improvement					✓				4.9	Customer Service Delivery
Review and enhance Council's customer service and engagement channels with a focus on inclusion and participation	✓		✓		✓		✓		4.2	Customer Service Delivery
Upgrade Customer Contact Centre System	✓		✓						4.1	Customer Service Delivery

Supporting Documents

Not applicable to this Service

Goal 4 | We are a connected and engaged community

Libraries

Responsibility Manager *Libraries and Community Facilities*

Why

Quality services, libraries and facilities are available to communities to access and gather information and connect through programs.

What

Wollongong City Libraries delivers information, learning outcomes and access to resources for residents and visitors to the Wollongong Local Government Area. The service is delivered from seven libraries and 10 street libraries across the city, and through the Home Library Service, and a range of online services.

Delivery Stream

- Library Services

2032 Community Strategic Plan

We are a
connected
and engaged
community

Wollongong
is a creative,
vibrant city

United Nations Sustainable Development Goals



Finances (000'S)

Revenue \$819

Expense \$(12,431)

Net \$(11,612)

How

Library services to meet the information, recreation, literacy and participation needs of the community by offering accessible print, movies, music and games, and a range of downloadable media services.

Develop and deliver diverse Local Studies Library projects contributing to the preservation and continued relevance of local history and community stories.

Deliver programs, events and activities building community connections, engagement and inclusion.

Provide safe and welcoming spaces for people to meet, connect, study and participate in community life.

Deliver Home Library services to people unable to access their local libraries.

Deliver programs and activities to facilitate learning by community members: Storytime, Born to Read; History Week workshops; Book Clubs, Author talks, craft groups, and a makerspace.

Foster the development of Wollongong as a United Nations Educational, Scientific and Cultural Organization Learning City.

Deliver learning programs for employment, digital inclusion, innovation and creativity from 'The Lab' digital learning space.

Investigate opportunities to enhance library hours.

Investigate and deploy improvements to digital services and technologies including online resources, devices and media for community access to enhance the customer experience.

Collect, analyse and review customer feedback to continually improve the Wollongong City Libraries customer experience.

Deliver customer driven, evolving library collections.

Deliver the Wollongong City Libraries Marketing Strategy.

Libraries

Actions	Operational Plan	Operational Plan	Operational Plan	Operational Plan	CSP Ref:	Delivery Stream
	2022 2023	2023 2024	2024 2025	2025 2026		
Implement the Wollongong Learning City Project based on the United Nations Educational, Scientific and Cultural Organization framework and principles	✓	✓	✓		4.10	Library Services
Deliver the Comic Gong Festival	✓	✓	✓	✓	3.5	Library Services
Deliver library programs that recognise, reflect and celebrate the cultural diversity of our community	✓	✓	✓	✓	4.5	Library Services
Deliver tailored library programs to facilitate access and participation of people with disability	✓	✓	✓	✓	4.11	Library Services
Deliver the Wollongong City Libraries Marketing Strategy	✓			✓	4.11	Library Services

Libraries

Actions	Operational Plan 2022 2023	Operational Plan 2023 2024	Operational Plan 2024 2025	Operational Plan 2025 2026	CSP Ref:	Delivery Stream
Implement a customer voting system for new titles to be added to the library catalogue		✓			4.11	Library Services

Supporting Documents

Discover Learn and Connect Wollongong City Libraries Strategy 2024-2028
Wollongong City Libraries Collection Development Plan
Places for People Wollongong Social Infrastructure Planning Framework 2018-2028
Places for the Future Social Infrastructure Future Directions Plan 2023-2036



Image: Kids enjoying reading at Corrimal Library

Goal 4 | We are a connected and engaged community

Property Services

Responsibility Manager Commercial Operations and Property

Why

Council's property portfolio, including Crown Lands, is well managed and supports the delivery of services and business.

What

This service manages over 450 leases and licenses on behalf of Council and includes the management, development, maintenance and disposal of Council owned property in order to meet Council's statutory requirements and contribute to the expansion of Council's revenue base. Leases and licenses also ensure the effective management and coordination of community and business use of Council's public spaces, buildings and facilities.

Delivery Stream

- Leasing and Licenses
- Property Sales and Development

2032 Community Strategic Plan

United Nations Sustainable Development Goals

We are a
connected
and engaged
community



Finances (000'S)

Revenue \$35,433

Expense \$(5,068)

Net \$30,364

How

Manage Council's commercial property portfolio including purchases, sales and leasing.

Achieve market return on commercial leases.

Facilitate the management of easements and other encumbrances on Council lands.

Facilitate the strategic acquisition of property on behalf of Council.

Manage the statutory requirements of Council's property portfolio for Community Lands and management of Crown Lands held under trust.

Identify property-based investment opportunities.

Finalise Land Title requirements for the transfer of private land occupied by Russell Vale Golf Course.

Review, update and deliver the Property Strategy.

Continue to undertake Council's surplus land review.

Manage the landowner's consent process for Development Applications or other approvals on Council owned land.

Property Services

Actions	Operational Plan 2022 2023		Operational Plan 2023 2024		Operational Plan 2024 2025		Operational Plan 2025 2026		CSP Ref:	Delivery Stream
Identify and implement business improvement initiatives to enhance commercial returns on Council's property portfolio			✓		✓		✓		4.8	Property Sales and Development

Supporting Documents

Plans of Management
 Places for People: Wollongong Social Infrastructure Planning Framework 2018 – 2028
 Property Strategy
 Commercial Property Strategy
 Inner City Parking Strategy 2010-2026
 Climate Change Adaptation Plan 2022
 Coastal Zone Management Plan 2017

Goal 4 | We are a connected and engaged community

Youth Services

Responsibility Manager Community Culture and Engagement

Why

Our community values and respects young people and provides opportunities for learning, support, social connections, and community engagement.

What

Youth Services provides a program of recreation, cultural and education activities to meet the needs of young people aged 12 - 24 at Wollongong Youth Centre and across the Wollongong Local Government Area.

Council funds the Neighbourhood Youth Work Program (NYWP) in Port Kembla and Berkeley to support the needs of young people in the community.

Delivery Stream

- Neighbourhood Youth Work Program
- Wollongong Youth Services

2032 Community Strategic Plan

United Nations Sustainable Development Goals



Finances (000'S)

Revenue \$44

Expense \$(1,424)

Net \$(1,380)

How

Provide information and referrals for target groups.

Involve young people in Council planning and decision-making processes.

Deliver programs that build social connections and inclusion, community engagement, information and referrals.

Advocate for the needs of young people and showcase the positive contribution they make to our community.

Coordinate, monitor and evaluate the Neighbourhood Youth Work Program.

Provide sector support including coordination of the Wollongong Youth Network.

Manage the operation of Wollongong Youth Centre.

Youth Services

Actions	Operational Plan 2022 2023		Operational Plan 2023 2024		Operational Plan 2024 2025		Operational Plan 2025 2026		CSP Ref:	Delivery Stream
Provide opportunities for young people to develop skills, experience and exposure in creative industries	✓		✓		✓		✓		5.4	Wollongong Youth Services
Deliver a range of youth development opportunities with a focus on engagement, inclusion, skill development, sector development and support	✓		✓		✓		✓		4.5	Wollongong Youth Services

Supporting Documents

Not applicable to this Service

Goal 4 | We are a connected and engaged community

Measuring Success

Aged and Disability Services

Measures	Target/Desired Trend
Number of people over 65 using community transport	Increase
Number of hours of social support provided to people aged over 65	Maintain
Proportion of residents satisfied with:	
• Services for older people	At least 3.75 on a scale of 5.00
• Services for people with disability	At least 3.75 on a scale of 5.00

Community Programs

Measures	Target/Desired Trend
Proportion of residents satisfied with:	
• Children's services	At least 3.75 on a scale of 5.00
• Inclusive services	At least 3.75 on a scale of 5.00
• Graffiti prevention and removal	At least 3.75 on a scale of 5.00

Integrated Customer Service

Measures	Target/Desired Trend
Answer customer enquiries at the first point of contact	Increase
Percent of customer requests responded to within 10 days	90%
Proportion of residents satisfied with customer service centre	At least 3.75 on a scale of 5.00

Libraries

Measures	Target/Desired Trend
Usage of library services:	
• visitation	Increase
• membership	Increase
• loans - physical and digital	Increase
Participation in library learning programs:	
• number of programs	Increase
• number of program participants	Increase
Proportion of residents satisfied with:	
• libraries	At least 3.75 on a scale of 5.00
• library services	At least 3.75 on a scale of 5.00

Goal 4 | We are a connected and engaged community

Measuring Success

Property Services

Measure	Target/Desired Trend
Occupancy rate of commercial buildings	95%

Youth Services

Measure	Target/Desired Trend
Participation in programs and activities delivered to young people	At least 24,000 per annum



Image: King George V Oval playground, Port Kembla



Our Wollongong Our Future 2032 Community Strategic Plan

Goal 5 | We have a healthy community in a liveable city

Objectives

There is an increase in the physical and mental health and wellbeing of our community.

Our community participation in recreation and lifestyle activities increases.

Residents have improved access to a range of affordable housing options.

Suburbs and places are liveable and safe.

How will we get there?

5.1 Accessible and appropriate medical services are available to the community.

5.2 Urban areas are created and maintained to provide a healthy and safe living environment for our community.

5.3 Work towards enabling all people in our community to have access to safe, nutritious, affordable and sustainably produced food.

5.4 Provide a variety of quality and accessible public places and

opportunities for sport, play, leisure, recreation, learning and cultural activities in the community.

5.5 Provide safe, well-maintained and accessible beaches and aquatic recreation facilities.

5.6 Healthy, active ageing programs are provided and promoted in partnership with government agencies and community organisations.

5.7 Provide an appropriate range of active and passive open spaces and facilities to cater for traditional and emerging recreational pursuits.

5.8 Housing choice in the Wollongong Local Government Area is improved, considering population growth, community needs and affordability.

5.9 Integrated services are provided to residents in need of urgent shelter.

5.10 Partnerships continue to strengthen and achieve a safe, accessible and resilient community.

5.11 Local crime continues to be prevented and levels of crime reduced.

5.12 Plan and deliver an accessible, safe, clean and inviting public domain.



Goal 5 | We have a healthy community in a liveable city

Aquatic Services

Responsibility Manager Sport and Recreation

Why

Our community wants a variety of quality, safe, well maintained and accessible beaches and aquatic recreation facilities.

What

Wollongong City Council operates 17 patrolled beaches, two heated swimming pools at Dapto and Corrimal, six free public swimming pools located at Helensburgh, Thirroul, Western Suburbs (Unanderra), Continental Baths Wollongong, Port Kembla and Berkeley. We have nine ocean rock pools situated at Coalcliff, Wombarra, Coledale, Austinmer, Bulli, Woonona, Bellambi, Towradgi and Wollongong Gentleman's pool. Aquatic Services also provides ocean and pool lifeguard services and surf education programs.

Delivery Stream

- Community Pools
- Commercial Heated Pools
- Lifeguard Services
- Ocean Rock Pools

2032 Community Strategic Plan

United Nations Sustainable Development Goals

We have a healthy community in a liveable city

We are a connected and engaged community



Finances (000'S)

Revenue \$1,516

Expense \$(17,527)

Net \$(16,011)

How

Provide affordable and equitable access to beach and pool recreational services for the Wollongong community.

Operational management at Council's 17 patrolled beaches throughout the Wollongong Local Government Area.

Work with volunteers and contractors to provide services including surf lifesaving, surfing tuition, swim training, and learn to swim programs.

Monitor and implement appropriate responses to ensure improved mobility, surveillance, surf education and emergency response.

Monitor and respond to the demands on our foreshore areas, including lifeguarding services, garbage, littering and waste collection.

Operate and maintain two heated swimming pools at Dapto and Corrimal and six free public swimming pools located at Helensburgh, Thirroul, Western Suburbs (Unanderra), Continental Baths (Wollongong), Port Kembla and Berkeley.

Maintain nine ocean rock pools situated at Coalcliff, Wombarra, Coledale, Austinmer, Bulli, Woonona, Bellambi, Towradgi and Wollongong Gentleman's pool.

Deliver Water Safety Education Programs to schools, TAFE and University of Wollongong students and coordinate a range of education programs to enhance safe community access to beaches.

Implement program opportunities and innovative activity options to encourage healthy living, enhance user experience and increase patronage and new revenue streams at our supervised public swimming pools.

How Continued

Maintain key statistics on beach usage, incidents and preventative actions based on year-on-year comparisons and manage service levels accordingly.

Implement a program to maintain and enhance pool amenities, consistent with good design principles.

Implement funded actions from The Future of Our Pools Strategy 2014-2024 including facility upgrades.

Implement funded actions from the Beach and Foreshore Access Strategy 2019-2028.

Explore and deploy Smart Technology options to better obtain and utilise attendance and event data to inform Lifeguard services provision.

Aquatic Services

Actions	Operational Plan 2022 2023	Operational Plan 2023 2024	Operational Plan 2024 2025	Operational Plan 2025 2026	CSP Ref:	Delivery Stream
Plan, design and complete the renewal of the downstairs Lifesaving building of North Wollongong Surf Life Saving Club	✓				5.4	Lifeguard Services
Work with the North Wollongong Surf Life Saving Club to explore storage options	✓	✓	✓	✓	5.12	Lifeguard Services
Plan, design and undertake renewal works at Council's Community, Commercial Pools and Ocean Rock Pools in accordance with the Infrastructure Delivery Program	✓	✓	✓	✓	5.7	Community Pools / Ocean Rock Pools
Progress concept plans, investigations, and detailed designs for a Community Recreation & Aquatic Centre in Cleveland to service the Southern Suburbs	✓	✓	✓	✓	5.4	Leisure Centres
Design and implement Stage 1 of the North Wollongong Beach Seawall Renewal	✓	✓			5.4	Infrastructure Strategic Planning

Supporting Documents

Places for People Wollongong Social Infrastructure Planning Framework 2018 - 2028

Asset Management Plans

The Future of Our Pools Strategy 2014 - 2024

Beach and Foreshore Access Strategy 2019 - 2028

Climate Change Adaptation Plan 2022

Coastal Zone Management Program 2017

Goal 5 | We have a healthy community in a liveable city

Botanic Garden and Annexes

Responsibility Manager Open Space and Environmental Services

Why

Our community want to see a variety of quality and accessible public places for sport, play, leisure, recreation, learning and cultural activities in the community.

What

The Botanic Garden and Nursery service involves managing and promoting the conservation, education, recreation and aesthetic values of the main 30 hectare site in Keiraville, including the maintenance of the Gleniffer Brae grounds and the three natural area annexes of Mt Keira, Puckey's Estate and Korrungulla Wetland. Environmental education programs and interpretation are conducted at the Discovery Centre.

Delivery Stream

- Botanic Garden and Annexes
- Nursery
- Discovery Centre
- Gleniffer Brae

2032 Community Strategic Plan

United Nations Sustainable Development Goals

We have a healthy community in a liveable city

We value and protect our environment



Finances (000'S)

Revenue \$323

Expense \$(4,180)

Net \$(3,857)

How

Develop, interpret and maintain the botanic collection.

Provide environmental sustainability education programs.

Produce and distribute local native plants through the Bushcare, Dunecare, Urban Greening and Greenplan programs.

Manage Botanic Garden events.

Provide conservation programs and support Botanic Garden partnerships, including the Friends of the Botanic Garden.

Botanic Garden and Annexes

Actions	Operational Plan 2022 2023		Operational Plan 2023 2024		Operational Plan 2024 2025		Operational Plan 2025 2026		CSP Ref:	Delivery Stream
Manage the Mt Keira Summit Park in accordance with the Plan of Management	✓		✓		✓		✓		5.12	Botanic Garden and Annexes
Enhance Botanic Garden visitor experience with programs, interpretation, education, events and priority actions from the Masterplan	✓		✓		✓		✓		5.4	Botanic Garden and Annexes
Finalise the review of the Botanic Garden Plan of Management, including future uses of Gleniffer Brae	✓		✓						5.4	Botanic Garden and Annexes
Implement priority actions from the Botanic Garden Masterplan	✓		✓		✓		✓		5.4	Botanic Garden and Annexes
Deliver priority actions from the Urban Greening Program	✓		✓		✓		✓		1.1	Nursery

Supporting Documents

Botanic Garden Plan of Management
 Wollongong Local Environmental Plan 2009
 Illawarra Biodiversity Strategy
 Mt Keira Summit Park Plan of Management
 Sustainable Wollongong 2030: A Climate Healthy City Strategy
 Urban Greening Strategy 2017-2037

Goal 5 | We have a healthy community in a liveable city

Community Facilities

Responsibility Manager Libraries and Community Facilities

Why

Our community want to have a variety of safe, accessible and quality community facilities to meet, share and celebrate.

What

This service manages and operates 56 Council-owned community facilities across the Wollongong Local Government Area. This includes Neighbourhood Centres, Senior Citizens Centres, Childcare Centres, Libraries, Community Centres and Community Halls.

Delivery Stream

- Community Facilities

2032 Community Strategic Plan

We have a healthy community in a liveable city

We are a connected and engaged community

Wollongong is a creative, vibrant city

United Nations Sustainable Development Goals

11 SUSTAINABLE CITIES AND COMMUNITIES

10 REDUCED INEQUALITIES

8 DECENT WORK AND ECONOMIC GROWTH

16 PEACE, JUSTICE AND STRONG INSTITUTIONS

4 QUALITY EDUCATION

Finances (000'S)

Revenue \$1,323

Expense \$(6,829)

Net \$(5,506)

How

Provision of quality, accessible and affordable community facilities and day to day management of Council run facilities.

The service also manages a number of 'direct-run' Council facilities, supporting community development and enabling community groups to develop and deliver community services.

The service includes long-term social infrastructure planning and managing a range of functions associated with the maintenance, design, replacement or refurbishment of new and existing community facilities.

Manage Licence Agreements, licensee relationships and the sustainability of licensing arrangements.

Support community groups and community members who access Council's community facilities to learn, create, celebrate and connect.

Provide affordable, accessible venues for small, start-up enterprises to deliver services, recreational activities and programs.

Provide support for not-for-profit groups via provision of affordable access to community assets.

Maintain, improve and reinvest in community facilities to better meet the needs of community groups, including compliance and improved sustainability.

Deliver community facility upgrades at Balgownie Village Community Centre, Dapto Ribbonwood Centre, Figtree Community Hall, Otford Community Centre and Port Kembla Community Centre Hall.

Partner with Early Childhood Education and Care (ECEC) sector in relation to social infrastructure planning/community facilities planning.

Community Facilities

Actions	Operational Plan 2022 2023		Operational Plan 2023 2024		Operational Plan 2024 2025		Operational Plan 2025 2026		CSP Ref:	Delivery Stream
Develop and deploy 'Places for People' Forward Directions Plan 2022-2036 (Implementation Plan)	✓		✓		✓		✓		5.12	Community Facilities
Plan for a new Community Centre and Library at Warrawong to serve Wollongong's southern suburbs	✓		✓		✓		✓		4.11	Community Facilities
Plan for a new Community Centre and Library to meet the needs of the community in Helensburgh and surrounding suburbs	✓		✓		✓		✓		4.11	Community Facilities
Complete Social Infrastructure Feasibility Studies at Bong Bong Road, Yallah/Marshall Mount and Figtree	✓		✓						5.2	Community Facilities
Progress planning and construction of Wongawilli Hall extension and refurbishment	✓		✓		✓				5.4	Community Facilities
Complete Community Needs Analysis for City Centre Social Infrastructure	✓								5.4	Community Facilities
Complete Community Needs Analysis for social, cultural and recreational infrastructure for emerging West Dapto communities	✓								5.2	West Dapto Planning

Supporting Documents

Places for People Wollongong Social Infrastructure Planning Framework: 2018-2028
 Places for the Future Social Infrastructure Future Directions-Plan 2023-2036
 Asset Management Plans
 Wollongong City Libraries Strategy 2017-2022
 Coastal Zone Management Plan 2017
 Climate Change Adaptation Plan 2022

Goal 5 | We have a healthy community in a liveable city

Leisure Centres

Responsibility Manager Sport and Recreation

Why

Provide quality and accessible leisure facilities for sport, play, leisure and recreation that contributes to the health and wellbeing of our community.

What

This service involves the provision of commercially operated recreation centres at Beaton Park Wollongong and Lakeside Leisure Kanahooka.

Delivery Stream

- Leisure Centres

2032 Community Strategic Plan

United Nations Sustainable Development Goals

We have a healthy community in a liveable city



Finances (000'S)

Revenue \$3,292

Expense \$(4,584)

Net \$(1,292)

How

Provide affordable and equitable access to health and leisure facilities for the Wollongong community.

Provision of Learn to Swim Programs.

Operate efficient, well managed businesses providing a financial return to Council at Beaton Park and Lakeside Leisure Centres which provide a range of health and fitness opportunities to the community.

Pursue key actions outlined in the updated Sportsground & Sporting Facilities Strategy.

Provide a variety of affordable senior programs at the Leisure Centres.

Increase utilisation of Council's recreation and leisure assets.

Continue to implement and review the Beaton Park Regional Precinct Masterplan.

Leisure Centres

Actions	Operational Plan 2022 2023		Operational Plan 2023 2024		Operational Plan 2024 2025		Operational Plan 2025 2026		CSP Ref:	Delivery Stream
Deliver the renewal and relocation of Beaton Park Tennis Courts in accordance with the Beaton Park Masterplan	✓		✓		✓				5.4	Leisure Centres

Supporting Documents

Beaton Park Regional Precinct Masterplan 2018 - 2038

Beaton Park Plan of Management

Places for the Future Social Infrastructure Future Directions-Plan 2023-2036

Goal 5 | We have a healthy community in a liveable city

Memorial Gardens and Cemeteries

Responsibility Manager Commercial Operations and Property

Why

Our community want access to places of internment and memorialisation that are well-maintained and respectful of culture and faith. To continue to meet the needs of the community, our Memorial Gardens and Cemeteries are managed efficiently, sustainably and with effective future planning.

What

This service provides memorial, burial and funeral service facilities at six sites across the Local Government Area. These include Wollongong Memorial Gardens, Wollongong Lawn Cemetery, Wollongong Cemetery, Bulli Cemetery, Scarborough Cemetery and Helensburgh Cemetery. The service also maintains three non-operational sites of historical and cultural significance. These include Berkeley Pioneer Cemetery, Settler's Cemetery and Waterfall General Cemetery.

Delivery Stream

- Wollongong Memorial Gardens and Cemeteries

2032 Community Strategic Plan

United Nations Sustainable Development Goals

We have a healthy community in a liveable city



Finances (000'S)

Revenue \$2,140

Expense \$(2,728)

Net \$(588)

How

To provide excellent, efficient and respectful service to customers through the provision of memorial and burial options.

The provision of funeral service facilities, burial and memorial sites.

Maintenance of the Memorial Gardens and cemeteries.

Operate an efficient, well managed competitive business that meets the needs of the community.

Memorial Gardens and Cemeteries

Actions	Operational Plan 2022 2023		Operational Plan 2023 2024		Operational Plan 2024 2025		Operational Plan 2025 2026		CSP Ref:	Delivery Stream
Manage Council's commercial businesses to optimise service delivery at Wollongong Memorial Gardens and cemeteries	✓		✓		✓		✓		5.4	Wollongong Memorial Gardens and Cemeteries

Supporting Documents

Memorial Gardens Masterplan

Goal 5 | We have a healthy community in a liveable city

Parks and Sports Fields

Responsibility *Manager Sport and Recreation*

Why

Our community have asked for a variety of quality and accessible public places and opportunities for sport, play, leisure, recreation, learning and cultural activities in the community.

What

This service operates 493 parks, 65 sports fields, 220 playing fields, 7 outdoor fitness stations, 9 turf wickets and 154 playgrounds across the Wollongong Local Government Area and includes Russell Vale Golf Course. Provision of passive access to community parks and playgrounds, and affordable and equitable access to sports fields and facilities. Twenty two sports fields are licensed by volunteer or semi-professional sporting clubs.

Delivery Stream

- Parks
- Playgrounds
- Sports fields
- Russell Vale Golf Course

2032 Community Strategic Plan

We have a healthy community in a liveable city

Wollongong is a creative, vibrant city

United Nations Sustainable Development Goals



Finances (000'S)

Revenue \$1,327

Expense \$(25,092)

Net \$(23,766)

How

Continue to promote sharing of sports fields and facilities between sporting codes and clubs to improve utilisation.

Service planning for the creation of enhanced public amenity and recreational opportunities.

Facilitation of casual hire and bookings of parks and sports fields.

Develop, implement and review policies aligned to public open space, playgrounds and sports fields.

Provision of safe playground equipment in appropriate locations based on equity and inclusion.

The Russell Vale Golf course includes maintenance and operation of the 18 hole public golf course.

Coordinate the Sports Grants Program with the Sports and Facilities Reference Group.

Support development of local athletes by Funding Agreements with the Illawarra Academy of Sport.

Involve children in the design of public art features within key regional play space renewals.

Undertake high priority works, as per Council's adopted Landscape Masterplans to strengthen connections and support people movements.

Implement the adopted masterplans including Figtree Oval Recreational Masterplan 2016-2029, King George V Oval, Port Kembla, and Cringila Hills Recreation Masterplan.

Develop and implement the Landscape Masterplan for Stuart and Galvin Parks, North Wollongong.

Progress the staged realignment of the outdoor netball courts at Fred Finch Park, Berkeley.

Implement recommendations of the Public Toilets Strategy 2019-2029 to improve accessibility.

Collaborate with Destination Wollongong to encourage local sporting associations to host and facilitate events.

Implement the Sportsgrounds and Sporting Facilities Strategy 2023-2027.

Manage the multi-use criterium cycle track at Lindsay Maynes Park, Unanderra.

Parks and Sports Fields

Actions	Operational Plan 2022 2023		Operational Plan 2023 2024		Operational Plan 2024 2025		Operational Plan 2025 2026		CSP Ref:	Delivery Stream
Finalise the Bulli Showground Masterplan	✓		✓		✓				5.4	Parks
Preparation of the Bellambi Foreshore Precinct Plan	✓		✓		✓				5.4	Infrastructure Strategic Planning
Progress the planning and development of a Wollongong City Centre Skate Park	✓		✓		✓		✓		5.7	Parks
Support the Illawarra Stingrays Football Club with establishing a home ground location at Lakelands Oval, Dapto by delivering funded drainage upgrades, finalising a long-term licence and supporting the Club with carrying out their grant funded works					✓		✓		5.4	Sportsfields
Complete the drainage project at Guest Park, Fairy Meadow training ground of the Illawarra Stingrays			✓						5.4	Sportsfields
Collaborate with Destination Wollongong and the Australian Baseball League to establish Wollongong as a home base location for a National Baseball League team	✓		✓		✓		✓		5.4	Sportsfields
Implement Landscape Masterplan recommendations for Hill 60 Reserve, Port Kembla	✓		✓		✓				5.4	Parks
Progress the development of the Lang Park Masterplan			✓		✓				5.7	Parks

Parks and Sports Fields

Actions	Operational Plan 2022 2023	Operational Plan 2023 2024	Operational Plan 2024 2025	Operational Plan 2025 2026	CSP Ref:	Delivery Stream
Progress the planning and development of a Northern Suburbs Skate Park		✓	✓		5.7	Parks
Deliver funded sportsfield irrigation and drainage infrastructure projects	✓	✓	✓	✓	5.7	Sportsfields
Deliver amenities upgrade at Thomas Gibson Park, Thirroul			✓	✓	5.7	Sportsfields
Deliver amenities upgrade at Figtree Oval, Figtree			✓		5.7	Sportsfields
Deliver complementary infrastructure to support increased visitation and activation resulting from the Illawarra Escarpment Mountain Bike network			✓	✓	5.7	Infrastructure Strategic Planning
Install funded sportsfield lighting at priority locations in accordance with the Sportsgrounds and Sporting Facilities Strategy 2023-2027			✓	✓	5.7	Sportsfields

Supporting Documents

Places for People: Wollongong Social Infrastructure Planning Framework 2018-2028
 Sportsgrounds and Sporting Facilities Strategy 2023 - 2027
 Play Wollongong Strategy 2014-2024
 Figtree Oval Recreational Master Plan 2016-2029
 King George V Oval Port Kembla Masterplan
 Hill 60 Reserve, Port Kembla Masterplan
 Cringila Hills Recreation Park Masterplan
 Wollongong Cycling Strategy 2030
 Sustainable Wollongong 2030 - A Climate Healthy City Strategy
 Climate Change Mitigation and Adaptation Plans
 Coastal Zone Management Plan 2017



Goal 5 | We have a healthy community in a liveable city

Public Health and Safety

Responsibility Manager Regulation and Enforcement

Why

Public health is important to our community, and Council has a role in community education, monitoring and compliance of public health matters.

What

This service conducts and manages the registration, inspections and monitoring of premises regulated under the Food Act and Public Health Act with the aim of ensuring compliance.

Development of the environmental and public health and safety policies, community education programs and customer information.

Delivery Stream

- Inspections, Education and Registrations

2032 Community Strategic Plan

United Nations Sustainable Development Goals

We have a healthy community in a liveable city

We have affordable and accessible transport



Finances (000'S)

Revenue \$588

Expense \$(1,400)

Net \$(812)

How

Undertake Council's regulatory role in relation to public and environmental health.

Monitor and inspect food premises, boarding houses, sex industry premises, ear and body piercing premises, hairdressers, beauty salons and tattooists.

Review all submitted Legionella Premises Audits for compliance and follow up on all air conditioning systems with overdue Certificates/Audits in accordance with the requirements of the Public Health Act 2010.

Assess and determine applications and associated inspections relating to the installation and operation of On-site Sewage Management systems.

Inspect and register places of shared accommodation (boarding houses), private swimming pools, and mortuaries.

Undertake routine parking patrols of school zones to protect the safety of children and community.

Implement a community safety and parking awareness raising programs based on scheduled patrols of schools and identified high risk areas.

Partner with Illawarra Shoalhaven Local Health District in Council's public and environmental health regulatory role.

Public Health and Safety

Actions	Operational Plan 2022 2023		Operational Plan 2023 2024		Operational Plan 2024 2025		Operational Plan 2025 2026		CSP Ref:	Delivery Stream
Inspect all medium and high-risk retail food premises annually	✓		✓		✓		✓		5.3	Inspections, Education and Registrations
Maintain inspection programs for public swimming pools, places of shared accommodation and mortuaries	✓		✓		✓		✓		5.2	Inspections, Education and Registrations

Supporting Documents

Not applicable to this Service

Goal 5 | We have a healthy community in a liveable city

Measuring Success

Aquatic Services

Measures	Target/Desired Trend
Visitation to Council commercial heated pools	At least 180,000 per annum
Proportion of residents satisfied with:	
• Patrolled beaches	At least 3.75 on a scale of 5.00
• Tidal rock pool	At least 3.75 on a scale of 5.00
• Heated pools	At least 3.75 on a scale of 5.00
• Public swimming pools (free)	At least 3.75 on a scale of 5.00

Botanic Garden and Annexes

Measures	Target/Desired Trend
Visitation to Wollongong Botanic Garden	At least 400,000 per annum
Proportion of residents satisfied with Botanic Garden	At least 3.75 on a scale of 5.00

Community Facilities

Measures	Target/Desired Trend
Community centre at Thirroul, Corrimal or Dapto	
a. Hours of use	Increase
b. Visits to centre (number of people)	Increase
Community hall / centre	
a. Hours of use	Increase
b. Visits to centre (number of people)	Increase
Proportion of residents satisfied with:	
• Community centre at Thirroul, Corrimal or Dapto	At least 3.75 on a scale of 5.00
• Community hall/ centre	At least 3.75 on a scale of 5.00

Goal 5 | We have a healthy community in a liveable city

Measuring Success

Leisure Centres

Measure	Target/Desired Trend
Proportion of residents satisfied with leisure centres	At least 3.75 on a scale of 5.00

Parks and Sports Fields

Measures	Target/Desired Trend
Proportion of residents satisfied with:	
• parks, open spaces and sports fields for active sport or recreation activities	At least 3.75 on a scale of 5.00
• parks, open spaces and sports fields for passive recreation purpose	At least 3.75 on a scale of 5.00
• children's playgrounds	At least 3.75 on a scale of 5.00
• hours Council public toilets are open	At least 3.75 on a scale of 5.00
• Russell Vale Golf Course	At least 3.75 on a scale of 5.00





Image: Illawarra Cycle Club, Sea Cliff Bridge



Our Wollongong Our Future 2032 Community Strategic Plan

Goal 6 | We have affordable and accessible transport

Objectives

There is an increase in sustainable transport use including public transport, walking, and cycling.

Transport links and connection to Sydney, the South Coast and Southern Highlands are strengthened.

The community have access to a safe, affordable and reliable transport network.

How will we get there?

6.1 Plan for the delivery of multi-modal public transport together with sustainable transport modes such as the Gong Shuttle, walking and cycling to meet the community's needs.

6.2 Wollongong continues to build infrastructure and programs to fulfill its role as a UCI Bike city.

6.3 Effective and integrated regional transport with a focus on road, bus, rail and freight movement (including the port of Port Kembla).

6.4 Plan and provide sustainable infrastructure for safe and liveable places integrated with the environment and accessible to key transport routes.

6.5 Advocate for strong transport links within the Local Government Area and connections to Sydney, the South Coast, and the Southern Highlands to provide physical and economic opportunities.

6.6 Improve active transport links and connectivity to our unique places and spaces, including marine access along the Local Government Area and accessibility from the Central Business District to the foreshore.

6.7 Maintain the service levels of our roads, footpaths and cycleways to an acceptable standard.

6.8 Community transport options for frail older people, people with disabilities and the transport disadvantaged are actively promoted and available.



Goal 6 | We have affordable and accessible transport

Transport Services

Responsibility Manager Infrastructure Strategy and Planning

Why

Our community wants the Wollongong Local Government Area to have a safe and affordable transport network connecting people to places and spaces in a convenient and timely way.

What

This service provides the delivery, management and advocacy of transport infrastructure. The service aims to provide a transport network that is safe, efficient, equitable, effective and sustainable. The service supports the community through creating the provision of transport access for residential, business, recreation, leisure and tourism activities.

This Service also includes provision of road safety, traffic and integrated transport planning support and advice. Road Safety Education Programs and promotion is a critical activity implemented across all aspects of our transport services.

Delivery Stream

- Road Safety, Traffic and Transport Planning
- Roads and Bridges
- Footpaths, Cycleways and Transport Nodes
- Car Parks and Boat Ramps
- Traffic Facilities including Street Lighting
- Street Sweeping

2032 Community Strategic Plan

United Nations Sustainable Development Goals



Finances (000'S)

Revenue \$7,061

Expense \$(55,869)

Net \$(48,808)

How

Planning, delivery and maintenance of Council's transport related assets, including roads and bridges, footpaths and cycleways, retaining walls and traffic facilities, boat ramps and jetties, carparks, metered parking and street-lights.

Advocacy towards local, regional and state transport initiatives.

Work with Transport for NSW on the implementation of the Illawarra Regional Transport Strategy.

Coordination of a local Traffic Committee including regulation of traffic, installation of regulatory signs, approval of new traffic management devices and facilities, constructive collaboration between Council, NSW Police, Transport for New South Wales, State elected member representatives and local bus companies.

Ensure that investments in tourism, recreation and leisure infrastructure are integrated into Council's transport network.

Develop and implement a best-practice transport data collection and evaluation program.

Deliver a rolling program of transport infrastructure condition and compliance inspections.

Work with key agencies and partners to reduce traffic congestion and consider emergency services requirements.

Integrate Movement and Place framework across transport infrastructure and services.

Lead and manage the Walking, Cycling, Access and Mobility Reference Group.

Approval of the National Heavy Vehicle Registry Applications within the Wollongong Local Government Area.

Advocacy towards local, regional and state transport initiatives including the provision of expanded public transport services.

Transport Services

Actions	Operational Plan 2022 2023	Operational Plan 2023 2024	Operational Plan 2024 2025	Operational Plan 2025 2026	CSP Ref:	Delivery Stream
Develop and implement the Integrated Transport Strategy	✓	✓	✓	✓	6.3	Road Safety, Traffic and Transport Planning
Collaborate with the New South Wales Government to fund and deliver the Safe Routes to School Program	✓	✓	✓	✓	6.1	Road Safety, Traffic and Transport Planning
Work with key agencies and partners to progress the Illawarra Regional Transport Plan	✓	✓	✓	✓	6.4	Road Safety, Traffic and Transport Planning
Develop road safety programs, education and promotion of sustainable multi-modal transport options	✓	✓	✓	✓	6.6	Road Safety, Traffic and Transport Planning
Implement actions from the Wollongong Cycling Strategy 2030	✓	✓	✓	✓	6.2	Road Safety, Traffic and Transport Planning
Subject to funding, explore the installation of tactile and braille street signage to support navigation and wayfinding throughout the Wollongong Local Government Area	✓	✓			6.7	Road Safety, Traffic and Transport Planning
Review the management of road signage as part of the Service Optimisation Program			✓		6.7	Roads and Bridges
Develop and deploy a pilot program to slow vehicle speeds and improve pedestrian safety at key crossing locations throughout the city			✓		6.4	Road Safety, Traffic and Transport Planning

Supporting Documents

West Dapto Development Contributions Plan 2020
 Town and Village Centre 'Access and Movement Plans'
 Wollongong Cycling Strategy 2030
 Urban Greening Strategy 2017-2037
 City of Wollongong Foreshore Parking Strategy (In Development)
 Wollongong City Centre Access and Movement Strategy 2013
 Illawarra Regional Transport Plan
 Draft Integrated Transport Strategy
 Coastal Zone Management Plan 2017
 Lake Illawarra Coastal Management Program 2020-2030
 Draft Wollongong City Centre Movement and Place Plan



Goal 6 | We have affordable and accessible transport

Measuring Success

Transport Services

Measures	Target/Desired Trend
Proportion of residents satisfied with: <ul style="list-style-type: none"> • maintenance of local roads • maintenance of footpaths, cycle ways and shared use paths • availability of footpaths, cycle ways and shared use paths 	At least 3.75 on a scale of 5.00 At least 3.75 on a scale of 5.00 At least 3.75 on a scale of 5.00





Image: Family at Coniston Village Shops on a shared pathway



Image: Corporate Services, Wollongong City Council



Our Wollongong Our Future 2032 Community Strategic Plan

Support Services

Council's 33 Services form the foundation of the Delivery Program and Operational Plan.

Council's Services are presented under their best fit goal. Five Services form an additional group called Support Services to demonstrate that these Services support the delivery of all goals.

What are the Support Services?

Employee Services
Financial Services
Governance & Administration
Information Management & Technology
Infrastructure Strategy & Support



Support Services

Employee Services

Responsibility Manager People and Culture

Why

Our workforce is able to support Council's service delivery now and into the future. Our workplace values and respects differences and operates in keeping with Council's values: Integrity; Courage; Respect, Sustainability and One-Team.

What

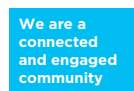
Council's Employee Services provides support, advice and information to staff, including staff attraction and retention, health and wellbeing initiatives, and ongoing learning and development. This service fosters a safe and equitable work environment where people are skilled, valued and supported.

Delivery Stream

- Organisational Development and Change
- Learning and Development
- Industrial Relations
- Attraction and Retention
- Work Health and Safety
- Workers' Compensation and Injury Management
- Remuneration and Performance Management

2032 Community Strategic Plan

United Nations Sustainable Development Goals



Finances (000'S)

Revenue \$146

Expense \$(10,115)

Net \$(9,969)

How

Provide strategic workforce planning and internal human resource management services.

Coordinate Council's Diversity, Inclusion and Belonging Program.

Facilitate employee learning and development, and educational support for Council's Cadet, Apprentice and Trainee program.

Performance management

Staff reward and recognition.

Provide Talent Acquisition support, advice and education to hiring managers, employees and candidates.

Provide Industrial Relations support, advice and advocacy.

Deliver Human resource policy development and review including Enterprise Agreement development and application.

Carry out workplace health, safety and wellbeing, worker's compensation and injury management.

Provide payroll services and support.

Coordinate workplace innovation and change.

Employee Services

Actions	Operational Plan 2022 2023	Operational Plan 2023 2024	Operational Plan 2024 2025	Operational Plan 2025 2026	CSP Ref:	Delivery Stream
Review and implement the Workforce Strategy 2022-2026	✓	✓	✓	✓	4.7	Organisational Development
Refresh Council's Attraction and Retention Strategies	✓		✓	✓	4.8	Organisational Development
Enhance Council's Diversity, Inclusion and Belonging Programs	✓	✓	✓	✓	4.8	Organisational Development
Implement Safety and Wellbeing Programs	✓	✓	✓	✓	4.8	Work Health and Safety

Supporting Documents

Workforce Management Strategy 2022 - 2026

Support Services

Financial Services

Responsibility *Chief Financial Officer*

Why

Council's resources are managed effectively to ensure long term financial sustainability.

What

Wollongong City Council is a large and diverse organisation that provides services from the funding it receives from its community through rates, grants, fees, and charges. Financial sustainability, conservation of Council's capital and operational efficiency are aims of this service. This is achieved through financial strategy, policy, budgets and controls; while ensuring Council meets its taxation obligations, investment return, and internal and external reporting that provides transparency about decision-making. A key focus of the service to maintain a high level of customer service to its internal and external stakeholders.

Delivery Stream

- Rates and Sundry Debtors
- Management Accounting and Support
- Financial Accounting and Control
- Funds Management
- Tax Management and Compliance

2032 Community Strategic Plan

United Nations Sustainable Development Goals

We are a
connected
and engaged
community



Finances (000'S)

Revenue \$224,899

Expense \$(13,167)

Net \$211,732

How

Development and management of Council's Financial Strategy and Policy.

Long term financial planning and management of financial performance, cash flow, working capital, in accordance with Financial Strategy.

Internal management accounting, budgeting, financial analysis, and financial acquittals.

Management of Asset Accounting.

Management of banking, loans, and investments in accordance with Council's Investment Policy.

Financial management systems, procedures, and training.

Ensuring Council's tax obligations are met.

Monitoring and reporting of financial compliance.

Managing Council's annual income and expenditure through the Delivery Program and Operational Plan.

Provision of accurate and timely monthly and quarterly financial reports and Council's Annual Financial Statement.

Development of Council's Revenue Policy, maintenance of rating information, billing and recovery of rates, and rates customer service.

Management of the payment of Council's suppliers.

Manage and further develop a compliance program to promote awareness of Council's Procurement Policies and Procedures and other related policies.

Financial Services

Actions	Operational Plan 2022 2023		Operational Plan 2023 2024		Operational Plan 2024 2025		Operational Plan 2025 2026		CSP Ref:	Delivery Stream
Review the rating structure to align to legislative changes					✓				4.8	Rates and Sundry Debtors

Supporting Documents

Financial Strategy
Our Resourcing Strategy 2032
Budget 2023-2024

Support Services

Governance and Administration

Responsibility Manager Customer and Business Integrity

Why

Council exhibits responsible decision making based on our values and collaboration and provides support and advisory services to all sections of Council to ensure proactive and informed implementation of Council policy and legislative requirements to the highest ethical standards.

What

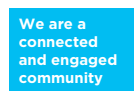
The Governance and Administration Service includes policy, internal audit, legal, insurance and claims management, procurement, risk management, Council meeting functions and corporate governance. The service also captures the Office of the General Manager and Executive Group, support for Councillors and the Professional Conduct Coordinator.

Delivery Stream

- Corporate and Councillor Support
- General Manager and Executive Group
- Corporate Governance and Internal Audit
- Legal Services
- Risk and Insurance Management
- Internal Ombudsman/Professional Conduct Coordinator
- Supply Chain Management
- Vehicle Management

2032 Community Strategic Plan

United Nations Sustainable Development Goals



Finances (000'S)

Revenue \$982

Expense \$(16,007)

Net \$(15,026)

How

Manage and monitor Council's Ethical Conduct Framework.

Councillor and Council Committee support.

Risk Management, risk registers and treatment plans, and insurances and claims management.

Management of delegations, policy register and governance procedure.

Provide access to the community to Council business including the business papers on Council's website and webcasting of Council meetings.

Deliver Council's internal audit function and Council's Audit, Risk and Improvement Committee.

Management of complaints, probity and investigations.

Effective resolution of claims against Council in a manner consistent with Council's policies, insurance, legal rights and obligations.

Develop, maintain and monitor business continuity planning and testing.

Provide legal advice and assistance.

Governance and Administration

Actions	Operational Plan 2022 2023		Operational Plan 2023 2024		Operational Plan 2024 2025		Operational Plan 2025 2026		CSP Ref:	Delivery Stream
Deliver the Internal Audit Program	✓		✓		✓		✓		4.7	Corporate Governance & Internal Audit
Facilitate the Local Government Elections in September 2024 and onboarding of the new Council					✓				4.7	Corporate Governance & Internal Audit

Supporting Documents

Not applicable to this Service

Support Services

Information Management and Technology

Responsibility *Chief Digital and Information Officer*

Why

Council uses technology to support services, secure information, and provide our community with equitable access to information and opportunities to inform decision making.

What

This service delivers digitally enabled, information driven and secure services that empower our customer community.

Delivery Stream

- Web Development and Integration Services
- Technology Infrastructure Services
- Information Management

2032 Community Strategic Plan

United Nations Sustainable Development Goals

We are a
connected
and engaged
community



Finances (000'S)

Revenue \$24

Expense \$(12,588)

Net \$(12,564)

How

Develop, implement and support Council's Information Management and Technology Strategy.

Delivery of high-quality customer support across the organisation.

Ensure Information Management Technology Infrastructure is fit for purpose and aligns with business needs.

Empower a data driven culture to enable Council to meet its strategic objectives.

Analyse, monitor and address risks of cybersecurity.

Ensure the organisations information technology takes advantage of emerging technologies, are optimised and aligned with business needs.

Information Management and Technology

Actions	Operational Plan 2022 2023		Operational Plan 2023 2024		Operational Plan 2024 2025		Operational Plan 2025 2026		CSP Ref:	Delivery Stream
Finalise the Information Technology Cloud Transformation Program	✓		✓		✓				4.1	Web Development and Integration Services
Pilot and expand the use of robust SMART technologies across Council	✓		✓		✓		✓		4.12	Information Management
Implement the CCTV Strategy	✓		✓		✓		✓		4.1	Technology Infrastructure Services
Implement the Cyber Security Strategy	✓		✓		✓		✓		4.1	Information Management
Continue to consolidate information technology systems and platforms	✓		✓						4.8	Technology Infrastructure Services

Supporting Documents

Information Management and Technology Strategy 2022-2024
 Our Resourcing Strategy 2032
 Coastal Zone Management Plan 2017
 Climate Change Mitigation Plan 2023-2030
 Climate Change Adaptation Plan 2022
 Sustainable Wollongong 2030

Support Services

Infrastructure Strategy and Support

Responsibility Manager Infrastructure Strategy and Planning

Why

Plan and deliver well managed assets and infrastructure to support Council's services and meet the needs of our community now and into the future.

What

This service includes the strategic management and technical planning of Council's infrastructure that supports all Council Services.

Delivery Stream

- Infrastructure Strategic Planning
- Capital Program Control
- Design and Technical Services
- Infrastructure Information and Systems Support
- Support Assets

2032 Community Strategic Plan

United Nations Sustainable Development Goals

Wollongong is a creative, vibrant city	We have a healthy community in a liveable city	We have affordable and accessible transport
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7 AFFORDABLE AND CLEAN ENERGY 	9 INDUSTRY INNOVATION AND INFRASTRUCTURE 	11 SUSTAINABLE CITIES AND COMMUNITIES 
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Finances (000'S)

Revenue \$267

Expense \$(10,310)

Net \$(10,043)

How

Integrated asset management planning and contribution of asset advice to strategy and plan development.

Provision of project management and oversight of capital works projects, design and technical services and information within Council.

Review and implementation of the Asset Management Strategy and Asset Management Plans incorporating latest methodology, asset condition and performance data.

Infrastructure Delivery Program development, budget and reporting as part of Council's Delivery Program and Operational Plan.

Lobby government for financial assistance to accelerate investment in key regional projects and community infrastructure projects.

Continue to respond and work with the community to review levels of service.

Establish a program to ensure Disability Discrimination Act compliance is integrated with Council's Asset Management Plans.

Infrastructure Strategy and Support

Actions	Operational Plan 2022 2023		Operational Plan 2023 2024		Operational Plan 2024 2025		Operational Plan 2025 2026		CSP Ref:	Delivery Stream
Develop and regularly review Asset Management Plans to ensure appropriate investment in Council's asset base	✓		✓		✓		✓		4.8	Infrastructure Strategic Planning
Progressively implement the Asset Management Improvement Program	✓		✓		✓		✓		6.7	Infrastructure Strategic Planning
Seek external funding to support core services that Council provides in the Infrastructure Delivery Program	✓		✓		✓		✓		6.7	Infrastructure Strategic Planning

Supporting Documents

Our Resourcing Strategy 2032
 Asset Management Strategy 2032
 Asset Management Plans
 Access and Movement Strategies
 Town and Village Plans
 Site specific Masterplans
 Illawarra - Shoalhaven Smart Region Strategy
 Port Kembla 2505 Revitalisation Strategy
 State Emergency Service - Service Level Agreement
 Disability Inclusion Action Plan 2020-2025
 Coastal Zone Management Plan 2017
 Climate Change Mitigation Plan 2023-2030
 Climate Change Adaptation Plan 2022
 Sustainable Wollongong 2030
 Animating Wollongong Public Art Strategy 2022-2032
 Lake Illawarra Coastal Management Program 2020-2030
 Sportsgrounds and Sporting Facilities Strategy 2023-2027



Support Services

Measuring Success

Financial Services

Measures	Target/Desired Trend
Available funds	3.5% to 5.5%
Operating result (pre capital)	Small operational surplus (average over 3 years)

Information Management and Technology

Measures	Target/Desired Trend
Formal GIPA applications processed within 20 days	100%
Records and Information Management maturity (as defined by NSW State Archives and Records Authority)	Increase



Image: Wollongong City Council staff, Burelli Street Wollongong

Image: King George V Oval,
Port Kembla

Funding at a glance

The charts and tables below provide a snapshot of Council's estimates for sources of revenue and expense categories for 2024-2025. More detailed information is provided in Attachment 1 - Budget 2024-2025 and Attachment 3 - Revenue Policy, Rates, Annual Charges and Fees 2024-2025.

The Delivery Program 2022-2026 and Operational Plan 2024-2025 is based on Council's assumptions and indices including

a 5.0% rate increase set by the Independent Pricing and Regulatory Tribunal (IPART).

The rapid increase in some current costs and future cost estimates has already created a gap between the IPART approved Rate increase of 5.0% and Council's estimated costs for 2024-2025 and beyond. Further detail is provided in the Budget 2024-2025 and Revenue Policy, Rates, Annual Charges and Fees 2024-2025.

Projected Sources of Revenue

Revenue Type	2024-2025 Budget (\$M)	2025-2026 Budget (\$M)	2026-2027 Budget (\$M)	2027-2028 Budget (\$M)
Rates and Annual Charges	247.0	257.0	268.0	279.5
Grants and Contributions - operating	33.2	30.8	31.1	31.7
User Charges + Fees and Other Revenue	52.9	54.6	56.2	57.8
Fair Value Adjustment on Investment Properties	0.2	0.2	0.2	0.2
Interest + Investment Revenues	6.2	6.1	6.3	6.7
Capital Grants and Contributions	27.5	67.0	54.4	40.3
Total Income from Continuing Operations	367.0	415.7	416.1	416.2



Funding at a glance

Projected Expenses

Expense Type	2024-2025 Budget (\$M)	2025-2026 Budget (\$M)	2026-2027 Budget (\$M)	2027-2028 Budget (\$M)
Employee Costs less Internal Charges	142.4	146.7	151.5	156.4
Borrowing Costs	0.6	0.6	0.3	0.4
Materials, Contracts, Other Expenses	124.1	127.5	127.8	135.4
Depreciation	87.1	90.4	93.7	97.9
Profit/Loss on Disposal of Assets	-28.5	0.0	0.0	0.0
Total Expenses from Continuing Operations	325.7	365.1	373.3	390.0

Capital Budget 2024-2025 - 2027-2028 Summary

The table below demonstrates Council's four year commitment to asset renewal with a significant allocation of capital expenditure. This approach goes towards improving key community assets and delivering on community priorities including roads, community buildings, footpaths and cycle ways and public facilities.

Capital Budget Funding Sources

Revenue Type	2024-2025 Budget (\$M)	2025-2026 Budget (\$M)	2026-2027 Budget (\$M)	2027-2028 Budget (\$M)
Operational Funds	63.8	65.7	70.5	72.8
Asset Sales	3.5	2.4	2.7	1.7
Grants and Contributions including Developer Contributions (previously s94)	21.0	49.7	28.8	4.5
Restricted Cash (internal and external)	15.5	7.0	21.2	12.9
Borrowings	0.0	0.0	0.0	0.0
Other Capital Contributions	9.2	6.7	14.6	14.1
Total	113.0	131.4	137.8	106.1

Council's Supporting Document Roadmap

Our Wollongong Our Future 2032 Community Strategic Plan represents the highest level of strategic planning undertaken by Council. Council has many other strategies and plans for specific focuses that are developed following planning and engagement.

Council refers to its adopted strategies and plans as Supporting Documents. These direction setting documents support the development of the Community Strategic Plan, Council's Resourcing Strategy, Delivery Program and Operational Plans.

These documents include goals, strategies and actions specific to a project or location. However, until the actions are enabled through resourcing and included in the Delivery Program and Operational Plan, they remain aspirational.

Council's Supporting Documents have been considered in the development of the Community Strategic Plan. These Supporting Documents have been informed by extensive data, research and community input, making them an important source for consideration in the future vision and goals for the Wollongong Local Government Area.

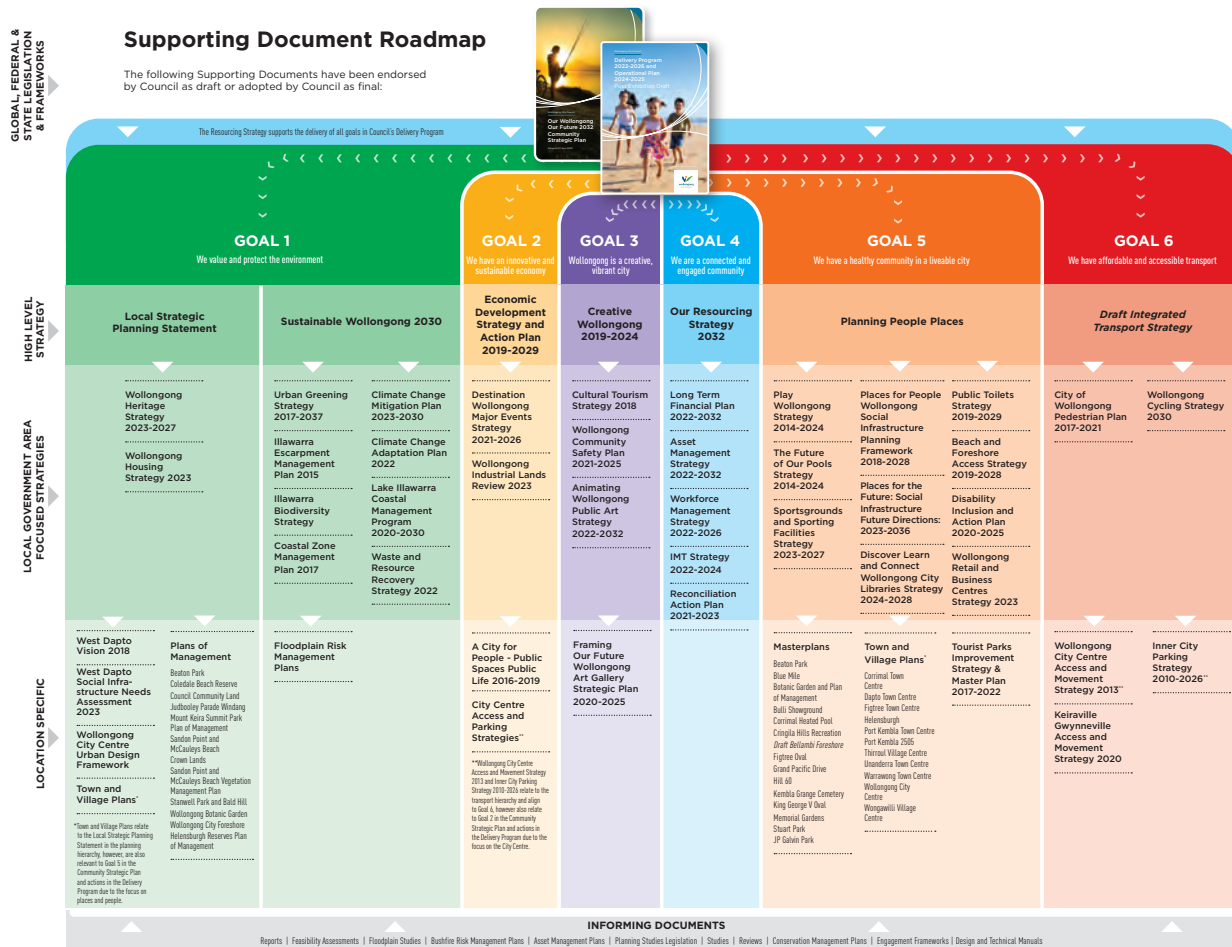




Image: Bald Hill Lookout, Stanwell Park



The relationship between the Community Strategic Plan and other Strategies and Plans



Image: Knitting Nannas at Wollongong City Library

The United Nations Sustainable Development Goals (Global Goals)

The Global Goals were agreed and adopted by the United Nations member states, including Australia, in September 2015 as part of the 2030 Agenda for Sustainable Development. Seventeen Goals underpinned by 169 targets will guide efforts to increase global well-being by addressing some of society's key challenges.

As the goals relate to the global environment, some of the issues that are explored are not as relevant to Wollongong as they are to developing

countries. There are other goals, such as Sustainable Cities and Communities that are very relevant to Local Government, and focus on urban planning and accessible transport.

Each of the Global Goals have been considered in the preparation of this Plan, and where there is alignment, the Global Goals have been mapped to each strategy in this Community Strategic Plan, and linked to our local goals below.

Our Wollongong Our Future Goals							
We value and protect our environment	6 CLEAN WATER AND SANITATION	7 AFFORDABLE AND CLEAN ENERGY	11 SUSTAINABLE CITIES AND COMMUNITIES	12 RESPONSIBLE CONSUMPTION AND PRODUCTION	13 CLIMATE ACTION	14 LIFE BELOW WATER	15 LIFE ON LAND
We have an innovative and sustainable economy			1 NO POVERTY	8 DECENT WORK AND ECONOMIC GROWTH	9 INDUSTRY, INNOVATION AND INFRASTRUCTURE	11 SUSTAINABLE CITIES AND COMMUNITIES	13 CLIMATE ACTION
Wollongong is a creative, vibrant city			5 GENDER EQUALITY	8 DECENT WORK AND ECONOMIC GROWTH	10 REDUCED INEQUALITIES	11 SUSTAINABLE CITIES AND COMMUNITIES	16 PEACE, JUSTICE AND STRONG INSTITUTIONS
We are a connected and engaged community			4 QUALITY EDUCATION	5 GENDER EQUALITY	8 DECENT WORK AND ECONOMIC GROWTH	10 REDUCED INEQUALITIES	11 SUSTAINABLE CITIES AND COMMUNITIES
We are a healthy community in a liveable city	1 NO POVERTY	2 ZERO HUNGER	3 GOOD HEALTH AND WELL-BEING	5 GENDER EQUALITY	10 REDUCED INEQUALITIES	11 SUSTAINABLE CITIES AND COMMUNITIES	14 LIFE BELOW WATER
We have affordable and accessible transport					3 GOOD HEALTH AND WELL-BEING	9 INDUSTRY, INNOVATION AND INFRASTRUCTURE	11 SUSTAINABLE CITIES AND COMMUNITIES



Image: Aboriginal Smoking Ceremony,
Viva la Gong Festival, Wollongong





Image: Wollongong Botanic Garden

Appendix 1: Our Wollongong Our Future 2032 Community Strategic Plan Planning Principles

Our Wollongong Our Future 2032 is underpinned by the Social Justice Principles of equity, access, participation and rights. These principles are our community's 'rights to the city' and are reflected throughout this document via the provision of infrastructure, recognition of our diverse population, and through democratic and effective governance.

These principles have also been applied in the development of this Delivery Program and Operational Plan.

Our Community Engagement Policy outlines Council's commitments and principles for engaging with our community. In developing the Community Strategic Plan, we wanted to push our engagement goals further than we have before and aimed to:

Increase the accessibility of our engagement

Use Plain English, Easy English, translated materials and various engagement methods.

Increase the diversity participants

Use methods to reach people with disability, Aboriginal people, CALD, LGBTQIA + community, people experiencing homelessness, young people and children.

Understand the aspirations of our community

Undertake meaningful engagement, ask purposeful questions and use methods to ascertain the vision our community has for Wollongong.

Create a memorable, innovative campaign

Use new and creative approaches to spark interest and engage with our community.

Our Sustainability Commitment

Wollongong City Council will work to protect our local environment, reduce the use of natural resources and to support our quality of life for present and future generations. We will demonstrate leadership and responsible planning and decision-making to avoid any harmful local and global effects of our actions. We will also work in partnership with the community, stakeholders and other government organisations to achieve our sustainability and climate change commitments.

A quadruple bottom line approach, based on achieving integrated sustainability through the interlinked areas of environmental, social, economic and governance activities, underpin Council's commitment to sustainability. Principles have been developed which further clarify how these areas will be considered by Council in carrying out its operations.

Governance:

- a) We value sustainability leadership and will demonstrate how sustainability can be practically implemented;
- b) We believe that sustainability should be intrinsic to all decision-making and will incorporate it as a fundamental component of all Council processes;
- c) We support understanding of the importance of sustainability and will improve sustainability awareness throughout Council and the community; and
- d) We recognise the importance of issues beyond our borders and aim to create a balance between local and global issues.

Environmental sustainability:

- a) We respect our natural resources and will work to protect and enhance these for current and future generations;
- b) We value our natural biodiversity and will work to protect and enhance local native habitat;
- c) We treasure our coastal areas and waterways and will work to maintain their health and special qualities;

- d) We will not undertake any actions that have a potential risk to cause serious harm to the community or the environment even in the absence of scientific certainty (the precautionary principle);
- e) We recognise the importance of access to fresh, local and sustainably produced food.
- f) Climate Change - Council is committed to a whole of organisation approach to reducing the impacts of climate change, from planning for future sustainable infrastructure, to modes of transport, planning considerations and community education

Social-cultural sustainability:

- a) We respect universal social justice and will work to improve community wellbeing and quality of life;
- b) We value social equity and believe that services, facilities and community amenities should be accessible and equitable;
- c) We support equal rights and constructive engagement with the community in decision-making;
- d) We will actively involve people from diverse linguistic, cultural and spiritual backgrounds.

Economic sustainability:

- a) We will use resources efficiently and responsibly and reduce our ecological footprint;
- b) We support sustainable asset management principles;
- c) We understand the impact of poverty on quality of life and will work to address disadvantage in our community;
- d) We value a strong local economy and will encourage the use of local businesses and resources in our operations;
- e) We believe in local economic growth that respects our natural heritage and values and will foster sustainable and green economic opportunities.

Appendix 2: Terms Used in This Plan

ABS Census	Australian Bureau of Statistics (ABS) undertakes a census every five years. The census provides information about the characteristics of the Australian population and its housing within small geographic areas and for small population groups. This information supports the planning, administration, policy development and evaluation activities of governments and other users. The Census provides a snapshot of the nation. Data gathered helps decide what funding is needed for infrastructure, community services and facilities.
Annual Report	Report on the achievements in implementing the Delivery Program and the effectiveness of the principal activities undertaken in achieving the objectives in the Community Strategic Plan at which those activities are directed.
Asset Management Strategy	A ten year strategy included in Council's Resourcing Strategy for the provision of asset and infrastructure resources required to implement the Community Strategic Plan.
Biodiversity	Has been described as the 'web of life' 'the variety of living things' or 'the different plants, animals and micro-organisms, their genes and ecosystems of which they are a part'.
Community	Includes residents, rate payers/land owners, business owners and operators, people who work in the local government area, visitors, government agencies, users of council services, local community groups and associations.
Community Goal	These are about the end result we want for children, adults, families, business and communities.
Community Indicators	Are a way to track trends in quality of life for the community and are used as a basis for improving community engagement, community planning and policy making.
Community Strategic Plan	A plan which identifies the community's main priorities and aspirations for the future of the local government area. This plan is for a minimum of ten years.
Delivery Program	Details the principal activities to be undertaken by Council to implement strategies established by the Community Strategic Plan.
Global Goals	Seventeen Global Goals adopted by the United Nations member states, including Australia, in September 2015 as part of the 2030 Agenda for Sustainable Development.
Governance	The values, policies and procedures Council and its staff adopt, to provide ethical, transparent and accountable local governance.
Green Technology	Technology that is considered environmentally friendly based on its production process or supply chain.
Infrastructure	Is built structures like roads, railways, airports, water supply, sewers, power grids, telecommunications, buildings and facilities.
Innovative	Using or showing new methods, ideas.
Liveable	The degree to which a city meets the needs of the residents who live there.

Appendix 2: Terms Used in This Plan

Long Term Financial Plan	Included in Council's Resourcing Strategy for the provision of resources required to implement the Community Strategic Plan. This is the point where long-term community aspirations and goals are tested against financial realities.
Objectives	Outlines a series of sub-goals required to achieve the Community Goals.
Operational Plan	Details the services and activities to be delivered by Council during the year.
Principles	Are a set of high-level statements or goals used to guide our thinking and activities. They provide a framework for decision making and action, and form the basis for developing action-oriented goals and objectives.
Quadruple Bottom Line (QBL)	A balanced and holistic approach to achieving sustainability. This means that social, environmental, economic and civic leadership considerations must be addressed in planning, decision making and reporting.
Quarterly Review	Reports on progress against indicators and major projects in our Delivery Program and Operational Plan.
Resourcing Strategy	Consists of four components, these are the Long Term Financial Plan, Workforce Management Strategy, Asset Management Strategy and the Information Management and Technology Strategy. The Resourcing Strategy is where Council outlines who is responsible for what, in terms of the issues identified in the Community Strategic Plan. The Resourcing Strategy focuses in detail on matters that are the responsibility of Council, and looks generally at matters that are the responsibility of others.
State of the City Report	Reports on progress achieved toward the Community Strategic Plan.
Strategies	How we plan to achieve the objectives.
Supporting Document	Council's aspirational strategies and plans. Supporting Documents include actions that are considered for resourcing as part of the Delivery Program.
Sustainability	There are many different views in what constitutes a 'sustainable community'. Wollongong City Council carries out its decision-making based on the principle of sustainability which is based on environmental, intergenerational, social, economic equity and good governance.
Stormwater Quality Improvement Device (SQID)	Stormwater Quality Improvement Devices are designed to remove a wide range of pollutants including sediments, metals, oils, nutrients, and gross pollutants from stormwater before it has a chance to join any natural bodies of water.
Vision	Our community's aspiration for how we want our city, our community and our lives to be in the future.
Wollongong	Refers to the whole of Wollongong Local Government Area.
Workforce Management Strategy	Included in Council's Resourcing Strategy for the provision of workforce resources required to implement the services Council is responsible for as outlined in the Community Strategic Plan. This Strategy addresses the human resourcing requirements of Council's Delivery Program.



Image: Coledale Beach

Acronyms and Symbols used in this plan

ABS	Australian Bureau of Statistics
CBD	Central Business District
EPA	Environment Protection Authority
GIPA	Government Information (Public Access) Act 2009
HVAC	Heating Ventilation and Air Conditioning
IMT	Information Management and Technology
LGA	Local Government Area
LTFM	Long Term Financial Model
NAIDOC	National Aborigines and Islanders Day Observance Committee
NGO	Non-Government Organisation
SAMP	Strategic Asset Management Plan
SQID	Stormwater Quality Improvement Device
WCC	Wollongong City Council



*Image: Ghost Trees
by artist Greer Taylor,
Sculpture in the Garden
at Wollongong Botanic
Garden. Tad Souden
Photography*

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Our Wollongong Our Future

From the mountains to the sea, we value and protect our natural environment and will be leaders in building an educated, creative, sustainable and connected community.

We value and protect our environment

We have an innovative and sustainable economy

Wollongong is a creative, vibrant city

We are a connected and engaged community

We have a healthy community in a liveable city

We have affordable and accessible transport



Wollongong City Council

Attachment 1 Budget 2024-2025 Post Exhibition Draft

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Introduction

Council adopted its current Financial Strategy in 2021. That Strategy recognised that Council had reached its targets for financial sustainability and made commitment to maintain that position. In late 2022, global and Australian economic conditions became unstable, resulting in high inflation and supply shortages for employees, contractors and materials. As a result, long term sustainability has become more challenging as the cost of delivering Council services and maintaining long lived infrastructure has increased while rates revenues have not increased at a proportionate level. The recorded value of Council assets has substantially increased, indicating a higher cost of renewal in the long term and an immediate increase in the depreciation amounts reported by Council.

Council has responded financially to these issues to date by restraining costs, delaying some works where reasonable value could not be achieved, utilising existing reserves and through the assistance of additional funding from other levels of government. During this time, Council has been able to broadly maintain its financial strength and has continued to exceed expectations in certain areas allowing some savings to be retained as restricted assets.

Council's Financial Strategy requires new actions to achieve long term financial sustainability that will maintain existing levels of service into the future without abnormal rate and pricing impost. As Council has limited resources, funded primarily by the Wollongong community, there are goals and tasks included in the current Operational Plan that aim to improve the capacity of the organisation to respond to increases in service cost and demand. This work will be carried out over the next year and will lead to an updated Financial Strategy in the next planning cycle, inclusive of actions that provide for long term financial sustainability.

Council's Transport and Stormwater asset revaluation at the end of 2022 resulted in a significant increase of recorded asset values and a \$20.5M per annum increase in depreciation compared to budget. The asset valuations are based on existing asset management plans and accounting estimates that are currently being tested through a substantial review of Council's Asset Management Plans. Asset valuation changes have negatively impacted Council's Key Financial Performance Indicators (KPIs). This does not impact the deliverability of the current Delivery Program, although rising costs and future asset renewals will need to be addressed in the medium term to ensure continued financial sustainability. Council's ability to increase services, service levels, or manage the increased cost of asset renewal, will remain limited in the short term.

While asset costs are represented as the primary cause of changes to the underlying financial sustainability of Council, the issue is caused by the mismatch between revenue, primarily rates and the cost of managing those assets to provide the continuing services levels agreed.

The Rate Peg, set by the Independent Pricing and Regulatory Tribunal of New South Wales (IPART), previously used a set of pricing indices that represent a generic 'basket of goods' used by Local Government (Local Government Cost Index) to determine the level of increase in rates. IPART introduced an updated Rate Peg methodology in 2023-2024 that reflects increases in price index (Consumer Price Index & Producer Price Index), wages, superannuation guarantee and changes in the Emergency Services Levy. The updated methodology is based on forward-looking forecasts and more up-to-date references. The 2023-2024 Rate Cap was based on indexation from July 2021 to June 2022, which was well below the increased costs incurred by Council in the period. Some of the shortfall created using prior period indices was expected to be recovered in 2024-2025 when higher indices were to be applied while Council would be experiencing lower levels of inflation. The timing of this change has meant that the historically high inflation hikes of 2022-2023 has largely been missed in this calculation creating substantial shortfall in Funds Available from Operations in Council's budget for 2023-2024 and beyond negatively impacting Council's financial sustainability over the long term.

While Council has supported the changed methodology being applied by IPART, it was strenuously argued that the implementation required appropriate recognition in the change process to ensure the period of high inflation was applied in a financially responsible way to ensure longer term sustainability. This was not achieved through the change implemented by the NSW Government.

On the positive side, Council has continued to obtain State and Australian Government funding. Some of which is related to disaster recovery (primarily flooding) and some related to planned new and enhanced infrastructure that improve service and reduce reliance on Council's own funds for construction. This funding is now a vital part of balancing the Financial Plan for the next two years of the Delivery Program and has required some rephasing of the Infrastructure Delivery Program over the term of the Plan.

Based on the presented estimates and assumptions, Council's position will be responsibly managed with actions in place to control spending to offset some of the short term rates shortfall. Further actions are being developed to address longer term asset management and lifecycle cost issues. It is considered that options are available to review the asset management assumptions and life cycle cost estimates to better reflect optimised practices available for some asset classes. It is also acknowledged that in line with increasing values, additional allocation may be required to maintain assets in future periods.

Assumptions in the current Long Term Financial Plan continue to include a significant level of risk caused primarily by external factors including volatile economic conditions. Wage and other cost indexation remain a substantial risk, albeit the significant uplift in these costs have already been factored into forecasts. There is continuing risk of costs being imposed on Council and Local Government by other levels of government through legislation, pricing control, indirect taxation and other forms of cost shifting that are not funded with matching revenue opportunities.

Council's ability to invest additional funds in increased services, service levels, or manage the increased cost of asset renewal is limited in the short term, however, Council is acting to review its Financial Strategy and optimise services over the coming periods with the view to creating capacity to do more.

Despite these challenges, Council remains committed to achieving an extensive Infrastructure Delivery Program to ensure the highest levels of renewal and construction activity is maintained.

Financial Strategy

Council is committed to the principles of financial sustainability and good financial management. Financial sustainability is defined as where the planned, long term service and infrastructure levels and standards of Council can be met without unplanned increases in rates or disruptive cuts to service.

Financial forecasts are built within the parameters of Council's Financial Strategy (Council Policy) that provides the direction and context for decision making in the allocation, management and use of Council's limited financial resources. The Financial Strategy sets the parameters within which Council plans to operate to provide financial stability, affordability, focus and efficiency (value for money), over the short, medium and longer terms. The key performance indicators outlined in the Financial Strategy are supported by clear targets for these to support continuous measurement of financial sustainability.

The Financial Strategy is reviewed on an ongoing basis and targets modified over time to reflect Council's financial sustainability, maturity, evolution and to respond to crisis and external influences. The Financial Strategy is viewed as an enabling Strategy that provides the guiding principles to provide financial stability.

The current Financial Strategy has clear objectives including:

- Council will aim to maintain Available Funds between 3.5% and 5.5% of Income from Continuing Operations [pre-capital].
- Council will plan to maintain a small Operating Result surplus (average over three years) in the future (*currently not achieved, actions commenced to improve*).
- Council's annual allocations to Operating and Capital Budgets will generally not exceed anticipated cash inflows. Where the Available Funds level is above minimum requirements, additional funds will be transferred to the Strategic Projects Restricted Asset and consideration given to the allocation of funds through the Strategic Planning process.
- Council will plan for Funds Available from Operations to at least equal depreciation (*current shortfall, actions commenced to improve*).
- In determining the approval of budget for additional or enhanced assets, Council will ensure that the whole of life cost is considered and is able to be sustainably accommodated within future forecasts.
- Council will actively consider borrowings through its Resource Strategy and Capital Budget as a source to finance timing mismatches between cash availability and expenditure requirements and to provide for intergenerational equity where it is determined to be applicable.

Financial Forecasts

The financial forecasts contained in this document provide a financial view that support the Service levels and outcomes documented in the Resourcing Strategy and Delivery Program 2022-2026 and Operational Plan 2024-2025.

Forecasts have been informed by current asset management plans, capital program timing and are supported by a range of underlying indices and assumptions discussed throughout this document.

The development and maintenance of Council's forecasts are centred around a 10 year continuous budget process that is updated in line with longer term annual delivery planning, regular reviews and resets of assumptions and indices, Quarterly Review changes and one-off changes where new information leads to a requirement to alter forecasts. Underlying indices support the long term forecasts and are revised through the strategic planning process to reflect recent economic indicators. The greatest risk in this process is that underlying indices, particularly the correlation between the rates index and cost of service, are mismatched in the future.

The key revised financial forecasts for the years 2024-2025 to 2027-2028 are shown in the tables below.

KEY INCOME & EXPENSE RESULTS				
	2024-2025 Budget \$M	2025-2026 Forecast \$M	2026-2027 Forecast \$M	2027-2028 Forecast \$M
Operating Result [pre capital]	13.9	(16.4)	(11.6)	(14.1)
Funds Available from Operations	66.3	68.6	72.7	77.3
Available Funds	16.4	16.6	15.7	16.2

While Council aims to achieve a small Operating Surplus [pre capital], estimates show a surplus is not forecast in the forward plans. This has occurred due to increased asset values and subsequent recurrent depreciation (variation to budget) that occurred in late 2022. While there remains a deficit budget, it is considered Council's financial position is sustainable in the short to medium term with the actions currently in place to manage the revenue shortfall while addressing longer term asset management and lifecycle cost issues.

Strategic Projects Restricted Asset Investment

In years where Council has achieved financial savings beyond the targets set in the financial forecasts, funds have been transferred to Strategic Projects internally restricted asset to be held for allocation through the strategic planning cycle. This has provided a level of additional capacity that can be applied to enhance some service deliveries, accelerate planned projects, or introduce additional projects. The Operational Plan 2024-2025 includes capital and operational projects that are non-recurrent or fixed duration to be funded from Strategic Projects restricted cash. The funding made available to projects from the Strategic Projects restricted asset over the next four years are detailed in the diagram below. Note that these amounts are funded from the Strategic Projects Restricted Asset and may not represent the full cost of the projects.

Diagram 1

PROPOSED PROJECTS & PROGRAMS				
Funded From Strategic Projects Restricted Cash				
Project Description	2024/25 Budget Working \$'000s	2025/26 Forecast Working \$'000s	2026/27 Forecast Working \$'000s	2027/28 Forecast Working \$'000s
Capital Projects				
Southern Suburbs Library & Community Centre	-	173	-	-
Helensburgh Library + Community Centre	-	-	3,000	-
Traffic Facility Improvements (50% RMS)	350	750	100	-
King George V Masterplan Picnic Shelter	10	235	-	-
Mount Kembla Mountain Bike Amenities	20	-	-	-
Balgownie Mountain Bike Amenities	20	-	-	-
Balgownie Mountain Bike Access Civil works	25	-	-	-
Kembla Heights Village Car Park	120	-	-	-
Illawarra Escarpment Mountain Bike Project - Subject to external grant funding (*)	-	-	-	-
	545	1,158	3,100	-
Supporting Documents				
West Dapto Review WaterCycle Masterplan	75	-	-	-
Bulli Showground Masterplan	21	-	-	-
Hill 60 Tunnels Reopening - Detailed Concept Plans	100	-	-	-
Mount Keira Summit Park Interpretation Design Guide	-	50	-	-
Battery Park, Smiths Hill & Flagstaff Hill Forts Heritage Consultant	70	-	-	-
Botanic Gardens Design Investigation for Asset Improvement	60	146	-	-
Feasibility Study Synthetic Football Pitch in Planning Area	87	-	-	-
Draft Bulli Showground Masterplan - Feasibility Assessment and Community Consultation	103	-	-	-
Thirroul Village - Character and Heritage Study	-	-	-	152
Asset Management Planning	60	-	-	-
Social Infrastructure Planning Framework - Bong Bong Town Centre Library and Community Centre Feasibility	-	-	50	-
	576	196	50	152
Other Non-Recurrent Projects				
Wollongong Biennial Acquisitive Sculpture Award	140	-	140	-
Thirroul Beach, Stuart Park South Amenity	40	-	-	-
Illawarra Performing Arts Centre Additional Support	65	-	-	-
Wollongong Learning City Project	68	-	-	-
Interpretive Historical Signage Grand Pacific Walk	120	-	-	-
Outdoor Dining Fee Waiver	192	-	-	-
Civic Christmas Carol Event Funding	55	57	-	-
Animal Care & Impounding Services Strategy	213	173	-	-
	893	230	140	-
ANNUAL TOTAL	2,014	1,584	3,290	152
Cumulative total funded from Strategic Projects Restricted Cash				7,040

* An allocation of \$1.25M has been made from Strategic Projects Restricted Asset Post Exhibition which is outside the 4-year shown in Diagram 1. The allocation of funds will only be realised if Council is successful in receipt of external grant funding for the Illawarra Escarpment Mountain Bike project.

Key Performance Indicators

The long term forecasts presented below are indicative of Council's existing position. Council has a continuous budget process that revises the long term forecasts in line with quarterly changes and resets assumptions and indices annually or where new information leads to an immediate requirement to change the indices. The projected long term indicators are primarily based on existing assumptions and indices from the Community Strategic Plan, Delivery Program and Resource Strategy and the Long Term Financial Plan.

Financial Position - Available Funds

Available funds are funds Council has earned but not allocated to specific expenditure in the past or future.

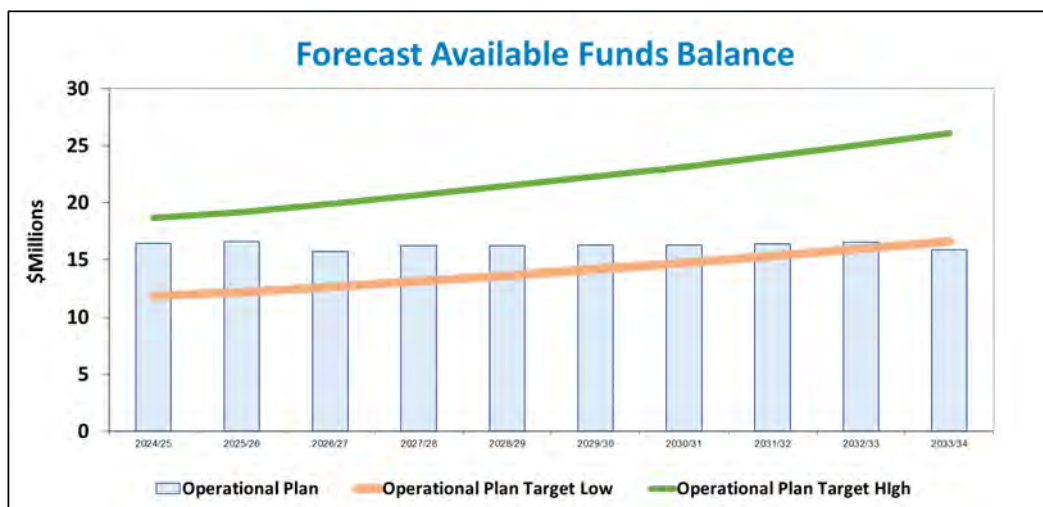
They are held as Council's savings and are used to act as a buffer against unanticipated future costs or can be used to provide flexibility to take advantage of opportunities that may arise.

Council aims to maintain Available Funds (the unallocated portion of all future revenues) between 3.5% and 5.5% of Income from Continuing Operations [pre-capital].

While the Available Funds balance may fall below or towards the bottom of the targeted level during the period, the Financial Strategy provides an onus in our planning to ensure adequate adjustment is made to restore the balance through future programs within an acceptable timeframe.

The diagram below provides the forecast levels of Available Funds together with the targeted upper and lower levels of funds required to be held.

Diagram 2



Operational Performance – Operating Result [pre capital]

Council's Financial Strategy targets a small operational surplus [pre capital] (average over three years).

The Operating Result [pre capital] is one of the main indicators of the long term financial viability of Council. The long term nature of Operating Result is often misunderstood by reflection on single year surplus or deficit results that may be impacted by unusual circumstances or events.

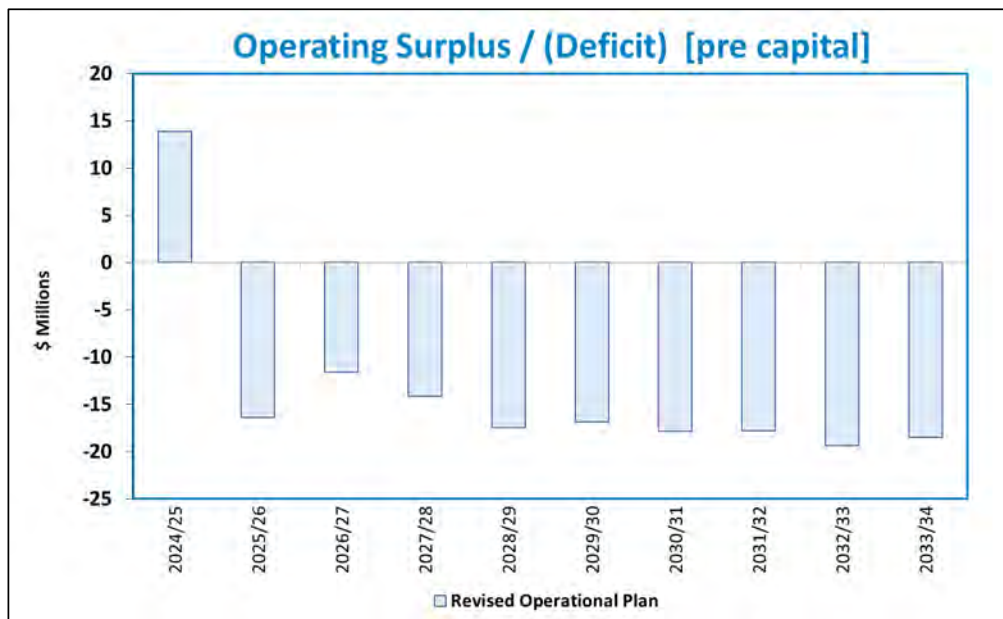
In broad terms, a deficit from operations over time indicates that Council is not earning sufficient revenue to fund its ongoing operations (services) and renewal of assets, which are an integral part of that service when required. This measure should be viewed over the long term as annual results may be impacted by timing.

The Operating Result is inclusive of depreciation, which is an accounting estimate to reflect the annualised consumption of an asset over its lifetime (asset value divided by life of the asset). The fair value of Council's long-lived assets are assessed annually through a comprehensive revaluation process or a review of movements in relevant indices based on the best available and evidenced accounting and engineering data. Council comprehensively revalued Stormwater and Transport assets

and applied indexation to other assets at 30 June 2022. All major asset classes were indexed at 30 June 2023. This led to a substantial increase in the depreciation forecast and a deterioration in the Operating Result. Comprehensive revaluations are in process for Buildings, Land, Other Structures, and Art & Antiquities for 2023-2024 which will likely have a material impact on future depreciation estimates. Council will be working to develop revised and further advanced evidence to create greater confidence in estimates and work towards optimisation approaches to reduce the currently reported gap.

The diagram below shows Council's Operating Result [pre capital].

Diagram 3



Operational Performance – Funds Available from Operations

The Financial Strategy requires Council plan for a Funds Available from Operations result at least equal to depreciation.

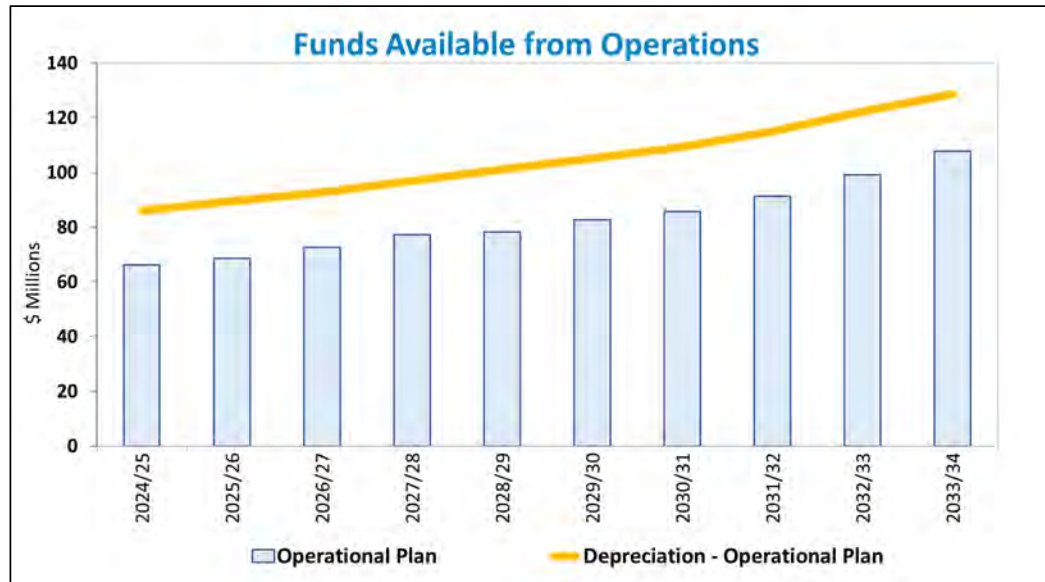
Council receives income and elects to spend that money on day to day activities to provide services and operate the organisation. This is reflected in the Income and Expense Statement. The Operating Result [pre capital] disclosed in the Income Statement includes depreciation and other non-cash expenses, so a deficit Operating Result can still produce an operating cash surplus. It is this cash surplus that is available to fund the renewal of existing assets that Council considers a more reliable indicator of future sustainability. Cash does not change when depreciation is adjusted.

The forecast Funds Available from Operations has been compared against the level of depreciation, as this was Council's proxy for the average funding required to renew existing assets at their end of current life. This does not reflect the need for funds on an annual basis due to the varying useful lives and renewal requirements of Council assets. Current Funds Available from Operations are considered sufficient to deliver renewal requirements through the current planning period as detailed in the Infrastructure Delivery Program.

Council's Financial Strategy acknowledges not all Funds Available from Operations will be applied to renewing assets and assets will not always be replaced on a like for like basis. Provision is required for upgraded, enhanced and new assets as community demands and expectations change. Additional capacity is created where: existing asset renewal is funded from other revenue sources such as grants and contributions; efficiencies in the replacement or life of assets is achieved; additional rate revenue is received through growth and rationalisation of assets is achieved while maintaining an agreed service level. While additional capacity from these sources is likely over time, it is not easy to forecast and will therefore be introduced as realised or further certainty is achieved.

Diagram 4 shows Council's forecast Funds Available from Operations position.

Diagram 4



Note: The depreciation figures in the diagram above exclude the depreciation on Waste Remediation, State Emergency Services & Rural Fire Service vehicles, right-of-use assets and Home and Community Care vehicles that do not require funding from Council.

Borrowings

The Financial Strategy requires that:

- Council will actively consider borrowings through its Resource Strategy and Capital Budget as a source to finance timing mismatches between cash availability and expenditure requirements and to provide for intergenerational equity, where determined applicable.
- Borrowings will be considered for investment in assets acquired to provide additional service and service level or to provide for timing mismatches in asset renewal funding.
- Internal borrowing will be applied first where funds are available and determined to be more economical.
- Interest on internal borrowings will be costed to Income Activity Services to reflect the opportunity cost and be applied in business cases to reflect actual return on investment.
- Borrowing terms will preferably be structured to match, but not exceed, asset life where there is appropriate product in the market to do so.

Council's current external loans will be fully extinguished in the coming year. Council's current forecasts indicate Council will remain a low debt user although capacity remains for Council to take on new debt in line with our Financial Strategy. The timing of infrastructure development and progress for West Dapto release areas and other asset requirements is continuously reviewed to determine need for debt financing. Current modelling for West Dapto development and asset requirements indicates there is a possibility that some infrastructure assets will need to be built in preparation for development and could require borrowing in future years. If that were to occur, the debt would be repaid by future development contributions and restricted assets created from revenue growth in the West Dapto area.

At this stage, the Long Term Financial Plan does not indicate debt financing will be required, however, this could change as development is realised over the period. The extent of borrowing requirements will be dependent both on timing of infrastructure provision and availability of other funding sources such as grants and contributions.

Within the next four years, internal borrowings will be required for the Waste Facility. This is discussed in further detail within the Borrowing Costs section.

Other Considerations

Supporting Document Development Initiatives

The terminology 'Supporting Documents' is used at Wollongong City Council in reference to a range of documents that includes plans, strategies or studies that inform future direction and priorities. Council has a large number of Supporting Document initiatives that have not yet been funded through the strategic planning process. The large volume of Supporting Documents provides clear, longer term intent and direction for Council in terms of what it would like to do and what it will endeavour to do with the resources that may be available. These Supporting Documents are important in planning future Council services and are used to identify and respond to opportunities for future external funding and/or an increase or redirection of own source funds available to Council.

A listing of new or renewed Supporting Document development projects (and unallocated funding – Centralised Studies and Plans) included in the Budget 2024–2025 to 2027-2028 is provided below.

Supporting Documents - Planning Studies & Investigations				
Service & Project	2024/2025	2025/2026	2026/2027	2027/2028
	Budget \$'000s	Forecast \$'000s	Forecast \$'000s	Forecast \$'000s
Centralised Studies & Plans	28	484	514	452
Centralised Studies & Plans	28	484	514	452
Corporate Strategy	77	0	0	0
Community Strategic Plan Review	77	0	0	0
Land Use Planning	724	208	0	152
West Dapto Review WaterCycle Masterplan	75	0	0	0
City Centre Planning Review	35	0	0	0
City Wide Local Environmental Plan Review	175	0	0	0
Battery Park, Smiths Hill & Flagstaff Hill Forts Heritage Consultant	70	0	0	0
Review Riparian Corridor Management Study & Policy	66	0	0	0
Planning Controls for City Centre Surrounds (south, west, north)	103	105	0	0
Built Form Testing Development Control Plan Chapter B4 Development in Business Zones	150	103	0	0
Thirroul Village - Character and Heritage Study	0	0	0	152
West Dapto Vision Implementation - Infrastructure and Development	51	0	0	0
Stormwater Services	210	170	350	353
Floodplain Management Studies	100	120	350	350
Flood Risk Management Studies Best Practice	60	(0)	(0)	3
Review of Minnegang Creek Flood Risk Management Study	50	50	0	0
Environmental Services	865	0	0	0
Coastal Management Program for the Open Coast	750	0	0	0
Develop design guidelines for green roofs, green walls and facades	30	0	0	0
Assessment of Aboriginal Cultural Values & Assets	40	0	0	0
Coastal Wetland and Littoral Rainforest Mapping	45	0	0	0
Natural Area Management	32	33	27	28
Vegetation Management Plans for High Priority Natural Areas	32	33	27	28
Transport Services	0	73	0	75
City Centre Parking Surveys	0	73	0	75
Community Facilities	0	0	50	0
Social Infrastructure Planning Framework - Bong Bong Town Centre Library and Community Centre Feasibility	0	0	50	0
Cultural Services	0	52	0	0
West Dapto Vision Implementation - Cultural Strategy & Plan	0	52	0	0
Aquatic Services	200	0	0	0
Surf Club Strategy	100	0	0	0
Pools Strategy	100	0	0	0
Botanic Garden and Annexes	60	196	0	0
Mt Keira Summit Park Interpretation Design Guide	0	50	0	0
Botanic Gardens Design Investigation for Asset Improvement	60	146	0	0
Parks and Sportsfields	411	0	32	108
Bellambi Foreshore Precinct Plan	169	0	0	0
Hill 60 Tunnels Reopening- Detailed Concept Plans	100	0	0	0
King George V Oval Landscape Masterplan	0	0	0	0
Feasibility Study Synthetic Football Pitch in Planning Area	87	0	0	0
MacCabe Park Masterplan & Feasibility Investigations	0	0	32	108
Lang Park Masterplan	55	0	0	0
Governance and Administration	60	0	0	0
Asset Management Planning	60	0	0	0
Property Services	124	0	0	0
Bulli Showground Masterplan	21	0	0	0
Draft Bulli Showground Masterplan - Feasibility Assessment and Community Consultation Phase	103	0	0	0
Total Expenditure *	2,791	1,215	973	1,168
*Expenditure shown above is for full project cost. A number of projects are supported from external grant funds or internal restrictions				

West Dapto

A significant part of Wollongong's service and population growth is expected to be centred on new residential developments at West Dapto in Wollongong's south-west. Growth in West Dapto will require significant new services supported by a substantial level of new infrastructure. Supporting Documents, such as the West Dapto Local Environment Plan, Infrastructure Plan, Access Strategy and West Dapto Development Contribution Plans have articulated proposed services, assets and potential future sources of funds to some extent and this has informed the development of a West Dapto release area financial forecast model. The implications of this model have been incorporated into the financial forecasts. The model is based on extremely broad assumptions for actions that may vary markedly as the future unfolds. A conservative approach has been taken that assumes a self-funding model and only includes agreed grant programs in these forecasts. The financial impacts of West Dapto are further discussed in the Current Assumptions and financial management principles throughout the document.

Potential Initiatives

There are several other potential initiatives or programs that have not been included in the financial estimates or draft Infrastructure Delivery Program at this stage due to the lack of certainty around the timing, funding and/or probability of completion. These include actions such as:

- Disaster and Critical Incident Program
- Parking Strategy implications
- Community & Recreation facilities at West Dapto
- Potential sale of Council owned land in West Dapto
- Grand Pacific Walk future stages
- Continued street lighting alternate lighting technologies
- Beaton Park Re-development
- Illawarra Sports and Entertainment Precinct
- Long Term Animal Impounding Operations
- Bellambi Foreshore
- Potential property development

Other Risks and Exposures

The financial forecasts are based on the information available at a point in time and may be impacted by external factors. There are several potential risk areas that include:

- **Economic volatility & upward price trends.** While our current indices are premised on decreasing inflation and greater levels of stability, current economic conditions indicate the potential for slower decreases and continued volatility in the immediate future that are not included within budget.
- **Infrastructure, Property, Plant & Equipment Revaluations.** Comprehensive revaluations are in progress for Buildings, Land, Other Structures and Art & Antiquities for end of year 2023-2024 which will likely have a material impact on future depreciation estimates.
- **Supply of contractors, materials and employees.** Despite some improvements in supply, there are continued areas of the market that remain difficult to source or are priced above expectations.
- **Financial Assistance Grant.** Council currently receives an annual allocation of approximately \$20M per annum that represents 5.9% of total operating revenues. Continued changes to distribution and indexation application may impact on future revenues. The proportion of the Financial Assistance Grant in relation to Australian tax revenues collected by the Australian Government has been declining for some time. Initially, local governments were funded through a tax sharing arrangement with the Australian Government to align their funding with the growth of the Australian economy. This arrangement has since been altered so that only increases in the population and inflation are considered in the funding arrangement. Consequently, Financial Assistance Grants have fallen from 1% of Australian tax revenue to just 0.52% in 2024. Council has made submissions to state and Australian government enquiries into the financial sustainability of local government in the last three months and have advocated for the reinstate of the Financial Assistance Grant to 1% of Australian tax revenue.
- **Enterprise Agreement.** The current Enterprise Agreement was for three years and ends on 30 June 2024. Negotiations continue for a future Enterprise Agreement and Financial forecasts

have been updated to reflect an estimated increase in costs in line with the Local Government Award agreed last year and provided for in the Rate Peg. Any increases above the Local Government Award may deteriorate budgeted operating performance.

- **Superannuation Defined Benefits Scheme.** While final additional payments were expected to end in the 2021-2022 financial year, an extension into 2022-2023 was imposed. Further advice received from Active Superannuation in February 2024, has advised that no past service contributions are expected to be required from 1 January 2025, although this will be revisited if the financial position deteriorates. The forecast has been retained at a slightly reduced amount based on this advice.
- **Interest on investments.** In line with the Financial Strategy, additional returns above the baseline set in the Long Term Financial Plan will be treated as short term capacity within the strategic planning process and allocated on a non-recurrent basis.
- **Waste Facility Income and Operational Costs.** The waste facility forecasts include a substantial decrease in income projections from commercial customers that are subject to increasingly competitive external market conditions. The budget also includes increased recoveries for capital costs of new cell constructions which will remain a risk in future periods. Operational costs in this area may also be impacted by changing environmental compliance requirements and emerging technologies.
- **Shifts in policy or pricing of other levels of Government.** Council is impacted by continual change in policy and pricing by other levels of government that cannot be controlled or estimated accurately in future budgets and is an inherent risk.

Financial Budget Reports

The following budget reports are provided for the 2024-2025 Budget and Long Term Financial Position:

Whole of Council Four Year Financial Forecasts:

- Income Statement
- Funding Statement (including Capital Budget)
- Statement of Financial Position
- Statement of Cash Flows
- Services Financial Report

WOLLONGONG CITY COUNCIL				
4 Year Financials				
	2024/2025 Budget \$'000	2025/2026 Forecast \$'000	2026/2027 Forecast \$'000	2027/2028 Forecast \$'000
INCOME STATEMENT				
Income From Continuing Operations				
Rates and Annual Charges	247,048	257,038	268,008	279,480
User Charges and Fees	39,990	41,327	42,523	43,753
Interest and Investment Revenues	6,196	6,070	6,269	6,699
Other Revenues	12,900	13,258	13,632	14,066
Fair Value Adjustment on Investment Properties	202	207	211	215
Grants and Contributions - Operating	33,212	30,816	31,091	31,665
Capital Grants & Contributions	27,454	67,027	54,359	40,288
Total Income From Continuing Operations	367,003	415,743	416,094	416,167
Expenses From Continuing Operations				
Employee Costs	164,094	169,150	174,692	180,388
Borrowing Costs	557	587	338	354
Materials and Contracts	102,189	102,121	104,601	111,776
Other Expenses	24,257	27,787	25,756	26,255
Depreciation, Amortisation + Impairment	87,113	90,376	93,720	97,864
Internal Charges (labour)	(21,690)	(22,480)	(23,237)	(24,020)
Internal Charges (not labour)	(2,323)	(2,423)	(2,540)	(2,613)
Profit/Loss on Disposal of Assets	(28,516)	0	0	0
Total Expenses From Continuing Operations	325,682	365,118	373,331	390,003
Operating Result from Continuing Operations	41,322	50,625	42,763	26,164
Operating Result [pre capital]	13,868	(16,402)	(11,596)	(14,124)

WOLLONGONG CITY COUNCIL				
4 Year Financials				
	2024/2025 Budget \$'000	2025/2026 Forecast \$'000	2026/2027 Forecast \$'000	2027/2028 Forecast \$'000
FUNDING STATEMENT				
Surplus (Deficit) [Net Operating Result for the Year]	41,322	50,625	42,763	26,164
Add back :				
- Non-cash Operating Transactions	106,241	109,456	112,838	118,601
- Restricted cash used for operations	14,601	13,535	10,645	10,598
- Income transferred to Restricted Cash	(79,972)	(88,527)	(76,563)	(60,511)
- Payment of Right of Use Leases	(132)	(135)	(138)	(141)
- Payment of Accrued Leave Entitlements	(15,763)	(16,308)	(16,870)	(17,453)
Funds Available from Operations	66,297	68,646	72,675	77,258
Loans repaid	(655)	0	0	0
Operational Funds Available for Capital Budget	65,642	68,646	72,675	77,258
CAPITAL BUDGET				
Assets Acquired	(105,995)	(125,503)	(123,188)	(91,976)
Contributed Assets	(7,014)	(5,871)	(14,585)	(14,129)
Transfers to Restricted Cash	(2,607)	(2,851)	(3,065)	(3,947)
Funded From :-				
- Operational Funds	65,642	68,646	72,675	77,258
- Sale of Assets	3,550	2,399	2,731	1,735
- Internally Restricted Cash	13,920	5,958	20,160	12,940
- Borrowings	0	0	0	0
- Capital Grants	15,875	24,990	17,100	2,700
- Developer Contributions (previously S.94)	5,135	24,690	11,736	1,802
- Other Externally Restricted Cash	1,547	1,000	1,000	0
- Other Capital Contributions	9,161	6,671	14,585	14,129
TOTAL FUNDS SURPLUS / (DEFICIT)	(788)	129	(851)	512

WOLLONGONG CITY COUNCIL				
4 Year Financials				
	2024/2025 Budget \$'000	2025/2026 Forecast \$'000	2026/2027 Forecast \$'000	2027/2028 Forecast \$'000
STATEMENT OF FINANCIAL POSITION				
CURRENT ASSETS				
Cash and cash equivalents	169,725	182,629	186,368	208,134
Investments	18,858	20,292	20,708	23,126
Receivables	28,626	32,428	32,455	32,461
Inventories	6,486	6,486	6,486	6,486
Contract assets	3,795	3,795	3,795	3,795
Assets held for sale (previously non-current)	0	0	0	0
Other	6,562	6,661	6,794	6,930
TOTAL CURRENT ASSETS	234,053	252,290	256,605	280,932
NON-CURRENT ASSETS				
Investment property	5,450	5,657	5,868	6,083
Intangible assets	0	0	0	0
Right of use assets	718	718	718	718
Infrastructure, property, plant and equipment	3,703,097	3,739,039	3,764,684	3,758,621
TOTAL NON-CURRENT ASSETS	3,709,265	3,745,414	3,771,269	3,765,422
TOTAL ASSETS	3,943,318	3,997,704	4,027,875	4,046,354
CURRENT LIABILITIES				
Payables	29,311	32,861	33,600	35,100
Provisions < 12 Months	17,305	17,564	17,915	18,274
Provisions > 12 Months	46,176	46,868	47,806	48,762
Contract liabilities	10,315	10,315	10,315	10,315
Interest bearing liabilities	0	0	0	0
Lease liabilities	135	138	141	145
TOTAL CURRENT LIABILITIES	103,242	107,746	109,778	112,596
NON-CURRENT LIABILITIES				
Interest bearing liabilities	9	9	9	9
Lease liabilities	409	287	158	22
Provisions	15,622	14,999	504	(9,863)
TOTAL NON-CURRENT LIABILITIES	16,039	15,295	671	(9,832)
TOTAL LIABILITIES	119,281	123,041	110,449	102,764
NET ASSETS	3,824,037	3,874,662	3,917,426	3,943,590
EQUITY				
Accumulated surplus	(1,469,047)	(1,495,834)	(1,542,057)	(1,562,532)
Surplus (Deficit) for period	(41,322)	(50,625)	(42,763)	(26,164)
Revaluation reserves	(2,149,063)	(2,149,063)	(2,149,063)	(2,149,063)
Restricted assets	(164,606)	(179,140)	(183,542)	(205,831)
TOTAL EQUITY	(3,824,037)	(3,874,662)	(3,917,426)	(3,943,590)

WOLLONGONG CITY COUNCIL				
4 Year Financials				
	2024/2025 Budget \$'000	2025/2026 Forecast \$'000	2026/2027 Forecast \$'000	2027/2028 Forecast \$'000
STATEMENT OF CASH FLOWS				
CASH FLOWS FROM OPERATING ACTIVITIES				
Receipts				
Rates and annual charges	245,637	253,237	267,981	279,474
User charges and fees	39,990	41,327	42,523	43,753
Investment and interest revenue received	6,197	6,070	6,269	6,699
Grants and contributions	53,652	91,972	70,866	57,824
Other operating receipts	10,603	11,823	11,533	13,960
Payments				
Employee benefits and on-costs	(139,361)	(143,581)	(148,323)	(153,221)
Materials and contracts	(102,305)	(96,149)	(101,322)	(107,663)
Borrowing costs	(29)	(20)	(17)	(13)
Other	(24,257)	(27,787)	(25,756)	(26,255)
NET CASH PROVIDED BY (OR USED IN) OPERATING ACTIVITIES	90,126	136,891	123,754	114,559
CASH FLOWS FROM INVESTING ACTIVITIES				
Receipts				
Sale of Investment securities	(1,764)	(1,434)	(415)	(2,419)
Sale of infrastructure, property, plant and equipment	34,278	3,067	3,714	1,735
Payments				
Purchase of infrastructure, property, plant and equipment	(105,995)	(125,503)	(123,188)	(91,976)
NET CASH PROVIDED BY (OR USED IN) INVESTING ACTIVITIES	(73,481)	(123,869)	(119,889)	(92,660)
CASH FLOWS FROM FINANCING ACTIVITIES				
Receipts				
Proceeds from borrowings and advances	0	0	0	0
Payments				
Repayments of borrowings and advances	(656)	0	0	0
Repayment of lease finance liabilities	(112)	(118)	(126)	(132)
NET CASH PROVIDED BY (OR USED IN) FINANCING ACTIVITIES	(768)	(118)	(126)	(132)
NET INCREASE (DECREASE) IN CASH & CASH EQUIVALENTS HELD	15,878	12,903	3,739	21,767
Cash and cash equivalents - beginning of period	153,847	169,725	182,629	186,368
CASH & CASH EQUIVALENTS AT EOY	169,725	182,628	186,368	208,134
PLUS other investment securities	18,858	20,292	20,708	23,126
TOTAL CASH & INVESTMENTS	188,583	202,919	207,076	231,260

WOLLONGONG CITY COUNCIL				
Services - 4 Year Financials				
	2024/2025 Budget \$'000	2025/2026 Forecast \$'000	2026/2027 Forecast \$'000	2027/2028 Forecast \$'000
Operating Result [Pre Capital]				
Goal 1 - We value and protect our environment				
Development Assessment and Certification	(5,655)	(5,903)	(6,124)	(6,349)
Emergency Management	(6,897)	(7,138)	(7,390)	(7,653)
Environmental Services	(2,537)	(2,313)	(2,392)	(2,474)
Land Use Planning	(4,378)	(4,375)	(4,620)	(7,931)
Natural Area Management	(4,383)	(4,394)	(4,499)	(4,563)
Regulatory Compliance	(3,860)	(3,977)	(3,951)	(4,033)
Stormwater Services	(22,001)	(22,229)	(23,035)	(23,778)
Waste Management	5,158	5,144	5,437	5,420
Goal 2 - We have an innovative and sustainable economy				
City Centre Management	(2,341)	(2,379)	(2,395)	(2,453)
Economic Development	(2,808)	(2,905)	(2,985)	(3,077)
Tourist Parks	1,496	1,490	1,496	1,502
Goal 3 - Wollongong is a creative, vibrant city				
Cultural Services	(8,201)	(8,321)	(8,641)	(8,750)
Engagement, Communications and Events	(3,972)	(3,998)	(4,080)	(4,223)
Goal 4 - We are a connected and engaged community				
Aged and Disability Services	453	192	177	145
Community Programs	(2,096)	(4,985)	(2,163)	(2,235)
Corporate Strategy	(1,639)	(2,038)	(2,006)	(1,994)
Integrated Customer Service	(3,419)	(3,548)	(3,670)	(3,795)
Libraries	(11,612)	(11,870)	(12,248)	(12,701)
Property Services	30,364	2,265	2,246	2,292
Youth Services	(1,380)	(1,428)	(1,476)	(1,524)
Goal 5 - We have a healthy community in a liveable city				
Aquatic Services	(16,011)	(16,320)	(16,858)	(17,378)
Botanic Garden and Annexes	(3,857)	(4,125)	(4,065)	(4,197)
Community Facilities	(5,506)	(5,632)	(5,852)	(5,931)
Leisure Centres	(1,292)	(1,355)	(1,416)	(1,474)
Memorial Garden and Cemeteries	(588)	(621)	(648)	(675)
Parks and Sportsfields	(23,766)	(23,958)	(24,661)	(25,385)
Public Health & Safety	(812)	(847)	(880)	(913)
Goal 6 - We have affordable and accessible transport				
Transport Services	(48,808)	(50,317)	(51,857)	(53,227)
Support Services				
Employee Services	(9,969)	(10,267)	(10,471)	(10,763)
Financial Services	211,732	216,683	225,605	233,338
Governance and Administration	(15,026)	(13,797)	(14,132)	(14,478)
Infrastructure Strategy & Support	(10,043)	(10,564)	(11,069)	(11,606)
Information Management and Technology	(12,564)	(12,656)	(13,060)	(13,351)
Internal Charges Service	83	85	87	90
Operating Result [pre capital]	13,868	(16,402)	(11,596)	(14,124)

Budget 2024-2025

Current Assumptions

Service levels

The current budget includes service levels as outlined in the adopted Resourcing Strategy and Delivery Program 2022-2026 and Operational Plan 2024-2025. Estimates for expenses and income in future years have been applied based on existing service levels unless a decision has been made, or a plan is in place, to vary this level. The detail of services to be provided is outlined in the Delivery Program. Changes to existing services or levels of service progressed through the strategic planning process are incorporated into forward estimates as deployment delivery strategies are confirmed.

Indexation

The financial forecasts are comprised of recurrent and non-recurrent income and expenditure. Non-recurrent items have specified values and timing of delivery. Recurrent items may be subject to the application of indices or are set based on known commitments for expenditure, such as loan repayments, or may be adjusted for volume impacts or future pricing changes.

Where indices have been used, these are based on information from a number of sources including various bank financial reports and economic reports and ABS publications. The annual process of preparing and reviewing the financial forecasts for the long term financial plan involves an initial review of the indices, followed by continuous updates throughout the process to account for any significant changes. Variations in recurrent budget costs in excess of expected indices will be considered through the strategic planning process and included in budget where agreed. The base for 2024-2025 has been sourced from information available in January 2024.

The financial forecasts have been prepared using the following indices where applicable:

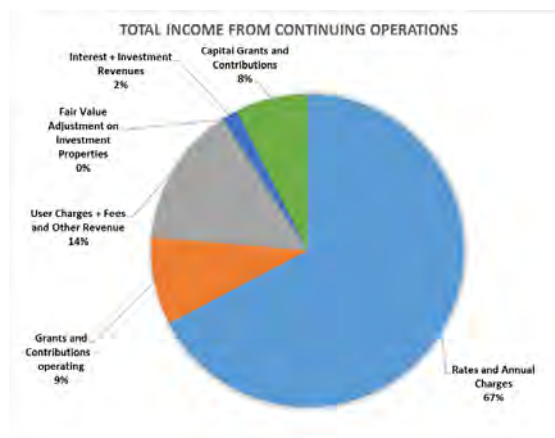
Indices			
	2024/25 Budget	2025/26 Forecast	2026/27+ Forecast
Rate Increase	4.70%	3.50%	3.50%
Rate Increase - supplementary rate growth	0.40%	0.40%	0.40%
Rate Increase - IPART population growth gap	0.30%	0.30%	0.30%
Fees & Charges	3.70%	2.90%	2.90%
Interest on Investments	4.50%	4.00%	4.00%
Interest Rate (borrowings)	4.60%	4.60%	4.60%
Superannuation Guarantee	11.50%	12.00%	12.00%
CPI General Increase	3.50%**	3.00%	3.00%
Utilities			
- electricity	3.80%	3.60%	3.60%
- street lighting	3.80%	3.60%	3.60%
- other utilities	3.80%	3.60%	3.60%
<p><i>**The annual CPI index has been applied to budget but not applied to individual Service budgets. It is proposed that budget savings be applied and the estimated CPI increase be held centrally for allocation or savings.</i></p>			

Note: Further information regarding the indices above can be found in the relevant Revenue or Expenses sections below. Labour costs are currently subject to Enterprise Agreement negotiations and are not included above. Commentary of provisions is included in the specific section below.

The following information under the headings of Revenue and Expenses provide additional details for key areas.

Revenue

Revenue Type	2024-2025 Budget (\$M)
Rates and Annual Charges	247.0
Grants and Contributions - operating	33.2
User Charges + Fees and Other Revenue	52.9
Fair Value Adjustment on Investment Properties	0.2
Interest + Investment Revenues	6.2
Capital Grants and Contributions	27.5
Total Income from Continuing Operations	367.0



Rates

Rate revenue projections are based on application of the maximum permissible increase that is advised annually by the Independent Pricing and Regulatory Tribunal (IPART) and an allowance for growth in rateable properties.

Rate increases have been set by IPART since 2010 as delegated by the Minister for Local Government. IPART recently introduced a new rate peg methodology applicable from the 2024-2025 financial year.

The local government sector had raised concerns about the methodology used to set the rate peg. These concerns primarily related to how the rate peg was determined based on retrospective indices which created a significant lag in matching costs with revenues over recent years and failure of the methodology to account for cost increases that were not reflected in general cost indexation measurements. The Premier and Minister for Local Government at the time, asked IPART to review the rate peg methodology to address these concerns.

The review is now complete and is generally agreed to provide long term improvement to the measures. Unfortunately, the timing of a move from retrospective to prospective indices is being implemented following the year with the highest level of cost inflation in the last 15 years, meaning that where a catch up in costs was anticipated to reflect the lagged measures, this will now not be realised.

The IPART determination for 2024-2025 will allow Council a 5.0% increase in General Income. This is composed of an increase of 3.9% for general costs, 0.4% to reflect the increase in the superannuation guarantee levy imposed by the Federal Government, a 0.4% increase to fund the increases in the NSW Emergency Services Levy paid by Council to the State Government and an additional 0.3% for Population Growth.

There is an underlying assumption in the Long Term Financial Plan projections that Council rates revenue will grow by 0.7% per annum for new properties (Rates Growth - excluding West Dapto). This is based on historical trends and future expectations. Of the 0.7% increase, it is anticipated that 0.4% of that additional revenue will be achieved through supplementary rates growth and 0.3% in future years will be provided through the Population Growth allowance in the IPART Rate Peg for Wollongong.

In addition, growth has been built into the long term forecasts for expected development at West Dapto and this has been aligned with conservative lower growth scenario which is below the recently exhibited West Dapto Contributions Plan. The future estimates still exceed historical development numbers within the release area and assume increased levels of development.

Council currently applies a Special Rate, the Mall Special Rates [until 2022-2023 Council levied two Special Rates: Mall and City Centre]. The Special Rate has been indexed by 5% in line with the rate peg.

More detailed information relating to the rates and rating policy will be provided as part of the Draft Revenue Policy, Rates, Annual Charges and Fees 2024-2025 document.

	2024/2025 Budget \$'000s	2025/2026 Forecast \$'000s	2026/2027 Forecast \$'000s	2027/2028 Forecast \$'000s
TOTAL Rates Revenue (net of pensioner rebates)	200,139	208,650	218,106	228,015

With the development of new properties in West Dapto, there will be increasing rate revenue for Council over time. This revenue increase will precede operational demand and assets built will require little renewal or maintenance for approximately seven to 15 years, creating a perception of improved financial capacity. Experience has shown the potential for long term negative impacts on budgets if the delayed expense pattern results in additional rate revenue being used to fund other recurrent operations.

To assist in managing this, the Financial Strategy requires that increased annual rate revenue created from subdivision in West Dapto will be restricted and only allocated to operational expenditure as the area develops. The annual revenue will be made available to meet infrastructure or planning requirements in the area or be applied to meet existing infrastructure renewal requirements.

Pensioner Rebates

Council is required to provide a rebate to pensioners under the Local Government Act. There are new rate payers who are entitled to the State Government pensioner rebate each year, although the total cost of this rebate has not been forecast to increase at the same rate as the rate peg as the total amount payable remains capped at \$250 per property.

The compulsory pensioner rebate to eligible rate payers is 50% of rates and annual charges up to \$250. This rebate has not been increased by the State Government since it was introduced in July 1993. 50% of this rebate is funded by the State Government, 5% from the Federal Government and 45% by Council. Government funding is included in untied grant revenues.

Council, through its Revenue Policy each year, also provides a Voluntary Council rebate to eligible pensioners who were receiving a Council rebate prior to 1994. This voluntary rebate is increased each year in line with the rate peg and is funded from Council revenues. The forecast remains at the current cost over the period due to the forecast reduction in numbers of properties eligible for the rebate.

Pensioner rebates and subsidy are offset against Rates Revenue for reporting purposes.

	2024/2025 Budget \$'000s	2025/2026 Forecast \$'000s	2026/2027 Forecast \$'000s	2027/2028 Forecast \$'000s
Pensioner Rebates				
Pensioner Rate Rebate - Statutory s575	2,850	2,880	2,910	2,940
Pensioner Rate Rebate - Council s582	276	276	276	276
Pensioner Rate Subsidy	(1,568)	(1,584)	(1,601)	(1,617)
Total Pensioner Rates Rebates	1,559	1,572	1,586	1,599
Pensioner DWM Rebate - Statutory s575	846	853	861	868
Pensioner DWM Rebate - Council s582	67	67	67	67
Pensioner DWM Subsidy	(502)	(506)	(511)	(515)
Total Pensioner DWM Rebates	411	414	418	421
Total Pensioner Rebates	1,970	1,987	2,003	2,020

Annual Charges

Domestic Waste Management Services

The Annual Charges revenue is predominately from Domestic Waste Management. Under the Local Government Act, Council must not apply income from an ordinary rate towards the cost of providing domestic waste management services. Income obtained from charges for Domestic Waste Management must be calculated to not exceed the reasonable cost to the council of providing those services.

The charge calculated is based on full recovery of the service, including appropriate charge for the domestic waste tipping fees at Whytes Gully. The Waste Facility tipping charge includes pricing for future capital costs associated with the management of the facility and long term site remediation.

In determining the annual Domestic Waste Management charge, Council must include all expenditure that relates to the delivery of this service and may include provision for future increases to allow for equalisation of pricing from year to year. This is considered a prudent approach as the waste area is subject to changing industry regulation, costs and operational requirements that have potential for significant variations in the future. Equalisation funds, along with any annual improvements beyond planned results for the delivery of the domestic waste service, are held as externally restricted cash.

In determining the amount to be charged, Council has calculated its cost per annum under the following headings.

Domestic Waste Management Costs 2024-2025		\$'000
Waste Facility		
Waste Disposal Cost		17,343
Administration/Overheads allocation		596
		17,939
Collection Costs		
Collection & Processing Contracts		25,236
Education & Promotion		559
Operational & Administrative Costs		1,253
		27,048
Statutory Charges		
Pensioner Rebate		913
Total Expenditure		45,900
Pensioner Subsidy		(502)
Other Revenue		(106)
Total Domestic Waste Management Cost		45,292

The future estimates for Domestic Waste Management are shown below.

	2024/2025 Budget \$'000s	2025/2026 Forecast \$'000s	2026/2027 Forecast \$'000s	2027/2028 Forecast \$'000s
Domestic Waste Management Revenue				
Annual Charges Domestic Waste Management	45,292	46,744	48,229	48,229

Stormwater Management

Council levies a Stormwater Management charge on all parcels of rateable land categorised as Residential or Business, other than those exempted under the Local Government Act. Pricing of the Stormwater Management charge has remained unchanged for 2024-2025. The rate has remained static since the original setting by the State Government in April 2006. While the charges for Residential properties are at the statutory maximum, the cap on Business properties is below the maximum levels.

The future estimates from Stormwater are shown below. The income from this charge is transferred to the Stormwater Management Restricted Asset and the projects proposed to be funded from this revenue are detailed below.

	2024/2025 Budget \$'000s	2025/2026 Forecast \$'000s	2026/2027 Forecast \$'000s	2027/2028 Forecast \$'000s
Stormwater Management Revenue				
Annual Charges Stormwater Management Service	2,024	2,055	2,087	2,120

Stormwater Management Service

The Wollongong Local Government Area is prone to high intensity rainfall which can lead to flash flooding. The quantity of runoff during periods of high intensity rainfall is large and only a small proportion of the total flow is carried within both the stormwater networks and creek channels. As a result, floodplain inundation is substantial, often fast-flowing and at considerable depths. During these periods of high intensity rainfall, flooding is generally characterised by rapid rises and falls in water level.

Sustainable management of stormwater is crucial to the functioning of the city's natural assets and the management of stormwater flows is critical to the safety of the people of Wollongong. Accordingly, there is an urgent need to address water quality and water quantity (volumes and flow rates) issues throughout the city.

To protect our residents, infrastructure and natural assets, Wollongong City Council is addressing the important role water quality and quantity plays in the management of our city's social, economic and natural environment through the Stormwater Management Service Charge. This charge assists in funding the improvements to the drainage networks and maintenance of the stormwater drainage system in the city.

In addition, the Stormwater charge enables Council to provide additional support to implement the strategies identified in Council's Floodplain Risk Management Plans that have been prepared and periodically reviewed for all Wollongong catchments. The total forecast cost of implementing all the strategies in these Plans exceeds \$140M.

Every community member will benefit from the Stormwater Management Service Charge through the improvement of infrastructure that affects the way we live and ultimately our environment. It will allow Council to address critical stormwater management tasks that have been identified to significantly benefit both present and future generations.

Council will utilise the Stormwater Management Service Charge to deliver increased services (new or additional stormwater management services) in the management of stormwater including:

- planning, construction and maintenance of drainage systems including pipes, channels, retarding basins and waterways receiving urban stormwater;
- planning, construction and maintenance of stormwater treatment measures, including gross pollutant traps and constructed wetlands;
- planning, construction and maintenance of stormwater harvesting and reuse projects;
- planning and undertaking of community and industry stormwater pollution education campaigns;
- inspection of commercial and industrial premises for stormwater pollution prevention;
- clean up of stormwater pollution incidents (charge can fund a proportion);
- water quality and aquatic ecosystem health monitoring of waterways, to assess the effectiveness of stormwater pollution controls (charge can fund a proportion), and
- monitoring of flows in drains and creeks to assess the effectiveness for flow management (flooding) controls (charge can fund a proportion).

The Stormwater Management Service Charge enables Council to deliver important stormwater management activities including stormwater quantity and stormwater quality projects.

Examples of some of the high priority works in the Stormwater Management Service Charge include:

Stormwater Quantity Management

Large sections of Wollongong are flood risk affected and have a history of flooding, an example of which is the August 1998 flood. This illustrates the need for an integrated long term solution. In response, Council is systematically investigating the risks of flooding with the aim of developing mitigating strategies. This is dealt with through the Floodplain Management program.

Floodplain Management can cover a range of activities to reduce potential flood damage within a catchment including:

- design and construction of flood mitigation works;
- policy and planning control review, and

- purchase of 'at risk' properties.

Stormwater Quality Management

Stormwater quality and quantity can play a significant direct or indirect role in the degradation of the natural environment. Council has prepared an Estuary Management Plans and a Coastal Management Plan as part of the NSW Government's initiatives for managing stormwater. These Plans have shown a reduction in water quality due to increased sedimentation, nutrients and pathogens which has led to:

- a degradation of aquatic habitat, and
- reduced stream fish and invertebrate populations.

Solutions identified in the Estuary Management Plans and Coastal Management Plan include the installation and maintenance of Stormwater Quality Improvement Devices (SQIDs) at a number of locations and innovative water treatment techniques of both on-line and off-line wetland schemes to reduce harmful nutrient and sediment loads on Lake Illawarra and other estuaries.

Declared Dam Management

The Dam Safety Regulation 2019 reflects the changing standards and practice applied to dams with an emphasis on safety and accountability for the public and the environment. The legislation requires Council to have a Dam Safety Management System (DSMS) which complies with ISO 55001 and a Dam Safety Management Plan (DSMP) that meets the requirements of the Act and Regulations. Due to this change, Council is undertaking the following:

- Updating of the Dam Safety Emergency Plans (DSEP) and Operations and Maintenance Plans (O&MP).
- Development and implementation of emergency training curriculum and programs.
- Review and updating of detailed monitoring and reporting to reflect the Dam Safety Regulation 2019.
- Review and updating of risk management documentation to reflect the Dam Safety Regulation 2019.

Stormwater Management Service Charge Project Program

The table below provides details of how additional projects, listed by theme, are to be funded by the Stormwater Management Service Charge.

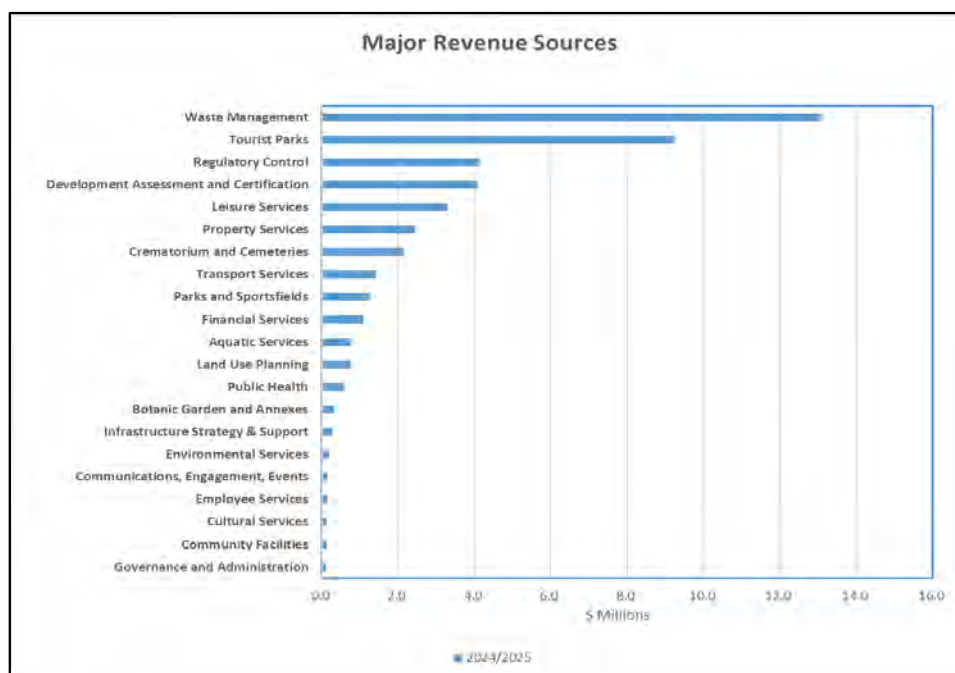
Project Theme	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000	2027/28 \$'000
Stormwater Management Service Charge Income				
Unspent funds brought forward from previous year	1,443	1,426	824	272
Annual Charge	2,024	2,055	2,087	2,120
Available funds	3,467	3,481	2,911	2,392
Proposed Expenditure				
Stormwater Quality Management	936	1,712	1,712	663
Stormwater Operational Management	850	733	810	812
Dam Safety Management	254	212	118	118
Total Proposed Expenditure	2,041	2,657	2,640	1,593

Waste Management Services – Non-Domestic Premises

Council for 2024-2025 will levy a Waste Management fee on approximately 520 non-residential properties where approved. The operations of this service are currently managed through the kerbside collection contracts and costs have not been separated from Domestic Waste Management. The fee for this service is set in line with Domestic Waste Management fees to avoid cross subsidisation.

User Fees, Charges and Other Revenue

User Fees, Charges and Other Revenue account for 12% of Council's revenue [pre-capital income]. The major elements are shown in the below table.



Council's user fees and other income are primarily attributable to its commercial operations of Council's waste facility, tourist parks, property management, recreation centre, heated swimming pools and other park facilities. Other significant income sources include planning and building applications, ranger services (including parking infringements) and Memorial Gardens and cemeteries. Some of these operations compete in the marketplace and represent Business Activities under the National Competition Policy.

Council charges a range of fees. Fees and Charges for 2024-2025 are included in the Draft Revenue Policy, Rates, Annual Charges and Fees 2024-2025 attachment. The income received from fees reduces the rate revenue and other untied income required for these services. Other charges are generally not for service and include penalty income, leasing, recoveries, sponsorship etc.

While IPART has determined a 5.0% rate peg increase for Council for 2024-2025, the estimated increase in costs for Council delivery over those years far exceeded the index movements. Council forecast includes a proposed 3.7% increase for Fees & Charges generally. In some cases, fees based on market rates, rate of return, or full recovery have been varied specifically, while statutory fees are set externally.

Interest on Investments

Interest and investment revenues shown in the Income Statement are inclusive of interest on Council's investment portfolio and charges for overdue rates applied at statutory percentage.

	2024/2025 Budget \$'000s	2025/2026 Forecast \$'000s	2026/2027 Forecast \$'000s	2027/2028 Forecast \$'000s
Interest on Investments and transfers of Interest to Restricted Assets				
Sources				
General Interest	5,441	5,292	5,468	5,874
Property Rating	755	778	801	825
	<u>6,197</u>	<u>6,070</u>	<u>6,269</u>	<u>6,699</u>
Interest transferred to Restricted Assets	3,441	3,292	3,468	3,874
Net General Interest after Restricted Assets trans	<u>2,755</u>	<u>2,778</u>	<u>2,801</u>	<u>2,825</u>

Investment portfolio income forecasts are based on anticipated cash holdings and projected interest rates that are derived from several sources including banking sector projections and Council's investment adviser. Projected interest rates are based on forecast 90 day bill rates plus a small premium to reflect current investment strategies and the continuing performance of Council's investment portfolio compared to this benchmark. Cash holdings projections are drawn from the budgeted revenues and expenditures in the budget and anticipated internal and external restricted cash balances. Council is required to restrict any interest attributed to Development Contributions, Domestic Waste Management and a number of grants.

Investments are made in accordance with the adopted Policy Guidelines which are compliant with the Office of Local Government Guidelines and the Local Government Act 1993 - Investment Order.

There have been significant movements in interest rates over the past two years that impacts this revenue stream. In line with the Financial Strategy, additional returns above the baseline set in the Long Term Financial Plan will be treated as short term capacity within the strategic planning process and allocated on a non-recurrent basis.

CivicRisk Mutual Limited provides Council's insurance requirements (excluding Workers' Compensation) and is reported as a passive interest financial asset under the Australian Accounting Standards (AASB 9 Financial Instruments). As there are many unknown elements that impact on the valuation of this item and definitive trend information is not available, a budget is not provided for this or the fair value movement on other investments.

Operational Grants

The Financial Strategy states that Council will actively pursue grant funding and other contributions to assist in the delivery of core services.

NSW and Australian Government planning and announcement of one-off specific purpose grants does not generally align with Council's planning cycle. It is anticipated that Council will become aware of, and make application for, a range of grants during the next reporting period that are not budgeted at this stage. Where grants are provided, the budget will be updated to make allowance for the additional income and expense of the program as approved.

Financial Assistance Grant

The Financial Assistance Grant (FAG) is an Australian Government general purpose annual grant to local government distributed through the States. Although the grant has two components, general purpose and roads component, it is an unconditional grant. The general purpose component is distributed to the States based on population and needs basis whilst the road component is distributed based on a fixed share of the national pool.

The NSW Local Government Grants Commission is responsible for the distribution of the Grant to councils within the State. Distribution criteria include population changes, changes in standard costs, disability measures, local roads and bridges lengths and changes in property values. Allocation methodology of future funds is still uncertain and may have an impact on future receipts. The roads component budget has been indexed annually by CPI while indexation has been applied to the general purpose component in the next three years. There is a risk this may not reflect the actual change in allocations.

The Australian Government may from time to time choose to partly prepay the annual grant allocation which can create a distortion of income on an annual basis. There has been early payment of the first two or three quarters of the grant in the years between 2018-2019 and 2021-2022, and a near 100% early payment last year. The timing of payment is usually confirmed through their annual budget process, generally in April.

	2024/2025 Budget \$'000s	2025/2026 Forecast \$'000s	2026/2027 Forecast \$'000s	2027/2028 Forecast \$'000s
Financial Assistance (Revenue Sharing) Grant				
General Purpose component	18,809	18,809	18,809	19,373
Roads component	3,174	3,269	3,367	3,468
Total Financial Assistance Grant	21,983	22,079	22,177	22,842

Specific Purpose Operational Grants

There is a small range of Specific Purpose Operational Grants that are recurrent in nature and form part of Council's ongoing budget. The budget and forecast amounts for ongoing funding is provided below by service.

	2024/2025 Budget \$'000s	2025/2026 Forecast \$'000s	2026/2027 Forecast \$'000s	2027/2028 Forecast \$'000s
Specific Purpose Operating Grants				
Aged and Disability Services	4,778	3,176	3,271	3,371
Libraries	677	677	677	677
Emergency Management	557	-	-	-
Stormwater Services	429	429	429	429
Transport Services	313	-	-	-
Regulatory Control	233	233	233	233
Natural Area Management	185	191	196	202
Community Programs	71	73	74	-
Youth Services	58	35	35	35
Community Facilities	47	48	50	51
Employee Services	44	45	47	48
Financial Services	24	25	25	26
City Centre Management	4	4	4	4
Land Use Planning	3	-	-	-
Total Specific Purpose Operating Grants	7,422	4,936	5,042	5,076

Operational grant forecasts include annual funding from Australian and State Government sources for community transport and social support programs. Council has been delivering these services to the community for over 20 years and those services have been operating at cost neutral to Council. The Australian Government has commenced a reform of Aged and Disability Services that will impact on how these services may be delivered in the future and what Council's role may be. Advice has been received that funding has been confirmed for Social Support Services until June 2025.

It should be noted the current service model recovers all operational costs associated with this service delivery from external funding including accommodation costs, administrative support, use of IT facilities, etc. In the event Council no longer provides this service, there may be a negative impact if the operational costs attributed to this service cannot be recovered from other sources or be removed.

Capital Income

Capital income refers to revenue that is specifically for assets to be acquired by Council (new or renewal). The funding may be in the form of cash contributions or may represent the value of assets dedicated to Council by land developers or other levels of Government. Capital income is inconsistent from one period to another and is also difficult to predict due to the nature of the transactions.

Wollongong City Council usually eliminates capital income from its key financial measures and discussions as it is not income that can be used to fund the day to day operations of a council or generally be used to replace existing assets. Capital income is, however, important as it is a source of funds that allow increased assets that can improve services and/or provide new services to growing areas such as roads, bridges, drains and playing fields in a new release area such as West Dapto. The operation of these assets will be reflected in Council's operating costs in future years and will form part of the operating financial measures at that time.

Any changes to the quantum or timing in the availability of these grants and contributions will have a direct impact on the Infrastructure Delivery Program. Impacts may include changes in timing of projects pending as alternate sources of funding or substitution of Council funding which may result in a delay in non-funded projects.

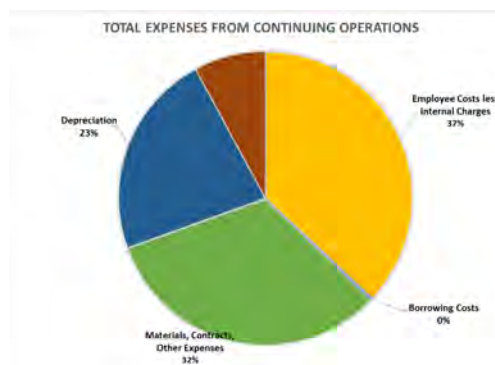
Profit/Loss on Disposal of Assets

A budget is not provided for the impact of asset disposals as the underlying assumption is that depreciation estimates should sufficiently recognise the asset value diminution over time. It is possible that income will be derived from profit on the sale of assets where the value of sale exceeds the carrying value of an asset, particularly where land under roads is sold as values are not recorded on these assets prior to 2008.

The next section of this document discusses the key expense items of Council.

Expenses

Expense Type	2024-2025 Budget (\$M)
Employee Costs less Internal Charges	142.4
Borrowing Costs	0.6
Materials, Contracts, Other Expenses	124.1
Depreciation	87.1
Profit/Loss on Disposal of Assets	-28.5
Total Expenses from Continuing Operations	325.7



Employee Costs

Employee costs are inclusive of labour on costs such as superannuation, workers' compensation costs, parental leave, annual leave, provision for long service leave and payroll tax, where applicable. It also includes training costs and safety equipment costs.

Salary & Wages

Labour and associated employee costs are based on budgeted positions required to deliver current service levels and includes a small allowance for growth to provide for changing resourcing needs and labour market movements experienced over time. Additional labour costs related to specific non-recurrent projects (where identified) are also included.

Labour costs are generally budgeted in accordance with the Enterprise Agreement rates with indicative indexation for increases beyond the current Enterprise Agreement. The current Enterprise Agreement was for three years and ends on 30 June 2024. Negotiations have commenced for a future Enterprise Agreement. Financial forecasts have been updated to reflect an estimated increase in costs in line with the Local Government Award agreed last year and provided for in the Rate Peg. The Local Government Award provided a 3.5% indexation in wages and a fixed \$1,000 pro rata bonus per employee. Finalisation of the Enterprise Agreement is expected after the adoption of the 2024-2025 budget.

Recurrent casual and overtime budgets are maintained to match the service and structure levels required for 2024-2025. It is usual that some of these budgets are exceeded during the year as additional employee resources are used for projects that are planned but not allocated to labour in the first instance, or for new projects introduced with funding.

	2024/2025 Budget \$'000s	2025/2026 Forecast \$'000s	2026/2027 Forecast \$'000s	2027/2028 Forecast \$'000s
Salaries & Wages				
Salaries & Wages	125,425	128,675	132,879	137,260
Superannuation	13,819	14,870	15,430	15,973
Defined Scheme Superannuation Top Up	977	977	977	977
Fringe Benefits Tax	181	187	192	198
Labour Hire	63	65	67	69
Payroll Tax	58	60	62	64
Protective Clothing	335	345	356	366
Training Costs (excluding Salaries)	1,192	1,228	1,264	1,302
Change in Workers Comp Provision	289	299	309	320
Workers' Compensation Insurance	3,238	3,348	3,462	3,580
Direct Labour Oncosts	18,792	19,377	19,980	20,571
Total Employee Salaries & Wages	164,369	169,430	174,978	180,679
Capitalised & Distributed Employee Costs	21,690	22,480	23,237	24,020
Total Operational Employee Salaries & Wages	142,679	146,950	151,742	156,659

Superannuation

Superannuation projections are based on Employee Establishment, casual labour estimates and superannuation scheme membership.

The majority of Council employees belong either to a defined benefits scheme, which ceased taking new members in 1991, or various accumulation schemes. Defined benefits scheme expenses are tied to employee contributions while accumulation scheme contributions are calculated as a pre-determined percentage of the employees' salary charged at the current Superannuation Guarantee (SG) rate of 11.5% [financial year 2024-2025].

As part of Federal Budget decisions, legislated SG increases have been occurring as a series of 0.5% annual increases from 2021-2022 to 2025-2026, intended to bring the SG rate to 12.0% by 1 July 2025.

Estimates for Defined Benefit Scheme members are based on Council contributing 1.9 times the employee's contribution plus a 'basic benefit' charge of 2.5% of salary or wages. Defined Benefit Scheme members who are at full contribution points, who are in the 'award' phase for contributions, are covered by a percentage contribution level reflecting the SG levels (basic benefit percentage + award percentage), similar to an accumulation scheme.

Councils have been required to make an additional annual contribution to the Defined Benefits Scheme initially for a period of 10 years to address funding requirements for remaining participants in the Scheme. The final payment of this top up was originally expected to be in 2018-2019 based on discussion with the Superannuation Board in 2014-2015 year. The requirement for an extension of the additional payment was subsequently extended until 2023-2024.

Further advice received from the Superannuation Board in February 2024, has advised that no past service contributions are expected to be required from 1 January 2025, although this will be revisited if the financial position deteriorates. The forecast has been retained at a slightly reduced amount based on this advice.

	2024/2025 Budget \$'000s	2025/2026 Forecast \$'000s	2026/2027 Forecast \$'000s	2027/2028 Forecast \$'000s
Superannuation	13,819	14,870	15,430	15,973
Defined Benefits Scheme Superannuation Top Up	977	977	977	977

Parental Leave

The current Enterprise Agreement provides for parental leave at full pay of 12 weeks maternity leave and nine weeks paternity leave. This is paid from a central provision and an estimate of this cost is distributed as part of the labour on costs. The forecast leave costs based on the current Enterprise Agreement are shown below.

	2024/2025 Budget \$'000s	2025/2026 Forecast \$'000s	2026/2027 Forecast \$'000s	2027/2028 Forecast \$'000s
Parental Leave	275	280	286	292

The Federal Government paid parental leave scheme (FGPPLS) is not included in the above budget.

Workers' Compensation

Council has a self-insurance licence for workers' compensation. Conditions for self-insurance include the requirement of an annual reassessment of liability by a qualified actuary. The value of the liability must be supported either by restricted cash or a bank guarantee. Council currently supports this liability through a bank guarantee. Under this arrangement, Council meets all workers' compensation related costs including salary and wages, medical and associated costs up to \$1M on any individual claim. Claims beyond this are supported by an external insurance policy. This policy is reviewed annually.

	2024/2025 Budget \$'000s	2025/2026 Forecast \$'000s	2026/2027 Forecast \$'000s	2027/2028 Forecast \$'000s
Workers Compensation				
Total Payments	3,238	3,348	3,462	3,580
Increase/(Decrease) in Provision	289	299	309	320

Salary & Wages Recovery

The cost of employees working on capital or other division's projects is allocated to the specific projects as work is completed (through work order costing). This includes design, survey, project management and supervision, community consultation and construction or maintenance staff. The Employee Cost budget includes labour costs for all employees and an estimate for the annual employee allocation budgeted to be recovered from capital works or other divisions. This recovery is shown in Internal Charges as a negative expense which reduces the operating cost to the correct level. Under this structure, the capital budget is required to include sufficient works to employ these resources and, where other divisional work is intended, it should be negotiated and provided for in advance.

Other Employee Costs

Learning & Development

The Learning & Development budget is held centrally with a portion provided for corporate programs and the remainder allocated to divisions. The following budget is for external provision of training and does not include programs that are delivered internally or labour costs.

	2024/2025 Budget \$'000s	2025/2026 Forecast \$'000s	2026/2027 Forecast \$'000s	2027/2028 Forecast \$'000s
Learning & Development				
Training, Conferences & Seminars	1,185	1,221	1,258	1,295

Cadets, Apprentices & Trainees

Council has a commitment to providing training opportunities through its cadet, apprentices and trainee program. The following budget includes payments to employees under this scheme, other supporting expenses such as reimbursement of study expenses as well as allocation of support salary staff that administer the program. This is recognised as a corporate initiative with the budget held in a central area.

	2024/2025 Forecast \$'000s	2025/2026 Forecast \$'000s	2026/2027 Forecast \$'000s	2027/2028 Forecast \$'000s
Cadets & Apprentices				
Cadets & Apprentices	2,304	2,369	2,419	2,470

Fringe Benefits Tax

Council incurs a range of fringe benefit costs, some of which are recovered through salary packaging. The majority of FBT exposure in future years is associated with housing benefits at tourist parks.

	2024/2025 Budget \$'000s	2025/2026 Forecast \$'000s	2026/2027 Forecast \$'000s	2027/2028 Forecast \$'000s
Fringe Benefits Tax				
Fringe Benefits Tax	181	187	192	198

Borrowing Costs (Financing)

Borrowings are considered as part of the Infrastructure Delivery Program and Capital Budget process in accordance with the adopted Financial Strategy and Asset Management Policy.

There are no proposed external borrowings in future plans.

The Infrastructure Delivery Program proposes works in Waste Services of \$46.6M over the next four years. These works are planned to be funded from the Waste Facility income that is collected through the gate fee over the life of the facility. The fees collected have exceeded the capital expenditure to date with the excess funds being held in the Waste Disposal Facility restricted asset. The programmed expenditure to 2027-2028 will require internal borrowing with internal interest allocated against the restriction during the period of debt to offset the lost income to general operations.

A repayment of \$0.6M principal is required in 2024–2025 to extinguish debts that remain outstanding.

Materials, Contracts & Other Expenses

Forecasts for materials, contracts and other expenses are either specifically budgeted or based on existing service level resourcing plus indexation. The following sections and tables provide background to the key items in this category.

Environmental Protection Authority (EPA) Levy

The EPA levy is applicable to waste and cover materials going to landfill. Rates applicable are determined by the NSW Environment Protection Authority based on geographic location, with Wollongong classified as being within the Extended Regulated Area. Application of the levy to cover materials was introduced in March 2007. Current operational expenditure forecasts and fee structures propose that Council will be able to source an amount of cover materials on site to reduce the overall cost of this levy.

A portion of the levy relates to Domestic Waste which is recovered through the internal Waste Charge to Domestic Waste Management.

At Council's current landfill site, there are two types of cover materials in use: slag and VENM (Virgin Excavated Natural Material). The quantity of cover material required is impacted by tonnages of waste that are processed to landfill. The current model is based on slag cover ratio of 0.15 and VENM of 0.25 to waste tonnages. Both slag and VENM incur the EPA levy, however, VENM attracts a 10% pricing discount. Where cover materials are site sourced, these do not attract the levy. Current projections are based on Council being able to site source 100% of VENM requirements on site for the next five years. These projections are reviewed annually both in terms of waste tonnages and availability of site sourced materials as well as changes in practices that may impact on the quantity of material required.

	2024/2025 Budget \$'000s	2025/2026 Forecast \$'000s	2026/2027 Forecast \$'000s	2027/2028 Forecast \$'000s
EPA Levy				
EPA Levy - Council	648	674	701	729
EPA Levy - Commercial	5,114	5,304	5,503	5,707
EPA Levy - Domestic	7,001	7,262	7,534	7,814
EPA Levy - Cover Material	766	794	824	855
TOTAL EPA Levy	13,529	14,034	14,562	15,105

Street Lighting

Street lighting costs are made up of an infrastructure charge and a consumption charge. Council also receives a rebate from the NSW Government resulting in a net cost to Council.

Council secured a zero emissions Power Purchase Agreement for contracted electricity and street lighting consumption pricing for a period of 10 years commencing 1 January 2023.

Council is working with Endeavour Energy to replace existing street lights with light-emitting diodes (LEDs) which may have a positive return for Council in the future.

	2024/2025 Budget \$'000s	2025/2026 Forecast \$'000s	2026/2027 Forecast \$'000s	2027/2028 Forecast \$'000s
Street Lighting	3,886	4,037	4,193	4,356
Street Lighting Subsidy	(714)	(714)	(714)	(714)

Emergency Services

Emergency services operations are contributed to by Council as below.

	2024/2025 Forecast \$'000s	2025/2026 Forecast \$'000s	2026/2027 Forecast \$'000s	2027/2028 Forecast \$'000s
Emergency Services Contributions				
Rural Fire Service	827	857	887	919
State Emergency Service	773	801	830	860
NSW Fire Brigade	4,257	4,411	4,569	4,734
Total Emergency Services Contributions	5,857	6,068	6,287	6,513

The revised IPART Rate Peg methodology now makes provision for increases in the Emergency Services Levy, albeit in arrears of the actual payment year. The 2024–2025 Rate Peg included a 0.4% increase for Emergency Services.

Insurance

Council joined the Civic Risk West (formerly Westpool) and Civic Risk Mutual (formerly United Independent Pools) Self Insurance pools on 31 October 2010. The pools are comprised of a number of NSW councils. The advantages of joining a mutual pool include savings through bulk purchasing power, access to learning and networking across other councils, reducing exposure to market fluctuations through better management of claims and retention of equity in the pool. On 1 July 2020, the Civic Risk entities were legally combined into CivicRisk Mutual Ltd, a company limited by guarantee.

The excess levels applicable to the two major risks, Industrial Special Risk (property damage) and Public & Professional Liability are \$20K and \$100K respectively. These levels are under constant review and may change in the future.

	2024/2025 Forecast \$'000s	2025/2026 Forecast \$'000s	2026/2027 Forecast \$'000s	2027/2028 Forecast \$'000s
Insurances				
Insurance Premiums				
Valuations	20	20	20	20
ISR Property Insurance	1,893	1,893	1,893	1,893
Motor Vehicle/Plant Insurance	423	423	423	423
Statutory Liability/CDO Insurance	198	198	198	198
Public Liability/Professional Indemnity	1,836	1,836	1,836	1,836
Crime/Fidelity Guarantee Insurance	208	208	208	208
Hangars Keeper Insurance	5	4	6	6
Fine Arts Insurance	52	56	53	53
Fine Arts - Fire Insurance	2	2	2	2
Total Insurance Premiums	4,637	4,640	4,638	4,639
Excess Payments				
PL Below Excess Payments	200	200	200	200
Insurance Claims Below Excess covered from Divisional Budgets	100	100	100	100
Total Excess Payments	300	300	300	300

Legal Costs

The following expenditure represents payments to external professional providers for legal services as well as in-house lawyers directly employed by Council since mid-2010-2011. The use of internal legal professionals has resulted in decreased external costs in both legal costs and other associated fields and improved services to the organisation as a whole by providing this expertise on a readily available rather than ad hoc basis.

	2024/2025 Budget \$'000s	2025/2026 Forecast \$'000s	2026/2027 Forecast \$'000s	2027/2028 Forecast \$'000s
Legal Expenses				
External Legal Costs	648	667	687	708
"In House" Legal expenditure including employees	808	839	868	898

Fuel & Oil

Fuel is subject to fluctuation in global oil pricing and currency valuations and due to this volatility is subject to an annual review rather than an application of indices. With volatile fuel prices experienced due to the current global environment, there is a risk the financial forecasts may not be sufficient to cover the costs if they continue to rise in the future. Moving forward, adjustment will also be required for fuel costs as the light fleet transitions to non-combustion vehicles.

	2024/2025 Budget \$'000s	2025/2026 Forecast \$'000s	2026/2027 Forecast \$'000s	2027/2028 Forecast \$'000s
Fuel & Oil	1,721	1,730	1,740	1,751

Affiliates Contributions

	2024/2025 Budget \$'000s	2025/2026 Forecast \$'000s	2026/2027 Forecast \$'000s	2027/2028 Forecast \$'000s
Affiliates Contributions				
Tourism Support & Contributions	1,768	1,830	1,876	1,932
Performing Arts Centre	1,507	1,485	1,529	1,574
TOTAL Affiliates Contributions	3,275	3,315	3,404	3,506

This represents the direct financial support to these organisations and does not include in kind support like asset use charges such as building occupancy.

Other Contributions, Donations, Memberships & Subsidies

	2024/2025 Budget \$'000s	2025/2026 Forecast \$'000s	2026/2027 Forecast \$'000s	2027/2028 Forecast \$'000s
Sports Facilities - Grants	400	400	400	400
Illawarra Shoalhaven Joint Organisation	95	98	101	104
Sponsorship Fund	80	82	85	87
Natural Area Management	76	78	80	83
Local Grants Scheme Heritage Properties	69	71	74	76
Illawarra Surf Lifesaving Contribution	65	67	69	71
Business/Industry Development Activities	64	66	68	70
Illawarra Escarpment - Geotech. Research	59	61	63	65
City Centre - Events and Marketing	50	52	53	55
Community Arts Programme - Small Grants P	48	49	50	52
Neighbourhood Youth Prog- Port Kembla	46	48	49	51
Illawarra Academy of Sport Contribution	42	44	45	46
Economic Development Projects	37	38	39	40
Neighbourhood Youth Prog- Berkeley	36	37	38	39
Berkeley Park - Amenities Upgrade	33	34	35	36
Warrawong Residents Forum	33	6	-	-
Animal Impounding	28	29	30	31
Restoring Ecological function - Lake Illawarra	27	-	-	-
Neighbourhood Small Grants Program	23	24	25	26
Vietnamese Association of Wollongong	18	3	-	-
Anzac Day Support	17	18	18	19
UOW Scholarships	16	17	17	18
State Emergency Services Support	11	11	11	12
Public Bands Contribution	10	11	11	11
Southern Stars Contribution	9	9	10	10
Life Education Illawarra Contribution	8	9	9	9
Aboriginal Activities	8	8	8	8
Football South Coast – Ian McLellan – DA Development	7	7	8	8
Beaton Park - Track Upgrades	6	6	6	6
Illawarra Legal Centre	5	1	-	-
Illawarra Historical Society	4	5	5	5
WCC Social Club	4	5	5	5
Minor Donations	4	4	4	4
Wollongong Eisteddfod	4	4	4	4
Affordable Housing - Housing Trust	-	2,894	-	-
TOTAL Other Contributions, Donations and Subsidies	1,444	4,293	1,420	1,450

Councillors' Expenses

	2024/2025 Budget \$'000s	2025/2026 Forecast \$'000s	2026/2027 Forecast \$'000s	2027/2028 Forecast \$'000s
Councillor support costs	19	20	21	22
Councillors	649	671	694	718
Councillor Expense	669	691	715	739

Telecommunications

	2024/2025 Budget \$'000s	2025/2026 Forecast \$'000s	2026/2027 Forecast \$'000s	2027/2028 Forecast \$'000s
Total Telecommunications	716	738	760	783

Postage

	2024/2025 Budget \$'000s	2025/2026 Forecast \$'000s	2026/2027 Forecast \$'000s	2027/2028 Forecast \$'000s
Postage - Central Admin Budget	222	229	235	243
Postage - other areas budget	251	258	266	274
Total Postage	473	487	501	516

Council Rates

This budget represents the costs of Council owned or controlled properties used for commercial purposes or that are currently under lease agreements to other parties.

	2024/2025 Budget \$'000s	2025/2026 Forecast \$'000s	2026/2027 Forecast \$'000s	2027/2028 Forecast \$'000s
Council Rates Expense (Council owned properties)	402	416	431	446

Housing Affordability Program

Council has entered a Memorandum of Understanding with the Australian Government that has allowed Council to retain funding originally provided through the Building Better Regional Cities Program to develop a program that facilitates the delivery of affordable housing in the region.

At its meeting on 10 December 2018, Council provided a range of guidelines for the program that included a focus on innovative, energy efficient and sustainable solutions, the ability for proposals to generate income streams that will support a continuation or expansion of the program into the future and support for schemes that target (but are not limited to) single women aged over 50 years. Council also resolved that existing funds be equally committed to affordable housing delivery proposals from not-for-profit organisations and an affordable home ownership scheme for low to moderate income earners to enter the housing market that could be combined with land owned by Council in the West Dapto release area.

During December 2019, Council completed a tender process (Round 1) for the provision of the first part of the above commitment. Council has entered into an agreement with the Illawarra Community Housing Trust Ltd (trading as Housing Trust) for the delivery of affordable rental housing managed by Illawarra Housing Trust. The agreement seeks the completion of 17 units (minimum) to be constructed to target, but not limited to, single women over 50 years. Through this agreement, Council will make a one-off grant payment to the Housing Trust that is reflected in the 2025-2026 financial forecasts resulting in a negative Operating Result [pre capital] for that period.

In 2022-2023, Council entered into an agreement with Head Start Homes for Round 2 of the Housing Affordability Program. Through this agreement, Council made a one-off payment to Head Start Homes in 2022-2023.

The tender process for Round 3 of the program was completed in 2023. This round recommended Head Start Homes for a two stage payment process of a total of \$5M which has been supported.

Centrally Held Budget Capacity

The operational expense budget also includes centrally held amounts that are distributed for specific purposes through the planning process. These are held in the financial projections as follows:

Rates Growth

The growth in rateable assessments and population leads to additional requirements in some services and the need for additional resources to meet those demands. The Rates Growth provision provides financial resourcing for these additional impacts directly from additional rate income. An allocation model based on the assessment of the impacts of increased population on services has been devised

for use in forward estimates. While some Services are directly or indirectly impacted by growth, other areas are not, thereby creating natural economies of scale that lead to increased capacity.

Council's modelling indicates that 40% of the rates increase is required to maintain existing service levels to a broader population in the short to medium term and 30% is required to fund depreciation relating to additional assets and future renewal. The remaining 30% will be available for allocation to new or enhanced service. Funds are generally allocated through the strategic planning process to ensure it matches growth and service demand driven by that growth.

The following table provides funding provision and availability for the four year period.

	2024/2025 Forecast \$'000s	2025/2026 Forecast \$'000s	2026/2027 Forecast \$'000s	2027/2028 Forecast \$'000s
Rates Growth	1,522	2,584	3,726	4,952
<i>Comprised Of:</i>				
Volume increase impacts	869	1,477	2,129	2,830
Economies of scale	652	1,107	1,597	2,122

Operational Contingency

It is intended that a central Operational Contingency be held in the budget that supports minor non-recurrent or unplanned projects and events or to address short term pricing or other issues that may arise from time to time. This historically has been relatively small compared to Council's overall operating expense budget with an indicative annual target of around \$1.0M (less than 0.3% of Revenue).

The current contingency includes the savings from the proposed 0% CPI adjustment to Service budgets (\$1.2M) that is being centrally held to meet future increases to other services. This internal efficiency dividend process is not proposed to change the existing bottom line at this stage but is to be applied to meet additional burden without deteriorating the current position.

Allocation of these funds is through the strategic planning process including Business Proposals, Service Reviews, Pricing Adjustments, or as otherwise directed by the Executive Management Committee.

	2024/2025 Forecast \$'000s	2025/2026 Forecast \$'000s	2026/2027 Forecast \$'000s	2027/2028 Forecast \$'000s
Operational Contingency	2,908	2,929	2,964	3,146
Insurance Claim Below Excess	100	100	100	100

Depreciation

While depreciation is not cash expenditure, it is an important part of the real cost of maintaining Council services. Depreciation represents the consumption of an asset over its life. This deterioration in value of assets occurs through use, ageing or obsolesce.

Council is required to ensure that the value of its assets reflect their fair value at each reporting period. Revaluations of asset classes occur at least every five years. Revaluations can significantly impact depreciation due to changes in asset values and lives.

Council's maturity in asset management is improving and as new information becomes available changes may occur, particularly to asset lives and valuation information. Depreciation forecasts in the long term financial projections include provision for additional assets that are included in the capital works program (excluding West Dapto) and conservative estimates for expected growth through revaluation. No provision is currently included for any assets that may be contributed to Council from other levels of government or future developments.

Key Assumptions

West Dapto Development

The development at West Dapto in Wollongong's south-west will be the largest stand-alone growth for this city. The development commenced in 2011-2012 and is expected to add in the vicinity of 19,800 new dwellings and increase the local government area population by 57,400 over a 40 to 60 year period. The development has extensive infrastructure requirements and poses some challenges due to geographic and environmental factors as well as uncertain development patterns and timing due to disaggregated land ownership.

Council has invested significant resources in planning for the construction of infrastructure and analysing potential financial impacts. The Long Term Financial forecasts are based on the most recent plans and data, however, these projections may need to be modified over time as the underlying assumptions that support these changes.

Revenue

The main income streams from this development will be from developer contributions and rates.

Developer contributions income is based on pricing that is contained in the West Dapto Developer Contributions Plan and expected timing of lot release. Council adopted its current contribution plan on 14 December 2020. The current plan is under review and will be submitted to IPART in the current calendar year.

Rates income estimates have been aligned with a conservative lower growth scenario which is below the recently exhibited West Dapto Contributions Plan. The future estimates exceed historical development numbers within the release area and assume increased levels of development. It is expected that the rate revenue increase will precede operational demand and assets built will require little renewal or maintenance in the initial years of the Long Term Financial Plan 2022-2032, creating an improved cash position through increased Funds Available from Operations. Experience in developing councils has shown the negative long term impacts that the delayed expense pattern has if additional rate revenue is built into other recurrent operations. Under the Financial Strategy, this income will be restricted and only allocated to operational expenditure as the area develops. The annual revenue in the early stages of development will be made available to meet infrastructure or planning requirements in the area or be applied to meet existing infrastructure renewal requirements and repayments of loans for the West Dapto Access Strategy.

Capital Programs

Council continues to support the West Dapto Urban Release Area through delivering capital projects, particularly to improve transport, stormwater, sports and recreation and open space.

These works are primarily funded from Development Contributions and grant funds including NSW Housing Acceleration Fund and Commonwealth Priority Community Infrastructure Program. Council continues to investigate funding opportunities to accelerate the delivery of infrastructure in the West Dapto Urban Release Area. Council can only fund 'essential infrastructure work' from the Developer Contributions, which excludes necessary Community and Sporting building facilities that will be required to be funded from Rates or Grant contributions.

Contributed Assets

Financial projections for the West Dapto release area recognise that a level of infrastructure requirements will be provided by developers. This is primarily subdivision works such as roads, drains, open space contributed by developers as subdivisions are made available for development. The value of these assets is reflected in the financial projections as capital income and contributed assets based on expected timing of receipt of these. Estimates of future depreciation, operating and maintenance costs for these have been included in forecast operational expenses.

Operational Expenses

The Long Term Financial Plan includes depreciation, operating and maintenance costs associated with services that will be required by the new population in that area such as community, library and open space facilities that are aligned to population growth. These estimates are based on planned asset construction and cost of providing these services to our existing population. As development progresses, revenue from the area will be used to fund the maintenance and operation of new assets

and services as part of Council's overall budget. Operational costs also include additional staff costs for the introduction of a dedicated West Dapto development team and expected cost for the delivery of services as the population grows. Service delivery costs are currently held centrally at this stage and will be distributed to relevant service delivery areas when timing and requirements can be better defined.

Enhanced Community Centre & Library Services

Financial forecasts include a preliminary estimate for the potential impact on operational costs associated with proposed new Southern Suburbs and Helensburgh Library and community centres. These projects are currently planned for construction to commence within the next four years. As the project progresses, the level of additional operating costs may need to be reviewed. These projects will be funded from the rates growth for enhanced services relating to population growth.

Restricted Revenue

The level of available or untied cash is expressed as cash and investment holdings after allowance for restricted assets. Assets, generally cash, may be externally or internally restricted. External restrictions are usually imposed by an external or legislative requirement that funds be spent for a specific purpose. This may include unspent grant funds that have been provided to Council for the delivery of a particular project or service, funds collected as developer contribution under Development Contributions Plans, or surpluses achieved in the delivery of domestic waste. In some of these instances, Council is also required to restrict investment earnings that are generated by these cash holdings. Internal restrictions are funds that Council has determined will be used for a specific future purpose, such as the future replacement of waste facilities.

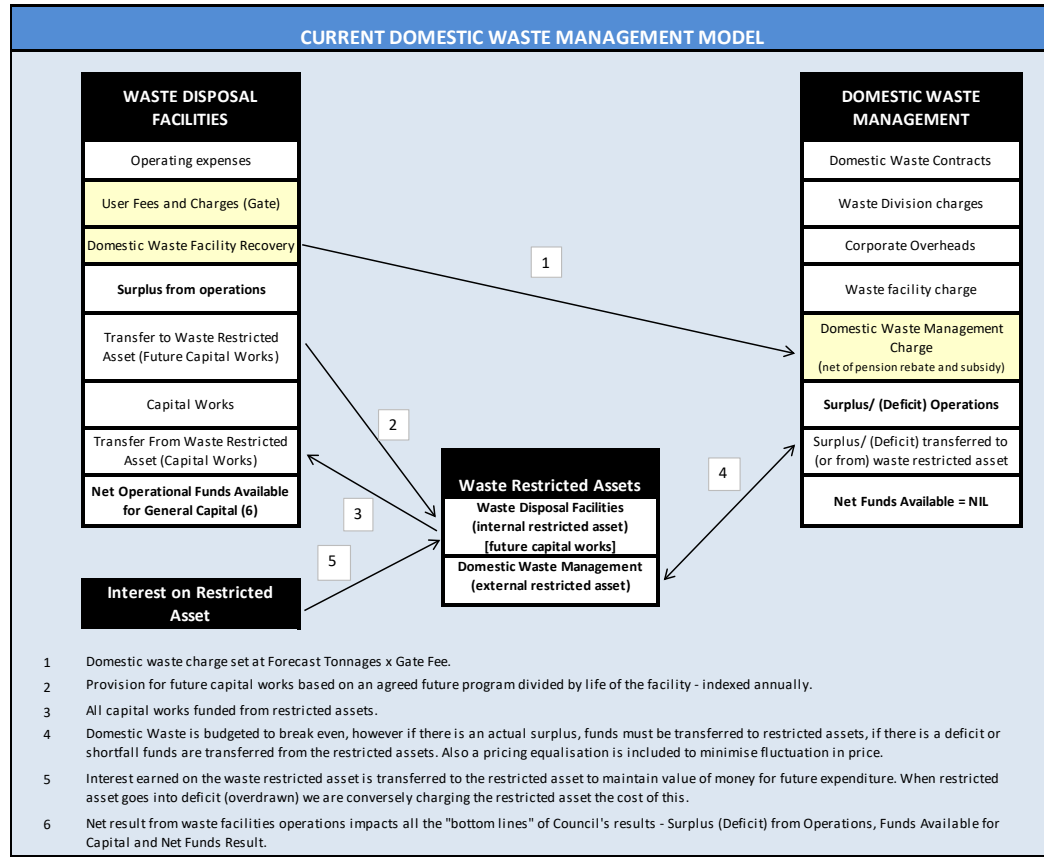
Council's approach is management of capital works through a centralised process and a longer term planning focus and minimise the creation of internally restricted assets. The current Long Term Financial Plan maintains this approach. The Four Year Restricted Asset Summary shows anticipated restrictions and the subsequent table outlines the nature of funding and purpose of the current internally restricted asset funds.

10 YEAR RESTRICTED ASSETS SUMMARY													
		2024/2025 Forecast \$'000			2025/2026 Forecast \$'000			2026/2027 Forecast \$'000			2027/2028 Forecast \$'000		
PURPOSE OF RESTRICTED ASSET	Opening Balance 1/07/24	Transfer		Balance	Transfer		Balance	Transfer		Balance	Transfer		Balance
		In	Out	30/06/25	In	Out	30/06/26	In	Out	30/06/27	In	Out	30/06/28
Internally Restricted Assets													
Strategic Projects	13,215		2,014	11,201		1,584	9,617		3,290	6,327		152	6,175
Strategic Projects (unallocated)	18,779			18,779			18,779			18,779			18,779
Property Investment Fund	5,114	201	419	4,896	166	331	4,730	152	343	4,540	138	355	4,323
MacCabe Park Development	2,040	150		2,190	150		2,340	150		2,490	150		2,640
City Parking Strategy	1,374	750	491	1,632	758	545	1,845	780	432	2,193	803	507	2,490
Sports Priority Program	321	327	400	248	332	400	180	336	400	116	398	400	114
Natural Areas Fund	173			173			173			173			173
West Dapto Rates (additional)	12,665	3,467	806	15,326	4,174	761	18,740	4,655	780	22,615	3,244	800	25,060
West Dapto Community Facilities		29,000		29,000			29,000			29,000			29,000
Lake Illawarra Estuary Management Fund	499	165	203	461	165	187	439	165	188	416	165	189	392
Darcy Wentworth Park	18			18			18			18			18
Waste Disposal Facilities ***	9,491	5,787	13,039	2,240	5,658	4,465	3,433	5,483	16,726	(7,811)	5,123	12,607	(15,296)
Total Internal Restricted Assets	63,689	39,847	17,373	86,163	11,402	8,271	89,294	11,721	22,158	78,856	10,022	15,010	73,868
Externally Restricted Assets													
Developer Contributions (formerly S 94)	46,718	11,870	5,593	52,995	12,072	25,162	39,905	29,166	12,221	56,850	27,511	2,300	82,061
Planning Agreements	4,084			4,084	17,342		21,426			21,426			21,426
Grants	5,092	19,144	24,776	(541)	40,117	30,029	9,547	19,557	21,620	7,483	8,277	7,311	8,449
Loan Repayment	814	(19)	922	(127)	(21)		(148)	(23)		(171)	(144)		(314)
Domestic Waste Management	4,640	194		4,834	172		5,006	172		5,178	172		5,351
Contributed Assets		7,014	7,014		5,871	5,871		14,585	14,585		14,129	14,129	
Other Contributions	6,949	795	666	7,078	707	567	7,218	709	563	7,365	714	355	7,723
Special Rates Levies - City Centre + Mall	783	1,344	1,353	773	1,391	1,392	772	1,439	1,439	773	1,490	1,471	792
Housing Affordability Program	3,045	302	100	3,246	209	2,894	561	151		711	151		862
Local Infrastructure Renewal Scheme	1,183	65		1,248	61		1,309	63		1,371	16		1,387
Stormwater Management	1,693	2,024	2,441	1,276	2,055	2,657	674	2,087	2,640	121	2,120	1,593	648
Total External Restricted Assets	74,999	42,732	42,866	74,865	79,976	68,572	86,269	67,906	53,067	101,108	54,436	27,159	128,385
Grand Total	138,688	82,579	60,239	161,028	91,378	76,844	175,563	79,628	75,226	179,965	64,458	42,169	202,253
*** The Waste Disposal Facilities Restricted Asset is held for the development and renewal of assets within Council's waste facilities and for the rehabilitation of the sites at the end of their lives. Council's Waste Strategy and Master Plan for facilities is currently being reviewed and will potentially change the life and capital requirements of the facilities. While this review is being progressed the forward capital works program only includes specific works that are not impacted by a revised strategy. Adjustments to the works program will be made where necessary following completion of the review program. Cash collections have been estimated in accordance with the current program.													

10 YEAR DEVELOPER CONTRIBUTIONS RESTRICTED ASSETS SUMMARY													
		2024/2025 Forecast \$'000			2025/2026 Forecast \$'000			2026/2027 Forecast \$'000			2027/2028 Forecast \$'000		
PURPOSE OF RESTRICTED ASSET	Opening Balance 1/07/24	Transfer		Balance	Transfer		Balance	Transfer		Balance	Transfer		Balance
		In	Out	30/06/25	In	Out	30/06/26	In	Out	30/06/27	In	Out	30/06/28
Externally Restricted Assets													
West Dapto	10,385	7,924	2,750	15,559	8,554	7,710	16,403	25,972	8,094	34,282	24,349	1,603	57,028
Calderwood	388	16		405	14		419	14		433	14		448
City Centre	7,702	251	9	7,944	201	1,030	7,115	187	2,000	5,302	183		5,485
City Wide	28,242	3,679	2,833	29,088	3,302	16,422	15,968	2,992	2,127	16,833	2,964	697	19,100
Total Developer Contributions Restricted Assets	46,718	11,870	5,593	52,995	12,072	25,162	39,905	29,166	12,221	56,850	27,511	2,300	82,061

Internally Restricted Assets	
Purpose	Source of Funds
Strategic Projects	
Support for future strategic projects to be approved by Council.	Where Available Funds level are above minimum requirements, additional funds will be transferred to the Strategic Projects Restricted Asset and consideration given to the allocation of funds through the Strategic Planning process.
MacCabe Park Development	
To accumulate cash for the acquisition of properties adjacent to MacCabe Park, as and when they are offered to Council in accordance with the planning provisions to achieve the objectives of extending MacCabe Park.	Recurring annual allocation made by Council.
City Parking Strategy	
To fund future parking, transport and pedestrian access, bicycle and public transport projects in the City Centre. The Adopted Operational Plan 2020-2021 approved an application of funding from the City Parking Strategy restricted asset until 2028-2029 to be applied to projects that will support the recovery and reactivation of the City Centre post COVID-19.	Net surplus of the Inner City Parking Strategy.
Sports Grants Program	
To provide funding for projects recommended by the Sports & Facilities Reference Group.	Annual allocation made by Council and telecommunication licence fees (50% Fernhill & Woonona Soccer Clubs, and Berkeley Sports & Social Club grounds and 100% of other sports grounds).
West Dapto Operations	
Increased annual rate revenue created from subdivision in West Dapto will be restricted and only allocated to operational expenditure as the area develops. In the interim period, the annual revenue should be made available to meet infrastructure or planning requirements in the area.	Net surplus of West Dapto operations including additional rates revenue and operational expenditure.
Darcy Wentworth Park	
Upgrading sporting facilities in the local ward. On completion of these facilities, additional funds to be allocated to the Sports & Facilities Reference Group, to embellish sporting facilities across the City.	Rental proceeds from Darcy Wentworth Park car park.
Waste Disposal Facilities	
The Waste Facilities restricted asset is held for the development and renewal of assets within Council's waste facilities and for the rehabilitation of the sites at the end of their lives.	A proportion of the annual waste fee is allocated for the estimated future development and rehabilitation of waste facilities. This estimate is included in the annual calculation of the waste fees.
Property Investment Fund	
To provide funding for investment in longer term income generating activities.	Proceeds from property sales (excluding those already identified through the property rationalisation program), investment income on accumulated funds held and dividends from investments funded from this source.
Lake Illawarra Estuary Management Fund	
Wollongong and Shellharbour Council now share the responsibility for the management of Lake Illawarra and its surroundings after the State Government disbanded the Lake Illawarra Authority in July 2014.	Funding the LIEM Fund will be initially in the proportion of 2/3rds Wollongong to 1/3rd Shellharbour. Shellharbour's portion will come as an external contribution. The Initial Memorandum of Understanding (MOU) set the contribution per annum of \$165K for Wollongong and \$85K for Shellharbour. The funding may be allocated over multiple years, so unspent funds are retained in this Restricted Asset and the external contributions restricted asset.

Overview of Domestic Waste Model



Budget Limitations/Development

The current financial information has a number of recognised limitations as follows that will require adjustment over a period of time.

Indices

The financial forecasts are comprised of both recurrent and non-recurrent income and expenditure. The non-recurrent items have specified values and timing of delivery. Recurrent items may be subject to the application of indices or may be set based on known commitments for expenditure, such as loan repayments, or may be adjusted for volume impacts or future pricing changes. Indices were derived from a number of publications including long term economic projections published by the Commonwealth Government including the Federal Government Budget Reports and Australian Bureau of Statistics (ABS), various banks and IPART recommendations for rates pegging as well as anticipated levels for utilities from Council's longer term supplier contracts.

Variation in actual prices and cost to Council compared to these indices will impact financial results. The extent of this impact will depend on the size of the income or expenditure that is subject to the indices, the extent of variation and the degree to which Council is able to actively mitigate the variation. Council reviews its indices at least annually and analyses the impacts of these changes. Significant changes are addressed as they become known.

Utility Cost

Projected increases for utility costs are generally based on IPART publications, where applicable, other than for electricity which also includes recognition of specific negotiated contracts that are in place for street lighting and Council Buildings and Facilities Sites and Small Sites. Street lighting is subject to separate contracts for infrastructure and electricity. Council's electricity contracts for street lighting and large sites are for a three year period commencing in January 2023. Small sites contracts were finalised subsequently and are linked to IPART pricing.

Asset Management – Valuation and Asset Lives

As an industry, Local Government has recognised a need to provide for ongoing asset replacement. The consumption of these assets is represented by depreciation, which is based on expected asset lives, condition assessments and valuations. While the maturity of this information is improving, many of the assumptions are unproven due to the nature of this exercise. For example, it is difficult to estimate asset lives in relatively new cities, such as Wollongong, where there may not be historical data available or comparability with other cities due to differing environmental factors and construction approaches. In addition, changing technologies may impact on renewal and maintenance costs. A substantial program is currently underway to review Council's assets and produce revised asset plans that will help refine these forecasts going forward.

Lake Illawarra

The Coastal Management Plan (CMP) for Lake Illawarra was gazetted in late 2020. The CMP sets out actions to be undertaken over the next 10 years to protect and enhance the health of the lake. The total cost to undertake all actions is approximately \$35.3M. The CMP nominates an indicative funding arrangement shared between Wollongong City Council, Shellharbour City Council and various NSW Government Agencies. Wollongong City Council has committed approximately \$2.5M under the current four year Delivery Program towards CMP actions.

Internal Charging

There have been continuing efforts to better reflect the costs of capital and services by distributing the cost of internal assets and services. There are existing charges for buildings, plant, vehicles, desktop computing, marketing, printing, waste tipping fees, insurances, Fringe Benefits Tax (FBT), cost of capital (plant and vehicles only), infrastructure assets and internal labour services.

Contributed Assets

Council's estimates do not currently provide fully for potential assets that may be contributed or donated to Council over time. An estimate has been made for contributions from West Dapto developers, which are based on the broad assumptions for West Dapto. Other contributions are not reasonably forecast.

Development Contributions (excluding West Dapto)

Development contributions income projections are based on the adopted plan and anticipated timing of receipts. The recent economic climate has had a significant impact on projected income. There are a range of projects that have been included in the Delivery Program that are dependent on funding from this source. The timing and capacity to deliver these will need to be monitored in the context of ability to achieve income projections.

Property Sales and Investment

While Council is actively pursuing the sale of some properties, a decision has been made not to forecast sale dates or values due to uncertainty in delivery. As property sales become more certain, they will be added to budgeted sources of funding. Consideration of advancing existing projects or investing in new assets to be funded from sales will be given at that time.

Climate Change

Local Government is considered to be on the frontline facing the impact of climate change on communities. The Commonwealth Government has indicated that councils have a role in early planning to identify and prepare for the risk from climate change and help protect the wellbeing of communities, local economies and the built and natural environment and to contribute to a low pollution future. In addition to a planning role, councils also own or directly manage a range of assets that potentially will be impacted by climate change. Increased emphasis on climate change related activities may require a redirection of funding. Activities in this regard will be guided by the adopted Climate Change Mitigation Plan 2023-2030 and the Climate Change Adaptation Plan 2022.

Section 2

Capital Program and Budget 2024-2025 to 2027-2028

Section 2 of this report sets out Council's four year Capital Works Budget for the renewal, upgrade and creation of new infrastructure assets to meet the existing and future needs of the city. The significant drivers for this program are:

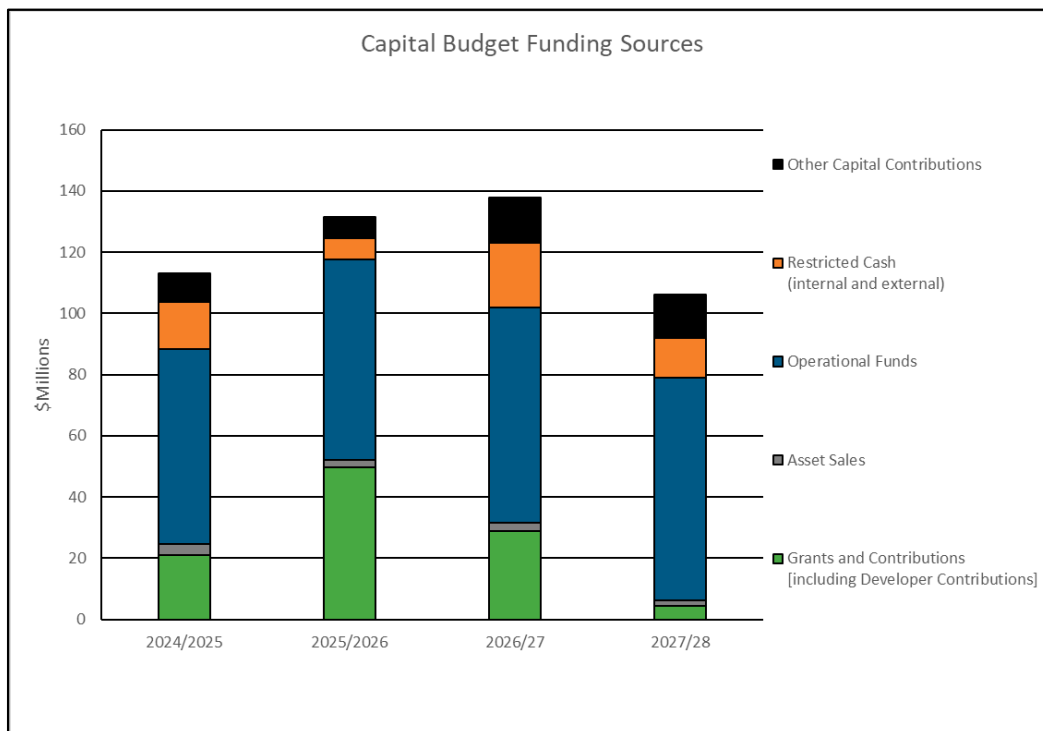
- Community input and strategic directions stated in the Our Wollongong Our Future 2032 - Community Strategic Plan
- Council's Asset Management Policy and Strategies
- Economic, tourism and growth factors including West Dapto
- Availability of funding

The Infrastructure Delivery Program is structured to provide a significant amount of renewal funding to community assets such as roads, footpaths, cycleways, buildings, stormwater, recreation, sporting and aquatic facilities using inputs from both the community and Council's Asset Management Plans. The Infrastructure Delivery Program (Attachment 2) provides an indicative program of works to support this budget.

Capital Budget Funding 2024-2025

In 2024-2025, \$113.0M including contributed assets will be allocated for capital works, much of which will go towards improving the condition of existing community assets with a focus on replacing assets. The total Capital Budget for 2024-2025 is derived from the allocation of operational funds (including contributions from operational savings), asset sales, contributions from restricted assets, allocations from Development Contributions funds and funding from State and Commonwealth Government grants.

Capital Budget by Funding Sources – Summary Graph



Capital Budget by Funding Sources – Table

Revenue Type	2024-2025 Budget \$M	2025-2026 Forecast \$M	2026-2027 Forecast \$M	2027-2028 Forecast \$M
Operational Funds	63.8	65.7	70.5	72.8
Asset Sales	3.5	2.4	2.7	1.7
Grants and Contributions [including Developer Contributions]	21.0	49.7	28.8	4.5
Restricted Cash (internal and external)	15.5	7.0	21.2	12.9
Borrowings	0.0	0.0	0.0	0.0
Other Capital Contributions	9.2	6.7	14.6	14.1
TOTAL	113.0	131.4	137.8	106.1

Capital Budget by Asset Class

Asset Class	2024-2025 Budget \$M	2025-2026 Forecast \$M	2026-2027 Forecast \$M	2027-2028 Forecast \$M
Roads And Related Assets	20.5	23.4	20.1	19.6
West Dapto	7.4	20.4	14.8	1.3
Footpaths And Cycleways	11.9	9.0	17.3	11.8
Carparks	1.1	2.6	1.1	1.3
Stormwater And Floodplain Management	10.0	6.5	5.7	5.7
Buildings	14.8	33.0	33.0	16.5
Commercial Operations	0.9	2.0	1.2	1.0
Parks Gardens And Sportfields	8.3	3.9	2.4	2.3
Beaches And Pools	1.5	9.3	0.3	0.4
Natural Areas	0.0	0.0	0.0	0.0
Waste Facilities	13.0	4.4	16.7	12.5
Fleet	4.4	1.2	1.3	1.8
Plant And Equipment	3.6	3.4	3.5	3.4
Information Technology	1.3	1.4	0.9	1.1
Library Books	1.4	1.4	1.4	1.5
Public Art	0.1	0.1	0.1	0.1
Emergency Services	0.0	0.0	0.0	0.0
Land Acquisitions	0.2	0.2	0.3	0.0
Non-Project Allocations	5.7	3.4	3.1	11.7
Loans	0.0	0.0	(0.0)	0.0
Not Applicable	7.0	5.9	14.6	14.1
	113.0	131.4	137.8	106.1
Contributed assets	7.0	5.9	14.6	14.1
Total excluding contributed assets	106.0	125.5	123.2	92.0

Upcoming Capital Projects in 2024-2025

PROJECTS – PLANNING AND DESIGN

During 2024-2025 Wollongong City Council plans to continue and complete approximately 143 design projects including the following:

- Darkes Town Centre Sporting and Community Hub - Stage 1
- McMahon's Street Detention Basin
- Port Kembla Community Centre Hall, Workshop and Forecourt Stage 2
- Art Gallery and Town Hall – Refurbishment
- Mount Kembla Mountain Bike Amenities
- Beaton Park Multipurpose Facility Upgrade
- Windang Foreshore Playground
- Wongawilli Hall Refurbishment and Upgrade
- Murray Road; Duff Parade to Cawley Street Shared Path and Pedestrian Crossings
- Grand Pacific Walk Upgrade – Headlands Avenue to Coledale Avenue

PROJECTS – CONSTRUCTION

During 2024-2025, Wollongong City Council plans to commence or continue over 168 construction projects including the following:

- Southern Suburbs Library and Community Centre
- West Dapto Road – Yard Street to Shone Avenue (Stages 2-5)
- Helensburgh Pool Upgrade
- Thomas Gibson Oval Amenities
- Bellambi Gully Flood Mitigation Scheme
- The Avenue Debris Control Structure
- Memorial Drive Debris Control Structure
- Northern Cycleway; Ursula Road to Farrell Road Shared Path Upgrade
- Princes Highway, North Wollongong Station to Guest Avenue Shared Path Upgrade
- Grand Pacific Walk Austinmer

CAPITAL BUDGET 2024-2025 to 2027-2028												
\$'000												
Asset Class	2024-2025			2025-2026			2026-2027			2027-2028		
	Expenditure	Funding	Revenue Funding	Expenditure	Funding	Revenue Funding	Expenditure	Funding	Revenue Funding	Expenditure	Funding	Revenue Funding
Roads And Related Assets												
Traffic Facilities	3,248	(2,081)	1,167	4,920	(4,390)	530	2,400	(2,100)	300	100	0	100
Public Transport Facilities	20	(20)	0	380	(210)	170	355	0	355	355	0	355
Roadworks	16,342	(3,095)	13,247	14,580	(3,370)	11,210	14,447	(3,700)	10,747	15,959	(2,700)	13,259
Bridges, Boardwalks and Jetties	895	0	895	3,470	0	3,470	2,870	0	2,870	3,210	0	3,210
Total Roads And Related Assets	20,505	(5,196)	15,309	23,350	(7,970)	15,380	20,072	(5,800)	14,272	19,624	(2,700)	16,924
West Dapto												
West Dapto Infrastructure Expansion	7,420	(7,270)	150	20,375	(20,375)	0	14,750	(14,750)	0	1,250	(1,250)	0
Total West Dapto	7,420	(7,270)	150	20,375	(20,375)	0	14,750	(14,750)	0	1,250	(1,250)	0
Footpaths And Cycleways												
Footpaths	6,243	(1,806)	4,438	4,917	(2,377)	2,540	9,615	(4,400)	5,215	4,100	0	4,100
Shared Paths	5,550	(2,350)	3,200	3,685	(1,800)	1,885	2,580	0	2,580	3,700	0	3,700
Commercial Centre Upgrades - Footpaths and Cycleways	60	0	60	370	0	370	5,120	(700)	4,420	4,000	0	4,000
Total Footpaths And Cycleways	11,853	(4,156)	7,698	8,972	(4,177)	4,795	17,315	(5,100)	12,215	11,800	0	11,800
Carparks												
Carpark Construction/Formalising	420	(420)	0	2,300	(1,200)	1,100	100	0	100	200	0	200
Carpark Reconstruction or Upgrading	715	0	715	285	0	285	1,000	0	1,000	1,100	0	1,100
Total Carparks	1,135	(420)	715	2,585	(1,200)	1,385	1,100	0	1,100	1,300	0	1,300
Stormwater And Floodplain Management												
Floodplain Management	3,755	(3,280)	475	2,100	(1,317)	783	2,240	(1,000)	1,240	2,233	0	2,233
Stormwater Management	5,802	(1,275)	4,527	4,250	(1,000)	3,250	3,480	0	3,480	3,140	0	3,140
Stormwater Treatment Devices	410	(400)	10	110	0	110	10	0	10	300	0	300
Total Stormwater And Floodplain Management	9,967	(4,955)	5,012	6,460	(2,317)	4,143	5,730	(1,000)	4,730	5,673	0	5,673

CAPITAL BUDGET 2024-2025 to 2027-2028												
\$'000												
Asset Class	2024-2025			2025-2026			2026-2027			2027-2028		
	Expenditure	Funding	Revenue Funding	Expenditure	Funding	Revenue Funding	Expenditure	Funding	Revenue Funding	Expenditure	Funding	Revenue Funding
Buildings												
Cultural Centres (IPAC, Gallery, Townhall)	50	0	50	6,000	0	6,000	6,000	0	6,000	0	0	0
Administration Buildings	925	0	925	600	0	600	400	0	400	1,330	0	1,330
Community Buildings	13,795	(600)	13,195	26,410	(12,073)	14,337	26,590	(6,260)	20,330	14,595	0	14,595
Public Facilities (Shelters, Toilets etc.)	0	0	0	20	0	20	40	0	40	575	0	575
Total Buildings	14,770	(600)	14,170	33,030	(12,073)	20,957	33,030	(6,260)	26,770	16,500	0	16,500
Commercial Operations												
Tourist Park - Upgrades and Renewal	400	0	400	1,300	0	1,300	500	0	500	800	0	800
Memorial Gardens and Cemeteries - Upgrades	390	0	390	580	0	580	580	0	580	80	0	80
Leisure Centres & RVGC	150	0	150	150	0	150	150	0	150	150	0	150
Total Commercial Operations	940	0	940	2,030	0	2,030	1,230	0	1,230	1,030	0	1,030
Parks Gardens And Sportfields												
Play Facilities	1,407	(402)	1,005	2,250	(1,200)	1,050	1,500	(500)	1,000	1,000	0	1,000
Recreation Facilities	755	(250)	505	245	(235)	10	10	0	10	63	0	63
Sporting Facilities	6,100	(1,434)	4,666	1,370	(1,240)	130	936	(936)	0	1,217	(952)	265
Lake Illawarra Foreshore	0	0	0	0	0	0	0	0	0	0	0	0
Total Parks Gardens And Sportfields	8,262	(2,086)	6,176	3,865	(2,675)	1,190	2,446	(1,436)	1,010	2,279	(952)	1,328
Beaches And Pools												
Beach Facilities	0	0	0	0	0	0	0	0	0	20	0	20
Rock/Tidal Pools	0	0	0	0	0	0	0	0	0	10	0	10
Treated Water Pools	1,450	(60)	1,390	9,250	(3,002)	6,248	250	0	250	400	0	400
Total Beaches And Pools	1,450	(60)	1,390	9,250	(3,002)	6,248	250	0	250	430	0	430
Natural Areas												
Natural Area Management and Rehabilitation	0	0	0	0	0	0	0	0	0	0	0	0
Total Natural Areas	0	0	0	0	0	0	0	0	0	0	0	0

CAPITAL BUDGET 2024-2025 to 2027-2028												
\$'000												
Asset Class	2024-2025			2025-2026			2026-2027			2027-2028		
	Expenditure	Funding	Revenue Funding	Expenditure	Funding	Revenue Funding	Expenditure	Funding	Revenue Funding	Expenditure	Funding	Revenue Funding
Waste Facilities												
Whytes Gully New Cells	12,975	(12,975)	0	4,400	(4,400)	0	16,660	(16,660)	0	12,540	(12,540)	0
Total Waste Facilities	12,975	(12,975)	0	4,400	(4,400)	0	16,660	(16,660)	0	12,540	(12,540)	0
Fleet												
Motor Vehicles	4,395	(2,286)	2,109	1,190	(617)	573	1,275	(672)	603	1,800	(949)	851
Total Fleet	4,395	(2,286)	2,109	1,190	(617)	573	1,275	(672)	603	1,800	(949)	851
Plant And Equipment												
Mobile Plant (trucks, backhoes etc.)	3,600	(780)	2,820	3,428	(782)	2,646	3,520	(799)	2,721	3,427	(786)	2,640
Fixed Equipment	0	0	0	0	0	0	0	0	0	0	0	0
Total Plant And Equipment	3,600	(780)	2,820	3,428	(782)	2,646	3,520	(799)	2,721	3,427	(786)	2,640
Information Technology												
Information Technology	1,340	0	1,340	1,400	0	1,400	900	0	900	1,050	0	1,050
Total Information Technology	1,340	0	1,340	1,400	0	1,400	900	0	900	1,050	0	1,050
Library Books												
Library Books	1,374	0	1,374	1,404	0	1,404	1,438	0	1,438	1,468	0	1,468
Total Library Books	1,374	0	1,374	1,404	0	1,404	1,438	0	1,438	1,468	0	1,468
Public Art												
Art Gallery Acquisitions	103	0	103	107	0	107	110	0	110	113	0	113
Total Public Art	103	0	103	107	0	107	110	0	110	113	0	113
Emergency Services												
Emergency Services Plant and Equipment	0	0	0	0	0	0	0	0	0	0	0	0
Total Emergency Services	0	0	0	0	0	0	0	0	0	0	0	0

CAPITAL BUDGET 2024-2025 to 2027-2028												
\$'000												
Asset Class	2024-2025			2025-2026			2026-2027			2027-2028		
	Expenditure	Funding	Revenue Funding	Expenditure	Funding	Revenue Funding	Expenditure	Funding	Revenue Funding	Expenditure	Funding	Revenue Funding
Land Acquisitions												
Land Acquisitions	250	(250)	(0)	250	(250)	(0)	250	(250)	0	0	0	0
Total Land Acquisitions	250	(250)	(0)	250	(250)	(0)	250	(250)	0	0	0	0
Non-Project Allocations												
Capital Project Contingency	5,656	0	5,656	3,408	0	3,408	3,112	0	3,112	11,692	0	11,692
Capital Project Plan	0	0	0	0	0	0	0	0	0	0	0	0
Total Non-Project Allocations	5,656	0	5,656	3,408	0	3,408	3,112	0	3,112	11,692	0	11,692
Loans												
LIRS Loan	0	(656)	(656)	0	0	0	0	0	0	0	0	0
Total Loans	0	(656)	(656)	0	0	0	0	0	0	(0)	0	(0)
Not Applicable												
Not Applicable	7,014	(7,498)	(484)	5,871	(5,871)	0	14,585	(14,585)	0	14,129	(14,129)	0
Total Not Applicable	7,014	(7,498)	(484)	5,871	(5,871)	0	14,585	(14,585)	0	14,129	(14,129)	0
TOTAL	113,010	(49,187)	63,822	131,374	(65,708)	65,666	137,772	(67,311)	70,461	106,106	(33,306)	72,800
NET REVENUE FUNDED		63,822			65,666			70,461			72,800	
"Contributed Assets" in Not Applicable	7,014	(7,498)	(484)	5,871	(5,871)	0	14,585	(14,585)	0	14,129	(14,129)	0
Total excluding contributed assets	105,995	(41,689)	64,306	125,503	(59,837)	65,666	123,188	(52,727)	70,461	91,976	(19,177)	72,800

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Our Wollongong Our Future

From the mountains to the sea, we value and protect our natural environment and will be leaders in building an educated, creative, sustainable and connected community.

We value and protect our environment

We have an innovative and sustainable economy

Wollongong is a creative, vibrant city

We are a connected and engaged community

We have a healthy community in a liveable city

We have affordable and accessible transport



Wollongong City Council

Attachment 2 Infrastructure Delivery Program 2024-2025 - 2027-2028 Post Exhibition Draft

Infrastructure Delivery Program

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What is the Infrastructure Delivery Program?

Wollongong City Council is responsible for building, operating and managing over \$6.2 billion worth of infrastructure assets that support a variety of services for our community. The infrastructure delivery program is an investment plan in investigation and delivery of new, expanded, renewed and decommissioning of public infrastructure.

Infrastructure assets managed by Council include:

- Footpaths and cycleways
- Local roads and car parks
- Public swimming pools
- Stormwater pipes and drains
- Libraries and other community buildings
- Playgrounds, parks and sport fields

A key deliverable from Council's annual planning cycle is the development of the 4-year Infrastructure Delivery Program. Through this process, Council reviews the needs of our community as well as the services Council provides, then prioritises the projects that can be delivered to help facilitate these services based on the resources available.

The 2024-25 - 2027-28 Infrastructure Delivery Program identifies investments in over 550 projects; all of which contribute to building an extraordinary Wollongong.

Key infrastructure investment priorities include:

- Extending and renewing Council's shared pathway and footpath network for pedestrians and cyclists
- Infrastructure to manage flood risk and investment in the maintenance of Council's existing stormwater network
- The delivery of new community infrastructure identified in Council's supporting documents, including the new Southern Suburbs Community Centre and Library and Helensburgh Community Centre and Library
- Design and construction of significant infrastructure to support continued growth in the West Dapto Urban Release Area
- Upgrades to sportsfield amenities
- Renewal of road pavements
- Supporting a sustainable waste management facility



Understanding this document

Annual investment in infrastructure consists of the following:

Capital Expenditure

- Constructing new Council infrastructure.
- Expanding existing infrastructure to provide greater capacity.
- Renewing or replacing Council assets that have reached the end of their useful life.

Operations and Maintenance (O&M) Expenditure

- Asset Operations – Expenditure required to keep things running.
- Maintenance – Expenditure on routine activities to maintain infrastructure in a reasonable working condition.

Council Services

Council's Services form the foundation of the Delivery Program and Operational Plan. Council's Services are aligned to the goal that best fits the primary purpose of the service. Council's internal Services form an additional group called Support Services to demonstrate that these Services support the delivery of all goals.

Supporting Documents

Council refers to its adopted strategies and plans as Supporting Documents. These direction setting documents support the development of the Community Strategic Plan, Council's Resourcing Strategy, Delivery Program and Operational Plans.

These documents include goals, strategies and actions specific to a project or location. Key priorities and actions are enabled through resource allocation in the Delivery Program and Operational Plan, and remaining actions are unfunded as part of the current Delivery Program.

Council's Supporting Documents have been considered in the development of the Community Strategic Plan. These Supporting Documents have been informed by extensive data, research and community input, making them an important source for consideration in the future vision and goals for the Wollongong Local Government Area.

Reading this document

For ease of navigation capital works projects have been grouped by Council services. Each capital works project is listed with a short description of the works to be undertaken. Examples include Construct New, Upgrade and Reconstruction.

Activity type given to a project is either:

- *Design - The project is being investigated and designed*
- *Construction - The project is programmed to be built*
- *Procure - The project is the purchase of a new asset*

Projects are planned, developed and delivered across the project life cycle. The largest projects may span several years of design and construction.

Project Timing

This is a forward planning document and many projects have not been through a detailed design process, therefore the timing of the delivery of the project may change. Some projects may have their work re-phased to a later date, while others may be brought forward and delivered sooner than expected.

Infrastructure Delivery Program Summary

Capital	2024-25	2025-26	2026-27	2027-28
West Dapto	\$7,420,000	\$20,375,000	\$14,750,000	\$1,250,000
Stormwater Services	\$9,942,000	\$5,460,000	\$5,730,000	\$5,673,333
Waste Management	\$12,975,000	\$4,400,000	\$16,660,000	\$12,540,000
Tourist Parks	\$400,000	\$1,350,000	\$560,000	\$2,300,000
Cultural Services	\$153,500	\$6,106,600	\$6,109,800	\$113,000
Libraries	\$5,743,749	\$18,923,749	\$20,937,663	\$4,167,854
Property Services	\$680,000	\$1,150,000	\$250,000	\$0
Aquatic Services	\$1,450,000	\$9,250,000	\$250,000	\$430,000
Botanic Garden & Annexes	\$85,000	\$840,000	\$1,470,000	\$1,000,000
Community Facilities	\$4,970,000	\$2,265,000	\$5,520,000	\$8,395,000
Leisure Centres	\$4,900,000	\$1,905,000	\$190,000	\$215,000
Memorial Gardens and Cemeteries	\$390,000	\$580,000	\$580,000	\$80,000
Parks and Sportsfields	\$7,662,000	\$7,530,000	\$2,505,600	\$4,789,442
Transport Services	\$33,353,000	\$35,362,000	\$38,486,900	\$32,724,375
Financial Services	\$4,395,000	\$1,190,000	\$1,275,000	\$1,800,000
Information Technology	\$1,340,000	\$1,400,000	\$900,000	\$1,050,000
Infrastructure Planning and Support	\$10,135,863	\$7,415,424	\$7,012,808	\$15,448,214
Sub-Total	\$105,995,112	\$125,502,773	\$123,187,771	\$91,976,218

Operations and Maintenance	2024-25	2025-26	2026-27	2027-28
Sub-Total	\$73,240,820	\$76,429,753	\$77,629,647	\$80,824,316

Total Infrastructure Delivery Program Expenditure 2024-25 to 2027-28

	2024-25	2025-26	2026-27	2027-28
Total	\$179,235,932	\$201,932,526	\$200,817,418	\$172,800,534



\$754m
Infrastructure
Delivery Program



Land Use Planning

Responsibility Manager City Strategy

Why

To ensure urban areas are well-planned to achieve appropriate land uses and a healthy, safe and sustainable living environment in line with our legislative responsibilities.

What

Land Use Planning manages the plans, policies and certificates assisting our community to understand the role and function of land within Wollongong Local Government Area (LGA). The team undertakes detailed studies to create long-term plans to ensure we can live, work and play sustainably, protecting what we value and ensuring development contributes to great places for our community.

Delivery Stream

- West Dapto Planning
- Development Contributions Planning
- Local Environmental Planning
- Urban Renewal and Civic Improvement
- Heritage
- Planning Certificates
- Community Land Management Planning

Supporting Documents

West Dapto Vision
West Dapto Development Contributions Plan
Wollongong Local Environmental Plan and
Development Control Plan 2009
Wollongong Local Strategic Planning Statement
2020
Wollongong Housing Strategy 2023

City Centre Urban Design Framework
Wollongong Heritage Strategy 2019-2022
Plans of Management
A City for People - Public Spaces Public Life 2016-
2019
Wollongong Retail and Business Centres Strategy
2023

Total capital budget over 4 years | 2024-25 to 2027-28

\$43,795,000

1	Project Name	Suburb	Description	2024-25 Activity	2025-26 Activity	2026-27 Activity	2027-28 Activity
	West Dapto			\$7,420,000	\$20,375,000	\$14,750,000	\$1,250,000
	West Dapto Planning			\$7,420,000	\$20,375,000	\$14,750,000	\$1,250,000
	West Dapto Expansion			\$7,420,000	\$20,375,000	\$14,750,000	\$1,250,000
	Cleveland Rd Upgrade	Cleveland	Reconstruction	Design			
	Bong Bong Rd -Station St traffic lights	Dapto	Construct New	Construction	Construction	Construction	
	Shone Ave Shared Path missing link	Horsley	Construct New	Construction			
	Hayes Ln Bridge Detailed Design	Huntley	Construct New		Design	Design	
	West Dapto Rd - Yard St to Shone Ave (Stages 2-5)	Kembla Grange	Construct New	Construction	Construction	Construction	
	Northcliffe Drive Extension Concept Design; West Dapto Rd to Northcliffe Drive	Kembla Grange	Construct New	Design			
	Marshall Mount Road and Connecting Roads Upgrade	Marshall Mount	Construct New	Design			
	Darkes Town Centre Sporting and Community Hub - Stage 1	Stream Hill	Construct New	Design	Design	Construction	
	Darkes Town Centre Sporting and Community Hub - Stage 2	Stream Hill	Construct New	Design			
	Sheaffes Rd - Sheaffes Rd to West Dapto Rd Intersection	Stream Hill	Reconstruction			Design	Design
	Darkes Rd - Princes Hwy to West Dapto Rd Intersection	Stream Hill	Reconstruction				Design
	Northcliffe Dr Extension (Stage 1) - Sheaffes Rd to West Dapto Rd	Stream Hill	Construct New		Design	Design	
	Bus Shelters - West Dapto	Various	Construct New	Design			
	West Dapto Rd - Stage 1A	Wongawilli	Construct New	Construction			
	West Dapto Rd - Stage 1B	Wongawilli	Construct New	Construction			



Stormwater Services

Responsibility *Manager Infrastructure Strategy and Planning*

Why

To manage and effectively improve the cleanliness, health, biodiversity of land and water including creeks, lakes, waterways and oceans, and increase resilience to natural disasters and a changing climate to protect life, property and the environment.

What

This service strategically plans for a coordinated approach to floodplain risk management and stormwater management including protection of waterways, beaches, lakes, lagoons and creeks. This service manages and maintains 835 kilometres of drainage and associated infrastructure assets across the city that aim to be safe, efficient, effective and sustainable.

Delivery Stream

- Floodplain Management
- Stormwater Management

Supporting Documents

Flood Studies and Floodplain Risk Management Plans
Coastal Zone Management Plan 2017
Lake Illawarra Coastal Management Program 2020-2030

Total capital budget over 4 years | 2024-25 to 2027-28

\$26,805,333

1	Project Name	Suburb	Description	2024-25 Activity	2025-26 Activity	2026-27 Activity	2027-28 Activity
	Stormwater Services			\$9,942,000	\$5,460,000	\$5,730,000	\$5,673,333
	Floodplain Management			\$3,755,000	\$2,100,000	\$2,250,000	\$2,233,333
	Floodplain Structures - New			\$3,755,000	\$2,100,000	\$2,250,000	\$2,233,333
	Bellambi Gully Flood Mitigation	Bellambi	Upgrade	Construction			
	Memorial Dr, Bellambi Gully, Debris Control Structure	Bellambi	Construct New	Construction			
	Ursula Rd Flood Mitigation Scheme Stage 3	Bulli	Upgrade		Design	Construction	
	Ursula Rd Flood Mitigation Scheme Stage 1	Bulli	Upgrade	Design	Construction		
	Kanahooka Rd Flap Gate	Dapto	Construct New	Construction			
	Brooks Creek, Byamee St, Debris Control Structure	Dapto	Construct New		Design	Construction	
	McMahons St Detention Basin	Fairy Meadow	Construct New	Design	Construction	Construction	
	The Avenue, Debris Control Structure	Figtree	Construct New	Construction	Construction		
	35 Uralba St - Channel Works	Figtree	Construct New	Design	Design	Construction	
	73 George St, Debris Control Structure	Thirroul	Upgrade			Design	
	Byarong Creek, Princes Highway, bank support	West Wollongong	Construct New		Design	Design	
	Stormwater Management			\$6,187,000	\$3,360,000	\$3,480,000	\$3,440,000
	Stormwater Drainage - New			\$435,000	\$300,000	\$350,000	\$100,000
	39 Franklin Ave Drainage Improvements	Bulli	Upgrade			Design	Construction
	Byamee St Drainage Upgrade	Dapto	Upgrade		Design		
	Cabbage Tree Ln/Dawson St Channel Stabilisation	Fairy Meadow	Upgrade	Construction			
	River Oak Rd Drainage Upgrade	Farmborough Heights	Construct New				Design
	High St pit modification and kerb & gutter	Helensburgh	Upgrade	Construction			
	Old Station Rd drainage	Helensburgh	Upgrade	Design			
	Eirene Ave/Meares Ave overland flow	Mangerton	Upgrade		Design	Construction	
	Wollongong High School Detention Basin Drainage	North Wollongong	Upgrade			Design	
	27A Murrawal Rd drainage upgrade	Stanwell Park	Upgrade		Design	Construction	
	Beach Rd Drainage Upgrade	Stanwell Park	Upgrade		Design	Construction	
	Bevels Avenue Bank Stabilisation	Unanderra	Construct New	Construction			
	Blackman Pde drainage swale	Unanderra	Upgrade		Design	Construction	
	19 Auburn St drainage upgrade	Wollongong	Upgrade		Design	Construction	
	Swan St Channel maintenance access	Wollongong	Construct New		Design		
	Parkside Ave stormwater drainage upgrade	Wollongong	Upgrade		Design	Construction	
	29 Gipps Street Drainage Upgrade	Wollongong	Upgrade	Design	Construction		
	61 Market St drainage upgrade	Wollongong	Upgrade	Design	Construction		
	Dam Rd Headwall and guardrail	Wombarra	Upgrade	Construction			
	Strachan Park drainage upgrade	Woonona	Upgrade	Construction			
	2 Muir St pit	Woonona	Construct New		Design	Construction	
	83 Popes Rd pit	Woonona	Upgrade			Design	
	Stormwater Drainage - Renew			\$5,342,000	\$2,950,000	\$3,120,000	\$3,040,000
	Hennings Ln, pipe reconstruction	Austinmer	Reconstruction	Construction			
	Asquith St - Trash rack modification	Austinmer	Reconstruction		Design	Construction	
	Asquith Street Embankment Scour	Austinmer	Reconstruction	Design			
	48 Railway Ave, pit and pipe reconstruction	Austinmer	Reconstruction	Design	Construction		
	34 Chalmers St, pipe reconstruction	Balgownie	Reconstruction	Construction			
	22 Lang Street pipe reline	Balgownie	Reconstruction			Construction	
	33 Imperial Dr, headwall and open channel reconstruction	Berkeley	Reconstruction	Construction			
	23 Wollamai Cr, headwall reconstruction	Berkeley	Reconstruction	Construction			
	223 Northcliffe Dr pipe reline	Berkeley	Reline				Construction
	Prince Edward Dr	Brownsville	Reconstruction	Construction			
	3 Waterloo Street pipe reline	Bulli	Reline				Construction
	56 Trinity Row, Pipe reconstruction	Bulli	Reconstruction		Design	Design	Construction
	24 Beattie Avenue Pipe Reconstruction	Bulli	Reconstruction	Construction			
	Cleveland Rd Headwall	Cleveland	Reconstruction	Design			
	Lot 21 Harry Graham Drive, pipe reline	Cordeaux	Reconstruction			Construction	
	22 Staff Rd Pipe reconstruction	Cordeaux Heights	Reconstruction		Design	Construction	
	110A Collins St, pipe reconstruction	Corrimal	Reconstruction	Construction			
	34 Robson St, culvert reconstruction	Corrimal	Reconstruction	Construction			
	2 Newcastle St pipe reline	Cringila	Reconstruction		Construction		
	13 Cringila Street pit reconstruction	Cringila	Reconstruction		Design	Construction	
	12 Yorkshire Rd, pipe reconstruction	Dapto	Reconstruction	Construction			
	28 Prince Edward Dr, pipe reconstruction	Dapto	Reconstruction	Construction			
	128 Burke Rd, pipe reline	Dapto	Reline			Construction	Construction
	53 Barellan Avenue, pipe reconstruction	Dapto	Reconstruction		Design	Construction	

1	Project Name	Suburb	Description	2024-25 Activity	2025-26 Activity	2026-27 Activity	2027-28 Activity
	1A Winton Place	Fairy Meadow	Reconstruction	Construction			
	33 Cabbage Tree Lane pipe reline	Fairy Meadow	Reline				Construction
	Cabbage Tree Creek Embankment, near Cowper St	Fairy Meadow	Reconstruction	Design			
	85 Iola Avenue, pipe reline	Farmborough Heights	Reline		Construction		
	Darragh Dr Bank Support	Figtree	Reconstruction	Construction			
	41 Redgum Forest Way Pipe Reconstruction	Figtree	Reconstruction	Construction			
	48 Koloona Avenue, pipe reline	Figtree	Reline				Construction
	Byarong Creek, Embankment Repairs Valley Drive	Figtree	Reconstruction	Design			
	56 Benny Ave, pipe reconstruction	Figtree	Reconstruction	Design	Construction		
	38 Cowper Street Pipe Reline	Helensburgh	Reline	Construction			
	47-49 Hume Drive pipe reline	Helensburgh	Reconstruction		Construction		
	67 Thirroul Rd, pipe reconstruction	Kanahooka	Reconstruction	Design	Construction		
	11 Burrows Avenue, pipe reline	Kanahooka	Reline				Construction
	27 Hayward St, pipe reconstruction	Kanahooka	Reconstruction	Design	Construction		
	44 Georgina Ave, pipe reconstruction	Keiraville	Reconstruction	Construction			
	19 Karrabah Cr, pipe reline	Lake Heights	Reline	Construction			
	92 St Johns Avenue pipe reline	Mangerton	Reline	Construction			
	80 Dumfries Avenue pipe reline	Mount Ousley	Reline	Design		Construction	
	175 Brokers Rd, pipe reline	Mount Pleasant	Reline	Construction	Construction		
	92 Ocean Street, channel reconstruction	Mount Saint Thomas	Reconstruction	Design	Construction		
	Reservoir Street & Military Road pipe reline	Port Kembla	Reconstruction				Construction
	69 Parkes Street Pipe reconstruction	Port Kembla	Reconstruction		Design	Design	Construction
	1 Parker Street Pipe reconstruction	Port Kembla	Reconstruction		Design	Design	Construction
	Old Port Rd - Culvert Refurbishment	Port Kembla	Reconstruction	Design	Design	Design	Construction
	18 The Drive - Brick Arch Culvert renewal	Stanwell Park	Reconstruction	Construction			
	Stanwell Beach Reserve pit reconstruction	Stanwell Park	Reconstruction	Design	Construction		
	3 Jones Street	Thirroul	Reconstruction	Construction			
	66 Sea Foam Avenue, headwall reconstruction/safety screen	Thirroul	Reconstruction	Construction			
	11 Jennifer Cr, pipe reline	Thirroul	Reline			Construction	
	59 Armagh Pde, pipe reline	Thirroul	Reline			Construction	
	Towradgi Creek, bank support	Towradgi	Reconstruction	Construction	Construction		
	10 Colgong Cr, bank support	Towradgi	Reconstruction	Design	Design	Construction	Construction
	12 Waples Rd, pipe reconstruction	Unanderra	Reconstruction	Construction			
	Northcliffe Dr (Jackson Way & Kully Way) - Culvert	Warrawong	Reconstruction	Design	Construction	Construction	Construction
	248 Northcliffe Dr (Denise St and Griffin St) - Culvert	Warrawong	Reconstruction	Design	Design	Construction	Construction
	82 Flagstaff Rd, pipe reconstruction	Warrawong	Reconstruction	Design	Construction		
	1 Thames Street Pipe Reline	West Wollongong	Reline	Construction			
	25 Gundarun street pipe reline	West Wollongong	Reline				Construction
	31 Thames Street, Headwall Reconstruction	West Wollongong	Reconstruction		Design	Design	Construction
	81 Cliff Rd, Pipe reconstruction	Wollongong	Reconstruction	Construction			
	32 Strathearn Avenue, pipe reconstruction	Wollongong	Reconstruction		Design	Construction	
	27 Evans St, culvert reconstruction	Wollongong	Reconstruction		Design	Design	Construction
	40 Hilltop Avenue, pipe reconstruction	Wollongong	Reconstruction	Design	Construction	Construction	
	21 Stewart St, culvert reconstruction	Wollongong	Reconstruction	Design	Construction	Construction	
	69 Morrison Avenue	Wombarra	Reconstruction	Construction			
	Edgewood Estate 3 Detention Basin Scour Protection Repairs	Woonona	Reconstruction	Design			
	Water Quality Facilities			\$410,000	\$110,000	\$10,000	\$300,000
	Port Kembla Beach, Stormwater Quality Improvement Device	Port Kembla	Construct New	Construction	Construction		
	Belmore Basin, Stormwater Quality Improvement Device	Wollongong	Construct New	Design	Design	Design	Construction



Waste Management

Responsibility Manager Open Space and Environmental Services

Why

To work together to reduce waste going to landfill through prevention, education and the use of innovative practises and technologies.

What

Deliver high quality, value for money, customer focused municipal waste services to the Wollongong community in the form of waste facilities and collection services. The service includes community education programs, waste collection and recycling, operation of the Wollongong Waste and Resource Recovery Park, public domain waste collection and facilities cleaning.

Delivery Stream

- Public Litter Bin Collection
- Wollongong Waste and Resource Recovery Park
- Domestic Waste Collection Services
- Cleaning of Public Toilets

Supporting Documents

Wollongong Waste and Resource Recovery Strategy 2022
Sustainable Wollongong 2030: A Climate Healthy City Strategy
Climate Change Mitigation Plan 2023-2030
Climate Change Adaptation Plan 2022

Total capital budget over 4 years | 2024-25 to 2027-28

\$46,575,000

1	Project Name	Suburb	Description	2024-25 Activity	2025-26 Activity	2026-27 Activity	2027-28 Activity
	Waste Management			\$12,975,000	\$4,400,000	\$16,660,000	\$12,540,000
	Domestic Waste Collection Services			\$12,975,000	\$4,400,000	\$16,660,000	\$12,540,000
	Waste Facilities			\$12,975,000	\$4,400,000	\$16,660,000	\$12,540,000
	Helensburgh Rehabilitation	Helensburgh	Upgrade	Design	Design	Construction	Construction
	Whytes Gully New Cell Stage 2B-2	Kembla Grange	Construct New	Construction	Construction		
	Central Ridge Excavation	Kembla Grange	Construct New	Construction			
	Whytes Gully New Cell Stage 2B-3	Kembla Grange	Construct New	Design	Design	Design	
	Sewer Upgrade	Kembla Grange	Construct New	Design	Construction		
	Upper Eastern Gully Fill Plan	Kembla Grange	Construct New	Design			
	Eastern Stormwater Diversion	Kembla Grange	Construct New	Design	Design		
	Eastern Central Drain Upgrades	Kembla Grange	Reconstruction	Design	Design		
	Whytes Gully Stage 2A Access Road	Kembla Grange	Construct New		Construction		
	Eastern Gully and Package 1 Landfill Capping	Kembla Grange	Construct New			Design	Design
	Greenhouse Park Former Landfill Environment Remediation Project	Wollongong	Reconstruction	Design	Design	Construction	Construction



Tourist Parks

Responsibility *Manager Commercial Operations and Property*

Why

To promote the Wollongong Local Government Area as an event, conference and visitor destination.

What

Wollongong City Tourist Parks provide beachside accommodation for visitors to the Wollongong Local Government Area at Bulli, Corrimal and Windang. The three Tourist Parks compete in a commercial environment and operate accordingly to ensure they remain commercially viable and provide an acceptable return to Council.

Delivery Stream

- Tourist Parks

Supporting Documents

Places for People: Wollongong Social Infrastructure Planning Framework 2018-2028
Wollongong City Tourist Parks Marketing Strategy 2021-2024
Coastal Zone Management Plan 2017

Total capital budget over 4 years | 2024-25 to 2027-28

\$4,610,000

1	Project Name	Suburb	Description	2024-25 Activity	2025-26 Activity	2026-27 Activity	2027-28 Activity
	Tourist Parks			\$400,000	\$1,350,000	\$560,000	\$2,300,000
	Tourist Parks			\$400,000	\$1,350,000	\$560,000	\$2,300,000
	Buildings - Renew			\$0	\$0	\$60,000	\$1,500,000
	Bulli Tourist Park Northern Amenities / Kitchen	Bulli	Refurbishment			Design	Construction
	Corrimal Tourist Park Amenities Block 2	East Corrimal	Refurbishment			Design	Construction
	Tourist Park Cabins - Renew			\$400,000	\$1,350,000	\$500,000	\$800,000
	Bulli Tourist Main Switchboard and Demand Management System	Bulli	Construct New	Construction			
	Bulli Tourist Park Light and Pole Replacement	Bulli	Replacement	Design	Construction		
	Corrimal Tourist Park Light and Pole Replacement and Relocation	East Corrimal	Replacement	Design	Construction		
	Corrimal Tourist Park Camp Kitchen and Amenities Block Tourist Parks: 1 Accessible Cabin	East Corrimal	Refurbishment		Design		
	Tourist Park 3 Cabins -	Various	Replacement	Design	Construction		
	Windang Tourist Park Light and Pole Replacement	Windang	Replacement	Design		Construction	
	Windang Tourist Park Main Switchboard and Demand Management System	Windang	Construct New				Construction



Cultural Services

Responsibility Manager Community Culture and Engagement

Why

Our community want to support and advocate for creative industries in Wollongong. They want access to a variety of high quality public places and opportunities for learning and cultural activities.

What

Provide direction for the creative sector, support and grow creative industries and support community participation in creative life and celebrate our unique places and spaces.

Delivery Stream

- Cultural Development
- Public Art
- Wollongong Art Gallery
- Illawarra Performing Arts Centre (IPAC)
- Wollongong Town Hall

Supporting Documents

Creative Wollongong Implementation Plan 2019-2024
Disability Inclusion Action Plan 2020-2025
Economic Development Strategy and Action Plan 2019-2029
Framing Our Future: Wollongong Art Gallery Strategic Plan 2020-2025
Animating Wollongong Public Art Strategy 2022-2032

Total capital budget over 4 years | 2024-25 to 2027-28

\$12,482,900

1	Project Name	Suburb	Description	2024-25 Activity	2025-26 Activity	2026-27 Activity	2027-28 Activity
	Cultural Services			\$153,500	\$6,106,600	\$6,109,800	\$113,000
	Wollongong Art Gallery			\$103,500	\$106,600	\$109,800	\$113,000
	Art Gallery Acquisitions			\$103,500	\$106,600	\$109,800	\$113,000
	Wollongong Town Hall			\$50,000	\$6,000,000	\$6,000,000	\$0
	Cultural Centres			\$50,000	\$6,000,000	\$6,000,000	\$0
	Art Gallery & Town Hall Refurbishment	Wollongong	Upgrade	Design	Construction	Construction	



Libraries

Responsibility Manager Libraries and Community Facilities

Why

Quality services, libraries and facilities are available to communities to access and gather information and connect through programs.

What

Wollongong City Libraries delivers information, learning outcomes and access to resources for residents and visitors to the Wollongong Local Government Area. The service is delivered from seven libraries and 10 street libraries across the city, and through the Home Library Service, and a range of online services.

Delivery Stream

- Library Services

Supporting Documents

Discover Learn and Connect Wollongong City Libraries Strategy 2024-2028
Wollongong City Libraries Collection Development Plan
Places for People Wollongong Social Infrastructure Planning Framework 2018-2028
Places for the Future Social Infrastructure Future Directions Plan 2023-2036

Total capital budget over 4 years | 2024-25 to 2027-28

\$49,773,015

1	Project Name	Suburb	Description	2024-25 Activity	2025-26 Activity	2026-27 Activity	2027-28 Activity
	Libraries			\$5,743,749	\$18,923,749	\$20,937,663	\$4,167,854
	Library Services			\$5,743,749	\$18,923,749	\$20,937,663	\$4,167,854
	Buildings - New			\$4,120,000	\$17,520,000	\$19,500,000	\$2,700,000
	Helensburgh Community Centre & Library	Helensburgh	Construct New	Design	Design	Construction	Construction
	Southern Suburbs Community Centre & Library	Warrawong	Construct New	Construction	Construction	Construction	
	Buildings - Renew			\$250,000	\$0	\$0	\$0
	Thirroul Library Study Room and Cafe Repurpose	Thirroul	Construct New	Construction			
	Library Books and Resources			\$1,373,749	\$1,403,749	\$1,437,663	\$1,467,854



Property Services

Responsibility Manager Commercial Operations and Property

Why

Council's property portfolio, including Crown Lands, is well managed and supports the delivery of services and business.

What

This service manages over 450 leases and licenses on behalf of Council and includes the management, development, maintenance and disposal of Council owned property in order to meet Council's statutory requirements and contribute to the expansion of Council's revenue base. Leases and licenses also ensure the effective management and coordination of community and business use of Council's public spaces, buildings and facilities.

Delivery Stream

- Leasing and Licenses
- Property Sales and Development

Supporting Documents

Plans of Management
Places for People: Wollongong Social Infrastructure Planning Framework 2018 – 2028
Property Strategy
Commercial Property Strategy
Inner City Parking Strategy 2010-2026
Climate Change Adaptation Plan 2022
Coastal Zone Management Plan 2017

Total capital budget over 4 years | 2024-25 to 2027-28

\$2,080,000

1	Project Name	Suburb	Description	2024-25 Activity	2025-26 Activity	2026-27 Activity	2027-28 Activity
	Property Services			\$680,000	\$1,150,000	\$250,000	\$0
	Leasing and Licenses			\$430,000	\$900,000	\$0	\$0
	Buildings - Renew			\$430,000	\$900,000	\$0	\$0
	Bulli Beach Café Roof and External Works	Bulli	Upgrade	Design	Construction		
	Gateway Centre Sewer Refurbishment	Maddens Plains	Refurbishment	Design			
	Gateway Centre Eastern wall bi-fold doors waterproofing	Thirroul	Upgrade	Construction			
	City Beach Building Defect Rectifications	Wollongong	Refurbishment	Construction			
	Property Sales and Development			\$250,000	\$250,000	\$250,000	\$0
	Land Acquisitions			\$250,000	\$250,000	\$250,000	\$0



Aquatic Services

Responsibility Manager Sport and Recreation

Why

Our community wants a variety of quality, safe, well maintained and accessible beaches and aquatic recreation facilities.

What

Wollongong City Council operates 17 patrolled beaches, two heated swimming pools at Dapto and Corrimal, six free public swimming pools located at Helensburgh, Thirroul, Western Suburbs (Unanderra), Continental Baths Wollongong, Port Kembla and Berkeley. We have nine ocean rock pools situated at Coalcliff, Wombarra, Coledale, Austinmer, Bulli, Woonona, Bellambi, Towradgi and Wollongong Gentleman's pool. Aquatic Services also provides ocean and pool lifeguard services and surf education programs.

Delivery Stream

- Community Pools
- Commercial Heated Pools
- Lifeguard Services
- Ocean Rock Pools

Supporting Documents

Places for People Wollongong Social Infrastructure Planning Framework 2018 - 2028
The Future of Our Pools Strategy 2014 - 2024
Beach and Foreshore Access Strategy 2019 - 2028
Climate Change Adaptation Plan 2022
Coastal Zone Management Program 2017

Total capital budget over 4 years | 2024-25 to 2027-28

\$11,380,000

1	Project Name	Suburb	Description	2024-25 Activity	2025-26 Activity	2026-27 Activity	2027-28 Activity
	Aquatic Services			\$1,450,000	\$9,250,000	\$250,000	\$430,000
	Community Pools			\$1,450,000	\$9,250,000	\$250,000	\$400,000
	Pool Facilities - Renew			\$1,450,000	\$9,250,000	\$250,000	\$400,000
	Corrimal Pool Upgrade	Corrimal	Replacement			Design	Design
	Dapto Pool Heating system Replacement	Dapto	Replacement	Construction			
	Helensburgh Pool Upgrade	Helensburgh	Replacement	Construction	Construction		
	Helensburgh Pool Amenities	Helensburgh	Construct New	Construction			
	Port Kembla Pool Backup Inlet Pipe	Port Kembla	Replacement				Design
	Western Suburbs Pool Replacement and Upgrade	Unanderra	Replacement			Design	Design
	Continental Pool Reconstruction	Wollongong	Replacement				Design
	Lifeguard Services			\$0	\$0	\$0	\$20,000
	Beach Facilities - New			\$0	\$0	\$0	\$20,000
	Ocean Rock Pools			\$0	\$0	\$0	\$10,000
	Rock/Tidal Pools - Renew			\$0	\$0	\$0	\$10,000
	Bulli Rock Pool	Bulli	Refurbishment				Design



Botanic Garden and Annexes

Responsibility Manager Open Space and Environmental Services

Why

Our community want to see a variety of quality and accessible public places for sport, play, leisure, recreation, learning and cultural activities in the community.

What

The Botanic Garden and Nursery service involves managing and promoting the conservation, education, recreation and aesthetic values of the main 30 hectare site in Keiraville, including the maintenance of the Gleniffer Brae grounds and the three natural area annexes of Mt Keira, Puckey's Estate and Korrungulla Wetland. Environmental education programs and interpretation are conducted at the Discovery Centre.

Delivery Stream

- Botanic Garden and Annexes
- Nursery
- Discovery Centre
- Gleniffer Brae

Supporting Documents

Botanic Garden Plan of Management
Wollongong Local Environmental Plan 2009
Illawarra Biodiversity Strategy
Mt Keira Summit Park Plan of Management
Sustainable Wollongong 2030: A Climate Healthy City Strategy
Urban Greening Strategy 2017-2037

Total capital budget over 4 years | 2024-25 to 2027-28

\$3,395,000

1	Project Name	Suburb	Description	2024-25 Activity	2025-26 Activity	2026-27 Activity	2027-28 Activity
	Botanic Garden & Annexes			\$85,000	\$840,000	\$1,470,000	\$1,000,000
	Botanic Garden & Annexes			\$85,000	\$840,000	\$1,470,000	\$1,000,000
	Footpaths - Renew			\$15,000	\$500,000	\$0	\$0
	Botanic Garden Footpaths	Keiraville	Reconstruction	Design	Construction		
	Bridges, Boardwalks and Jetties - Renew			\$5,000	\$45,000	\$0	\$0
	Kawasaki Bridge, Botanic Garden	Keiraville	Refurbishment	Design	Construction		
	Administration Buildings			\$45,000	\$20,000	\$20,000	\$1,000,000
	Botanic Garden Masterplan Implementation	Keiraville	Upgrade	Design			
	Botanic Garden Depot	Keiraville	Refurbishment	Design	Design	Design	Construction
	Buildings - Renew			\$20,000	\$275,000	\$1,450,000	\$0
	Botanic Garden Southern Amenities Replacement	Keiraville	Replacement	Design	Design	Construction	
	Botanic Garden Propagation Greenhouse	Keiraville	Replacement	Design	Construction	Construction	



Community Facilities

Responsibility *Manager Libraries and Community Facilities*

Why

Our community want to have a variety of safe, accessible and quality community facilities to meet, share and celebrate.

What

This service manages and operates 56 Council-owned community facilities across the Wollongong Local Government Area. This includes Neighbourhood Centres, Senior Citizens Centres, Childcare Centres, Libraries, Community Centres and Community Halls.

Delivery Stream

- Community Facilities

Supporting Documents

Places for People Wollongong Social Infrastructure Planning Framework: 2018-2028
Places for the Future Social Infrastructure Future Directions-Plan 2023-2036
Wollongong City Libraries Strategy 2017-2022
Coastal Zone Management Plan 2017
Climate Change Adaptation Plan 2022

Total capital budget over 4 years | 2024-25 to 2027-28

\$21,150,000

1	Project Name	Suburb	Description	2024-25 Activity	2025-26 Activity	2026-27 Activity	2027-28 Activity
	Community Facilities			\$4,970,000	\$2,265,000	\$5,520,000	\$8,395,000
	Community Facilities			\$4,970,000	\$2,265,000	\$5,520,000	\$8,395,000
	Buildings - Renew			\$4,900,000	\$2,195,000	\$5,450,000	\$8,325,000
	Balgownie Village Community Centre - Kitchen & Access	Balgownie	Refurbishment		Design	Construction	Construction
	Bellambi Neighbourhood Centre Coffee Cart	Bellambi	Upgrade	Construction			
	Bulli Community Centre Kitchenette and Fire Compliance	Bulli	Refurbishment	Construction			
	Western Suburbs Preschool Kitchen	Cordeaux Heights	Refurbishment	Construction			
	Corrimal CC Hall Upgrades	Corrimal	Upgrade	Design	Design	Construction	
	Corrimal District Library Air Conditioning	Corrimal	Refurbishment			Construction	Construction
	Ribbonwood HVAC Upgrade	Dapto	Replacement	Design	Design	Construction	Construction
	Ribbonwood Refurbishment	Dapto	Replacement	Design	Design	Construction	Construction
	Figtree Community Hall Amenities	Figtree	Refurbishment			Design	Construction
	Wollongong Senior Citizens Roof	Gwynneville	Replacement			Design	
	Helensburgh Community Centre Upgrade (Youth Rooms)	Helensburgh	Refurbishment	Construction			
	Otford CC, Kitchen, Amenities and Accessibility	Otford	Refurbishment	Design	Construction	Construction	
	Otford RFS access	Otford	Upgrade			Design	Construction
	Port Kembla Community Centre Hall, Workshop and Forecourt	Port Kembla	Upgrade	Design	Construction	Construction	
	Unanderra Community Centre Roof Stage 2	Unanderra	Replacement	Construction			
	Wongawilli Hall Refurbishment and Upgrade	Wongawilli	Refurbishment	Design	Construction	Construction	
	Furniture and Fittings - Renew			\$70,000	\$70,000	\$70,000	\$70,000

Note:

- CC = Community Centre
- RFS = Rural Fire Service
- HVAC = Heating, Ventilation and Air Conditioning



Leisure Centres

Responsibility *Manager Sport and Recreation*

Why

Provide quality and accessible leisure facilities for sport, play, leisure and recreation that contributes to the health and wellbeing of our community.

What

This service involves the provision of commercially operated recreation centres at Beaton Park Wollongong and Lakeside Leisure Kanahooka.

Delivery Stream

- Leisure Centres

Supporting Documents

Beaton Park Regional Precinct Masterplan 2018 - 2038

Beaton Park Plan of Management

Places for the Future Social Infrastructure Future Directions-Plan 2023-2036

Total capital budget over 4 years | 2024-25 to 2027-28

\$7,210,000

1	Project Name	Suburb	Description	2024-25 Activity	2025-26 Activity	2026-27 Activity	2027-28 Activity
	Leisure Centres			\$4,900,000	\$1,905,000	\$190,000	\$215,000
	Leisure Centres			\$4,900,000	\$1,905,000	\$190,000	\$215,000
	Buildings - Renew			\$50,000	\$740,000	\$40,000	\$65,000
	Beaton Park Tennis Pro Shop and Amenities	Gwynneville	Refurbishment	Design	Construction		
	Beaton Park Ted Tobin Hall and Main Building	Gwynneville	Upgrade				Design
	Beaton Park Ted Tobin Hall and Gym Light Replacement	Gwynneville	Upgrade				Design
	Beaton Park Pool Amenities Refurb and Roof	Gwynneville	Refurbishment		Design	Design	
	Beaton Park Gym Amenities Refurbishment	Gwynneville	Refurbishment		Design	Design	
	Buildings - New			\$500,000	\$1,000,000	\$0	\$0
	Beaton Park Multipurpose Facility	Gwynneville	Construct New	Design	Design		
	Leisure Centres and Russell Vale Golf Course			\$4,350,000	\$165,000	\$150,000	\$150,000
	Beaton Park Regional Tennis Complex Upgrade	Gwynneville	Upgrade	Construction			
	Beaton Park Masterplan Enabling Works	Gwynneville	Upgrade	Construction			
	Beaton Park Athletics Track	Gwynneville	Upgrade		Design		



Memorial Gardens and Cemeteries

Responsibility Manager Commercial Operations and Property

Why

Our community want access to places of internment and memorialisation that are well-maintained and respectful of culture and faith. To continue to meet the needs of the community, our Memorial Gardens and Cemeteries are managed efficiently, sustainably and with effective future planning.

What

This service provides memorial, burial and funeral service facilities at six sites across the Local Government Area. These include Wollongong Memorial Gardens, Wollongong Lawn Cemetery, Wollongong Cemetery, Bulli Cemetery, Scarborough Cemetery and Helensburgh Cemetery. The service also maintains three non-operational sites of historical and cultural significance. These include Berkeley Pioneer Cemetery, Settler's Cemetery and Waterfall General Cemetery.

Delivery Stream

- Wollongong Memorial Gardens and Cemeteries

Supporting Documents

Memorial Gardens Masterplan

Total capital budget over 4 years | 2024-25 to 2027-28

\$1,630,000

1	Project Name	Suburb	Description	2024-25 Activity	2025-26 Activity	2026-27 Activity	2027-28 Activity
	Crematorium and Cemeteries			\$390,000	\$580,000	\$580,000	\$80,000
	Wollongong Memorial Gardens and Cemeteries			\$390,000	\$580,000	\$580,000	\$80,000
	Crematorium/Cemetery - Renew			\$390,000	\$580,000	\$580,000	\$80,000
	Wollongong Memorial Gardens Stage 4	Kembla Grange	Upgrade	Construction			
	Lawn Cemetery, Lawn Beams	Kembla Grange	Bulk	Construction	Construction	Construction	Construction
	Memorial Gardens, Garden Construction	Kembla Grange	Construct New	Construction	Construction	Construction	Construction
	Wollongong Lawn Cemetery Condolence Room & Amenities	Kembla Grange	Replacement		Construction	Construction	
	Aboriginal Burial Section	Kembla Grange	Construct New	Design			



Parks and Sports Fields

Responsibility Manager Sport and Recreation

Why

Our community have asked for a variety of quality and accessible public places and opportunities for sport, play, leisure, recreation, learning and cultural activities in the community.

What

This service operates 493 parks, 65 sports fields, 220 playing fields, 7 outdoor fitness stations, 9 turf wickets and 154 playgrounds across the Wollongong Local Government Area and includes Russell Vale Golf Course. Provision of passive access to community parks and playgrounds, and affordable and equitable access to sports fields and facilities. Twenty two sports fields are licensed by volunteer or semi-professional sporting clubs.

Delivery Stream

- Parks
- Playgrounds
- Sports fields
- Russell Vale Golf Course

Supporting Documents

Places for People: Wollongong Social Infrastructure
Planning Framework 2018-2028
Sportsgrounds and Sporting Facilities Strategy
2023 - 2027
Play Wollongong Strategy 2014-2024
Figtree Oval Recreational Master Plan 2016-2029
King George V Oval Port Kembla Masterplan
Hill 60 Reserve, Port Kembla Masterplan

Sustainable Wollongong 2030 – A Climate Healthy
City Strategy
Climate Change Mitigation and Adaptation Plans
Coastal Zone Management Plan 2017

Total capital budget over 4 years | 2024-25 to 2027-28

\$22,487,042

1	Project Name	Suburb	Description	2024-25 Activity	2025-26 Activity	2026-27 Activity	2027-28 Activity
	Parks and Sportsfields			\$7,662,000	\$7,530,000	\$2,505,600	\$4,789,442
	Parks			\$1,455,000	\$1,650,000	\$560,000	\$2,627,774
	Buildings - Renew			\$30,000	\$120,000	\$20,000	\$2,000,000
	Stuart Park Masterplan Implementation Planning Approvals	North Wollongong	Construct New	Design	Design		
	Integral Park Sewer Upgrade	Stream Hill	Upgrade	Design	Construction		
	Belmore Basin Amenities Replacement	Wollongong	Replacement	Design	Design	Design	Construction
	Public Facilities - Renew			\$0	\$20,000	\$40,000	\$575,000
	Flagstaff Hill Shelters	Wollongong	Replacement		Design	Design	Construction
	Skate Facilities			\$350,000	\$1,250,000	\$500,000	\$0
	Thirroul Skate Park	Thirroul	Construct New	Design	Construction	Construction	
	Future Skate Park	Various	Construct New		Design		
	Wollongong Skate Park	Wollongong	Construct New	Construction	Construction		
	Recreation Facilities - New			\$605,000	\$235,000	\$0	\$10,000
	Balgownie MTB Amenities	Balgownie	Construct New	Design			
	Corrimal Steam Train Restoration	Corrimal	Upgrade	Construction			
	Mount Kembla MTB Amenities	Kembla Heights	Construct New	Design			
	Accessible Viewing Area on Hill 60	Port Kembla	Construct New	Construction			
	Hill 60 Radar Operations Precinct	Port Kembla	Construct New	Design			
	Hill 60 Tunnels Carpark Precinct	Port Kembla	Construct New	Design			
	King George V Masterplan Picnic Shelter	Port Kembla	Construct New	Design	Construction		
	Implement Hill 60 Masterplan	Port Kembla	Upgrade	Design			
	Lindsay Mayne Park New Amenities	Unanderra	Construct New	Construction			
	Recreation Facilities - Renew			\$300,000	\$0	\$0	\$42,774
	Park/Sportsfields Light Pole Replacement	Various	Bulk	Construction			
	Nicholson Park Upgrade	Woonona	Upgrade	Construction			
	Traffic Facilities			\$25,000	\$0	\$0	\$0
	Balgownie MTB access Civil works	Balgownie	Upgrade	Design			
	Car Parks - New			\$120,000	\$0	\$0	\$0
	Kembla Heights Village Car Park	Kembla Heights	Construct New	Construction			
	Playgrounds			\$1,097,000	\$2,500,000	\$1,000,000	\$1,000,000
	Play Facilities			\$1,057,000	\$1,000,000	\$1,000,000	\$1,000,000
	Chounding Crescent Playground	Bellambi	Replacement	Construction			
	Holborn Park Softfall Replacement	Berkeley	Replacement	Construction			
	Beaton Park Playground Replacement	Gwynneville	Replacement		Design		
	Sunray Crescent Playground	Horsley	Replacement	Design	Construction		
	Whimbrell Park Playground	Lake Heights	Replacement	Construction			
	Aristo Park Playground	Mount Ousley	Replacement	Construction			
	Stanwell Park Playground	Stanwell Park	Replacement	Construction			
	Treetop Glen Playground	Thirroul	Replacement	Construction			
	Unanderra Park Playground	Unanderra	Replacement	Construction			
	Windang Foreshore Playground	Windang	Replacement	Design	Construction		
	JJ Kelly Park Playground	Wollongong	Replacement	Construction			
	Lang Park Playground	Wollongong	Replacement	Design	Design		
	Buildings - New			\$40,000	\$1,500,000	\$0	\$0
	Stuart Park Southern Amenities Replacement	North Wollongong	Refurbishment	Design			
	Stuart Park Northern Amenities Extension	North Wollongong	Construct New	Design	Construction		
	Sportsfields			\$5,110,000	\$3,380,000	\$945,600	\$1,161,668
	Buildings - Renew			\$3,210,000	\$2,010,000	\$10,000	\$10,000
	Judy Masters Amenities Refurbishment	Balgownie	Refurbishment				Design
	Figtree Oval Amenities Upgrade	Figtree	Refurbishment	Construction			
	Ian McLennan Precinct - Sewerage/Septic	Kembla Grange	Upgrade	Design			
	Gibson Park Rugby League Amenities Refurbishment	Thirroul	Refurbishment	Construction	Construction		
	JJ Kelly Park Amenities Refurbishment	Wollongong	Refurbishment		Design	Design	
	Sports Facilities - New			\$1,350,000	\$840,000	\$535,600	\$551,668
	Berkeley Sportsfield Lighting	Berkeley	Construct New			Construction	
	St James Park Sportsfield Drainage	Coledale	Construct New	Construction			
	Lakelands Oval Drainage	Dapto	Construct New	Construction			
	Beaton Park Sportsfield Lighting	Gwynneville	Construct New	Construction	Construction		
	Ian McLennan Oval Septic Tank	Kembla Grange	Construct New	Construction			
	Mt Keira Sportsfield Lighting	Mount Keira	Construct New				Construction
	Mt Kembla Sportsfield Lighting	Mount Kembla	Construct New				Construction
	King George V drainage/irrigation	Port Kembla	Construct New	Construction			
	Towradgi Park Sportsfield Lighting	Towradgi	Construct New		Construction		

Note:
- MTB = Mountain Bike

1	Project Name	Suburb	Description	2024-25 Activity	2025-26 Activity	2026-27 Activity	2027-28 Activity
	JJ Kelly Park Drainage	Wollongong	Construct New	Construction			
	Sports Facilities - Renew			\$150,000	\$130,000	\$0	\$200,000
	Corrimal Memorial Park Fencing	Corrimal	Replacement	Construction			
	McKinnon Park Fencing	Wollongong	Replacement	Construction			
	Sports Facilities - Grants			\$400,000	\$400,000	\$400,000	\$400,000



Transport Services

Responsibility Manager Infrastructure Strategy and Planning

Why

Our community wants the Wollongong Local Government Area to have a safe and affordable transport network connecting people to places and spaces in a convenient and timely way.

What

This service provides the delivery, management and advocacy of transport infrastructure. The service aims to provide a transport network that is safe, efficient, equitable, effective and sustainable. The service supports the community through creating the provision of transport access for residential, business, recreation, leisure and tourism activities. This Service also includes provision of road safety, traffic and integrated transport planning support and advice. Road Safety Education Programs and promotion is a critical activity implemented across all aspects of our transport services.

Delivery Stream

- Road Safety, Traffic and Transport Planning
- Roads and Bridges
- Footpaths, Cycleways and Transport Nodes
- Car Parks and Boat Ramps
- Traffic Facilities including Street Lighting
- Street Sweeping

Supporting Documents

West Dapto Development Contributions Plan 2020
Town and Village Centre 'Access and Movement
Plans'
Wollongong Cycling Strategy 2030
Urban Greening Strategy 2017-2037
City of Wollongong Foreshore Parking Strategy (In
Development)
Wollongong City Centre Access and Movement
Strategy 2013

Illawarra Regional Transport Plan
Integrated Transport Strategy (In Development)
Coastal Zone Management Plan 2017
Lake Illawarra Coastal Management Program 2020-
2030
City Centre Movement and Place Plan (In
Development)

Total capital budget over 4 years | 2024-25 to 2027-28

\$139,926,275

1	Project Name	Suburb	Description	2024-25 Activity	2025-26 Activity	2026-27 Activity	2027-28 Activity
	Transport Services			\$33,353,000	\$35,362,000	\$38,486,900	\$32,724,375
	Roads & Bridges			\$17,232,000	\$18,005,000	\$17,316,900	\$19,169,375
	Roadworks - Renew			\$16,292,000	\$14,325,000	\$14,121,900	\$15,384,375
	South Avondale Rd , Avondale Rd to End	Avondale	Resurface	Construction			
	Gownie Pl; Church St to End	Balgownie	Resurface		Construction		
	Bootie St; Gore St to End	Balgownie	Reconstruction	Design	Construction		
	Sellers Cres; Cawley St to Gleeson Cres	Bellambi	Resurface	Construction			
	Robert Cram Dr; Rothery St to Waley Ave	Bellambi	Resurface	Construction			
	Nolan St; Warwick St to Roche Pl	Berkeley	Reconstruction	Construction			
	Carringle St; Caroonna St to Goolana St	Berkeley	Reconstruction		Design	Construction	
	Matilda Way; Winnima Way to Winnima Way	Berkeley	Reconstruction			Design	Construction
	Lane 124; Short St to Caroonna St	Berkeley	Reconstruction		Design	Construction	
	Venn St; Northcliffe Dr to Burke Way	Berkeley	Reconstruction			Design	Construction
	Burke St; Venn St to #32	Berkeley	Reconstruction		Design	Construction	
	Essex St; Hertford St to Kent St	Berkeley	Reconstruction			Design	Construction
	Oxford St; Hertford St to End	Berkeley	Reconstruction		Design	Construction	
	Salisbury St; End to Hertford St	Berkeley	Reconstruction		Design	Construction	
	Stafford St; End to Norfolk St	Berkeley	Reconstruction			Design	Construction
	Eleban Pl; Carringle St to End	Berkeley	Reconstruction	Design	Construction		
	Bedford St; Northcliffe Dr to Hertford St	Berkeley	Reconstruction	Design	Construction		
	Range Pl; Beacon Ave to End	Bulli	Resurface			Design	Construction
	William St; Princes Hwy to Chilby Ln	Bulli	Resurface		Design	Construction	
	George Ave; Princes Hwy to Rex Ave	Bulli	Resurface	Construction			
	Cater St; Lawrence Hargrave Dr to Morrison Ave	Coledale	Resurface	Design	Construction		
	Mackie St; Union St to Heaslip St	Coniston	Reconstruction		Design	Construction	
	Derribong Dr; Carbeen Cres to Tyalla Pl	Cordeaux Heights	Reconstruction	Design	Construction		
	Derribong Dr; Booreea Blvd to Deenyl Cl	Cordeaux Heights	Reconstruction	Design	Construction		
	Midgley St; Robsons St to #62	Corrimal	Reconstruction	Construction			
	Yuill Ave; Angel St to Tarrawanna Rd	Corrimal	Resurface		Construction		
	Robson St; Bloomfield Ave to Parmenter Ave	Corrimal	Resurface		Construction		
	Edwina St; Rothery St to Mountbatten St	Corrimal	Resurface		Design	Construction	
	Jones Pl; Daphne St to End	Corrimal	Resurface		Design	Construction	
	Foothills Rd; End to Francis St	Corrimal	Reconstruction			Design	Construction
	Eager St; Albert St to Rothery Rd	Corrimal	Reconstruction	Design	Construction		
	Albert St; Arthur St to End (East)	Corrimal	Reconstruction	Design	Construction		
	Mountbatten Street; End to End	Corrimal	Resurface	Design	Construction		
	Louis St; Mountbatten to End	Corrimal	Reconstruction	Design	Construction		
	Werowi St; Princes Hwy to Mulda St	Dapto	Resurface	Construction			
	Kapooka Ave; Kundle St to Kundle St	Dapto	Reconstruction	Construction			
	Mt Brown Rd; Cabernet Dr to End	Dapto	Resurface			Design	Construction
	Bambill Cr; Bangaroo Ave to Byamee St (East)	Dapto	Reconstruction		Design	Construction	
	Kylie Pl; Parkside Dr to End	Dapto	Reconstruction		Design	Construction	
	Scott Rd; Laver Rd to Burke Rd	Dapto	Reconstruction		Design	Construction	
	Elizabeth St; Princes Hwy to Marshall St	Dapto	Resurface		Design	Construction	
	Bong Bong Rd; Osbourne St to Rail Crossing	Dapto	Resurface	Construction	Construction		
	Mt Brown Rd; Princes Hwy to McPaul Ave	Dapto	Resurface	Construction			
	Burke Rd; Burrell Cr (Nth) to Truman Ave	Dapto	Reconstruction	Design	Construction		
	Emerson Rd; #91 to Princes Hwy	Dapto	Reconstruction	Design	Construction		
	Cambridge Rd; Fowlers Rd to Lakelands Dr	Dapto	Reconstruction	Design	Construction		
	Thalassa Ave; Cawley St to Carroll Rd	East Corrimal	Resurface		Design	Construction	
	Railway St; Pioneer Rd to Duff Pde	East Corrimal	Resurface	Construction			
	Meadow St; Brian St to Balgownie Rd	Fairy Meadow	Resurface		Design	Construction	
	Rann St; Holder to End (North)	Fairy Meadow	Resurface		Construction		
	Winton Pl; Hopewood Cr to End	Fairy Meadow	Resurface		Construction		
	Anama St; Princes Hwy to End	Fairy Meadow	Resurface		Design	Construction	
	Dymock St; Hopewood Cr to Dawson St	Fairy Meadow	Resurface		Design	Construction	
	Balfour St; Alexander St to #28	Fairy Meadow	Reconstruction		Design	Construction	
	Garraatt Ave; Lombard Ave to Hopewood Cr	Fairy Meadow	Reconstruction		Design	Construction	
	Hamilton St; McMahon St to Bassett St	Fairy Meadow	Reconstruction			Design	Construction
	McGrath St; Princes Hwy to David Cres	Fairy Meadow	Resurface	Construction			
	Helen Brae Ave; McLean Ave to End	Fairy Meadow	Reconstruction	Design	Construction		
	Fairy Ave; Cabbage Tree Ln to Cabbage Tree Ln	Fairy Meadow	Reconstruction	Design	Construction		
	Farmborough Rd; #151 to Fairloch Ave (East)	Farmborough Heights	Reconstruction	Construction			

1	Project Name	Suburb	Description	2024-25 Activity	2025-26 Activity	2026-27 Activity	2027-28 Activity
	Madden St; Devenish St to Buckland St	Fernhill	Reconstruction		Design	Construction	
	William St; Princes Hwy to End	Figtree	Resurface		Design	Construction	
	Marengo Ave; St Marks Cres to End	Figtree	Resurface		Design	Construction	
	Garden Ave; Brentwood Ave to Murray Park Rd	Figtree	Resurface		Design	Construction	
	Avalon Tce; Grafton Ave to Cleverdon Cr	Figtree	Reconstruction			Design	Construction
	Cleverdon Cr; The Avenue to Avalon Tce	Figtree	Reconstruction			Design	Construction
	Grafton Ave; Avalon Tce to Cleverdon Cr	Figtree	Reconstruction			Design	Construction
	Kimmins Place; End to Foy Ave	Figtree	Reconstruction			Design	Construction
	Lamerton Dr; Jalna Ave to O'Briens Rd	Figtree	Reconstruction		Construction		
	Zelang Ave; Bellevue Rd to Uralba St	Figtree	Resurface	Construction			
	Whelan Ave; Langson Ave to Langson Ave	Figtree	Resurface	Design	Construction		
	John St; Gipps Rd to Murphys Ave	Gwynneville	Resurface	Construction			
	Murphy's Ave; Irvine St to End (East)	Gwynneville	Resurface	Design	Construction		
	Creole Pl; Gerongar Cr to End	Haywards Bay	Reconstruction			Design	Construction
	Gerongar Cr; Wollingurri St to Wollingurri St	Haywards Bay	Reconstruction			Design	Construction
	Penterong Way; Wollingurri St to Gerongar Cr	Haywards Bay	Reconstruction			Design	Construction
	Wollingurri St; Haywards Bay Dr to End	Haywards Bay	Reconstruction	Design	Construction		
	16 Tunnel Road, Helensburgh	Helensburgh	Reconstruction	Construction			
	Vera St/Old Station Road, Helensburgh Embankment	Helensburgh	Reconstruction	Construction			
	High St; Junction Rd to Fletcher St	Helensburgh	Resurface		Construction		
	Fletcher St; Junction Rd to Sutherland St	Helensburgh	Resurface		Construction		
	Blackwell St; Park Ave to Laurina Ave	Helensburgh	Resurface			Design	Construction
	Unnamed Road 1021286; Frances St to Tabratong Rd	Helensburgh	Resurface			Design	Construction
	Old Station Rd; Foster St to The Crescent	Helensburgh	Resurface	Design	Construction		
	Bennett Ln; Parkes St to Lilyvale St	Helensburgh	Reconstruction	Design	Construction		
	Homestead Dr; Horsley Dr to #3	Horsley	Resurface	Construction	Construction		
	Sierra Dr; Bong Bong Rd to #36	Horsley	Resurface				Construction
	Horsley Dr; Robins Creek Dr to Shone Ave	Horsley	Resurface		Design	Construction	
	Avondale Rd; Avondale Colliery Rd to End	Huntley	Reconstruction		Design	Construction	
	Robsons Rd; Murphys Ave to Gipps Rd	Keiraville	Resurface	Construction			
	Andrew Ave; Cedar Grove to Murphys Ave	Keiraville	Reconstruction		Design	Construction	
	Bell St; End to Rose St	Keiraville	Reconstruction			Design	Construction
	Northcliffe Dr; Pharlapp Ave to Princes Hwy	Kembla Grange	Reconstruction	Construction			
	Princes Hwy Bridges over Mullet Creek - Deck Resurfacing	Kembla Grange	Resurface	Construction			
	Harry Graham Dr; High St to Morans Rd	Kembla Heights	Reconstruction	Construction	Construction		
	Gowrie St; Fowlers Rd to Galong Cr	Koonawarra	Resurface		Design	Construction	
	Weringa Ave; Flagstaff Rd to Denise St	Lake Heights	Reconstruction	Construction			
	Northcliffe Dr - Denise St to Lake Heights Rd	Lake Heights	Resurface		Construction		
	Buena Vista Ave; Weringa Ave to Lake Heights Rd	Lake Heights	Reconstruction		Design	Construction	
	Kingsley Dr; Noble Parade to End	Lake Heights	Resurface		Design	Construction	
	Gilgandra St; Mirrabooka Rd to Barina Ave	Lake Heights	Reconstruction	Design	Construction		
	Gorrell Cres; Western Ave to St Johns Ave	Mangerton	Reconstruction		Design	Construction	
	Heaslip St; Kirala Ave to St Johns Ave	Mangerton	Reconstruction			Design	Construction
	Powell St; Woodlawn Ave to End	Mangerton	Resurface	Construction			
	Lara Pl; Shauna Cres to End	Mount Keira	Resurface	Construction			
	Woodbury Pl; Medway Dr to End	Mount Keira	Reconstruction	Design	Construction		
	Lane 99; James Rd to Stafford Rd	Mount Kembla	Resurface	Construction			
	Stafford Rd; Stafford Ln to End	Mount Kembla	Reconstruction	Design	Construction		
	Aristo Cr; Jobson Ave to End	Mount Ousley	Reconstruction	Design	Construction		
	Paradise Ave; Rose Pde to The Glen	Mount Pleasant	Resurface	Design	Construction		
	Stafford St; Station St to End	North Wollongong	Resurface	Construction			
	Shellharbour Rd; Cowper St to Illawarra St	Port Kembla	Resurface	Construction			
	Donaldson St; Parker St to Illawarra St	Port Kembla	Resurface		Design	Construction	
	First Ave; Military Rd to Tobruk Ave	Port Kembla	Resurface			Design	Construction
	Five Islands Rd (Kerb side Lane); Horne St to Harris St	Port Kembla	Reconstruction			Design	Construction
	Cowper St; #250 Cowper St to Taurus Ave	Port Kembla	Reconstruction		Construction	Construction	
	Sixth Ave; Church St to Cowper St	Port Kembla	Resurface	Construction			
	Quarry St; Military Rd to Reservoir St	Port Kembla	Resurface	Construction			
	Kembla St; Church St to Fitzwilliam St	Port Kembla	Resurface	Construction			
	Horne St; Wentworth St to Allan St	Port Kembla	Reconstruction	Design	Construction		
	Bundah Pl; Lakeview Pde to Purry Burry Ave	Primbee	Resurface		Construction		
	Kiara Pl; Lakeview Parade to end (east)	Primbee	Reconstruction	Construction			
	Leslie St; End to Neville Ave	Russell Vale	Resurface		Design	Construction	

1	Project Name	Suburb	Description	2024-25 Activity	2025-26 Activity	2026-27 Activity	2027-28 Activity
	Collaery Rd; Neville Ave (East) to Princes Hwy	Russell Vale	Reconstruction			Design	Construction
	Keerong Ave; End to Princes Hwy	Russell Vale	Reconstruction		Design		
	Farm Rd; End to Paynes Rd	Stream Hill	Reconstruction	Construction		Construction	
	Armagh Pde; Robinsville Cres to Robinsville Cres	Thirroul	Resurface	Construction			
	Roxburgh Ave; Phillips St to Church St	Thirroul	Reconstruction		Design	Construction	
	Henley Rd; Mary St to Kirton Rd	Thirroul	Resurface		Design	Construction	
	Seabreeze Pl; Surfers Pde (Amy St) to End	Thirroul	Resurface		Design	Construction	
	The Waves; Seafoam Ave to Phillip St	Thirroul	Resurface			Design	Construction
	The Esplanade; Lawrence Hargrave Dr to Arthur St	Thirroul	Reconstruction	Design	Construction		
	Staff Rd; Central Rd to Callistemon Rd	Unanderra	Resurface		Design	Construction	
	Investigator Dr; Berkeley Rd to Sirius Rd	Unanderra	Resurface		Construction		
	Leigh Cres; Central Rd to End	Unanderra	Resurface		Construction		
	Cook St; Central Rd to Carr Pde	Unanderra	Resurface		Design	Construction	
	Beverly Ave; Beveles Ave to Beatus St	Unanderra	Reconstruction		Design	Construction	
	Normandie Pl; End to Factory Rd	Unanderra	Reconstruction		Design	Construction	
	Factory Rd; Princes Hwy to Tallegalla St	Unanderra	Resurface	Construction			
	Lady Penrhyn Dr; Berkeley Rd to Prince of Wales Ave (South)	Unanderra	Resurface	Design	Construction		
	Albert St; Hurt Pde to Nudjia Rd	Unanderra	Reconstruction	Design	Construction		
	Second Ave; Princes Hwy to End	Unanderra	Reconstruction	Design	Construction		
	Hessell St; Thornbury Ave to End	Unanderra	Resurface	Design	Construction		
	Fairfax Rd; Cowper St to Vermont Rd	Warrawong	Resurface	Construction			
	Cowper St; Lee St to Fairfax Rd	Warrawong	Resurface	Construction			
	Vermont Rd; Fairfax Rd to End	Warrawong	Resurface		Design	Construction	
	Barbara Ave; Minnegang St to Jackson Ave	Warrawong	Resurface			Design	Construction
	Jackson Ave; Dean Rd to End	Warrawong	Resurface		Design	Construction	
	Mowbray Ln; Montgomery Ln to Montgomery Ave	Warrawong	Reconstruction			Design	Construction
	London Dr; Shaftsbury Ave to Therry St	West Wollongong	Resurface			Design	Construction
	Yellagong St; Pooraka Ave to Koorabel Ave	West Wollongong	Resurface		Design	Construction	
	Yellagong St; Immarna Ave to Iragra Ave	West Wollongong	Resurface		Design	Construction	
	Therry St; Abercrombie St to Yellagong St	West Wollongong	Reconstruction		Design	Construction	
	Sheppard St; Robsons Rd to End	West Wollongong	Resurface	Construction			
	The Mall; Thames St to London Dr	West Wollongong	Resurface	Construction			
	Strathearn Ave; Rawlinson Ave to South St	Wollongong	Resurface	Construction			
	Mangerton Rd; Rowland Ave to Norman St	Wollongong	Resurface	Construction			
	West St; Auburn St to End (West)	Wollongong	Reconstruction		Design	Construction	
	Harbour St; Market St to Crown St	Wollongong	Reconstruction	Construction			
	Hercules St; New Dapto Rd to Denison St	Wollongong	Resurface	Construction			
	Marr St; Gipps St to Campbell St	Wollongong	Resurface		Construction		
	Moore Ln; Crown St to End	Wollongong	Resurface		Design	Construction	
	New Dapto Rd; Sperry St to Hercules St	Wollongong	Resurface		Design	Construction	
	Parkinson St; Osbourne St to End	Wollongong	Reconstruction	Construction			
	First St; Campbell St to End	Wollongong	Resurface	Construction			
	Bank St; Corrimal St to Kembala St	Wollongong	Reconstruction	Design	Construction		
	Coombe St; Market St to End	Wollongong	Resurface	Design	Construction		
	Haig St; Monash Ave to End	Wombarra	Resurface		Design	Construction	
	Evonne Pl; Glenhaven St to End	Woonona	Reconstruction			Design	Construction
	Hopetoun St; Pitman Ln to Forrest St	Woonona	Reconstruction			Design	Construction
	Linda Pl; End to Tristan Ave	Woonona	Reconstruction		Design	Construction	
	Gahans Ln; High St to Fretus Ave	Woonona	Resurface	Construction			
	Royal Cres; End to Dorrigo Ave	Woonona	Resurface	Design	Construction		
	Halley Cres; Duke St to Duke St	Woonona	Reconstruction	Design	Construction		
Guardrails - Renew				\$40,000	\$235,000	\$220,000	\$500,000
	Semaphore Rd, over Budjong Creek (Both sides)	Berkeley	Replacement	Design	Construction		
	turnoff (South side of F6 Bridge)	Darkes Forest	Replacement	Design	Construction		
	intersection of Hillside Cr and Park Pde	Stanwell Park	Replacement		Design	Construction	
	Guardrail Right - The Drive (LHD to Park Pde)	Stanwell Park	Replacement	Design	Construction		
	Princes Hwy & Yallah Bay Rd Intersection to Duck Creek Bridge	Yallah	Replacement	Design	Construction		
Guardrails - New				\$10,000	\$20,000	\$105,000	\$75,000
	Franklin Ave Whartons Creek	Bulli	Construct New			Design	Construction
	52 Walker St	Helensburgh	Construct New			Design	Construction
	103-93 Walker St	Helensburgh	Construct New				Design
	617 Cordeaux Road to Mount Kembala Lookout	Kembala Heights	Construct New		Design	Construction	
	Cordeaux Road at Harry Graham Dr	Kembala Heights	Construct New	Design			

1	Project Name	Suburb	Description	2024-25 Activity	2025-26 Activity	2026-27 Activity	2027-28 Activity
	56-38 Denise St	Lake Heights	Construct New		Design	Construction	
	40-22 Woodlawn Ave	Mangerton	Construct New			Design	Construction
	Bridges, Boardwalks and Jetties - Renew			\$890,000	\$3,425,000	\$2,860,000	\$3,200,000
	Bellambi Boat Ramp Jetty	Bellambi	Reconstruction	Design	Construction		
	Beach St Reserve Bridge	Bulli	Reconstruction	Construction			
	Bulli Beach Tourist Park Access Road Bridge	Bulli	Reconstruction	Design	Construction	Construction	
	Point St Footbridge Over Railway	Bulli	Replacement	Design	Construction		
	Alukea Rd Major Culvert	Cordeaux Heights	Reconstruction		Design	Design	Construction
	Hibiscus St Bridge - Wollongong Surf Leisure Resort	Fairy Meadow	Reconstruction	Construction	Construction		
	Jobson Ave Major Culvert	Mount Ousley	Reconstruction		Design	Design	Construction
	Fairy Creek Bridge	North Wollongong	Reconstruction	Design	Design	Construction	
	Princes Highway Major Culvert - Factory Rd	Unanderra	Reconstruction	Design	Design	Construction	Construction
	Princes Highway Major Culvert - Victoria St	Unanderra	Reconstruction	Design	Design	Design	Construction
	Bridges, Boardwalks and Jetties - New			\$0	\$0	\$10,000	\$10,000
	Otford Road - Flood Gates at Hacking River	Otford	Construct New			Design	Design
	Footpaths, Cycleways & Transport Nodes			\$12,183,000	\$10,852,000	\$19,670,000	\$12,155,000
	Retaining Wall - Renew			\$3,120,000	\$2,740,000	\$7,065,000	\$1,450,000
	Berkeley Boat Harbour Carpark Retaining Wall	Berkeley	Reconstruction	Design	Construction		
	143-145 Princes Hwy	Bulli	Replacement			Design	Construction
	Whitty Road Embankment	Helensburgh	Reconstruction	Construction			
	Fairwater Drive Retaining Wall	Horsley	Reconstruction	Construction	Construction		
	65 Cordeaux Road, Kembla Heights	Kembla Heights	Reconstruction	Construction			
	51 Northcliffe Dr to Barnes Park; Lake Illawarra Cycleway Gabions	Lake Heights	Reconstruction	Design	Design	Construction	
	Mt Keira Rd Retaining Wall - #218 to Water Board Entry	Mount Keira	Reconstruction	Construction			
	2 Kirkwood Pl	Mount Kembla	Replacement		Design	Design	Construction
	North Wollongong Beach, Seawall Renewal Stage 2	North Wollongong	Reconstruction		Construction	Construction	
	Achilles Ave Road Embankment Repairs	North Wollongong	Reconstruction	Construction			
	Lady Carrington Road Embankment	Otford	Reconstruction	Construction			
	555 Lawrence Hargrave Dr	Wombarra	Reconstruction			Design	Construction
	Public Transport			\$20,000	\$380,000	\$355,000	\$355,000
	Nolan St opp Suffolk St	Berkeley	Construct New		Design	Construction	
	Northcliffe Dr after Carroona St	Berkeley	Upgrade		Construction		
	Heaslip St after Gladstone Ave	Coniston	Construct New		Design	Construction	
	Myrtle St at Union St Stop - Both Sides	Coniston	Construct New		Design	Construction	
	Coniston Bridge St, Station and Miller Street Lighting	Coniston	Upgrade	Design	Construction		
	Staff Rd opposite Maynes Pde	Cordeaux Heights	Construct New		Construction		
	Princes Hwy opposite Dapto Mall	Dapto	Construct New			Design	
	Port Kembla Swimming Pool, Cowper St; East Side	Port Kembla	Construct New		Construction		
	Wentworth St opposite Jubilee Rd	Port Kembla	Construct New		Design	Construction	
	Public Transport - City Centre new/upgrade	Various	Bulk				Construction
	Northcliffe Drive opposite Jackson Avenue	Warrawong	Construct New		Construction		
	Public Transport - City Centre renew/replace	Wollongong	Construct New				Construction
	Campbell St at Corrimal St	Wollongong	Construct New		Design	Construction	
	Cycle/Shared Paths - New			\$4,135,000	\$2,795,000	\$2,550,000	\$800,000
	Murray Rd; Duff Pde to Cawley St	East Corrimal	Construct New	Design	Construction	Construction	
	Towradgi Creek Shared Path (Stage 1)	East Corrimal	Reconstruction	Design	Construction		
	Princes Hwy; North Wollongong Station to Guest Ave	Fairy Meadow	Construct New	Construction			
	Elliot Rd, Princes Hwy to Fairy Meadow SLSC, via Clifford St	Fairy Meadow	Construct New		Design		
	Throsby Dr; Foley St to Flinders St	Gwynneville	Construct New	Construction			
	Parkes St; Lilyvale St to Cemetery Rd	Helensburgh	Construct New	Design	Design		
	Virginia St; Bourke St to Squires Way	North Wollongong	Construct New	Construction			
	Bourke St, Virginia St to Cliff Rd	North Wollongong	Construct New		Design		
	Bourke St, North Wollongong Train Station to Virginia St	North Wollongong	Construct New	Design			
	Five Islands Rd/King St/Flagstaff Rd Intersection	Port Kembla	Construct New			Design	
	Military Rd, Church St to Olympic Blvd - Shared User Path	Port Kembla	Construct New	Design			
	Princes Hwy; Collaery Rd to Bellambi Ln	Russell Vale	Replacement	Design	Construction		
	Regional Network Wayfinding signage	Various	Construct New	Construction			
	Reserve St; Gilmore St to Robsons Rd; south side	West Wollongong	Construct New	Construction			
	Church St; Swan St to Crown St	Wollongong	Construct New		Design	Design	
	Kembla Street - Crown St to Bank St	Wollongong	Construct New	Design			
	Smith St, Harbour St; railway to Cliff Rd	Wollongong	Construct New	Design			
	Kembla St - Smith St to Crown St	Wollongong	Construct New	Design			
	Cycle/Shared Paths - Renew			\$890,000	\$440,000	\$1,700,000	\$2,000,000

1	Project Name	Suburb	Description	2024-25 Activity	2025-26 Activity	2026-27 Activity	2027-28 Activity
	N.Cycleway; Ursula Rd to Farrell Rd	Bulli	Upgrade	Construction	Construction		
	N. Cycleway; Hamilton Rd End - Aragan Cct	Bulli	Reconstruction	Design	Design	Construction	
	Gwynneville Cycleway; Beaton Park to Gipps St	Gwynneville	Reconstruction	Construction			
	George Hanley Cycleway; Cliff Rd to Squires Way	North Wollongong	Reconstruction	Design	Design	Construction	
	Grand Pacific Walk			\$850,000	\$2,450,000	\$330,000	\$900,000
	Grand Pacific Walk - Austinmer	Austinmer	Construct New	Construction	Construction		
	Grand Pacific Walk - Headlands Avenue to Coledale Ave	Coledale	Upgrade	Design	Design	Construction	Construction
	Grand Pacific Walk - Scarborough	Scarborough	Construct New		Design	Design	
	Footpaths - New			\$223,000	\$857,000	\$550,000	\$350,000
	Lavender St; Pioneer Rd to Bellambi Ln	Bellambi	Construct New		Design		
	Coniston Car Park to station entrance	Coniston	Construct New	Design	Construction		
	Rose St; Robsons Rd to William St	Keiraville	Construct New	Design	Construction		
	Bode Ave; Virginia St to Blacket St	North Wollongong	Construct New	Design	Construction		
	Railway Cr Pedestrian Facility	Stanwell Park	Construct New		Design		
	Railway Cr missing link to station	Stanwell Park	Construct New	Design	Construction		
	Caldwell Avenue; Buckland Ave to Paynes Lane	Tarrawanna	Construct New		Design		
	Hoskins Ave; Carlotta Crescent to Shellharbour Rd	Warrawong	Construct New	Design			
	Kemblawarra Rd; Carlotta Crescent to Hoskins Ave	Warrawong	Construct New	Design			
	Park St; Bourke St to Edward St	Wollongong	Construct New		Design		
	Rowland Ave; Mangerton Rd to 80 Rowland Ave	Wollongong	Construct New		Design		
	Union St; Strathearn Ave to Gladstone Ave	Wollongong	Construct New	Construction			
	Market Street; Continuous Footpath Treatments	Wollongong	Construct New	Design	Construction		
	Burrelli Street; Continuous Footpath Treatments	Wollongong	Construct New	Design			
	Footpaths - Renew			\$2,885,000	\$820,000	\$2,000,000	\$2,300,000
	127 Lawrence Hargrave Drive, Austinmer	Austinmer	Replacement	Construction			
	Lawrence Hargrave Dr; 142 to Kennedy Rd	Austinmer	Replacement	Construction			
	Nolan St; Kelly St to Gallop St	Berkeley	Replacement	Construction			
	Kelly St; Kelly Ln to Barber St	Berkeley	Replacement	Construction			
	Bulli Community Centre footpath upgrade	Bulli	Replacement	Construction			
	Derribong Dr; Cordeaux Heights Town Centre Street Frontage	Cordeaux Heights	Replacement	Construction			
	Bong Bong Rd; Station St intersection footpath	Dapto	Replacement	Construction	Construction		
	Offroad Footpath - Opposite 14 Preston St	Figtree	Replacement		Construction		
	Woodrow Pl; Princes Hwy to End	Figtree	Replacement	Design	Construction		
	Lakeside Dr; Inglebar Cr to Fowlers Rd	Koonawarra	Replacement	Construction			
	Kimbarra Cr; Wyndarra Way to Karingal Ave	Koonawarra	Replacement	Construction			
	Karingal Ave; Wyndarra Way to Gilba Rd	Koonawarra	Replacement	Construction			
	Wyndarra Way; Karingal Ave to Malonga Pl	Koonawarra	Replacement	Construction			
	Wyndarra Way; Kimbarra Cr to Karingal Ave	Koonawarra	Replacement	Construction			
	Powell St; at Intersection with Woodlawn Ave	Mangerton	Replacement	Construction			
	Offroad Footpath - Sixth Ave to Fifth Ave	Port Kembla	Replacement	Construction			
	Christy Dr; Old Port Rd to Arawata Dr	Port Kembla	Replacement	Design	Construction		
	Illawarra St; Donaldson St to Bland St	Port Kembla	Replacement	Design	Construction		
	Marine Pde; Opposite 12 Marine Pde	Towradgi	Replacement	Construction			
	Pioneer Cemetery Footpaths	Unanderra	Replacement	Construction			
	Fourth Ave; Princes Hwy to End	Unanderra	Replacement	Design	Construction		
	Princes Hwy; Mt Keira Rd to Highway Ave	West Wollongong	Replacement	Construction			
	Fox Ave; Cemetery Rd to Miller St	Wollongong	Replacement	Construction			
	Princes Hwy; Powell St to Geards Place	Wollongong	Replacement	Construction			
	Denison St; Khan Ln to Crown St	Wollongong	Replacement		Construction		
	Rosemont St; Crown St to Urunga Pde (West side)	Wollongong	Replacement	Design	Construction		
	CBD Public Domain			\$30,000	\$90,000	\$270,000	\$2,000,000
	Bourke Street; Cliff Rd to Kembla St, North and South side	North Wollongong	Upgrade		Design	Design	Construction
	Kembla St; Crown St - Market St, West side	Wollongong	Upgrade			Design	
	Burelli St; Kembla St to Corrimal St, South sides	Wollongong	Upgrade			Design	Design
	Burelli St; Simpson Pl to Kembla St, North sides	Wollongong	Upgrade			Design	
	Burelli St; Town Hall Pl to Kembla St	Wollongong	Upgrade		Design	Construction	Construction
	Burelli St; Simpson Pl to Church St (South)	Wollongong	Upgrade			Design	
	Church St; Stewart St to Burelli St (East)	Wollongong	Upgrade		Design		
	Burelli St; Atchison St to Auburn St (South side)	Wollongong	Upgrade		Design		
	Corrimal St; Market St to Crown St	Wollongong	Upgrade		Design	Design	
	Crown St; Railway Pde to Gladstone Rd (South Side)	Wollongong	Upgrade	Construction			
	Railway Parade; Crown St to Belmore St (West side)	Wollongong	Upgrade	Design			
	Village and Town Centres			\$30,000	\$280,000	\$4,850,000	\$2,000,000

1	Project Name	Suburb	Description	2024-25 Activity	2025-26 Activity	2026-27 Activity	2027-28 Activity
	Warrawong Town Square	Warrawong	Upgrade			Construction	
	Warrawong CBD Upgrade	Warrawong	Upgrade			Construction	
	Warrawong Placemaking Project	Warrawong	Upgrade		Construction		
	Windang Foreshore Improvements	Windang	Upgrade	Design	Design		
	Car Parks & Boat Ramps			\$1,015,000	\$2,585,000	\$1,100,000	\$1,300,000
	Car Parks - New			\$300,000	\$2,300,000	\$100,000	\$200,000
	Warrawong Laneway Relocation and Carpark	Warrawong	Construct New	Construction	Construction		
	Swan St, east of Corrimal St	Wollongong	Construct New	Construction	Construction		
	Smith St Underpass Car Park Upgrade	Wollongong	Upgrade			Construction	
	Car Parks - Renew			\$715,000	\$285,000	\$1,000,000	\$1,100,000
	Bulli Tourist Park Carpark	Bulli	Reconstruction	Construction			
	Shark Beach Carpark	Coledale	Reconstruction	Design	Construction		
	Fairy Meadow Community Centre Carpark	Fairy Meadow	Reconstruction	Construction			
	Figtree Park Carpark	Figtree	Reconstruction	Design	Construction		
	Pop Errington Park Carpark	Towradgi	Reconstruction	Construction			
	Stewart Street East Car Par Wollongong	Wollongong	Reconstruction	Construction			
	Ocean Park Carpark	Woonona	Reconstruction				Design
	Angled parking opposite 1 Park Rd, Woonona	Woonona	Reconstruction	Construction			
	Traffic Facilities Including Street Lighting			\$2,923,000	\$3,920,000	\$400,000	\$100,000
	Traffic Facilities			\$2,923,000	\$3,920,000	\$400,000	\$100,000
	Gilchrist Street Wombat Crossing	Austinmer	Construct New	Design	Construction		
	Hill St; Connection to Railway Station	Austinmer	Upgrade	Design	Construction		
	Pioneer Rd - Rothery St Traffic Lights	Bellambi	Upgrade	Construction			
	North Depot Access Upgrade	Bulli	Construct New		Design		
	Point St - Pedestrian Access	Bulli	Upgrade	Design			
	Princes Hwy and Railway St traffic lights upgrade	Corrimal	Construct New	Construction			
	Princes Hwy and Mount Brown Road Traffic Lights Upgrade	Dapto	Upgrade	Construction			
	Princes Hwy - Moomba St Intersection Upgrade	Dapto	Upgrade		Design		
	Princes Hwy Intersection Upgrade - Daisy St/Cambridge St	Fairy Meadow	Upgrade		Design		
	Cordeaux Rd - Princes Hwy Roundabout Upgrade	Figtree	Construct New			Design	
	Northcliffe Dr pedestrian refuge near Lake Heights Rd	Lake Heights	Construct New	Construction			
	Cordeaux Rd Speed Humps	Mount Kembla	Upgrade	Construction			
	The Avenue Local Area Traffic Management	Mount Saint Thomas	Upgrade	Construction			
	Bourke St/Cliff Rd Intersection Improvements	North Wollongong	Construct New		Design		
	Phillips St near Ryan's Hotel Pedestrian Facility	Thirroul	Upgrade	Construction			
	Pioneer Rd - Towradgi Road Traffic Lights	Towradgi	Upgrade	Construction			
	Towradgi Rd Road Safety Feasibility	Towradgi	Construct New	Design			
	Cummins St Childrens Crossing	Unanderra	Construct New	Construction			
	Traffic and Transport Innovations	Various	Construct New	Construction	Construction		
	King St/Greene St/Montgomery St	Warrawong	Construct New		Construction		
	King St/Cowper St Traffic Light Upgrade	Warrawong	Upgrade	Design	Construction		
	Campbell St - Kembla St Pedestrian Upgrades	Wollongong	Upgrade		Design		
	Wilson Street, North Wollongong - Shared Zone	Wollongong	Upgrade	Design	Design		
	Crown St; Parkside Ave to Marine Dr	Wollongong	Upgrade	Design	Construction		
	Flagstaff Hill Parking Upgrade	Wollongong	Upgrade	Design			
	Marine Dr Road Realignment	Wollongong	Upgrade	Design			
	Wollongong City Centre Wayfinding Signage - Stage 3	Wollongong	Construct New	Design	Construction		
	Intersection Park Rd / Railway Pde	Woonona	Upgrade	Construction			



Support Services – Non Infrastructure

Responsibility *Chief Digital and Information Officer/Manager Customer and Business Integrity*

Why

IT - Council uses technology to support services, secure information, and provide our community with equitable access to information and opportunities to inform decision making.

Governance and Administration - Council exhibits responsible decision making based on our values and collaboration and provides support and advisory services to all sections of Council to ensure proactive and informed implementation of Council policy and legislative requirements to the highest ethical standards.

What

IT - This service delivers digitally enabled, information driven and secure services that empower our customer community.

Governance and Administration - The Governance and Administration Service includes policy, internal audit, legal, insurance and claims management, procurement, risk management, Council meeting functions and corporate governance. The service also captures the Office of the General Manager and Executive Group, support for Councillors and the Professional Conduct Coordinator

Delivery Stream

- | | |
|---|---|
| <ul style="list-style-type: none"> • Corporate and Councillor Support • General Manager and Executive Group • Corporate Governance and Internal Audit • Legal Services • Risk and Insurance Management • Professional Conduct Coordinator | <ul style="list-style-type: none"> • Supply Chain Management • Vehicle Management • Web Development and Integration Services • Technology Infrastructure Services • Information Management |
|---|---|

Supporting Documents

Information Management and Technology Strategy 2022-2024	Climate Change Mitigation Plan 2023-2030
Our Resourcing Strategy 2032	Climate Change Adaptation Plan 2022
Coastal Zone Management Plan 2017	Sustainable Wollongong 2030

Total capital budget over 4 years | 2024-25 to 2027-28

\$13,350,000

1	Project Name	Suburb	Description	2024-25 Activity	2025-26 Activity	2026-27 Activity	2027-28 Activity
	Financial Services			\$4,395,000	\$1,190,000	\$1,275,000	\$1,800,000
	Vehicle Management			\$4,395,000	\$1,190,000	\$1,275,000	\$1,800,000
	Information Technology			\$1,340,000	\$1,400,000	\$900,000	\$1,050,000
	Technology Infrastructure Services			\$1,340,000	\$1,400,000	\$900,000	\$1,050,000
	Technology			\$1,340,000	\$1,400,000	\$900,000	\$1,050,000
	Procure replacement IT hardware	Various	Bulk	Procure	Procure	Procure	Procure
	Corporate Printers	Various	Bulk	Procure			Procure
	CCTV Strategy Implementation	Various	Bulk	Procure	Procure	Procure	Procure
	Portable Interfaces/ Technology	Various	Bulk		Procure		



Infrastructure Strategy and Support

Responsibility *Manager Infrastructure Strategy and Planning*

Why

Plan and deliver well managed assets and infrastructure to support Council's services and meet the needs of our community now and into the future.

What

This service includes the strategic management and technical planning of Council's infrastructure that supports all Council Services.

Delivery Stream

- Infrastructure Strategic Planning
- Capital Program Control
- Design and Technical Services
- Infrastructure Information and Systems Support
- Support Assets

Supporting Documents

Our Resourcing Strategy 2032
Asset Management Strategy 2032
Asset Management Plans
Access and Movement Strategies
Town and Village Plans
Site specific Masterplans
Illawarra - Shoalhaven Smart Region Strategy
Port Kembla 2505 Revitalisation Strategy
State Emergency Service - Service Level Agreement

Disability Inclusion Action Plan 2020-2025
Coastal Zone Management Plan 2017
Climate Change Mitigation Plan 2023-2030
Climate Change Adaptation Plan 2022
Sustainable Wollongong 2030
Animating Wollongong Public Art Strategy 2022-2032
Lake Illawarra Coastal Management Program 2020-2030
Sportsgrounds and Sporting Facilities Strategy 2023-2027

Total capital budget over 4 years | 2024-25 to 2027-28

\$40,012,309

Project Name	Suburb	Description	2024-25 Activity	2025-26 Activity	2026-27 Activity	2027-28 Activity
Infrastructure Planning and Support			\$10,135,863	\$7,415,424	\$7,012,808	\$15,448,214
Capital Program Control			\$10,135,863	\$7,415,424	\$7,012,808	\$15,448,214
Capital Project Contingency			\$5,655,863	\$3,407,507	\$3,112,394	\$11,691,714
Support Assets			\$4,480,000	\$4,007,920	\$3,900,414	\$3,756,500
Central Depot Access Control Upgrades	Bulli	Refurbishment	Construction			
Admin Building Burelli St - Floor VAV Refurbishments - Stg 2	Wollongong	Replacement	Construction	Construction	Construction	
Admin Building Office Fitouts	Wollongong	Bulk	Construction	Construction	Construction	Construction
Admin Building Chairs	Wollongong	Bulk	Procure	Procure	Procure	Procure
Integral Building Refurbishment and HVAC	Wollongong	Replacement				Design
Integral Building Roof Replacement and Solar Installation	Wollongong	Replacement				Design
Integral Building Fire System Replacement	Wollongong	Replacement				Design

Note:

- VAV = Variable Air Volume Box (a key component of the Council building air conditioning system)

HVAC = Heating, Ventilation and Air Conditioning



Wollongong City Council

Attachment 3 Revenue Policy, Rates, Annual Charges & Fees 2024-2025 Post Exhibition Draft

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Revenue Policy

Council's Revenue Policy, Rates, Fees & Charges 2024-2025 outlines policy and pricing for those areas that Council receives income. The Revenue Policy is developed as part of the Operational Plan each year.

There are several sources of income available for Council, however, Rates income remains the predominant source of income and is supplemented by statutory and other charges, user fees for services, grants and income from commercial endeavours.

RATES

Ordinary Rates

The total amount of rate revenue to be collected from registered property owners at the commencement of a rating year (General Income) is set by IPART on behalf of the Minister for Local Government. This process, known as the 'Rate Peg', sets the percentage (5.0% for 2024-2025) the council can increase its General Income. The IPART Rate Peg of 5.0% includes a Base Cost Change of 3.9%, a Superannuation Guarantee adjustment of 0.4% and allowance for increases in the State Government Emergency Services Levy of 0.4%, and a Population Factor of 0.3%.

Council determines the allocation of rates to each property based on categorisation, property values (unimproved land values), pricing and the application of a base charge, or minimum rate, for each category or sub-category. Council has not varied its categorisation structure for Ordinary Rates since 1994, although did introduce a Base Charge for Residential properties in 2001-2002.

Council's rating structure contains the four primary categories of Ordinary Rates (definitions provided in glossary) being:

- Residential
- Farmland
- Mining
- Business

The Business category is a residual category, which means any property that cannot be categorised as Farmland, Residential or Mining, will be categorised as Business. Not all properties within the Business category will, therefore, be operating a 'business' in the ordinary sense of the word.

Council has divided the Business category into sub-categories to provide additional differential allocation to various property types within the category:

- Business – Ordinary
- Business – Commercial
- Business – 3 (c) Regional
- Business – Light Industrial
- Business – Heavy Industrial
- Business – Heavy 1 Activity 1

All property owners are notified of their categorisation for rating purposes through their annual Rate Notice or in writing during the prior period where the categorising has been changed.

Special Rates

In addition to Ordinary Rates, Council had for some time two Special Rates that apply to Business properties within defined areas being the Wollongong Mall Special Rate and the City Centre Special Rate. The City Centre Special Rate was not applied in 2023-2024 and has been discontinued. This Special Rate had previously been levied specifically on business properties in the defined City Centre area to defray the expenses in connection with crime prevention and community safety strategies in the City Centre. While these services will continue, the costs will now be defrayed across the whole city and all rate categories. A Special Rate will be collected and expended on defined services under the Wollongong Mall Special Rate as below.

- Wollongong Mall Special Rate

This rate will be levied on business properties in the defined area to provide Council with revenue to defray expenses in connection with the management, promotion, working, maintenance, cleaning and provision of additional works and services for the Wollongong Mall and its environs.

Categorisation Maps

Maps showing property categorisation, sub-categorisation and special rates are available for perusal on Council's webpage at <https://wollongong.nsw.gov.au/book-and-apply/pay-your-rates/rating-categories>.

The below table shows Council's rating structure, number of rateable properties and pricing applied for the 2024-2025 rating period.

Rating Structure and Pricing 2024-2025

Rating Category	Sub-Category	Number of properties	Ad Valorem Rate*	Base or Minimum Amount \$	Notional Income Yield \$
Residential**		82,429.26	0.00128954	\$874.18 (B)	144,116,280
Farmland		114.00	0.00099037	\$1139.04 (M)	521,074
Business	Ordinary	295.00	0.00134112	0.00	55,346
	Commercial	2,113.01	0.00889782	\$1139.04 (M)	22,880,218
	3c Regional Business	279.48	0.00889782	\$1019.93 (M)	5,088,360
	Light Industrial	1,423.60	0.00689130	\$525.00 (M)	7,972,753
	Heavy Industrial	475.00	0.01061291	\$1139.04 (M)	8,469,771
	Heavy 1 Activity 1	38.00	0.01611409	\$1019.93 (M)	10,234,035
Mining		13.00	0.01406888	\$1139.04 (M)	1,102,745
Special Rates	Wollongong Mall Rate	71.50	0.00573480	0.00	1,263,999
TOTAL					201,704,583
* The Ad Valorem Rate is the amount the land value is multiplied by to calculate individual Rates. This is shown in the same way on individual Rate Notices.					
** The base amount for Residential Properties makes up 50% of the total revenue for Residential.					
(B) = Base Amount, (M) = Minimum Rate					

Council's General Income from rates is indexed by 5.0% in line with the IPART approved increase. Council generally maintains pricing relativity between categories, so while the General Income will increase by 5.0%, due to the changing makeup of rateable properties within the Council area (including rates becoming exempt, objections to valuations, changes of use and changes to valuation allowances) the average impact to rate payers is slightly higher than the overall percentage change in General Income. In addition, the impact on Residential rate payers varies because of the 50% base charge that has a fixed dollar amount in addition to the variable portion. Low valued properties will have lower percentage increases, while higher valued properties will increase above the average percentage.

Land Valuations

Land valuations are determined by the NSW Valuer General and are used in determining the ad valorem amount applied in the allocation of rates to be issued by Council. A general revaluation of land within Council areas usually occurs every three years. Council rates for 2024-2025 will be calculated using existing valuations determined as of 1 July 2022.

Pensioner Rebates

- Mandatory Rebate

Council is required by the NSW State Government to provide a mandatory rebate fixed at a maximum of \$250.00 to all 'eligible' pensioners if they hold a Pensioner Concession Card from Centrelink. A pensioner concession will only be granted for the current rating year. The amount of the rebate will be proportioned according to the number of full quarters in the rating year after the commencement of pensioner eligibility.

An eligible pensioner must:

- Be the owner or spouse of the owner and reside at the property.
- Hold either a Pensioner Concession Card (PCC) or,
- Gold card embossed with 'TPI' (Totally Permanently Incapacitated) or,
- Gold card embossed with 'EDA' (Extreme Disablement Adjustment).

If the land is jointly owned by others who are not the spouse of the eligible pensioner, the rebate will be apportioned based on the percentage of the ownership for the eligible pensioner residing at the location.

- Voluntary Rebate

A Voluntary Council Rebate will apply to eligible pensioners who received the mandatory and Voluntary Council Rebate under Section 582 of the Local Government Area prior to 1 January 1994. The Voluntary Rebate of rates will be adjusted annually by the same percentage increase as has been applied to rates. The Voluntary Rebate for 2024-2025 will be \$302.80.

Council will verify the concessional eligibility of pensioners on a regular basis. If eligibility cannot be confirmed, the rebate will be reversed for all following full quarters of the year. A letter will be forwarded to the ratepayer advising the rebate has been removed from the account and any balance remaining to be paid.

Pensioners' Deferral Scheme

Council offers all eligible pensioners in receipt of the mandatory rebate or those who meet Council's criteria as a self-funded retiree an option to enter into a formal Pensioner Agreement to Defer Rates, Charges and Interest. The ratepayer should contact Council to discuss further options available.

Council will apply a reduced interest rate equivalent to the IPART Local Government Nominal Discount Rate to those eligible rate payers who have entered into a formal Pensioner Agreement to Defer Rates, Charges and Interest.

ANNUAL CHARGES

Council provides a range of services for which it charges an annual charge authorised under various sections of the Local Government Act 1993 as below.

Stormwater Management Annual Charge

Council will levy a Stormwater Management Charge on all parcels of rateable land within the urban area of the City of Wollongong categorised for rating purposes as 'Residential' or 'Business' (including all sub-categories), not being vacant land, or land owned by the Crown, or land held under a lease for private purposes granted under the Housing Act 2001 or The Aboriginal Housing Act 1998.

The following charges will apply:

Category	Number of Properties	Rate \$	Per Unit	Notional Income Yield
Land categorised as residential (not being a strata lot)	57,350	25.00	Assessment	1,433,750
Residential strata lot	19,947	12.50	Strata Lot	249,337
Land categorised as business (not being a business strata lot)	2,539	25.00	Per 350 sq meters*	197,060
Business strata lot	1,539	25.00	Per 350 sq meters**	18,840
* Cap at a maximum of \$100.00				
** or part of the area of land upon which the lot exists capped at a maximum of \$100.00 and divided by the number of business strata lots on that area of land to the minimum of \$5.00				

Domestic Waste Management Service

Council levies a Domestic Waste Management Charge for the provision of Domestic Waste Management Services to all residential rated properties. The services can include weekly collection of General waste (red bin top), weekly collection of Food Organics Garden Organics (green bin top), fortnightly collection of recyclables (yellow bin top) and two on-call household clean up services each financial year. Access to an annual green waste and a cardboard drop off service is also included.

The Domestic Waste Management Charge is based on the size of the general waste bin provided. A minimum of one Domestic Waste Management Service charge is to be levied for each separate dwelling upon a property whether the dwellings are subdivided, or not. A separate dwelling for the purpose of this Policy is defined as being self-contained and/or leased on the open market. Where a residential property is vacant, a service availability charge (Vacant Land – Waste Charge) will apply.

Council cannot apply income from Ordinary Rates towards the cost of providing Domestic Waste Management Services. In determining the annual Domestic Waste Management charges, Council must include all expenditure that relates to the delivery of this service and may include provision for future increases to allow for equalisation of pricing from year to year. This is considered a prudent approach as the waste area is subject to changing industry regulation, costs and operational requirements that have the potential for significant variations in the future. Equalisation funds, along with any annual improvements beyond planned results for the delivery of the domestic waste service, are held as an externally restricted asset.

The charges for the provision of the total service during the year commencing 1 July 2024 are:

Domestic Waste Management Service	General Waste Bin Size	Annual Charge \$	Estimated Yield \$
Domestic Waste Small	80 Litre	373.30	8,006,469
Domestic Waste Medium	120-140 Litre	498.05	28,848,421
Domestic Waste Large	240 Litre	945.07	8,363,848
Compassionate Grounds	240 Litre	498.05	31,163
Vacant Land charge	N/A	35.02	41,957

Property owners can decrease the size of their general waste bin throughout the year without an administration fee. Where property owners nominate to increase their bin size, an administration fee of \$215.00 applies. New charges for the elected bin size are applied on a pro rata basis from the date of delivery.

Additional Domestic Waste bins are available to domestic properties and are priced as shown below. Where additional bins across all service types are required or an additional bin is required, these will be charged as an additional full annual Domestic Waste Management Service charge.

Additional Domestic Waste Management Bins	Bin Size	Annual Charge \$	Estimated Yield \$
Weekly Food Organic and Garden Organic	240 Litre	121.60	211,489
Fortnightly Recycling	240 Litre	57.90	47,048

- Domestic Waste Management Services - Wheel Out Wheel Back Service Voluntary Rebate

Eligible residents can apply for the 'Wheel Out – Wheel Back' service to assist with having their bins placed out for collection and returned to their property each week at an annual fee of \$301.00. The application process will involve an on-site inspection, indemnity agreement and evidence demonstrating the long-term medical condition that prevents bins from being presented to the kerb.

- Domestic Waste Management Services – Subdivisions, New Developments and Multi Unit Dwellings

Where a domestic property has been subdivided or newly developed, Council is required to levy a new Domestic Waste Management Service charge. When this occurs, a Medium Domestic Waste Management Service charge will be levied from the date of registration, on a pro rata basis, unless otherwise notified by the property owner. For vacant land, a vacant land – waste charge will be levied from the date of registration upon application to and approval by Waste Services on a pro rata basis.

- Domestic Waste Management Services – Bin Rationalisations in Multi Unit Dwellings and Complexes

Where a multi-unit complex has restricted capacity to store waste and recycling receptacles, Council may issue a bulk waste bin or larger mobile garbage bins to equal a waste disposal capacity for each unit within the complex of Small, Medium or Large based on the Domestic Waste Management Service charged.

Where a bin rationalisation is implemented, all property owners will be levied the same Domestic Waste Management Service charge. It is up to each individual owner/complex to present the bins for collection at a designated collection point.

For complexes wishing to reduce the number of bins at their property, Council will require minutes from a strata meeting demonstrating that the application of a standard Domestic Waste Management Service charge across all units has been adopted by a quorum.

- Disputed Domestic Waste Management Charges

The annual rate notice issued in July includes details of the Domestic Waste Management Service charge attributed to each property, including any additional bins or services. Where it becomes known that charges have not been levied correctly, Council will verify the rate and bin size and apply an adjustment to the current rateable year. If the error relates to multiple years, the adjustment will be processed to a maximum of one previous rateable year. All adjustments will be limited to the date of property ownership.

Residents must pay their rate instalments as issued and any amendments agreed to will be adjusted on the next instalment notice.

Waste Management Services – Non-Domestic

In accordance with Section 501 of the Local Government Act 1993, Council will levy an annual charge for the provision of Waste Management Services to non-domestic and exempt properties where requested by the owner and approved by Council. Waste means garbage, being general refuse other than effluent as defined in the Local Government Act 1993 dictionary and trade like waste. The Non-Domestic Waste Service is intended for small waste generators and is limited to one service per rateable property. The service will include weekly collection of general waste, weekly collection of Food and Garden Organics and fortnightly collection of Recyclables. A Non-Domestic Waste Management Service charge does not include provision for on call household clean-up or drop-off services.

Non-Domestic Waste Service*	General Waste Bin Size	Annual Charge \$	Estimated Yield \$
Non-Domestic Waste Small	80 Litre	373.30	47,473
Non-Domestic Waste Medium	120 –140 Litre	498.05	76,914
Non-Domestic Waste Large	240 Litre	945.07	279,495

* Limited to one service per rateable property

Additional Non-Domestic Waste Bins are available to non-domestic properties and are priced as shown below. A full Non-Domestic Waste Service must be applied before additional bins can be requested.

Additional Non-Domestic Waste Bins*	Bin Size	Annual Charge \$
Weekly Food Organic & Garden Organic	240 Litre	121.60
Fortnightly Recycling	240 Litre	57.90

* A maximum of three Additional Non-Domestic Waste Bins may be purchased.

INTEREST CHARGE FOR OVERDUE RATES & CHARGES

Interest will be charged on all overdue Rates and Charges. The interest rate applicable to overdue rates and charges is set in accordance with the maximum charge determined by the Office of Local Government. The charge is set as a percentage per annum of simple interest calculated and is applied on a daily basis.

Upon notification of a ratepayer's death, Council will grant a 12 month interest free period to allow for probate or Letters of Administration to be processed. After the 12 month period or the property is transferred, whichever comes first, interest accrues at the prescribed rate.

LATE PAYMENT FEES – SUNDRY DEBTORS

The late payment fee for 2024-2025 will be \$10.00. This fee will apply to all sundry debtor accounts that are overdue by greater than 60 days at the time a reminder letter is processed.

HARDSHIP

Council recognises that due to exceptional circumstances, rate payers may at times encounter difficulty paying their annual rates and charges. Council has a Debt Recovery and Hardship Assistance Policy that provides a framework for providing relief to any rate payers who are suffering genuine financial hardship.

FEES & OTHER CHARGES

In accordance with Section 608 of the Local Government Act 1993, Council advises a range of fees as scheduled in this document.

Generally, these fees are intended to cover the following:

- supply of a service, product or commodity;
- providing information;
- providing a service in connection with Council's regulatory functions, including receiving an application for approval, granting an approval, making an inspection and issuing a certificate, and
- allowing admission to any building or enclosure.

The income received from these fees and charges will reduce the level of cross subsidisation and inherent in-service provision from general rates.

Section 610 of the Local Government Act 1993 states that a fee should not be determined if it is inconsistent with the amount determined under another Act or is in addition to the amount determined under another Act.

The Local Government Act 1993 provides the framework for setting fees. Increases to fees and other charges have generally increased in line with the estimated increases for 2024-2025 of 3.7%. Some prices vary outside the index based on specific issues impacting the operations, costs, or pricing parameters of the particular service. Changes to legislation and regulation may occur after adoption of this Policy that impact adopted Fees and Other Charges including pricing and structural changes. Regulatory or statutory fees will be introduced or increased in line with the maximum government pronouncements.

Fees have been set for various activities after giving due consideration to the Local Government Act and the following factors:

- The cost to Council of providing the service.
- The importance of the service to the community.
- The price fixed by the relevant industry body.
- Any factors specified in the Local Government regulations.
- Market rates/pricing.

All Rates, Fees and Charges are set at the maximum and can be adjusted in accordance with this Revenue Policy which allows for a discount, exemption or waiver of fees to be given where specifically included in the schedule of Rates, Fees and Charges or provided for under a Council policy. The criteria for the application of the discount, exemption or waiver is defined in the schedule of Rates, Fees and

Charges or a stand-alone policy. A list of these policies is provided in Appendix 1 to the schedule of Rates, Fees and Charges. Discounts, exemptions, or a waiver of fees outside these delegations can only be approved by the General Manager. Requests granted by the General Manager outside of the policy are to be entered into a register and reported to the Audit, Risk and Improvement Committee at regular intervals.

The following pricing categories have been used in determining the fees, which are summarised below:

- Full Cost Pricing - Fees and charges are set to enable the recovery of all direct and indirect costs involved in the provision of a service.
- Subsidised Pricing - Fees and charges are set at a level that recovers less than the full cost incurred in service delivery. In effect, some level of subsidisation is factored into the price.
- Rate of Return Pricing - Fees and charges are set to enable the recovery of all direct and indirect costs involved in the provision of a service plus a profit margin.
- Market Pricing - Fees and charges are based on current market fee structures. The market price is usually determined by examining competitors' prices and may have little relationship to the cost of providing the service.
- Statutory Pricing - Fees and charges are set to comply with statutory legislation.
- Rate of Return/Market Pricing – Fees and charges that are a combination of Rate of Return and Market Pricing and relate to Waste Services.

Goods and Services Tax (GST) has been included in the fees and charges on those items subject to GST. Some fees and charges are GST free and some are exempt from GST under Division 38 and Division 81 of the Goods and Services Tax Act 1999 respectively.

In general, those fees and charges that are of a regulatory nature are exempt from GST, whereas those that constitute a fee for service or competitive supply will be subject to GST.

Council has identified its Category 1 Business Activities for the purpose of competitive neutrality. Category 1 businesses have a gross turnover greater than \$2M; they are:

- Tourist Parks
- Waste Disposal
- Leisure Centres

National Competition Policy requires disclosure of the pricing methods Council used in determining the fees and charges of these declared business activities. The pricing methods Council used in determining these fees and charges are detailed below.

In accordance with Pricing and Costing for Council Businesses – A Guide to Competitive Neutrality, a document published by the NSW Department of Local Government [now Office of Local Government], Wollongong City Council has declared that the following are to be considered as business activities and these business activities have income earned from fees and charges.

Tourist Parks

The Tourist Parks' function is concerned with the operation, management and development of tourist parks at Bulli, Corrimal and Windang to achieve the best available financial return and the provision of a high standard amenity to park patrons and local residents. Key activities for this function include:

- Operation of the Tourist Parks
- Maintenance of Tourist Park grounds, buildings and surrounds
- Marketing
- Provision of additional facilities and accommodation types

The pricing method used in determining Tourist Parks' Fees and Charges is the market pricing method whereby fees and charges are based on current market fee structures. The market price is usually determined by examining competitors' prices and may have little relationship to the cost of providing the service. It is anticipated that it will not be necessary for Council to subsidise this business activity.

Waste Disposal

The Waste Disposal function manages the disposal of solid waste generated within the city. This function works closely with the waste collection and recycling function to ensure waste is disposed of in a manner which best utilises limited landfill resources. The key activities of this function are:

- Landfill management
- Environmental control
- Rehabilitation of closed landfill sites

The pricing method used in determining Waste Disposal Fees and Charges is the rate of return/market pricing method. This is where fees are set to enable the recovery of all direct and indirect costs involved in the provision of a service plus a profit margin taking into account market factors. It is anticipated that it should not be necessary for Council to subsidise this business activity.

Health & Fitness

This function is responsible for the management and upkeep of Council's leisure centres. The key activity of this function is:

- [Management of the commercial leisure centres](#)

The pricing methods used in determining Health and Fitness fees and charges are the market, full, statutory and subsidised pricing methods. Market price is based on current market fee structures and is usually determined by examining competitors' prices and may have little relationship to the cost of providing the service. Full cost pricing is where fees and charges are set to enable the recovery of all direct and indirect costs involved in the provision of a service. Statutory pricing is where fees and charges are set to comply with statutory legislation. Subsidised pricing is where fees and charges are set at a level that recovers less than the full cost incurred in service delivery. In effect, some level of subsidisation is factored into the price.

It is anticipated Council will be subsidising this business activity due to the service being provided on a less than cost recovery basis.

Charges for Works Carried Out on Private Land

Council's Policy in relation to charges for works on private land arises from two different types of activities.

- 1 Where work is carried out on private property by Council labour utilising materials purchased by Council, the work is charged at full cost recovery including all administrative overheads.
- 2 For works requiring the clearing of land or of such other regulatory nature, Council has a policy of employing private contractors to perform the work. Council adds to the contractor's charges an amount to cover the cost of overseeing the adequacy of the work performed. This amount will be \$170.00 (including GST) during the 2024-2025 financial year.

GLOSSARY

Rating Categories

All land is categorised in accordance with the Local Government Act 1993.

- Residential Rates

Land is categorised as 'residential' if it is a parcel of rateable land valued as one assessment, and:

- i its dominant use is for residential accommodation, or
- ii in the case of vacant land, is zoned or otherwise designated for use for residential purposes under an environmental planning instrument.

Council has determined that 50% of its residential rate income will be levied as a base amount.

- Farmland Rates

Land is categorised as farmland if it is a parcel of rateable land valued as one assessment and it must be:

- i the dominant use of which is for farming (that is, the business or industry as it is defined within the Act) which
- ii has a significant and substantial commercial purpose or character, and
- iii is engaged in for the purpose of profit on a continuous or repetitive basis (whether a profit is made, or not).

- Mining Rates

Land is categorised as mining if it is a parcel of rateable land valued as one assessment and it is the dominant use of a coal mine or metalliferous mine.

- Business Rates

Land is categorised as 'business' if it cannot be categorised as farmland, residential or mining. Council has six sub-categories for the 'business' category:

- i Ordinary
- ii Commercial
- iii 3c Regional Business
- iv Light Industrial
- v Heavy Industrial
- vi Heavy 1 Activity 1

Fees & Charges

Wollongong City Council

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All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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CITY CENTRE MANAGEMENT - CROWN STREET MALL

SERVICE VEHICLES

Annual Administration Fee for service vehicles to enter the Mall – charge per vehicle per year	Full	N	\$90.50
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BUSKERS

Half Day Fee	Full	N	\$0.00
3-monthly Fee Buskers	Full	N	\$15.50

STREET ARTISTS/TRADING

Daily Fee	Full	N	\$26.00
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PRODUCT ADVERTISING PROMOTIONS

Fees can be waived or reduced by the City Centre Activation Manager for not for profit groups, social and small to medium enterprises.

Daily Fee	Full	N	\$194.00
Weekly Fee	Full	N	\$1,370.00

EVENTS, CONCERTS, FESTIVALS AND ONE-OFF MARKETS

Fees can be waived or reduced by the City Centre Activation Manager for not for profit groups, social and small to medium enterprises.

Commercial and Private Users – Per Day	Full	N	\$377.00
Cost recovery for services provided by Council – Per Hour	Full	Y	At direct cost

RECURRING MARKETS

Note: Recurring Markets are Markets which are held on more than one occasion in a financial year.

Commercial and Private Users – Per Day	Full	N	By Negotiation
By negotiation based on size, day and type of market.			

ONGOING MARKETS

Note: Ongoing Markets are Markets that are held over a period exceeding 12 months

All User Categories	Full	N	By Negotiation
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DAMAGE/WASTE BOND (where applicable)

Per Event	Full	N	\$880.00
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All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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PUBLIC RELATIONS

FILMING APPLICATION FEES

Fee Waiver as determined by Management Policy. Ultra Low Impact is free

Ultra Low Impact	Stat	N	Free
Low Impact	Stat	N	\$150.00
Filming Reassessment - Low Impact	Stat	N	\$114.00
Medium Impact	Stat	N	\$300.00
Filming Reassessment - Medium Impact	Stat	N	\$225.00
High Impact	Stat	N	\$500.00
Filming Reassessment - High Impact	Stat	N	\$375.00
Cost recovery for services provided by Council	Stat	N	at direct cost
Bond	Stat	N	\$600 up to \$1,195
Late Application - Filming	Stat	N	\$332.00

PHOTOGRAPHY APPLICATION FEES

Ultra Low Photography Fee - Commercial	Market	N	\$27.50
Photography Reassessment - Ultra Low Impact	Market	N	\$20.50
Low Impact – 11 – 25 crew and cast, up to 4 vans / trucks, minimal equipment, no construction	Market	N	\$57.50
Photography Reassessment - Low Impact	Market	N	\$43.00
Medium / High Impact – More than 25 crew and cast, more than 4 trucks / vans, some construction, some equipment / structures, up to 4 locations	Market	N	\$115.00
Photography Reassessment - Medium/High Impact	Market	N	\$85.00
Cost recovery for services provided by Council	Stat	N	at direct cost
Late Application Fee - Photography	Market	N	\$112.00

MARKET STALLS

Major Event Stall

3m x 3m [part day]	Market	N	\$150.00
3m x 3m [full day]	Market	N	\$188.00
3m x 6m [part day]	Market	N	\$195.00
3m x 6m [full day]	Market	N	\$230.00
Any 7m x 4m (incl. truck) [part day]	Market	N	\$250.00
Any 7m x 4m (incl. truck) [full day]	Market	N	\$310.00
Electricity	Full	Y	\$190.00
Late Fee		N	\$75.00

Community Event Stall

3m x 3m [part day]	Subs	N	\$95.00
3m x 3m [full day]	Subs	N	\$120.00
3m x 6m [part day]	Subs	N	\$120.00
3m x 6m [full day]	Subs	N	\$150.00
Any 7m x 4m (incl. truck) [part day]	Market	N	\$250.00
Any 7m x 4m (incl. truck) [full day]	Market	N	\$310.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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Community Event Stall [continued]

Electricity	Market	Y	\$190.00
Late Fee	Market	N	\$75.00

EVENT MANAGEMENT

Application Assessment Fee	Market	N	\$213.00
Late Application Assessment Fee – for applications received less than one calendar month prior to event	Market	N	\$311.00
Event Staff - on-site attendance fee (out of hours) per hour	Market	Y	\$113.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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COMMUNITY PROGRAMS

CHSP SECTOR DEVELOPMENT – VOLUNTEER PROGRAMS

Volunteering Expo Participation Fee	Subs	Y	\$35.00
Training Only	Subs	Y	\$25.00 to \$180.00 per person (excl GST) depending on the type and duration of the course.

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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CULTURAL SERVICES

WOLLONGONG ART GALLERY

Functions (social functions, weddings receptions, conferences, etc)

Function raising funds for a registered charity or public appeal	Market	Y	Less 25%
Use of Projector per booking	Market	Y	\$10.00

BLUESCOPE STEEL GALLERY

Hourly booking (after 5pm weekday)	Market	Y	\$310.00
Half day (3 hours)	Market	Y	\$400.00
Full day booking (10am-5pm)	Market	Y	\$830.00

WEDDING CEREMONY

Hourly booking (includes set up)	Market	Y	\$470.00
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THE GALLERY FOYER

Functions (social functions, weddings receptions, conferences, etc)

Hourly booking (after 5pm weekdays and 4pm weekends)	Market	Y	\$270.00
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THE GUIDES ROOM

Meetings, workshops and seminars

Hourly booking	Market	Y	\$43.50
Monday to Friday Monday to Friday			
Half day (3hrs)	Market	Y	\$145.00
Monday to Friday			
Full day booking (10am-5pm)	Market	Y	\$230.00
Monday to Friday			
Hourly booking weekend	Market	Y	\$95.00
Saturday and Sunday Weekends			
Half day (12pm-4pm)	Market	Y	\$230.00
Saturday and Sunday Weekend Hire			

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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YOUTH SERVICES

Meeting Space Hire (includes auditorium, drop-in room and 2 other small meeting rooms)

Additional Costs (see Wollongong Youth Centre General Information & Conditions of Use)

Additional Services (fees to be determined by Coordinator in each individual case)

WOLLONGONG YOUTH CENTRE

Non profit organisations (community based and charity organisations with identifiable source of income)

Non-Profit Organisations

Community based and charity organisations with identifiable source of income

Ocean Room/Mountain Room

Hourly rate	Subs	Y	\$11.00
Daily rate	Subs	Y	\$58.00

Auditorium/Drop In Room/Kitchen/Art Room

Hourly rate	Subs	Y	\$22.00
Daily rate	Subs	Y	\$110.00

All other organisations including government

Ocean Room/Mountain Room

Hourly	Subs	Y	\$62.00
Daily	Subs	Y	\$246.00

Auditorium/Drop In Room/Kitchen/Art Room

Hourly	Subs	Y	\$102.00
Daily	Subs	Y	\$468.00

Music Room Hire

Usage per person per two hour session	Subs	Y	\$5.00
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All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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AGED & DISABILITY SERVICES

COMMUNITY TRANSPORT - Wollongong Shellharbour

Individual Transport

IT Buses

Return trip (discretionary) within Wollongong & Shellharbour LGAs

Pensioner Rate	Subs	N	\$14.00
Part Pension Rate	Subs	N	\$17.00
Self-Funded Retiree Contribution	Subs	N	\$21.00

Individual Transport Car

Return trip (discretionary) within and outside LGA

Pensioner Rate	Subs	N	Variable rate depending on distance travelled. Minimum - \$8.00 to \$75.00
Part Pension Rate	Subs	N	Variable rate depending on distance travelled. Minimum - \$11.00 to \$90.00
Self-Funded Retiree Contribution	Subs	N	Variable rate depending on distance travelled. Minimum - \$17.00 to \$100.00

Taxi Vouchers

Pensioner Rate	Subs	N	\$30.00 for \$150.00 worth of vouchers.
Part Pension Rate	Subs	N	\$45.00 for \$150.00 worth of vouchers.
Self-Funded Retiree Contribution	Subs	N	\$60.00 for \$150.00 worth of vouchers.

GROUP TRANSPORT

CHSP GROUPS

Fee per kilometre travelled requested toward bus replacement and maintenance costs (discretionary)

Weekday Use – per kilometre	Subs	N	\$1.30
Evening and Weekend Use – per kilometre	Subs	N	\$1.30
Minimum fee per use applicable to all groups travelling less than 80 kms	Subs	N	\$80.00

CTP Groups

Fee per kilometre travelled requested toward bus replacement and maintenance costs (discretionary)

Weekday Use – per kilometre	Subs	Y	\$1.30
Evening and Weekend Use – per kilometre	Subs	Y	\$1.30
Minimum fee per use applicable to all groups travelling less than 80 kms	Subs	N	\$80.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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SOCIAL SUPPORT

Pension Rate	Subs	N	\$155.00
Part Pension Rate	Subs	N	\$193.00
Self-Funded Retiree Contribution	Subs	N	\$232.00

Social Support Group

Pension Rate	Subs	N	\$15.00 per service
Part Pension Rate	Subs	N	\$20.00
Self-Funded Retiree Contribution	Subs	N	\$25.00

Social Support Individual

Pension Rate – volunteer per hour	Subs	N	\$4.00
Pension Rate – brokerage per hour	Subs	N	\$12.00
Part Pension Rate – volunteer per hour	Subs	N	\$5.00
Part Pension Rate – brokerage per hour	Subs	N	\$14.00
Self-Funded Retiree Contribution – volunteer per hour	Subs	N	\$6.00
Self-Funded Retiree Contribution – brokerage per hour	Subs	N	\$19.00

Flexible Respite

Pension Rate – Bus – per trip	Subs	N	\$11.00
Pension Rate – volunteer per hour	Subs	N	\$4.50
Pension Rate – brokerage per hour	Subs	N	\$12.00
Part Pension Rate – Bus – per trip	Subs	N	\$14.00
Part Pension Rate – volunteer per hour	Subs	N	\$5.00
Part Pension Rate – brokerage per hour	Subs	N	\$14.00
Self-Funded Retiree Contribution – Bus – per trip	Subs	N	\$19.00
Self-Funded Retiree Contribution – volunteer per hour	Subs	N	\$6.00
Self-Funded Retiree Contribution – brokerage per hour	Subs	N	\$19.00

Home Maintenance

Pension Rate – minor maintenance	Subs	N	15% of service costs as per funding guidelines
Pension Rate – garden maintenance per hour	Subs	N	\$15.00
Part Pension Rate – minor maintenance	Subs	N	20% of service costs
Part Pension Rate – garden maintenance per hour	Subs	N	\$20.00
Self-Funded Retiree Contribution – minor maintenance	Subs	N	30% of service costs
Self-Funded Retiree Contribution – garden maintenance per hour	Subs	N	\$25.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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COMMUNITY FACILITIES

Additional Costs - Refer to Site Specific General Information & Conditions of Use

Attendant Services - Refer to Site Specific General Information to check for availability

Definitions:

Functions - social functions, weddings, balls, plays, conferences, exhibitions, dances, etc

All Other Activities - meetings, classes etc

Classification Definition - Non-Profit = Groups meeting non-profit status Other = Government Departments, Commercial, Private

Attendant Services (Monday to Friday)	Subs	Y	\$55.00
Attendant Services (Weekends and Public Holidays)	Subs	Y	\$82.50
Licensee / Lessee - application for works at a Council property - Due Diligence Report	Subs	Y	\$250.00
Licensee / Lessee - application for works at a Council property - REF	Subs	Y	\$500.00
Promotion Fee for Children's Birthday Parties / Functions	Subs	Y	\$99.00
Age up to 10 years, Red Cedar and Escarpment Rooms together, Lillypilly, Scribbly Gum, Laurel and rooms only, 4 hour booking including set up and pack up time, weekends and school holidays only, booking must conclude by 2pm			
Function raising funds for a registered charity or public appeal	Subs	Y	Less 25%
Stage Lights – Flat rate per booking (up to 4 hours)	Subs	Y	\$17.00
Stage Lights – Flat rate per booking (over 4 hours)	Subs	Y	\$28.50
Bond - Halls	Subs	N	\$300.00
Bond - Halls - 'High Risk' Activity	Subs	N	\$600.00
Bond - Meeting Rooms	Subs	N	\$200.00
Bond - Meeting Rooms - 'High Risk' Activity	Subs	N	\$400.00
Bond - Offices	Subs	N	\$100.00

BULLI SENIOR CITIZENS' CENTRE

Hourly rate – Function	Subs	Y	\$40.00
Hourly rate – Non Profit	Subs	Y	\$15.00
Hourly rate – Other	Subs	Y	\$26.00

COALCLIFF COMMUNITY HALL AND DARKES FOREST COMMUNITY HALL

Hourly rate – Function	Subs	Y	\$38.00
Hourly rate – Non Profit	Subs	Y	\$12.00
Hourly rate – Other	Subs	Y	\$22.00

CORRIMAL DISTRICT LIBRARY & COMMUNITY CENTRE

Grevillea Halls 1 & 2 & Flame Tree Room	Full	Y	\$65.00
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Grevillea Halls 1 and 2 Combined

Hourly rate – Function	Subs	Y	\$60.00
Hourly rate – Non Profit	Subs	Y	\$40.50
Hourly rate – Other	Subs	Y	\$55.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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Grevillea Hall 1

Hourly rate – Function	Subs	Y	\$55.00
Hourly rate – Non Profit	Subs	Y	\$28.00
Hourly rate – Other	Subs	Y	\$44.50

Grevillea Hall 2

Hourly rate – Non Profit	Subs	Y	\$25.00
Hourly rate – Other	Subs	Y	\$39.50

General Hire Offices

Daily rate Office 1,2,3,4 (9am to 5pm)	Subs	Y	\$38.50
1/2 Day rate Office 1,2,3,4 (1/2 day – 9am – 1pm or 1pm – 5pm only)	Subs	Y	\$22.00
Hourly rate – Office 1,2,3,4	Subs	Y	\$11.50
Daily Rate Office 5 (9am to 5pm)	Subs	Y	\$29.00
1/2 Day rate Office 5 (1/2 day – 9am – 1pm or 1pm – 5pm only)	Subs	Y	\$18.50
Hourly rate – Office 5	Subs	Y	\$9.50

Non-Profit Hire Offices

Daily rate Office 1,2,3,4 (9am to 5pm)	Subs	Y	\$29.00
1/2 Day rate Office 1,2,3,4 (1/2 day – 9am – 1pm or 1pm – 5pm only)	Subs	Y	\$17.50
Hourly rate – Office 1,2,3,4	Subs	Y	\$10.50
Daily rate Office 5 (9am to 5pm)	Subs	Y	\$24.00
1/2 Day rate Office 5 (1/2 day – 9am – 1pm or 1pm – 5pm only)	Subs	Y	\$15.50
Hourly rate – Office 5	Subs	Y	\$8.50

Flame Tree Room

Hourly rate – Non Profit	Subs	Y	\$11.50
Hourly rate – Other	Subs	Y	\$16.50

Lilly Pilly Room

Hourly rate – Function	Subs	Y	\$36.00
Hourly rate – Non Profit	Subs	Y	\$22.00
Hourly rate – Other	Subs	Y	\$34.00

Myrtle Room

Hourly rate – Non Profit	Subs	Y	\$17.50
Hourly rate – Other	Subs	Y	\$26.00

Bottle Brush Room

Hourly rate – Non Profit	Subs	Y	\$15.50
Hourly rate – Other	Subs	Y	\$18.50

DAPTO RIBBONWOOD CENTRE

Heininger Hall & Laurel Room	Full	Y	\$56.00
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All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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Kurrajong Hall 1 and 2

Hourly rate – Function	Subs	Y	\$70.00
Hourly rate – Non Profit	Subs	Y	\$41.00
Hourly rate – Other	Subs	Y	\$63.00

Kurrajong Hall 1

Hourly rate – Function	Subs	Y	\$60.00
Hourly rate – Non Profit	Subs	Y	\$28.00
Hourly rate – Other	Subs	Y	\$46.00

Kurrajong Hall 2

Hourly rate – Function	Subs	Y	\$40.00
Hourly rate – Non Profit	Subs	Y	\$25.00
Hourly rate – Other	Subs	Y	\$35.00

Heininger Hall

Hourly rate – Function	Subs	Y	\$50.00
Hourly rate – Non Profit	Subs	Y	\$27.50
Hourly rate – Other	Subs	Y	\$43.00

Scribbly Gum Room or Laurel Room

Hourly rate – Function	Subs	Y	\$38.00
Hourly rate – Non Profit	Subs	Y	\$20.00
Hourly rate – Other	Subs	Y	\$34.50

Acacia Room

Hourly rate – Non Profit	Subs	Y	\$18.00
Hourly rate – Other	Subs	Y	\$28.00

Banksia Room

Hourly rate – Non Profit	Subs	Y	\$16.00
Hourly rate – Other	Subs	Y	\$23.00

Sassafras Room

Hourly rate – Non Profit	Subs	Y	\$15.00
Hourly rate – Other	Subs	Y	\$22.00

Community Office Space

Day session (9.00 am to 5.00pm) – Non Profit	Subs	Y	\$48.00
Day session (½ day – 9am – 1pm or 1pm – 5pm only) – Non Profit	Subs	Y	\$26.00
Hourly rate – Non Profit	Subs	Y	\$15.00
Day session (9.00 am to 5.00pm) – Other	Subs	Y	\$59.50
Day session (½ day – 9am – 1pm or 1pm to 5pm only) – Other	Subs	Y	\$32.00
Hourly rate – Other	Subs	Y	\$17.50

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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STANWELL PARK CHILDREN'S CENTRE

Room 1

Hourly rate – per hour per room – Function	Subs	Y	\$40.00
Hourly rate – per hour per room – Non Profit	Subs	Y	\$15.50
Hourly rate – per hour per room – Other	Subs	Y	\$26.00

Room 2

Hourly rate – per hour per room – Function	Subs	Y	\$38.00
Hourly rate – per hour per room – Non Profit	Subs	Y	\$15.00
Hourly rate – per hour per room – Other	Subs	Y	\$25.00

THIRROUL DISTRICT COMMUNITY CENTRE AND LIBRARY

Excelsior Hall and Black Diamond Room

Hourly rate – Function	Subs	Y	\$52.00
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Excelsior Hall and Red Cedar Room

Hourly rate – Function	Subs	Y	\$52.00
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Excelsior Hall

Hourly rate – Function	Subs	Y	\$46.00
Hourly rate – Non Profit	Subs	Y	\$26.50
Hourly rate – Other	Subs	Y	\$44.00

Escarpment Room

Hourly rate – Function	Subs	Y	\$32.00
Hourly rate – Non Profit	Subs	Y	\$19.50
Hourly rate – Other	Subs	Y	\$27.50

Red Cedar Room or Ocean Room

Hourly rate – Function	Subs	Y	\$28.00
Hourly rate – Non Profit	Subs	Y	\$17.50
Hourly rate – Other	Subs	Y	\$24.50

Black Diamond

Hourly rate – Function	Subs	Y	\$25.00
Hourly rate – Non Profit	Subs	Y	\$16.50
Hourly rate – Other	Subs	Y	\$21.00
Kitchen hire in conjunction with room hire (Not hall)	Subs	Y	\$15.50

Cabbage Palm

Hourly rate – Non Profit	Subs	Y	\$12.00
Hourly Rate – Other	Subs	Y	\$16.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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Tasman Room

Day session (9.00 am to 5.00pm) – Non Profit	Subs	Y	\$28.00
Day session (½ day –9am – 1pm or 1pm to 5pm only) – Non Profit	Subs	Y	\$20.00
Hourly rate – Non Profit	Subs	Y	\$11.00
Hourly rate – Other	Subs	Y	\$14.00
Day session (½ day –9am – 1pm or 1pm to 5pm only) – Other	Subs	Y	\$28.00
Day session (9.00am to 5.00pm) – Other	Subs	Y	\$46.00

WINDANG SENIOR CITIZENS' CENTRE

Hourly rate – Function	Subs	Y	\$34.00
Hourly rate – Non Profit	Subs	Y	\$17.50
Hourly rate – Other	Subs	Y	\$22.00

WOLLONGONG PIONEER HALL

Hourly rate – Function	Subs	Y	\$32.00
Hourly rate – Non Profit	Subs	Y	\$13.00
Hourly rate – Other	Subs	Y	\$20.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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LIBRARIES

REPLACEMENT OF BORROWER'S CARDS

Library membership replacement card (Individual)	Market	N	\$5.50
Library membership replacement card (Family)	Market	N	\$13.00

SERVICE FEES

Recovery Action (Where a collection service is used to retrieve library materials.)	Full	N	\$144.00
Inter-Library Loan – handling fee (or full cost of recovery if a charge is made by the lending Library)	Market	Y	\$10.00

PHOTOCOPYING CHARGES (PER COPY)

Photocopies – Black and White A4	Market	Y	\$0.20
Photocopies – Black and White A3	Market	Y	\$0.40
Micro copies	Market	Y	\$0.20
Photocopies – Colour A4	Market	Y	\$0.40
Photocopies – Colour A3	Market	Y	\$0.80

INTERNET

Black and White Prints – A4 – per page	Market	Y	\$0.20
Colour prints – A4 – per page	Market	Y	\$0.40
Colour prints – A3 – per page	Market	Y	\$0.80
3D Printing	Market	Y	\$5.00 per print for 30 minute print, and \$7.00 for a 60 minute print

COMPUTER PERIPHERALS

Sale items (eg earbuds, USBs, etc). Cost plus \$1:00	Market	Y	\$4.20
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LOCAL STUDIES PHOTOGRAPHS

Postage & packing	Market	Y	\$9.80
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LOST AND DAMAGED ITEMS – (NON-REFUNDABLE)

Replacement fee calculated at cost of library item being replaced, plus a service fee for cataloguing and processing	Full	N	\$18.50
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TRAINING

All training sessions - Library and Community Facilities Manager may establish an entry fee or other charge for a library training session to offset the cost of the activity.	Subs	Y	\$15.00
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WOLLONGONG LIBRARY THEATRETTE AND THE LAB

Use of Video/DVD per booking	Subs	Y	\$13.00
Use of data projector and screen	Subs	Y	\$13.00
Community Groups (for classes, groupwork, meetings etc) Hourly rate	Subs	Y	\$22.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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WOLLONGONG LIBRARY THEATRETTE AND THE LAB [continued]

All other organisations (including commercial, private, Government departments.) Hourly rate	Subs	Y	\$37.50
Full cost recovery for specialised services (as determined by WCL Mgr)	Full	Y	\$109.00
Specialised Searching and Database Searching (as determined by the Manager Library Services)			

Other Charges

Wollongong City Libraries Manager may undertake to secure for a borrower through the Library any service, interlibrary, reference or information upon payment of sum sufficient to cover the estimated cost incurred by the Library in rendering the service	Full	Y	At Cost
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Events and Activities

Wollongong City Libraries Manager may establish an entry fee or other charge for a library event or activity to meet or offset the cost of the activity.	Full	Y	At Cost
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All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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WOLLONGONG MEMORIAL GARDENS AND CEMETERIES

CEMETERY FEES

Application fee for shallow burial - Requirement where the burial is to be shallower than that permitted by Clause 90 Public Health Regulation 2022	Full	Y	\$865.00
Children's Gardenia Beam/Islamic Beam Package - reservation, interment and childrens beam plaque - weekend	Full	Y	\$3,800.00
Interments - additional fee where hand digging of grave is required	Full	Y	\$1,500.00
Oversized casket exceeding 720mm in width	Full	Y	\$363.00
Children's Gardenia Beam/Islamic Beam Package - reservation, interment and childrens beam plaque - weekdays	Full	Y	\$2,230.00
Indigent burial (adult) - at need lawn reservation, interment and memorial plaque	Full	Y	\$2,855.00
Indigent burial (stillborn/infant/child) - at need lawn reservation, interment and memorial plaque	Full	Y	\$1,710.00
Interments (Burial) - all sites - Monday - Friday until 3pm - includes pre-digging, vault, reception of body for mausoleum	Full	Y	\$1,805.00
Interments (Burial) - all sites (Sat after 12noon & all day Sunday) - includes pre-digging, vault, reception of body for mausoleum	Full	Y	\$4,220.00
Interments (Burial) - all sites (Sat before 12noon) - includes pre-digging, vault, reception of body for mausoleum	Full	Y	\$2,685.00
Reservation – Basic Adult Burial - all beams, includes site development and perpetual maintenance (except Islamic)	Full	Y	\$2,640.00
Reservation - Bulli, Scarborough, Wollongong if available - includes site development and perpetual maintenance	Full	Y	\$9,140.00
Reservation - Greek Monument/Traditional Monument - includes site development and perpetual maintenance	Full	Y	\$4,035.00
Reservation - Macedonian - includes site development and perpetual maintenance	Full	Y	\$4,860.00
Reservation - Maronite/Antiochian/Bahai Headstone, Natural Burial & Islamic Beam - includes site development and perpetual maintenance	Full	Y	\$3,250.00

MISCELLANEOUS FEES

Cemeteries and Crematoria NSW (CCNSW) Interment Services Levy - per ash interment (exemptions apply in accordance with CCNSW)	Full	Y	\$69.30
Cemeteries and Crematoria NSW (CCNSW) Interment Services Levy - per burial (exemptions apply in accordance with CCNSW)	Full	Y	\$171.60
Handing back of interment site	Full	Y	Purchase Price less 10% administration fee
Chapel Fee - per hour or part there of (Weekdays between 9am - 3pm) incl. livestreaming of service	Full	Y	\$350.00
Chapel fee - per hour or part there of (Saturday 9am - 12noon) incl. livestreaming of service	Market	Y	\$690.00
Catering space hire - per hour or part there of	Market	Y	\$100.00
Scattering cremated remains	Full	Y	\$72.50
Scattering of Neonatal cremated remains in nominated garden	Subs	Y	Free
Lifting and preparation of cremated remains for collection or placement of cremated remains into previous memorial only site, or placement into new memorial site	Full	Y	\$216.00
Family Attendance at Placement of cremated remains - weekdays	Full	Y	\$114.00
Family attendance at placement of cremated remains Saturday between 9.00am - 12noon only	Full	Y	\$530.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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MISCELLANEOUS FEES [continued]

Administration fee - including issuing of interment right, order of interment, consumer contract, and any service not covered by fees	Full	Y	\$142.00
Posting of cremated remains (Australia only)	Full	Y	\$199.00
Posting of cremated remains - Insurance	Full	Y	At Cost
Permit to erect a headstone, monument or an above ground crypt	Full	N	\$335.00
Clean sand (30cm layer upon coffin)	Full	Y	\$131.00
Late fee - where funeral arrives more than 30 minutes after designated time	Full	Y	\$284.00
Late fee - for services booked after 3pm for every 30 minutes thereafter	Full	Y	\$284.00
Exhumation (weekdays only)	Full	Y	\$6,705.00
Interment of cremated remains into an existing grave site (all sections)	Full	Y	\$590.00
After hours call out fee for administration of interments	Full	Y	\$1,570.00
Exhumation or transfer from crypt vault to another cemetery (weekdays)	Full	Y	\$1,620.00
Interment of abandoned cremated remains - Up to 6 sets of ashes or up to 30kg of ashes in designated garden	Full	Y	\$142.00
Memorial Wooden Cross (included in burial site price for Monumental Sections) - placement at other sites & replacement cross	Full	Y	\$142.00

PILLARS AND BASES

Engrave flowers	Market	Y	\$125.00
Engrave letters (all colours) - each letter	Market	Y	\$13.00
Gold Border	Market	Y	\$125.00
Granite base (250 x 450mm), flat face (all colours)	Market	Y	\$405.00
Granite base (50/75 slant)	Market	Y	\$520.00
Granite pillar for family plaque (rockery) (all colours)	Market	Y	\$342.00
Granite pillar, (all colours) - to fit Mini Book of Life	Market	Y	\$520.00
Granite pillar, double (all colours) - to fit bronze plaques	Market	Y	\$342.00
Granite pillar, single (all colours)	Market	Y	\$275.00
Granite pillar, triple (all colours)	Market	Y	\$520.00
Sandblast edges (granite)	Market	Y	\$125.00
Sandstone base (50/75 slant)	Market	Y	\$493.00
Sandstone base (flat)	Market	Y	\$342.00
Sandstone pillar, other (double to fit Mini Book of Life; family plaque; Claycraft)	Market	Y	\$575.00
Sandstone pillar, single	Market	Y	\$114.00
Vase-to suit base (chrome or ceramic)	Market	Y	\$166.00

URNS

Urns	Market	Y	Current cost price plus 30%
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All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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MEMORIAL SITE (site only, includes site development and perpetual maintenance, does not include plaque)

Tier one - includes: Memorial only- Jasmine Garden/Eternity Tree/Starlight Remembrance/Bulli Cemetery Garden of Memory/Scarborough Memorial Rock/Helensburgh Garden of Memory (memorial only plinths); Walls of Memory 1 & 2; War Graves Wall; Garden of Peace (babies- includes plaque); Garden Wall; Porte Cochere Wall; Rose Garden Wall; Contour Walls; Chapel Wall; Any similar new memorial.	Market	Y	\$457.00
Tier two – Basic Ash Interment includes: First Rose Garden/Second Rose Garden/Third Rose Garden; Any similar new memorial	Market	Y	\$915.00
Tier three includes (all singles sites in): Native Garden Surround (9K & 9J); Garden Rocks 9L Granite Edge; Gardenia Walk; Ex-Services Lest We Forget; Bulli Seaview Gardens; Bulli Garden of Memory Rocks; Helensburgh Native Garden & Garden of Memory; Bulli/Helensburgh Memorial Walls; Lawn Cemetery Indo Chinese Wall; Family Gardens Option (Quadrant/Sanctuary/Rose/Shrub/Rock- reservation or subsequent placement); Circular Rose Garden; Bulli Oceanview Garden Surround B; The Kembla Memorial Garden; Everafter Garden; Any similar new memorial	Market	Y	\$1,250.00
Tier four includes: Wall of Peace/Serenity/Tranquility/Forget Me Not Wall; Bulli Ocean View Wall; all positions on Scarborough Seaview Memorial Walls One and Two; Scarborough Section Two- any single site; The Kembla Wall; Any similar new memorial	Market	Y	\$1,600.00
Tier five includes: Family site (includes first position); Scarborough Gardens single site; Any similar new memorial	Market	Y	\$2,625.00
Tier six includes: Companion Options- Walls and Gardens (include two positions). Columbarium Wall (includes two positions); Scarborough New Walls; Any similar new memorial	Market	Y	\$3,425.00
Tier seven includes: Quadrant Garden (includes first and second position); Any similar new memorial	Market	Y	\$10,515.00

PHOTOS

Ceramic/Aluminium (Black & White) - 3 x 4 cm (aluminium only)	Market	Y	\$320.00
Ceramic/Aluminium (Black & White) - 5 x 7 cm	Market	Y	\$354.00
Ceramic/Aluminium (Black & White) - 6 x 8 cm	Market	Y	\$372.00
Ceramic/Aluminium (Black & White) - 7 x 9 cm	Market	Y	\$389.00
Ceramic/Aluminium (Black & White) - 8 x 10 cm	Market	Y	\$423.00
Ceramic/Aluminium (Colour) - 3 x 4 cm	Market	Y	\$411.00
Ceramic/Aluminium (Colour) - 5 x 7 cm	Market	Y	\$434.00
Ceramic/Aluminium (Colour) - 6 x 8 cm	Market	Y	\$468.00
Ceramic/Aluminium (Colour) - 7 x 9 cm	Market	Y	\$505.00
Ceramic/Aluminium (Colour) - 8 X 10 cm	Market	Y	\$525.00

PLAQUES

Additional line of inscription - all plaques	Market	Y	\$48.00
Different paint colour - all plaques	Market	Y	\$91.50
Engraving of emblem/motif	Market	Y	\$77.50
Plaque accessories - includes basic chrome or bronze frame - all sizes; Milling - all sizes; Perpetual flowers (Arrow); Conical Vase - bronze or chrome	Market	Y	\$178.00
Refurbishment of plaques (bronze lawn plaque)	Market	Y	\$399.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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PLAQUES [continued]

Refurbishment of plaque (bronze memorial plaque under 380 x 215mm) >1985	Market	Y	\$228.00
Tier One includes: Linished steel garden; bronze garden, Eternity leaf	Market	Y	\$258.00
Tier two includes: Bronze photoset, Bronze oval, Bronze wall (phoenix); Bronze bar border; Linished steel wall; Aluminium (silver or black); Granite; Bronze wall plaque (second insert-Arrow); Arrow Dual Lawn plaque (second insert); Star plaque	Market	Y	\$416.00
Tier three includes: Bronze Mini Book of Life (second page); Phoenix or Arrow Book of Life (second page); Granite Walls (base plaque-no vase); Children's Beam Plaque; Plaque for Still Born Memorial Garden (Wollongong Cemetery -includes memorial site); Family Name Plaque	Market	Y	\$476.00
Tier four includes: Bronze Mini Book of Life (first page); Bronze Wall Plaque with vase (Arrow); Heritage Glass Plaque (110 x 75mm)	Market	Y	\$710.00
Tier five includes: Double Bronze Wall Plaque-first insert with vase (Arrow); Book Of Life- first page (Arrow); Standard Lawn Plaque; Teddy Bear/Train/Toybox design (children's plaques)	Market	Y	\$835.00
Tier six includes: Single Lawn Plaque with sculptured border; Phoenix Sculpture Series; Phoenix or Arrow Dual Lawn Plaque (base and first insert); Single Casting Book Plaque; Phoenix or Arrow Book of Life (first page and base)	Market	Y	\$950.00
Tier seven includes: Phoenix Sculpture Series (dual design)	Market	Y	\$1,190.00
Tier eight includes: Lasting Memorials - single plaque	Market	Y	\$1,790.00

PROOFS

Photos or plaques - first proof free of charge - subsequent proofs (each)	Market	Y	\$37.50
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All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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TRANSPORT SERVICES

CONSTRUCTION OF FOOTPATHS ON PRIVATE LANDS IN CONJUNCTION WITH FOOTPATH RECONSTRUCTION IN THE ADJOINING ROAD RESERVE (Sect 67 LGA Approved Fee)

Construction of Footpaths on Private Lands (excavate, waste disposal, prepare subgrade and lay new surface) excluding service adjustments.

Where not all components of the work are applicable (eg existing subgrade is adequate) the Civil Coordinator shall reduce the rate to determine the appropriate approved fee in accordance with the previous estimate.

Asphaltic concrete with brick headers (square metre rate)	Full	Y	\$317.00
Basalt pavers (Core street standard of the Public Domain Technical Manual) (square metre rate)	Full	Y	\$375.00
Oxide coloured concrete (square metre rate)	Full	Y	\$264.00

PARKING FEES

Surface Parking Areas

Thomas Street, Victoria Street, Rawson Street, Belmore Street, Keira Street, George Street, Auburn Street, Court Lane
(monthly)

Permanent Parking	Full	Y	\$107.00
Establishment Fee – Access card (permanent surface car parks)	Full	Y	\$36.50

Administration Building Car Park (monthly)

Covered parking	Full	Y	\$153.00
Rooftop parking	Full	Y	\$107.00

Metered Parking Charges

Note: The Inner City Parking Strategy adopted by Council 24 March 2009, defines the inner city parking area and is available on Council's website.

Work Zone Parking - refer to S138 Roads Act listed under Application to Occupy a Roadway/Footpath - Occupation by other than Hoarding

1/2 hour, 1 hour, 2 hours, on-street and off-street parking within the inner city parking area (per hour pro rata)	Full	Y	\$1.00
3 hours and 4 hours on-street and off-street parking within the inner city parking area (per hour pro rata)	Full	Y	\$0.80
8 hours off-street parking within the inner city parking area (per hour pro rata)	Full	Y	\$0.60
Removal and re-installation of parking meters within construction zones (per meter)	Full	N	\$2,510.00
Holding deposit for damage to parking meter located within construction zone	Full	N	\$1,390.00
Replacement access card, when the original card has been lost or stolen	Full	Y	\$86.00
Replacement parking permit, when the original has been lost or stolen	Full	Y	\$86.00
Release of non-licensed vehicle from surface car parks	Full	Y	\$39.50

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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CONTRIBUTION TO WORKS

Trimming of trees on Council land	Full	N	\$392.00
When compliant with approved Development Applications and in accordance with tree management approval - per hour- minimum 2 hours			
Residential Vehicular Crossing fee (excluding layback) – up to 10m2 (Plain concrete)	Full	Y	\$1,495.00
From rear of kerb crossing (layback) to property boundary. Only available in conjunction with closely associated works undertaken by Council - to be assessed by Civil Coordinator.			
Residential Vehicular Crossing – per square metre up to 10m2 (plain concrete)	Full	Y	\$134.00
In addition to the above fee for vehicular construction up to 10m2 - to be assessed by Civil Coordinator			
Costs exclude service relocation			
Residential Vehicular Crossing – greater than 10m2	Full	Y	The full cost of the residential driveway will be invoiced. Quote/cost estimate will be agreed with the proponent upon application. (POA)
Quote/cost estimate assessed and prepared by Civil Coordinator for the applicant. Agreement to be reached prior to works commencing.			
Costs exclude service relocation.			
Residential Kerb Crossing (layback only) – up to 5.6m wide (plain concrete)	Full	Y	\$1,495.00
Only available in conjunction with closely associated works undertaken by Council - to be assessed by Civil Coordinator.			
Costs exclude service relocation.			
Utility and service adjustments associated with residential vehicular/ kerb crossing, road and footpath reinstatement works	Full	Y	Calculated as per Utility Authority pricing - POA
To be assessed by Civil Coordinator in consultation with service authorities.			

REINSTATEMENT OF ROAD AND FOOTPATH SURFACES

Roads (per square metre) up to 10m2 - Minimum charge is 1m2

Surfaces within the Road Reserves (Asphaltic concrete or other) up to 10m2. (excavate temporary restoration, prepare subgrade and lay new surface material) – Minimum charge is 1m2, to be assessed by Civil Coordinator (Rate is per square metre)	Full	Y	\$830.00
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Roads greater than 10m2 - Minimum charge is 10 times rate above

Surfaces within the Road Reserves (Asphaltic concrete or other) greater than 10m2 (excavate temporary restoration, prepare subgrade and lay new surface material) – Full cost recovery of works, to be assessed by Civil Coordinator, minimum charge is 10 times square metre rate	Full	Y	The full cost is calculated as per reinstatement costs
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Footpaths up to 10m2

NOTES: Minimum area of restoration shall be in accordance with the requirements of the Guide to Codes and Practices for street openings. Footpaths Hard Surfaces (up to 10m2) has both a Minimum base fee and an additional square metre rate fee as costed in the relevant figures.

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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Footpaths up to 10m2 [continued]

Footpaths Hard Surfaces Minimum Base fee (Concrete, pavers, asphaltic concrete or other) up to 10m2 (excavate temporary restoration, disposal, prepare subgrade and lay new surface material) – to be assessed by Civil Coordinator. Cost excludes service relocations. Please note that a further square metre rate fee is also applicable.	Full	Y	\$2,430.00
Footpaths Hard Surfaces Square Metre rate fee – to be added to the Minimum Base fee referred to in Footpaths Hard Surfaces (up to 10m2). To be assessed by Civil Coordinator. Cost excludes service relocations.	Full	Y	\$149.00
Formed or grassed area (including turfing and minor landscaping, excluding hard surfaces), minimum charge is 3m2, landscaping extent shall be assessed by Parks Coordinator. (Per square metre)	Full	Y	The full cost is calculated as per reinstatement costs
Formed or grassed area (including turfing and minor landscaping, excluding hard surfaces), minimum charge is 3m2, landscaping extent shall be assessed by Parks Coordinator. (Per square metre)	Full	Y	\$160.00

REINSTATEMENT OF OTHER LAND, FENCING AND SERVICES

Formed or grassed area (including turfing and minor landscaping, excluding hard surfaces), minimum charge is 3m2, landscaping extent shall be assessed by Parks Coordinator. (Per square metre)	Full	Y	\$160.00
Fencing, stormwater services, major landscaping or other reinstatement works	Full	Y	The full cost is calculated as per reinstatement costs
Full cost recovery of works, to be assessed by Civil Coordinator. Cost excludes service relocation.			

DIRECTIONAL SIGNS OVER COUNCIL'S FOOTWAY AND ROADS

NOTES: Council will be the sole body to erect signs

Application Fee	Full	Y	\$129.00
Erection on existing post (plus \$5.50 per letter in excess of twelve)	Full	Y	\$635.00
Erection on suitable post (plus \$5.50 per letter in excess of twelve)	Full	Y	\$870.00
Annual charge for rental and maintenance – per sign	Full	Y	\$130.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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AQUATIC SERVICES

Exclusive 50m Pool Hire for Swimming Club Point Score (per hour or part thereof) once per week	Subs	Y	\$113.00
For the use of any pool by schools from outside Council's area for organised activities/events involving 50 or more persons – excluding carnivals (per hour or part thereof)	Subs	Y	\$172.00
Normal Hours Exclusive Main Pool use only (per hour or part thereof)	Subs	Y	\$228.00

After Hours Exclusive Main Pool Use Only

Monday to Friday (per hour or part thereof)	Subs	Y	\$269.00
Saturday, Sunday and Public Holidays (per hour or part thereof)	Subs	Y	\$297.00
Pool grounds and surrounds for social event (excluding pool) (per hour part of)	Subs	Y	\$187.00

Carnivals generally including Swimming Club, South Coast or Tablelands ASC and pool complex hire (during normal operation hours) (Helensburgh half fee)

Saturday (per hour or part thereof)	Subs	Y	\$228.00
Sunday or Public Holiday (per hour or part thereof)	Subs	Y	\$270.00
Promotion at Swimming Pool Commercial	Subs	Y	\$1,525.00
Promotion at Swimming Pool Non-Commercial	Subs	Y	\$342.00

School Swimming Carnivals (within Wollongong LGA)

Pool Hire for School Swimming Carnivals 1/2 day (up to 4 Hours)	Subs	Y	\$163.00
Pool Hire for School Swimming Carnivals Full Day (up to 8 Hours)	Subs	Y	\$327.00

Lane Hire (per lane per hour or part thereof)

Olympic Pool Complex	Subs	Y	\$52.00
Half Olympic Pool Complex	Subs	Y	\$26.00
School Sport / Not for Profit Activities (within Wollongong LGA excludes Department of Education SSS Learn to swim program)	Subs	Y	\$12.50
Licenced LTS teaching (per lane per hour)	Subs	Y	\$26.00

CORRIMAL & DAPTO HEATED SWIMMING POOLS

Concession charges available on production of current concession cards (Centrelink, Veteran Affairs, Seniors, Full Time Student). Concessions are issued to individual qualifying patrons and are not transferable. Valid identification must be produced at time of entry.

Lane Hire - not for profit group (pre booked) per lane per hour (+ entry fee payable)	Subs	Y	\$13.00
Children under 5 years with adult supervision are exempt	Subs	Y	Free
Carers/Companion Card Holders with paying adult/child are exempt	Subs	Y	Free
Adult actively supervising child under 5 years in pool	Subs	Y	\$2.90
Adult per visit	Subs	Y	\$5.90
Child/Concession per visit	Subs	Y	\$4.00
Unemployed per visit	Subs	Y	\$4.00
Family Pass per visit	Subs	Y	\$20.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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CORRIMAL & DAPTO HEATED SWIMMING POOLS [continued]

Organised school/social group activities (per person Pre Booked – Child/Concession) – minimum 5 participants	Subs	Y	\$3.30
Adult Voucher Book (25 tickets)	Subs	Y	\$131.00
Child/Concession Voucher Book (25 tickets)	Subs	Y	\$74.00
Adult 3 month Pass (unlimited entry – non transferable)	Subs	Y	\$239.00
Child/Concession 3 Month Pass (unlimited entry – non transferable)	Subs	Y	\$176.00
Spectators per visit	Subs	Y	\$0.60
Use of Water Slide including entry	Subs	Y	\$5.70

Unlimited Pass Out Entry

Adult	Subs	Y	\$9.50
Child	Subs	Y	\$5.60
Concessions	Subs	Y	\$5.60
Family	Subs	Y	\$28.00

50m Pool Hire for Private Bookings per hour or part thereof (after hours pool use)

Monday to Friday	Subs	Y	\$280.00
Saturday, Sunday and Public Holidays	Subs	Y	\$310.00
Exclusive 50m Pool Hire for Swimming Club Point Score (per hour or part thereof)	Subs	Y	\$141.00
No entry fee charged			

Education Department

Carnivals	Subs	Y	Entry Fee Only
Learn to Swim	Subs	Y	Entry Fee Only
School Sport/Activities	Subs	Y	Entry Fee Only

Department of Sport and Recreation

Learn to Swim	Subs	Y	Entry Fee Only
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Swimming Clubs/South Coast and Tablelands Amateur Swimming Association Carnivals (50m Pool for maximum 5 hours)

Entry fees are additional

Saturday	Subs	Y	\$70.50
Sunday and Public Holidays	Subs	Y	\$70.50

Lane Hire (per lane per hour or part thereof)

Entry fees are additional

50m Pool	Subs	Y	\$53.50
25m & 18m Pool	Subs	Y	\$26.50
Licenced LTS teaching (per lane per hour)	Subs	Y	\$44.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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Aquarobics

Adult	Subs	Y	\$17.50
Aquarobics 15 Visit pass (Adult)	Subs	Y	\$206.00
Child/Concession/Unemployed	Subs	Y	\$11.50
Aquarobics 15 Visit pass (Child/ Concession)	Subs	Y	\$136.00

PORT KEMBLA POOL COMMUNITY ROOM HIRE

Meetings, training, presentations and the like (per hour or part thereof - with a minimum booking payable of 2 hours)

Non-Profit Sporting or Community Organisation	Subs	Y	\$41.50
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CONTINENTAL POOL COMMUNITY ROOM HIRE

Meetings, training, presentations and the like (per hour or part thereof - with a minimum booking payable of 2 hours)

Non-Profit Sporting or Community Organisation	Subs	Y	\$41.50
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BEACH HIRE

For the use of parks and playing fields - directly booked and managed by Registered Charities (Charity No. must be quoted), Church Groups, Ex-Services and Schools - a 100% discount will be applied if prior booking arrangements are made.

For the use of any beach for organised events involving 50 or more persons	Subs	Y	\$189.00
Use of any beach for commercial activities	Subs	Y	\$1,695.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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LEISURE SERVICES

Note: Fees are shown at the following rates:

Per Hour = p/h

Per Visit = p/v

Per Purchase = p/p

Peak (after 5pm Monday- Friday) = P

Off Peak (before 5pm Monday to Friday & Weekends) = OP

Members receive a 50% discount on badminton/table tennis/basketball/adult swim training

BEATON PARK LEISURE CENTRE

Concession charges available on production of current concession cards (Centrelink, Veteran Affairs, Seniors, Full Time Student). Concessions are issued to individual qualifying patrons and are not transferable. Valid identification must be produced at time of entry.

Facility Hire

Badminton/table tennis per court p/h	Market	Y	\$26.50
Badminton/table tennis per court p/h concession	Market	Y	\$23.00
Equipment Hire Badminton (1 piece), Table Tennis (up to 4 pieces)	Market	Y	\$4.40
Main Hall p/h – P	Market	Y	\$104.00
Main Hall p/h – OP	Market	Y	\$84.50
Main Hall p/h permanent	Market	Y	\$87.50
Main Hall – Not for Profit (8 hours)	Subs	Y	\$560.00
Activities Room p/h	Market	Y	\$74.50
Leisure Kidz p/h	Subs	Y	\$59.00
Meeting Room/Fitness Testing Room Hire p/h	Market	Y	\$17.00
Any school/not for profit group activity (pre-booked) – per person p/v Min 15	Subs	Y	\$9.40
Basketball – per person p/h	Full	Y	\$9.30

Group Exercise/Circuit/Gymnasium

Carers/Companion Card Holders with paying adult are exempt

Adult p/v	Full	Y	\$21.50
Teen fit classes P/V	Subs	Y	\$9.40
Beaton Park - Lite Pace or Seniors classes – 15 visit	Subs	Y	\$110.00
Concession p/v	Subs	Y	\$17.00
Adult – 15 visit pass	Full	Y	\$246.00
Concession – 15 visit pass	Subs	Y	\$187.00
Lite Pace or Seniors classes – Adult p/v	Subs	Y	\$11.00
Lite Pace or Seniors classes – Concession p/v	Subs	Y	\$9.40
Multi Use p/v	Full	Y	\$31.50
Early Morning Gym only (pre 10:00am) p/v	Subs	Y	\$18.50

Client Services

Retail Stock	Full	Y	Recommended retail price
Retail Stock – Minimum (discount) rate (Management Use Only)	Full	Y	Cost Price
Program Design (Non Member), Assessment & Program (Member)	Market	Y	\$93.50

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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Client Services [continued]

Fitness Assessment and Program (Non Member)	Market	Y	\$134.00
Assessment (Non Member), Program (Member) program, re-design	Market	Y	\$67.00
Rehabilitation Services – as per SafeWork schedule of charges	Stat	Y	As per SafeWork Schedule of Charges

Individual Personal Training

60min Personal Training P	Market	Y	\$87.00
60min Personal Training OP/Member rate	Market	Y	\$83.50
30min Personal Training	Market	Y	\$60.00
5-pack 30min Personal Training	Market	Y	\$275.00
5-pack 60min Personal Training P	Market	Y	\$394.00
5-pack 60min Personal Training OP/Member rate	Market	Y	\$374.00
10-pack 60min Personal Training P	Market	Y	\$745.00
10-pack 60min Personal Training OP/Member rate	Market	Y	\$705.00

Group Personal Training

60min Group Personal Training (2-person) P	Market	Y	\$115.00
60min Group Personal Training (2-person) OP/Member rate	Market	Y	\$108.00
60min Group Personal Training (3-person) P	Market	Y	\$133.00
60min Group Personal Training (3-person) OP/Member rate	Market	Y	\$125.00
5-pack 60min Group Personal Training (2-person) P	Market	Y	\$515.00
5-pack 60min Group Personal Training (2-person) OP/Member rate	Market	Y	\$484.00
5-pack 60min Group Personal Training (3-person) P	Market	Y	\$595.00
5-pack 60min Group Personal Training (3-person) OP/Member rate	Market	Y	\$565.00
10-pack 60min Group Personal Training (2-person) P	Market	Y	\$980.00
10-pack 60min Group Personal Training (2-person) OP/Member rate	Market	Y	\$915.00
10-pack 60min Group Personal Training (3-person) P	Market	Y	\$1,200.00
10-pack 60min Group Personal Training (3-person) OP/Member rate	Market	Y	\$1,065.00
Private Coaching Licence Aqua/Track per trainer per month	Full	Y	\$75.50
Rehabilitation Licence – per organisation per year	Full	Y	\$675.00
Personal Training Licence – Minimum Yearly Fee (terms and conditions apply, excludes client entry)	Market	Y	\$18,680.00

Membership

Ongoing Monthly Billing (direct debit – 3 month minimum term). Fixed price for term of membership.	Market	Y	\$70.00
Monthly direct debit administration charge (third party service). Payable per DD membership	Subs	Y	At Cost
Monthly Billing early exit fee (applicable if terminating within 3 month minimum term)	Market	Y	\$128.00
1 month – No contract	Market	Y	\$97.50
12 months	Market	Y	\$975.00
12 month renewing member prior to expiry	Market	Y	\$825.00

Concession Membership

25% discount off full price membership

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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Concession Membership [continued]

12 months (on presentation of Government concession of health care card)	Market	Y	\$730.00
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Off Peak Membership (between 11am & 4pm and after 7.30pm)

Ongoing Monthly Billing (direct debit – 3 month minimum term). Fixed price for term of membership.	Subs	Y	\$60.00
Monthly direct debit administration charge (third party service). Payable per DD membership	Subs	Y	At Cost

Child Minding

First Child Casual p/v	Subs	Y	\$8.60
First Child Member rate p/v	Subs	Y	\$5.50
Second and subsequent children p/v	Subs	Y	\$3.30
Per month direct debit (with membership)	Subs	Y	\$38.00

Promotional Memberships

6 weeks	Market	Y	\$98.50
Schools Age Student Holiday Membership - 7 days	Subs	Y	\$11.00
Minimum (discount) rate (Management Use Only) 1 visit	Subs	Y	\$1.00
Minimum (discount) rate (Management Use Only) 1 day	Subs	Y	\$1.00

Corporate Memberships

Based on total employees with organisation

Company Membership: Fee applies per 50 employees within the organisation, payable monthly by the organisation.	Full	Y	\$449.00
Individual Membership: Per person, payable monthly via direct debit. 3 month minimum term applies. Minimum 10 employees taking up membership in order to qualify for this reduced rate	Full	Y	\$63.00
Instructed Classes per person (internal and external) minimum 15 participants	Full	Y	\$13.00
3 month Rehabilitation Membership	Full	Y	\$395.00

Pool

Children under 5 years (preschool age) with adult supervision are exempt and Carers/Companion Card Holders with paying adult/child are exempt

Adult p/v	Full	Y	\$7.20
Concession p/v	Subs	Y	\$4.20
Adult after Activity p/v	Full	Y	\$4.20
Concession after Activity p/v	Subs	Y	\$2.90
Family Pass p/v (2 adults, 2 children)	Subs	Y	\$19.00
Adult actively supervising children under 5 years in pool	Subs	Y	\$2.90
Swimming Competency Test	Full	Y	\$18.00
Pool Inflatable (including entry for participant and one parent/guardian spectator)	Subs	Y	\$7.70
Adult – 25 visit pass	Full	Y	\$160.00
Concession – 25 visit pass	Subs	Y	\$92.50
Lane Hire p/h Monday – Sunday (entry not included)	Full	Y	\$44.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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Pool [continued]

Pool Hire p/h Monday – Friday (entry included)	Full	Y	\$216.00
Pool Hire p/h Saturday (entry included)	Full	Y	\$321.00
Pool Hire p/h Sunday (entry included)	Full	Y	\$430.00
Swim Club Carnival Hire – pool per hour (entry not included)	Full	Y	\$71.00
Spectators p/v	Full	Y	\$1.00
Aquarobics – Adult p/v	Full	Y	\$18.50
Aquarobics – Concession p/v	Subs	Y	\$15.50
Aquarobics – Adult 15 visit pass	Full	Y	\$198.00
Aquarobics – Concession 15 visit pass	Subs	Y	\$156.00

Swim School

Note: All Learn to Swim lessons cover appropriate tuition beginning with babies progressing through Levels 1 to 6 of the Learn to Swim Program. The object of all the following learn to Swim Lessons is to train individuals in personal aquatic survival skills.

Learn to Swim – the 1st child and adults per lesson (payable per term)	Market	N	\$18.50
Learn to Swim - Third and subsequent children -Per lesson (payable per term)	Market	N	\$17.00
Learn to Swim – Private Lessons – adults and children per lesson (payable per term)	Market	N	\$60.00
Learn to Swim – Private lessons – Adults and children with disability – per person (payable per term)	Subs	N	\$36.00
Swim Squads – per lesson (payable per term)	Market	Y	\$18.50
Swim Squads – Third and subsequent children -Per lesson (payable per term)	Market	Y	\$17.00
Swim Squads – Private Lessons – per lesson (payable per term)	Market	Y	\$60.00
Swim Squads – Private lessons – Adults and children with disability – per person (payable per term)	Subs	Y	\$36.00

Aquatic Memberships

6 months	Market	Y	\$510.00
6 months – child	Market	Y	\$296.00
6 months – concession	Market	Y	\$433.00
12 months	Market	Y	\$880.00
12 months – child	Market	Y	\$496.00
12 months – concession	Market	Y	\$750.00
6 months – family (2 adults & 2 children)	Market	Y	\$880.00
12 months – family (2 adults & 2 children)	Market	Y	\$1,430.00
Adult – Sauna p/v	Market	Y	\$12.50
After activity – Sauna p/v	Full	Y	\$9.60
Concession – Sauna p/v	Full	Y	\$9.60
Sauna - 15 visit pass	Full	Y	\$150.00
Pool & Sauna - Multi Visit combination	Full	Y	\$17.00
Pool & Sauna Concession - Multi Visit combination	Full	Y	\$12.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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Kerryn McCann Athletic Centre

Casual Trainer

Adult p/v	Full	Y	\$7.20
Concession p/v	Subs	Y	\$4.20
Spectator p/v	Subs	Y	\$1.00
Family Pass p/v (2 adults, 2 children)	Subs	Y	\$19.00

Multi-Tickets

Track Pass monthly - Adult	Subs	Y	\$44.00
Track Pass monthly - Concession/Child	Subs	Y	\$33.00
Adult – 25 visit pass	Full	Y	\$160.00
Concession – 25 visit pass	Subs	Y	\$92.50

Hire of Facility

Full day Schools – 7 hrs (includes entry)	Full	Y	\$1,230.00
Full Day Regional & District – 7 hrs (includes entry)	Full	Y	\$1,635.00
Half day – up to 3.5 hours (includes entry)	Full	Y	\$660.00
Cleaning Fee – per booking	Full	Y	\$156.00
Lane Hire (per lane per hour) entry not included	Full	Y	\$23.00
Equipment Hire per booking (no set up) – Schools	Subs	Y	\$104.00
Equipment Hire per booking (no set up) – Regional & District	Subs	Y	\$156.00
Additional Lighting (back straight) – per hour	Full	Y	\$19.50

LAKESIDE LEISURE CENTRE

Concession charges available on production of current concession cards (Centrelink, Veteran Affairs, Seniors, Full Time Student). Concessions are issued to individual qualifying patrons and are not transferable. Valid identification must be produced

Note: Fees are shown at the following rates:

Per Hour = p/h

Per Visit = p/v

Per Purchase = p/p

Peak (after 5pm Monday- Friday) = P

Off Peak (before 5pm Monday to Friday & Weekends) = OP

Hire

Non-Members Tennis / Squash Peak per court per hour	Market	Y	\$22.00
Non-Members Tennis / Squash Off Peak per court per hour	Market	Y	\$16.50
Members – Tennis / Squash Peak per court per hour	Subs	Y	\$11.00
Members – Tennis / Squash Off Peak per court per hour	Subs	Y	\$7.70
Lakeside Tennis / Squash Club Members – Tennis / Squash per court per hour anytime	Subs	Y	\$11.00
Squash Round Robin – per person p/v	Subs	Y	\$5.50
Squash Competition per player	Stat	Y	As per Illawarra Squash Association Schedule of Fees

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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Tennis Competition - per Court

Note: coaching fees are subject to a minimum of 2 hours

Midweek p/h	Subs	Y	\$27.50
Night p/h	Subs	Y	\$38.50
Saturday – Juniors p/h	Subs	Y	\$18.50
Saturday – Seniors p/h	Subs	Y	\$28.00
WDTA Competition p/h	Subs	Y	\$49.50
Coaching Fees (per court per hour)	Subs	Y	\$9.60
Racquet Hire – 1 piece	Full	Y	\$4.40
Towel Hire – 1 piece	Full	Y	\$1.10
Ball Hire	Full	Y	\$1.10
Room Hire p/h – P	Full	Y	\$50.50
Room Hire p/h – OP	Subs	Y	\$25.50
Any School or not for profit group Activities (booked) – per student – minimum 15	Subs	Y	\$9.40
Meeting Room/Fitness Testing Room Hire p/h	Full	Y	\$17.00

Group Exercise/Gymnasium

Carers/Companion Card Holders with paying adult are exempt

Adults p/v	Full	Y	\$21.50
Concession p/v	Subs	Y	\$17.00
Adult – 15 visit pass (use at Lakeside only)	Full	Y	\$224.00
Concession – 15 visit pass (use at Lakeside only)	Subs	Y	\$163.00
Lite Pace or Seniors Class p/v	Subs	Y	\$9.40
Lite Pace or Seniors Classes – 15 visit pass	Subs	Y	\$110.00
Teen fit classes P/V	Subs	Y	\$9.40
Multi Use p/v	Subs	Y	\$31.50
Retail Stock	Full	Y	Recommended Retail Price
Retail Stock – Minimum (discount) rate (Management Use Only)	Full	Y	Cost Price

Membership

Ongoing Monthly Billing (direct debit – 3 month minimum term). Fixed price for term of membership.	Market	Y	\$70.00
Monthly direct debit administration charge (third party service). Payable per DD membership	Subs	Y	At Cost
Monthly Billing early exit fee (applicable if terminating within 3month minimum term)	Market	Y	\$128.00
1 Month – no contract	Market	Y	\$97.50
12 months	Market	Y	\$975.00
12 months renewing member	Market	Y	\$825.00

Off Peak Membership (between 11am & 4.30pm and after 7.30pm)

Ongoing Monthly Billing (direct debit – 3 month minimum term). Fixed price for term of membership	Subs	Y	\$60.00
Monthly direct debit administration charge (third party service). Payable per DD membership	Subs	Y	At Cost

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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Promotional Memberships

6 weeks	Subs	Y	\$98.50
Schools Age Student Holiday Membership - 7 days	Subs	Y	\$11.00
Minimum (discount) rate (Management Use Only) 1 visit	Subs	Y	\$1.00
Minimum (discount) rate (Management Use Only) 1 day	Subs	Y	\$1.00

Membership Concession

25% discount off full price membership

12 months	Subs	Y	\$755.00
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Client Services

Program Design (Non Member), Assessment & Program (Member)	Market	Y	\$93.50
Fitness Assessment and Program (Non Member)	Market	Y	\$134.00
Assessment (Non Member), Program (Member) program, re-design	Market	Y	\$67.00

Individual Personal Training

60min Personal Training P	Full	Y	\$87.00
60min Personal Training OP/Member rate	Full	Y	\$83.50
5-pack 60min Personal Training P	Full	Y	\$394.00
5-pack 60min Personal Training OP/Member rate	Full	Y	\$374.00
10-pack 60min Personal Training P	Full	Y	\$745.00
10-pack 60min Personal Training OP/Member rate	Full	Y	\$705.00
Rehabilitation Licence – per organisation per year	Full	Y	\$377.00
Private Personal Training Licence per month	Full	Y	\$335.00
Rehabilitation Services – As per SafeWork schedule of charges	Stat	Y	As per SafeWork Schedule of Charges

Child Minding

First Child casual p/v	Subs	Y	\$7.90
First Child Member rate p/v	Subs	Y	\$5.50
Second and subsequent children p/v	Subs	Y	\$3.30
Per month direct debit (with membership)	Subs	Y	\$38.00

Corporate Memberships

Based on total employees with organisation

Company Membership: Fee applies per 50 employees within the organisation, payable monthly by the organisation.	Full	Y	\$449.00
Individual Membership: Per person, payable monthly via direct debit. 3 month minimum term applies. Minimum 10 employees taking up membership in order to qualify for this reduced rate	Full	Y	\$63.00
Instructed Classes per person (internal and external) minimum 15 participants	Full	Y	\$13.00
3 month Rehabilitation Membership	Full	Y	\$395.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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RUSSELL VALE GOLF COURSE

Note: For all Public Holidays, weekend rates will apply

Organised Charity Events – Mid week	Market	Y	\$24.50
Organised Charity Events – Weekends	Market	Y	\$27.00
Monday Promotional Rate (all day)	Market	Y	\$16.50
Sunday Promotional Rate (after 1 pm) 18 holes	Market	Y	\$18.50
Footgolf – Adult 9 holes	Market	Y	\$16.50
Footgolf – Under 16 9 holes	Market	Y	\$11.00
Footgolf – Structured School Sport Group pre-booked	Market	Y	\$8.30
Footgolf – Structured Junior Football Club Group pre-booked	Market	Y	\$8.30
Footgolf – The Vale Golf Club under 16 Birthday Party Group pre-booked	Market	Y	\$8.30
Structured School Golf Clinic (up to 5 holes)	Market	Y	\$5.60
Golf Club student Member Practice Round (maximum 5 holes)	Subs	Y	\$5.60
9 Holes - Low Demand period	Subs	Y	price range \$11.00 - \$15.00
18 Holes - Low Demand period	Subs	Y	price range \$16.50 - \$25.50
Spring & Summer Promotion	Subs	Y	\$18.50

Social Weekday 9 Holes

Adult	Market	Y	\$22.00
Junior Rate (21 and under)	Market	Y	\$11.00
Pensioner	Market	Y	\$15.50
Organised School Sport	Market	Y	\$11.00

Social Weekday 18 Holes

Adult	Market	Y	\$26.00
Junior Rate (21 and under)	Market	Y	\$11.00
Pensioner	Market	Y	\$17.00
Twilight Promotion (after 3:00pm during Daylight Saving)	Market	Y	\$18.00

Social Weekend 9 Holes

Adult	Market	Y	\$25.50
Junior Rate (21 and under)	Market	Y	\$11.00
Pensioner	Market	Y	\$20.00

Social Weekend 18 Holes

Adult	Market	Y	\$31.00
Junior Rate (21 and under)	Market	Y	\$15.50
Pensioner	Market	Y	\$24.50

Club Competition 9 Holes

Adult	Market	Y	\$18.00
Junior Rate (21 and under)	Market	Y	\$11.00
Pensioner and Veterans	Market	Y	\$15.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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Club Competition 18 Holes

Adult	Market	Y	\$22.50
Junior Rate (21 and under)	Market	Y	\$14.50
Pensioner and Veterans	Market	Y	\$18.00

Pre Purchase Passes

Passes may be shared within family household members.

12 Month - 100 games

The Ultimate (Adult)	Market	Y	\$1,315.00
The Junior (21 and under)	Market	Y	\$785.00
The Legend (Pensioner)	Market	Y	\$1,045.00
The After3 (access after 3pm)	Market	Y	\$805.00

12 Month - 50 Game

The Flexi Adult	Market	Y	\$780.00
The Flexi Junior (21 & under)	Market	Y	\$448.00
The Flexi Pensioner	Market	Y	\$635.00
The Midweek (Mon-Fri)	Market	Y	\$635.00
The Midweek Plus (Mon-Fri + Sun at Sunday Promotional rate)	Market	Y	\$680.00
The Winter Warrior (All Days – Apr to Oct only)	Market	Y	\$540.00

1 Month - unlimited games

The Taster (only used once within each calendar year)	Market	Y	\$113.00
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All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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PARKS & SPORTFIELDS

All sports fields (Athletics, Aussie Rules, Baseball, Concrete and Synthetic Cricket Wickets for non ICA use, Hockey, Rugby League, Rugby Union, Soccer, Softball, Social) are hired PER HOUR OR PART THEREOF - WITH A MINIMUM OF 2 HOUR BOOKING.

Note: Schools from outside Council area are subject to normal booking fees.

Sports Coaching Clinics (per hour/per field)	Subs	Y	\$47.50
Note: Sports Coaching Clinics are not subject to minimum of 2 hours			
Use of Sportsfield Lighting (50 Lux) per hour / per field	Subs	Y	\$12.00
Use of Sportsfield Lighting (100 Lux) per hour / per field – (minimum 2 hours)	Subs	Y	\$16.00

COMPETITION

Junior Bookings applicable for Under 18s.

Illawarra Cricket Association (per hour/per field)

Turf (Inclusive of Monday to Saturday Use)	Subs	Y	\$60.00
Turf – Schools (subject to availability)	Subs	Y	\$60.00
Concrete/Synthetic – Senior	Subs	Y	\$28.00
Concrete/Synthetic – Junior	Subs	Y	\$23.00
Booking of turf wicket for Sunday and Public Holiday use.	Subs	Y	\$710.00

Netball (per hour/per court)

Senior	Subs	Y	\$9.00
Junior	Subs	Y	\$7.20

Rugby League (per hour/per field)

Junior – Mini	Subs	Y	\$9.90
Junior – Mod	Subs	Y	\$15.00

Touch (per hour/per field)

Senior	Subs	Y	\$24.00
Junior (u18)	Subs	Y	\$9.90

All Other Sports not specifically mentioned

Senior – per hour/per field	Subs	Y	\$48.50
Junior – per hour/per field	Subs	Y	\$21.50

TRAINING

Netball (per hour/per court)

Senior	Subs	Y	\$1.00
Junior	Subs	Y	\$0.80

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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All Other Sports not specifically mentioned (per hour/per field)

Senior	Subs	Y	\$23.00
Junior	Subs	Y	\$2.20

PERMITS FOR CIRCUSES, RODEOS AND TRAVELLING SHOWS

On Public Land

Park Hire per day	Subs	Y	\$945.00
Bond to be lodged to cover damage, if any	Subs	N	\$8,000.00

PARKS AND RESERVES

For the use of parks and playing fields - directly booked and managed by Registered Charities (Charity No. must be quoted), Church Groups, Ex-Services and Schools - a 100% discount will be applied if prior booking arrangements are made.

For the use of parks for organised picnics involving 50 or more persons (per day)	Subs	Y	\$190.00
Use of parks for wedding ceremonies (bookings on a per hour basis)	Subs	Y	\$190.00
Erection of marquee or jumping castle	Subs	Y	\$190.00
Stuart Park – bookings for picnics in excess of 100 people	Subs	Y	\$380.00
Use of power within a park or reserve (per day)	Subs	Y	\$150.00
Damage/Garbage Deposit (excluding carnivals & designated special events)	Subs	N	\$379.00
Commercial Advertising/Promotion at Parks (per full day)	Subs	Y	\$1,695.00
Commercial Advertising/Promotion at Parks (maximum 4 hours)	Subs	Y	\$750.00
Mechanical Ride Fee (including use of electricity)	Subs	Y	\$170.00
Access Bond – general	Subs	N	\$2,240.00
Key Deposits – Refundable	Subs	N	\$100.00
Access Bond - Development Approval Works	Subs	N	\$5,600.00

Hire of Portable Grandstands

Weekly hire of portable grandstand-seating per unit	Subs	Y	\$74.00
Bond -1 to 6 units	Subs	N	\$415.00
Bond – 7 to 12 units	Subs	N	\$840.00

SPECIAL EVENTS (incorporating public participation)

Tier description/classifications are in accordance with Wollongong Major Event Strategy.

Tier 1 Signature Events

Tier 1 – Park Hire (per day)	Subs	Y	\$4,480.00
Tier 1 – Bump In (Setup)/Bump Out (Removal) (per day)	Subs	Y	\$2,225.00
Tier 1 – Bump In (Setup)/Bump Out (Removal) (per 1/2 day – 4 hours maximum)	Subs	Y	\$1,110.00
Tier 1 – Damage/Garbage Bond (per event)	Subs	N	\$15,150.00

Tier 2 Major Events

Tier 2 – Park Hire (per day)	Subs	Y	\$2,215.00
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All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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Tier 2 Major Events [continued]

Tier 2 – Park Hire (per 1/2 day – 4 hours maximum)	Subs	Y	\$1,115.00
Tier 2 – Bump In (Setup)/Bump Out (Removal) (per day)	Subs	Y	\$1,115.00
Tier 2 – Bump In (Setup)/Bump Out (Removal) (per 1/2 day – 4 hours maximum)	Subs	Y	\$555.00
Tier 2 – Damage/Garbage Bond (per event)	Subs	N	\$8,295.00

Tier 3 Regional Events

Tier 3 – Park Hire (per day)	Subs	Y	\$755.00
Tier 3 – Park Hire (per 1/2 day – 4 hours maximum)	Subs	Y	\$379.00
Tier 3 – Bump In (Setup)/Bump Out (Removal) (per day)	Subs	Y	\$379.00
Tier 3 – Bump In (Setup)/Bump Out (Removal) (per 1/2 day – 4 hours maximum)	Subs	Y	\$189.00
Tier 3 – Damage/Garbage Bond (per event)	Subs	N	\$4,150.00

Tier 4 Local Community Events

Tier 4 – Park Hire (per day)	Subs	Y	\$189.00
Tier 4 – Bump In (Setup)/Bump Out (Removal) (per day)	Subs	Y	\$94.50
Tier 4 – Damage/Garbage Bond (per event)	Subs	N	\$1,405.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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TOURIST PARKS

BULLI, CORRIMAL AND WINDANG BEACH TOURIST PARKS

Extra Charges

Additional Vehicle - Disability Parking Permit Holder (Permit to be displayed and vehicle parked within site boundary) – per night	Subs	Y	\$0.00
Extra persons – unpowered and powered (5-17 years) – per night	Market	Y	\$18.00
Extra persons – unpowered and powered (5-17 years) – per night (Off Season Only – maximum of two extra persons per site)	Market	Y	Free
Extra persons – unpowered and powered (18 years and over) – per night	Market	Y	\$25.00
Additional car/trailer/boat per site (no more than one of either per site) – per night	Market	Y	\$17.00
Additional car/trailer/boat per week per site (no more than one of either per site)	Market	Y	\$84.00
Late check out (conditions apply) up to 4:00pm	Market	Y	50% of Equivalent Nightly Rate
Late check out (conditions apply) after 4:00pm	Market	Y	Full Nightly Rate
Costs associated replacement of broken and lost keys and lock replacement. (Minimum Fee)	Market	Y	\$23.00
Cabin & Site Booking Deposit - Year round	Market	Y	Equivalent Nightly Rate
Cancellation Fee – Notification less than 14 days prior to arrival (except on/peak season)	Market	Y	Equivalent Nightly Rate
On/Peak Season Cancellation Fee – Notification within 8 weeks and until 15 days prior to arrival	Market	Y	Equivalent Nightly Rate
On/Peak Season Cancellation Fee – Notification within 14 days prior to arrival	Market	Y	Full Cost of Booking
Property Damage or Cleaning Charge (minimum fee) – (Costs associated with repair/replacement of property or extra cleaning and/or restoration when a cabin or site is left in an unreasonable condition and/or for smoke removal and/or for unauthorised animals within cabin) minimum fee up to cost price	Full	Y	\$224.00
Breach Charge – (costs associated with required rectification necessitated by breaches of Park Rules and/or conditions of occupation)	Full	Y	At Cost
Sale & Hire Charge – (for sale/hire of items such as beach towels, board games etc.)	Subs	Y	\$3.00 to \$122.00
Weekly Servicing of Cabins (minimum 7 nights) – per service (mid-stay clean and linen change)	Market	Y	Free
Metered Electricity Usage	Full	Y	At Cost
Metered Water Usage	Full	Y	At Cost
Single Use of Park Amenities Block – per person	Market	Y	\$4.00
Day Use of Park Amenities Block – per person	Market	Y	\$7.00
Priority Early Check-in (conditions apply) Guaranteed 12:00pm check-in or earlier as available	Market	Y	25% of Equivalent Nightly Rate
Mid Stay Cabin Clean and Linen Change – per service (mid-stay clean and linen change)	Market	Y	\$67.00
Mid Stay Linen Change – per service (linen swap only)	Market	Y	\$32.00
Non Guest use of Dump Point – per use	Market	Y	\$5.00

Function Hall Hire - Bulli Beach Tourist Park

Includes use of video and audio equipment and kitchenette (Not to be used for accommodation, closed between 10:00pm & 6:00am)

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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Function Hall Hire - Bulli Beach Tourist Park [continued]

1 to 6 hours – per hour (maximum of 6 hours charged in a 24 hour period)	Market	Y	\$42.00
Full Day Hire – (6+ hrs in a 24 hr period)	Market	Y	\$218.00

Discounts, Promotions & online bookings

Promotional Rate - Year Round - Maximum discount percentage, calculated per stay	Market	Y	Maximum 30%
Wollongong City Tourist Parks - Loyalty Member Rate - Year Round	Market	Y	Maximum 10%
Corporate/Group Rate - Year Round	Market	Y	Maximum 10%
Online booking surcharge	Market	Y	Maximum 20% on nightly direct rate

CARAVAN AND CAMPING AREAS (MAXIMUM PER SITE, 8 PERSONS)

ON SEASON - including one car and/or caravan/trailer/tent

Board of Studies NSW Christmas School Holidays, and Australia Day Long Weekend, Easter Long Weekend and Labour Day Long Weekends

Unpowered site – per night (2 persons)	Market	Y	\$54.00
Powered site – per night (2 persons)	Market	Y	\$66.00
Drive through powered site – per night (2 persons)	Market	Y	\$76.00
Ensuite site – per night (2 persons)	Market	Y	\$110.00

Senior Card Holder Discount

2 persons (unpowered site) – per night	Market	Y	\$44.00
2 persons (powered site) – per night	Market	Y	\$54.00
Drive through powered site – per night (2 persons)	Market	Y	\$60.00
2 persons (ensuite site) – per night	Market	Y	\$87.00

SHOULDER SEASON - including one car and/or caravan/trailer/tent

Commencing the final day of Board of Studies NSW School Terms up to an including the day prior to commencement of next School term (excluding On/Peak Season)

Maximum 30% discount may be applied as per Discounting Policy

Unpowered site – per night (2 persons)	Market	Y	\$44.00
Powered site – per night (2 persons)	Market	Y	\$53.00
Drive through powered site – per night (2 persons)	Market	Y	\$59.00
Ensuite site – per night (2 persons)	Market	Y	\$87.00

Senior Card Holder Discount

2 persons (unpowered site) – per night	Market	Y	\$34.00
2 persons (powered site) – per night	Market	Y	\$44.00
Drive through powered site – per night (2 persons)	Market	Y	\$47.00
2 persons (ensuite site) – per night	Market	Y	\$69.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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OFF SEASON - including one car and/or caravan/trailer/tent

First day to second last day of Board of Studies NSW School Terms

Maximum 30% discount may be applied as per Discounting Policy

Unpowered site – per night (2 persons)	Market	Y	\$35.00
Powered site – per night (2 persons)	Market	Y	\$44.00
Drive through powered site – per night (2 persons)	Market	Y	\$50.00
Ensuite site – per night (2 persons)	Market	Y	\$72.00

Senior Card Holder Discount

2 persons (unpowered site) – per night	Market	Y	\$28.00
2 persons (powered site) – per night	Market	Y	\$36.00
Drive through powered site – per night (2 persons)	Market	Y	\$39.00
2 persons (ensuite site) – per night	Market	Y	\$58.00

OCCUPATION FEE FOR HOLIDAY VANS

The annual fee is to be paid in four equal instalments. Occupation fees are payable in advance on the first day of every quarter (1 July, 1 October, 1 January, and 1 April), the final quarter being 1 April.

Council may give notice of termination of an occupation agreement if the occupant fails to pay the occupation fees in accordance with Term 11 of the agreement.

Alternatively, a discount of 2.5% is available to an occupant who pays the annual fee as a lump sum by the due date of the first quarter fees, commencing 1 July.

The fee is set by Council on an annual basis and is applicable for the period 1 July to 30 June.

Powered Sullaged Sites	Market	N	\$6,835.00
Maximum of 8 persons per site			
Powered Unsullaged Site – Corrimal Beach Site W27	Market	N	\$6,415.00
Maximum of 8 persons per site			
Administration Fee – Transfer of an existing occupation agreement, execution of a new occupation agreement or for document preparation for NSW Civil and Administrative Tribunal for abandoned goods	Market	Y	\$615.00
Late Fee – for failure to pay occupation fees in accordance with Term 11	Market	Y	\$167.00
Air Conditioner Levy – per annum (payable with first instalment of occupation fees or payable pro-rata if air conditioning installed after 1 July)	Market	Y	\$89.50
Removal Fee for caravan, annex and concrete slab - minimum fee up to cost price	Full	Y	\$2,800.00
Additional Parking Space – allocation of an additional parking space to that provided on designated site of occupation.	Market	Y	\$1,225.00

ON-SITE ACCOMMODATION

ON SEASON - ALL Parks (Direct Rate) - per cabin basis

Board of Studies NSW Christmas School Holidays, and Australia Day Long Weekend, Easter Long Weekend and Labour Day Long Weekends

3 Bedroom Cabin - Sleeps 6	Market	Y	\$393.00
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All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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Board of Studies NSW Christmas School Holidays, and Australia Day Long Weekend, Easter Long Weekend and Labour Day Long Weekends [continued]

2 Bedroom Cabin - Sleeps 6	Market	Y	\$353.00
2 Bedroom Family Cabin - Sleeps 6	Market	Y	\$317.00
2 Bedroom Cabin - Sleeps 5	Market	Y	\$317.00
2 Bedroom Cabin - Sleeps 4	Market	Y	\$289.00
1 and 2 Bedroom Cabin - Sleeps 4	Market	Y	\$246.00

SHOULDER SEASON - ALL PARKS (Direct Rate) - per cabin basis

Commencing the final day of Board of Studies NSW School Terms up to and including the day prior to commencement of next School term (excluding On/Peak Season)

Maximum 30% discount may be applied as per Discounting Policy.

3 Bedroom Cabin - Sleeps 6	Market	Y	\$320.00
2 Bedroom Cabin - Sleeps 6	Market	Y	\$279.00
2 Bedroom Family Cabin - Sleeps 6	Market	Y	\$257.00
2 Bedroom Cabin - Sleeps 5	Market	Y	\$257.00
2 Bedroom Cabin - Sleeps 4	Market	Y	\$234.00
1 and 2 Bedroom Cabin - Sleeps 4	Market	Y	\$201.00

OFF SEASON - ALL PARKS (Direct Rate) - per cabin basis

First day to second last day of Board of Studies NSW School Terms

Maximum 30% discount may be applied as per Discounting Policy.

3 Bedroom Cabin - Sleeps 6	Market	Y	\$268.00
2 Bedroom Cabin - Sleeps 6	Market	Y	\$234.00
2 Bedroom Family Cabin - Sleeps 6	Market	Y	\$211.00
2 Bedroom Cabin - Sleeps 5	Market	Y	\$211.00
2 Bedroom Cabin - Sleeps 4	Market	Y	\$192.00
1 and 2 Bedroom Cabin - Sleeps 4	Market	Y	\$165.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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PROPERTY SERVICES

GRAZING RIGHTS LICENCE FEES

Per horse per week	Market	Y	\$29.50
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LEASES/LICENCES/APPROVALS

Application Fee – New applications Commercial Leases and Licences (excluding Outdoor Dining and Fitness Trainers)	Subs	Y	\$356.00
Administration Fee – Assignment/variatio	Subs	Y	\$565.00
Valuation fee (excluding rent reviews & renewals)	Subs	Y	At cost
Interest Payable Default by Lessees and Licensees	Stat	N	Maximum % as per legislation subject to change

The rate of interest is that set by the Council but must not exceed the rate specified for the time being by the Minister by Notice in the Government Gazette.

Environment Management Charge - per unit/patron per unit/patron (as applicable)	Subs	Y	\$4.00
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PREPARATION OF LEASE AND LICENCE AGREEMENTS

Land Registry Services Registration Fees	Full	Y	At Cost
PEXA Registration Fee	Full	Y	At Cost
Community & Sporting Groups (not for profit organisations excluding Community Gardens)	Subs	Y	\$208.00
Preparation of Agreement for Lease/Lease	Subs	Y	\$1,385.00
Commercial Licence Preparation Fee	Subs	Y	\$1,025.00
Approvals/Consents Under Roads Act	Subs	N	\$285.00
Section 2.20 Licence (Crown Land)	Subs	Y	\$345.00
Short Term Licence (under Section 46(3) (Community Land)	Subs	Y	\$346.00
Commercial Trainers Licence Preparation Fee	Subs	Y	\$346.00
Assignment and/or variation of existing agreements	Subs	Y	\$505.00
Assessment Fee - Short term Licence – more than 45 days notice	Full	Y	\$359.00
Assessment Fee – Urgent Request - Short term Licence – 45 days or less notice	Full	Y	\$725.00

COMMUNITY AND SPORTING GROUPS LEASES/LICENSES

Lease/Licence Annual Fee	Subs	Y	\$810.00
Community Garden and Museums	Subs	Y	\$137.00

FEES FOR COMMERCIAL LEASED PREMISES

Backflow Protection Service for Boundary & Zone Devices – Annual – per device per year	Market	N	\$131.00
Temperature Control Devices, 6 monthly – per device per year	Market	Y	\$296.00
Emergency & Exit Lights, 6 monthly – per building per year	Market	Y	\$580.00
Fire Service Testing, several different testing requirements – per year	Market	Y	\$2,945.00
Testing & Tagging, different frequencies – per hour	Market	Y	\$116.00
Gas appliance testing & servicing – per year	Market	Y	\$815.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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ROAD CLOSURE FEES

Road Closure Application Fee	Full	N	\$3,190.00
Road Status Search Fee	Full	N	At Cost
Valuation Fee	Full	N	At Cost

SALE OF COMMUNITY LAND

Valuation Fee	Full	Y	at cost
Application Fee (excluding reclassification costs)	Full	Y	\$2,630.00

EASEMENTS

Application Fee for Creation of Easement over Council Owned or Managed Land	Full	Y	\$2,570.00
Valuation Report for Creation of Easement over Council Owned or Managed Land	Market	Y	Valuation Fee - At Cost
Compensation Payable – Creation of Easement over Council Owned or Managed Land	Market	N	As per Valuation report
Application Fee for Extinguishment of Council Easement over Private Land	Full	Y	\$2,570.00
Valuation Report for Extinguishment of Council Easement over Private Land	Market	Y	Valuation Fee - At Cost
Compensation Payable – Extinguishment of Council Easement over Private Land	Market	N	As per Valuation report

FEES FOR COMMERCIAL FITNESS TRAINERS - PRIMARY SITE

Zone A – Band 1 (3 to 10 participants)	Market	Y	\$1,970.00
Zone A – Band 2 (11 to 18 participants)	Market	Y	\$3,625.00
Zone A – Band 3 (19 to 36 participants)	Market	Y	\$7,250.00
Zone A – Band 4 (37 to 54 participants)	Market	Y	\$10,875.00
Zone B – Band 1 (3 to 10 participants)	Market	Y	\$1,245.00
Zone B – Band 2 (11 to 18 participants)	Market	Y	\$2,250.00
Zone B – Band 3 (19 to 36 participants)	Market	Y	\$4,500.00
Zone B – Band 4 (37 to 54 participants)	Market	Y	\$6,755.00
Zone C – Band 1 (3 to 10 participants)	Market	Y	\$1,620.00
Zone C – Band 2 (11 to 18 participants)	Market	Y	\$2,285.00
Zone C – Band 3 (19 to 36 participants)	Market	Y	\$3,145.00
Zone C – Band 4 (37 to 54 participants)	Market	Y	\$4,730.00
Licence Fee – Mobile Fitness Trainers (3 clients or less)	Subs	Y	\$239.00

COMMUNICATION INSTALLATIONS

Initial Investigation & Feasibility Administration Fee	Subs	N	\$3,615.00
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Administration and Site Set-up

Initial Site Set-Up (tower analysis required and provided by client) Fee for processing application, includes new equipment schedule.	Full	Y	\$2,990.00
Initial Site Set-Up (tower analysis not required) Fee for processing application, includes new equipment schedule	Full	Y	\$1,980.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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Administration and Site Set-up [continued]

Amended Site Set-Up (tower analysis required and provided by client). Fee for processing application, includes amended equipment schedule	Full	Y	\$1,980.00
Amended Site Set-Up (tower analysis not required) – Fee for processing application, includes amended equipment schedule	Full	Y	\$1,020.00
Standard Site Lease/Licence/Deed (not including legal fees) – Fee for processing Lease/Licence/Deed.	Full	Y	\$1,980.00
Generator Access – (When available) – Commercial Rate Rental for access to Council's back up power unit.	Market	Y	\$3,110.00

Communication Sites

Daily rental (use of existing infrastructure on tower) – to recover cost of short-term users of tower	Full	Y	\$44.00
Spread Spectrum Link (per unit, includes: rental for one antenna on tower and up to 3 rack units of hut space) – Commercial rate – Prime Site For use of Council's radio tower and hut space	Market	Y	\$2,215.00
Supply site key card, first key card (per key card) – Fee for processing application and ordering key card	Full	Y	\$173.00
Private Mobile Radio (one repeater base up to 50W, Tx & Rx antenna or access to multi-coupled antenna) – Commercial rate – Prime Site. Rental for use of Council's radio tower.	Market	Y	\$6,590.00
Private Mobile Radio – Extra antenna (per antenna) – Commercial rate – prime site. Rental for use of Council's radio tower only	Market	Y	\$2,215.00
VHF-UHF Link System (per link, includes one yagi antenna and 3 rack units of hut space) – Commercial rate – Prime Site Rental for use of Council's radio tower and hut	Market	Y	\$2,215.00
VHF-UHF yagi Link – Extra antenna (per antenna) – Commercial rate – Prime Site Rental for use of Council's radio tower	Market	Y	\$725.00
Other equipment: (Paging base, Nav Beacon etc, per unit-up to 100W, includes on transmit antenna and 5 rack units of hut space) – Commercial rate – Prime Site Rental for use of Council's radio tower and hut space	Market	Y	\$6,590.00
Mobile Phone System. Rental for use of Council's radio tower and hut space	Market	Y	\$82,625.00
FM Broadcast System (includes 1 transmit antenna, 1 input signal antenna and up to 20 rack units of space) per Tx. Rental for use of Council's radio tower and jut space	Market	Y	\$10,775.00
TV Broadcast System (includes space for one transmitter or translator, one shared Tx antenna and one input signal antenna) – Commercial rate – Prime Site For use of Council's radio tower and hut space	Market	Y	\$107,770.00
Spread Spectrum Repeater (per unit, includes: rental for one antenna on tower and up to 3 rack units of hut space) – Commercial rate – Prime Site. Rental for use of Council's radio tower and hut	Market	Y	\$4,370.00
Microwave dish (solid), up to a 2410mm diameter dish with cover) – Commercial rate – Prime Site. Rental for use of Council's tower	Market	Y	\$20,955.00
Microwave Dishes (solids with Cover) greater than 2400mm – Rental for use of Council's tower	Market	Y	\$5,985.00
Microwave Dish (Gridpack), up to 2410mm diameter – Full Commercial Rate. Rental for use of Council's tower	Market	Y	\$12,455.00
Microwave Dish (Gridpack), greater than 2400mm – Rental for use of Council's tower	Market	Y	\$3,600.00
Rental for Client's Hut (Maximum area 3 metres by 4 metres) – Commercial rate – Prime Site. Rental for use of Council's communication site compound	Market	Y	\$41,915.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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Communication Sites [continued]

Additional rack space in Council's hut (per rack unit) – Commercial rate – Prime Site	Market	Y	\$145.00
Site Management Fee – Communication Site Induction (per application)	Full	Y	\$461.00
Annual rent for equipment shelter	Market	Y	\$18,555.00
Annual rent for equipment shelter & light pole	Market	Y	\$23,355.00

APPROVAL FEES - OUTDOOR RESTAURANTS/DINING

Annual Fee for Beach or Foreshore locations	Market	N	Independent Valuation
Per square metre for Zone 1 (except for beach and foreshore locations)	Market	N	\$192.00
Per square metre for Zone 2 (except for beach and foreshore locations)	Market	N	\$101.00
Per square metre for Zone 3 (except for beach and Foreshore locations)	Market	N	\$68.00
Outdoor Restaurant Bond	Market	N	\$765.00

TRADING LICENCE AND STREET VENDING

Community and Sporting Groups (per day)	Market	N	\$62.50
Commercial Activities (per day)	Market	N	\$161.00

COMMERCIAL OR INDUSTRIAL INSTALLATIONS - WITHIN COUNCIL LAND or ROAD RESERVE

Application Fee – Application must be accompanied by a Traffic/ Pedestrian Management Plan	Full	N	\$116.00
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Annual Fee

Should a company require to install infrastructure in or above a Council road reserve or Council land they will be required to enter into an agreement and pay the annual fee

For every 150 metres or part thereof	Full	N	\$1,625.00
Signs (per sign – minimum)	Market	N	\$600.00
Charge for use of Council land for a Service Authority (Per square metre per day) up to 400 sqm	Market	N	\$5.20
Charge for use of Council land for a commercial purpose - (per square metre per day)	Market	N	\$10.50
Bond – minimum \$5,000 plus additional charges based on equipment, use of land, area occupied and affected infrastructure	Market	N	\$5,600.00

WATER SUPPLY CHARGES

Water Supply charge 20mm Water Meter size	Market	N	\$313.00
Water Supply charge 25mm Water Meter size	Market	N	\$489.00
Water Supply charge 40mm Water Meter size	Market	N	\$1,240.00
Water Supply Charge – meter size > 40mm	Market	N	\$1,950.00
Water Usage charge (Per kl)	Market	N	\$2.90
Water meter reading charge per hour	Market	N	\$31.50
Special Water Meter reading (per reading)	Market	N	\$104.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies

Pricing
Structure

GST

2024-2025
Fee
(incl. GST)

FEES FOR COMMERCIAL SURF SCHOOLS - NON PRIME SITES

Annual Licence Fee

Market

N

\$1,405.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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FINANCIAL SERVICES

PAYMENT FEES

Credit Card Payment Processing Fee – Charged on activities paid via Council's central payment systems, including on-line and telephone payments not attracting GST	Full	N	0.60%
Credit Card Payment Processing Fee – Charged on activities paid via Council's central payment systems, including on-line and telephone payments attracting GST	Full	Y	0.60%
Dishonoured Payments Fee – on-charge of bank/agent fee	Full	N	direct on-charge
Late Payment Fee – Sundry Debtors	Full	Y	\$10.50

RATES INFORMATION

Provide copy of Rate Notice	Full	N	\$20.50
Rates or Property Search current rating year	Full	N	\$20.50
Rates or Property Search (per hour or part thereof). Including Possessory Title applications, historical ownership requests, former title descriptions, previous valuations, previous rates,etc.	Full	N	\$73.50
On-charge of Archival Retrieval Fees incurred by Rates/Property Search	Full	N	direct on-charge

OVERDUE RATES

Extra Charge, Section 566 of Local Government Act

Council's rate of interest is the maximum rate specified by the Minister by Notice in the Government Gazette	Stat	N	The interest rate for 2024/2025 is set at 10.5%, notified by NSW Government Gazette 2024-140, 19 April 2024.
Deferred Pensioner Interest	Subs	N	Interest rate for the period of 1 July 2024 to 30 June 2025 will be set at the IPART nominal local government discount rate.

Council will apply a reduced interest rate equivalent to the IPART discounted interest rate, to those eligible ratepayers who have entered into a formal Pensioner Agreement to Defer Rates, Charges and Interest.

SECTION 603 CERTIFICATES

Certificates under Section 603 (as determined by the Office of Local Government)	Stat	N	\$100.00
Additional charge for priority issue of Section 603 Certificate – 24 hour turnaround	Full	N	\$20.00

GAS MAINS CHARGE (Australian Gas Limited)

Annual fee under Section 611 of Local Government Act, 1993

Tariff Sales	Market	N	0.75% of Sales Revenue
Standard Contract Sales	Market	N	0.075% of Sales Revenue
Corporate Contract Sales	Market	N	0.075% of Sales Revenue

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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GOVERNANCE & ADMINISTRATION

Government Information (Public Access) Act 2009 No 52

ACCESS APPLICATIONS - SEEKING PERSONAL INFORMATION ABOUT THE APPLICANT

Amendment of records at no charge.

Note: Discounts apply for financial hardship and information related to special public benefit generally.

Application	Stat	N	\$30.00
Processing Charge – per hour after first 20 hours	Stat	N	\$30.00

ACCESS APPLICATIONS - ALL OTHER REQUESTS

Application	Stat	N	\$30.00
Processing Charge – per hour after first hour	Stat	N	\$30.00
Internal Review	Stat	N	\$40.00
Access to Information as per GIPA Regulations Schedule 1 Open Access Documents	Full	N	fee to copy documents or supply on disk may apply

COPYING/SCANNING DOCUMENTS

Application Scanning Fees for Building Certificate, Section 68, Pre-Lodgement or Subdivision Certificates

Application Scanning Fees for more than 15 pages	Full	N	\$47.50
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Amended Plans/Additional Information for Development Application, Construction Certificate, Subdivision Works Certificates, Section 96 Modification or Section 82A Review

Original estimated cost of development up to \$250,000	Full	N	\$47.50
Original estimated cost of development up to \$250,000 to \$1,000,000	Full	N	\$129.00
Original estimated cost of development over \$1,000,000	Full	N	\$254.00

Map and Plan Copying

For all other map and plan copying - the fees are listed under LAND USE PLANNING

Supply of Documents on CD/DVD	Full	N	\$20.50
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ACCESS APPLICATIONS - Subpoena

Subpoena Conduct Money for Court Attendance	Full	N	\$64.50
Subpoena Processing Fee – per hour	Full	N	\$64.50

SALE OF FLAGS

Council purchases Australian and Wollongong flags for sale to the public as a community service. Prices may vary at the time they are purchased by Council however they are sold on a cost recovery basis only.

Australian Flag	Full	Y	at cost
Wollongong Flag	Full	Y	at cost

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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INFORMATION MANAGEMENT & TECHNOLOGY – Spatial Information

DIGITAL DATA SUPPLY - Spatial & Non-Spatial

Subject to Conditions: Supply of digital data is subject to licence conditions. A License Agreement must be signed by both parties before data can be distributed. Supply of some data may require the consent of a 3rd party.

Unless otherwise noted, Spatial data is supplied in ESRI shape format. Contact the Spatial Information team for available alternate formats and costs for data conversion.

Aerial photo imagery and LiDAR/ALS data is not available for supply in digital format due to 3rd party licensing restrictions.

Data extraction only – labour component (hourly rate)	Full	N	\$116.00
Note: Minimum charge of half an hour			

3D CITY CENTRE MODEL - Data Supply and Services

Data extraction and conversion (labour component – hourly rate)	Full	N	\$116.00
Note: Labour Rate covers import/export building models (including conversion), texture import/export, model terrain clip(per site), 3D analysis and consultancy	Full	N	At cost plus processing fee
Minimum one (1) hour per building site	Full	N	\$116.00

MAP PRODUCTS

Map production incurs a labour and consumables component.

Supply of maps containing aerial photography is subject to licence restrictions - refer Mapping Services team for Conditions of Supply.

Minimum charge of half an hour.

Map production - soft copy – labour component (hourly rate)	Full	N	\$107.00
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All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST 2024-2025 Fee (incl. GST)
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PROJECT DELIVERY

Road Widening Certificates	Market	N \$48.50
Consulting Rate (Engineers) (per hour)	Market	Y \$275.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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INFRASTRUCTURE PLANNING & SUPPORT

TRAFFIC RELATED FEES

A Traffic COUNT Data (limited locations available)

Volume Only	Subs	Y	\$28.50
Volume, Speed, Classification	Subs	Y	\$83.50

Data for five or more locations

Volume per location	Subs	Y	\$25.00
Volume, Speed, Classification per location	Subs	Y	\$68.50

B Tracks Traffic Modelling

Undertake traffic modelling for outside organisations – per day	Market	Y	\$1,770.00
Supply of base traffic models (TRACKS or PARAMICS) for development planning	Market	Y	\$2,210.00

C Traffic Committee

Work Zone Application

Work Zone Application Fee	Full	N	\$363.00
Cost of establishment and signage	Full	N	\$1,035.00
Cost of establishment and signage using existing post(s)	Full	N	\$520.00
Work Zone Non Ticketed Rate - per lineal metre per month of kerbside space	Market	N	\$22.00
Work Zone Ticketed Rate - per lineal metre per month kerbside space	Market	N	\$44.50

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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WASTE MANAGEMENT

Commercial or business waste not accepted as household waste, as assessed by Weighbridge Operator(s).

Garden Organics are not accepted to landfill and must be separated from mixed general waste and be free of contamination for depositing in the garden organics drop off area.

Specified items are required to be deposited in recycling areas prior to mixed general waste being deposited for disposal.

Failure of site users to follow directions may result in specified item(s) weights being included in mixed general waste charges.

Wollongong Waste and Resource Recovery Park is not permitted to accept builders waste for landfill disposal including mixed soils, concrete, bricks, tiles, plasterboard, wood waste and general mixed builders waste.

Asbestos material and commercial amounts of polystyrene are not accepted at Wollongong Waste and Resource Recovery Park.

The Product Stewardship Act, 2011 effective 1 July 2012 provides for televisions, computers and computer peripherals to be accepted for recycling by an 'Approved Arrangement' free of charge, providing the material presented meets industry standards.

Exemptions apply in accordance with the Wollongong Waste and Resource Recovery Park - Fees and Exemption Policy for Community Service Organisations with a valid NSW Waste Levy Exemption from the NSW Environment Protection Authority.

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All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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HOUSEHOLD WASTE - WOLLONGONG WASTE AND RESOURCE RECOVERY PARK ONLY

MIXED GENERAL WASTE

Minimum charge (20kg or less)	Rate of Return	Y	\$9.25
Charge per tonne (mixed general waste)* #	Rate of Return	Y	\$463.49
<p>* Rebate offered to individual customers with volumes greater than 500t/quarter. Terms and Conditions apply.</p> <p>* The rebate for 2024/2025 is set at \$25/tonne.</p> <p># The mixed waste fee includes the anticipated 2024-2025 EPA Waste Levy of \$171.10/tonne.</p>			
Expanded Plastic (polystyrene & other light) loads by volume – Charge per m3	Rate of Return	Y	\$255.00

GARDEN ORGANICS & WOOD WASTE

Minimum charge (100kg or less)	Rate of Return	Y	\$17.50
Charge per tonne (Greater than 100kg)	Rate of Return	Y	\$174.00

WASTE CHARGES PER SPECIFIED ITEM

Mattresses (per item)	Market	Y	\$46.50
Car and motorcycle tyres (each)	Rate of Return	Y	\$10.50
Car and motorcycle tyres (each) with rim	Rate of Return	Y	\$22.00
Light truck and 4WD tyres (each) [Truck and Tractor Tyres are not accepted]	Rate of Return	Y	\$19.00
Light truck and 4WD tyres (each) with rim [Truck and Tractor Tyres are not accepted]	Rate of Return	Y	\$36.00
Televisions, Computers and Computer Peripherals for items deemed suitable for acceptance under the Product Stewardship Act, 2011	Rate of Return	Y	Free
Fridge, freezer and airconditioner (per item)	Rate of Return	Y	\$15.00

COMMERCIAL AND BUSINESS WASTE - WOLLONGONG WASTE AND RESOURCE RECOVERY PARK ONLY

MIXED GENERAL WASTE

Minimum charge (200kg or less)	Rate of Return	Y	\$92.70
Charge per tonne (Greater than 200kg)* #	Rate of Return	Y	\$463.49
<p>* Rebate offered to individual customers with volumes greater than 500t/quarter. Terms and Conditions apply.</p> <p>* The rebate for 2024/2025 is set at \$25/tonne.</p> <p># The mixed waste fee includes the anticipated 2024-2025 EPA Waste Levy of \$171.10/tonne.</p>			

GARDEN ORGANICS AND WOOD WASTE

Minimum charge (200kg or less)	Rate of Return	Y	\$35.00
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All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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GARDEN ORGANICS AND WOOD WASTE [continued]

Charge per tonne (Greater than 200kg)	Rate of Return	Y	\$174.00
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SPECIAL WASTE DISPOSAL - WOLLONGONG WASTE AND RESOURCE RECOVERY PARK ONLY

SPECIAL WASTE - Commercial only

Including waste requiring immediate or supervised burial or special handling; animal processing waste; loads greater than 25% paper and or cardboard; product destructions. All special waste must be classified and permitted to enter a Class 1 Landfill under the POEO Act, 1997.	Rate of Return	Y	\$491.00
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SPECIAL WASTE – Non Conforming Charity Waste

This charge applies to Charities who have been granted Section 88 Levy exemption by the Environment Protection Authority and who deliver material that does comply with Councils Wollongong Waste and Resource Recovery Park – Fees and Exemptions Policy. Charities that do not have an EPA Section 88 Exemption, or the waste does not comply with the exemption requirements will incur full commercial waste disposal rates.##	Rate of Return	Y	\$293.39
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SPECIAL WASTE - Expanded plastic

SPECIAL WASTE – Expanded plastic (polystyrene & other light) loads by volume – Charge per m3 (applicable to loads > 25% by volume polystyrene)	Rate of Return	Y	\$255.00
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DEAD ANIMALS - Domestic and Commercial

RSPCA animal disposal is exempt

Minimum Charge (100kg or less)	Rate of Return	Y	\$46.35
Charge per tonne (Greater than 100kg) #	Rate of Return	Y	\$463.49

The mixed waste fee includes the anticipated 2024-2025 EPA Waste Levy of \$171.10/tonne.

COVER MATERIAL - WOLLONGONG WASTE AND RESOURCE RECOVERY PARK

Material suitable for operational purposes at Wollongong Waste and Resource Recovery Park. Application and Approval Process applies (acceptance subject to Council's sole discretion).	Subs	Y	Price by negotiation with Waste & Resource Recovery Manager
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CHARGES DURING WEIGHBRIDGE FAILURE - WOLLONGONG WASTE AND RESOURCE RECOVERY PARK ONLY

GENERAL WASTE

Domestic small (cars, station wagons, + 1/2 ute tray or trailer loads)	Rate of Return	Y	\$45.00
Domestic large (car or wagon with trailer loads, full ute/trailer loads)	Rate of Return	Y	\$133.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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GENERAL WASTE [continued]

Truck – Small Commercial	Rate of Return	Y	\$273.00
Truck – Medium Commercial	Rate of Return	Y	\$1,645.00
Truck – Large Commercial	Rate of Return	Y	\$3,505.00

Garden Organics

Garden Organics small (cars, station wagons, + 1/2 ute tray or trailer loads)	Rate of Return	Y	\$16.50
Garden Organics large (car or wagon with trailer loads, full ute/trailer loads)	Rate of Return	Y	\$44.00
Truck – Small Commercial	Rate of Return	Y	\$89.00
Truck – Medium Commercial	Rate of Return	Y	\$540.00
Truck – Large Commercial	Rate of Return	Y	\$1,155.00

'RED TOP' RESIDUAL WASTE BIN SIZE CHANGEOVER FEES

Upsize of domestic Residual Waste 'Red Top' bin	Rate of Return	N	\$200.00
Downsize of domestic Residual Waste 'Red Top' bin	Rate of Return	N	Free

OTHER WEIGHBRIDGE SERVICES

Weighbridge Tare Tickets - Vehicles 4.5 tonnes or less (per weigh)	Rate of Return	Y	\$31.00
Weighbridge Tare Tickets - Vehicles 4.5 tonnes or more (per weigh)	Rate of Return	Y	\$59.50

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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LAND USE PLANNING

A Local Environmental Plans (where Council has to prepare or assess)

Minor Rezoning	Subs	N	A \$25,765 lodgement, assessment and processing fee for Planning Proposals, including reporting to Wollongong Local Planning Panel, Council and the NSW Department of Planning, Housing and Infrastructure. If Council does not support the preparation of a draft Planning Proposal, a refund of the unexpended fees will be provided.
External requests for spot rezonings (1 lot or less than 1500m2) and planning proposals. Excludes minor boundary adjustment Planning Proposals that are consistent with Neighbourhood Planning in West Dapto (no charge).			
Major Rezoning	Subs	N	A \$67,210 lodgement, assessment and processing fee for Planning Proposals, including reporting to Wollongong Local Planning Panel, Council and the NSW Department of Planning, Housing and Infrastructure. If Council does not support the preparation of a draft Planning Proposal, a refund of the unexpended fees will be provided.
External requests for rezonings including spot rezonings (more than 1 lot and 1,500m2), creation of new zones, rezonings where a LES or technical study(s) is required (eg flood, heritage, land capability). Includes zoning amendments within Release Areas already zoned for urban use. Excludes minor boundary adjustment Planning Proposals that are consistent with Neighbourhood Planning in West Dapto (no charge). No refunds.			
Major Rezoning - New Release Areas	Subs	N	\$112,015.00
Fee for preparation of a Planning Panel agenda and meeting for a pre-Gateway Appeal	Subs	N	\$22,855.00
Preparation of Local Environmental Study or technical study	Market	N	The full cost of the preparation of the LES / technical study will be invoiced. Quote/cost estimate will be agreed with the proponent at the start of the process.
Reclassification of community land to operational land via external party request, including public hearing. In addition to rezoning fee	Subs	N	\$5,710.00

B Development Control Plans (where Council has to prepare or assess)

Assessment of external applications to amend a DCP Chapter – including Neighbourhood Plans	Market	N	\$11,425.50
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All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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B Development Control Plans (where Council has to prepare or assess) [continued]

Preparation of a new DCP Chapter – including Neighbourhood Plans, on behalf of proponent	Market	N	The full cost of the preparation of the DCP will be invoiced. Quote/cost estimate will be agreed with the proponent at the start of the process.
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LAND USE PLANNING MAP PUBLICATIONS

LEP map printing A4 or A3 colour (no production) per page	Full	N	\$6.80
Map production – labour component (hourly rate)	Full	N	\$94.50
Printing of produced maps A4 or A3 size, per page	Full	N	\$6.80
Printing of produced maps A2, A1 or A0 size, per page	Full	N	\$24.00
LEP, DCP, Section 94 Plan, planning study or other document printing (excluding maps) – Black & white – per page A4	Full	N	\$0.20
LEP, DCP, Section 94 Plan, planning study or other document printing (excluding maps) – Colour – per page A4	Full	N	\$0.50
LEP, DCP, Section 94 Plan, planning study or other document printing (excluding maps) – per page A3	Full	N	\$7.60

Screen Dumps of Mapping Data

Screen Dumps (per sheet)	Full	N	\$7.60
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STRATEGIC DIGITAL DATA (External Clients)

Note: Data is supplied and costed in ArcInfo format.

Contact the Strategic Mapping Services Section for translators and media available.

Consultancy rates are charged for conversions. Also available on Councils internet site at no charge.

Subject to Conditions a digital base licence agreement must be signed by both parties before data is distributed.

Some data requires the custodian consent.

Contact the Strategic Mapping Services Section for data availability.

Zones, Zone Text (28 map partitions @ \$7.90 per partition)	Subs	N	\$278.00
Additional layers – Contact the Strategic Mapping Services Section for data availability (per theme per 1:20,000 map partition)	Subs	N	\$34.00
C.D. production containing policies, strategies, LEPs & DCPs.	Full	N	\$7.60

CERTIFICATE RELATED FEES

Air Photos

Scanning of air photos (per hour) (for printing see printing charges)	Full	N	\$94.00
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Planning Certificate

\$10.7 (2) (minimum certificate) per parcel of land	Stat	N	\$69.00
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All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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Planning Certificate [continued]

S10.7 (2) and (5) (additional information) per parcel of land	Stat	N	\$174.00
Priority issue of certificate	Subs	N	\$163.00
S88G Conveyancing Act Certificate	Stat	N	Regulated fee of \$10, and Council will not inspect the relevant land for the purpose of issuing the certificate

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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ENVIRONMENTAL SERVICES

TMP Replacement Tree on Public Land (Refer Tree Management Policy)	Subs	N	\$150.00
Tree Permit Application 1-2 trees	Subs	N	\$104.00
Tree Permit Application each additional tree 3-10	Subs	N	\$50.00
Tree Permit Pensioner Rate	Subs	N	50% of application fee depending on number of trees, and subject to Council confirming pensioner rebate eligibility.
Tree Permit Review of Application	Subs	N	50% of the application fee depending on number of trees.
Tree Management Permit Breaches – per offence – for individuals	Stat	N	\$3,000.00
Tree Management Permit Breaches – per offence – for corporations	Stat	N	\$6,000.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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NATURAL AREA MANAGEMENT

Illawarra District Weeds Authority (IDWA)

Biosecurity Act 2015 - Section 133 Entry Work costs	Full	N	Actual cost
Biosecurity Act 2015 - Section 133 Entry Work Administration Fee	Full	N	16.5% of Section 133 Entry Works. Minimum Fee \$250.00
Biosecurity Act 2015 - Section 133 Entry Work Travel Fee	Full	N	\$345.00
Biosecurity Act 2015 - Section 133 Entry Work IDWA insertion of padlock to gate following entry (if needed)	Full	N	\$150.00
Biosecurity Act 2015 - Property Inspection and Report (includes Subdivision Clearance Certificate)	Full	N	\$345.00
Private Work Charges – Small scale jobs up to 1 hr to complete. Includes labour (one operator), plant and chemical (assumes maximum chemical usage of 250ml or 25 litres of mix) – per job	Stat	N	\$130.00
Private Work Charges – Large scale jobs requiring more than 1 hour to complete. Includes one operator and all plant/equipment (chemical extra) - per hour	Stat	N	\$110.00
Private Work Charges – All jobs where two operators are required. Includes two operators and all plant/equipment (chemical extra) - per hour	Stat	N	\$172.00

Note: An administration fee of 16.5% applies to all large-scale private works undertaken.

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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STORMWATER SERVICES

FLOODPLAIN & DRAINAGE INFORMATION

Note: Should the customer fail to collect the requested information described below within a period of 7 days, a new application with applicable fees will be required.

Supply spatial Flood data layers - see DIGITAL DATA SUPPLY

Supply of Council's flood models (per model) for available catchments. The supply of these models will be subject to a digital data licence agreement.	Subs	N	\$2,485.00
Copies of available Flood Studies and Floodplain Management Studies – cost per study	Subs	N	\$188.00
Supply of Site Specific Flood Information	Subs	N	\$105.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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BOTANIC GARDEN

Private Activity – Site Hire: exclusive use (commercial facilitator) 1-30 persons – per 2 hours	Market	Y	\$207.00
Private Activity – Site Hire: exclusive use of lawn (commercial facilitator) 30+ persons – per 2 hours	Market	Y	\$311.00
Weddings: exclusive use of Garden Collection section - 1 hour	Subs	Y	\$670.00
Dedications: Picnic Benches or Bench Seats - per item	Full	N	\$4,505.00
Dedications: Trees	Full	N	\$5,600.00
Weddings & Events: Bond (refundable) – per event	Subs	N	\$442.00
Weddings & Events: Rose Garden Function Package - per package	Subs	Y	\$199.00
After Hours Services - per hour	Full	Y	\$397.00
Tours & Workshops: within opening hours - per participant	Subs	Y	\$14.50
Commercial Activity: external booking - per participant	Subs	Y	\$3.60
Tours & Workshops: outside operating hours – per participant	Subs	Y	\$26.50
Hire of venue (exclusive use) or outdoor section (non exclusive use) - per 4 hours	Subs	Y	\$231.00
Hire of venue (exclusive use) or outdoor section (non exclusive use) – per 8 hours	Subs	Y	\$343.00

COMMUNITY EVENTS

Tier 4 Community Event: Event space hire - per day	Subs	Y	\$379.00
Tier 4 Community Event: bump in / bump out - per day	Subs	Y	\$189.00
Tier 4 Community Event: Bond (refundable) - per event	Subs	N	\$1,405.00
Tier 3 Regional Event: Event space hire - per day	Subs	Y	\$1,895.00
Tier 3 Regional Event: Event space hire - per 4 hours	Subs	Y	\$945.00
Tier 3 Regional Event: bump in / bump out - per day	Subs	Y	\$945.00
Tier 3 Regional Event: Bond (refundable) - per event	Subs	N	\$6,315.00

DISCOVERY CENTRE / GREENHOUSE PARK

Long workshop participant (> 8 hours)	Subs	Y	\$87.50
Workshop – up to 30 people	Subs	Y	\$387.00
Interpretation Program (3 Hours) – participant fee	Subs	Y	\$27.50
School Holiday Program: Individual (also hourly rate for weekends) – per participant	Subs	Y	\$14.50
School Holiday Program: Family of 2 children – per family	Subs	Y	\$26.50
Workshops: Group sessions off-site (plus travel at cost) - per session	Subs	Y	\$1,210.00
Education - Large Scale Events - per student	Subs	Y	\$3.50

BOTANIC GARDEN NURSERY

Individual Plants 50mm Tube	Subs	Y	\$2.50
Multiple Plants 50mm Tube >50 plants (WCC Projects only)	Subs	Y	\$1.50
Individual Plants Forest Tube	Subs	Y	\$3.50
Multiple Plants Forest Tube >50 plants (WCC Projects only)	Subs	Y	\$3.20
Individual Jumbo Tube 75mm	Subs	Y	\$4.60
Multiple Jumbo Tube 75mm >20 plants (WCC Projects only)	Subs	Y	\$4.20
Individual Plants 140mm Pot	Subs	Y	\$9.10
Individual Plants 200mm Pot	Subs	Y	\$16.50

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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BOTANIC GARDEN NURSERY [continued]

Individual Plants 250mm Pot	Subs	Y	\$23.00
Individual Plants 300mm Pot	Subs	Y	\$41.50
Specialty Trees	Market	Y	Market Rate
Plant Sale Discount 25%	Market	Y	By Approval
Request for approved discount structure to be approved by Botanic Garden Curator for plant stock assessed as being of lower quality - 25% discount would apply to plants that would not be of a quality to sell at full price.			
Plant Sale Discount 50%	Market	Y	By Approval
Request for approved discount structure to be approved by Botanic Garden Curator for plant stock assessed as being of poor quality or old stock - 50% discount would apply to plants that would otherwise be written off.			
School Planting Program – Fee Waiver	Market	Y	By Approval
30 x Plants maximum 140mm size provided to schools (via application) per financial year			
100 x Plants maximum 140mm size provided to up to 8 schools for National Tree Day per annum			
Charitable Donations – Fee Waiver	Market	Y	By Approval
30 x Plants Maximum 140mm size provided to charities (via application).			
Curator to approve based on plants used in charitable projects only, not for onsell / use as raffle prizes.			

TECHNICAL SERVICES

Expert Vegetation/Horticultural Advice per hour	Subs	Y	\$259.00
Seed Collection Service per half day	Full	Y	\$500.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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DEVELOPMENT ASSESSMENT

DEVELOPMENT APPLICATION FEES

Application Type

Dwelling house – \$100,000 or less	Stat	N	\$592.00
Advertisements	Stat	N	Note: Maximum fee for advertisements is \$371 + \$93 for each advertisement in excess of one or the fee calculated in accordance with the schedule below whichever is the greater.

Erection of buildings, Carrying out of Work, Demolition of a Building or Work

Up to \$5,000	Stat	N	\$144.00
\$5,001 to \$50,000	Stat	N	\$220 + an additional \$3.00 for each \$1,000 (or part of \$1,000) of the estimated cost
\$50,001 to \$250,000	Stat	N	\$459 + an additional \$3.64 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$50,000
\$250,001 to \$500,000	Stat	N	\$1,509 + an additional \$2.34 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$250,000
\$500,001 to \$1,000,000	Stat	N	\$2,272 + an additional \$1.64 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$500,000
\$1,000,001 to \$10,000,000	Stat	N	\$3,404 + additional \$1.44 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$1,000,000
More than \$10,000,000	Stat	N	\$20,667 + an additional \$1.19 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$10,000,000
Development not involving the erection of a building, the carrying out of a work, subdivision of land or the demolition of a building	Stat	N	\$371.00

Subdivision of Land

Incorporating new roads	Stat	N	\$865 + \$65 per additional lot
Not incorporating new roads	Stat	N	\$430 + \$53 per additional lot
Strata subdivision	Stat	N	\$430 + \$65 per additional lot
Designated development fee additional to that calculated above	Stat	N	Additional \$1,198

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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Subdivision of Land [continued]

Integrated development fee additional to that calculated above	Stat	N	\$183 + \$416 for each approval body (approval body fee will be separately invoiced by the relevant approval body)
Development requiring concurrence fee additional to that calculated above	Stat	N	\$183 + \$416 for each concurrence authority (concurrence authority fee will be separately invoiced by the relevant concurrence authority)

Advertising Development Applications

Designated development	Stat	N	\$2,890.00
Advertised development	Stat	N	\$1,438.00
Newspaper advertisement (Clause 252(1)(d))	Market	N	\$466.00
Written Notice to adjoining landowners for Development Applications (Clause 252(1)(d))	Market	N	\$314.00
Prohibited development	Stat	N	\$1,438.00
Notification in accordance with the Community Participation Plan	Stat	N	Fee estimate of the relevant Area Manager
Amendments to application – fee where application is permitted to be amended after application processing has commenced	Stat	N	25% of application fee + additional fee (calculated in accordance with the advertising scale above) if re-advertising of the application is required

Design Review Panel

Application under SEPP 65	Stat	N	\$3,905.00
For applications where WLEP 2009 and SEPP 65 apply, the higher fee is applicable. Additional meetings are charged at the above rates.			
Application under WLEP 2009 (CI 7.18) and SEPP 65	Stat	N	\$3,905.00
For applications where WLEP 2009 and SEPP 65 apply, the higher fee is applicable. Additional meetings are charged at the above rates.			
Multi-Dwelling Housing (>10 Villas / Townhouses)	Market	N	\$3,600.00
Additional meetings are charged at the above rates.			
Mixed Use / Commercial Developments >\$5 Million	Market	N	\$3,600.00
Additional meetings are charged at the above rates.			
Senior's Housing Developments	Market	N	\$3,600.00
Additional meetings are charged at the above rates.			
Refund for Withdrawal of Development Application (prior to determination)	Market	N	Up to 80% of original DA fee (at the discretion of Area Manager)

Review of Determination

In relation to a request that involves the erection of a dwelling house with an estimated cost of \$100,000 or less	Stat	N	\$247.00
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All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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Review of Determination [continued]

Up to \$5,000	Stat	N	\$71 + an additional amount of not more than \$500 if notice of the application is required to be given under Section 8.3 of the Act.
\$5,001 to \$250,000	Stat	N	\$111 + an additional \$1.50 for each \$1,000 (or part of \$1,000) of the estimated cost + an additional amount of not more than \$500 if notice of the application is required to be given under Section 8.3 of the Act.
\$250,001 to \$500,000	Stat	N	\$651 + an additional \$0.85 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$250,000 + an additional amount of up to \$500 if notice is required under Section 8.3 of the Act.
\$500,001 to \$1,000,000	Stat	N	\$927 + an additional \$0.50 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$500,000 + an additional amount of not more than \$500 if notice of the application is required to be given under Section 8.3 of the Act.
\$1,000,001 to \$10,000,000	Stat	N	\$1,285 + an additional \$0.40 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$1,000,000 + an additional amount of not more than \$500 if notice of the application is required to be given under Section 8.3 of the Act.
More than \$10,000,000	Stat	N	\$6,167 + an additional \$0.27 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$10,000,000 + an additional amount of \$500 if notice of the application is required to be given under Section 8.3 of the Act.
Review of determination – erection of a dwelling house with construction cost \$100,000 or less	Stat	N	\$247.00
Additional Fee – notification of review of determination	Stat	N	\$807.00

Modification of Development Consent

\$4.55(1)	Stat	N	\$92.00
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All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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Modification of Development Consent [continued]

S4.55(1)	Stat	N	Free of charge for S4.55(1) Modifications involving minor error, misdescription or miscalculation resulting from typographical error or minor administrative correction.
S4.55(1A) or S4.56 of minimal environmental impact	Stat	N	\$839 OR 50% of the DA fee – whichever is the LESSER.
S4.55(1A) minor modifications to class 1 and 10 buildings	Stat	N	\$839 OR 25% of the DA fee – whichever is the LESSER.
S4.55(2) or S4.56 not of minimal environmental impact	Stat	N	If the fee for the original application was LESS THAN \$100 then 50% of that fee + an additional amount of up to \$665 if notice is required under Section 4.55(2) of the Act, or \$100 or more and the original development application did not involve the erection of a building, the carrying out of a work or the demolition of a work or building.
S4.55(2)	Stat	N	If the fee for the original application was MORE THAN \$100, in the case of a development application that does not involve the erection of a building, the carrying out of a work or the demolition of a work or building, 50% of the fee for the original development application.
S4.55(2)	Stat	N	If the fee for the original application was MORE THAN \$100, in the case of a development application that involves the erection of a dwelling-house with an estimated cost of construction of \$100,000 or less, \$150+ an additional amount of up to \$500 if not
S4.55(2)	Stat	N	For any other development application - as per the following table:
Up to \$5,000	Stat	N	\$71 + an additional amount of up to \$500 if notice is required under Section 4.55(2) of the Act.
\$5,001 to \$250,000	Stat	N	\$110 + an additional \$1.50 for each \$1,000 (or part of \$1,000) of the estimated cost + an additional amount of up to \$500 if notice is required under Section 4.55(2) of the Act.

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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Modification of Development Consent [continued]

\$250,001 to \$500,000	Stat	N	\$651 + an additional \$0.85 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$250,000 + an additional amount of up to \$500 if notice is required under Section 4.55(2) of the Act.
\$500,001 to \$1,000,000	Stat	N	\$927 + an additional \$0.50 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$500,000 + an additional amount of up to \$500 if notice is required under Section 4.55(2) of the Act.
\$1,000,001 to \$10,000,000	Stat	N	\$1,285 + an additional \$0.40 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$1,000,000 + an additional amount of up to \$500 if notice is required under Section 4.55(2) of the Act.
More than \$10,000,000	Stat	N	\$6,167 + an additional \$0.27 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$10,000,000 + an additional amount of up to \$500 if notice is required under Section 4.55(2) of the Act.
Refund for Withdrawal of Section 4.55 Application	Stat	N	Refund of up to 80% of original fee (at the discretion of Area Manager)
Additional Fee S4.55(2) or S4.56 – residential flat design verification	Stat	N	\$760.00
Extension of consents	Stat	N	\$82.00

COMPLYING DEVELOPMENT CERTIFICATE FEES

Complying Development Certificate

Dwellings – Single Storey	Market	Y	\$1,570.00
Dwellings – Two Storey or more	Market	Y	\$2,010.00
Alterations & additions to dwellings up to \$20,000	Market	Y	\$805.00
Alterations & additions to dwellings \$20,001 up to \$50,000	Market	Y	\$945.00
Alterations & additions to dwellings \$50,001 up to \$100,000	Market	Y	\$1,250.00
Alterations & additions to dwellings \$100,001 up to \$250,000	Market	Y	\$1,305.00
Alterations & additions to dwellings more than \$250,000	Market	Y	\$1,570.00
Ancillary or incidental development to dwellings (including carports and detached garages)	Market	Y	\$765.00
Secondary dwellings (under Affordable Housing SEPP)	Market	Y	\$1,570.00
Dual Occupancies (under Affordable Housing SEPP)	Market	Y	\$2,675.00
Dual Occupancy (Under Low Rise Housing Diversity Code) [Complying Development Certificate]	Market	Y	\$2,755.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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Complying Development Certificate [continued]

Manor Houses (Under Low Rise Housing Diversity Code) [Complying Development Certificate]	Market	Y	by quotation of relevant area manager
Multi Dwelling Housing (Under Low Rise Housing Diversity Code) [Complying Development Certificate]	Market	Y	by quotation of relevant area manager
Swimming pools	Market	Y	\$680.00
Bed and Breakfast accommodation	Market	Y	\$1,570.00
Subdivision 1 LOT	Market	Y	\$408.00
Subdivision (PER ADDITIONAL LOT)	Market	Y	\$82.50
Advertisements	Market	Y	\$525.00
Change of building use for areas less than 200m2	Market	Y	\$525.00
Change of building use for areas above 200m2 or part thereof charged per m2 plus fee above	Market	Y	\$0.80
Internal alterations to shops and other commercial buildings for areas less than 200m2	Market	Y	\$730.00
Internal alterations to shops and other commercial buildings for areas above 200m2 or part thereof charged per m2 plus fee above	Market	Y	\$0.80
Erection, alterations and additions to industrial and warehouse buildings for areas less than 500m2	Market	Y	\$2,265.00
Erection, alterations and additions to industrial and warehouse buildings for areas above 500m2 or part thereof charged per m2 plus fee above	Market	Y	\$0.80
Demolition	Market	Y	\$359.00
Portable classrooms for areas less than 200m2	Market	Y	\$471.00
Portable classrooms for areas above 200m2 or part thereof charged per m2 plus fee above	Market	Y	\$0.80
COMPLYING DEVELOPMENT CERTIFICATE & PC APPLICATION COMBINED Under Three Ports SEPP	Market	Y	by quotation of relevant area manager
All other cases	Market	Y	by quotation of area manager
Refund for Withdrawal of Complying Development Certificates (prior to determination)	Market	Y	Up to 80% of original CDC fee (at the discretion of Area Manager)
Modification of CDC	Market	Y	50% of original fee
Minor modification of CDC	Market	Y	25% of original fee

CIVIL CONSTRUCTION WORKS IN THE ROAD - Engineering Plan Assessment

Value of the construction work within the road

Up to \$50,000	Market	N	\$740.00
\$50,000 to \$250,000	Market	N	\$1,150.00
More than \$250,000	Market	N	\$1,675.00

CONSTRUCTION CERTIFICATES ONLY

Multi Storey Residential	Market	Y	By quotation of relevant area manager.
New Construction Certificate where work has already commenced under previous CC	Market	Y	Minor works 25% of the original CC fee, all other cases 50% of the original CC fee or by quotation of relevant area manager.

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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CONSTRUCTION CERTIFICATES ONLY [continued]

Single Storey Dwellings	Market	Y	\$1,570.00
Two Storey Dwellings	Market	Y	\$1,810.00
Secondary Dwelling	Market	Y	\$1,620.00
Dual Occupancy	Market	Y	\$2,755.00
Alterations and additions to dwellings up to \$20,000	Market	Y	\$675.00
Alterations and additions to dwellings \$20,001 up to \$50,000	Market	Y	\$835.00
Alterations and additions to dwellings \$50,001 up to \$100,000	Market	Y	\$1,250.00
Alterations and additions to dwellings \$100,001 up to \$250,000	Market	Y	\$1,305.00
Alterations and additions to dwellings more than \$250,000	Market	Y	\$1,570.00
Swimming pools up to \$12,000	Market	Y	\$383.00
Swimming pools \$12,001 to \$50,000	Market	Y	\$505.00
Swimming pools more than \$50,000	Market	Y	\$680.00
Garages, carports and outbuildings up to \$12,000	Market	Y	\$383.00
Garages, carports and outbuildings \$12,001 to \$50,000	Market	Y	\$505.00
Garages, carports and outbuildings more than \$50,000	Market	Y	\$760.00
Villa/townhouse development for first sole occupancy unit	Market	Y	\$1,425.00
Villa/townhouse development per sole occupancy unit greater than one plus above fee	Market	Y	plus 40%
Commercial for areas less than 500m ²	Market	Y	\$2,255.00
Commercial for areas above 500m ² or part thereof charged per m ² plus fee above	Market	Y	\$0.80
Industrial for areas less than 500m ²	Market	Y	\$1,715.00
Industrial for areas above 500m ² or part thereof charged per m ² plus fee above	Market	Y	\$0.80
Shop/fitout/Change of use for areas less than 200m ²	Market	Y	\$730.00
Shop/fitout/Change of use for areas above 200m ² or part thereof charged per m ² plus fee above	Market	Y	\$0.80
Advertisements	Market	Y	\$525.00
All other cases not listed & applications involving alternative solutions	Market	Y	by quotation of relevant area manager
Refund for Withdrawal of Construction Certificates (prior to determination)	Market	Y	Up to 80% of original CC fee (at the discretion of Area Manager)

Modification of CC

Minor modification or where original fee was less than \$1,000	Market	Y	50% of the original fee or \$500 whichever is lesser
All other cases	Market	Y	50% of the original fee
Minor modification to Class 1 and 10 buildings	Market	Y	25% of the original fee

ROAD NAMING FEE

Road naming fee for 1 to 5 road names	Market	N	\$980.00
Road Naming fee for 6 or more names	Market	N	\$1,360.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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PRINCIPAL CERTIFIER FEES – BUILDING WORKS (including all critical stage inspections)

Multi Storey Residential PC Fee	Market	Y	By quotation of relevant area manager.
Dwellings (single and two storey)	Market	Y	\$1,300.00
Manor Houses (Under Low Rise Medium Density Housing Code) [Complying Development Certificate]	Market	Y	by quotation of relevant area manager
Interim/Part Occupation Certificate Class 2-9	Market	Y	by quotation of relevant area manager
Dual Occupancy	Market	Y	\$2,115.00
Alterations & additions to dwellings	Market	Y	\$1,300.00
Secondary Dwelling	Market	Y	\$1,300.00
Additions to dwellings (not including wet areas)	Market	Y	\$1,040.00
Swimming Pools (concrete)	Market	Y	\$775.00
Swimming Pools (fibreglass, above ground)	Market	Y	\$520.00
Garages, carports and outbuildings	Market	Y	\$520.00
Villa/Town House Development fee	Market	Y	\$1,300.00
Villa/Town House Development PC fee per dwelling plus above fee	Market	Y	\$615.00
Advertising Structures	Market	Y	\$520.00
Commercial fee	Market	Y	\$1,520.00
Commercial PC fee per 500m2 or part thereof plus above fee	Market	Y	\$560 or quotation approved by area Manager
Industrial fee	Market	Y	\$1,520.00
Industrial PC fee per 500m2 or part thereof plus above fee	Market	Y	\$560 or quotation approved by area Manager
Change of PC to WCC from another PC fee (Dwellings)	Market	Y	by quotation of area Manager
Change of PC to WCC from another PC. PC fee per 500m2 or part thereof plus above fee (Commercial/Industrial)	Market	Y	by quotation of area Manager
Shop Fitout/Change of Use fee (no building works)	Market	Y	\$330.00
Shop Fitout/Change of Use PC Fee (with building works)	Market	Y	\$660.00
Interim/Part Occupation Certificate Application Class 1 & 10	Market	Y	\$330.00
Additional Inspection Fee	Market	Y	\$330.00

Compliance Certificate (includes one inspection)

Class 1 and 10 Buildings	Market	Y	\$330.00
Class 2 to 9 Buildings	Market	Y	\$439.00

PRINCIPAL CERTIFYING AUTHORITY FEES - SUBDIVISION WORKS (including all mandatory inspections)

Minimum Application Fee	Market	N	\$2,235.00
Application Fee per lot	Market	N	\$560.00
Additional Inspection Fee – This fee is payable on third inspection of failed mandatory holdpoint. Practical Completion Inspection will not be done until outstanding PCA fees paid	Market	N	\$261.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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SUBDIVISION WORKS CERTIFICATE

Construction Certificates

Application Fee	Market	Y	\$2,230.00
Application Fee per additional lots plus above fee	Market	Y	\$406.00
Submission of information where required by conditions of development consent and not lodged at the time of subdivision construction certificate application	Market	Y	\$170.00

Modification of Subdivision Works Certificate

Modification requiring minimal assessment	Market	Y	\$165.00
Modification	Market	Y	50% of the original fee or \$645, whichever is lesser

Special inspections (remove any building and relocate within Wollongong Local Government Area)

From outside Wollongong Local Government Area	Market	Y	\$1,075.00
From within Wollongong Local Government Area	Market	Y	\$535.00

SUBDIVISION CERTIFICATES

Involving subdivision works required by a Development Approval

Application Fee (Torrens and Community Title Subdivision)	Market	N	\$610.00
Application Fee per additional lots above one plus above fee	Market	N	\$329.00
Boundary Adjustment	Market	N	\$610.00

Strata Subdivision

Application Fee	Market	Y	\$670.00
Application Fee per additional lots above one plus above fee	Market	Y	\$228.00

Submission of Additional Information

Submission of information where required by conditions of development consent and not lodged at time of subdivision certificate application	Market	N	\$170.00
Application to lodge security deposit or bank guarantee to enable construction works to be deferred and/or bonded. Note: no fee applicable where works to be bonded are required by conditions of development consent or in compliance with a relevant Council Policy	Market	N	\$525.00
Application for full/partial release of security deposit or bank guarantee	Market	N	\$525.00

SUBDIVISION FEES – TORRENS/COMMUNITY/STRATA

Amendment or resigning of Plan of Subdivision and/or 88b instrument	Market	N	\$292.00
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Endorsement of documents to create, release, vary or modify easements, restrictions or covenants

By Authorised Person	Market	N	\$236.00
By Council Seal	Market	N	\$900.00
Strata Title Certificate	Market	N	\$236.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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ACTIVITY APPLICATION FEES – SUBMITTED WITH A DEVELOPMENT APPLICATION OR SEPARATELY

Application to install an associated structure or rigid annex on land - LGA 1993, S68 (Part A)	Market	N	\$363.00
Inspection fee associated with installation of rigid annexe or associated structure on land (per inspection)	Market	N	\$236.00
Modification of Section 68 Approval LGA 1993, (Part B(5), D, E & F(1, 7 & 10) only	Market	N	50% of the original application fee
Modification of Section 68 Approval LGA 1993, S68 (Part A)	Market	N	50% of the original application fee
Application to Install a Manufactured Home and Moveable Dwelling on Land - LGA 1993, S68 (Part A)	Market	N	\$880.00
Manufactured Home Estate/Caravan Park and or Camping Ground – Approval to Operate (up to 200 sites)	Market	N	\$2,075.00
Manufactured Home Estate/Caravan Park and or Camping Ground – Approval to Operate (200 sites or more)	Market	N	\$2,590.00
Review of Determination Section 100 of Local Government Act 1993	Market	N	\$780.00
Section 82 Local Government Act Objection Assessment Fee within a Caravan Park or Manufactured Home Estate. In all other cases, 50% of listed fee.	Market	N	\$780.00
Application to Amend Approval Operate Manufactured Home Estate/ Caravan Park & or Camping Ground	Market	N	\$780.00
Temporary structure	Market	N	\$181.00
Amusement devices	Market	N	\$342.00
Application to operate a Public Carpark	Market	N	\$960.00
Urgent Fee for Applications on Community Land Part D of Sec 68 (For Applications within 30 days of booking date)	Market	N	\$365.00
Other Activities under LGA 1993	Market	N	\$342.00
Installation of Wood Heater	Market	N	\$415.00
Mobile Food Vans in a Public Place (not associated with an event)	Market	N	\$342.00
Minor Charity / Non-Profit Organisation Event	Market	N	\$37.50
Inspection fee associated with installation approval of manufactured home or moveable dwelling on land other than in a caravan park/ manufactured home estate (Per inspection)	Market	N	\$236.00
Inspection fee associated with installation approval of manufactured home or associated structure in manufactured home estate (Per inspection)	Market	N	\$236.00
Reinspection – installation fee	Market	N	\$236.00
Registration of Notice of Completion under Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Current Regulation	Market	N	\$107.00

CERTIFICATE FEES – BUILDING INFORMATION CERTIFICATES

Building Certificate (Clause 260 EP&A Regulations 2000)

Class 1 Buildings	Market	N	\$500 for each dwelling contained in the building or in any other building on the allotment
Class 2 Buildings comprising 2 dwellings	Market	N	\$500 per dwelling
Class 2-9 Buildings (not exceeding 200m ²)	Market	N	\$600.00
Class 2-9 Buildings (200-2,000m ²)	Market	N	\$600 + \$1.00 per sq mtr over 200 sq mtrs

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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CERTIFICATE FEES – BUILDING INFORMATION CERTIFICATES [continued]

Class 2-9 Buildings (greater than 2,000m ²)	Market	N	\$2,000 + an additional \$1.00 per square metre over 2,000m/sq
Class 10 Buildings	Market	N	\$500.00
Part of Building Consisting of an External Wall	Market	N	\$500.00
Fee for a Certificate for Unauthorised Work to a Class 1 and Class 10 Building	Market	N	\$500 + the maximum fee payable if the application were an application for Development Consent and Construction Certificate or for a Complying Development Certificate
Fee for a Certificate for Unauthorised Work to a Class 2-9 Building (not exceeding 200m ²)	Market	N	\$600 + the relevant fee that should have been paid for the Development Application, Construction Certificate or for a Complying Development Certificate
Fee for a Certificate for Unauthorised Work to a Class 2-9 Building (200-2,000m ²)	Market	N	\$600 + \$1.00 per m ² over 200m ² and the relevant fee that should have been paid for the Construction Certificate or Complying Development Certificate
Fee for a Certificate for Unauthorised Work to a Class 2-9 Building (greater than 2,000m ²)	Market	N	\$2,000 + \$1.00 per m ² over 2,000m ² and the relevant fee that should have been paid for the Construction Certificate or Complying Development Certificate
Additional inspection if more than one is required before issue of certificate	Market	N	\$300.00
Priority issue of certificate (N/A for Unauthorised Works)	Market	N	\$259.00
Copy of certificate	Market	N	\$35.00

CERTIFICATE FEES – MISCELLANEOUS

Occupation certificate involving change of building use of existing building (no building work)	Market	N	\$300.00
Swimming Pools Act 1992 (Swimming Pools Amendment Act 2012) – Compliance Certificate	Stat	Y	\$150.00
Swimming Pools – Per Inspection Fee – Compliance Certificate	Stat	Y	\$100.00
Registration of swimming pool on the Office of Local Government swimming pool register	Stat	Y	\$10.00
Swimming Pools – Per inspection- other including inspection related to a complaint or the issuing of a Notice or Direction.	Full	N	\$110.00
Swimming Pools - Application for Exemption Certificate Section 22 of the Swimming Pools Act 1992.	Subs	Y	\$250.00
Section 10.8(2) Certificate (Certified copy of a document, map or plan held by Council) – See Clause 268 of EP&A Regulations 2021	Stat	N	\$69.00
Outstanding Notices – S735A LGA	Market	N	\$104.00
Outstanding Orders – S121ZP EPA	Market	N	\$104.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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PRE-LODGE MEETING FOR PROPOSED DEVELOPMENT (fee per meeting)

Projects involving an estimated cost of development of \$5 Million or greater and / or development projects involving the erection of 15 dwellings / units or more and / or subdivisions (residential) involving 25 lots or more	Market	Y	\$2,395.00
Projects involving an estimated cost of development of between \$1 Million up to \$5 Million and / or involving the erection of between 3 dwellings / units to 14 dwellings / units	Market	Y	\$800.00
Projects involving an estimated cost of development of up to \$1 Million	Market	Y	\$392.00

Design Review Panel Pre-lodgement Meeting

Development under SEPP 65	Market	N	\$3,637.80
Development under WLEP 2009 (CI 7.18)	Market	N	\$3,637.80
Other development proposals	Market	N	\$2,760.00

BUSHFIRE ATTACK LEVEL ASSESSMENT

Bushfire Attack Level (BAL) Assessment Certificate Fee	Market	Y	\$500.00
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FIRE SAFETY

Annual Fire Safety Statement - Request to Stay Penalty Infringement Notice (AFSS Overdue)	Market	Y	\$660.00
Registration of Final Fire Safety Certificate Submitted with Occupation Certificate (New Building)	Market	Y	\$133.00
Administration Fee - Annual Fire Safety Statement late (>7 days from due date)	Market	Y	\$207.00
Administration Fee - Follow-up processing each incorrect Annual Fire Safety Statement submission	Market	Y	Relevant renewal administration service fee
Renewal administration service fee for the first licence (1-5 fire safety measures servicing the building)	Market	Y	\$133.00
Renewal administration service fee for the first licence (6-10 fire safety measures servicing the building)	Market	Y	\$181.00
Renewal administration service fee for the first licence (11+ fire safety measures servicing the building)		Y	\$259.00
Renewal administration service fee for second and subsequent licences associated with the same property	Market	Y	50% of corresponding fee above
Boarding House & Fire Safety Non-compliance Inspections – first inspection	Market	Y	\$352.00
Boarding House & Fire Safety – Follow-up Inspections	Market	Y	\$261.00
Annual Fire Safety Statement - Request to stay penalty infringement notice (prior to lapsed date)	Market	N	\$446.00
Compliance Cost Notice - In respect of any costs or expenses relating to the preparation or serving of the notice of intention to give an order pursuant to the EP&A Act 1979 issued under Schedule 5 Development Control Orders - Part 2 Fire Safety Orders and a Building Product Rectification Order pursuant to the Building Products (Safety) Act 2017	Stat	N	\$750.00

In respect of any costs or expenses relating to the preparation or serving of the notice of intention to give an order pursuant to the EP&A Act 1979 Issued under Schedule 5 Development Control Orders - Part 2 Fire Safety Orders

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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FIRE SAFETY [continued]

Compliance Cost Notice - In respect of any costs or expenses relating to an investigation that leads to the giving of an order pursuant to the EP&A Act 1979 issued under Schedule 5 Development Control Orders - Part 2 Fire Safety Orders and a Building Product Rectification Order pursuant to the Building Products (Safety) Act 2017	Stat	N	\$750.00
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MISCELLANEOUS FEES

Notices of Intention by Private Certifiers

Administration/investigation service	Market	N	\$775.00
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Refund of Fees

Where GST was charged	Stat	Y	Up to 50% of the assessment, damage default, notification fees (if notification not undertaken) paid depending upon the amount of processing undertaken
Where no GST was charged	Stat	N	Up to 50% of the assessment, damage default, notification fees (if notification not undertaken) paid depending upon the amount of processing undertaken

Miscellaneous Fees

Registration and filing of privately issued certificates	Stat	N	\$39.00
Use not involving erection of buildings, carrying out of a work, subdivision of land, demolition of a building or work	Stat	N	\$285.00
Application for outdoor seating associated with a restaurant or café	Stat	N	\$110.00

File Retrieval

File retrieval per file – per hour or part thereof	Market	N	\$46.50
Request for information involving research and written response – per hour or part thereof	Market	N	\$99.50

Photocopying

Printing of stamped plans and documents - Charged as per COPYING/SCANNING DOCUMENTS - Discretionary fees under the Governance & Administration Fees & Charges

A4 size – per sheet	Stat	N	\$0.20
A3 size – per sheet	Stat	N	\$0.40

EPIs, Codes and Policies

WDCP 2009	Stat	N	\$30.00
Notification Policy	Stat	N	\$5.00
DCP – Other per A4 page	Stat	N	\$5.00
3D Model Data Input Fee DA Lodgement – for buildings 4 storeys and over located within area identified under Wollongong LEP	Market	N	\$1,550.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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EPIs, Codes and Policies [continued]

3D Model Data Input Fee Amended Plans – for buildings 4 storeys and over located within area identified under Wollongong LEP – where there are external changes to the building	Market	N	\$1,550.00
3D Model Data Input Fee Modified Plans – for buildings 4 storeys and over located within area identified under Wollongong LEP – where there are external changes to the building	Market	N	\$1,550.00

APPLICATION FOR VEHICULAR AND SPECIAL CROSSINGS

Application Fee – (Vehicular crossings) including up to two (2) inspections	Market	N	\$377.00
Additional Inspection Fees	Market	N	\$112.00
Application for Footpath Levels (includes one (1) inspection)	Market	N	\$112.00

APPLICATION FOR WORKS IN THE ROAD RESERVE OPEN OR OCCUPY - SECTION 138 OF THE ROADS ACT 1993

Road Opening Permit Application Fee	Market	N	\$203.00
Construction Inspection fee for work on Existing or New Council Assets (Road Opening) – per Inspection	Market	N	\$149.00
Works on Road Reserves pursuant to a contract with Council	Full	N	Free

Rental Fee

Rental – per lineal metre (per metre per month)	Market	N	\$24.00
Rental Category A – Up to 5m Occupation zone	Market	N	\$113.00
Rental Category B – Up to 10m Occupation zone	Market	N	\$227.00
Rental Category C – Up to 25m long Occupation zone	Market	N	\$565.00
Rental Category D – Site Specific Job or Larger Scale Jobs greater than 25m in length	Market	N	Rental amount will be based on site specific requirements at a rate defined under "Rental - per lineal metre length"

Damage Deposit for Works in the Road Reserve Open or Occupy - Section 138 Roads Act 1993

Damage Deposit for Works in the Road Reserve Open or Occupy - Section 138 Roads Act 1993.

Deposit refundable upon satisfactory inspection. Any damage may result in deposit not being refunded. Retained amount will be costed on Council's Fees and Charges for "Reinstatement of Road and Footpath Surfaces".

Rental Category A – Up to 5m Occupation zone	Market	N	Free
Rental Category B – Up to 10m Occupation zone	Market	N	\$2,420.00
Rental Category C – Up to 25m long Occupation zone	Market	N	\$4,035.00
Rental Category D – Site Specific Job or Larger Scale Jobs greater than 25m in length	Market	N	Damage Deposit amount based on Council's Fees and Charges for "Reinstatement of Road and Footpath Surfaces"

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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OCCUPATION BY OTHER THAN HOARDING

Application fee – where the charges apply to permits under sections 138 (Roads Act) and 68 (Local Government Act) and Traffic Management Services Agreements issued under section 116 of the Roads Act.	Market	N	\$203.00
Occupation Fee – Occupation of roadway/footway – full road closure	Market	N	\$453.00
Application Fee – Occupation of roadway/footway – Integral	Market	N	\$119.00
Additional Inspection Fees	Market	N	\$112.00
Occupation – per lineal metre length	Market	N	\$24.00
Occupation Fee per day for 6 metre or part thereof for area within 3 hour metered zones (excluding Saturday, Sunday & Public Holidays) – per hour	Market	N	\$8.10
Occupation Fee per day for 6 metre or part thereof for area within 2 hour metered zones (excluding Saturday, Sunday & Public Holidays) – per hour	Market	N	\$10.50
Occupation Fee per day for 6 metre or part thereof for area within 1 hour metered zones (excluding Saturday, Sunday & Public Holidays) – per hour	Market	N	\$10.50
Occupation Fee per day for 6 metre or part thereof for area within 1/2 hour metered zones (excluding Saturday, Sunday & Public Holidays) – per hour	Market	N	\$10.50

UNAUTHORISED WORKS

Reinstatement of unauthorised works and associated administration costs.	Market	N	At Cost
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All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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PUBLIC HEALTH & SAFETY

LEGISLATIVE ENFORCEMENT

Re-inspection of premises subject to prohibition order—per hour (Public Health Act)	Stat	N	\$255.00
Entry and Inspection Fee (LGA) Section 197	Full	N	\$137.00

HEALTH & SAFETY ISSUES

Mortuaries Inspection Fee	Full	N	\$439.00
Mortuaries Re inspection Fee	Subs	N	\$70.50
Improvement or Prohibition Notice Public Health Act 2010 (public swimming pools)	Stat	N	\$290.00
Inspection Fees – Public Swimming Pools – water quality	Subs	N	\$162.00
Reinspections fee – Public Swimming pools -water quality	Subs	N	\$70.50

SEX INDUSTRY PREMISES

Inspection and Registration of premises	Full	N	\$442.00
Sex industry Re inspection fee	Full	N	\$381.00

FOOD PREMISES INSPECTION AND CLASSIFICATION

Improvement Notices Sect 66AA(1) Food Act 2008	Stat	N	\$330.00
Administration Charge Medium & High Risk – 0 to 5 handlers	Subs	N	\$314.00
Administration Charge Medium & High Risk – 6 to 50 Handlers	Subs	N	\$486.00
Administration Charge – Low Risk	Subs	N	\$96.00
Inspection fee Medium and High Risk	Subs	N	\$190.00
Inspection fee Low Risk	Subs	N	\$70.50
Food Premises Re Inspection fee	Subs	N	\$116.00
Charitable/ Non Profit Organisations – per annum	Subs	N	\$70.50
Markets/Temporary Events – per annum fee	Subs	N	\$70.50

PLACES OF SHARED ACCOMMODATION

Registration and Inspection Fee

Per annum to 10 boarders	Full	N	\$515.00
Per annum above 10 boarders	Full	N	\$765.00
Shared Accommodation Re Inspection Fee	Subs	N	\$70.50

WATER COOLING TOWER

Improvement or Prohibition Notice Public Health Act 2010	Stat	N	\$620.00
Registration Fee	Subs	N	\$83.50

Inspection and Sampling Fee

1 to 9 per location	Full	N	\$525.00
More than 10 per location	Subs	N	\$474.00
Reinspection Fee – General	Subs	N	\$150.00
Sampling	Full	N	At cost

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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WARM WATER SYSTEMS

Registration and inspection of premises	Full	N	\$555.00
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HAIRDRESSING PREMISES/BEAUTY SALON

Registration and Inspection Fee	Subs	N	\$233.00
Hairdressing/Beauty Salon Re Inspection fee	Subs	N	\$70.50

SKIN PENETRATION

Improvement or Prohibition Notice Public Health Act 2010	Stat	N	\$290.00
Registration and Inspection Fee	Subs	N	\$259.00
Skin Penetration Re Inspection Fee	Subs	N	\$76.50
Foot Spa Sampling	Subs	N	At cost

ON-SITE SEWAGE MANAGEMENT SYSTEMS

Install and operate On-site Sewage Management systems	Subs	N	\$271.00
Approval to operate On-site Sewage Management systems	Subs	N	\$119.00
Inspection fee for On-site Sewage Management systems LGA Sect 197	Subs	N	\$137.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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REGULATORY CONTROL

LEGISLATIVE ENFORCEMENT

Compliance Cost Notice Charge	Subs	N	\$550.00
Entry and Inspection Fee POEO Section 104	Full	N	\$137.00
Entry and Inspection Fee EPA ACT Section 9.29	Full	N	\$137.00
Cost compliance per Hour LGA Section 197 POEO Section 104 & EPA Act Section 9.29	Full	N	\$137.00
Execution of Orders, Notices and Directions – Administration fee	Full	N	\$179.00

PROTECTION OF THE ENVIRONMENT OPERATIONS

POEO Regulation Section 151 (c) (i) - Clean-up Notice fee - Litter	Stat	N	\$256.00
POEO Regulation Section 151 (c) (ii) - Notice fee - Other	Stat	N	\$803.00
Underground Petroleum Storage Systems (UPSS) - Inspection	Subs	N	\$363.00

EVENTS

Cost of labour/hour - Animal Compliance Officer	Full	Y	\$146.00
Cost of labour/hour – General Compliance Officer	Full	Y	\$146.00
Cost of labour/hour – Parking Compliance Officer	Full	Y	\$120.00

STOCK ANIMAL IMPOUNDING FEES

Walking or Transporting Animals

Labour per hour – or part thereof (excluding after hours call out)	Full	N	\$146.00
Plant/Equipment per hour – or part thereof – inclusive of Insurance and maintenance etc.	Full	N	\$147.00
Contractors	Full	N	At Cost
Labour – after hours call out	Full	N	At Cost

Sustenance

Food/Water per stock/animal per day	Full	N	\$60.00
Veterinary Costs – as per veterinary charges	Full	N	At Cost

ARTICLES IMPOUNDING FEES (includes abandoned motor vehicles trolleys and signs etc)

Conveyance to Pound

Labour per hour (including allowances and on costs) – per staff used or part thereof	Full	N	\$146.00
Plant/Equipment per hour – or part thereof	Full	N	\$147.00
Contractors	Full	N	At Cost
Storing Impounded Article per item per day	Full	N	\$42.00
Storage of Vehicle/Machinery per day	Full	N	\$85.00
Administration Fee for Serving Notice – per notice	Full	N	\$63.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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COMPANION ANIMALS POUND FEES (dogs and cats)

Surrender fee - dog (over 6 months of age)	Full	N	\$240.00
Surrender fee - puppy (under 6 months of age)	Full	N	\$80.00
Surrender fee - cat (over 6 months of age)	Full	N	\$180.00
Surrender fee - kitten (under 6 months of age)	Full	N	\$60.00
Surrender fee - pensioner (per companion animal)	Subs	N	\$60.00
Surrender fee - dog (declared dangerous, menacing or a restricted breed)	Subs	N	\$0.00
Euthanise a companion animal (per companion animal)	Full	N	\$290.00
Disposal of a euthanised companion animal		N	\$110.00
Sale of dog/puppy - standard fee - dog/puppy that has been available for rehoming for less than 7 days	Full	Y	\$300.00
Release Fee – For the release of a seized companion animal	Subs	N	\$45.00
Sale of dog/puppy - reduced fee (-50%) - dog/puppy that has been available for rehoming between 7 days and 14 days	Subs	Y	\$225.00
Sale of dog/puppy - reduced fee (-75%) - dog/puppy that has been available for rehoming for over 14 days	Subs	Y	\$75.00
Sale of cat/kitten - standard fee - cat/kitten that has been available for rehoming for less than 7 days	Full	Y	\$200.00
Sale of cat/kitten - reduced fee (-50%) - cat/kitten that has been available for rehoming between 7 days and 14 days	Subs	Y	\$150.00
Sale of cat/kitten - reduced fee (-75%) - cat/kitten that has been available for rehoming for over 14 days	Subs	Y	\$50.00
Transport of reclaimed companion animal - currently impounded within the Illawarra region	Full	N	\$45.00
Transport of reclaimed companion animal - currently impounded outside the Illawarra region	Full	N	\$110.00
Transport of companion animal per kilometre - commercial rate	Full	N	\$1.20
Sustenance/maintenance per companion animal per day - commercial rate	Full	N	\$60.00
Sustenance/Maintenance Charges – For the maintenance of each companion animal detained by the Council for each day (or part thereof) exclusive of the day delivered to the pound	Full	N	\$35.00
Veterinary Costs – as per veterinary charges	Full	N	At Cost

MICROCHIPPING FEES

Micro Chipping request from Police or as agreed by delegated manager

Microchipping at special events/programs	Subs	Y	\$15.00
Micro chipping in any other case except as a request from Police or authorised officer and special events/programs	Subs	Y	\$50.00
Dangerous/Restricted Dog Enclosure Certificate of Compliance	Stat	N	\$159.00

All Fees and Charges are set at the maximum and can be adjusted in accordance with Council's Discount and Waiver Policies	Pricing Structure	GST	2024-2025 Fee (incl. GST)
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Life Time Registration (Companion Animals Act, 1998) (Statutory Fee) - Subject to CPI increase as notified by Office of Local Government

The following are exempt:

Companion animal used as a guide or assistance animal.

A dog used for working on farm land properties categorised under Section 515 Local Government Act.

Greyhound that is registered under the Greyhound Racing Act.

Whole Companion Animal (not desexed) or desexed after 6 months of age - Dog	Stat	N	\$262.00
Desexed Companion Animal (except eligible pensioners) - Dog	Stat	N	\$78.00
Desexed Companion Animal (owner is an eligible pensioner) - Dog	Stat	N	\$34.00
Desexed animal sold by eligible Pound/shelter - Dog	Stat	N	\$0.00
Whole Companion animal owned by recognised breeder - Dog	Stat	N	\$78.00
Whole Companion animal (where desexing is not recommended) - Dog	Stat	N	\$78.00
Whole Animal - (where desexing is not recommended eligible pensioner) - Dog	Stat	N	\$34.00
Where the owner of a companion animal is an eligible pensioner and the companion animal is not desexed - Dog	Stat	N	\$262.00
Whole Companion Animal (not desexed) or Desexed Companion Animal (except eligible pensioners) – Cat	Stat	N	\$68.00
Desexed Companion Animal (owner is an eligible pensioner) - Cat	Stat	N	\$34.00
Desexed animal sold by eligible Pound/shelter - Cat	Stat	N	\$0.00
Whole Companion animal owned by recognised breeder - Cat	Stat	N	\$68.00
Whole Companion animal (where desexing is not recommended) - Cat	Stat	N	\$68.00
Whole Animal - (where desexing is not recommended eligible pensioner) - Cat	Stat	N	\$34.00
Late Registration fee - Dog or cat	Stat	N	\$22.00

Companion Animal Annual Permit (in addition to the one-off lifetime pet registration fee)

Intact or non de-sexed cats > 4 months age	Stat	N	\$96.00 P.A.
(This Fee does not apply to cats already registered by 1 July 2020, those kept for breeding purposes by members of recognised breeding bodies, and cats which cannot be de-sexed for medical reasons. Note: Proof of medical exemption will be required to be produced.)			
Restricted dog breeds or formally declared Dangerous Dogs	Stat	N	\$230.00 P.A.
(Note: This annual Permit Fee applies to existing registered dogs.)			
Permit late fee	Stat	N	\$22.00

ANIMAL CONTROL

Application to Revoke a Dangerous or Menacing Dog Declaration	Full	N	\$400.00
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Extra persons – unpowered and powered (5-17 years) – per night (Off Season Only – maximum of two extra persons per site)	[Extra Charges]	48
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Family Pass p/v (2 adults, 2 children)	[Casual Trainer]	40
Family Pass per visit	[CORRIMAL & DAPTO HEATED SWIMMING POOLS]	33
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FM Broadcast System (includes 1 transmit antenna, 1 input signal antenna and up to 20 rack units of space) per Tx. Rental for use of Council's radio tower and jut space	[Communication Sites]	54
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Footpaths Hard Surfaces Minimum Base fee (Concrete, pavers, asphaltic concrete or other) up to 10m2 (excavate temporary restoration, disposal, prepare subgrade and lay new surface material) – to be assessed by Civil Coordinator. Cost excludes service relocations. Please note that a further square metre rate fee is also applicable.	[Footpaths up to 10m2]	32
Footpaths Hard Surfaces Square Metre rate fee – to be added to the Minimum Base fee referred to in Footpaths Hard Surfaces (up to 10m2). To be assessed by Civil Coordinator. Cost excludes service relocations.	[Footpaths up to 10m2]	32
For every 150 metres or part thereof	[Annual Fee]	55
For the use of any beach for organised events involving 50 or more persons	[BEACH HIRE]	35
For the use of any pool by schools from outside Council's area for organised activities/events involving 50 or more persons – excluding carnivals (per hour or part thereof)	[AQUATIC SERVICES]	33
For the use of parks for organised picnics involving 50 or more persons (per day)	[PARKS AND RESERVES]	46
Formed or grassed area (including turfing and minor landscaping, excluding hard surfaces), minimum charge is 3m2, landscaping extent shall be assessed by Parks Coordinator. (Per square metre)	[Footpaths up to 10m2]	32

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Formed or grassed area (including turfing and minor landscaping, excluding hard surfaces), minimum charge is 3m ² , landscaping extent shall be assessed by Parks Coordinator. (Per square metre)	[Footpaths up to 10m ²]	32
Formed or grassed area (including turfing and minor landscaping, excluding hard surfaces), minimum charge is 3m ² , landscaping extent shall be assessed by Parks Coordinator. (Per square metre)	[REINSTATEMENT OF OTHER LAND, FENCING AND SERVICES]	32
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From outside Wollongong Local Government Area	[Special inspections (remove any building and relocate within Wollongong Local Government Area)]	82
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This charge applies to Charities who have been granted Section 88 Levy exemption by the Environment Protection Authority and who deliver material that does comply with Councils Wollongong Waste and Resource Recovery Park – Fees and Exemptions Policy. Charities that do not have an EPA Section 88 Exemption, or the waste does not comply with the exemption requirements will incur full commercial waste disposal rates.##	[SPECIAL WASTE – Non Conforming Charity Waste]	64
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Tier 4 Community Event: bump in / bump out - per day	[COMMUNITY EVENTS]	72
Tier 4 Community Event: Event space hire - per day	[COMMUNITY EVENTS]	72
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Tier five includes: Double Bronze Wall Plaque-first insert with vase (Arrow); Book Of Life- first page (Arrow); Standard Lawn Plaque; Teddy Bear/Train/ Toybox design (children's plaques)	[PLAQUES]	29
Tier five includes: Family site (includes first position); Scarborough Gardens single site; Any similar new memorial	[MEMORIAL SITE (site only, includes site development and perpetual maintenance, does not include plaque)]	28
Tier four includes: Bronze Mini Book of Life (first page); Bronze Wall Plaque with vase (Arrow); Heritage Glass Plaque (110 x 75mm)	[PLAQUES]	29
Tier four includes: Wall of Peace/Serenity/ Tranquillity/Forget Me Not Wall; Bulli Ocean View Wall; all positions on Scarborough Seaview Memorial Walls One and Two; Scarborough Section Two- any single site; The Kembla Wall; Any similar new memorial	[MEMORIAL SITE (site only, includes site development and perpetual maintenance, does not include plaque)]	28
Tier one - includes: Memorial only- Jasmine Garden/ Eternity Tree/Starlight Remembrance/Bulli Cemetery Garden of Memory/Scarborough Memorial Rock/ Helensburgh Garden of Memory (memorial only plinths); Walls of Memory 1 & 2; War Graves Wall; Garden of Peace (babies- includes plaque); Garden Wall; Porte Cochere Wall; Rose Garden Wall; Contour Walls; Chapel Wall; Any similar new memorial.	[MEMORIAL SITE (site only, includes site development and perpetual maintenance, does not include plaque)]	28
Tier One includes: Linished steel garden; bronze garden, Eternity leaf	[PLAQUES]	29
Tier seven includes: Phoenix Sculpture Series (dual design)	[PLAQUES]	29
Tier seven includes: Quadrant Garden (includes first and second position); Any similar new memorial	[MEMORIAL SITE (site only, includes site development and perpetual maintenance, does not include plaque)]	28
Tier six includes: Companion Options- Walls and Gardens (include two positions). Columbarium Wall (includes two positions); Scarborough New Walls; Any similar new memorial	[MEMORIAL SITE (site only, includes site development and perpetual maintenance, does not include plaque)]	28
Tier six includes: Single Lawn Plaque with sculptured border; Phoenix Sculpture Series; Phoenix or Arrow Dual Lawn Plaque (base and first insert); Single Casting Book Plaque; Phoenix or Arrow Book of Life (first page and base)	[PLAQUES]	29
Tier three includes (all singles sites in): Native Garden Surround (9K & 9J); Garden Rocks 9L Granite Edge; Gardenia Walk; Ex-Services Lest We Forget; Bulli Seaview Gardens; Bulli Garden of Memory Rocks; Helensburgh Native Garden & Garden of Memory; Bulli/Helensburgh Memorial Walls; Lawn Cemetery Indo Chinese Wall; Family Gardens Option (Quadrant/Sanctuary/Rose/Shrub/ Rock- reservation or subsequent placement); Circular Rose Garden; Bulli Oceanview Garden Surround B; The Kembla Memorial Garden; Everafter Garden; Any similar new memorial	[MEMORIAL SITE (site only, includes site development and perpetual maintenance, does not include plaque)]	28
Tier three includes: Bronze Mini Book of Life (second page); Phoenix or Arrow Book of Life (second page); Granite Walls (base plaque-no vase); Children's Beam Plaque; Plaque for Still Born Memorial Garden (Wollongong Cemetery -includes memorial site); Family Name Plaque	[PLAQUES]	29
Tier two – Basic Ash Interment includes: First Rose Garden/Second Rose Garden/Third Rose Garden; Any similar new memorial	[MEMORIAL SITE (site only, includes site development and perpetual maintenance, does not include plaque)]	28

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Tier two includes: Bronze photoset, Bronze oval, Bronze wall (phoenix); Bronze bar border; Linished steel wall; Aluminium (silver or black); Granite; Bronze wall plaque (second insert-Arrow); Arrow Dual Lawn plaque (second insert); Star plaque	[PLAQUES]	29
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Transport of reclaimed companion animal - currently impounded within the Illawarra region	[COMPANION ANIMALS POUND FEES (dogs and cats)]	92
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Truck – Small Commercial	[Garden Organics]	65
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Turf (Inclusive of Monday to Saturday Use)	[Illawarra Cricket Association (per hour/per field)]	45
TV Broadcast System (includes space for one transmitter or translator, one shared Tx antenna and one input signal antenna) – Commercial rate – Prime Site For use of Council's radio tower and hut space	[Communication Sites]	54
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W

Water meter reading charge per hour	[WATER SUPPLY CHARGES]	55
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Water Supply charge 20mm Water Meter size	[WATER SUPPLY CHARGES]	55
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Whole Companion animal (where desexing is not recommended) - Cat	[Life Time Registration (Companion Animals Act, 1998) (Statutory Fee) - Subject to CPI increase as notified by Office of Local Government]	93
Whole Companion animal (where desexing is not recommended) - Dog	[Life Time Registration (Companion Animals Act, 1998) (Statutory Fee) - Subject to CPI increase as notified by Office of Local Government]	93
Whole Companion animal owned by recognised breeder - Cat	[Life Time Registration (Companion Animals Act, 1998) (Statutory Fee) - Subject to CPI increase as notified by Office of Local Government]	93
Whole Companion animal owned by recognised breeder - Dog	[Life Time Registration (Companion Animals Act, 1998) (Statutory Fee) - Subject to CPI increase as notified by Office of Local Government]	93
Wollongong City Libraries Manager may establish an entry fee or other charge for a library event or activity to meet or offset the cost of the activity.	[Events and Activities]	25
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Zone B – Band 1 (3 to 10 participants)	[FEES FOR COMMERCIAL FITNESS TRAINERS - PRIMARY SITE]	53
Zone B – Band 2 (11 to 18 participants)	[FEES FOR COMMERCIAL FITNESS TRAINERS - PRIMARY SITE]	53
Zone B – Band 3 (19 to 36 participants)	[FEES FOR COMMERCIAL FITNESS TRAINERS - PRIMARY SITE]	53

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Zone B – Band 4 (37 to 54 participants)	[FEES FOR COMMERCIAL FITNESS TRAINERS - PRIMARY SITE]	53
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Zone C – Band 2 (11 to 18 participants)	[FEES FOR COMMERCIAL FITNESS TRAINERS - PRIMARY SITE]	53
Zone C – Band 3 (19 to 36 participants)	[FEES FOR COMMERCIAL FITNESS TRAINERS - PRIMARY SITE]	53
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\$1,000,001 to \$10,000,000	[Modification of Development Consent]	78
\$250,001 to \$500,000	[Erection of buildings, Carrying out of Work, Demolition of a Building or Work]	74
\$250,001 to \$500,000	[Review of Determination]	76
\$250,001 to \$500,000	[Modification of Development Consent]	78
\$5,001 to \$250,000	[Review of Determination]	76
\$5,001 to \$250,000	[Modification of Development Consent]	77
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\$500,001 to \$1,000,000	[Review of Determination]	76
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Appendix 1 – Schedule of Discount and Waiver Policies

- 1** City Planning - Waiver of Fees for Registered Charities
- 2** Finance - Debt Recovery and Hardship Assistance Policy
- 3** Wollongong Waste and Resource Recovery Park - Fee and Exemption Policy
- 4** Wollongong City Tourist Parks Discounting Policy
- 5** Reduction or Waiver of Hire Fees for Community Rooms and Halls Under the Direct Control of Council
- 6** Reduction or Waiver of Library Fees and Fines
- 7** Community and Sporting Group Rentals
- 8** Draft Affordable Housing Policy and Procedures*
[to be considered by Council]
- 9** Outdoor Dining Waiver 2024-2025 [by resolution of Council]

* Currently on public exhibition until 8 July 2024. Anticipated to be presented to Council for adoption during the first quarter of 2024-2025

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Our Wollongong Our Future

From the mountains to the sea, we value and protect our natural environment and will be leaders in building an educated, creative, sustainable and connected community.

We value and protect our environment

We have an innovative and sustainable economy

Wollongong is a creative, vibrant city

We are a connected and engaged community

We have a healthy community in a liveable city

We have affordable and accessible transport

ITEM 4 POST EXHIBITION - WEST DAPTO CENTRES MASTER PLAN

The West Dapto Vision 2018 identifies the need to plan for three Town Centres and five Village Centres within the West Dapto Urban Release Area (WDURA).

The Master Planning Project has been led by Council to guide the delivery of some of these centres. The project is funded by the NSW Department of Planning, Housing and Infrastructure from a grant issued under the Regional Housing Strategic Planning Fund.

The centres which are the focus of this project are -

- Future Fowlers Village Centre, Cleveland Road, Stage 3 WDURA.
- Future Marshall Mount Town Centre, Corner Marshall Mount and Yallah Roads, Stage 5 WDURA.

This report outlines the nature of issues raised in public submissions following exhibition of a draft West Dapto Centres Urban Design report from 5 February to 4 March 2024. It is recommended that Council adopt the final West Dapto Centres Urban Design report and commence the necessary review of the Wollongong Development Control Plan and Local Environmental Plan to ensure implementation of the intended outcome for the centres.

RECOMMENDATION

- 1 The West Dapto Centres Urban Design Report (Attachment 2) be adopted.
- 2 The draft Wollongong Development Control Plan, 2009 - Chapter D16 – West Dapto Release Area (Attachment 3) be exhibited for a minimum 28 days.
- 3 Council staff commence further detailed review of Wollongong Development Control Plan 2009 and Wollongong Local Environmental Plan, 2009 to ensure relevant environmental planning instrument provisions are consistent with the intended outcomes of the Centres Master Plans.

REPORT AUTHORISATIONS

Report of: Chris Stewart, Manager City Strategy

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

ATTACHMENTS

- 1 Summary of Submissions
- 2 West Dapto Centres Urban Design Report
- 3 Draft Amendments to Chapter D16 - West Dapto Release Area of Wollongong DCP 2009

BACKGROUND

West Dapto Urban Release Area (WDURA) will be serviced by eight centres over time. Three new towns centres known as Bong Bong, Darkes and Marshall Mount and five new village centres referred to as Wongawilli, Jersey Farm, Fowlers, Huntley and Avondale.

The three Town Centre Principles of the West Dapto Vision, 2018, which are also embedded in Section 11, Chapter D16 of Wollongong Development Control Plan (DCP) 2009, relate to -

- Hierarchy.
- Movement Sensitive.
- Diversity and Identity.

To ensure the West Dapto Vision Centre Principles are met, the planning undertaken for our future centres needs to be holistic and not on an individual land holding basis.

Council staff identified an opportunity to lead the master planning of two centres as a pilot through the (then) NSW Department of Planning and Environment (DPE) Regional Housing Strategic Planning Fund Program (RHSPF). Staff lodged an application for grant funding under the RHSPF in September 2022. DPE notified Council of grant funding approval in December 2022.

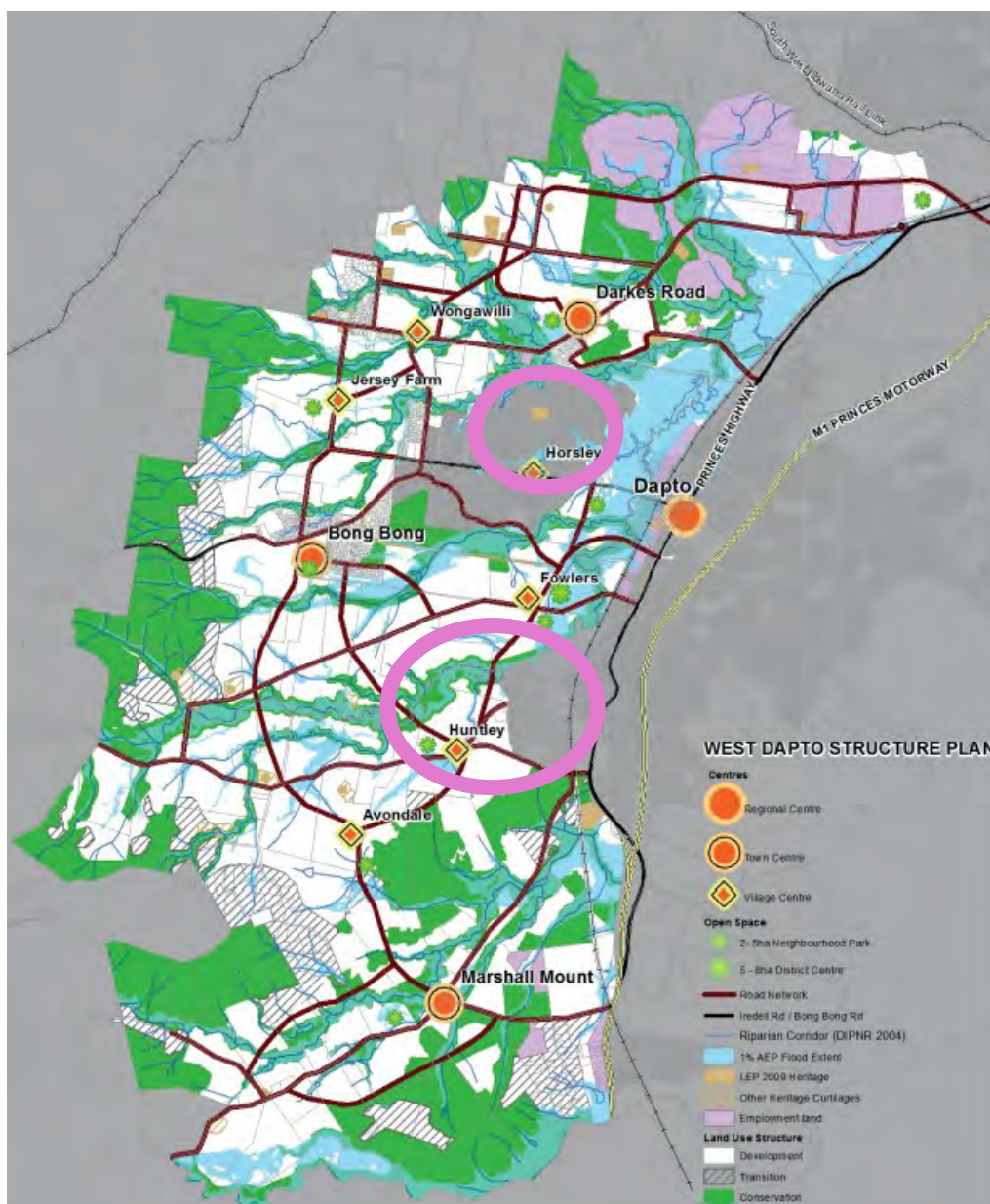
On 20 January 2023, Council entered into a funding agreement with DPE allocating \$250,000 toward the project. Council has contributed in-kind staff time across several teams towards the project.

In April 2023, Council staff engaged Urbis Consulting to provide urban design and stakeholder engagement services to assist with the project.

The project has three key aims -

- 1 Implement the West Dapto Vision for centres and represent, through master planning, the collective vision of West Dapto stakeholders for the future -
 - a Fowlers Village Centre.
 - b Marshall Mount Town Centre sites.
- 2 Enable the implementation of the master plans via amendment to Chapter D16, West Dapto Release Area, of Wollongong DCP 2009, including incorporation of the master plans into relevant Neighbourhood Plans. This step of the process will be subject to a separate Council report.
- 3 Demonstrate a best practice approach to delivering Centre master plans which will inform Master Planning and Neighbourhood planning requirements for future remaining centres, and an appropriate update to Chapter D16 West Dapto Release Area of Wollongong DCP 2009.

The West Dapto Vision, 2018 Structure Plan is shown below with the two pilot centre locations circled (in pink).

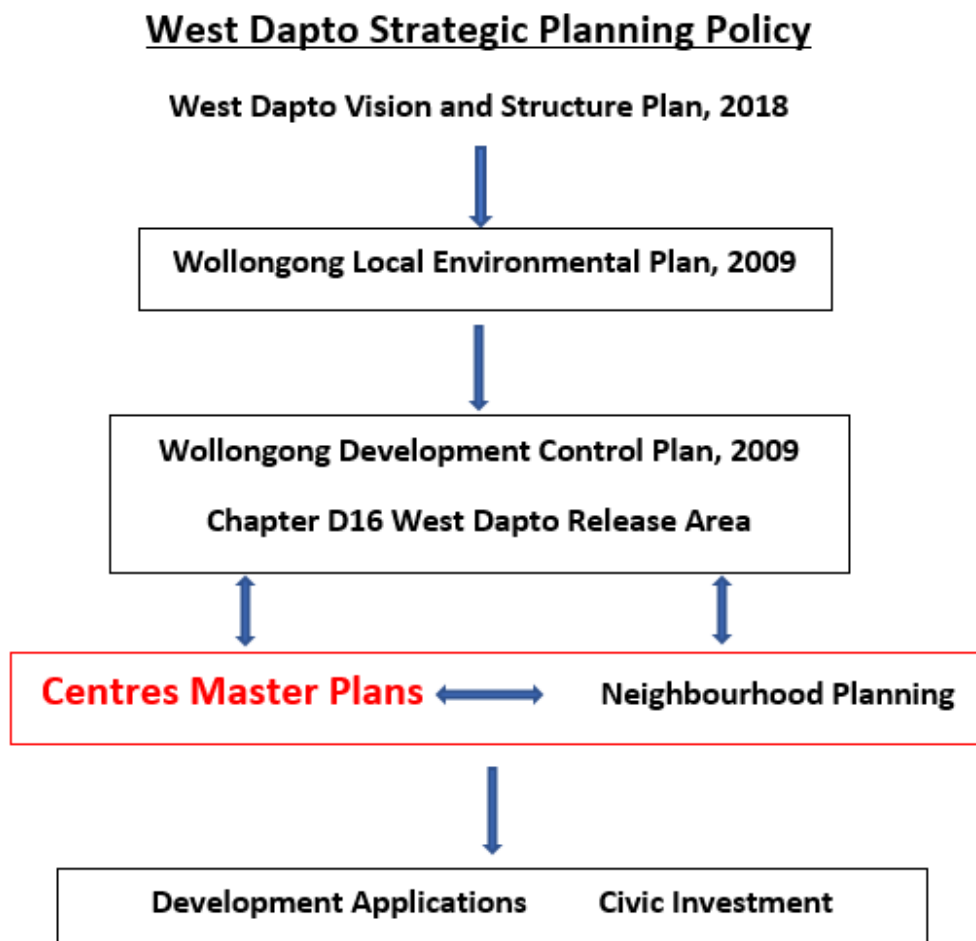


On 11 December 2023 Council adopted staff recommendations to progress a draft Centres Master Plan package to public exhibition for a minimum of 28 days. The draft Centres Master Plan package (Urban Design Report) public exhibition was held between 5 February 2024 and 4 March 2024. Further detail regarding the exhibition is provided in the proposal and consultation sections of this report.

PROPOSAL

The flow chart below illustrates how Council staff propose the Centres Master Planning project fits within the West Dapto Strategic Planning Context.

West Dapto Strategic Planning Context and Guiding Documents: How does this project fit?



The final proposed Centres Master Plan package consists of the Urban Design Report (Attachment 2) and the draft Amendments to Chapter D16 – West Dapto Release Area of Wollongong Development Control Plan 2009 (Attachment 3).

The Urban Design Report at Attachment 2 has been guided by existing technical information available to Council and the project consultant Urbis. This has included understanding economic feasibility, flooding, traffic impacts / management and analysis, riparian corridors, vegetation conservation, heritage and infrastructure requirements, including social infrastructure. The Urban Design Report has also been finalised with consideration given to issues raised in submissions received during public exhibition of the draft.

Council staff acknowledge that final development outcomes for the Centres will be guided by further technical studies and analysis at subsequent Neighbourhood Plan and development application stages where relevant.

Summary exhibition issues and resulting proposed changes to Master Plans at Attachment 2 following exhibition.

A detailed staff response to exhibition submissions is provided at Attachment 1. A summary of major themes raised in submissions for Marshall Mount is provided in the table below. One submission was received in relation to Fowlers Village Centre. That submission suggested that infrastructure for centres should be build first before populations increase.

A summary of master plan outcomes for Marshall Mount and Fowlers Village are provided following the submission summary table. A revised West Dapto Centres post exhibition Urban Design Report is provided at Attachment 2.

Exhibition Theme Summary	Staff Summary Response	Final Master Plan Package Change
Open Space Some opposition to “proposed open space buffer” bordering Duck Creek at Marshall Mount. Concern that the buffer would result in underutilisation of commercial land.	<p>Council information indicates that the proposed open space buffer on the eastern side of the E1 zone is affected by the 1% Annual Exceedance Probability flood and contains areas of existing endangered ecological communities (EEC).</p> <p>The Master Plan provides a conceptual layout. Refinements would be given merit consideration only where they are supported by detailed assessments as part of future Development Applications. Any refinement would still need to demonstrate consistency with the overall guiding principles in the Master Plan objectives.</p>	No change proposed.
Riparian Corridor, Biodiversity Values and Natural Areas Concern regarding basis of Core Riparian Zone identification and high value biodiversity land shown on the draft master plan. Concern that using the MU1, mixed use zoned land for buffer is a duplication of adjoining C3, environmental management zoned land.	<p>The master plans are based on baseline constraints information available to Council staff and project consultant.</p> <p>The Master Plan provides a conceptual layout. Refinements would be given merit consideration only where they are supported by detailed assessments as part of future Development Applications. Any refinement would still need to demonstrate consistency with the overall guiding principles in the Master Plan objectives.</p>	No change proposed.
Commercial Feasibility Concern regarding the feasibility testing of the proposed master plans and misalignment with the centres hierarchy identified in Council’s strategic documents.	<p>Preparation of the Master Plan has considered a range of land uses, built forms and outcomes, balancing commercial outcomes, planning controls (e.g. height, FSR), other outcomes along with site constraints.</p> <p>Alternative outcomes may be considered noting they are required to be consistent with the overall guiding principles in the Master Plan.</p>	Clarifications made regarding the guiding nature of the master plans

Exhibition Theme Summary	Staff Summary Response	Final Master Plan Package Change
<p>Planning Controls – Local Environmental Plan and Development Control Plan</p> <p>Comments ranged from individual planning proposal considerations to broader master plan relevant comments. In relation to the master plans concern centred around the need to ensure the master plans utilise the LEP governed permissible outcomes, including height and FSR for example.</p>	<p>Review of LEP and DCP provisions will be undertaken by staff as part of a separate, subsequent process to ensure master plan proposed outcomes can be fully realised.</p> <p>It is also important to note that the Master Plans provide a conceptual layout. Refinements would be given merit consideration only where supported by detailed assessments as part of future Development Applications.</p> <p>Council staff are also aware of the SEPP Housing 2021 affordable housing bonus provisions. Any subsequent review of LEP provisions following adoption of the master plan package would need to be undertaken with consideration made to those affordable housing bonuses.</p> <p>Any refinement would still need to demonstrate consistency with the overall guiding principles in the Master Plan objectives.</p>	<p>Changes and recommendations proposed to more closely align with LEP objectives.</p>
<p>Traffic and Transport</p> <p>Concern regarding road widths and developable area reductions have been raised along with specific intersection treatments and wider M1 network interactions.</p>	<p>The proposed master plans are consistent with Council's road design standards as set out in Chapter B2 of Wollongong DCP, 2009. Council staff will continue to consider intersection and pedestrian crossing treatments as part of ongoing detailed design stages. Council staff will continue to work closely with Transport for NSW counterparts regarding the connection of the West Dapto Urban Release Area, including its centres, and the wider regional road network, including M1.</p>	<p>Clarification regarding the need for final intersection and pedestrian treatment arrangements to be subject to detailed traffic analysis as a project level.</p>
<p>Master Plan proposed land use locations</p> <p>Some concern regarding specific uses such as childcare and car parking locations. General concern that the Master Plan should not limit land uses governed by the LEP.</p>	<p>The Master Plans illustrate the preferred town centre outcome and need for childcare facilities.</p> <p>The preferred land use outcome is dependent upon developers progressing proposals of this nature. Alternative outcomes may be considered against the overall guiding principles in the Master Plan.</p>	<p>No change proposed.</p>

Exhibition Theme Summary	Staff Summary Response	Final Master Plan Package Change
<p>Development of the Master Plan and Supporting Studies</p> <p>Several individual specific comments and general observations ranging from the need to advance technical studies to support the Master Plan proposed outcomes, the need to master plan other West Dapto Centres, the need to deliver essential infrastructure first to reference to the usefulness of specific current DA information.</p>	<p>As noted previously The Master Plans do not propose to rezone land. The Master Plan will not predetermine the outcome of development assessments that would still be required through future Development Applications. Rather it provides a conceptual layout that can be refined based on detailed assessments as part of future Development Applications.</p> <p>Any refinement would still need to demonstrate consistency with the overall guiding principles in the Master Plan objectives.</p>	<p>No change proposed.</p>
<p>Stormwater and Flooding</p> <p>Suggestion that a proposed basin at Marshall Mount should not duplicate the West Dapto Development Contributions Plan proposed enhanced storage area and should not necessarily create heritage impacts. In addition, there was some concern raised regarding flood analysis that informed the master plans.</p>	<p>The proposed basin is indicative only. The need is based on servicing peak flows from the Town Centre in addition to the broader function of the enhanced storage area.</p> <p>The master plans are based on baseline constraints information available to Council staff and project consultant.</p>	<p>Clarification noting that basin/s shown are indicative only and the exact size and location would be subject to project specific analysis. This would include detailed impact assessment.</p>
<p>Community Facilities</p> <p>Concern regarding the proposed community facilities at Marshall Mount ranging from the proposed location through to the proposed scale.</p>	<p>Council staff note the draft West Dapto Development Contributions Plan post exhibition Council report (18 March 2024) recommended change in size of CF05 facility from the publicly exhibited subdistrict scale to local sized facility.</p> <p>Council staff support continued planning for community facilities consistent with the adopted West Dapto Social Infrastructure Needs Assessment, 2023 and Council endorsed draft Development Contributions Plan, 2024.</p>	<p>Recommended change in size of Marshall Mount Community Facility (CF05) from the publicly exhibited subdistrict scale to local sized facility.</p>
<p>Shared Paths</p> <p>Suggestions regarding specific location of the proposed shared path in relation to Duck Ck and suggestion that paths be indicative. Also concern that duplicated pedestrian bridge provision will be expensive.</p>	<p>The Master Plan's proposed shared pathways provide an indication of the movement and access corridors and infrastructure required through the site. The shared paths are a conceptual layout that can be refined based on detailed assessments and design as part of future Development Applications.</p> <p>Any refinement would still need to demonstrate consistency with the overall guiding principles in the Master Plan objectives.</p>	<p>No changes proposed</p>

Exhibition Theme Summary	Staff Summary Response	Final Master Plan Package Change
<p>Aboriginal Heritage</p> <p>The need for detailed understanding of Aboriginal heritage and potential impacts prior to development applications within the centres. This includes a desire to minimise impacts on heritage in the vicinity of the Fig Tree, proposed community facility and Western Ring Road at Marshall Mount.</p>	<p>Council staff agree that further Aboriginal Heritage impact investigations and engagement with Aboriginal stakeholders would be required as specific projects are planned further.</p> <p>The Master Plan will not predetermine the outcome of environmental assessments that would still be required through future Development Applications. Rather it provides a conceptual layout that can be refined based on detailed assessments as part of future Development Applications.</p>	<p>The Master five guiding principles maintains the principle Celebrate Country. In addition to the final Master Plan, Council staff consider there is merit in considering how the Aboriginal Heritage values can be celebrated in any future community facility at Marshall Mount.</p>
<p>Underutilisation of MU1 and E1 zones</p> <p>A few submissions raised concern regarding the underutilisation of the commercial MU1, Mixed Use and E1, Local Centre zones. Specific references were made to open space (buffer open space) and at grade car parking.</p>	<p>It is important to note that the Master Plans provide a conceptual layout. Refinements would be given merit consideration only where supported by detailed assessments as part of future Development Applications.</p> <p>Any refinement would still need to demonstrate consistency with the overall guiding principles in the Master Plan objectives.</p>	<p>No changes proposed</p>
<p>Processes</p> <p>Concern raised regarding how the two centres were selected and also seeking more clarity on associated Neighbourhood / Concept DA process in relation to the NPs and further clarification of how the project is meeting its grant funded objectives.</p>	<p>The two centres were selected following consultation with the West Dapto Steering Committee. One village and one town were targeted as pilots. The two selected centres are yet to be Neighbourhood Planned. The other two Towns in West Dapto both fall within the footprint of Neighbourhood Planned sites. In the case of Marshall Mount the town is subject to fragmented ownership when compared to the single owner Towns within West Dapto.</p> <p>Council staff are required to provide ongoing reporting to the grant fund administrator, NSW Department of Housing and Infrastructure, regarding the project progress against grant funding objectives.</p>	<p>No changes to Master Plans proposed. Attachment 3 of this Council report includes proposed draft DCP amendments adding further clarity of how the master plans relate to Neighbourhood Planning / concept DAs.</p>
<p>Various individual matters</p>	<p>Council staff have provided a response to individual raised matters in Attachment 1.</p>	<p>No changes proposed.</p>

Proposed Final Master Plan Outcomes

Both Marshall Mount and Fowlers Master Plans include -

- A Vision Statement and Concept Master Plans.
- Guiding Principles.
- Structure Plan and Development Summary.
- Layered Strategies -
 - Natural Assets.
 - Access and Movement.
 - Centre Activation.
 - Housing Mix.
 - Built Form.

Five guiding principles have been identified for the Marshall Mount Town and Fowlers Village Centres which bring together the planning context, place analysis and development opportunities to underpin the master plans –

- 1 Celebrate Country.
- 2 A Connected and Accessible Centre.
- 3 An Activated Place and Viable Centre.
- 4 Deliver Varied Housing Offer Close to Amenities.
- 5 Contextual Built Form Response.

Council staff have considered potential housing outcomes for each centre to address housing supply and choice needs of the community. Where housing is proposed within each Centre there would be a need to ensure appropriate Local Environmental Plan (LEP) and Development Control Plan (DCP) provisions support that housing outcome. Any controls and standards considerations would be part of a separate report to Council as acknowledged in the recommendation section of this report.

Since the time of exhibition there has been an increased focus on affordable housing delivery. This is apparent from the NSW Government's recently announced bonuses for affordable housing via State Environmental Planning Policy (Housing) 2021. The housing opportunities within the two master planned centres and subsequent review of LEP provisions should be undertaken with consideration given to the SEPP Housing bonuses.

Marshall Mount

The Vision for Marshall Mount Town Centre is -

"A compact mixed retail and community precinct with housing choice, conveniently located, and accessible by active and public transport. It is characterised by a vibrant main street that balances pedestrian and vehicular movements, and local places for people that celebrate views to the scenic Illawarra Escarpment and the existing Moreton Bay Fig Tree."

The final Master Plan is expected to yield -

- 8,100 m² of retail space, including supermarket, convenience retail and hospitality retail. This is an increase from the 7,604 m² presented in the exhibition draft Master Plan. The increase is due to the reduction in community facility size as described below.
- 2,500+ m² of community facilities space. This is reduced from the draft Master Plan 3,090 m² to reflect a "local" scale consistent with the ongoing review of the draft West Dapto Development Contribution Plan, 2024
- 380m of active street frontage. Remains unchanged from draft Master Plan.

- Potential for 120 new childcare spaces (subject to developer interest) and potential for 343 dwellings. Prior to the Centre Master Planning project previous planning exercises for Stage 5 of WDURA have not assumed residential outcomes within the Town Centre (dwellings would be subject to supporting LEP planning controls). Remains unchanged from draft Master Plan.

A post exhibition Illustrative Master Plan image is provided below (Figure 1). Refer to Attachment 2 for full detail of the proposed Master Plan, including proposed Town Centre Structure Plan.



Figure 1 - Illustrative Master Plan image for Marshall Mount Town Centre

Fowlers Village

The Vision for Fowlers Village is -

"A compact and local scale retail precinct, conveniently located for daily needs and accessible via public and active transport. Characterised by a Main Street which is aligned to capture views to Mount Keira and Mount Kembla, it celebrates place and balances pedestrian and vehicle movement."

The final Master Plan is expected to yield -

- 2,785 m² of retail space, including supermarket, convenience retail and hospitality retail. No change from draft Master Plan.
- 90m of active street frontage. No change from draft Master Plan.
- Potential for 60 new childcare spaces (subject to developer interest) and 29 dwellings. Previous planning exercises for Stage 3 of WDURA have not assumed residential outcomes within the Centre (dwellings would be subject to supporting LEP planning controls). No change from draft Master Plan.

A post exhibition Illustrative Master Plan image is provided below (Figure 2). Refer to Attachment 2 for full detail of the proposed Master Plan, including proposed Village Centre Structure Plan.



Figure 2 - Illustrative Master Plan image for Fowlers Village

Further Analysis

The post exhibition Master Plans illustrate and guide the intended outcome for the centres. It is important to note that the Master Plans would not replace the need for a Neighbourhood Plan (or Concept Development Application) and associated Neighbourhood Plan level analysis. More analysis would be required prior to Development Application stage. Council is yet to adopt a Neighbourhood Plan relevant to each of the two centres. However, Council staff are currently assessing a draft proposed Neighbourhood Plan for “East Cleveland”. The Fowlers village is located within the proposed East Cleveland Neighbourhood Plan site area. If the recommendations of this report are adopted by Council, the Master Plan should be incorporated into any adopted Neighbourhood Plan for the Cleveland East precinct.

Some of the residential outcomes proposed in both Marshall Mount Town Centre and Fowlers Village Centre would rely on subsequent amendment to Wollongong LEP. Council staff propose a two-phase process. The recommendations of this Council report are Phase 1. The Second Phase is expected to commence later in 2024, when a detailed review of LEP standards and DCP controls will be undertaken.

Proposed amendments to Wollongong DCP 2009, Chapter D16 West Dapto Release Area to implement the Master Plans.

As mentioned above, a second phase to the project is proposed to deal with any enabling LEP amendments and draft DCP controls. That second phase will be pursued later in 2024, subject to endorsement of this report. Detailed implementation of the second phase would be subject to separate Council reporting.

CONSULTATION AND COMMUNICATION

Council staff undertook engagement with relevant stakeholders prior to and during public exhibition of the draft Centres Master Planning package.

Pre-Exhibition

Two (2) stakeholder engagement workshops were undertaken by Council staff in partnership with project consultant Urbis. The stakeholder engagement involved landowners and / or landowner representatives where that stakeholder has direct interest in the two Centres. For Marshall Mount Town Centre that area is the Town Core Defined Neighbourhood. For Fowlers Village Centre that area is the recently adopted Planning Proposal and March 2024 urban zoning for Cleveland. Council's Property Team has also been included in this stakeholder engagement process for Fowlers Village as a landowner in accordance with defined probity arrangements.

Staff received representations from several landowner and/or landowner representatives regarding issues specific to their site prior to finalising the draft Master Plan package for exhibition and again during exhibition. Staff reviewed the issues raised in detail along with all submissions following the public exhibition process. All stakeholder workshop participants were informed of the Council report being available on-line ahead of the 11 December 2023 Council meeting.

Council staff also undertook ongoing engagement with the local Aboriginal community, consistent with Council's Aboriginal Engagement Framework. This engagement is explained in further detail below.

Several Council teams also participated in the two stakeholder workshops and have provided input to the draft Centres Master Plan package including -

- Urban Release – City Strategy Division.
- Land Use Planning – City Strategy Division.
- Environmental Planning – City Strategy Division.
- Infrastructure Strategy + Planning and Project Delivery Division.
- Library and Community Services Division.
- Recreation Services - Property + Recreation Division.

Public Exhibition

The public exhibition was undertaken from 5 February to 4 March 2024 following completion of the summer school holiday period, consistent with Council's Community Participation Plan 2023. Council staff received seven detailed submissions. This included submissions from developers, landowners and other interested parties.

The major themes of issues raised in submissions is summarised in the proposal section of this report and in more detail at Attachment 1.

Aboriginal Community Engagement

Council staff have undertaken ongoing engagement with the local Aboriginal community, consistent with Council's Aboriginal Engagement Framework. Early engagement, prior to Council's previous December 2023 report, was undertaken as an introduction to the project and initial discussion on the two Centre sites. Further engagement was undertaken during the exhibition period. The project team, working with Council's Community Engagement Team, has undertaken ongoing engagement which has occurred via emails, phone calls and specific meetings with traditional custodian groups, knowledge holders within the community, Illawarra Local Aboriginal Land Council and Council's Aboriginal Reference Group. Ongoing discussion themes included -

- Opportunity for Aboriginal community employment within the future centres,
- The need for detailed understanding of Aboriginal heritage and potential impacts prior to development applications within the centres. This includes a desire to minimise impacts on heritage in the vicinity of the Fig Tree at Marshall Mount and in the area of the proposed community facility and Western Ring Road. Council staff agree that further Aboriginal Heritage impact investigations would be required as specific projects are planned further.

The Master Plan will not predetermine the outcome of environmental assessments that would still be required through future Development Applications. Rather it provides a conceptual layout that can be refined based on detailed assessments as part of future Development Applications.

- Celebration and respect for country with a focus on the broader landscape, creeks, and specific trees such as the Fig Tree identified in the Marshall Mount Town Centres.
- In addition, an opportunity to consider naming of the proposed Public Plaza at Marshall Mount and proposed Main Street at Fowlers Village after an Aboriginal Elder past should be considered.

PLANNING AND POLICY IMPACT

This report contributes to the delivery of Our Wollongong 2032 Goal 1 We Value and protect our environment. It specifically delivers on the following -

Community Strategic Plan 2032	Delivery Program 2022-2026
Strategy	Service
1.6 West Dapto urban growth is effectively managed with facilities and spaces to support the future community	Land Use Planning

SUSTAINABILITY IMPLICATIONS

The Centres Master Planning Project is an opportunity to ensure a holistic approach to guide planning of the Town and Village centres in the WDURA. Guiding Principles proposed within the indicative Master Plan package at Attachment 2 promote a sustainable outcome for each centre.

RISK MANAGEMENT

Without a centres master plan approach there is risk that each centre of WDURA will be planned in an ad hoc fashion and in response to individual Development Application processes. Many centres and their surrounds are made up of fragmented land ownership which is the case at Marshall Mount Town Centre. Without a coordinated master plan approach the ability to deliver on the three West Dapto Town Centre Principles of Hierarchy, Movement Sensitive, and Diversity and Identity would be restricted. Each proposed Master Plan at Attachment 2 includes a specific identity vision and promotes an outcome to meet the social needs of the community served by those centres.

Without a clear direction for the West Dapto Centres there is limited information to inform investment certainty.

FINANCIAL IMPLICATIONS

The West Dapto Centres Master Plan Project is a grant funded project under Regional Housing Strategic Planning Fund administered by the NSW Department of Planning, Housing and Infrastructure.

The West Dapto Centres Master Plan project could have an impact on investment certainty. Stakeholder engagement has been an important step in the development of the Master Plans to ensure staff have heard from stakeholders and understand all implications, including financial.

The Centres Master Plan package at Attachment 2 was prepared by a project team which includes Urbis professional staff where the feasibility of the future centre was an important informing consideration.

CONCLUSION

Clear guidance on the desired outcomes and expectation for West Dapto Centres is required to meet the needs of the growing and future community while also providing investment certainty for landowners.

This report proposes adoption of the West Dapto Centres Master Plan to allow the desired outcomes for Marshall Mount Town and Fowlers Village Centres at West Dapto opportunity to be realised via embedding them within the West Dapto Release Area Chapter D16 of Wollongong Development Control Plan, 2009.

Attachment 1

Response to Submissions West Dapto Centres Master Plan

Marshall Mount Town Centre		
Concerns Raised	Submitter	Council Staff Response
Theme: Open Space		
<p>Oppose the creation of the “open space buffer” bordering the Duck Creek Tributary to the East of the Master Plan. This is an unnecessary sterilisation of land not in keeping with the planning objectives of the E1 Commercial zone. This should be removed from the Master Plan.</p> <p>The master plan should not pre-determine the outcome of environmental assessments. It appears to be based on the principle of utilising the arbitrary flood zone for passive open space. If this is adopted in a DCP then it sets an unfounded precedent for all of the duck creek corridor.</p>	Submitter	<p>It is not expected that the Master Plan will predetermine the outcome of the environmental assessments, but rather provide a conceptual layout that can be refined based on detailed assessments as part of future Development Applications. The current open space buffer on the eastern side of the E1 zone is currently affected by 1% AEP flood extents and also contains areas of existing endangered ecological communities. The function of the flood planning area is to identify areas which would be subject to flood related development controls as outlined in Councils DCP Chapter E13.</p>
<p>The passive open space area that adjoins the Duck Creek riparian corridor removes the opportunity for this land to be developed for mixed uses as per the land use table for the MU1 zone. The Master Plan proposes to effectively expand the Duck Creek corridor into the Marshall Mount Town Centre land for reasons that do not appear to be based on environmental investigations.</p>	Submitter	<p>It is not expected that the Master Plan will predetermine the outcome of the environmental assessments, but rather provide a conceptual layout that can be refined based on detailed assessments as part of future Development Applications.</p>
Theme: Riparian Corridor, Biodiversity Values and Natural Areas		
<p>Council has not undertaken a riparian corridor assessment to validate the CRZ extent shown on the Master Plan. The CRZ boundary should be labelled as indicative and subject to detailed assessment.</p>	Submitter	<p>It is not expected that the Master Plan will predetermine the outcome of the environmental assessments, but rather provide a conceptual layout that can be refined based on detailed assessments as part of future Development Applications.</p>
<p>It appears that the Master Plan has not appreciated the scale and function of the Duck Creek riparian corridor and that the corridor captures all the flood affected land and riparian land. Shared pathway and additional passive open space can be catered for in the C3 zoned land and does not need to be provided in the MU1 zoned land.</p>	Submitter	<p>It is not expected that the Master Plan will predetermine the outcome of the environmental assessments, but rather provide a conceptual layout that can be refined based on detailed assessments as part of future Development Applications.</p>

Marshall Mount Town Centre		
Concerns Raised	Submitter	Council Staff Response
The passive open space corridor along the tributary (east of the Town Centre) is similarly not entirely of high biodiversity value and the flood extent in this area needs to be validated.		
Theme: Commercial Feasibility		
How has the commercial feasibility been addressed in these documents or assessed as part of the process to arrive at the “Master Plan”.	Stantec	<p>Council’s Consultant Team included an Economic Specialist who provided oversight into the high level feasibility of the proposed Master Plans.</p> <p>The final outcome for the village and town centres are consistent with the minimum function and scale of the commercial centres as outlined in Wollongong Development Control Plan Chapter B4 Development in Centres and Peripheral Sales Precincts.</p> <p>The final outcomes for the centres are generally feasible with the minimum requirements in the Wollongong Retail and Business Strategy 2023. Council staff note the Master Plan reflects the ultimate development outcome for the life of West Dapto while the <i>Wollongong Retail and Business Centres Strategy 2023</i> identifies requirements up to 2041.</p>
The commercial/retail floor areas do not align with the adopted Centres hierarchy and identified needs within Council’s strategic documents. The Master Plans require amendment to address this.	Stantec	<p>Council staff note the Master Plan reflects the ultimate development outcome for the life of West Dapto which would be developed well beyond 2041 while the <i>Wollongong Retail and Business Centres Strategy 2023</i> identifies requirements only up to 2041.</p>
Theme: Planning Controls – Local Environment Plan and Development Control Plan		
Request that Council review and consider amending the West Dapto LEP 2009 to allow the construction of access roads, utilities, buffer water quality/quantity and APZ areas in C2 and C3 zones as a permitted use where they are required to provide roads and services access to residential/environmental living zones and access to adjoining lots.	Submitter	<p>This is out of scope of this project and generally not supported by Council staff. Any such LEP amendment would be subject to a specific Planning Proposal merit assessment.</p>
Building heights within the town centre and surrounding residential zones should be consistent with the LEP.	Submitter	<p>Preparation of the Master Plan has considered a range of land uses, built forms and outcomes, balancing commercial outcomes, planning controls (eg, height, FSR) and other outcomes along with site constraints.</p>

Marshall Mount Town Centre		
Concerns Raised	Submitter	Council Staff Response
Council should be mindful of the objectives and accompanying development standards of the MU1 and E1 Zones as they are not achieved in the Marshall Mount Master Plan.		<p>The Master Plan provides a conceptual layout that can be refined based on detailed assessments as part of future Development Applications. Alternative outcomes may be considered noting they are required to be consistent with the overall principles in the Master Plan, ie flooding, open space and public domain, environmental management, access and movement, built form (building setbacks), active frontage, solar access and overshadowing.</p> <p>The Master Plan has considered a range of commercial outcomes and balances built form with the opportunity to provide additional housing.</p>
It should be permitted taller - to 6 storeys at least and up to a 10 minute walk away, to seize the opportunity for dense housing.	Submitter	The Urban Design Reports (Part A and Part B) considered a range of housing densities and typologies to inform preparation of the Master Plans. The exhibited Master Plan aims to balance commercial outcomes, housing density and built form outcomes within an urban release context. Additional building height outcomes would be subject to a separate Planning Proposal merit assessment. Council staff would still expect the Master Plan overall principles and outcomes to be achieved.
We request amendment to LEP Section 4.1 and 4.1 A to help bring forward the development of the proposed centre.	Submitter	Amendment of clause 4.1 or 4.1A of the Wollongong LEP is subject to separate process via a planning proposal. This is not included in the scope of this project.
<p>It is premature for Council to adopt any Master Plan until it is consistent with the 'higher order' zoning and land use controls within the applicable LEP for the land. LEP amendment should ensure no further ambiguity with landholders. A second phase of the project detailing LEP amendments is objected to.</p> <p>A holistic investigation of zoning / LEP and development control amendment for all centres in West Dapto is required and aligns with Council's own approach in the West Dapto Vision.</p>	Stantec	<p>In 2023 Council adopted the West Dapto Social Infrastructure Needs Assessment and Wollongong Retail and Business Centres Strategy. Both policy documents promote Council lead master planning of centres at West Dapto.</p> <p>Staff, through the West Dapto Steering Committee, identified Marshall Mount town and Fowlers village as the focus of the Centres Master Plan Project.</p> <p>Council led master plans of the two centres are also seen as a pilot to guide master planning of all future centres at West Dapto.</p> <p>Council staff are aware amendment of planning provisions is required to fully realise the outcomes of the Master Plan. The post exhibition Council report associated with this attachment details this process.</p>

Marshall Mount Town Centre		
Concerns Raised	Submitter	Council Staff Response
The State Environmental Planning Policy (Housing) 2021 and specifically the inclusion of a height bonus for delivery of social housing is to be incorporated.	Stantec	Council staff are aware of the SEPP Housing 2021 affordable housing bonus provisions. Any subsequent review of LEP provisions following adoption of the master plan package would need to be undertaken with consideration made to those affordable housing bonuses.
Theme: Traffic and Transport		
Council should carefully consider the width of proposed roads, to support the economic and efficient use of development space for an already compact and constrained Town Centre zone. The proposed road widths consume 27.5% of the developable land (Urbis Design report Part B Table 8) which appears excessive.	Landowner	Road widths have been applied in accordance with Wollongong Development Control Plan Chapter B2. These road widths are consistently being adopted throughout the release area.
There are many intersections proposed along Marshall Mount Road and the Western Ring Road. These intersections all occur within short distance from one another. The spacing and location of intersections needs careful consideration, including any turning restrictions which could limit the convenience of the car parks. The location of the crossing points and intersections could result in cars queuing and raise safety questions.	Submitter	Council staff agree that final spacing and location of intersections requires careful consideration and therefore the final intersection arrangements and layout of the road network is subject to future detailed transport analysis and road design.
Street trees appear to cut into the MU1 and E1 Zones and the road corridor/width and should not be unnecessarily increased as it further reduces the Town Centre Development Opportunities.	Submitter	The road reserve for Marshall Mount Road (south of the intersection of Yallah Road) is a standard cross section width in accordance with the Wollongong Development Control Plan Chapter B2. This width includes provision for street tree planting and would be a required outcome with or without the master plan.
Marshall Mount Road creates a physical and psychological barrier for accessing the community facilities from the rest of the town centre. The safety of a pedestrian crossing / public plaza across a sub-arterial road (as nominated in the Master Plan) is highly questionable.	Submitter	The Master Plan aims to balance a range of competing outcomes. Mainstreet has multiple crossing points e.g. The Fig Tree link will connect pedestrians east and west of Marshall Mount Road and will provide crossing treatment enabling safe movement of pedestrians across both sites. The Master Plan vision for Marshall Mount acknowledges that the centre will be characterised by a vibrant main street that balances pedestrian and vehicular movements.

Marshall Mount Town Centre		
Concerns Raised	Submitter	Council Staff Response
Round about along Marshall Mount Road – approx. 150m north of the intersection of Yallah Road and Marshall Mount Road. The concept DA Traffic Impact Assessment has not identified the need for a roundabout at this location for the 2036 ultimate scenario along Marshall Mount Road.	Submitter	Staff note the concept DA is subject to ongoing assessment. Staff note a 4-way intersection at this location requires the provision of a roundabout in accordance with Wollongong Development Control Plan Chapter B2. All intersection arrangements would also be subject to final design.
Theme: Shared Paths		
The shared path should be located along the perimeter of the riparian corridor. Location of off-road shared paths should also be indicative as they are not validated by detailed design planning.	Submitter	Shared pathways shown in the Master Plan provide indication of the movement and access corridors and infrastructure required through the site. It is not expected that the Master Plan will predetermine the outcome of the environmental assessments, but rather provide a conceptual layout that can be refined based on detailed assessments as part of future Development Applications and relevant detailed designs.
The proposed pedestrian bridge will be expensive to build and maintain. There is already a shared path proposed along Marshall Mount Road under CP 2020 avoiding the need to duplicate a bridge over Duck Creek.	Submitter	Council staff note the West Dapto Development Contributions Plan 2020 (and draft 2024) include provision for a shared use bridge (PB5) in the wider vicinity of Marshall Mount Town Centre. Such a bridge is required to provide connection and enable movement through neighbourhoods surrounding the centre. This bridge is required in accordance with the West Dapto Development Contributions Plan.
Theme: Stormwater and Flooding		
The local basin should not duplicate the function of basin SM06.	Submitter	The proposed basin is located outside of the mainstream flooding extent of Duck Creek and outside of the footprint of basin SM06. The function of the proposed basin is to control the peak flows from the Town Centre to existing conditions and does not duplicate the function of SM06. The purpose of SM06 is to reduce flooding impacts to downstream areas, to offset flood impacts associated with floodplain filling and proposed roughening of riparian corridors downstream.
Council has not undertaken flood modelling to inform the Master Plan (the CRZ boundary should be labelled as indicative subject to detailed assessment).	Submitter	It is not expected that the Master Plan will predetermine the outcome of the environmental assessments, but rather provide a conceptual layout that can be refined based on detailed assessments as part of future Development Applications.

Marshall Mount Town Centre		
Concerns Raised	Submitter	Council Staff Response
Theme: Community Facilities		
A neighbourhood multi-purpose community centre of 1500m2 GFA (CF05) on the southern side of Marshall Mount Road which lies just west of the Town Centre does not appear to be considered.	Submitter	A neighbourhood scale community facility in this location represents previous policy position. Community facilities across the WDURA have undergone contemporary review as part of the West Dapto Social Infrastructure Needs Assessment (SINA 2023). The SINA was publicly exhibited, and recommendations endorsed by Council late 2023. The draft West Dapto Development Contributions Plan 2024 incorporates the recommendations of the SINA (2023) and exhibited these for public comment. Council staff note the draft West Dapto Development Contributions Plan post exhibition Council report (18 March 2024) recommended change to this facility to local scale facility.
Confirmation that stage 5 community facility changes (to local scale) will flow through to the Future West Dapto Centres project, as well as WSP's Site Feasibility project.	Submitter	Council staff note the draft West Dapto Development Contributions Plan post exhibition Council report (18 March 2024) recommended change in size of CF05 facility from the publicly exhibited subdistrict scale to local sized facility. Council endorsed this staff response noting this position is subject to review by IPART, advice by the Minister and adoption by Council. The Master Plan for Marshall Mount Town Centre will be updated to reflect the latest endorsed position noting the exact size and location will be subject to future reporting and assessment.
The RE1 zone to the west of the Town Centre which is identified in CP 2020 (specifically OS23) for acquisition should be considered as a location for community facilities to avoid duplicating land to be acquired by Council.	Submitter	The RE1 zoned land known as OS23 in accordance with the West Dapto Development Contributions Plan 2020 (and draft 2024 Plan) will provide land for active recreation and open space purposes. Additional land is required for community facilities.
Sub-district scale community facilities at Marshall Mount appears to be an overprovision based on Council's SINA. Stage 4 of WDURA is covered by existing facilities in Dapto, Horsley, Wongawilli and planned facilities in Bong Bong Town Centre and the projected population of Stage 4 is not reliant upon facilities in Stage 5. Council should explore the spare capacity at Dapto Ribbonwood Centre in Area 9 to reduce the additional community space needed in Marshall Mount. Council should explore the option of providing local centres utilising North Marshall Mount Progress Hall and the already planned CF05.	Submitter	Council staff note the draft West Dapto Development Contributions Plan post exhibition Council report (18 March 2024) recommended a change in size of CF05 facility from the publicly exhibited sub-district scale to a local sized facility. Council endorsed this staff response noting this position is subject to review by IPART, direction from the Minister Planning and Public Spaces and adoption by Council. The Master Plan for Marshall Mount Town Centre is proposed to be updated in this report to reflect the latest endorsed position noting the exact size and location will be subject to future reporting and assessment. Council staff will continue dialogue with surrounding local government areas. Staff note previous feedback has been provided through exhibition of the draft 2024 West

Marshall Mount Town Centre		
Concerns Raised	Submitter	Council Staff Response
<p>This master plan will have significant implications for council in terms of land acquisition and construction costs. How will council fund the acquisition of land and construct these public facilities.</p> <p>Consultation with Shellharbour Council to ascertain whether there is an opportunity for this and other shared facilities in Calderwood.</p>		<p>Dapto Development Contributions Plan CF05 facility and Calderwood. Staff understand the size of the planned Calderwood multi - purpose community facility is based on the expected population of Calderwood. Staff understand library facilities for the expected population of Calderwood will be provided offsite via an extension and refurbishment of the Albion Park Library. Council staff consider the spatial proximity to the planned multi -purpose community facility within Calderwood may be relevant however note the capacity of this site will not cater for the needs of WDURA residents.</p> <p>Land acquisition for community facilities will be funded through West Dapto Development Contributions. The costs associated with design and construction present challenge for Council. Council staff anticipate grant or other funding sources will be required to complete construction.</p>
Theme: Master Plan - Proposed Locations		
The location of the proposed childcare centre within the E1 commercial zone further reduces the dwelling/commercial density necessary for the economic viability of the town centre.	Submitter	The Master Plan illustrates the potential preferred town centre outcome and need for childcare facilities. Alternative outcomes may be considered noting they are required to be consistent with the overall guiding principles in the Master Plan.
The Master Plan proposes a surface car parking physically separating a future building from the remainder of the Town Centre.	Submitter	Noted. Multiple access points are incorporated in the Master Plan enabling pedestrians access eg, Fig Tree Link.
The surface car park in the E1 zone is proposed to be flanked by residential buildings all orientated to overlook the surface car park. This is likely to produce poor amenity for apartments looking over a car parking area with potential lighting and acoustic issues.	Submitter	The Master Plan has considered a range of competing and inter-related planning provisions to provide a conceptual Master Plan layout. Final DA level designs would need to consider amenity outcomes further.
The master plan should not operate to limit land uses which are ultimately governed by the Wollongong LEP 2009 and other statutory instruments	Submitter	It is not expected that the Master Plan will predetermine the outcome of the environmental assessments, but rather provide a conceptual layout that can be refined based on detailed assessments as part of future Development Applications.

Marshall Mount Town Centre		
Concerns Raised	Submitter	Council Staff Response
Theme: Development of the Master Plan and supporting studies		
Council should consider advancing technical studies in support of this urban design concept, and should not be limited to existing LEP controls, if further and better information provides for the better economic viability and development outcomes of the Town Core precinct.	Submitter	It is not expected that the Master Plan will predetermine the outcome of the environmental assessments, but rather provide a conceptual layout that can be refined based on detailed assessments as part of future Development Applications.
We oppose any further reduction in the developable areas (i.e., commercial or residential) given the vast amounts of undevelopable C2 and C3 conservation areas conceived in the LEP disproportionately affecting properties.	Submitter	Noted. The Master Plan does not propose to rezone land. The Master Plan will not predetermine the outcome of environmental assessments required through future Development Applications. Rather it provides a conceptual layout that can be refined based on detailed assessments as part of future Development Applications.
The Master Plan should be subject to more detailed investigations and the assessment submitted with DA 2023/481 will be useful for council to inform the Master Plan and the future DCP controls.	Submitter	Noted. Staff note benefit in reviewing and considering all information available, whilst noting this development application is subject to current ongoing merit assessment. The flood information used to inform the draft Marshall Mount Master Plan is based on Council's adopted 2019 Duck Creek Flood Study.
The Master Plan documents require amended to reflect the West Dapto Social Infrastructure Needs Assessment (SINA 2023) and updated forthcoming West Dapto Development Contributions Plan infrastructure needs.	Stantec	The Master Plan will respond to the latest position of the Council in response to the SINA 2023 and the draft West Dapto Development Contributions Plan 2024. The Master Plan will be updated to reflect the recommended local scale community facility for CF05 moving forward.
We need more diverse housing options that is liveable with high nearby amenity	Submitter	Noted. Council staff note the proposed Master Plans will provide for a range of housing types, additional to surrounding residentially zoned land. A range of medium density housing options is expected to be provided.
Need to ensure the MU1 and E1 zones are not limited to surface car parks, community uses with a large land take or single storey buildings (potential for dwelling densities).	Submitter	The Master Plan illustrates the potential preferred town centre outcome. Alternative outcomes may be considered noting they are required to be consistent with the overall guiding principles in the Master Plan, for example: flooding, open space and public domain, environmental management, access and movement, built form (building setbacks), active frontage, solar access and overshadowing.

Marshall Mount Town Centre		
Concerns Raised	Submitter	Council Staff Response
Theme: Underutilisation of the MU1 and E1 Zone		
Urbis suggest that 51% of the Town Centre is not developable for housing. This does not appear to be due to site constraints, but simply that the Master Plan only proposes buildings on 49% of the Town Centre area zoned MU1 and E1.	Submitter	Council staff working with Urbis has reviewed the final developable footprint. Non-developable land is considered to be land identified as open space/ constrained land, land set aside for a western promenade and land required for road reserves.
The low utilisation of the available site area of the Marshall Mount Town Centre raises a question as to whether the zone objectives are being curtailed by the Master Plan. Passive Open Space Area could represent over 1ha of the Town Centre Land	Submitter	Council staff confirm that constrained land, some of which has been identified for use as passive open space, represents just over 1ha in the Master Plan. This is an existing constraint of the future centre context.
The Master Plan includes one or two storey buildings and surface car parking is proposed. This is a lost opportunity for housing located in the town centre. Significant areas of car parking.	Submitter	The Master Plan has considered a range of competing and inter-related planning provisions to provide a conceptual Master Plan layout. It is not expected that the Master Plan will predetermine the outcome of the environmental assessments, but rather provide a conceptual layout that can be refined based on detailed assessments as part of future Development Applications.
The line of sight line to the fig tree is not considered a key design principle and should be reviewed to allow more flexibility to achieve higher order urban outcomes such as density per the existing DCP controls.	Submitter	Staff note the Fig Tree, views to / from, and the resultant amenity from the Fig Tree formulate a key component of the Marshall Mount Town Centre Master Plan. The Master Plan enables flexibility in other areas across the site.
The single storey building form along Marshall Mount Road is also inconsistent with Section 11.1 – Town Centre development controls in Chapter D16 of the DCP. In particular, the DCP is seeking to create a strong urban form with street walls of 2-3 storeys.	Submitter	The Master Plan as exhibited proposed 1 x one storey building along the southern extent of Marshall Mount Town Centre, on the western side of Marshall Mount Road. This built form results from balance of a range of competing planning considerations and site constraints. It is not expected that the Master Plan will predetermine the outcome of the environmental assessments, but rather provide a conceptual layout that can be refined based on detailed assessments as part of future Development Applications.
Theme: Processes		
How are the aims of the grant funding (as applied for by Council) achieved and how are they articulated in the documents?	Stantec	In 2023 Council adopted the West Dapto Social Infrastructure Needs Assessment and Wollongong Retail and Business Centres Strategy. Both policy documents promote Council lead master planning of centres at West Dapto.

Marshall Mount Town Centre		
Concerns Raised	Submitter	Council Staff Response
What was the process of selection for the Marshall Mount and Fowlers Centres for the Project (ie over other centres in the WDURA)?		<p>Staff, through the West Dapto Steering Committee, identified Marshall Mount town and Fowlers village as the focus of the Centres Master Plan Project.</p> <p>Council led master plans of the two centres are also seen as a pilot to guide master planning of all future centres at West Dapto.</p> <p>Council staff selected 1 village, Fowlers, and 1 town, Marshall Mount. The centres were selected for a number of reasons, including -</p> <p>Marshall Mount</p> <p>The Marshall Mount Town Centre was selected as it has the most fragmented ownership of the three town centres within West Dapto and would benefit from one party, Council, leading the Master Plan process. Marshall Mount is the only town centre that is yet to have a Neighbourhood Plan adopted into Chapter D16 of the Wollongong Development Control Plan. The other two town centres do have neighbourhood plans. Those other two towns can have development applications progressed now while Marshall Mount cannot without relying on Concept DA provision. As with the other two towns Marshall Mount is zoned for urban development. This master plan process provides an opportunity for the third town centre of West Dapto to be a step closer to development applications consistent with the status of planning for the other two towns.</p> <p>Fowlers</p> <p>At the time of selecting the appropriate village for the Master Planning process Fowlers Village was subject to a Planning Proposal, referred to as Cleveland, which was post public exhibition and proposed to zone the majority of Stage 3 of West Dapto, including the Fowlers Village, for urban development. Therefore, it was timely to look at this specific village. Council's property team is responsible for the land as landowner and were invited to participate in the process along with adjoining landowners from the proposed Cleveland proposed rezoning land. The location of Fowlers village near Dapto High School and accessibility from the recently delivered Karrara Bridge are seen as other positive reasons to have focused on this village as a pilot.</p>

Marshall Mount Town Centre		
Concerns Raised	Submitter	Council Staff Response
The two exhibited Master Plans should be deferred until the process of incorporation of Master Plans into the Neighbourhood Plan or Concept DA process is thoroughly analysed. This should involve prior and extensive consultation with the development industry, including our client, and should address the costs associated with preparation of the Master Plans.	Stantec	Council staff note any future adoption of the Master plan into the Wollongong DCP provides a contemporary policy position and inform the planning process. The Report to Council associated with this project details the proposed pathway to explore amendment of planning provisions.
Individual Matters		
Where are the detailed plans for the Darkes Road/ West Dapto and Bong Bong Centre Shopping centre on West Dapto Road with grocery store, petrol station, chemist, and other essential stores.	Submitter	Darkes Road and Bong Bong Town Centres have existing neighbourhood plans in place and adopted into the Wollongong Development Control Plan (specifically chapter D16 West Dapto Release Area). Council staff note adoption of these neighbourhood plans enable Development Application assessed in accordance with the Wollongong Local Environment Plan 2009.
Important to have a footpath on Darkes Road to make it safe for pedestrians and a footpath connecting Darkes Road to Horsley and Wongawilli.	Individual	Although outside the scope of this project, Council staff confirm the concept road design completed for Darkes Road includes shared pathway along the southern side of Darkes Road.
A new school for the Kembla Grange/Wongawilli area is requested.	Submitter	Council staff will continue to liaise with the Schools Infrastructure NSW regarding school infrastructure.
Just start. Build the infrastructure first.	Submitter	Council staff note infrastructure delivery is programmed through Council's annual Infrastructure Delivery Program. Development of the commercial buildings in West Dapto centres will ultimately rely on private investment.
Extra on ramp and off ramp for freeway south from Kanahooka Road	Individual	Transport for NSW are currently undertaking investigation works into for south facing ramp/s on M1 motorway near Dapto. Transport for NSW recently consulted with the public for their initial views in relation to this. Council staff will continue to liaise with Transport for NSW regarding planning work and impacts on the local road network.
Build the commercial and the infrastructure before you allow more houses. The roads can't take it.	Individual	Noted. Council staff note infrastructure delivery is programmed through Council's annual Infrastructure Delivery Program.

Marshall Mount Town Centre		
Concerns Raised	Submitter	Council Staff Response
Open space adjacent to Sanctuary Views Estate – please maintain areas of trees and keeping as many existing trees as possible - a nature area behind sanctuary views estate with playground, walking paths and trees - walking paths provided for recreation.	Individual	Staff note this submission relates to a local open space item relating to a different project. The local open space item subject to this submission is an area of land planned as local passive open space.
Update mapping and legend where they are inconsistent.	Individual	Noted. Reviewed and updated.

Fowlers Village Centre		
Concerns Raised	Submitter	Council Staff Response
Build the infrastructure first. Town centres with growth space allocated before populations becomes out of control.	Individual	<p>Delivery of infrastructure such as roads and open space is programmed through Council's Annual Infrastructure Delivery Program. The West Dapto Development Contributions Plan provides indicative timing for infrastructure delivery.</p> <p>The Fowlers Village Master Plan contributes to delivery of the Cleveland east Neighbourhood Plan. A Neighbourhood Plan is required to be adopted into the Wollongong DCP to enable development to occur. The Centre is zoned E1 Local Centre which will ensure final land use outcomes are consistent with the local centre objectives.</p>



WEST DAPTO TOWN CENTRES

URBAN DESIGN REPORT

PART B - INDICATIVE MASTER PLAN

PREPARED FOR
WOLLONGONG CITY COUNCIL
07 JUN 2024
FINAL

URBIS

05 INDICATIVE MASTER PLANS

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This chapter sets out the indicative Master Plans and supporting layered strategies for the two centres respectively being:

- Marshall Mount Town Centre; and
- Fowlers Village Centre.

Each centre provides the following:

- Vision Statement and Concept Master Plan;
- Guiding Principles;
- Structure Plan & Development Summary; and
- Layered Strategies:
 - Natural Assets
 - Access and Movement
 - Centre Activation
 - Housing Mix
 - Built Form.



INDICATIVE MASTER PLAN

MARSHALL MOUNT TOWN CENTRE

VISION

The vision for Marshall Mount Town Centre is:

“A compact mixed retail and community precinct with housing choice, conveniently located and accessible by active and public transport. It is characterised by a vibrant main street that balances pedestrian and vehicular movements, and local places for people that celebrate views to the scenic Illawarra Escarpment and connection to place through local landscape features including the existing Moreton Bay Fig Tree.”

To enable this vision, the Town Centre will:

- **Celebrate the local and scenic landscape characters:** Establish visual connections to the existing Moreton Bay Fig Tree along the Fig Tree Link and a distant view to Illawarra Escarpment including Mount Kembla from the Western Promenade.
- **Encourage active and healthy lifestyles:** Provide seamless pedestrian and cyclist connections into the Town Centre from the adjacent roadways, open space and key destinations.
- **Provide day-to-day convenience:** Concentrate the supermarket and convenience retail along the Main Street and Fig Tree Link with visibility and access from Yallah Road.
- **Become the community heart:** Deliver community facilities including a multi-purpose hall and a potential library within the Town Centre Core precinct co-located with the outdoor public plaza fronting the Moreton Bay Fig Tree.
- **Provide a mix of housing choice close to the centre:** Medium density housing typologies of shop top housing and residential flat buildings providing housing choice with convenience.

The concept master plan for Marshall Mount Town Centre is illustrated opposite.



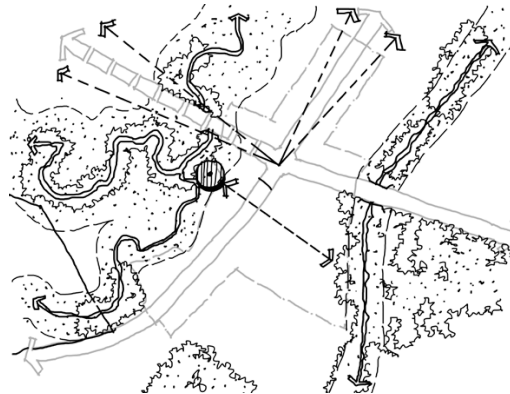
Figure 39 Marshall Mount Town Centre - Concept Master Plan

MARSHALL MOUNT TOWN CENTRE

GUIDING PRINCIPLES

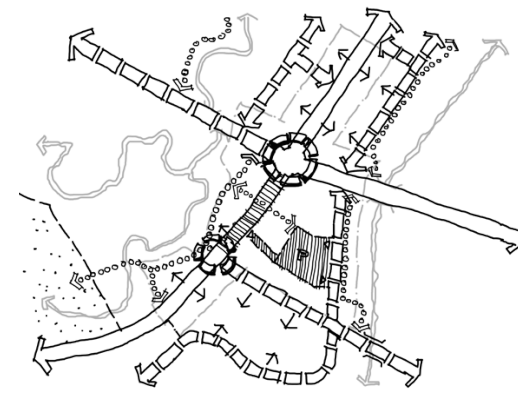
Five guiding principles were identified for the Marshall Mount Town Centre site which brings together the planning context, place analysis and development opportunities to underpin the master plan.

01 CELEBRATE COUNTRY



1. Protect Duck Creek and its tributaries, riparian corridors and high biodiversity value areas.
2. Establish a view corridor to the local landscape feature of the Moreton Bay Fig Tree and Illawarra Escarpment.
3. Orientate development to the north-west to celebrate panoramic views across the scenic Illawarra Escarpment and the undulating hills landscape character.
4. Protect the 1% AEP flood zone by locating all development and structures outside of this zone.

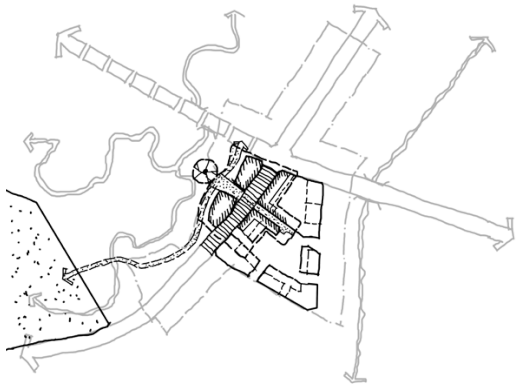
02 A CONNECTED AND ACCESSIBLE CENTRE



1. Design Marshall Mount Road (south) to function as a Main Street to balancing place vibrancy, pedestrian movement and vehicle access.
2. Locate signalised intersections with safe pedestrian crossings at both ends of the Main Street.
3. Provide a signalised pedestrian crossing at the Main Street & Fig Tree Link to balance efficient pedestrian and vehicular movements.*
4. Locate bus stops between the signalised intersections to provide direct access to the Town Centre Core area.
5. Establish perimeter roads and shared paths along the eastern and western natural area edges as public domain and Asset Protection Zones (APZ).
6. Create a secondary access route to the east to improve connectivity to the adjoining neighbourhoods and the Bypass Road to the east.
7. Locate vehicle and service access off the perimeter roads and laneways, away from the Main Street.
8. Consolidate the parking within the Town Centre Core area within at-grade parking behind the buildings and basement parking within the E1 zone.

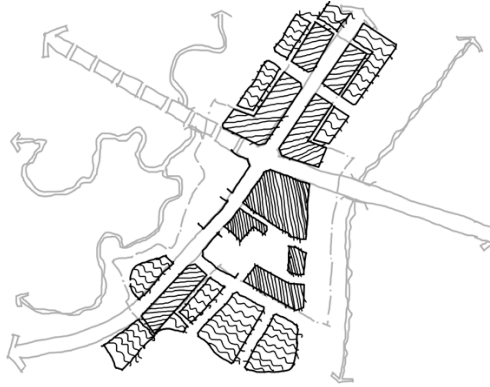
*Note: Final intersection arrangement is subject to future transport analysis.

03 AN ACTIVATED PLACE AND VIABLE CENTRE



1. Create a walkable and compact centre by consolidating the ground level primary retail and community activations along the Main Street and Fig Tree Link.
2. Establish secondary retail and community activity at the Yallah Road primary intersection and along the Western Promenade.
3. Promote cross-usage between residential, retail, and community within the Town Centre Core area to increase dwell-time and promote passive surveillance.
4. Deliver a varied retail offer including supermarket, convenience retail and hospitality retail.

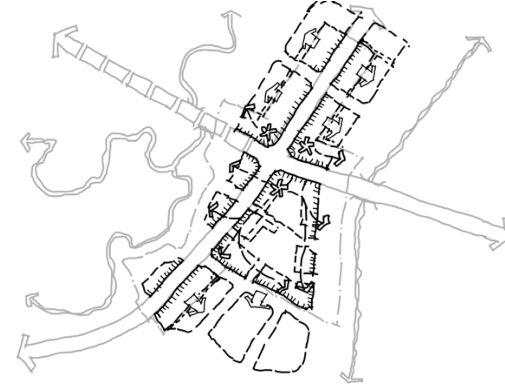
04 DELIVER VARIED HOUSING OFFER CLOSE TO AMENITIES



1. Provide a mix of housing up to 4* storey residential apartments within the Town Centre.
2. Locate the apartment typology along the primary streets and along the eastern boundary with outlook towards the natural amenity.

**Note: Total max includes ground floor retail. It is recommended Council consider a total max 4-6 storey subject to a Local Environmental Plan review process.*

05 CONTEXTUAL BUILT FORM RESPONSE

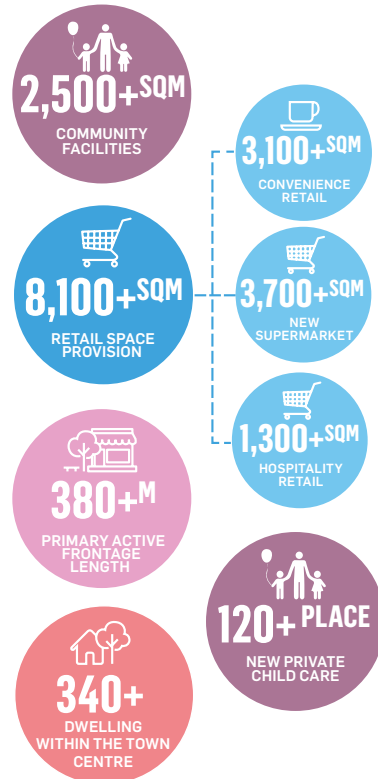


1. Establish a two-storey street wall with upper-level setback along Marshall Mount Road and Yallah Road to provide human-scale street frontage.
2. Locate key marker buildings at the primary intersection of Yallah Road and Marshall Mount Road.
3. Provide varied height and built form breaks to ensure views to key landscape features are maintained.
4. Provide for built form separation / setback between apartment typologies and adjoining medium-density housing within R3 zone through rear laneway and / or roads.

MARSHALL MOUNT TOWN CENTRE

STRUCTURE PLAN

The Structure Plan summarises the key elements of the Indicative Master Plan including natural assets and open space, access and movement, public domain and place activation and building uses.



LEGEND

Marshall Mount Town Centre

NATURAL ASSETS & OPEN SPACE

- Duck Creek and Tributary
- Core Riparian Zone
- 2m Contour Lines
- Existing Moreton Bay Fig Tree*
- High Biodiversity Value Area
- Potential Indicative Stormwater Basin
- Western Promenade
- Passive Open Space
- Recreational Open Space (Zoned RE1)
- C2/C3 Zone Boundary
- Visual Connections

ACCESS & MOVEMENT**

- Sub-arterial Road (Type 2) - 22.9m
- Sub-arterial Road (Type 2A) - 22.9m
- Major Collector Road (Type 3) - 21.9m
- Main Street - 22.9m
- Local Road (Type 5) - 18.8m

*Note:

- Aboriginal Cultural Heritage Assessment Report would be required and should inform final project outcomes for any project in the vicinity of the Moreton Bay Fig Tree, including but not limited to, future community facilities, stormwater basin, shared paths and road.

- Access Road (Type 6) - 17.1m
- Perimeter Road - 14.5m
- Laneway (Type 8) - 8m
- Indicative Access Point
- Indicative Access to Basement Parking
- Proposed Bus Stop
- Bus Route (Southern Loop)
- At-Grade Parking
- Ground Level Podium Parking
- Indicative Loading Area
- Off-road Shared Path
- Road-side Shared Path
- Pedestrian Link
- Signalised Primary Intersection
- Signalised Secondary Intersection
- Left in Left Out with Right Turn
- Left in Left Out
- Roundabout
- Indicative Signalised Pedestrian Crossing Location

OPEN SPACE, PUBLIC DOMAIN AND PLACE ACTIVATION

- Fig Tree Link
- Hardscape Open Space
- Ground Level Communal Open Space
- Podium Rooftop Communal Open Space
- Outdoor Space for Private Child Care
- Primary Retail Active Frontage
- Secondary Retail Active Frontage
- Primary Community Active Frontage
- Secondary Community Active Frontage
- Key Building Markers

BUILDING USES

- Mixed Retail (Convenience) / Supermarket and Residential
- Mixed Community and Retail (Convenience)
- Mixed Retail (Stand-alone / Hospitality) and Residential
- Retail (Stand-alone / Hospitality)
- Private Child Care
- Residential Flat Building

**Note:

- Final intersection arrangement is subject to future transport analysis.
- Final layout of road network is subject to design which may differ from that shown in the proposed structure plan.

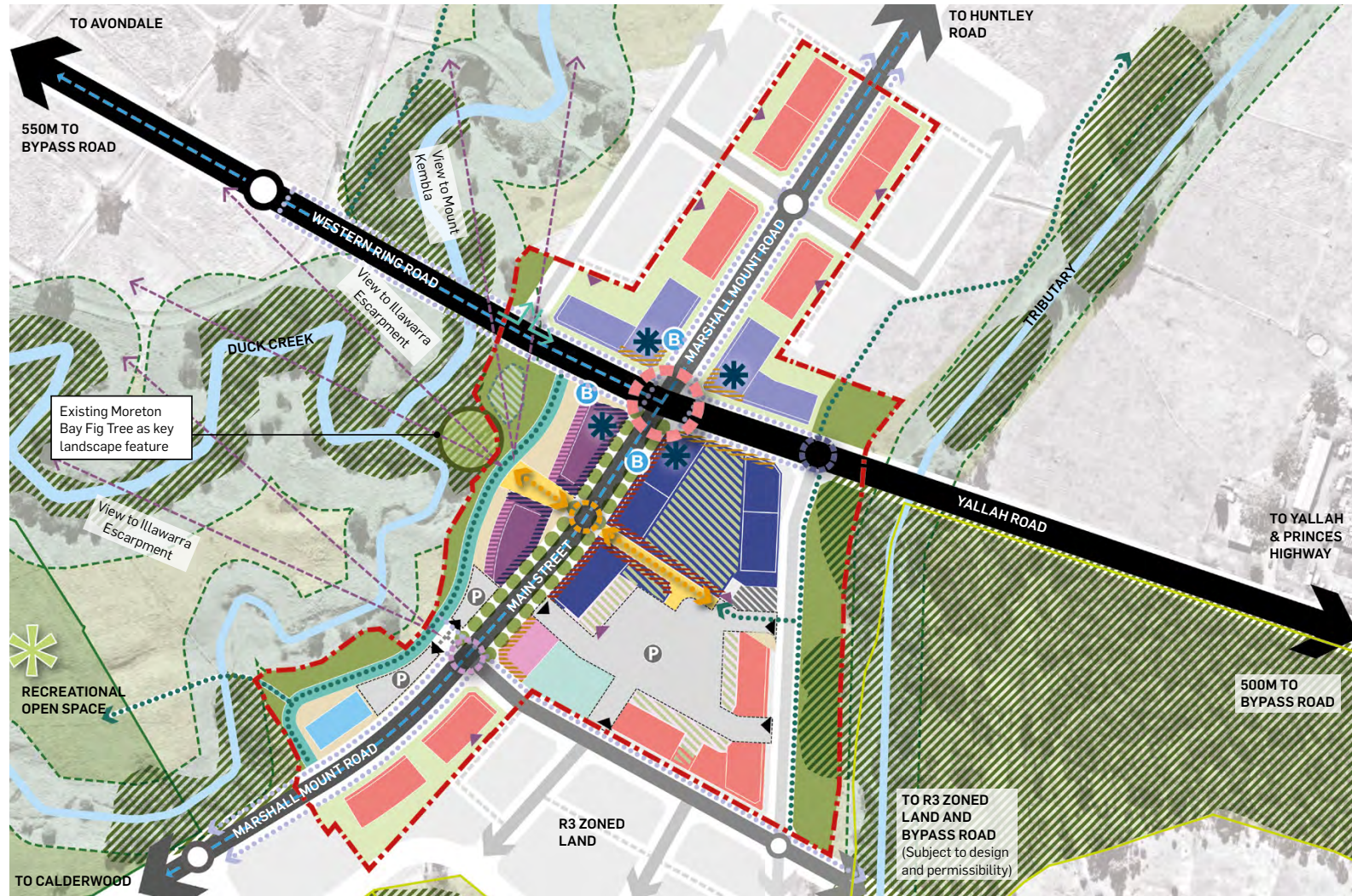


Figure 40 Marshall Mount Town Centre - Structure Plan

MARSHALL MOUNT TOWN CENTRE

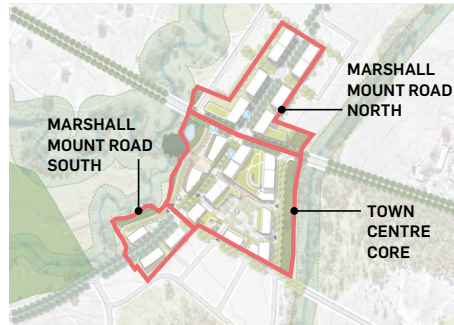


Figure 41 Key Precincts

KEY PRECINCTS

Marshall Mount Town Centre is characterised by three sub-precincts being:

- **Marshall Mount Road North** – Medium density residential precinct with secondary ground-level retail activation at the primary intersection of Yallah Road and Marshall Mount Road. This provides a transition to the R3 zone to the north of the Town Centre.
- **Town Centre Core** – A compact, mixed retail, community and residential precinct with pedestrian-friendly environment, promoting ground level activation along Main Street, Fig Tree Link and the Western Promenade as the core activation zone of the Town Centre.
- **Marshall Mount Road South** – Medium density residential and stand-alone hospitality retail uses as a transition to the R3 zone to the south.

DEVELOPMENT SUMMARY

The following table and diagram provides the proposed land use breakdown of Marshall Mount Town Centre.

Table 7 Marshall Mount Town Centre - Land Use Breakdown

LAND USE BREAKDOWN		%
Total Site Area (sqm)	82,466	100.0%
Developable Area (sqm)	47,247	57.3%
TC1 - Retail (Convenience & Supermarket) / Residential	8,169	9.9%
TC2 - Retail (Convenience & Supermarket) / Residential	3,488	4.2%
TC3 - Private Child Care	1,954	2.4%
TC4 - Residential	8,288	10.1%
M1 - Mixed Use - Community Facility	4,713	5.7%
M2 - Mixed Use - Retail	1,838	2.2%
M3 - Mixed Use - Residential	3,945	4.7%
M4 - Retail (standalone / hospitality) / Residential	2,940	3.6%
M5 - Residential	1,549	1.9%
M6 - Residential	2,145	2.6%
M7 - Residential	2,589	3.1%
M8 - Residential	2,112	2.6%
M9 - Retail (standalone / hospitality) / Residential	3,517	4.3%
Non-Developable Area (sqm)	35,219	42.7%
Open Space / Constrained Land (sqm)	10,327	12.5%
Western Promenade	2,366	2.9%
Road Reserve (sqm)	22,526	27.3%



Figure 42 Marshall Mount Town Centre - Land Use Plan

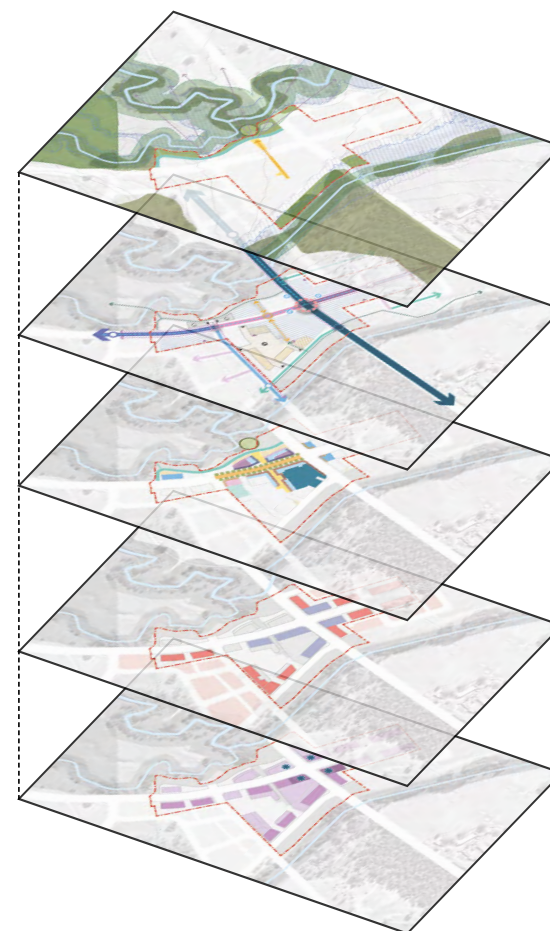
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LEGEND

 	Marshall Mount Town Centre	 	Retail (Stand-alone / Hospitality) / Residential
 	Sub-sites	 	Retail (Stand-alone / Hospitality)
 	Retail (Convenience & Supermarket) / Residential	 	Residential
 	Community / Retail (Convenience)	 	Private Child Care

LAYERED STRATEGIES

Five layered strategies demonstrate the detailed design outcomes of a new walkable and viable Town Centre in alignment with the guiding principles.



MARSHALL MOUNT TOWN CENTRE















STRATEGY 1 NATURAL ASSETS

PRINCIPLE 1 CELEBRATE COUNTRY




Celebrates the unique scenic landscape setting of the Site including protecting the existing Moreton Bay Fig Tree, Duck Creek and its tributaries, riparian corridors, and the high biodiversity value areas.

The key outcomes include:

	Marshall Mount Town Centre
NATURAL ASSETS	
	Duck Creek and Tributary Protect the alignment of the watercourses of Duck Creek and its tributaries along the western and eastern boundary.
	Indicative Core Riparian Zone Exclude the core riparian zones for Duck Creek and its tributaries from the development footprint.
	2m Contour Lines Preserve the high biodiversity areas including the vegetation cluster along the eastern boundary.
	High Biodiversity Value Area Preserve the high biodiversity areas including the vegetation cluster along the eastern boundary.
	Indicative 1% AEP Flood Level The identified 1% AEP area contributes to passive open space along the eastern boundary.
	Flood Planning Zone The development within flood planning area is subject to flood related development control plan.

	Passive Open Space Proposed passive open space along the western and eastern edges to protect Duck Creek and its tributaries, their core riparian zones, high biodiversity value areas and land below the 1% AEP flood level.
	Existing Moreton Bay Fig Tree Retain the existing Moreton Bay Fig Tree as a local landscape feature.
	Local View Corridor Establish local view corridor to Moreton Bay Fig Tree along the Fig Tree Link.
	Visual Connections Establish visual connections to Illawarra Escarpment from the Western Promenade and Fig Tree Link.
	Potential Indicative Stormwater Basin Potential location for stormwater basin within the low elevation within Site - subject to further technical analysis in the detailed design stage.

OPEN SPACE

	Western Promenade Proposed shared pedestrian / cycleway along the Town Centre western edge.
	Fig Tree Link Proposed east-west pedestrian link align with view corridor to the Moreton Bay Fig Tree.
	Recreational Open Space (Zoned RE1) Proposed recreational open space immediately to the south of the Town Centre.

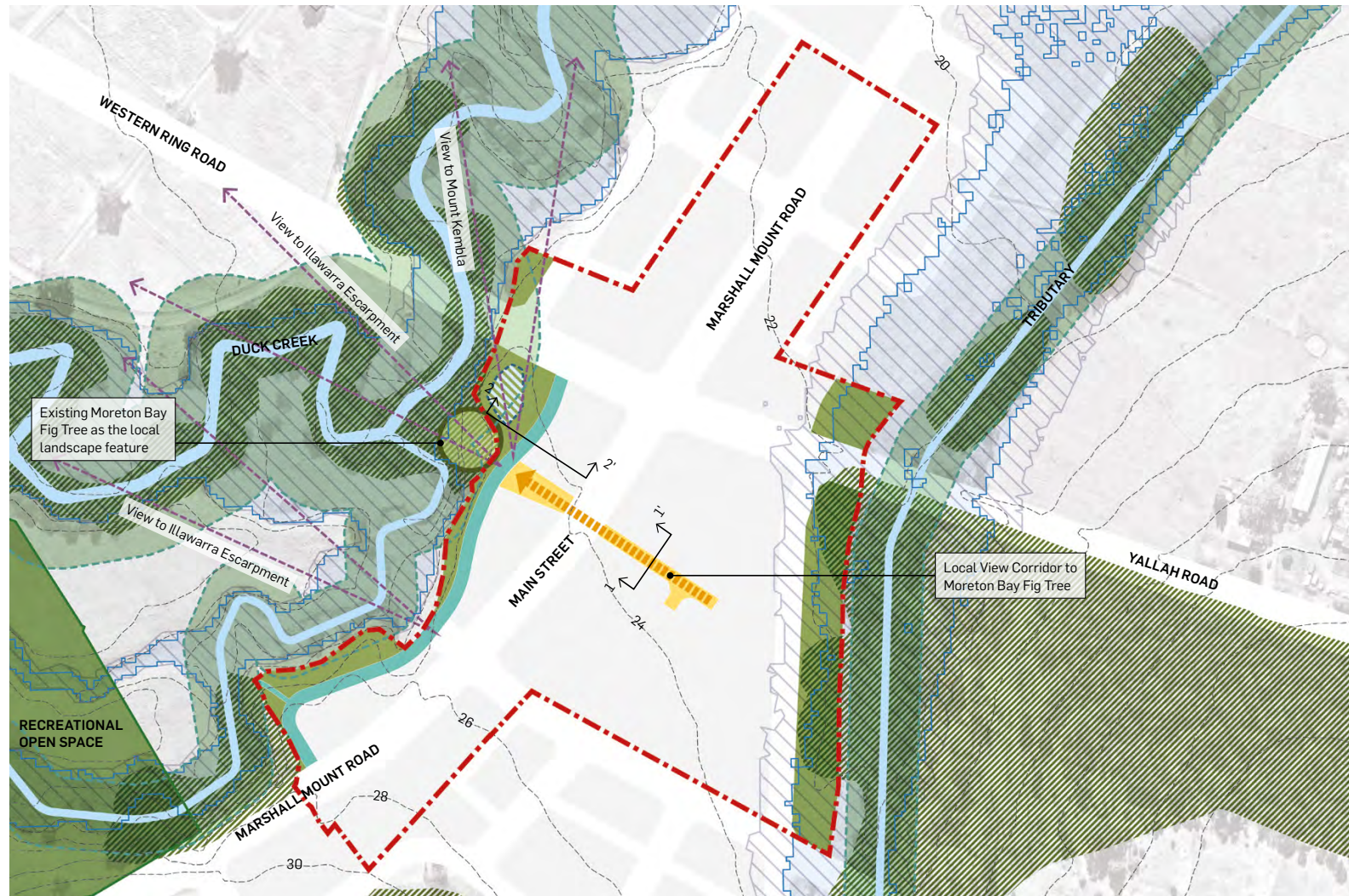


Figure 43 Marshall Mount Town Centre - Natural Assets Strategy

MARSHALL MOUNT TOWN CENTRE



FIG TREE LINK

The Fig Tree Link provides a local view corridor to the existing landscape feature of the Moreton Bay Fig Tree to the west of the Town Centre. Designed as a pedestrian laneway, it extends an active uses from the Main Street connecting to the consolidated at-grade parking space. It is characterised by:

- North-west to south-east alignment extending from the natural landscape through to the carpark;
- Potential for signalised pedestrian crossing at the intersection with the Main Street - subject to future transport analysis;
- Ground-level retail frontage to the east of main street and community frontage to the west; and
- Public plaza on the western end of the Pedestrian Link fronting Moreton Bay Fig Tree.

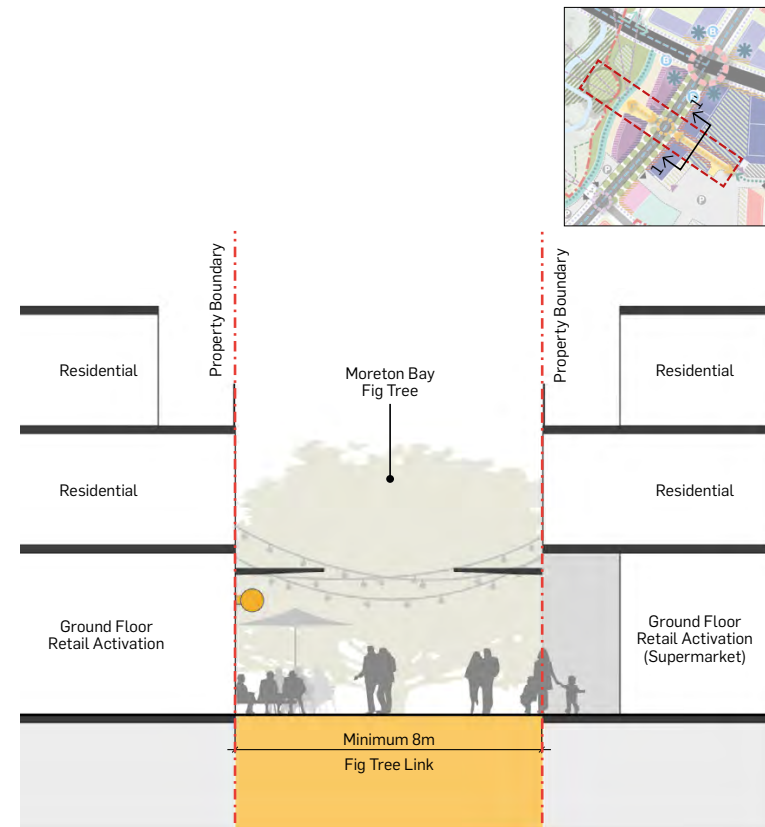
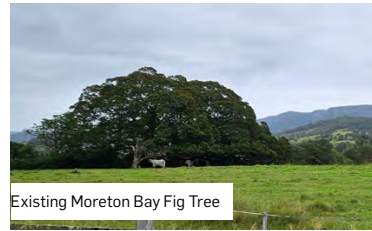


Figure 44 Indicative Section 1-1' Fig Tree Link

FIG TREE LINK - VISUAL CONNECTION

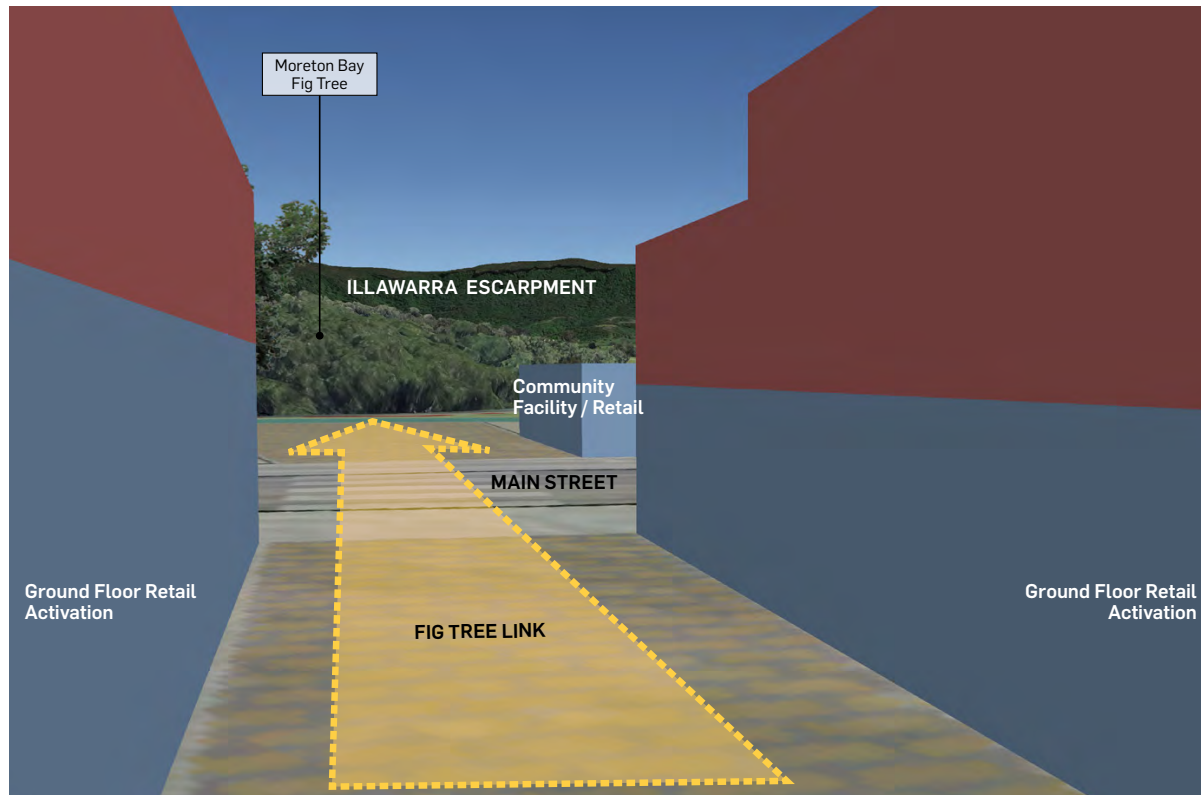


Figure 45 Visual Connection - Fig Tree Link

MARSHALL MOUNT TOWN CENTRE



WESTERN PROMENADE

The Western Promenade runs along the western edge of the Town Centre, providing a place to appreciate the scenic landscape character of the Illawarra Escarpment and providing pedestrian and cycleway connection to the proposed recreational open space to the southwest of the Town Centre. It is characterised by:

- A min. 4m wide shared path that allows for bushfire emergency access; and
- The northern section adjoining the community facilities and public plaza, provides the opportunity for place activation.

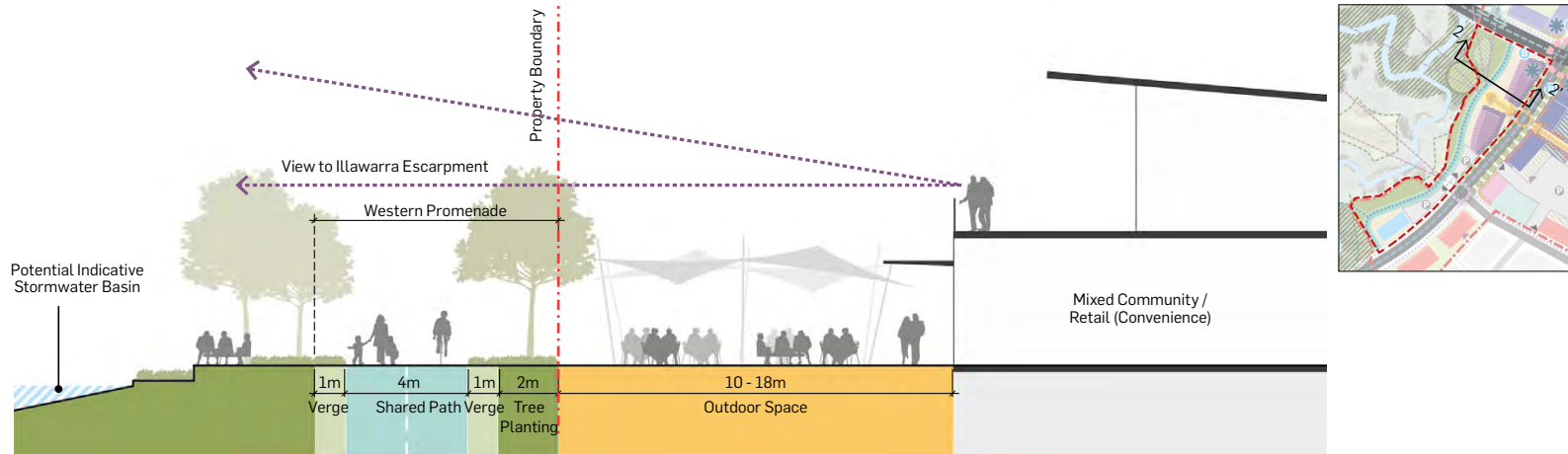


Figure 46 Indicative Section 2-2' - Western Promenade

WESTERN PROMENADE - VISUAL CONNECTIONS

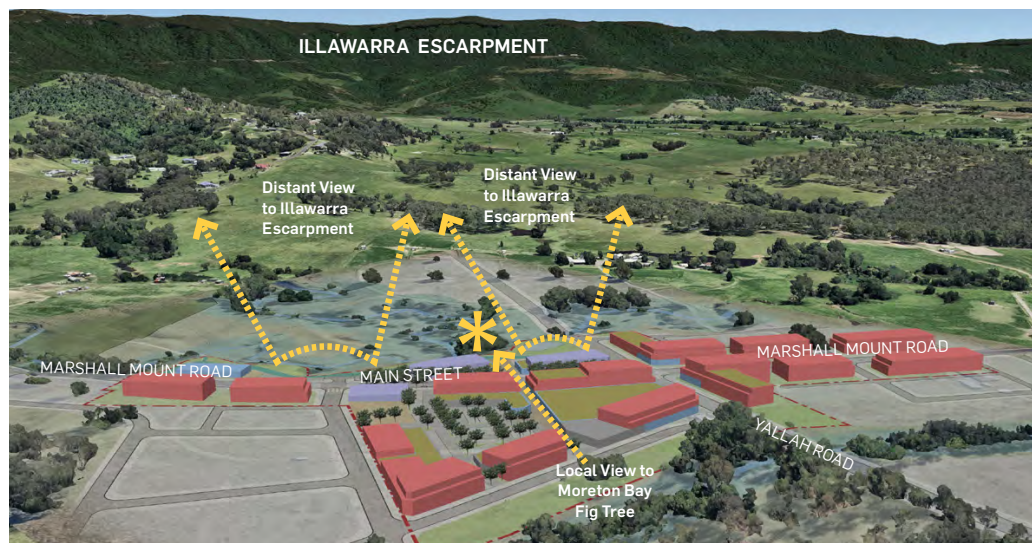


Figure 47 Visual Connections - Local and Distant Views

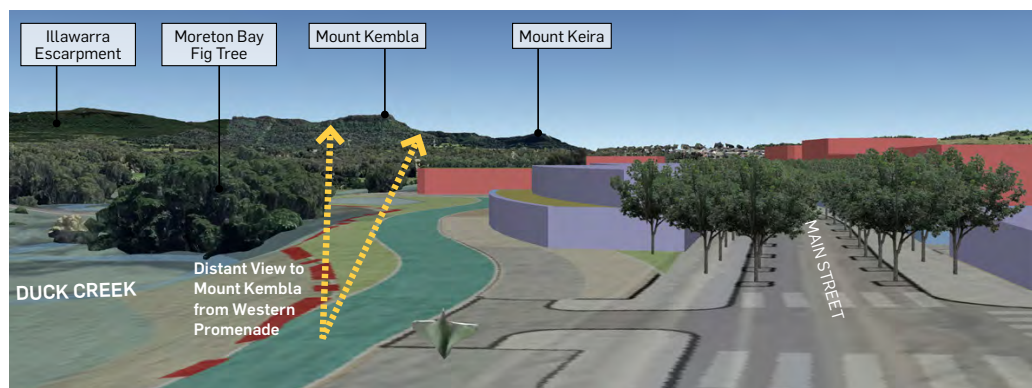


Figure 48 Visual Connections - Western Promenade

MARSHALL MOUNT TOWN CENTRE



STRATEGY 2 ACCESS AND MOVEMENT

Create convenient, safe and prioritised active and public transport connections to and from the Town Centre.

The key outcomes include:



Marshall Mount Town Centre

ROAD NETWORK AND INTERSECTIONS*

	Sub-arterial Road (Type 2) - 22.9m Four lanes primary east to west access route with bus service that connecting the Town Centre to Princes Highway and key centres within West Dapto.
	Sub-arterial Road with Bus Service and Parking (Type 2A) - 22.9m Two lanes secondary north-south access routes south of Town Centre Core Precinct providing connection to Calderwood.
	Major Collector Road with Bus Service and Parking (Type 3) - 21.9m Two lanes secondary north-south access routes along Marshall Mount Road north of Yallah Road providing connection from Town Centre to Huntley Road.
	Main Street - 22.9m Two lanes main street with wider footpaths, activated frontage and on-street parking on both sides, and a slower traffic speed environment.

	Local Road with Parking (Type 5) - 18.8m Two lanes local access routes providing connection to the adjoining neighbourhood east of Duck Creek tributary.
	Access Street (Type 6) - 17.1m Minor local access route with residential on both sides.
	Perimeter Street - Bushfire Compliant - 14.5m Two lanes local access routes along the open space corridors to the east and northwest that are bushfire compliant.
	Laneway (Type 8) - 8m Vehicular access to the rear of properties.
	Signalised Primary Intersection
	Signalised Secondary Intersection
	Left in Left Out with Right Turn
	Left in Left Out
	Roundabout
ACTIVE AND PUBLIC TRANSPORT	
	Proposed Bus Stop
	Bus Route (Southern Loop)

PRINCIPLE 2

A CONNECTED AND ACCESSIBLE CENTRE

	Off-road Shared Path Establish shared pedestrian / cycle paths along the natural area edges along east and west.
	Road-side Shared Path Establish shared pedestrian / cycle paths within the road reserve.
	Pedestrian Link Create an east-west pedestrian link between both sides of the Main Street.
	Signalised Pedestrian Crossing Final pedestrian crossing measures are subject to future transport analysis.
PARKING AND ACCESS	
	Indicative Access Point
	Indicative Access to Basement Parking
	Consolidated Town Centre Core At-grade Parking Consolidated at-grade parking within the Town Centre Core behind the buildings.
	At Grade Parking
	Ground Level Podium Parking
	Indicative Loading Area
	Indicative Basement Parking

*Note:

- Final intersection arrangement is subject to future transport analysis.
- Final layout of road network is subject to design which may differ from that shown in the proposed structure plan.

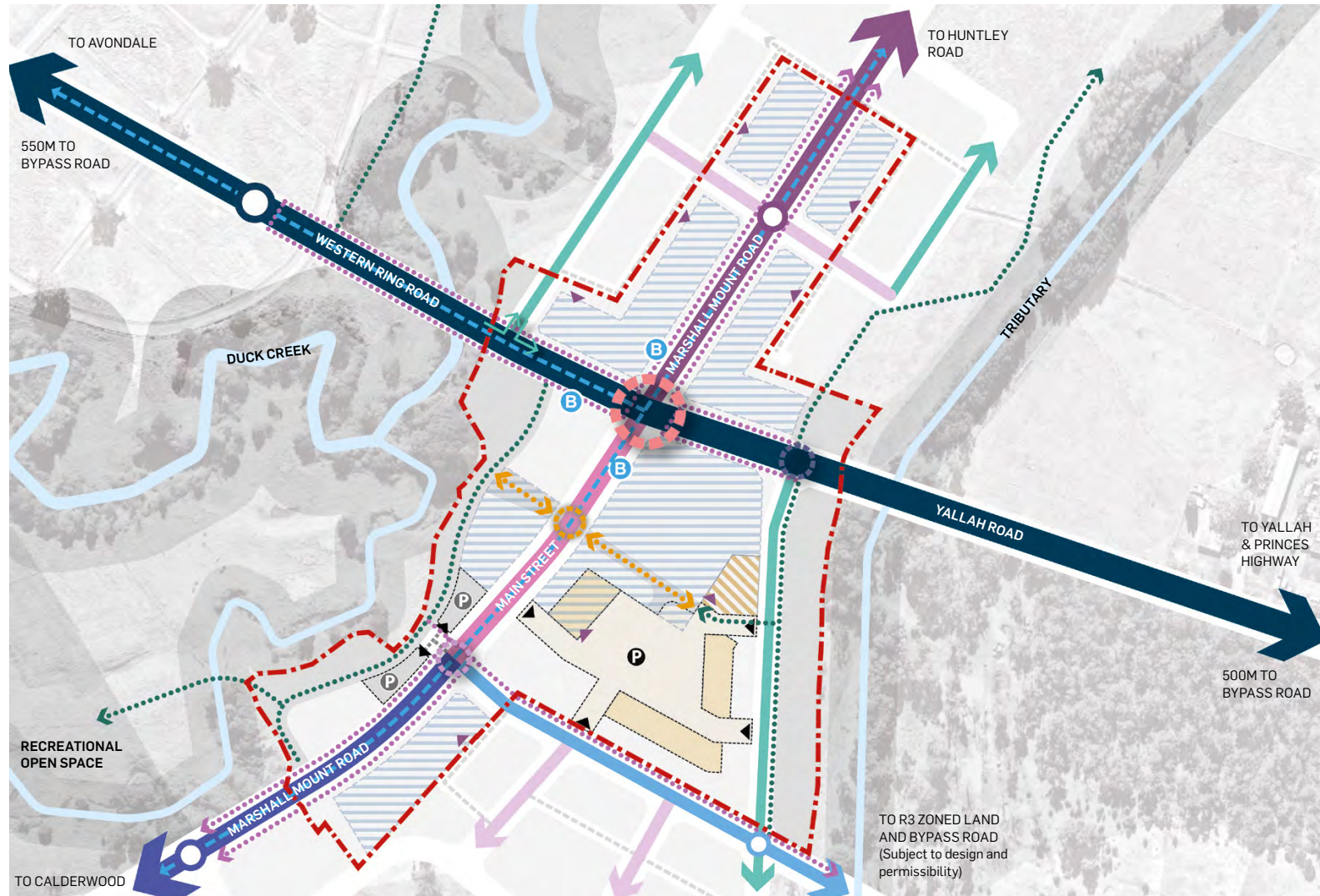


Figure 49 Marshall Mount Town Centre - Access and Movement Strategy

MARSHALL MOUNT TOWN CENTRE



TYPICAL STREET SECTION

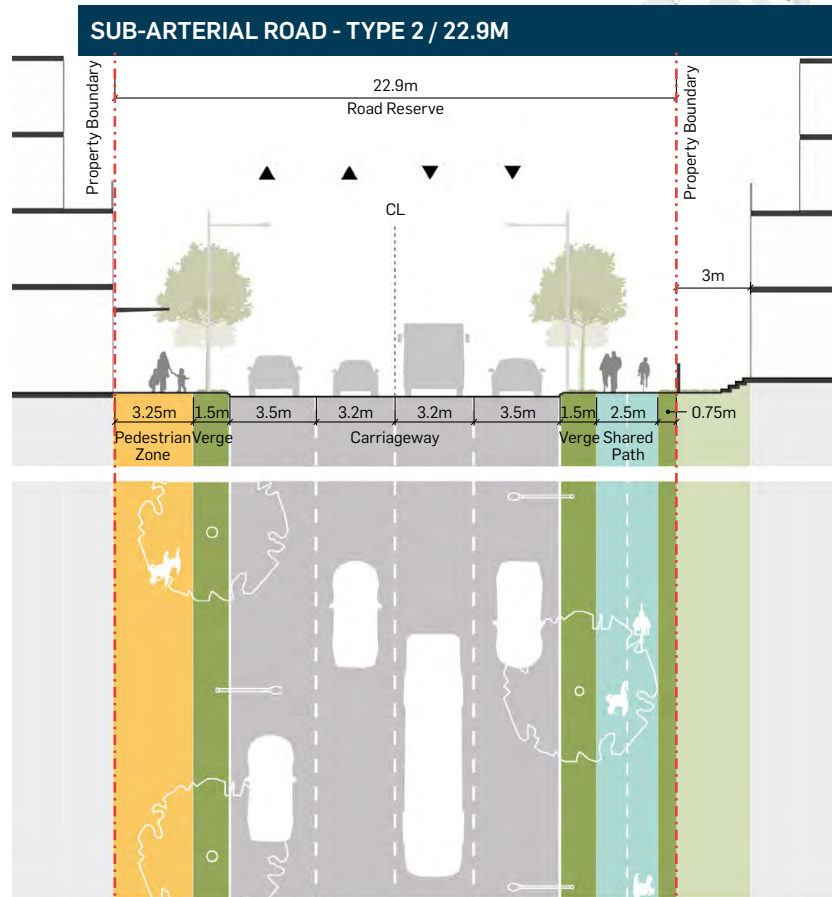


Figure 51 Indicative Street Section A-A' - Sub-Arterial Road - Type 2

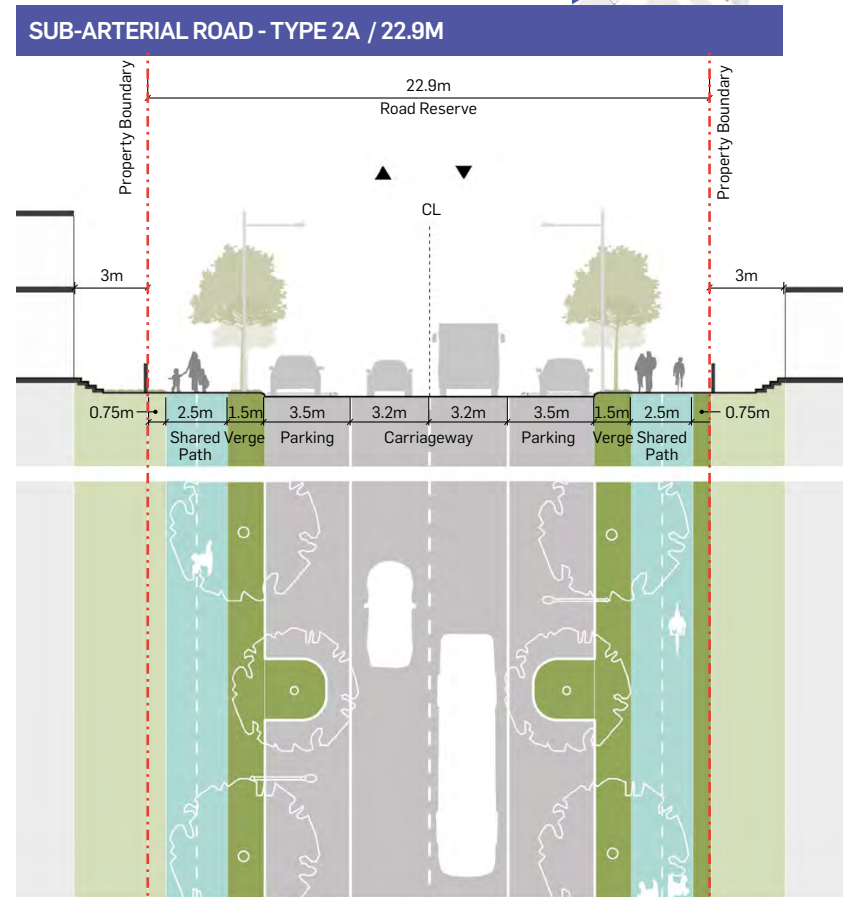


Figure 50 Indicative Street Section B-B' - Sub-Arterial Road - Type 2A

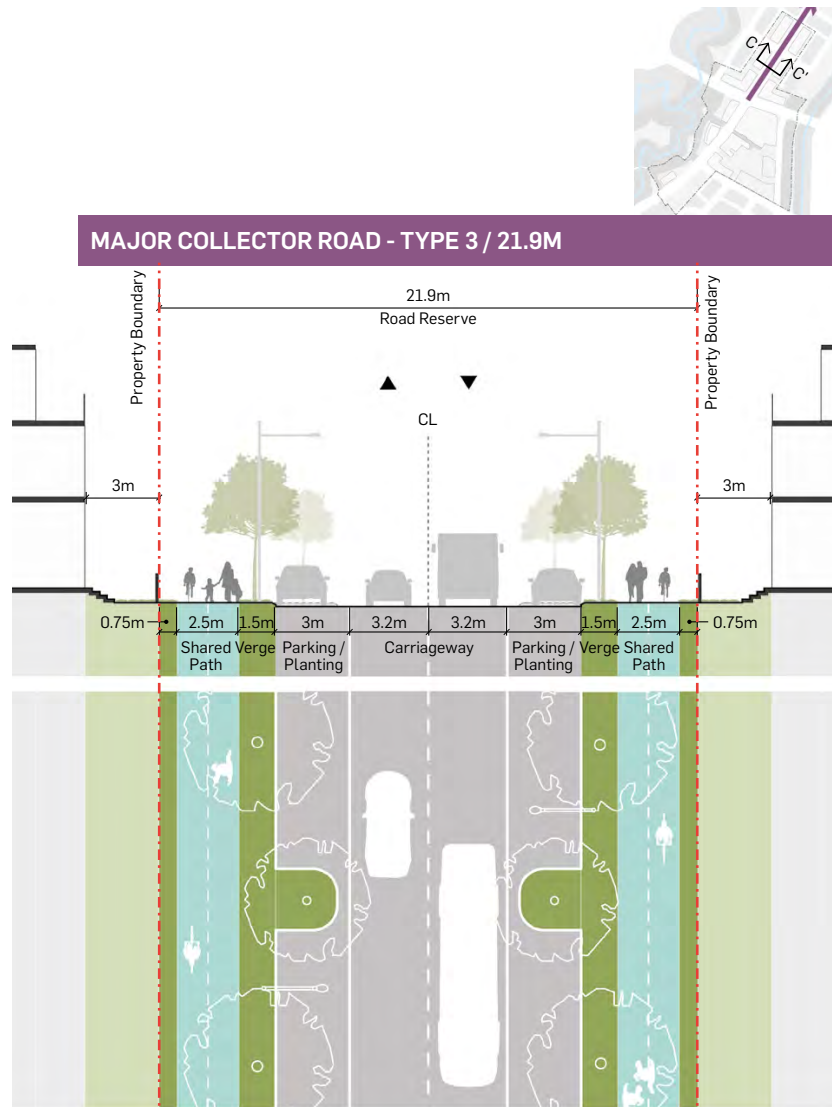


Figure 52 Indicative Street Section C-C' - Major Collector Road - Type 3

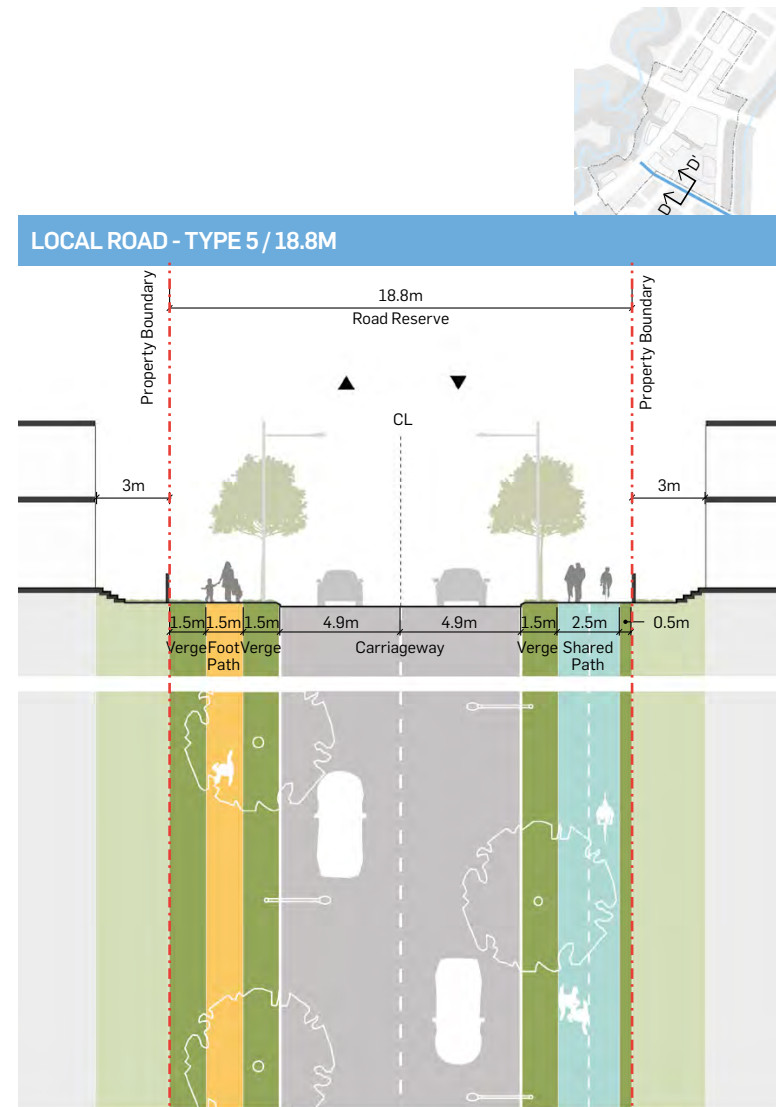


Figure 53 Indicative Street Section D-D' - Local Road - Type 5

MARSHALL MOUNT TOWN CENTRE



TYPICAL STREET SECTION

ACCESS STREET - TYPE 6 / 17.1M

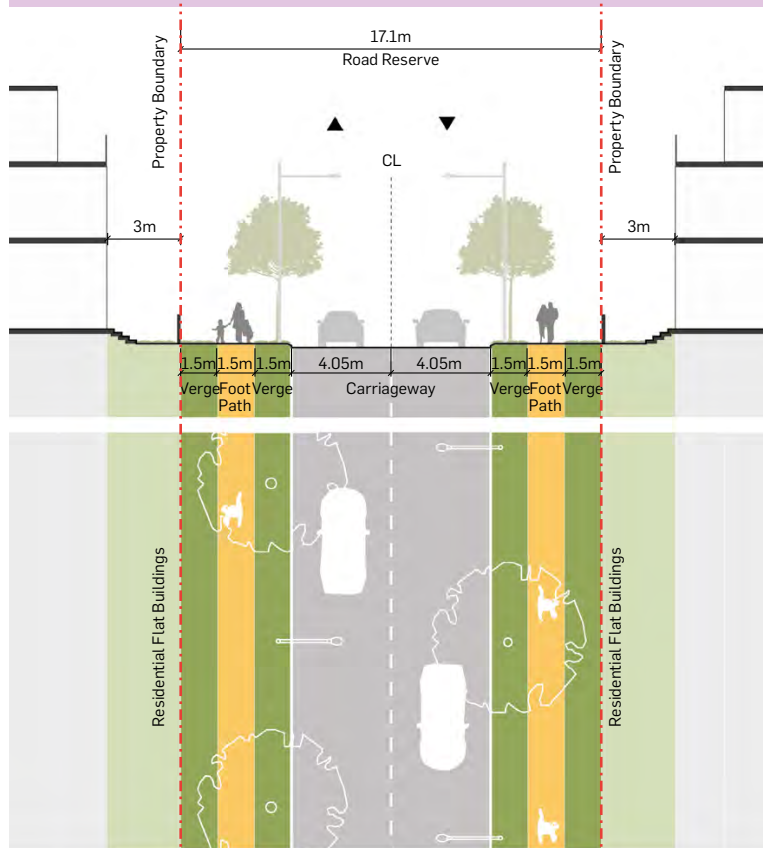


Figure 55 Indicative Street Section E-E' - Access Street - Type 6

ACCESS PLACE - BUSHFIRE COMPLIANT / 14.5M

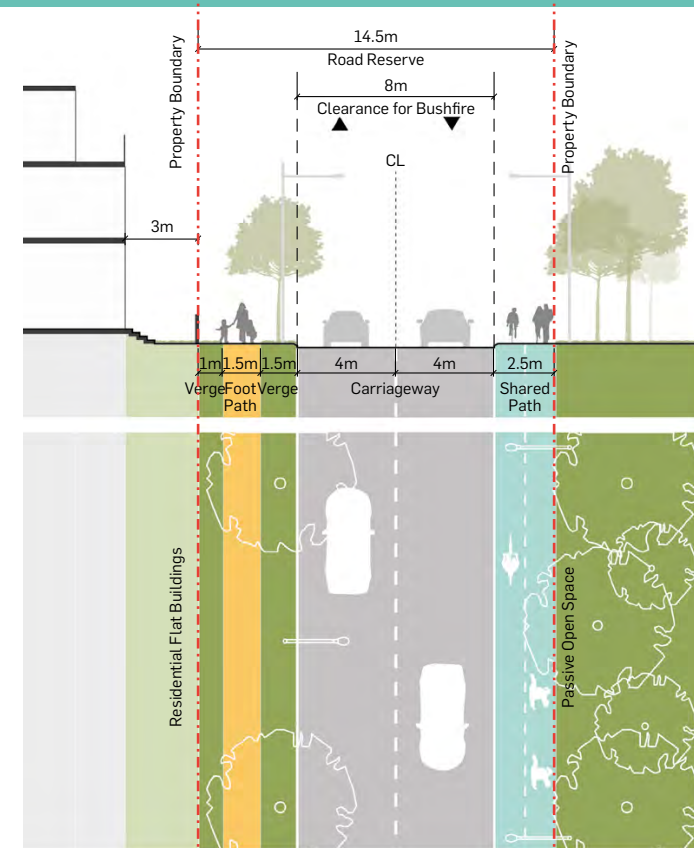


Figure 54 Indicative Street Section F-F' - Access Place - Bushfire Compliant

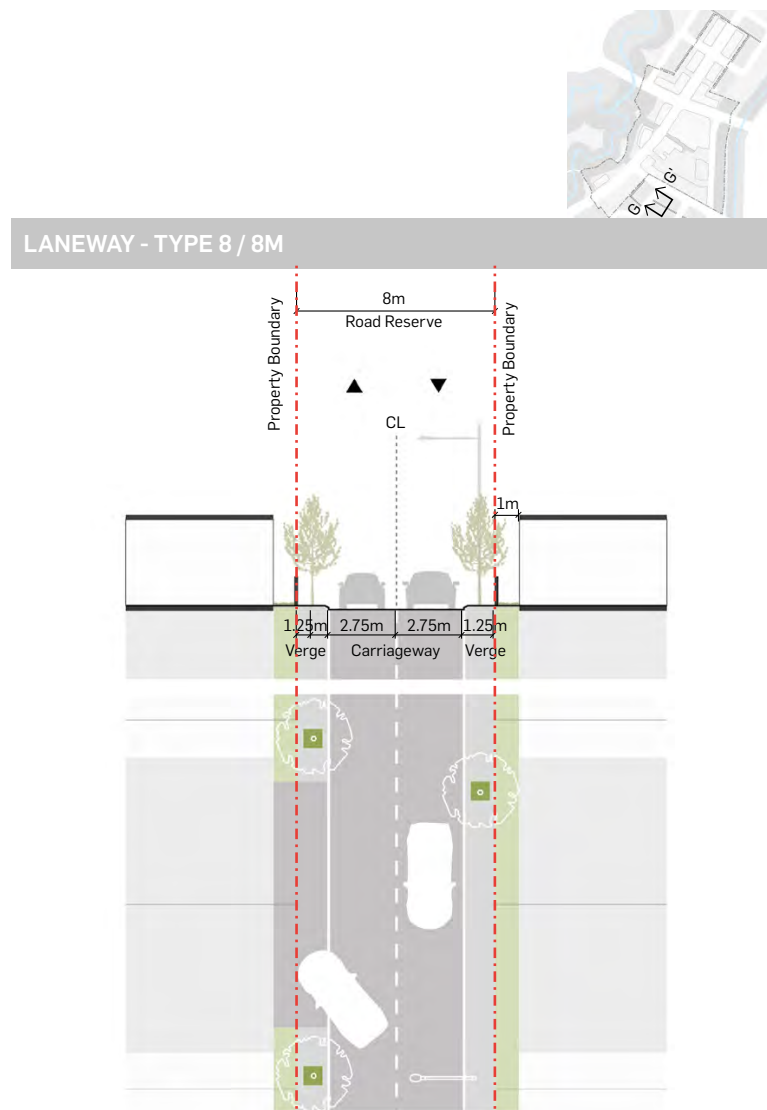


Figure 56 Indicative Street Section G-G' - Laneway - Type 8

MARSHALL MOUNT TOWN CENTRE



MAIN STREET CHARACTERISTICS



Main Street with ground floor retail activation and wide footpath. Rouse Hill, NSW



Main Street with ground floor retail and upper level residential. Polaris Town Centre, VIC

The Main Street is the primary activation zone within Marshall Mount Town Centre and characterised by the following:

- Ground floor retail activation with upper level residential apartment on the eastern side;
- Ground level community activation on the western side;
- Wider footpath fronting the retail to allow for outdoor dining;
- Tree canopy cover;
- Adopted similar carriageway configuration with Type 2A Major Collector Road type.
- Slower traffic speed environment;
- On-street parking for convenience and act as buffer to the traffic movement; and
- Potential signalised pedestrian crossing with the Fig Tree Link - subject to future transport analysis.

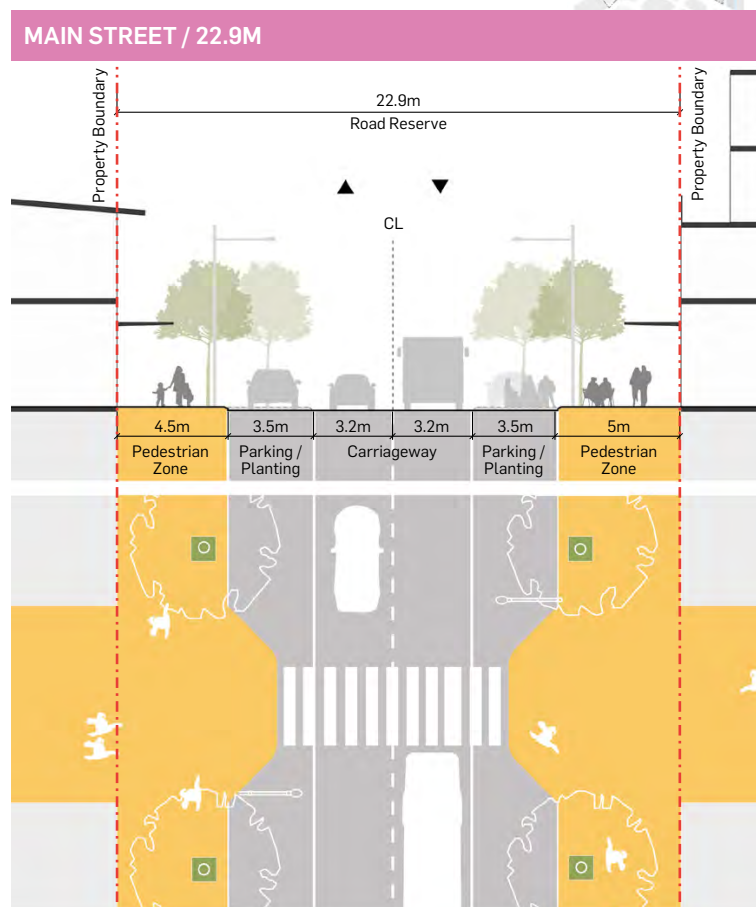


Figure 57 Indicative Street Section H-H' - Main Street



MOVEMENT AND PLACE CLASSIFICATIONS

The Transport for NSW's Design of Roads and Streets document provide guidelines and classification of the four road and street environment identified in the Movement and Place framework. This includes:

- Main Road;
- Main Street;
- Local Street; and
- Civic Space.






The guidelines provide further sub-classifications for each environment based on its function and design parameters.

The following diagram identifies the adopted road and street environment sub-classification within Marshall Mount Town Centre.

LEGEND

 Marshall Mount Town Centre

MOVEMENT AND PLACE CLASSIFICATION

-  Main Street - Transit Boulevard
-  Main Street - High Activity High Street
-  Main Street - Connector Avenue
-  Local Street - Yield Street
-  Local Street - Residential Lane

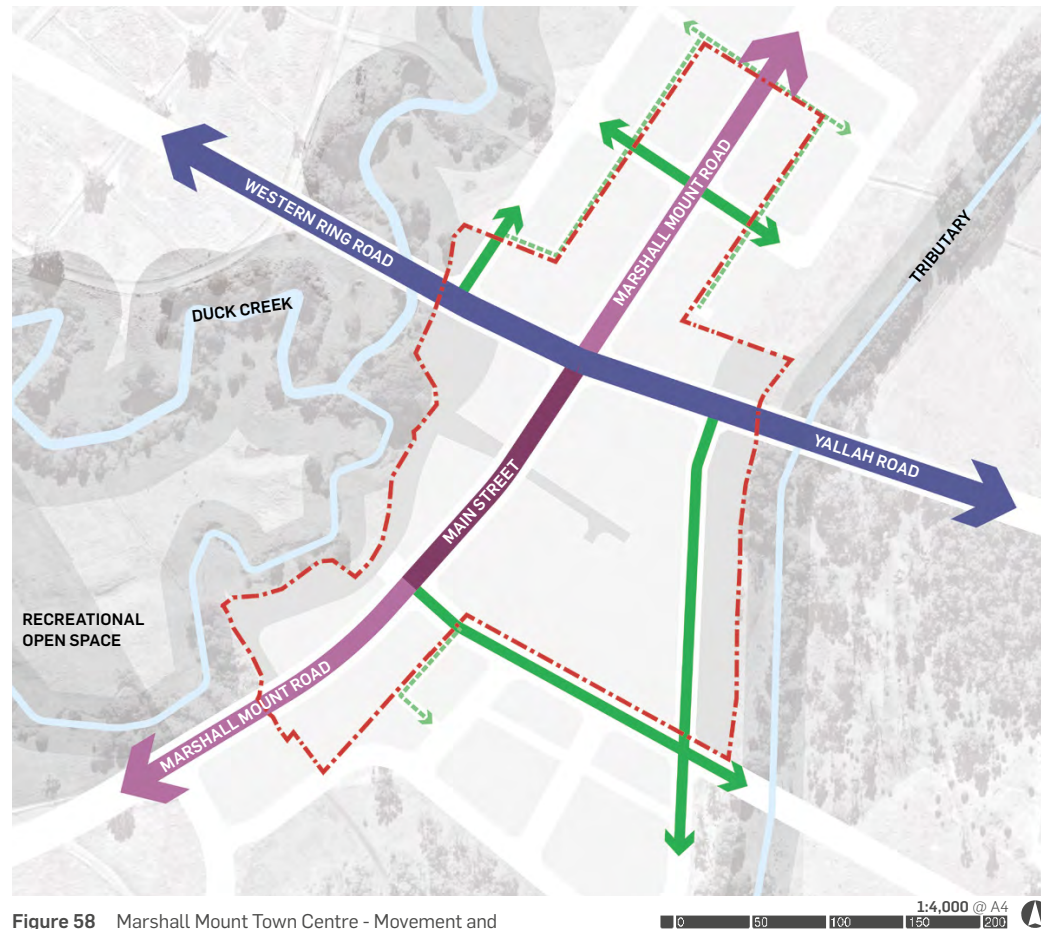


Figure 58 Marshall Mount Town Centre - Movement and Place Classifications

MARSHALL MOUNT TOWN CENTRE



INDICATIVE PARKING STRATEGY

The parking strategy for Marshall Mount Town Centre includes:

- Proposed a consolidated at-grade and basement parking provision within the Town Centre Core precinct with additional accessible parking close to community facility site and kerbside parking along Main Street and Local Street.
- Each residential lot to provide its own parking provision in basement with access from the rear laneway.

The following diagram identify the indicative parking provision.

LEGEND

- Marshall Mount Town Centre
- Town Centre Core

PARKING AND ACCESS

- Indicative Access Points
- Indicative Access to Basement Parking
- Indicative Consolidated Town Centre Core At-grade Parking
- Indicative At-grade Parking
- Indicative Ground Level Podium Parking
- Indicative Basement Parking
- Indicative Kerbside Parking
- Indicative Loading Area

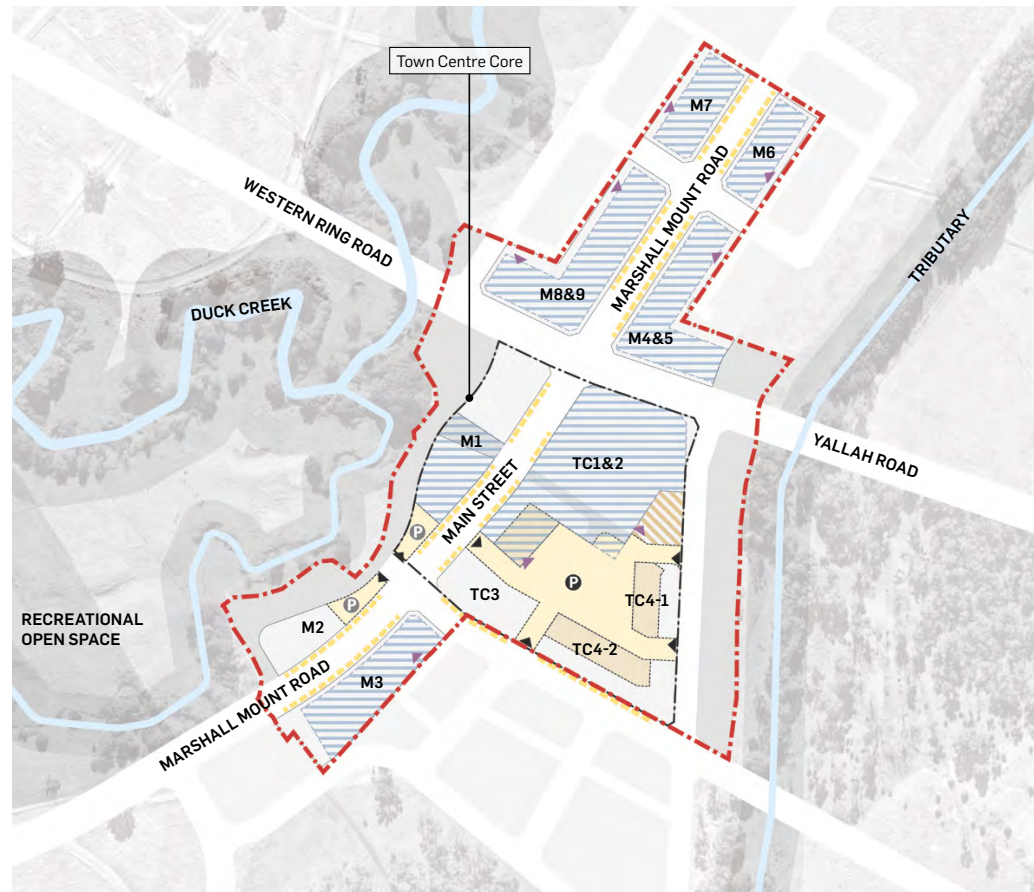


Figure 59 Marshall Mount Town Centre - Indicative Parking Strategy

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MARSHALL MOUNT TOWN CENTRE



STRATEGY 3 CENTRE ACTIVATION

Create a walkable and compact Town Centre that is accessible to the community and benefiting from the exposure to passing trade along Yallah Road and Marshall Mount Road.

The key centre activation outcomes for Marshall Mount Town Centre include:

	Marshall Mount Town Centre
GROUND LEVEL USES	
In order to create a walkable and viable Town Centre, the retail and community uses are to be concentrated along Main Street, Fig Tree Link and the primary intersection of Marshall Mount Road and Yallah Road.	
	Retail (Supermarket) Proposed full-size supermarket within the Town Centre Core precinct with access from the Fig Tree Link.
	Retail (Convenience) Proposed convenience retail including specialty retail, pharmacy, shops sleeveing the Retail (Supermarket) along the Main Street and Fig Tree Link.
	Retail (Stand-alone / Hospitality) Proposed standalone / hospitality retail including pub, tavern, restaurant, brewery.

	Community Facility <ul style="list-style-type: none"> Proposed community facilities include a multi-purpose community centre and a library. Locate community facilities along the west side of Main Street and open the interface towards Duck Creek to the west.
	Private Child Care Locate the child care at the southeast corner of Main Street.
PLACE ACTIVATION	
	Main Street Activation
	Existing Moreton Bay Fig Tree
	Fig Tree Link
	Western Promenade
	Public Area within Core Activation Zone

PRINCIPLE 3 AN ACTIVATED PLACE AND VIALE CENTRE

	Private Child Care Outdoor Space
ACTIVE STREET FRONTAGE	
	Primary Retail Active Frontage Ground-level retail uses with frequent entrances and predominantly glazed frontage, located along the Main Street and Fig Tree Link (eastern side).
	Secondary Retail Active Frontage Ground-level retail uses with predominant glazed frontage and allow for some blank walls and less frequent entrances, located at the primary intersection of Marshall Mount Road and Western Ring Road and south of Yallah Road.
	Primary Community Active Frontage Ground level community facility uses with main entrances and predominantly glazed frontage, located along the Main Street.
	Secondary Community Active Frontage Ground-level community facility uses with predominant glazed frontage and allow for some blank walls and less frequent entrances, located along the Western Promenade and Fig Tree Link (western side).

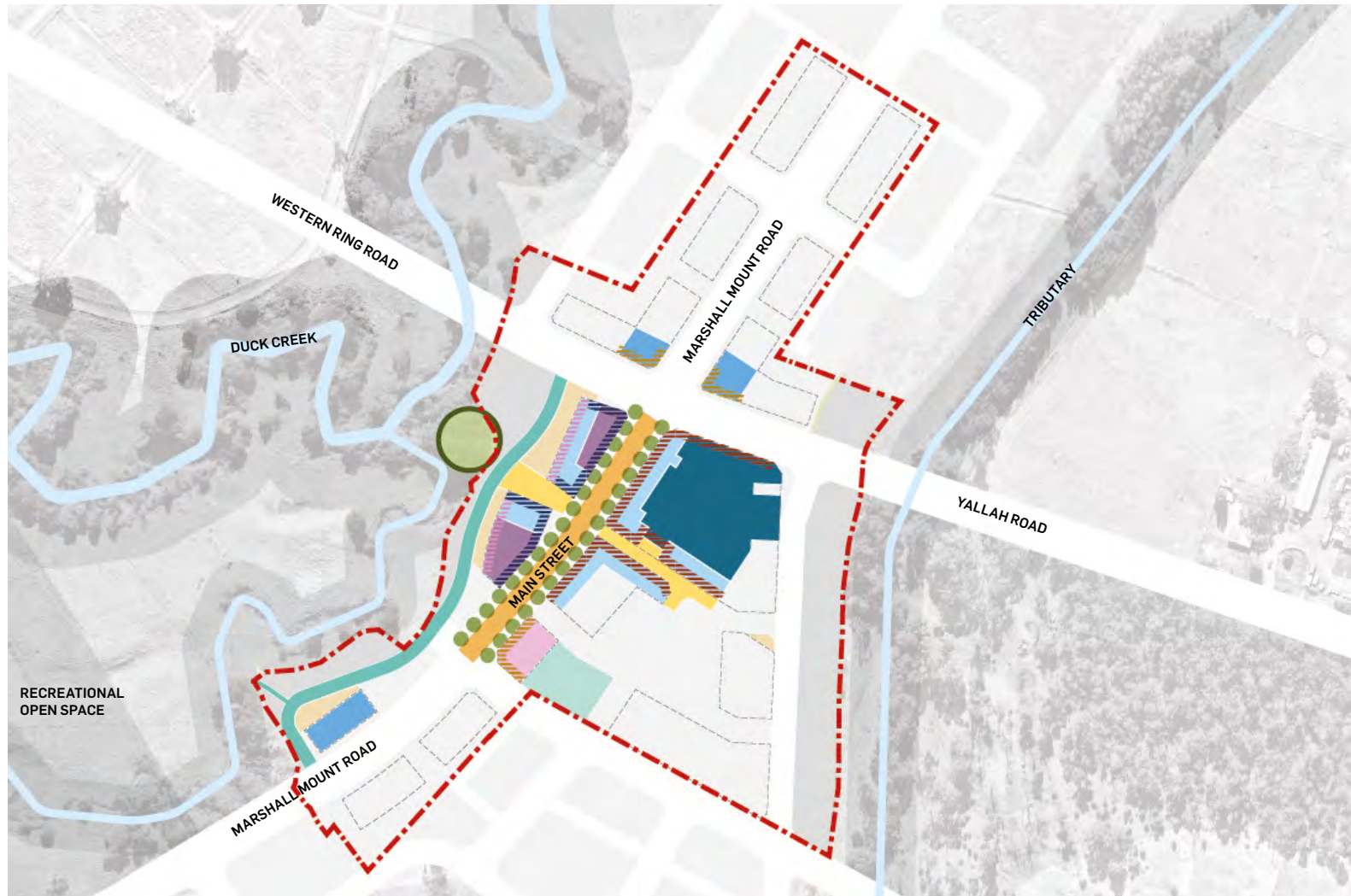


Figure 60 Marshall Mount Town Centre - Centre Activation Strategy

MARSHALL MOUNT TOWN CENTRE



RETAIL AND COMMUNITY SPACE PROVISION

Marshall Mount Town Centre provides retail and community uses comprised of supermarket, convenience retail, standalone / hospitality retail, multi-purpose community hall and potential private child care facility.

The master plan indicates the Centre can accommodate approximately 8,100 sqm of retail GFA (including a supermarket), 104% more than the retail demand forecast of 3,999 sqm, catering for the retail demand beyond 2041.

RETAIL - SUPERMARKET



Supermarket sleeved with retail. North Village, Kellyville, NSW

COMMUNITY - MULTI PURPOSE HALL



Multi-purpose community centre opens to outdoor space. Firstenburg, Vancouver

RETAIL - CONVENIENCE



Ground floor convenience retail. Rouse Hill, NSW

PRIVATE CHILDCARE



Brine Street Child Care Centre, VIC

RETAIL - STAND ALONE / HOSPITALITY



Standalone / hospitality retail.

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MARSHALL MOUNT TOWN CENTRE



STRATEGY 4 HOUSING MIX

Creating a diverse community with housing mix offer close to the Town Centre to support the centre's viability.



Marshall Mount Town Centre

HOUSING TYPOLOGY (WITHIN TOWN CENTRE)



Shoptop Housing

Proposed shop top housing located above the ground level uses (supermarket / retail / private child care) and the primary intersection corner buildings.



Residential Flat Buildings

Proposed medium rise apartments predominantly located along Marshall Mount Road, Yallah Road and the southeast corner of the Town Centre Core.

HOUSING TYPOLOGY (ADJACENT TOWN CENTRE)



Medium Density Housing

Potential mix of medium housing density housing typologies including apartments, attached homes and semi-detached homes within the surrounding R3 zone.

SHOP TOP HOUSING



Up to 6 storeys shoptop housing.
Rouse Hill, NSW

RESIDENTIAL FLAT BUILDINGS



3-4 storeys residential flat buildings with facade articulation.
Harold Park, NSW

PRINCIPLE 4

DELIVER VARIED HOUSING OFFER
CLOSE TO AMENITIES

MEDIUM DENSITY HOUSING (ADJACENT TO TOWN CENTRE)



Thornton Park, Penrith NSW



Medium density housing typologies - attached homes, semi detached, dual occupancy.

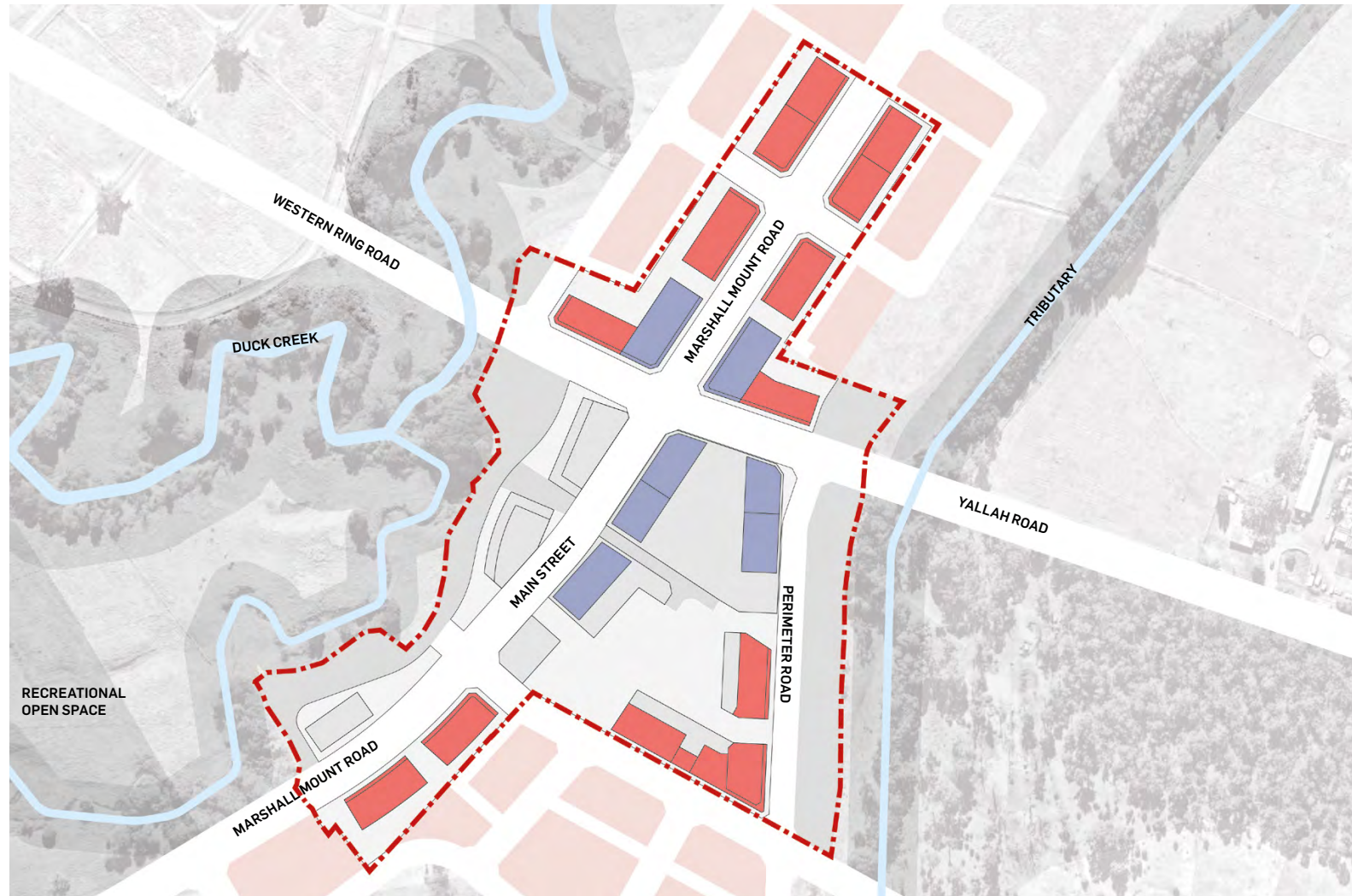


Figure 61 Marshall Mount Town Centre - Housing Mix Strategy

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MARSHALL MOUNT TOWN CENTRE



STRATEGY 5 BUILT FORM

The Town Centre built form strategy is designed to provide a varied height outcomes* that celebrates and responds to the surrounding natural assets, amenities and context.

The built form configuration within Marshall Mount Town Centres is based on the following principles:

- **Reinforce View Corridors** - Reinforce view corridors to the Illawarra Escarpment along Yallah Road and new east-west Local Road, and to the existing Moreton Bay Fig Tree along the Fig Tree Link.
- **Varied Building Height and Transition** - Locate the highest building within the Town Centre at the primary intersection and transition the heights towards the open space along the western and eastern edge and towards the R3 zone to the north and south.
- **Key Marker Buildings** - The corner buildings at the primary intersection are the key marker buildings that provide high-quality building design and articulation addressing the corner location.
- **Residential Building Orientation** - Optimise residential building north-south orientation for the taller elements and east-west orientation for lower height elements to maximise solar access to units and communal open space.
- **Varied Communal Open Spaces** - Facilitate rooftop communal open spaces in varied heights including ground level, podium rooftop level and north-facing tower rooftop level.



Marshall Mount Town Centre

BUILDING HEIGHT

1-2 Storey Building

- Proposed 1-2 storey buildings at the following locations:
- Single storey buildings at the north side of Marshall Mouth Road at the southwest corner of the town centre.
 - 2-storey buildings along the west side of the Main Street.

3* Storey Building

Proposed 3-storey buildings along Marshall Mount Road, and the perimeter road on the east.

NOTE: There may be merit in exploring an increase in LEP permitted building heights to enable development up to 5 storeys along Marshall Mount Road (noting the exception for 1-2 storeys above) and along the perimeter road overlooking natural areas on the east edge. This may be considered via a Council led process or in response to an application made to Council, whilst ensuring an amendment is generally otherwise consistent with the master plan and guiding principles. Any LEP review process should also consider the NSW Government's recently announced bonuses for affordable housing via State Environmental Planning Policy (Housing) 2021.

4* Storey Building

Proposed 4-storey buildings at the primary intersection corner buildings as the tallest element within the Town Centre.

NOTE: It is recommended that Council, via the same LEP review process mentioned above, consider potential for additional heights up to 6-storey buildings at these primary intersection corner building locations (noting the exception for 1-2 storeys above).



Key Building Markers

Architectural response for key buildings to mark the town centre at the junction of Yallah Road and Marshall Mount Road. To provide high-quality building design and articulation addressing the corner location.



Indicative Building Height (Storey)*

PRINCIPLE 5

CONTEXTUAL BUILT FORM RESPONSE

KEY MARKER BUILDINGS



High quality architectural design and building articulation addressing corner location. North Village, Kellyville, NSW

1-2 STOREY BUILDING



One - two storey community buildings along Main Street. SOHO Village, Point Cook, VIC

3-4 STOREY BUILDING



3-4 storey residential buildings with two storey streetwall / articulation. Harold Park, NSW

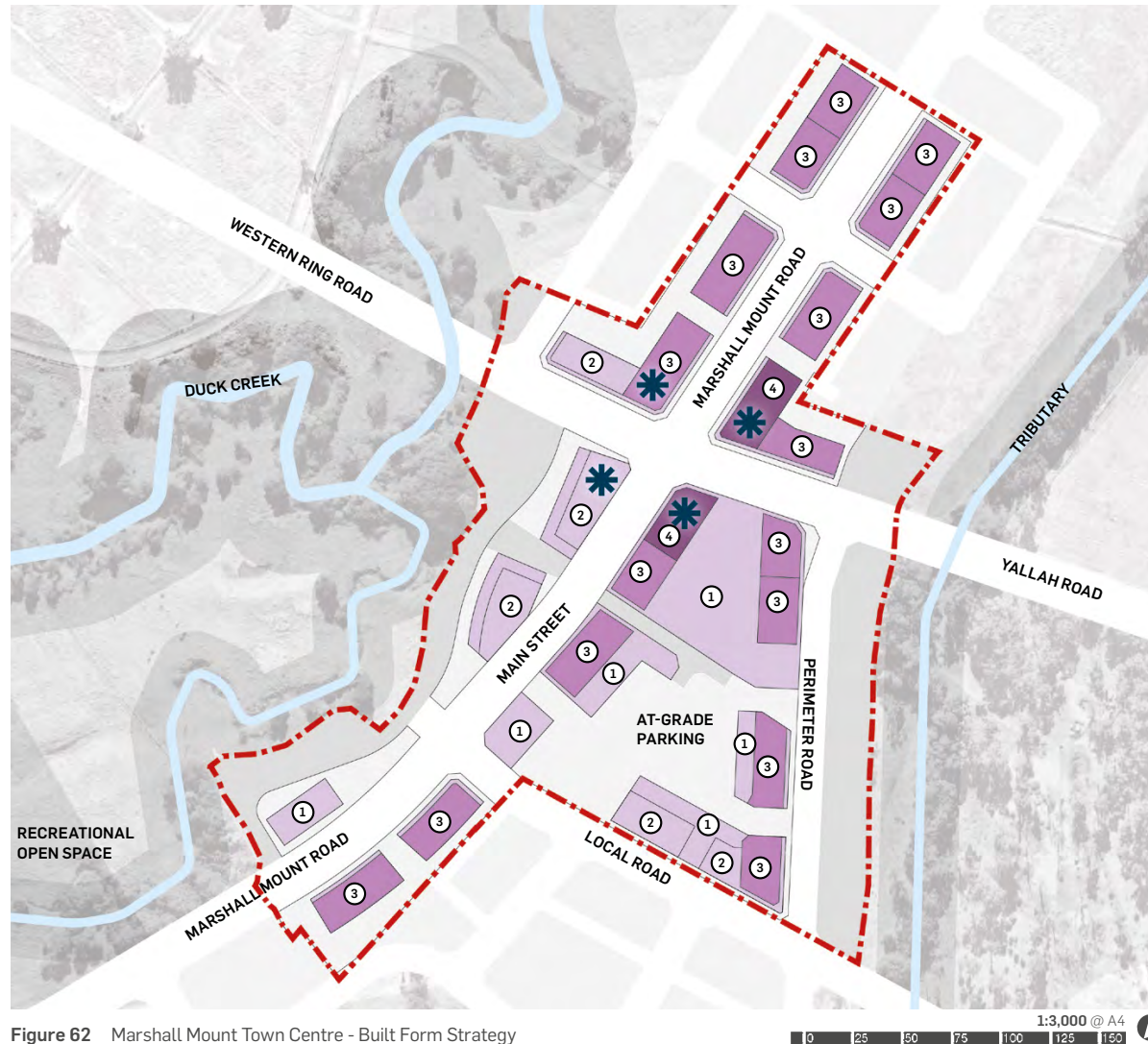


Figure 62 Marshall Mount Town Centre - Built Form Strategy

**NOTE: It is recommended that Council consider opportunities for additional height beyond the existing LEP controls to facilitate varied building height outcomes and facilitate achievable GFA closer to Existing LEP FSR provisions. Opportunities for additional height should be considered in the context of the NSW Governments recently announced bonuses for affordable housing via State Environmental Planning Policy (Housing) 2021.*

MARSHALL MOUNT TOWN CENTRE



INDICATIVE BUILT FORM MASSING

The following diagram provides the indicative built form strategy for Marshall Mount Town Centre.

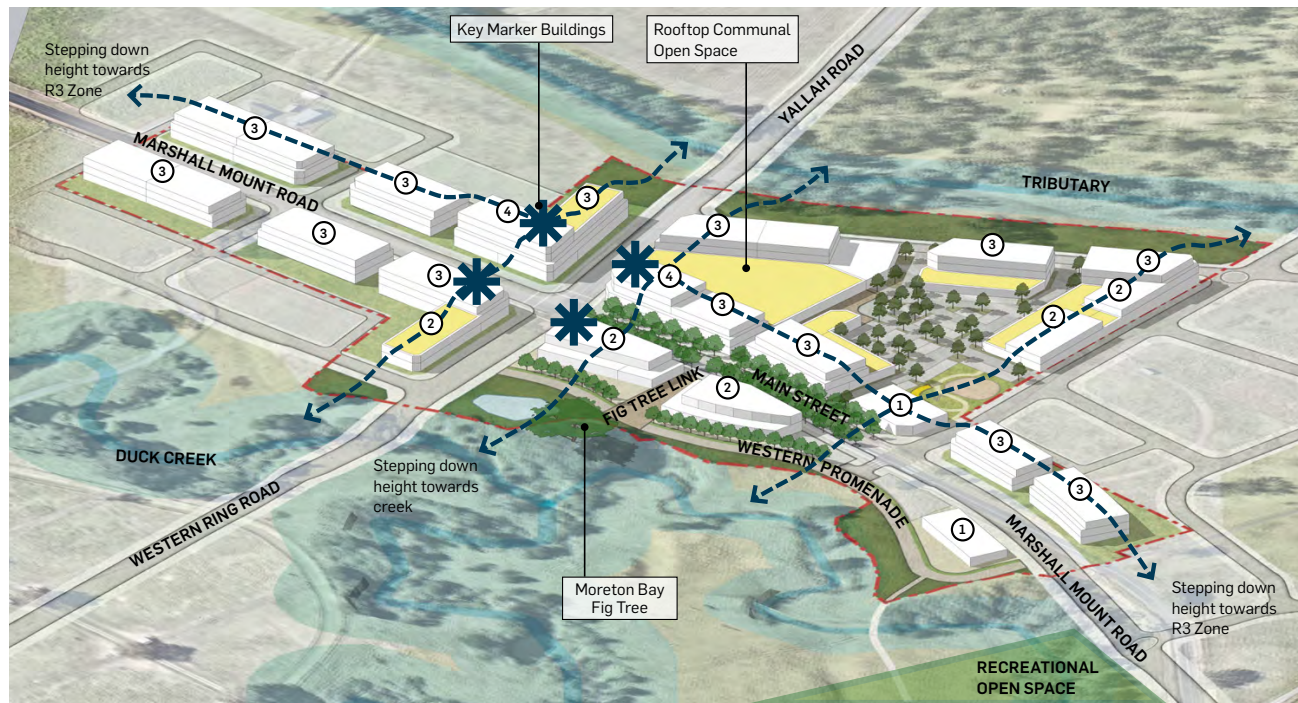







Figure 63 Marshall Mount Town Centre - Indicative Built Form Massing

**NOTE: It is recommended that Council consider opportunities for additional height beyond the existing LEP controls to facilitate varied building height outcomes and facilitate achievable GFA closer to Existing LEP FSR provisions. Opportunities for additional height should be considered in the context of the NSW Governments recently announced bonuses for affordable housing via State Environmental Planning Policy (Housing) 2021.*



INDICATIVE BUILDING SETBACKS

The following diagram provides the indicative building setbacks within the Marshall Mount Town Centre.

	Marshall Mount Town Centre
BUILDING SETBACKS	
	0m Ground Floor Street Setback Interface with retail and community facilities with up to two storey streetwall on all streets.
	3m Ground Floor Street Setback Interface with buildings with ground level residential with up to two storey street wall on all streets.
	2m Upper Level Street Setback 2m upper level setbacks above the two storey streetwall on all streets.
	4m Ground Floor Setback (Western Promenade) Interface with buildings fronting the Western Promenade with up to two storey.
	6m Upper Level Setback (Western Promenade) Additional 6m setback for buildings fronting the Western Promenade

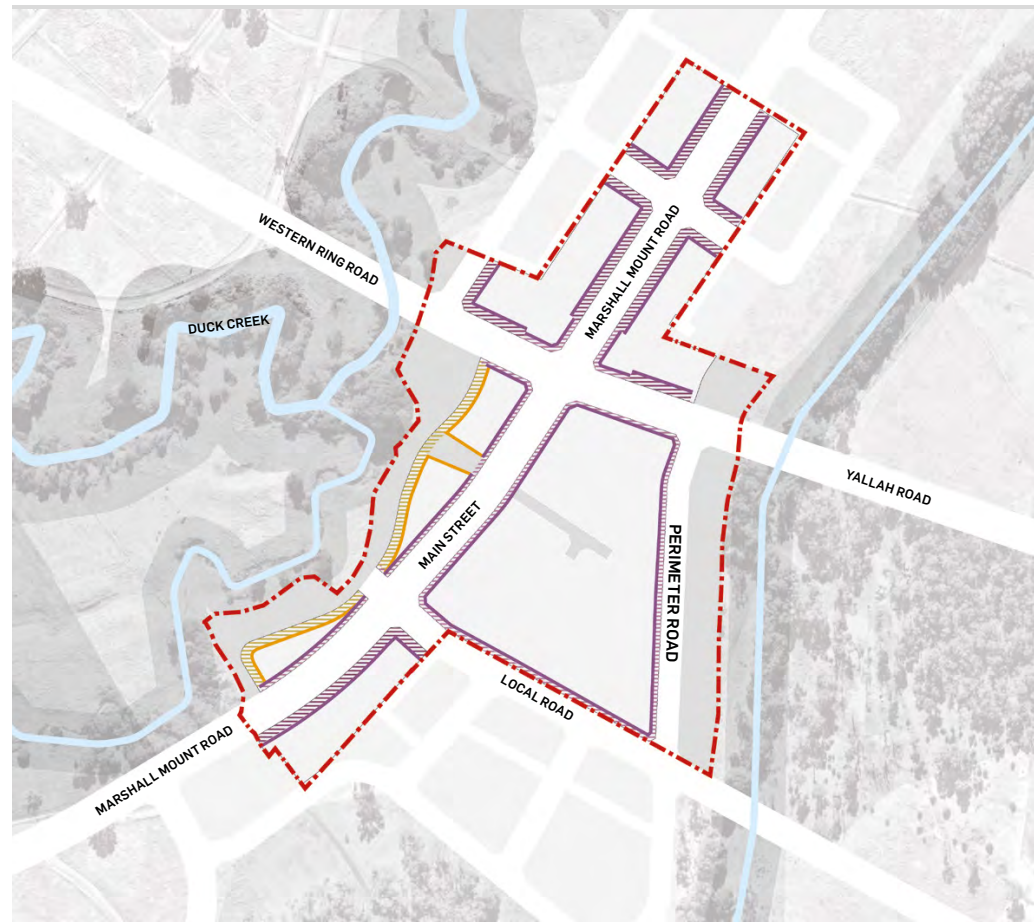


Figure 64 Marshall Mount Town Centre - Indicative Building Setbacks

MARSHALL MOUNT TOWN CENTRE

INDICATIVE YIELD BREAKDOWN - MARSHALL MOUNT TOWN CENTRE

The following table and diagram provides the proposed land use and yield breakdown of Marshall Mount Town Centre.

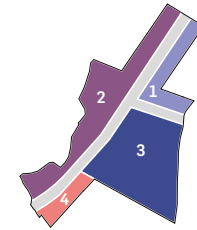


Table 8 Marshall Mount Town Centre - Yield Breakdown

LAND USE AND SITE AREA					GROSS FLOOR AREA										
LOT NO.	LAND USE	LAND USE AREA (SQM)	LAND USE AREA (HA)	LAND USE AREA (%)	RESI GFA (SQM)	COMMUNITY GFA (SQM)	CHILD CARE GFA (SQM)	RETAIL - SUPERMARKET GFA (SQM)	RETAIL - CONVENIENCE GFA (SQM)	RETAIL - F&B GFA (SQM)	TOTAL GFA (SQM)	FSR (m:1)	DW. NO.	DW. NO. (%)	DW/HA
SITE 1															
M4	Retail (Stand-alone / Hospitality) / Residential	2,940	0.29	3.6%	4,050					452	4,502	1.53	43	12.5%	146.2
M5	Residential	1,549	0.15	1.9%	2,075						2,075	1.34	22	6.4%	142.1
M6	Residential	2,145	0.21	2.6%	3,145						2,075	1.47	34	9.9%	158.5
OS	Open Space	1,220	0.12	1.5%											
	Open Space / Constrained Land	1,220	0.12												
	Road Reserve	895	0.09	1.1%											
SITE 1 TOTAL		8,749	0.87	10.6%	9,270					452	9,722	1.47	99	28.9%	149.2
SITE 2															
M1	Community / Retail (Convenience)	4,713	0.47	5.7%		2,506			1,016		3,522	0.75			
M2	Retail (Stand-alone / Hospitality)	1,838	0.18	2.2%						544	544	0.30			
M7	Residential	2,589	0.26	3.1%	3,144						3,144	1.21	34	9.9%	131.3
M8	Residential	2,112	0.21	2.6%	2,363						2,363	1.12	25	7.3%	118.4
M9	Retail (Stand-alone / Hospitality) / Residential	3,517	0.35	4.3%	3,281					336	3,617	1.03	35	10.2%	99.5
OS	Open Space	6,474	0.65	7.9%											
	Western Promenade	2,366	0.24												
	Open Space / Constrained Land	4,108	0.41												
	Road Reserve	3,581	0.36	4.3%											
SITE 2 TOTAL		24,824	2.48	30.1%	8,788	2,506			1,016	880	13,190	0.53	94	27.4%	37.9

**NOTE: It is recommended that Council consider opportunities for additional height beyond the existing LEP controls to facilitate varied building height outcomes and facilitate achievable GFA closer to Existing LEP FSR provisions. Opportunities for additional height should be considered in the context of the NSW Governments recently announced bonuses for affordable housing via State Environmental Planning Policy (Housing) 2021. The yield and parking outcomes would be expected to change if height standards are increased.*

LAND USE AND SITE AREA					GROSS FLOOR AREA										
LOT NO.	LAND USE	LAND USE AREA (SQM)	LAND USE AREA (HA)	LAND USE AREA (%)	RESI GFA (SQM)	COMMUNITY GFA (SQM)	CHILD CARE GFA (SQM)	RETAIL - SUPERMARKET GFA (SQM)	RETAIL - CONVENIENCE GFA (SQM)	RETAIL - F&B GFA (SQM)	TOTAL GFA (SQM)	FSR (N1)	DW. NO.	DW. NO. (%)	DW./HA
SITE 3															
TC1	Retail (Convenience & Supermarket) / Residential	8,169	0.82	9.9%	4,641			3,698	1,257		9,596	1.17	50	14.6%	61.2
TC2	Retail (Convenience) / Supermarket / Residential	3,488	0.35	4.2%	1,407				886		2,293	0.66	15	4.4%	43.0
TC3	Private Child Care	1,954	0.19	2.4%			566				566	0.29			
TC4	Residential	8,288	0.83	10.1%	4,272						4,272	0.52	45	13.1%	54.3
OS	Open Space	4,999	0.50	6.1%											
	Open Space / Constrained Land	4,999	0.50												
	Road Reserve	3,624	0.36	4.3%											
SITE 3 TOTAL		30,522	3.05	37.0%	10,321		566	3,698	2,142		16,727	0.55	110	32.1%	36.0
SITE 4															
M3	Residential	3,945	0.39	4.7%	3,716						3,716	0.94	40	11.7%	101.4
	Road Reserve	686	0.07	0.9%											
SITE 4 TOTAL		4,631	0.46	5.6%	3,716						3,716	0.80	40	11.7%	86.4
EXISTING ROAD RESERVE		13,740	1.37	16.7%											
TOTAL		82,466	8.25	100.0%	32,095	2,506	566	3,698	3,158	1,332	43,355	0.53	343	100.0%	41.6

INDICATIVE MASTER PLAN

FOWLERS VILLAGE CENTRE

VISION

The vision for Fowlers Village Centre is to create:

“A compact and local scale retail precinct, conveniently located for daily needs and accessible via public and active transport. Characterised by a Main Street which is aligned to capture views to Mount Keira and Mount Kembla, it celebrates place and balances pedestrian and vehicle movement.”

To enable this vision, the Village Centre is to deliver:

- **Celebrate the scenic landscape character:** Align the Main Street along view lines to Mount Keira and Mount Kembla.
- **Active and healthy lifestyles:** Provide seamless pedestrian and cyclist connections into the village centre from the adjacent roadways, open space and key destinations.
- **Day-to-day convenience:** Concentrate supermarket, retail and services along the Main Street with visibility and access from Cleveland Road.
- **Housing mix close to the centre:** Locate medium-density housing typologies close to the Village Centre providing housing choice with convenience.

The concept master plan for Fowlers Village Centre is illustrated in the opposite page.



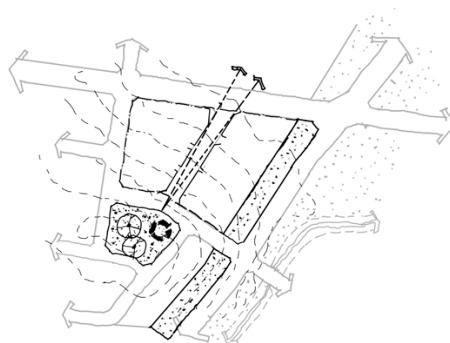
Figure 65 Fowlers Village Centre - Concept Master Plan

FOWLERS VILLAGE CENTRE

GUIDING PRINCIPLES

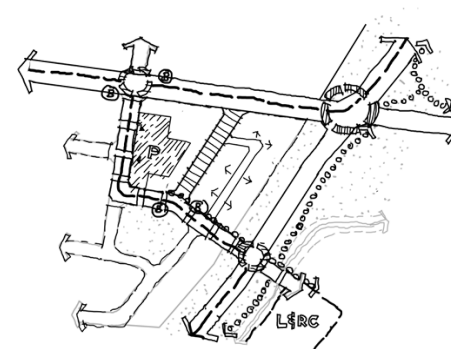
Five guiding principles were identified for the Fowlers Village Centre site which brings together the planning context, place analysis and development opportunities to underpin the master plan.

01 CELEBRATE COUNTRY



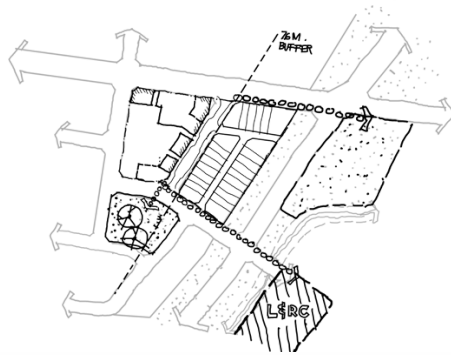
1. Establish a local open space on the hill to the south of the centre retaining the existing mature trees.
2. Establish a view corridor from the local open space along the Main Street, through to Mount Kembla and Mount Keira.
3. Design street layout and building configurations to respond to topography.
4. Provide linear pathways within the Eastern Gas Pipeline easement.

02 A CONNECTED AND ACCESSIBLE CENTRE



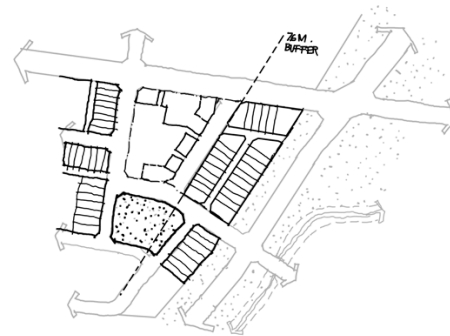
1. Design the Main Street to balance place vibrancy, pedestrian movement and vehicle access.
2. Establish a minor collector road, bypassing the centre, providing vehicular and active transport connectivity between neighbourhoods north of Cleveland Road and the future Leisure and Recreation Centre to the east of Fowlers Road (south).
3. Signalise intersections, including providing safe pedestrian and cycleway crossings, at both Cleveland Road and Fowlers Road (south) junctions with the proposed minor collector road.
4. Realign bus network through the minor collector road, locating bus stops close to the main street and future leisure centre.
5. Locate vehicle and service access off laneways and collector roads, away from the main street.
6. Consolidate at-grade parking behind retail provision.

03 AN ACTIVATED PLACE AND VIABLE CENTRE



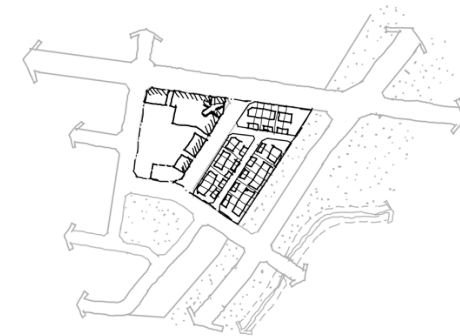
1. Create a safe and compact centre locating retail activity along the main street, beyond the 76m buffer zone to the Eastern Gas Pipeline.
2. Co-locate retail, private childcare and open space to create a compact and walkable village centre within a walkable distance to the Leisure and Recreation Centre.
3. Locate the primary retail activation along the western side of the main street and secondary activation along the southern side of Cleveland Road to maximise visibility to passing trade.
4. Promote passive surveillance and minimise vehicle and pedestrian conflicts on the Main Street by providing parking access to residential via rear laneway.

04 DELIVER VARIED HOUSING OFFER CLOSE TO AMENITIES



1. Locate medium density residential uses, including terraces and townhouses, within the 76m buffer zone to the Eastern Gas Pipeline.

05 CONTEXTUAL BUILT FORM RESPONSE

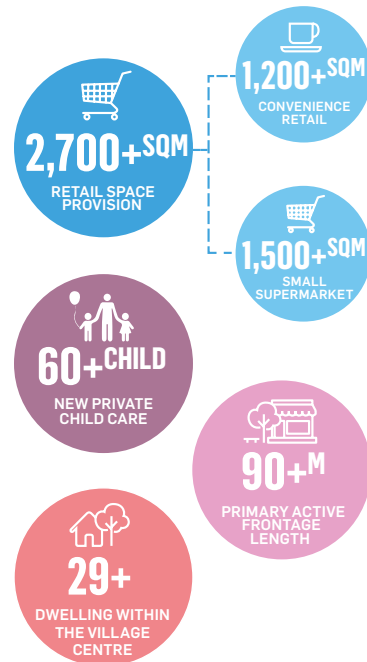


1. Locate key marker building at the north-western corner of the Main Street.
2. Designate corner lots and preferred location for 2 storey at rear and to address both streets.

FOWLERS VILLAGE CENTRE

STRUCTURE PLAN

The Structure Plan summarises the key elements of the Indicative Plan including the building uses, access and movement, natural assets, open space, public domain, place activation and infrastructure.



LEGEND

Fowlers Village Centre

BUILDING USES

Mixed Retail Supermarket and Convenience
 Retail (Convenience)
 Private Child Care
 Residential (Medium Density)

ACCESS & MOVEMENT*

Sub-arterial Road (Type 2) - 22.9m
 Major Collector Road (Type 3) - 21.9m
 Minor Collector Road (Type 4) - 20.95m
 Main Street - 20m
 Access Road (Type 6) - 17.1m
 Access Place (Type 7B) - 13.5m
 Laneway (Type 8) - 8m
 Indicative Access Point
 Proposed Bus Stop
 Bus Route Realignment (South-Central Loop)

At-grade Parking
 Indicative Loading Area
 Off-road Shared Path
 Road-side Shared Path
 Pedestrian Connection to the Main Street
 Signalised Primary Intersection
 Signalised Secondary Intersection
 Left In Left Out
 Roundabout

NATURAL ASSETS

Mullet Creek Tributary
 Core Riparian Zone
 Proposed Retained Existing Trees
 Recreational Open Space (Zoned RE1)
 Visual Connections
 2m Contour Lines

OPEN SPACE, PUBLIC DOMAIN AND PLACE ACTIVATION

Pedestrian Link
 Passive Open Space
 Proposed Local Open Space
 Private Child Care Outdoor Space
 Ground Floor Private Open Space
 Indicative Planting with At-grade Parking
 Primary Active Frontage
 Secondary Active Frontage
 Key Marker Building

INFRASTRUCTURE

Jemena Eastern Gas Pipeline (EGP) Easement
 Jemena Eastern Gas Pipeline (EGP) 76m Buffer Zone

*Note:

- Final intersection arrangement is subject to future transport analysis.
- Final layout of road network is subject to design which may differ from that show in the proposed structure plan.

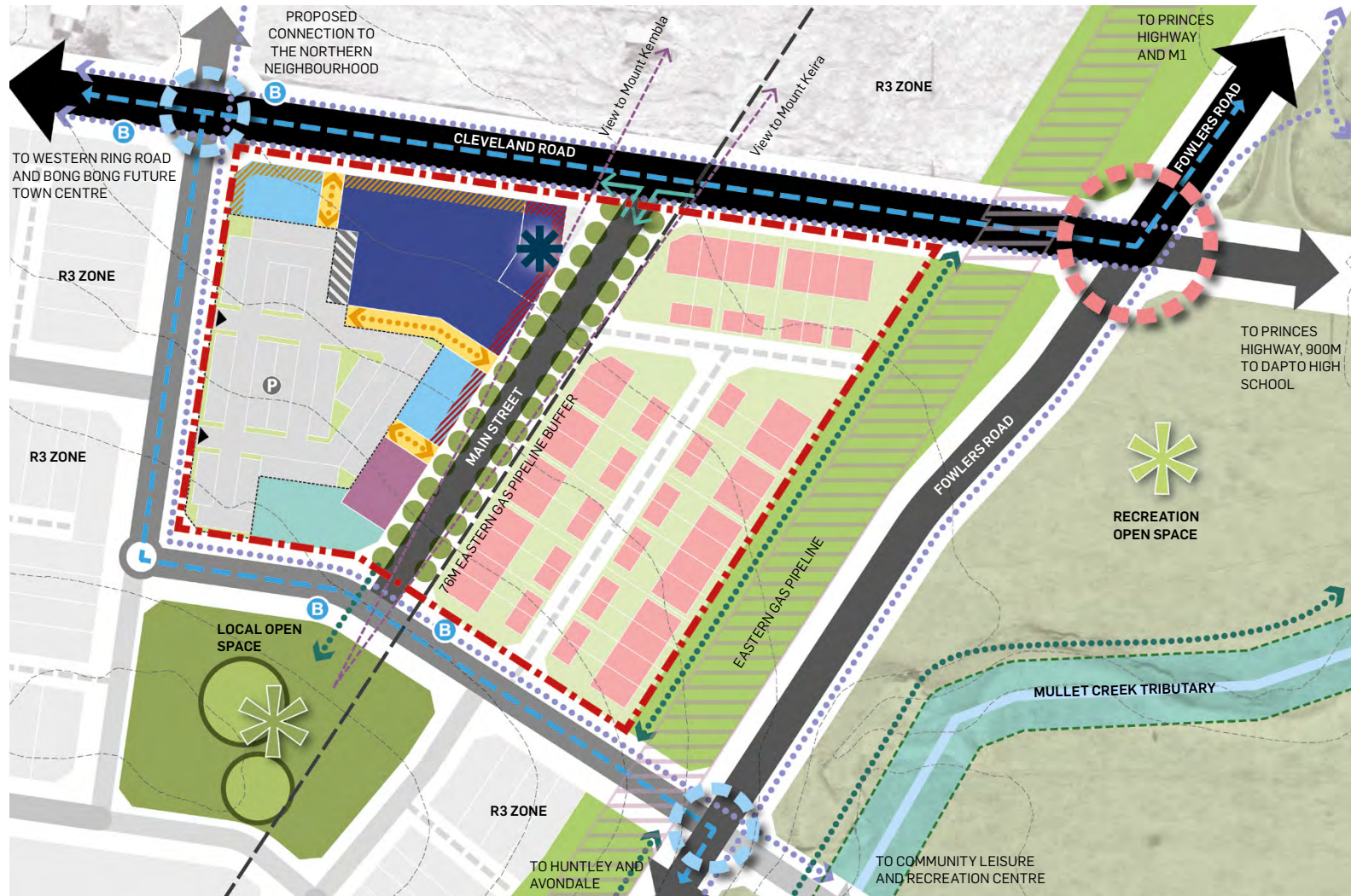
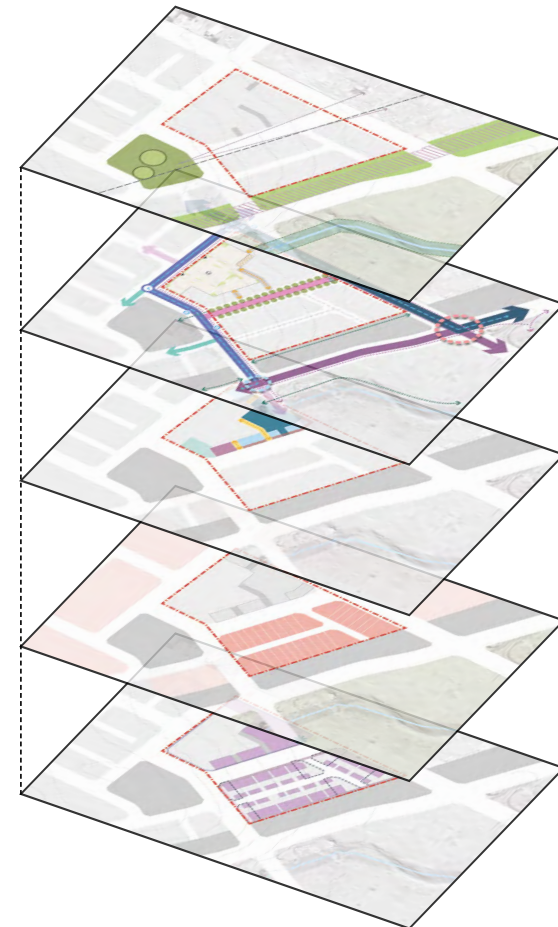


Figure 66 Fowlers Village Centre - Structure Plan

FOWLERS VILLAGE CENTRE

LAYERED STRATEGIES

Five layered strategies demonstrate the detailed design outcomes of a new walkable and viable Village Centre in alignment with the guiding principles.



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FOWLERS VILLAGE CENTRE



STRATEGY 1 NATURAL ASSETS

Celebrate the unique scenic landscape setting of the Site including protecting the existing mature trees, responding to the local topography and leveraging the infrastructure easement as landscape amenity and linear connectivity.

The key outcomes include:

	Fowlers Village Centre		Jemena Eastern Gas Pipeline (EGP) Easement
NATURAL ASSETS			Jemena Eastern Gas Pipeline (EGP) 76m Buffer Zone No Sensitive Use within 76m of the EGP.
	Visual Connections Established visual connections along the Main Street to Illawarra Escarpment including Mount Kembla and Mount Keira.		2m Contour Lines
	Proposed Local Open Space Proposed a 4,500 sqm new local open space to the southern end of Main Street.		Mullet Creek & Riparian Zone Mullet Creek and its riparian zone to the southeast of Fowlers Road.
	Existing Mature Trees Retained existing mature trees within the proposed local open space to the south.		Recreational Open Space (Zoned RE1) Proposed recreational open space zone along the eastern side of Fowlers Road.
	Open Space within Gas Easement Provide linear pathways within the Eastern Gas Pipeline easement.		

PRINCIPLE 1 CELEBRATE COUNTRY

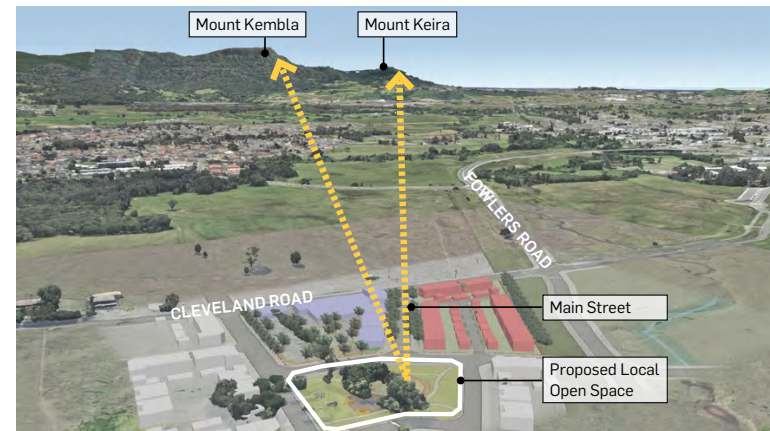


Figure 67 Visual Connections

LOCAL OPEN SPACE AND VISUAL CONNECTIONS

The proposed local open space to the south of the Village Centre leverages the high elevation within the locality with the opportunity to create view connections to the scenic Illawarra Escarpment including Mount Kembla and Mount Keira, which inform the Main Street alignment.

The local open space is characterised by:

- Open lawn at the southern end of the Main Street for recreation;
- Viewpoint at the highest elevation of the open space; and
- Retained existing mature trees for local character.



Figure 68 Fowlers Village Centre - Natural Assets Strategy

FOWLERS VILLAGE CENTRE



STRATEGY 2 ACCESS AND MOVEMENT

Create convenient, safe and prioritised active and public transport connections to and from the Village Centre.

The key outcomes include:



Fowler's Village Centre

ROAD NETWORK AND INTERSECTIONS*

Create a legible inter-connected and integrated street network with different characters and functions to balance movement and place outcomes including:



Sub-arterial Road (Type 2) - 22.9m

Primary west to north access route with bus service that connects to Princes Highway and M1.



Major Collector Road (Type 3) - 21.9m

Primary south to east access route with bus service.



Minor Collector Road (Type 4) - 20.95m

Proposed access route bypassing the Village Centre with bus service.



Main Street - 20m

Pedestrian-friendly street with wide footpath, slow traffic speed, on street parking with retail activation along the western side and residential interface along the eastern side.

-----	Laneway (Type 8) - 8m
	Vehicular access to the rear garage of the residential lots.
	Signalised Primary Intersection
	Primary intersection between Cleveland Road and Fowlers Road.
	Signalised Secondary Intersection
	Secondary intersection between the Minor Collector Road and Sub-arterial Road providing safe pedestrian and cycle crossing.
	Left In Left Out
	Access to Main Street from Cleveland Road for westbound traffic.
	Roundabout
	Access Street (Type 6) - 17.1m
	Minor local access street outside of the Village Centre with residential interface on both sides.
	Access Place (Type 7B) - 14.5m
	Minor local access street outside of the Village Centre with the open space on one side.

PUBLIC AND ACTIVE TRANSPORT



Proposed Bus Stop

Proposed bus stops at the north-west corner of the Site and the southern end of the Main Street providing public transport service to the Village Centre.

PRINCIPLE 2

A CONNECTED AND ACCESSIBLE CENTRE

	Bus Route (South-Central Loop)
	Realign the bus route along the Minor Collector Road.
	Off-road Shared Path
	Shared pedestrian / cycle paths along the Eastern Gas Pipeline easement.
	Road-side Shared Path
	Shared pedestrian / cycle paths within the road reserve.
	Pedestrian Links to the Main Street
	Create pedestrian links between Main Street and at-grade parking area to the West.

PARKING AND ACCESS



Indicative Access Point

Parking and servicing access points from Minor Collector Road.



Consolidated At Grade Parking

Consolidated at-grade parking behind the Village Centre buildings.



Indicative Loading Area

Indicative loading area for supermarket.



Indicative Planting within At-grade Parking

*Note:

- Final intersection arrangement is subject to future transport analysis.
- Final layout of road network is subject to design which may differ from that show in the proposed structure plan.

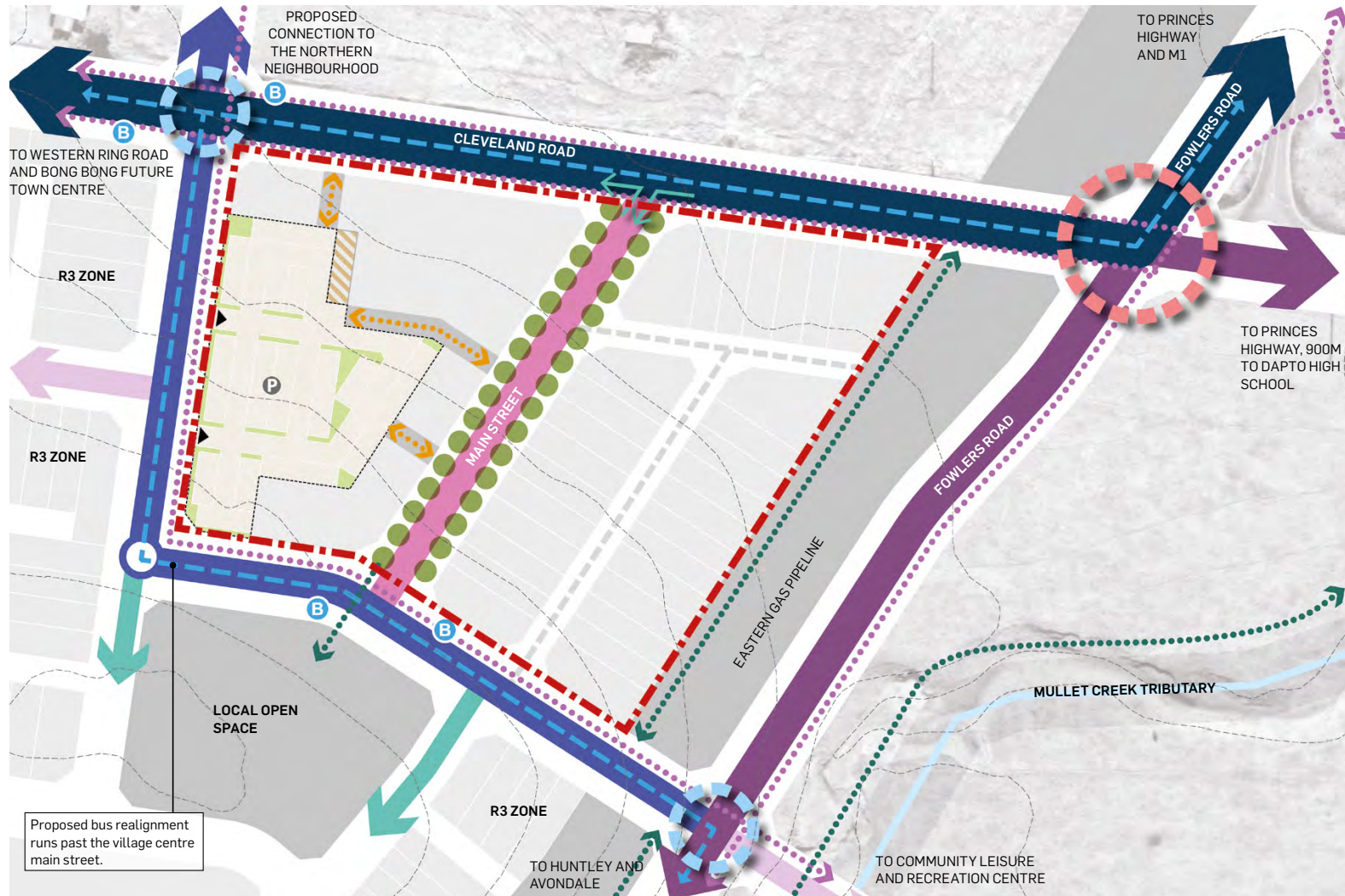


Figure 69 Fowlers Village Centre - Access and Movement Strategy

FOWLERS VILLAGE CENTRE



TYPICAL STREET SECTION

SUB-ARTERIAL ROAD - TYPE 2 / 22.9M

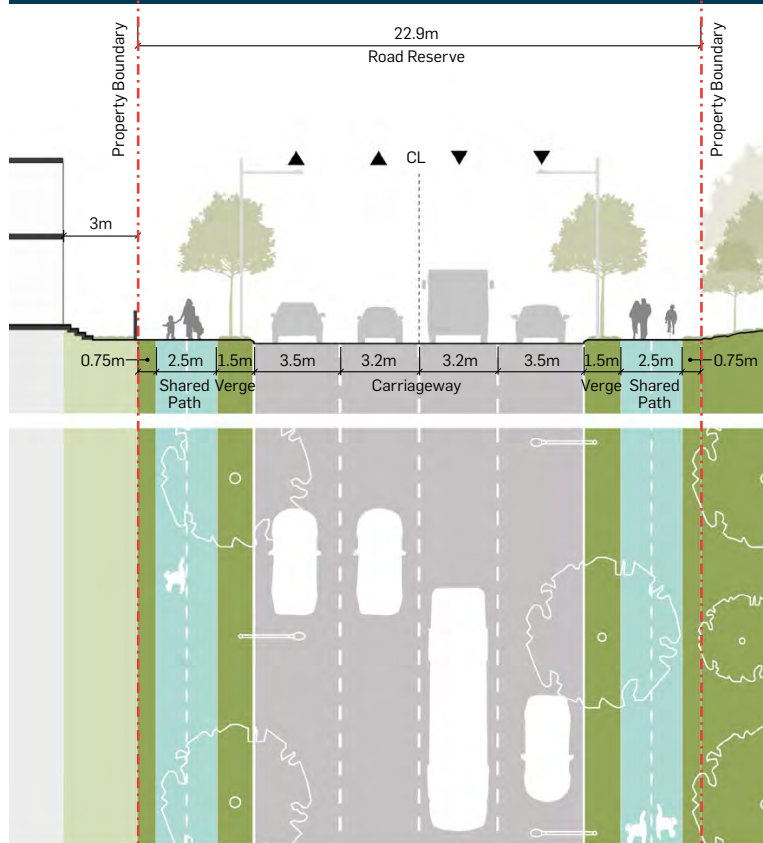


Figure 70 Indicative Street Section A-A' - Sub-Arterial Road - Type 2

MAJOR COLLECTOR ROAD - TYPE 3 / 21.9M

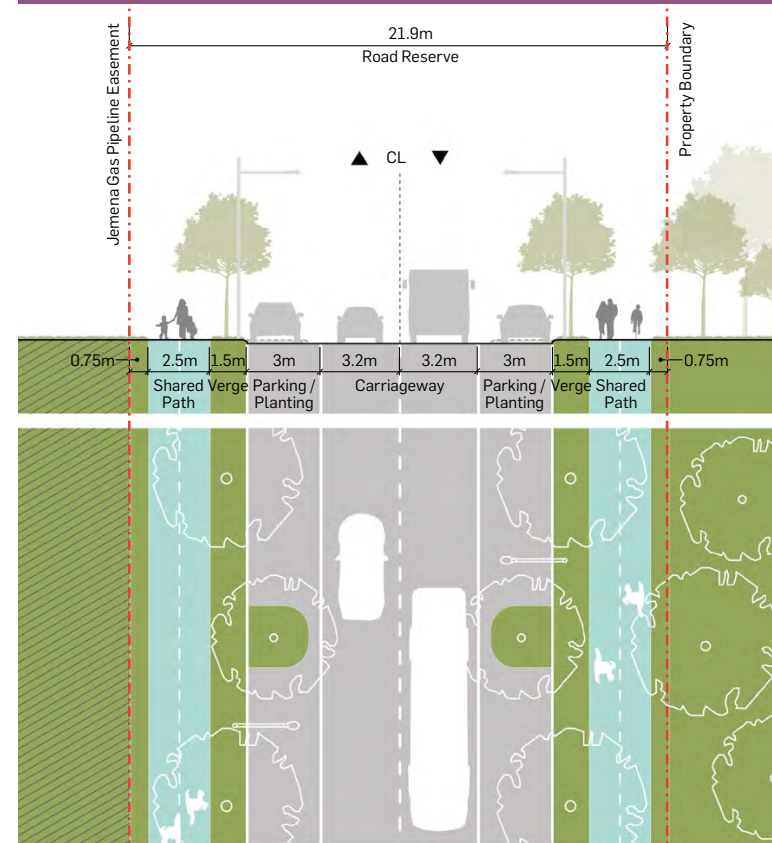


Figure 71 Indicative Street Section B-B' - Major Collector Road - Type 3

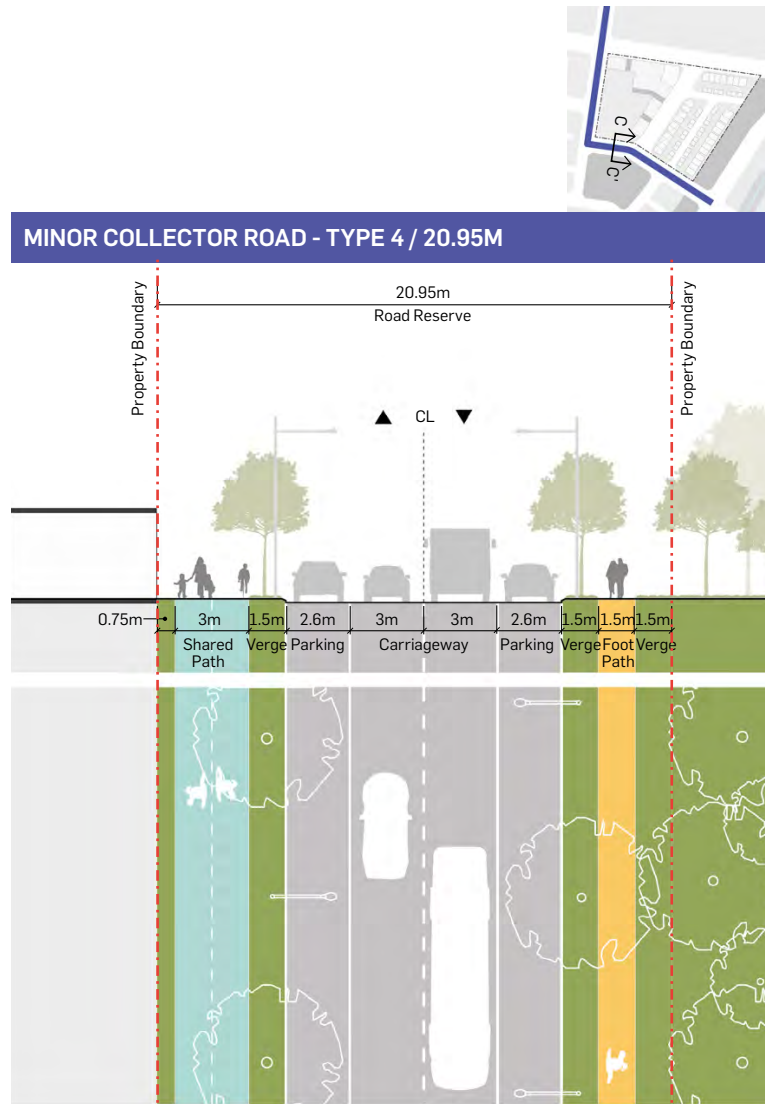


Figure 73 Indicative Street Section C-C' - Minor Collector Road - Type 4

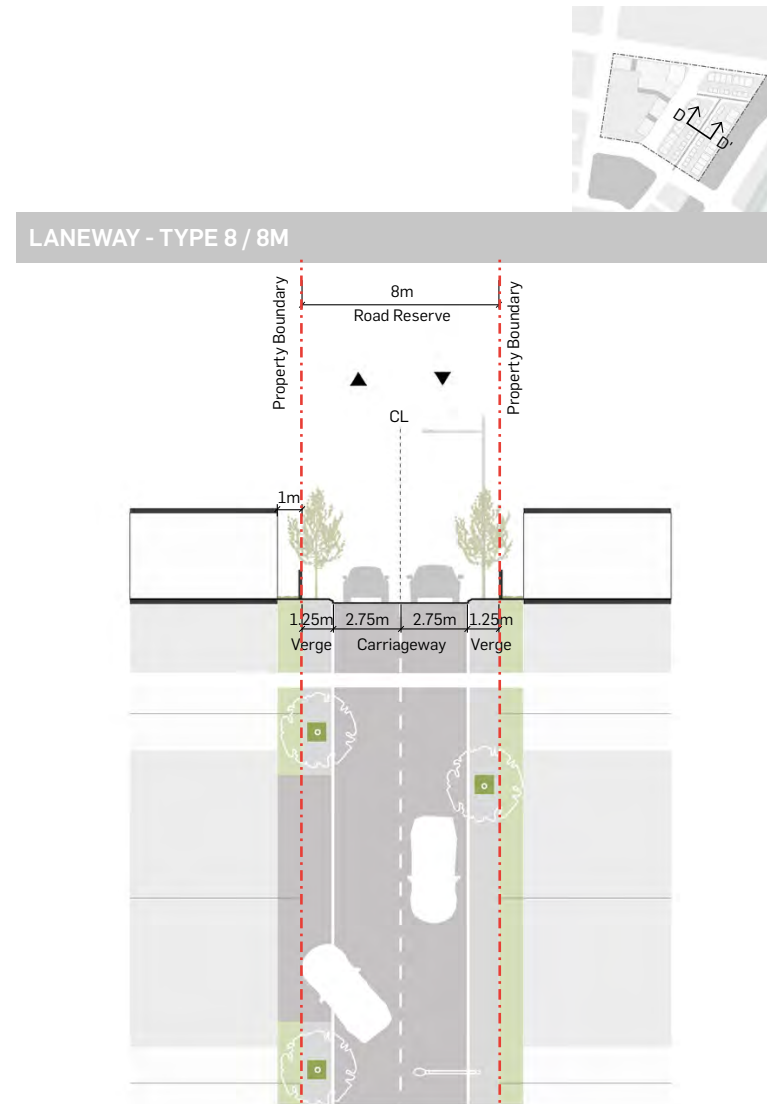


Figure 72 Indicative Street Section D-D' - Laneway - Type 8

FOWLERS VILLAGE CENTRE



MAIN STREET CHARACTERISTICS

The Main Street is the primary activation zone within Fowlers Village Centre characterised by the following:

- Ground floor retail activation on the western side;
- Residential frontage on the eastern side;
- Wide footpath fronting the retail to allow for outdoor dining and activation;
- Tree canopy cover;
- Slow traffic speed environment;
- On-street parking for convenience and act as buffer to the traffic movement; and
- Pedestrian priority crossing at both ends.

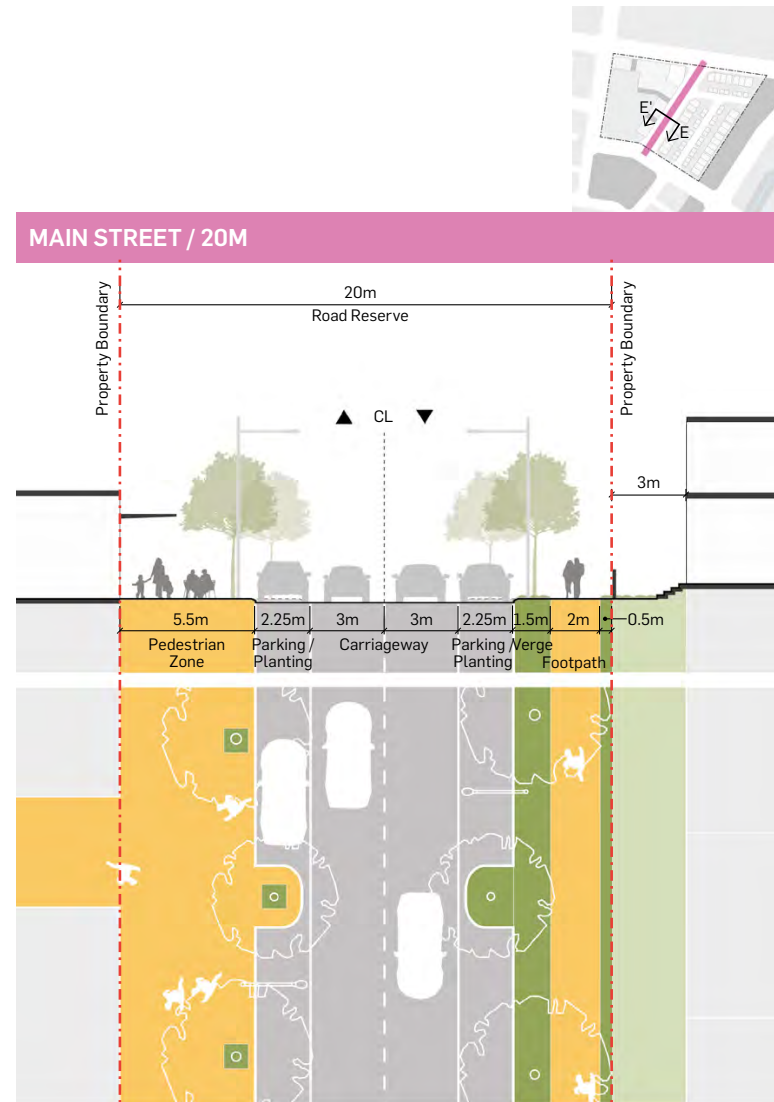


Figure 74 Indicative Street Section E-E' - Main Street



MOVEMENT AND PLACE CLASSIFICATIONS

The Transport for NSW's Design of Roads and Streets document provide guidelines and classification of the four road and street environment identified in the Movement and Place framework. This includes:

- Main Road;
- Main Street;
- Local Street; and
- Civic Space;

The guidelines provide further sub-classifications for each environment based on its function and design parameters.

The following diagram identifies the adopted road and street environment sub-classification within Fowlers Village Centre.

LEGEND



Fowlers Village Centre

MOVEMENT AND PLACE CLASSIFICATION



Main Street - Transit Way



Local Street - Connector Street



Local Street - Yield Street



Local Street - Residential Lane



Civic Space - Destination High Street

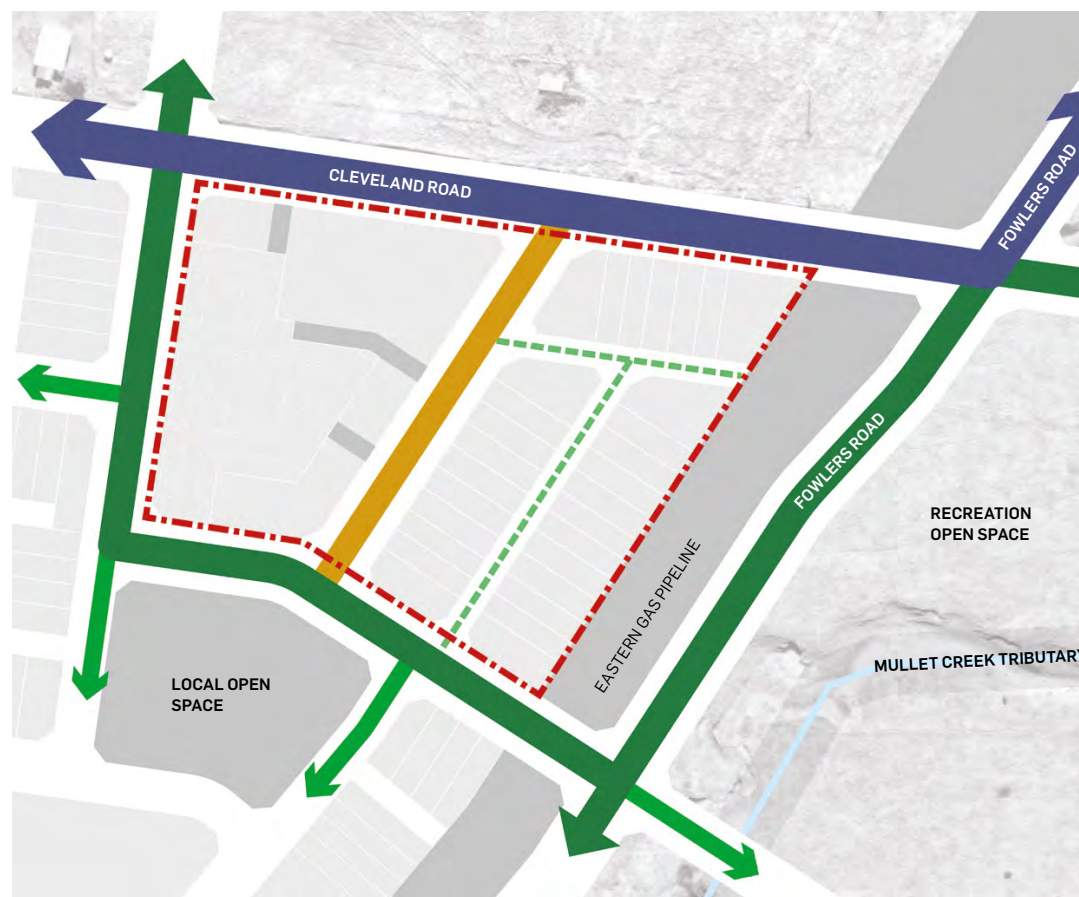


Figure 75 Fowlers Village Centre - Movement And Place Classifications

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0 20 40 60 80 100

FOWLERS VILLAGE CENTRE



INDICATIVE PARKING STRATEGY

The parking strategy for Fowlers Village Centre proposed a consolidated at-grade parking provision behind the Village Centre buildings with additional kerbside parking along Main Street and Minor Collector Road to cater for the retail and services parking requirement.

LEGEND

Fowlers Village Centre

PARKING AND ACCESS

Indicative Access Points

Indicative At-grade Parking

Indicative Loading Area

Indicative Kerbside Parking

Indicative Planting for At-grade Parking

Internal Parking Circulation

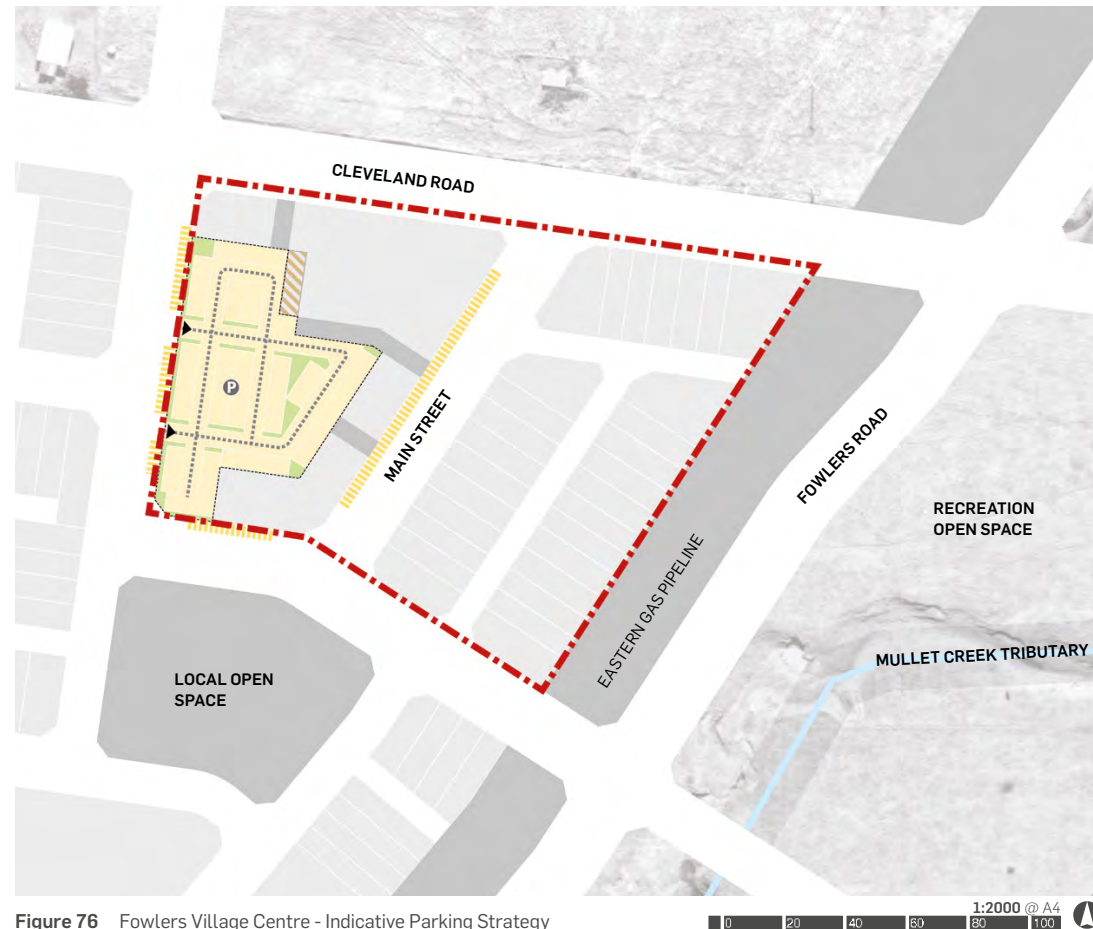


Figure 76 Fowlers Village Centre - Indicative Parking Strategy

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FOWLERS VILLAGE CENTRE






STRATEGY 3 CENTRE ACTIVATION

Create a walkable and compact Village Centre that is accessible to the community and benefiting from the exposure to passing trade along Cleveland Road and Fowlers Road.

The key public domain and centre activation outcomes for Fowlers Village Centre include:

	Fowlers Village Centre
GROUND LEVEL USES	
	Retail (Supermarket) Locate the 1,500 sqm supermarket at the northern end of Main Street providing exposure to passing trade along Cleveland Road.
	Retail (Convenience) Sleeve retail along the western side of the Main street, and at the corner intersection with Cleveland Road and Minor Collector Road.
	Private Child Care Locate the private child care at the southwest corner of Main Street.
	Private Child Care Outdoor Space

PUBLIC DOMAIN	
	Pedestrian Link Pedestrian link between the Main Street and the at-grade parking area.
ACTIVE STREET FRONTAGE	
	Primary Active Frontage Ground-level non-residential uses with frequent entries and predominantly glazed frontage.
	Secondary Active Frontage Ground-level non-residential uses with predominant glazed frontage and allow for some blank walls and less frequent entries.

PRINCIPLE 3 AN ACTIVATED PLACE AND VIALE CENTRE

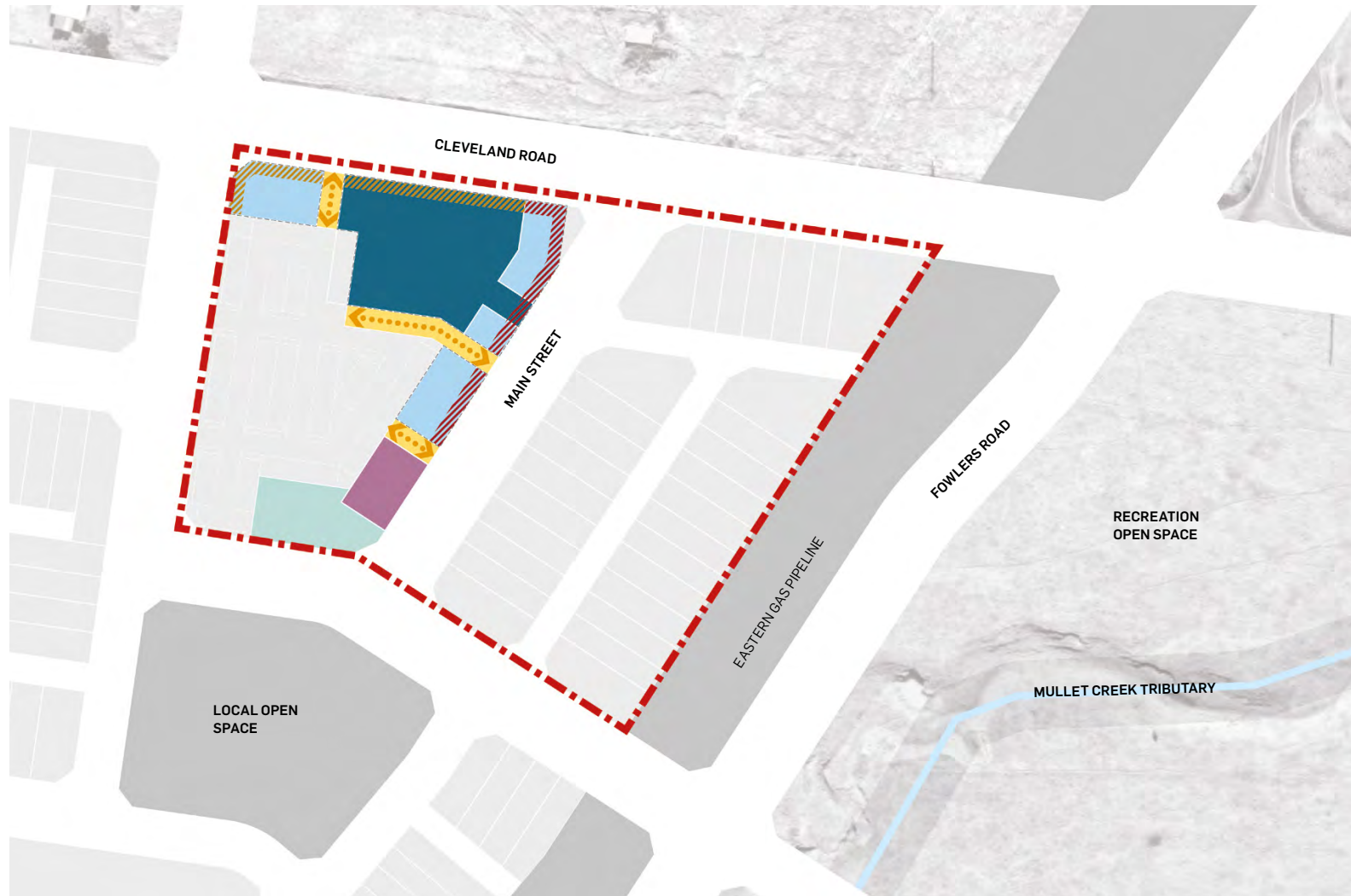


Figure 77 Fowlers Village Centre - Centre Activation Strategy

FOWLERS VILLAGE CENTRE



LOCAL CONTEXT AMENITIES AND RECREATIONAL OPEN SPACE

The following map illustrates Fowlers Village Centre and the surrounding education facility, amenities, and recreational open space within the local context that are connected via key roads and cycleway network.

LEGEND

	Fowlers Village Centre
	Existing Roads
	Proposed Roads
	Cycleway Network
	400m & 800m catchment
	Indicative Riparian Land

OPEN SPACE, AMENITIES AND EDUCATION FACILITY

	Proposed Community Leisure and Recreation Centre
	Indicative Location of the Community Leisure and Recreation Centre immediately to the southeast of the Centre.
	Recreational Open Space (Zoned RE1)
	Proposed Recreational Open Space zone (RE1) along the eastern side of Fowlers Road.
	Education Facilities
	Dapto High School - 800m east of the Village Centre via Cleveland Road.



Figure 78 Fowlers Village Centre - Local Context Amenities and Recreational Open Space

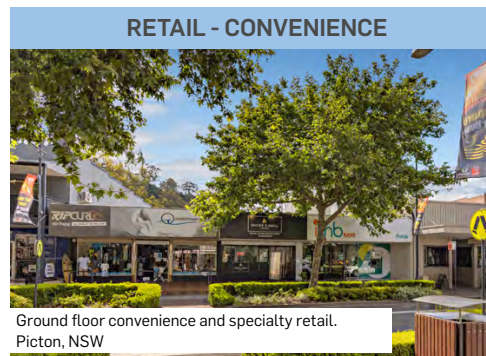
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RETAIL AND COMMUNITY SPACE PROVISION

Fowlers Village Centre provides retail and community uses comprised of small supermarket, convenience retail and potential private child care facility.

The Centre can accommodate approximately 2,700 sqm retail space, 28% more than the retail demand forecast of 2,168 sqm, catering for the retail demand beyond 2041.



FOWLERS VILLAGE CENTRE



STRATEGY 4 HOUSING MIX

Creating a diverse community with housing mix offer close to the Village Centre to support the Village Centre viability.

The key housing outcomes for the Village Centre include:



Fowler's Village Centre



Residential Quadrant Site

HOUSING TYPOLOGY (WITHIN VILLAGE CENTRE)



Rear Loaded Terrace Homes

Proposed rear-loaded terrace homes within the eastern quadrant of the Village Centre and within the 76m Eastern Gas Pipeline buffer zone.

HOUSING TYPOLOGY (ADJACENT TO VILLAGE CENTRE)



Medium Density Housing

Potential a mix of medium housing density housing typologies including attached homes, semi-detached and dual occupancy homes, within the surrounding R3 zone to increase the Village Centre population catchment.

REAR LOADED TERRACE HOMES (WITHIN VILLAGE CENTRE)



Rear loaded terrace homes with direct pedestrian access from the passive open space. Putney, NSW



Rear loaded terrace homes with direct pedestrian access from the street. Ermington, NSW

PRINCIPLE 4 DELIVER VARIED HOUSING OFFER CLOSE TO AMENITIES

MEDIUM DENSITY HOUSING (ADJACENT TO VILLAGE CENTRE)



Thornton Park, Penrith NSW



Medium density housing typologies - attached homes, semi detached, dual occupancy.



Figure 79 Fowlers Village Centre - Housing Mix Strategy

FOWLERS VILLAGE CENTRE



STRATEGY 5 BUILT FORM

The Village Centre built form configuration is formulated based upon the maximum permissible height, retail and housing in response to the topography, amenities and context.

The key built form outcomes for the Village Centre include:

	Fowlers Village Centre
BUILDING HEIGHT	
	1-2 Storey Building Proposed 1-2-storey buildings at the following location: <ul style="list-style-type: none"> At the northern intersection of Main Street and Cleveland Road, Residential lots within the eastern quadrant; and At corner lots rear buildings for fonzie flat opportunities.
	Key Building Marker Proposed key marker building at the north-west corner of Main Street with high-quality architectural design and articulation.
	Indicative Building Height (Storey)
	Corner Residential Lots Designate corner lots and preferred location for 2 storey at rear and to address both streets.

STREET SETBACK	
	0m Retail Street Setback Interface with retail along west side of the Main Street and Cleveland Road.
	3m Residential Primary Street Setback Residential interface along east side of the Main Street, Cleveland Road and Fowlers Road.
	1.5m Residential Secondary Street Setback Residential interface along north side of the Minor Collector Road.
CORNER PLAZA	
	Indicative Corner Plaza Improves pedestrian sight lines and opportunity for on-street dining.

PRINCIPLE 5 CONTEXTUAL BUILT FORM RESPONSE

KEY MARKER BUILDING



1-2 STOREY BUILDING



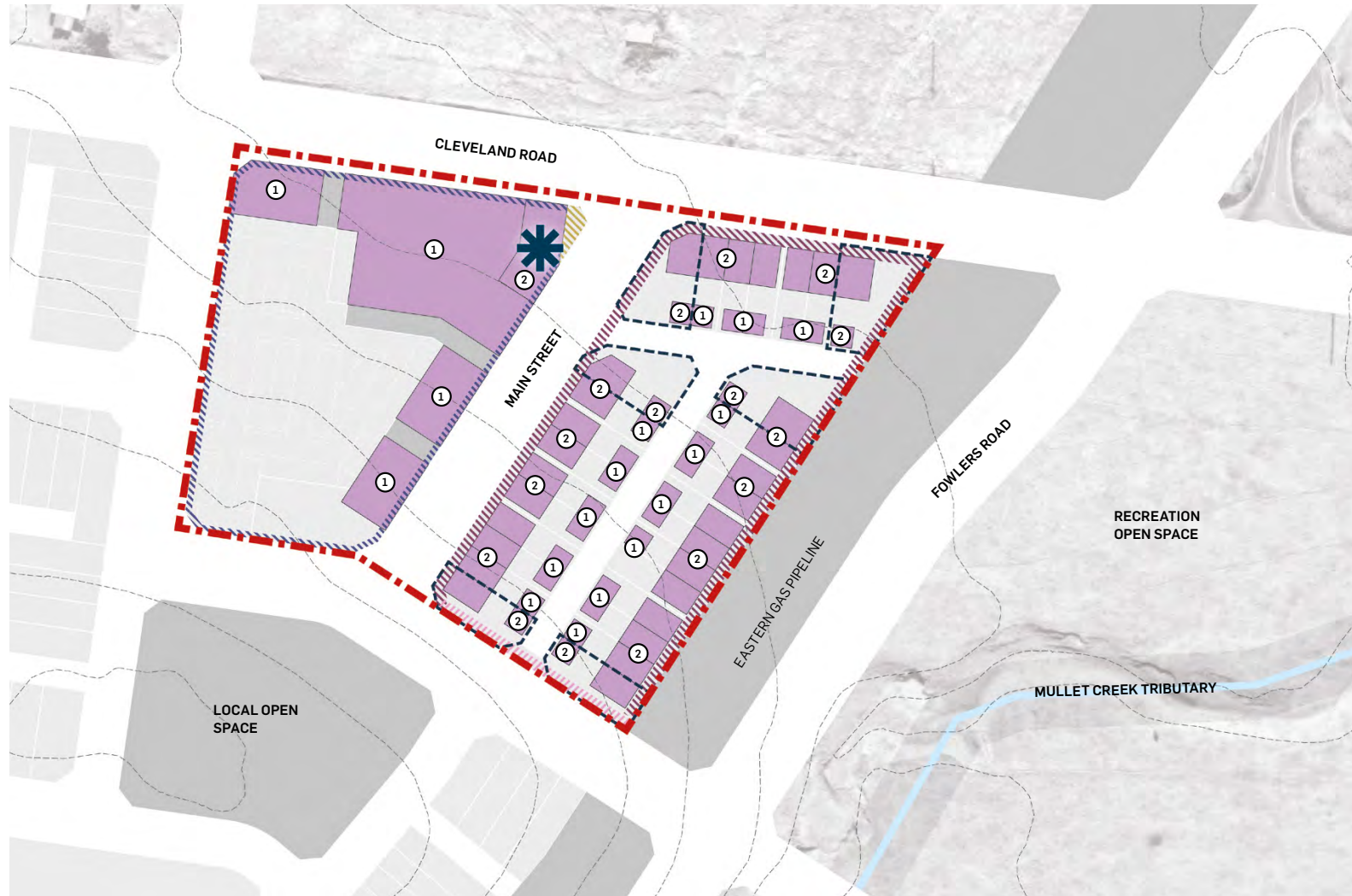


Figure 80 Fowlers Village Centre - Built Form Strategy

FOWLERS VILLAGE CENTRE



INDICATIVE BUILT FORM MASSING

The following illustrates the indicative built form massing of Fowlers Village Centre.



Figure 81 Fowlers Village Centre - Indicative Built Form Massing

INDICATIVE YIELD BREAKDOWN - FOWLERS VILLAGE CENTRE

The following table and diagram provides the proposed land use and yield breakdown of Fowlers Village Centre.

Table 9 Fowlers Village Centre - Yield Breakdown

LAND USE AND SITE AREA					GROSS FLOOR AREA							
LOT NO.	LAND USE	LAND USE AREA (SQM)	LAND USE AREA (HA)	LAND USE AREA (%)	RESI GFA (SQM)	CHILD CARE GFA (SQM)	RETAIL GFA (SQM)	RETAIL - SUPERMARKET GFA (SQM)	TOTAL GFA (SQM)	FSR (N:1)	DW. NO.	DW./HA
SITE 1 - RETAIL QUADRANT												
VC	Retail (Convenience & Supermarket) / Private Child Care	8,382	0.84	38.9%	271	1,258	1,527	3,056		0.36		
	Road Reserve	1,717	0.17	8.0%								
SITE 1 TOTAL		10,099	1.01	46.9%	271	1,258	1,527	3,056		0.30		
SITE 2 - RESIDENTIAL QUADRANT												
MR1	Medium Density Residential	2,231	0.22	10.3%	840			840		0.38	7	31.4
MR2	Medium Density Residential	2,791	0.28	13.0%	1,200			1,200		0.43	10	35.8
MR3	Medium Density Residential	3,387	0.34	15.7%	1,440			1,440		0.43	12	35.4
	Sub Total Developable Area	8,409	0.84	39.0%	3,480			3,480		0.41	29	34.5
	Road Reserve	3,041	0.30	14.1%								
SITE 2 TOTAL		11,450	1.14	53.1%	3,480			3,480		0.30		25.4
TOTAL		21,549	2.15	100.0%				6,536		0.30	29	

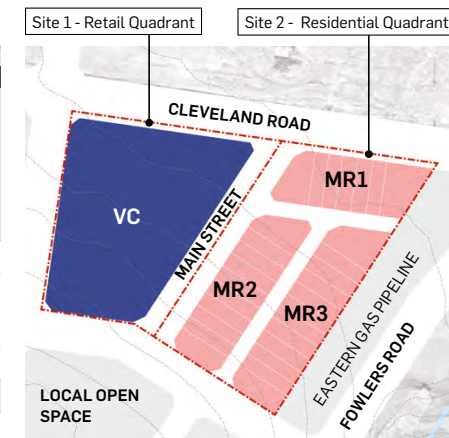


Figure 82 Fowlers Village Centre - Land Use
1:3,000 @ A4
0 25 50 75 100 125 150

LEGEND

 Fowlers Village Centre

LAND USE

Village Centre - Mixed Retail / Private Child Care
 Medium Density Residential

APPENDIX

The following chapter summarises the Indicative Master Plan outcomes of Marshall Mount Town Centre and Fowlers Village Centre in alignment with the following:

- Indicative Yield Breakdown
- Indicative Parking Provision
- Indicative Retail and Community Space Outcome
- Indicative Dwelling Density Summary
- FSR Scenarios Investigation
- Centre Key Success Factor Principles
- Strategic Planning Directions
- Development Assumptions.

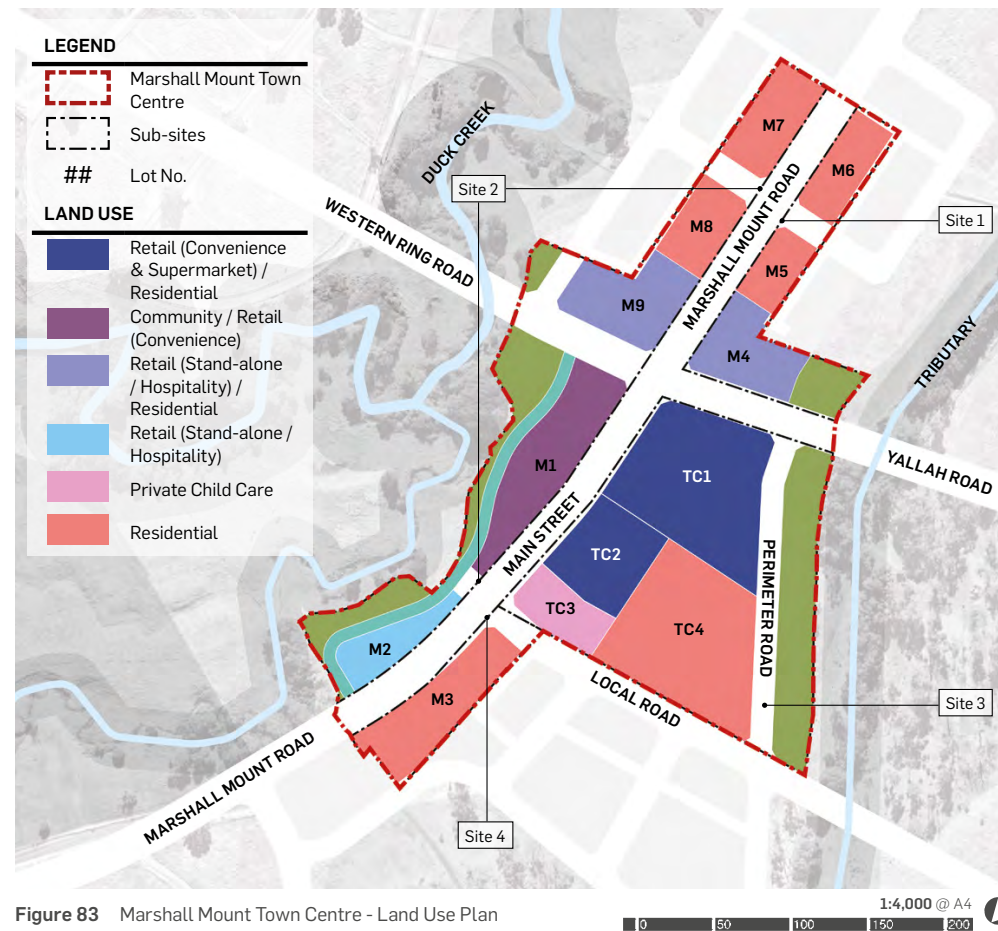


INDICATIVE YIELD BREAKDOWN - MARSHALL MOUNT TOWN CENTRE

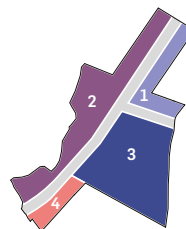
The following table and diagram provides the proposed land use and yield breakdown of Marshall Mount Town Centre.

Table 10 Marshall Mount Town Centre - Area Schedule

AREA SCHEDULE	SQM	%
Total Site Area (sqm)	82,466	100.0%
Developable Area (sqm)	47,247	57.3%
Non-Developable Area (sqm)	35,219	42.7%
<i>Open Space / Constrained Land (sqm)</i>	<i>10,327</i>	<i>12.5%</i>
<i>Western Promenade</i>	<i>2,366</i>	<i>2.9%</i>
<i>Road Reserve (sqm)</i>	<i>22,526</i>	<i>27.3%</i>
DENSITY OUTCOME	N:1	
Gross FSR (n:1)	0.53	
Net FSR (n:1)	0.92	
GFA BREAKDOWN	SQM	%
TOTAL GFA (SQM)	43,355	100%
NON-RESI GFA (SQM)	11,260	26.0%
Retail GFA (sqm)	8,188	18.9%
<i>Supermarket</i>	<i>3,698</i>	<i>8.5%</i>
<i>Convenience</i>	<i>3,158</i>	<i>7.3%</i>
<i>Stand-alone Hospitality</i>	<i>1,332</i>	<i>3.1%</i>
Community Facility GFA (sqm)	2,506	5.8%
<i>Local Multi-Purpose Community Centre and Library</i>	<i>2,506</i>	<i>5.8%</i>
Private Child Care GFA (sqm)	566	1.3%
RESIDENTIAL GFA (SQM)	32,095	74.0%
Residential GFA (sqm)	32,095	74.0%
Total Dwelling #	343	



APPENDIX - MARSHALL MOUNT TOWN CENTRE



**NOTE: It is recommended that Council consider opportunities for additional height beyond the existing LEP controls to facilitate varied building height outcomes and facilitate achievable GFA closer to Existing LEP FSR provisions. Opportunities for additional height should be considered in the context of the NSW Governments recently announced bonuses for affordable housing via State Environmental Planning Policy (Housing) 2021. The yield and parking outcomes would be expected to change if height standards are increased.*

Table 11 Marshall Mount Town Centre - Yield Breakdown

LAND USE AND SITE AREA					GROSS FLOOR AREA										
LOT NO.	LAND USE	LAND USE AREA (SQM)	LAND USE AREA (HA)	LAND USE AREA (%)	RESI GFA (SQM)	COMMUNITY GFA (SQM)	CHILD CARE GFA (SQM)	RETAIL - SUPERMARKET GFA (SQM)	RETAIL - CONVENIENCE GFA (SQM)	RETAIL - F&B GFA (SQM)	TOTAL GFA (SQM)	FSR (m:1)	DW. NO.	DW. NO. (%)	DW/HA
SITE 1															
M4	Retail (Stand-alone / Hospitality) / Residential	2,940	0.29	3.6%	4,050					452	4,502	1.53	43	12.5%	146.2
M5	Residential	1,549	0.15	1.9%	2,075						2,075	1.34	22	6.4%	142.1
M6	Residential	2,145	0.21	2.6%	3,145						2,075	1.47	34	9.9%	158.5
OS	Open Space	1,220	0.12	1.5%											
	Open Space / Constrained Land	1,220	0.12												
	Road Reserve	895	0.09	1.1%											
SITE 1 TOTAL		8,749	0.87	10.6%	9,270					452	9,722	1.47	99	28.9%	149.2
SITE 2															
M1	Community / Retail (Convenience)	4,713	0.47	5.7%		2,506			1,016		3,522	0.75			
M2	Retail (Stand-alone / Hospitality)	1,838	0.18	2.2%						544	544	0.30			
M7	Residential	2,589	0.26	3.1%	3,144						3,144	1.21	34	9.9%	131.3
M8	Residential	2,112	0.21	2.6%	2,363						2,363	1.12	25	7.3%	118.4
M9	Retail (Stand-alone / Hospitality) / Residential	3,517	0.35	4.3%	3,281					336	3,617	1.03	35	10.2%	99.5
OS	Open Space	6,474	0.65	7.9%											
	Western Promenade	2,366	0.24												
	Open Space / Constrained Land	4,108	0.41												
	Road Reserve	3,581	0.36	4.3%											
SITE 2 TOTAL		24,824	2.48	30.1%	8,788	2,506			1,016	880	13,190	0.53	94	27.4%	37.9

LAND USE AND SITE AREA					GROSS FLOOR AREA										
LOT NO.	LAND USE	LAND USE AREA (SQM)	LAND USE AREA (HA)	LAND USE AREA (%)	RESI GFA (SQM)	COMMUNITY GFA (SQM)	CHILD CARE GFA (SQM)	RETAIL - SUPERMARKET GFA (SQM)	RETAIL - CONVENIENCE GFA (SQM)	RETAIL - F&B GFA (SQM)	TOTAL GFA (SQM)	FSR (N:1)	DW. NO.	DW. NO. (%)	DW./HA
SITE 3															
TC1	Retail (Convenience & Supermarket) / Residential	8,169	0.82	9.9%	4,641			3,698	1,257		9,596	1.17	50	14.6%	61.2
TC2	Retail (Convenience) / Supermarket / Residential	3,488	0.35	4.2%	1,407				886		2,293	0.66	15	4.4%	43.0
TC3	Private Child Care	1,954	0.19	2.4%			566				566	0.29			
TC4	Residential	8,288	0.83	10.1%	4,272						4,272	0.52	45	13.1%	54.3
OS	Open Space	4,999	0.50	6.1%											
	<i>Open Space / Constrained Land</i>	4,999	0.50												
	Road Reserve	3,624	0.36	4.3%											
SITE 3 TOTAL		30,522	3.05	37.0%	10,321		566	3,698	2,142		16,727	0.55	110	32.1%	36.0
SITE 4															
M3	Residential	3,945	0.39	4.7%	3,716						3,716	0.94	40	11.7%	101.4
	Road Reserve	686	0.07	0.9%											
SITE 4 TOTAL		4,631	0.46	5.6%	3,716						3,716	0.80	40	11.7%	86.4
EXISTING ROAD RESERVE		13,740	1.37	16.7%											
TOTAL		82,466	8.25	100.0%	32,095	2,506	566	3,698	3,158	1,332	43,355	0.53	343	100.0%	41.6

APPENDIX - MARSHALL MOUNT TOWN CENTRE

INDICATIVE PARKING PROVISION - MARSHALL MOUNT TOWN CENTRE

The following table identify the indicative parking requirement / provision.

Table 12 Marshall Mount Town Centre - Indicative Parking Provision

LOT NO. USE	CAR PARKING REQUIREMENT					CAR PARKING PROVISION				BICYCLE PARKING PROVISION		MOTORCYCLE PARKING PROVISION	
	RESIDENTIAL REQUIREMENT	RETAIL REQUIREMENT	COMMUNITY REQUIREMENT	CHILD CARE REQUIREMENT	TOTAL REQUIREMENT	SURFACE/ GROUND LEVEL PODIUM	BASEMENT	INDICATIVE KERBSIDE PARKING	TOTAL	BICYCLE PARKING REQUIREMENT	BICYCLE PARKING PROVISION	MOTORCYCLE PARKING REQUIREMENT	MOTORCYCLE PARKING PROVISION
TOWN CENTRE CORE													
M1 Community / Retail (Convenience)		37	57		94	15	63	18	96			4	
TC1 Supermarket & Upper Level RFB	86	180			266	181	275	3	459	21	70	10	25
TC2 Shoptop Housing	26	32			58	28		5	33	7		2	
TC3 Private Child Care (120 places)				44	44			10	10			2	
TC4-1 RFB	27				27	22			22	19		2	
TC4-2 RFB	51				51	35		11	46				
SUB TOTAL - TOWN CENTRE CORE	190	249	57	44	540	281	338	47	666	47	70	20	25
OTHERS													
M2 Retail (Stand-alone / Hospitality)		20			20	15		11	26			1	
M3 RFB	68				68		88	13	146	17		3	
M4&5 Shoptop housing / RFB	103	17			120		118	12	195	28	50	5	12
M6 RFB	58				58		43	8	95	15		2	
M7 RFB	58				58		53	8	114	15		2	
M8&9 Shoptop housing / RFB	103	13			116		116	10	184	26	60	5	15
SUB TOTAL - OTHERS	390	50			440	15	418	62	495	101	110	18	27
TOTAL	580	299	57	44	980	296	756	109	1,161	148	180	38	52

INDICATIVE RETAIL AND COMMUNITY SPACE OUTCOME - MARSHALL MOUNT TOWN CENTRE

The following table identify the indicative retail and community space outcome.

Table 13 Marshall Mount Town Centre - Indicative Retail and Community Space Outcome.

Marshall Mount Town Centre Retail Forecast Demand 2041		3,999 sqm
(Wollongong Retail and Business Strategy, 2023)		
RETAIL SPACE OUTCOME		
Master Plan Retail GFA		8,188 sqm
	<i>Retail - Supermarket</i>	<i>3,698 sqm</i>
	<i>Retail - Convenience (including cafe, specialty shops, gym and pharmacy)</i>	<i>3,158 sqm</i>
	<i>Retail - Standalone / Hospitality</i>	<i>1,332 sqm</i>
Master Plan Community Facility		2,506 sqm
	<i>Sub-District Multi-Purpose Community Centre and Library</i>	<i>2,506 sqm</i>
Private Child Care GFA		566 sqm
Private Child Care Outdoor Space		1,247 sqm
Private Child Care Capacity (# of places)		120

INDICATIVE DWELLING DENSITY SUMMARY - MARSHALL MOUNT TOWN CENTRE

The following table identify the indicative dwelling density summary.

Table 14 Marshall Mount Town Centre - Indicative Dwelling Density Summary.

DWELLING DENSITY SUMMARY (WITHIN TOWN CENTRE)	
Total Site Area (ha)	8.25
Residential and Centre Lots Developable Area* (ha)	4.07
Total Dwelling No.	343
Gross Density (dw/ha) - Total Site Area	41.6
Gross Density (dw/ha) - Residential and Town Centre Lots Developable Area*	84.2

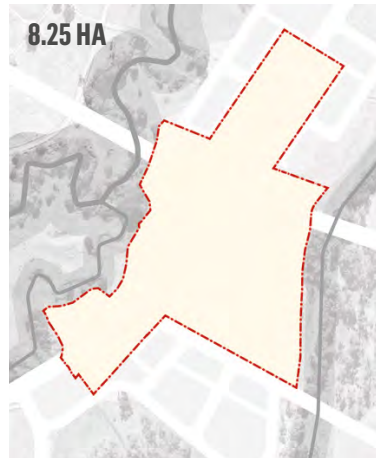
*Exclude community facility and southwest retail lots

APPENDIX - MARSHALL MOUNT TOWN CENTRE

FSR SCENARIOS INVESTIGATION - MARSHALL MOUNT TOWN CENTRE

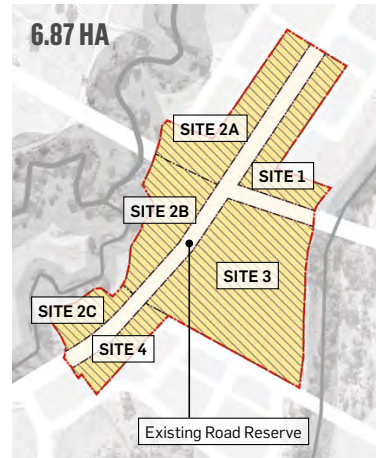
The following tables and diagrams provide further exploration of the relationship between FSR and height controls within the Marshall Mount Town Centre.

SITE AREA DEFINITION



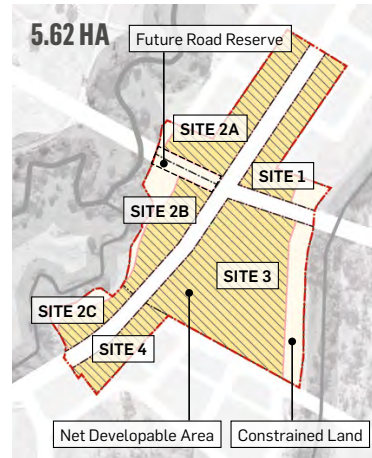
TOTAL STUDY AREA

Total MU1 & E1 Zone Land Area



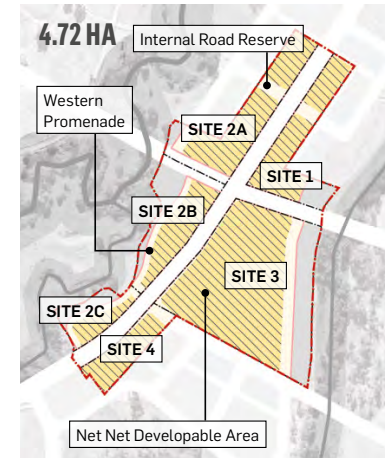
SITE AREA

Total Study Area excludes existing road reserve (Yallah Road and Marshall Mount Road)



NET DEVELOPABLE AREA

Total site area excludes future road reserve (Yallah Road extension) and constrained land (flooding, riparian land, biodiversity)



NET NET DEVELOPABLE AREA


Net developable area excludes internal road and western promenade


PLANNING CONTROLS

Table 15 Development Capacity Summary - Planning Controls


SITE	AREA (SQM)	ZONING	PERMISSIBLE FSR (N:1)	PERMISSIBLE GFA (SQM)	HOB (M / ST)
SITE 1	8,749	MU1	1.50	13,123	15m / 4 st
SITE 2A	11,039	MU1	1.50	16,559	15m / 4 st
SITE 2B	9,429	MU1	1.50	14,144	15m / 4 st
SITE 2C	4,356	MU1	1.50	6,534	15m / 4 st
SITE 3	30,522	E1	2.00	61,043	15m / 4 st
SITE 4	4,631	MU1	1.50	6,947	15m / 4 st
SUB TOTAL	68,726		1.72	118,350	
EXISTING ROAD RESERVE	13,740				
TOTAL	82,466				

LEGEND


 Total Study Area


 Site Area


PROPOSED LAND ZONING

 R3 - Medium Density Residential

 R2 - Low Density Residential

 RE1 - Public Recreation

 E1 - Local Centre

 MU1 - Mixed Use

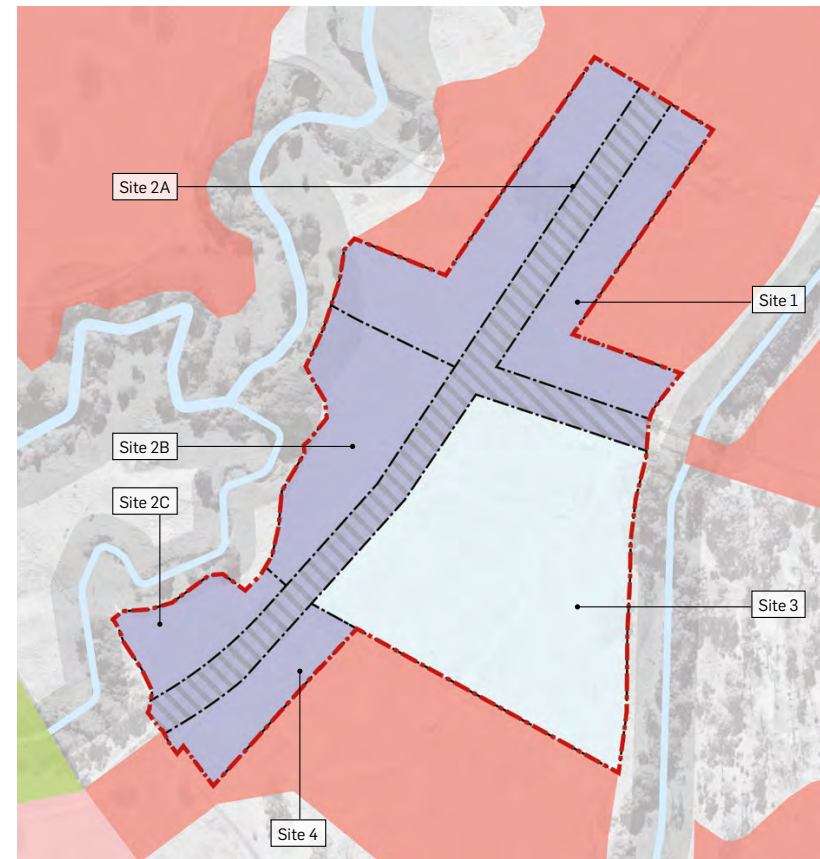


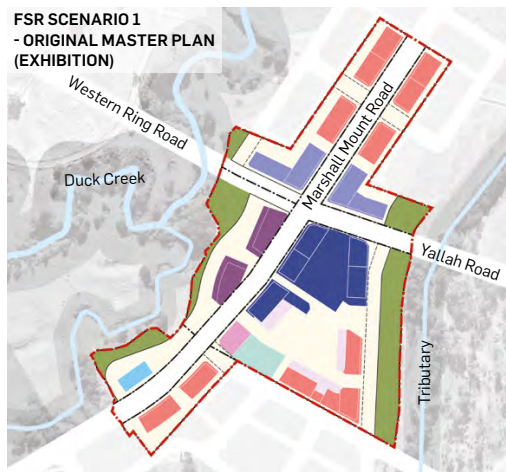
Figure 84 Marshall Mount Town Centre - Planning Controls

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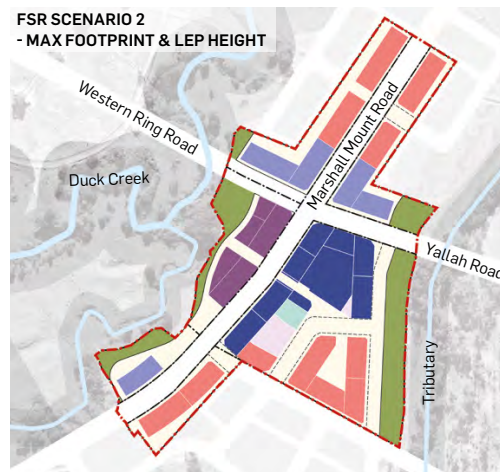
APPENDIX - MARSHALL MOUNT TOWN CENTRE

DEVELOPMENT CAPACITY SCENARIO SUMMARY

FSR SCENARIO 1
- ORIGINAL MASTER PLAN
(EXHIBITION)

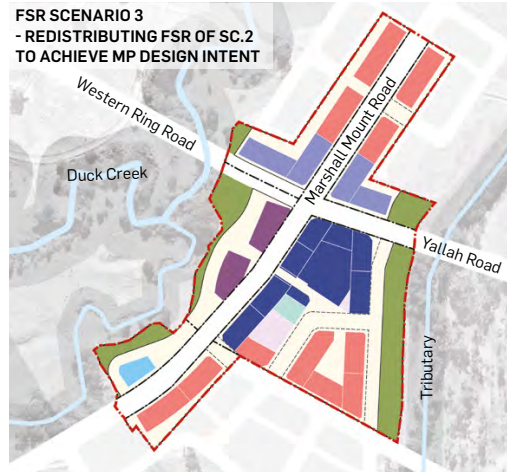


FSR SCENARIO 2
- MAX FOOTPRINT & LEP HEIGHT



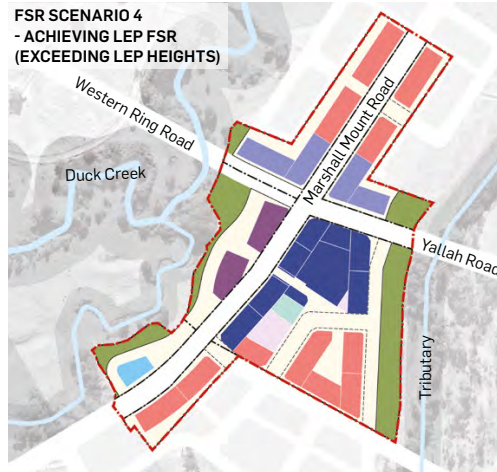
	SQM	#DW	%		SQM	#DW	%
GFA OUTCOMES							
Total GFA (sqm)	43,355		36.6%		84,508		71.4%
Retail GFA	8,188				8,065		
Community & Childcare GFA	3,072				3,204		
Residential GFA	32,095	343			73,239	803	
Dwelling Density (dw/ha) -		41.6				97.4	
Indicative Population		960				2,248	
FSR OUTCOMES							
Achievable FSR (n:1) - GROSS	0.63		36.6%		1.23		71.4%
Achievable FSR (n:1) - NET	0.77				1.50		

FSR SCENARIO 3
- REDISTRIBUTING FSR OF SC.2
TO ACHIEVE MP DESIGN INTENT



SQM	#DW	%	SQM	#DW	%
83,866		70.9%	118,737		100.3%
8,965			8,965		
3,692			3,692		
71,209	777		106,080	1,163	
	94.2			141.0	
	2,176			3,256	
1.22		70.9%	1.73		100.3%
1.49			2.11		

FSR SCENARIO 4
- ACHIEVING LEP FSR
(EXCEEDING LEP HEIGHTS)



PLANNING CONTROLS

This options analysis identified that the maximum permissible GFA within the precinct would be difficult to achieve due to:







- Net developable area (i.e. removing major roads and open space land) is only 80% of the total area of land that is available within the Town Centre (excluding land already dedicated to roads).
- An additional 13% of the land will be required for future roads (approx only - based on the master plan).
- The resultant FSR for individual sites (average) throughout the town centre to realise the maximum permissible GFA would be **2.5**.

	SQM	HA	%
SITE AREA			
Total Site Area (sqm)	68,726	6.87	100.0%
Net Developable Area (sqm)	56,225	5.62	81.8%
Net Net Developable Area (sqm)	47,247	4.72	68.7%
GFA OUTCOMES			
Total Permissible GFA (sqm)	118,350		100.0%
FSR OUTCOMES			
Total Permissible FSR (n:1) - GROSS	1.72		100.0%
Total Permissible FSR (n:1) - NET	2.10		

APPENDIX - MARSHALL MOUNT TOWN CENTRE

FSR SCENARIO 1 - ORIGINAL MASTER PLAN (EXHIBITION)

LEGEND

-  Total Study Area
-  Site Area
-  Net Developable Land
-  Constrained Land
-  Indicative Internal Road Reserve
-  Building Height (Number of Storey)

BUILDING USES

-  Mixed Retail (Convenience) / Supermarket and Residential
-  Mixed Community and Retail (Convenience)
-  Mixed Retail (Stand-alone / Hospitality) and Residential
-  Retail (Stand-alone / Hospitality)
-  Mixed Private Child Care and Residential
-  Outdoor Space for Private Child Care
-  Residential
-  Ground Level Loading / Servicing

Table 16 Development Capacity Summary - FSR Scenario 1

SITE	NET DEVELOPABLE AREA (SQM)	NET NET DEVELOPABLE AREA (SQM)	PROPOSED GFA (SQM)	GROSS FSR (N:1)	NET FSR (N:1)	HEIGHT RANGE (M/ST)
SITE 1	7,479	6,634	9,722	1.11	1.30	10.2-14m / 3-4 st
SITE 2A	9,530	8,217	9,124	0.83	0.96	10.2-14m / 3-4 st
SITE 2B	6,126	4,713	3,522	0.37	0.57	8.2m / 2 st
SITE 2C	2,982	1,838	544	0.12	0.18	4.4m / 1 st
SITE 3	25,476	21,900	16,727	0.55	0.66	4.4-14m / 1-4 st
SITE 4	4,631	3,945	3,716	0.80	0.80	10.2m / 3 st
SUB TOTAL	56,225	47,247	43,355	0.63	0.77	
CONSTRAINED LAND	10,434					
FUTURE ROAD RESERVE	2,067					
TOTAL	68,726					

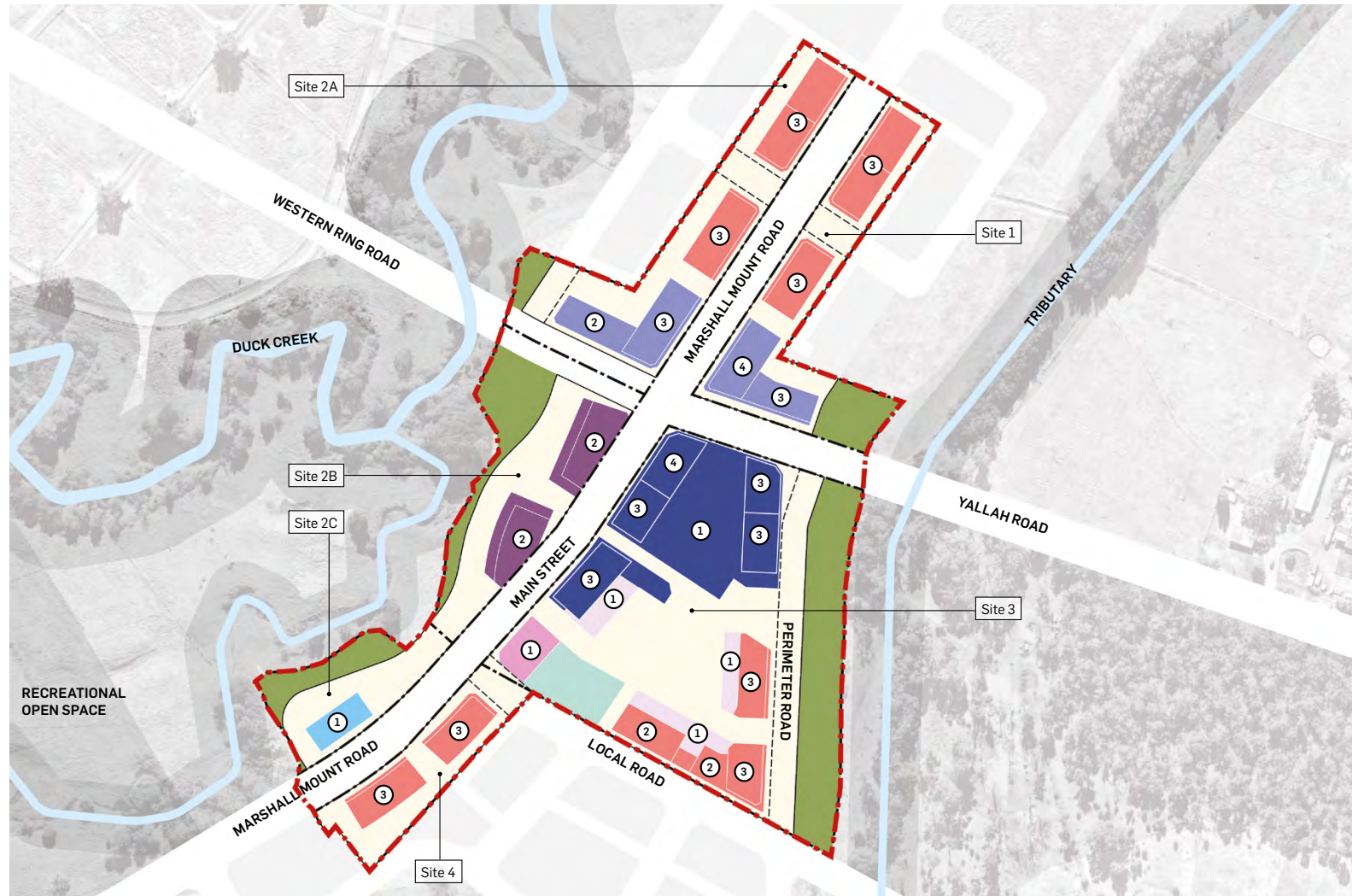








Figure 85 Marshall Mount Town Centre - FSR Scenario 1

APPENDIX - MARSHALL MOUNT TOWN CENTRE

FSR SCENARIO 2 - MAX FOOTPRINT & LEP HEIGHT

LEGEND

-  Total Study Area
-  Site Area
-  Net Developable Land
-  Constrained Land
-  Indicative Internal Road Reserve
-  Building Height (Number of Storey)

BUILDING USES

-  Mixed Retail (Convenience) / Supermarket and Residential
-  Mixed Community / Retail (Convenience) and Residential
-  Mixed Retail (Stand-alone / Hospitality) and Residential
-  Outdoor Space for Private Child Care
-  Residential
-  Ground Level Loading / Servicing

Table 17 Development Capacity Summary - FSR Scenario 2

SITE	NET DEVELOPABLE AREA (SQM)	NET NET DEVELOPABLE AREA (SQM)	PROPOSED GFA (SQM)	GROSS FSR (N:1)	NET FSR (N:1)	HEIGHT RANGE (M/ST)
SITE 1	7,479	6,634	13,114	1.50	1.75	14m / 4 st
SITE 2A	9,530	8,217	16,416	1.49	1.72	14m / 4 st
SITE 2B	6,126	4,713	9,964	1.06	1.63	14.6m / 4 st
SITE 2C	2,982	1,838	3,007	0.69	1.01	14m / 4 st
SITE 3	25,476	21,900	35,039	1.15	1.38	14m / 4 st
SITE 4	4,631	3,945	6,968	1.50	1.50	13.4m / 4 st
SUB TOTAL	56,225	47,247	84,508	1.23	1.50	
CONSTRAINED LAND	10,434					
FUTURE ROAD RESERVE	2,067					
TOTAL	68,726					

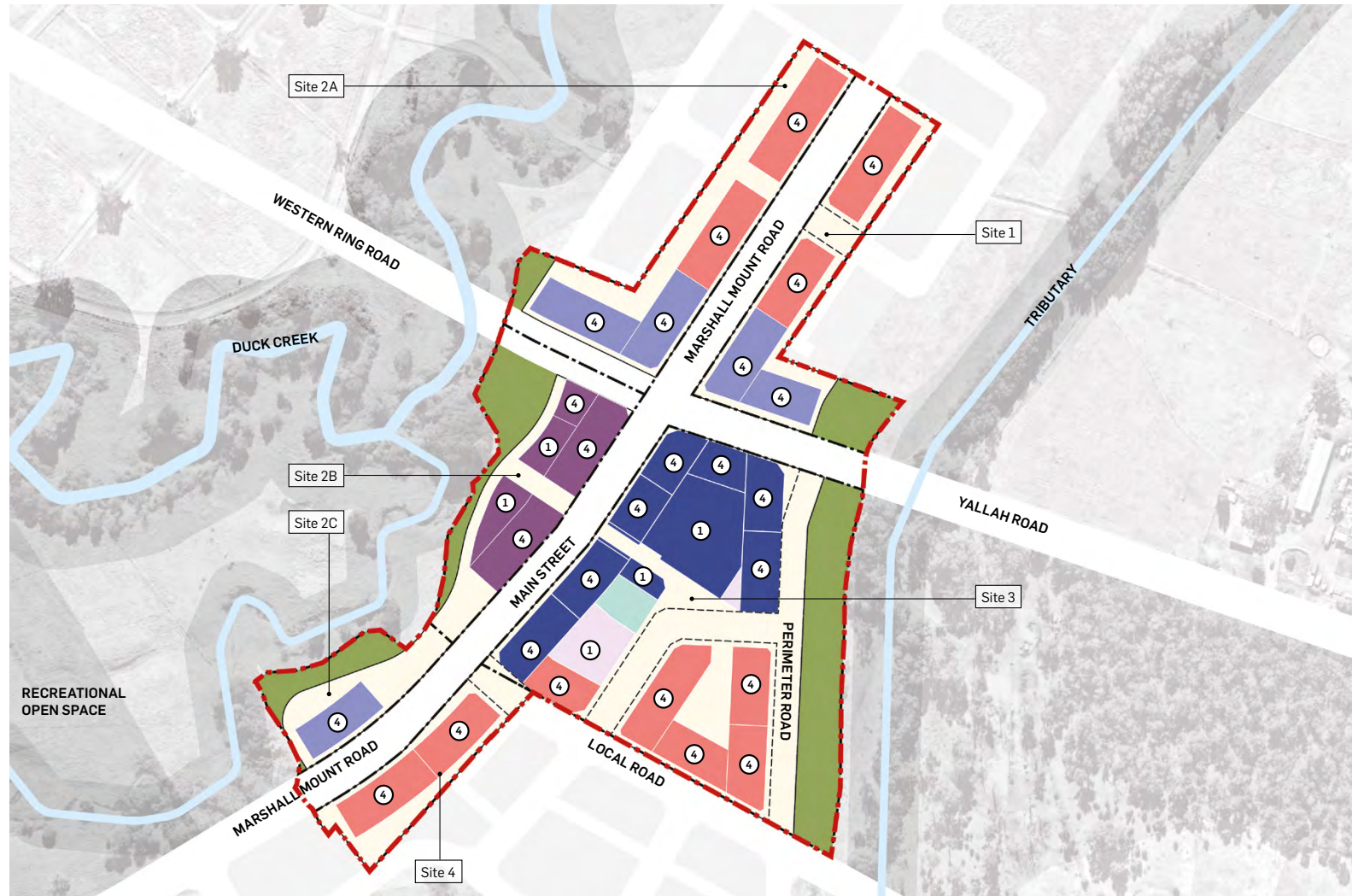








Figure 86 Marshall Mount Town Centre - FSR Scenario 2

APPENDIX - MARSHALL MOUNT TOWN CENTRE

FSR SCENARIO 3 - REDISTRIBUTING FSR OF SC.2 TO ACHIEVE MP DESIGN INTENT

LEGEND

-  Total Study Area
-  Site Area
-  Net Developable Land
-  Constrained Land
-  Indicative Internal Road Reserve
-  Building Height (Number of Storey)

BUILDING USES

-  Mixed Retail (Convenience) / Supermarket and Residential
-  Mixed Community / Retail (Convenience) and Residential
-  Mixed Retail (Stand-alone / Hospitality) and Residential
-  Outdoor Space for Private Child Care
-  Residential
-  Ground Level Loading / Servicing

Table 18 Development Capacity Summary - FSR Scenario 3

SITE	NET DEVELOPABLE AREA (SQM)	NET NET DEVELOPABLE AREA (SQM)	PROPOSED GFA (SQM)	GROSS FSR (N:1)	NET FSR (N:1)	HEIGHT RANGE (M/ ST)
SITE 1	7,479	6,634	14,870	1.70	1.99	13.4-20.4m / 4-6 st
SITE 2A	9,530	8,217	16,378	1.48	1.72	13.4-20.4m / 4-6 st
SITE 2B	6,126	4,713	4,217	0.45	0.69	8.2m / 2 st
SITE 2C	2,982	1,838	1,458	0.33	0.49	8.2m / 2 st
SITE 3	25,476	21,900	36,490	1.20	1.43	19.8-20.4m / 6 st
SITE 4	4,631	3,945	10,453	2.26	2.26	19.8m / 6 st
SUB TOTAL	56,225	47,247	83,866	1.22	1.49	
CONSTRAINED LAND	10,434					
FUTURE ROAD RESERVE	2,067					
TOTAL	68,726					

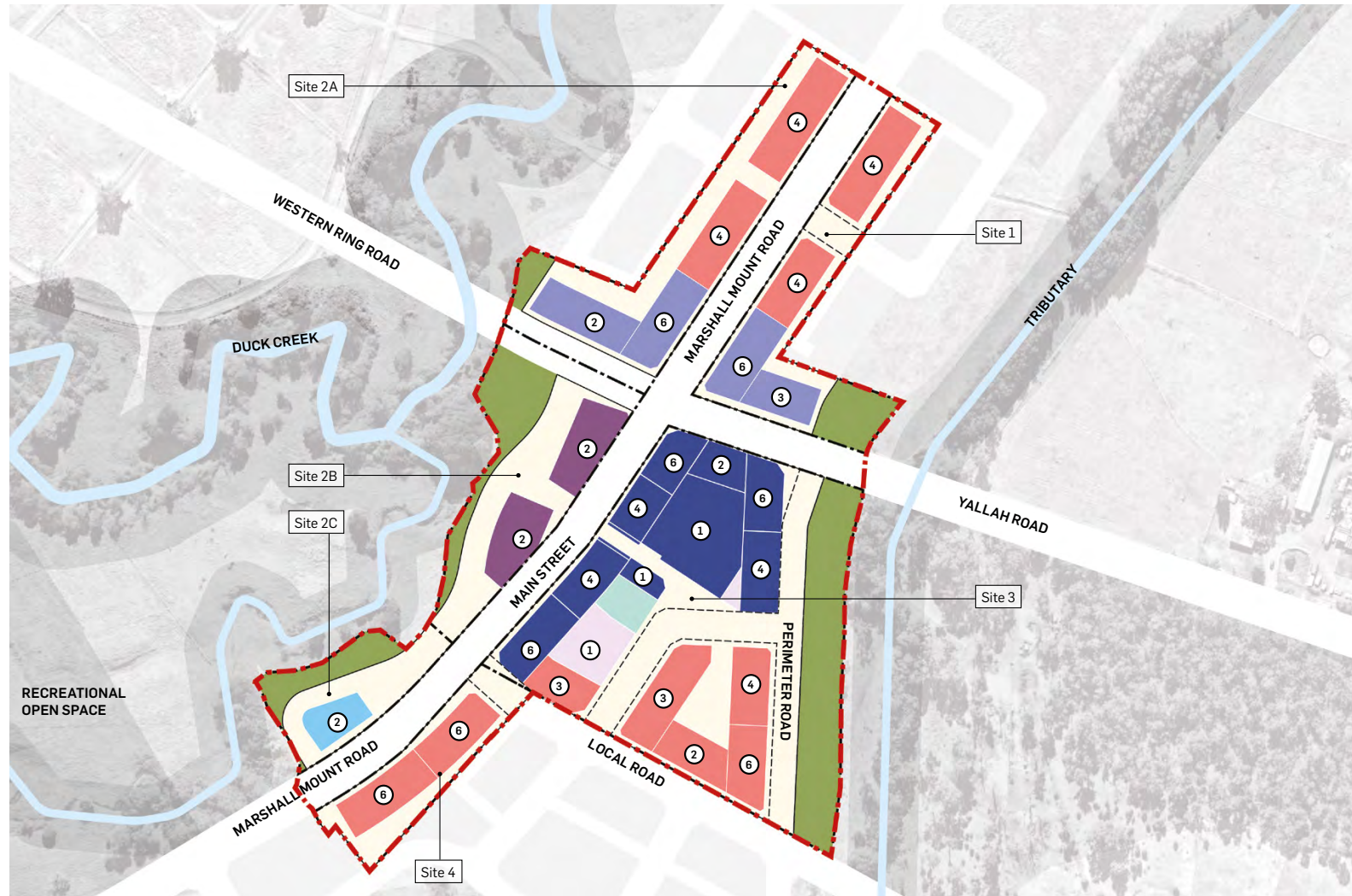








Figure 87 Marshall Mount Town Centre - FSR Scenario 3

APPENDIX - MARSHALL MOUNT TOWN CENTRE

FSR SCENARIO 4 - ACHIEVING LEP FSR (EXCEEDING LEP HEIGHTS)

LEGEND

-  Total Study Area
-  Site Area
-  Net Developable Land
-  Constrained Land
-  Indicative Internal Road Reserve
-  Building Height (Number of Storey)

BUILDING USES

-  Mixed Retail (Convenience) / Supermarket and Residential
-  Mixed Community / Retail (Convenience) and Residential
-  Mixed Retail (Stand-alone / Hospitality) and Residential
-  Retail (Stand-alone / Hospitality)
-  Outdoor Space for Private Child Care
-  Residential
-  Ground Level Loading / Servicing

Table 19 Development Capacity Summary - FSR Scenario 4

SITE	NET DEVELOPABLE AREA (SQM)	NET NET DEVELOPABLE AREA (SQM)	PROPOSED GFA (SQM)	GROSS FSR (N:1)	NET FSR (N:1)	HEIGHT RANGE (M/ ST)
SITE 1	7,479	6,634	23,802	1.70	1.99	13.4-20.4m / 4-6 st
SITE 2A	9,530	8,217	27,510	1.48	1.72	13.4-20.4m / 4-6 st
SITE 2B	6,126	4,713	4,217	0.45	0.69	8.2m / 2 st
SITE 2C	2,982	1,838	1,458	0.33	0.49	8.2m / 2 st
SITE 3	25,476	21,900	51,297	1.20	1.43	19.8-20.4m / 6 st
SITE 4	4,631	3,945	10,453	2.26	2.26	19.8m / 6 st
SUB TOTAL	56,225	47,247	118,737	1.73	2.11	
CONSTRAINED LAND	10,434					
FUTURE ROAD RESERVE	2,067					
TOTAL	68,726					

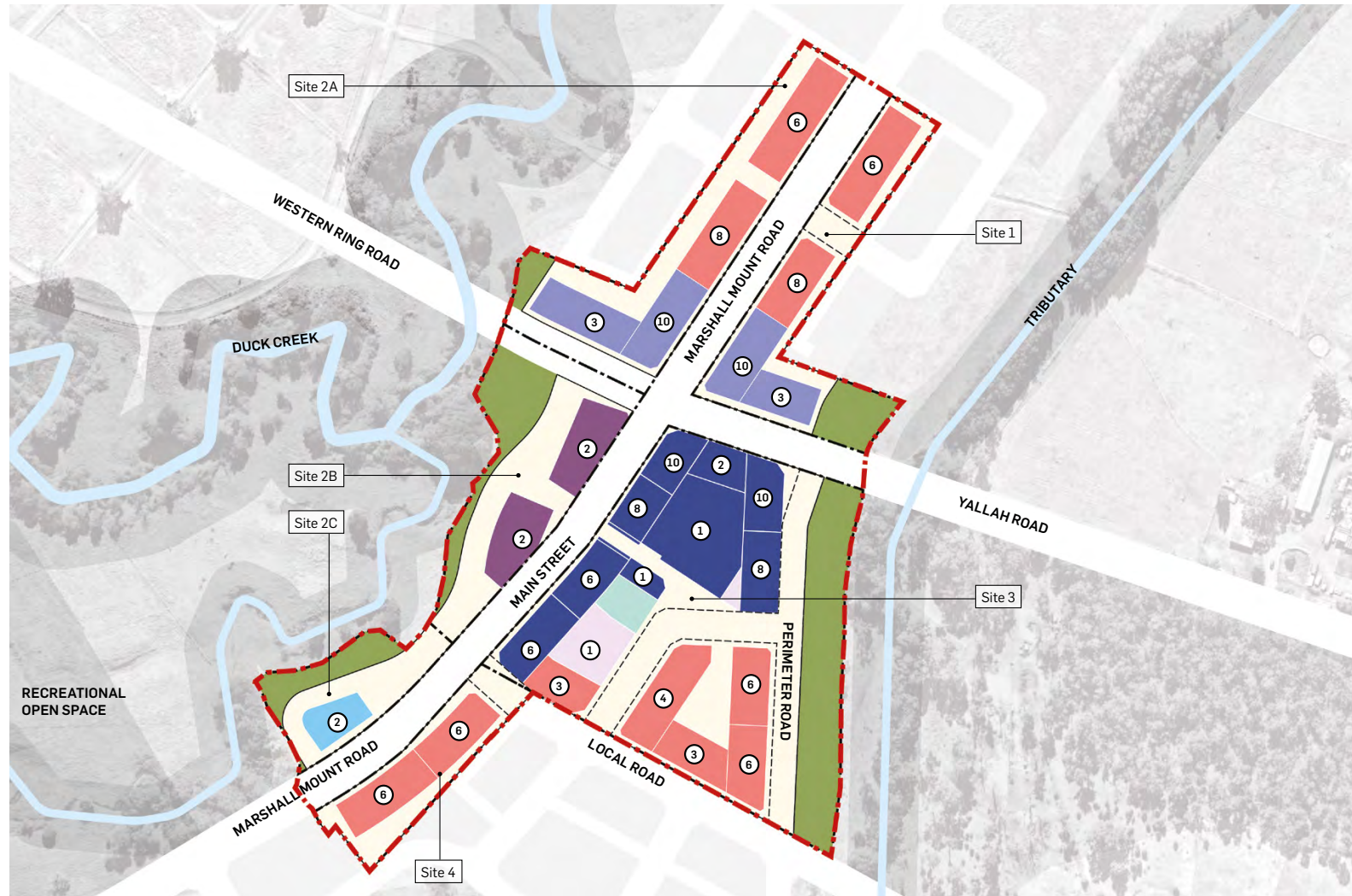









Figure 88 Marshall Mount Town Centre - FSR Scenario 4

APPENDIX - MARSHALL MOUNT TOWN CENTRE

CENTRE KEY SUCCESS FACTORS ALIGNMENT - MARSHALL MOUNT TOWN CENTRE

The following table summarises the proposed Marshall Mount Town Centre Master Plan outcomes in alignment with the Centre Key Success Factors principles.

Table 20 Centre Key Success Factors Alignment - Marshall Mount Town Centre

CENTRE KEY SUCCESS FACTORS		PROPOSED OUTCOMES – MARSHALL MOUNT TOWN CENTRE
	Location Locate the centre's main activities / nodes along the primary road connections to increase visibility for passing trade .	<ul style="list-style-type: none"> Marshall Mount Town Centre is located at the primary intersection of Yallah Road and Marshall Mount Road. Yallah Road and the future western ring road is the primary passing trade.
	Co-location with Activity Generators Co-locate the centres with activity generators i.e. school, child care, sporting fields, community facilities, leisure centre.	<ul style="list-style-type: none"> The Town Centre is located adjacent to the proposed recreational open space and proposed private child care and community facilities within the centre.
	Compact and Walkable Create walkable and compact centre that provide immediate access to the community	<ul style="list-style-type: none"> Proposed primary activation is concentrated along the main street and Fig Tree Link creating a compact centre. The primary activation is situated in a relatively flat topography to ensure accessibility and walkability.
	Mix of Uses Promote cross-usage between retail, residential, community facilities and other services to increase dwell-time within the centre.	<ul style="list-style-type: none"> Proposed a mix of supermarket, retail, residential and community uses including multi-purpose hall and private child care within the Town Centre Core Precinct.
	Activation Establish the active retail / community uses frontage on both sides of the main street with minimal movement barriers between each side.	<ul style="list-style-type: none"> Proposed ground level activation on both sides of the Main Street and Fig Tree Link with minimal movement barriers.
	Accessibility Ensure the centre is accessible on various transport modes including public transport, active transport (walking and cycling) and vehicle.	<ul style="list-style-type: none"> The centre is surrounded by a road network that is accessible from all directions. Proposed bus stops located at the primary intersection adjacent to the Town Centre Core area. The proposed centre is connected to the wider active transport network of both on-road and off-road shared path.
	Population Catchment Ensure the centre is accessible to the largest population catchment possible.	<ul style="list-style-type: none"> Proposed high density residential / apartment within the centre and transitioning to the surrounding medium density housing type. The proposed secondary road to the west improves connectivity to the residential neighbourhood to the west.

STRATEGIC PLANNING ALIGNMENT - MARSHALL MOUNT TOWN CENTRE

The following table summarises the proposed Marshall Mount Town Centre Master Plan outcomes, in alignment with the relevant strategic planning directions.

This includes:

- West Dapto Vision 2018;
- West Dapto Social Infrastructure Needs Assessment 2023
- West Dapto Development Contribution Plan 2024; and
- Wollongong Development Control Plan 2009
- Wollongong Retail and Business Centres Strategy March 2023

Table 21 Strategic Planning Directions Alignment - Marshall Mount Town Centre

STRATEGIC PLANNING DIRECTIONS	STATEMENT / REQUIREMENT	ALIGNMENT	PROPOSED OUTCOMES
West Dapto Vision 2018			
	<p><i>"West Dapto will grow and develop as a series of Integrated and connected communities. Set against the spectacular Illawarra Escarpment and a landscape of riparian valleys, these communities will integrate the natural and cultural heritage of the area with the new urban form.</i></p> <p><i>The communities will be healthy, sustainable and resilient with active and passive open space accessible by walkways, cycleways and public transport. To support these new communities, local centres will provide shopping services, community services and jobs while employment lands will facilitate further opportunities for the region.</i></p> <p><i>West Dapto will be supported by a long-term strategy to oversee the timely implementation of infrastructure to deliver sustainable and high-quality suburbs with diverse housing choices."</i></p>	✓	<p>The vision for Marshall Mount Town Centre is to create:</p> <p>"A compact mixed retail and community precinct with housing choice, conveniently located, and accessible by active and public transport. It is characterised by a vibrant main street that balances pedestrian and vehicular movements, and local places for people that celebrate views to the scenic Illawarra Escarpment and the existing Moreton Bay Fig Tree."</p> <p>Five Guiding Principles have been identified for Marshall Mount in alignment with the West Dapto Vision, being:</p> <ol style="list-style-type: none"> 1. Celebrate the Country. 2. A Connected and Accessible Centre. 3. Activated Place and Viable Centre. 4. Deliver a Housing Mix Close to Amenities. 5. Contextual Built Form Response.
West Dapto Social Infrastructure Needs Assessment 2023			
Sub district multi-purpose community centre	Consider the delivery of library floorspace of at least 1,500 sqm in Marshall Mount TC, as part of a larger co-located facility. It is noted that this could be of a 'local scale', being between 1,500 - 2,400 sqm.	✓	Proposed approximately 2,500 sqm community space, which has enough capacity to accommodate a library.
OS23 - Yallah Recreation Area - Neighbourhood Park	Indicative Land Area - 5ha	✓	<ul style="list-style-type: none"> • Proposed open space location as per zoning. • Provide cycleway / pedestrian connection along Duck Creek from the Town Centre to the proposed Neighbourhood Park.

APPENDIX - MARSHALL MOUNT TOWN CENTRE

STRATEGIC PLANNING DIRECTIONS	STATEMENT / REQUIREMENT	ALIGNMENT	PROPOSED OUTCOMES
West Dapto Development Contribution Plan 2024			
Open Space & Recreation OS23 - Yallah Recreation Area - Neighbourhood Park	Indicative Land Area - 5ha	✓	<ul style="list-style-type: none"> Proposed open space location as per zoning. Provide cycleway / pedestrian connection along Duck Creek from the Town Centre to the proposed Neighbourhood Park.
Community Facilities CF05 - Local multi-purpose community centre and library	Indicative Land Area - 1ha Indicative GFA - 2,400 sqm	✓	Proposed approximately 2,500 sqm community space along the Main Street adjacent to the main activation.
Active Transport Shared used pathway network and shared use pathway bridges	Support improvements to active transport (walking and cycling). Active transport, including walking and cycling, will be an important component of the future West Dapto transport system, contributing significantly to achieving the vision of a sustainable community.	✓	Connect the cycleway along Duck Creek and its tributaries to the Town Centre.
Wollongong DCP Chapter B4 - Development in Centres and Peripheral Sales Precinct			
Marshall Mount Town Centre			
Floorspace	<i>Retail floorspace - 5,000 - 20,000 sqm</i>	✓	Proposed a total retail GFA of approximately 8,100 sqm.
Population catchment	<i>10,000 - 20,000 (800m - 1km catchment)</i>	✓	(For further detail refer to the FSR scenarios investigation.) <ul style="list-style-type: none"> To achieve the min. population of 10,000 people identified in the retail strategy, E1 and MU1 zoned land within the Town Centre need to deliver 1,312 dwelling / 3,635 population / 160 dw/ha. Testing of scenario 4 (achieved FSR) results in 1,163 dw / 3,256 population, slightly below the dwelling density target.
Accessibility	<i>On public transport network with access to transport by train or bus. Accessible for logistics and private vehicles. Active transport connections to and within the Centre.</i>	✓	The town centre is accessible via multi modes of private vehicle, bus service and active transport (cycling and walking)
Retail Uses	<i>Generally anchored by a medium to full sized supermarket; May include a fruit and vegetable store, bakery, butcher and a range of services including a pharmacy, hairdressers, postal services, gyms etc.</i>	✓	Propose a full-size supermarket with specialty retail along the Main Street and Fig Tree Link.

STRATEGIC PLANNING DIRECTIONS	STATEMENT / REQUIREMENT	ALIGNMENT	PROPOSED OUTCOMES						
Other Uses	<i>The Town Centre provides local scale public open space. Some well located Town Centres include local scale community facilities.</i>	✓	<ul style="list-style-type: none">Proposed community facilities uses (library, community centre and private child care) within the town centre core zone.Proposed Main Street and Fig Tree Link within the primary activation area.Proposed active transport access to the proposed recreational open space to the southwest.						
Wollongong DCP Chapter D16 – West Dapto Urban Release Area									
11.1 Town Centre Development Controls	Development in the West Dapto Town Centres is to comply with the following development controls								
	1. Establish a strong urban form that clearly distinguishes the centre or local node from surrounding areas.	✓	Proposed town centre sits at the intersection of the primary roads with high density mixed use residential typologies, providing a distinguish character to the surrounding context.						
	2. Taller buildings which maximise building height is encouraged in town centre core. Lower scale buildings up to 3 storeys in height should surround and support the core.	✓	Maximum height is limited to 15m in the LEP controls. Master Plan has identified the opportunity for taller, marker buildings beyond the LEP controls.						
	3. The street wall height should have a 2-3 storey building form.	✓	Proposed 2 storey street wall along Marshall Mount Road and Yallah Road / Western Ring Road.						
	4. Zero building setbacks on main streets. Other streets are generally to have a setback of between 0 – 2.5m.	✓	Proposed zero building setbacks along the Main Street.						
	5. Side and rear building setbacks are as follows:								
	<table><tr><th>Setback</th><th>Distance</th></tr><tr><td>Side</td><td>Zero</td></tr><tr><td>Rear</td><td>Zero - where lot adjoins allotment zoned E1 Local Centre; or 5-6m - where lot adjoins allotment with any residential zone</td></tr></table>	Setback	Distance	Side	Zero	Rear	Zero - where lot adjoins allotment zoned E1 Local Centre; or 5-6m - where lot adjoins allotment with any residential zone	✓	Proposed rear setback for MU-1 zone aligned with the setback control.
	Setback	Distance							
	Side	Zero							
	Rear	Zero - where lot adjoins allotment zoned E1 Local Centre; or 5-6m - where lot adjoins allotment with any residential zone							
6. Civic public spaces designed to encourage social interaction with paved areas, outdoor seating and urban green spaces are encouraged to balance the indoor building provisions.	✓	Proposed Fig Tree Link with public plaza towards the western end adjacent to the Moreton Bay Fig Tree as the key local landscape features.							
7. Shared parking facilities are encouraged, accessed from laneways of minor streets. Parking lots and parking areas should not be visible from the streets, allowing the built form to define the urban function.	✓	Proposed consolidated at-grade parking space within the Town Centre Core Precinct behind the buildings.							

APPENDIX - MARSHALL MOUNT TOWN CENTRE

STRATEGIC PLANNING DIRECTIONS	STATEMENT / REQUIREMENT	ALIGNMENT	PROPOSED OUTCOMES
West Dapto Development Contribution Plan 2024			
5.3 Our new Centres in West Dapto are well planned Recommendation 9 <i>"Communicate clear expectations for centre development outcomes"</i>	States: <i>Ensure the LEP and DCP controls for new centres in West Dapto facilitate the outcomes described for towns and villages in the updated Centres Hierarchy.</i>	✓	<ul style="list-style-type: none"> The Master Plan for Marshall Mount Town Centre identified there is some misalignment between the existing LEP controls for FSR and Maximum Heights being the FSR cannot be achieved within the height controls. However, it is noted that the retail and centres hierarchy has been informed by population and dwelling outcomes that assume realisation of the FSRs.

APPENDIX - FOWLERS VILLAGE CENTRE

INDICATIVE YIELD BREAKDOWN - FOWLERS VILLAGE CENTRE

The following table and diagram provides the proposed land use and yield breakdown of Fowlers Village Centre.

Table 22 Fowlers Village Centre - Yield Breakdown

LAND USE AND SITE AREA					GROSS FLOOR AREA							
LOT NO.	LAND USE	LAND USE AREA (SQM)	LAND USE AREA (HA)	LAND USE AREA (%)	RESI GFA (SQM)	CHILD CARE GFA (SQM)	RETAIL GFA (SQM)	RETAIL - SUPERMARKET GFA (SQM)	TOTAL GFA (SQM)	FSR (N:1)	DW. NO.	DW./HA
SITE 1 - RETAIL QUADRANT												
VC	Retail (Convenience & Supermarket) / Private Child Care	8,382	0.84	38.9%	271	1,258	1,527	3,056		0.36		
	Road Reserve	1,717	0.17	8.0%								
SITE 1 TOTAL		10,099	1.01	46.9%	271	1,258	1,527	3,056		0.30		
SITE 2 - RESIDENTIAL QUADRANT												
MR1	Medium Density Residential	2,231	0.22	10.3%	840			840		0.38	7	31.4
MR2	Medium Density Residential	2,791	0.28	13.0%	1,200			1,200		0.43	10	35.8
MR3	Medium Density Residential	3,387	0.34	15.7%	1,440			1,440		0.43	12	35.4
	Sub Total Developable Area	8,409	0.84	39.0%	3,480			3,480		0.41	29	34.5
	Road Reserve	3,041	0.30	14.1%								
SITE 2 TOTAL		11,450	1.14	53.1%	3,480			3,480		0.30		25.4
TOTAL		21,549	2.15	100.0%				6,536		0.30	29	

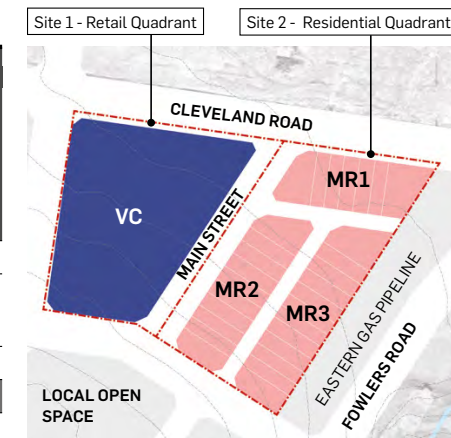


Figure 89 Fowlers Village Centre - Land Use
1:3,000 @ A4
0 25 50 75 100 125 150

LEGEND

 Fowlers Village Centre

LAND USE

Village Centre - Mixed Retail / Private Child Care
 Medium Density Residential

APPENDIX - FOWLERS VILLAGE CENTRE

INDICATIVE PARKING PROVISION
- FOWLERS VILLAGE CENTRE

The following table and diagram identify the indicative parking provision breakdown.

Table 24 Fowlers Village Centre - Indicative Parking Provision

PARKING PROVISION		%
Parking Requirement (space)	125	
Parking Provision (space)	160	100%
At-grade Parking	128	80%
Kerbside Parking	32	20%

INDICATIVE RETAIL AND COMMUNITY SPACE
OUTCOME - FOWLERS VILLAGE CENTRE

The following table identify the indicative retail and community space outcome.

Table 23 Fowlers Village Centre - Indicative Retail and Community Space Outcome.

Fowlers Village Centre Retail Forecast Demand 2041 (sqm) (Wollongong Retail and Business Strategy, 2023)		2,168
RETAIL AND COMMUNITY SPACE OUTCOME		
Retail GFA		2,785 sqm
Retail - Supermarket		1,527 sqm
Retail - Convenience (including cafe, specialty shops, gym and pharmacy)		1,258 sqm
Private Child Care GFA		271 sqm
Private Child Care Outdoor Space		563 sqm
Private Child Care Capacity (# of places)		60

APPENDIX - FOWLERS VILLAGE CENTRE

**INDICATIVE DWELLING DENSITY SUMMARY
- FOWLERS VILLAGE CENTRE**

The following table identify the indicative dwelling density summary.

Table 25 Fowlers Village Centre - Indicative Dwelling
Density Summary








DWELLING DENSITY SUMMARY (WITHIN VILLAGE CENTRE)	
Residential Quadrant Site Area (ha)	1.14
Developable Residential Lot Area (ha)	0.84
Total Dwelling No.	29
Gross Density (dw/ha) - Residential Quadrant Site Area	25.4
Net Density (dw/ha) - Residential Lot Area	34.5

APPENDIX - FOWLERS VILLAGE CENTRE

CENTRE KEY SUCCESS FACTORS ALIGNMENT - FOWLERS VILLAGE CENTRE

The following table summarises the proposed Fowlers Master Plan outcomes alignment with the Centre Key Success Factors principles.

Table 26 Fowlers Village Centre - Centre Key Success Factors Alignment

CENTRE KEY SUCCESS FACTORS		PROPOSED OUTCOMES – FOWLERS VILLAGE CENTRE
	Location Locate the centre's main activities / nodes along the primary road connections to increase visibility for passing trade .	<ul style="list-style-type: none"> Fowlers Village Centre is located at the primary intersection of Cleveland Road and Fowlers Road. The Centre is highly visible from Fowlers Road and Cleveland Road being the primary movement corridor / passing trade.
	Co-location with Activity Generators Co-locate the centres with activity generators i.e. school, child care, sporting fields, community facilities, leisure centre.	<ul style="list-style-type: none"> The centre is located within 100m / <5 mins walking to the proposed leisure and recreational centre to the southwest.
	Compact and Walkable Create walkable and compact centre that provide immediate access to the community	<ul style="list-style-type: none"> Proposed primary activation is concentrated along the main street creating a compact centre. The primary activation is situated in a gentle slope topography to ensure accessibility and walkability.
	Mix of Uses Promote cross-usage between retail, residential, community facilities and other services to increase dwell-time within the centre.	<ul style="list-style-type: none"> Proposed a mix of mid size supermarket, retail, residential, and private child care within the primary activation zone.
	Activation Establish the active retail / community uses frontage on both sides of the main street with minimal movement barriers between each side.	<ul style="list-style-type: none"> Proposed ground level activation along the main street with minimal movement barriers.
	Accessibility Ensure the centre is accessible on various transport modes including public transport, active transport (walking and cycling) and vehicle.	<ul style="list-style-type: none"> The centre is surrounded by a road network that is accessible from all directions. Proposed bus stops located to the south end of the main street and adjacent to the local park. The proposed centre is connected to the wider active transport network of both on-road and off-road cycleway.
	Population Catchment Ensure the centre is accessible to the largest population catchment possible.	<ul style="list-style-type: none"> Proposed a mix of 2 storeys residential apartment and terrace homes within the village centre core zone transitioning to medium density housing type of the surrounding neighbourhood.

APPENDIX - FOWLERS VILLAGE CENTRE

STRATEGIC PLANNING ALIGNMENT - FOWLERS VILLAGE CENTRE

The following table summarises the proposed Fowlers Master Plan outcomes alignment with the relevant strategic planning directions.

This includes:

- West Dapto Vision 2018;
- West Dapto Development Contribution Plan 2020; and
- Wollongong Document Control Plan 2009

Table 27 Fowlers Village Centre - Strategic Planning Alignment

STRATEGIC PLANNING DIRECTIONS	STATEMENT / REQUIREMENT	ALIGNMENT	PROPOSED OUTCOMES
West Dapto Vision 2018			
	<p><i>"West Dapto will grow and develop as a series of Integrated and connected communities. Set against the spectacular Illawarra Escarpment and a landscape of riparian valleys, these communities will integrate the natural and cultural heritage of the area with the new urban form.</i></p> <p><i>The communities will be healthy, sustainable and</i></p> <p><i>Resilient with active and passive open space accessible by walkways, cycleways and public transport. To support these new communities, local centres will provide shopping services, community services and jobs while employment lands will facilitate further opportunities for the region.</i></p> <p><i>West Dapto will be supported by a long-term strategy to oversee the timely implementation of infrastructure to deliver sustainable and high-quality suburbs with diverse housing choices."</i></p>	✓	<p>The vision for Fowlers Village Centre is to create:</p> <p><i>"A compact local retail precinct within connected and diverse communities with public and active transport connections to key recreational open spaces and amenities along Fowlers Road and a visual connection to Mount Keira and Mount Kembla."</i></p> <p>Five Site Key Directions have been identified for Fowlers Village Centre in alignment with the West Dapto Vision, being:</p> <ol style="list-style-type: none"> 1. Celebrate the Country. 2. A Connected and Accessible Centre. 3. Activated Place and Viable Centre. 4. Deliver a Housing Mix Close to Amenities. 5. Contextual Built Form Response.
West Dapto Development Contribution Plan 2020			
<p>Open Space & Recreation</p> <p>OS13 – Community Leisure and Recreation Centre</p>		✓	<ul style="list-style-type: none"> • Proposed leisure recreation centre location to the southeast of the Village Centre (outside the centre boundary). • Provide cycleway / pedestrian connection between the Village Centre and the Community Leisure and Recreation Centre.

APPENDIX - FOWLERS VILLAGE CENTRE

STRATEGIC PLANNING DIRECTIONS	STATEMENT / REQUIREMENT	ALIGNMENT	PROPOSED OUTCOMES
Community Facilities	Indicative Land Area - 1,500 sqm		
CF04 - Neighbourhood multi-purpose community centre	Indicative GFA - 350 sqm	✓	<ul style="list-style-type: none"> Proposed location within the Leisure and Recreation Centre. Provide cycleway / pedestrian connection between the Village Centre and the Community Leisure and Recreation Centre.
Wollongong DCP Chapter B4 - Development in Centres and Peripheral Sales Precinct			
Ch 4 Centres Hierarchy			
4.2 Development Controls Village Centre			
Floorspace	2,000-5,000 sqm	✓	Proposed a total retail GFA of approximately 2,700 sqm.
Population catchment	up to 10,000 (~ catchment radius of 600 – 800m)	✓	Refer to catchment analysis for Marshall Mount on challenges achieving these populations within the 600-800m catchment based on existing LEP controls).
Accessibility	On public transport network with access to transport by train or bus. Accessible for logistics and private vehicles. Active transport connections to and within the Centre. Slow through traffic and walkable catchment (5-10 minutes). Pedestrians are prioritised.	✓	The village centre is accessible via multi modes of private vehicle, bus service and active transport (cycling and walking).
Retail Uses	<p>Village Centres are served by a small to medium sized neighbourhood supermarket and or mixed business type shop, fruit and vegetable retailers, newsagents, restaurant, bakery, butcher and some limited services for example hairdresser.</p> <p>Individual tenancies are small scale with a smaller floor area than their Town Centre counterparts.</p> <p>Food and Drink Premises with drive through facilities are not permitted in Village Centres (Wollongong LEP).</p>	✓	Propose a mid-size supermarket with specialty retail along the main street.
Residential Uses	Village Centres have lower height limits, restricting upper story residential development to traditional shop-top housing, with a small number of apartments above a retail or business tenancy. These apartments provide passive surveillance within the Centre, and offer housing diversity and relative affordability in the context of the surrounding neighbourhood.	✓	Proposed up to two storeys shop top housing, townhouse and terrace homes within the village centre core zone.

STRATEGIC PLANNING DIRECTIONS	STATEMENT / REQUIREMENT	ALIGNMENT	PROPOSED OUTCOMES
Other Uses	<i>The Village Centre provides local scale public open space in the form of small landscaped plazas or similar.</i>	✓	Proposed local open space to the local hill to the south with visual connection to Illawarra Escarpment, Mount Kembla and Mount Keira..
Wollongong DCP Chapter D16 – West Dapto Urban Release Area			
11.2 Village Centre Development Controls	Development in the West Dapto Village Centres is to comply with the following development controls:		
	1. Building setbacks can be either street aligned (zero) or setback up to 5m to create commercial forecourts or residential courts to the street.	✓	Proposed zero building setbacks along the Main Street with ground level retail and 3m setback for ground level residential.
	2. Varied building setbacks are encouraged to create an informal organic character.	✓	Proposed zero building setbacks for ground level retail / community uses and 3m setback for ground level residential provide a varied setback.
	3. Building heights of up to 2 storeys are encouraged to create an urban village character with upper floor uses including small scale commercial and residential developments.	✓	Proposed 1-2 storeys streetwall along the Main Street.
	4. Parking to be provided at the rear of buildings in the form of rear laneways and parking areas accessed from the rear laneways / car courts.	✓	Proposed consolidated at-grade parking space within the Village Centre core zone behind the buildings.
	5. All shops should address and be entered from the major street where possible, or the secondary street.	✓	Retail frontage along the Main Street providing street address and activation.
	6. Community congregation areas to be north facing and take advantage of escarpment views where possible.	✓	North-South Main Street alignment and proposed local open space to the local hill to the south provide public space with visual connection to the Mount Kembla and Mount Keira to the north and Illawarra Escarpment to the west.
	7. Street parking to be maximised around villages.	✓	Proposed on-street parking along the Main Street and Minor Collector Road.
	8. Parking lots and parking areas are generally not to be visible from the main collector roads, allowing the built form to define the urban function.	✓	Proposed consolidated at-grade parking space behind the Main Street to ensure that it is not visible from the primary roads.

APPENDIX

DEVELOPMENT ASSUMPTIONS

Development assumptions contained within following table underpin the master plans for both Marshall Mount Town Centre and Fowlers Village Centre.

Table 28 Development Assumptions

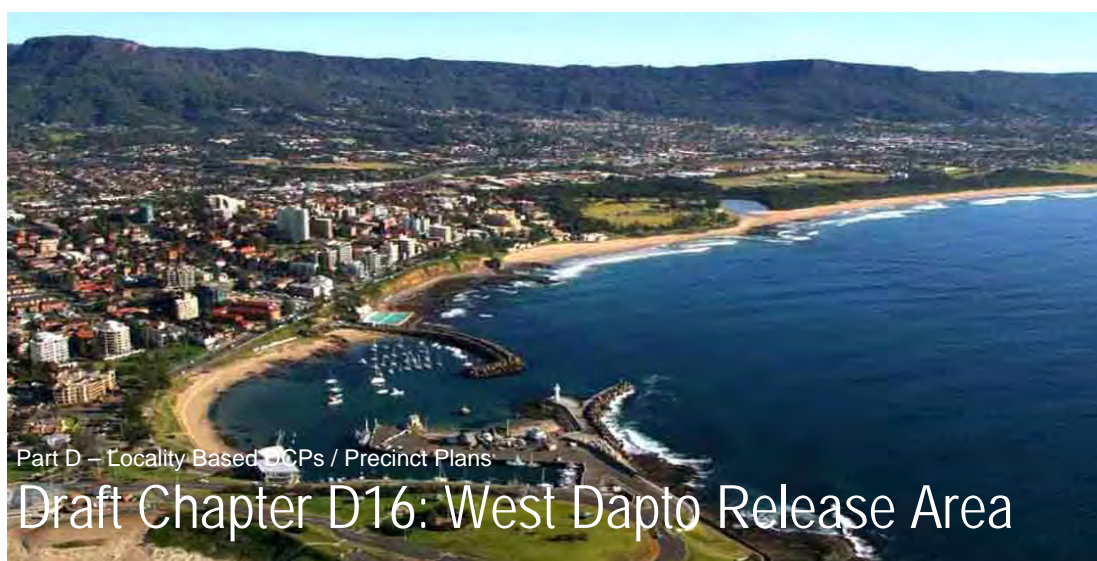
DEVELOPMENT ASSUMPTIONS		SOURCE / REMARKS
BUILDING HEIGHT (M)		
4.40 m	Ground level commercial floor to floor height	Apartment Design Guide
3.70 m	Upper level commercial floor to floor height	Apartment Design Guide
3.70 m	Ground level residential level floor to floor height	Apartment Design Guide
3.10 m	Upper level residential level floor to floor height	Apartment Design Guide
BUILDING EFFICIENCY (%)		
85%	Commercial / Retail GBA to GFA	Industry practice
85%	Community GBA to GFA	Industry practice
75%	Residential Apartment GBA to GFA	Industry practice
RESIDENTIAL UNIT (SQM)		
90 sqm	Average GFA/ Apartment unit - Built to Sell	Higher average apartment unit size outside of metropolitan area
120 sqm	Average GFA/ rear loaded terrace homes	
LOW-MEDIUM DENSITY RESIDENTIAL LOT SIZE (SQM)		
200 sqm	Average terrace homes	

DEVELOPMENT ASSUMPTIONS		SOURCE / REMARKS
CHILD CARE		
13 sqm	GFA (indoor and outdoor) child care / child	3.25 sqm indoor space + 7 sqm outdoor space (unencumbered) per child (Wollongong DCP 2009 Ch C5) / 80% efficiency
5	Children / employee (average age 2-3)	NSW Government Required Staff Ratios - Education and Care Services National Regulations
PARKING REQUIREMENTS (#SPACE)		
1.5	Average Car Parking Space/ Dwelling	Wollongong DCP 2009 Ch E3
0.2	Car Visitor Parking Space/ Dwelling	Wollongong DCP 2009 Ch E3
27.78 sqm	GFA retail/ Car Parking space	10% reduction within 400m bus stop (25sqm / parking space, Retail premises - Wollongong DCP 2009 Ch E3)
44.44 sqm	GFA community centre/ Car Parking space	10% reduction within 400m bus stop (Assumed business premises parking req. 40 sqm / parking space - Wollongong DCP 2009 Ch E3)
6	Children/ child care visitor parking space	Wollongong DCP 2009 Ch E3
1	Child care employee / parking space	Wollongong DCP 2009 Ch E3
0.33	Residents bicycle park/ dwelling	1 bicycle parking / 3 dwellings - Wollongong DCP 2009 Ch E3

DEVELOPMENT ASSUMPTIONS		SOURCE / REMARKS
0.0833	Visitor bicycle parking/ dwelling	1 bicycle parking / 12 dwellings - Wollongong DCP 2009 Ch E3
0.040	Motorcycle Parking / Carpark	Wollongong DCP 2009 Ch E3, Business & retail premises, child care
0.067	Motorcycle Parking / dwelling	Wollongong DCP 2009 Ch E3, residential
PARKING SPACE PROVISION (SQM)		
35 sqm	Basement Carpark Gross Area per space -Residential	Parking space, circulation and servicing
30 sqm	At-grade Carpark Gross Area per space	Parking space, circulation and planting
1 sqm	Per bike parking space	Assume vertical bicycle stand
2 sqm	Per motorcycle parking space	
APARTMENT DESIGN GUIDE (ADG) REQUIREMENTS (%)		
25%	Minimum Communal Open Space Provision	
7%	Minimum Deep Soil Zone Provision	
50%	Min. COS receiving at least 2hr sunlight in mid winter	

LIST OF ABBREVIATION	
ADG	Apartment Design Guide
AEP	Annual Exceedance Probability
APZ	Asset Protection Zone
DCP	Development Control Plan
DW.	Dwelling
EGP	Eastern Gas Pipeline
FSR	Floor Space Ratio
GBA	Gross Building Area
GFA	Gross Floor Area
HA	Hectare
LEP	Local Environmental Plan
REQ.	Requirement
RESI	Residential
RFB	Residential Flat Building
SQM	Square Meter
TC	Town Centre
VC	Village Centre





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2	27/7/2011	3/8/2011	Incorporate Shone Ave Neighbourhood Plan
3	26/11/2012	8/12/2012	Update Wongawilli North Neighbourhood Plan
4	27/5/2013	1/6/2013	Incorporate Sheaffes Rd Neighbourhood Plan
5	9/12/2013	14/12/2013	Incorporate Reddalls Rd Industrial Neighbourhood Plan
6	24/3/2014	2/4/2014	Incorporate Darkes Rd South West Neighbourhood Plan and updated road network diagrams
7	3/8/2015	12/8/2015	Incorporate Avondale Road North, Huntley Neighbourhood Plan
8	24/8/2015	9/9/2015	Incorporate Shone Avenue / West Dapto Road Neighbourhood Plan
9	19/10/2015	24/10/2015	Incorporate West Dapto Rd / Sheaffes Rd (south) Neighbourhood Plan
10			Draft May 2018
11	19/11/2018	20/12/2018	Incorporate Bong Bong South Neighbourhood Plan
12	10/12/2018	20/12/2018	Incorporate the West Dapto Vision, Structure Plan 2018 and planning principles
13	9/12/2019	20/12/2019	Whole document review and restructure
14	6/4/2020	27/4/2020	Incorporate Hayes Lane and Iredell Road Neighbourhood Plan
15	2/8/2021	30/8/2021	Incorporate additional area into Hayes Land and Iredell Road Neighbourhood Plan.
16	18/10/2021	12/11/2021	Neighbourhood Planning Review
17	27/05/2024	03/06/2024	Elm Park Neighbourhood Plan
18	24/06/2024	-	West Dapto Centres Master Plans

1. INTRODUCTION

This chapter of the Wollongong Development Control Plan 2009 (DCP) is intended to provide structure and guidance for the future development of the West Dapto Urban Release Area. It is aimed at achieving the vision for West Dapto which is:

West Dapto will grow and develop as a series of integrated and connected communities. Set against the spectacular Illawarra Escarpment and a landscape of riparian valleys, these communities will integrate the natural and cultural heritage of the area with the new urban form.

The communities will be healthy, sustainable and resilient with active and passive open space accessible by walkways, cycleways and public transport. To support these new communities, local centres will provide shopping services, community services and jobs while employment lands will facilitate further opportunities for the region.

West Dapto will be supported by a long-term strategy to oversee the timely implementation of infrastructure to deliver sustainable and high-quality suburbs with diverse housing choices.

Other parts of this DCP continue to apply to the West Dapto Release Area in conjunction with this chapter. Part A of the DCP contains the Introduction and Part B provides Land Use Based Planning Controls. Part C provides Specific Land Use Controls and Part E provides the General (City Wide) Controls.

This document is set out around groups of planning principles. The principles are designed to outline expectations around elements for consideration while planning for development of the West Dapto Urban Release Area. The principles, objectives and applicable controls will guide the growth of new suburbs and neighbourhoods, protect the environment and integrate with existing communities.

2. LAND TO WHICH CHAPTER APPLIES

This chapter applies to all land within the West Dapto Release Area (**Figure 1**).

Part D – Locality Based DCPs / Precinct Plans

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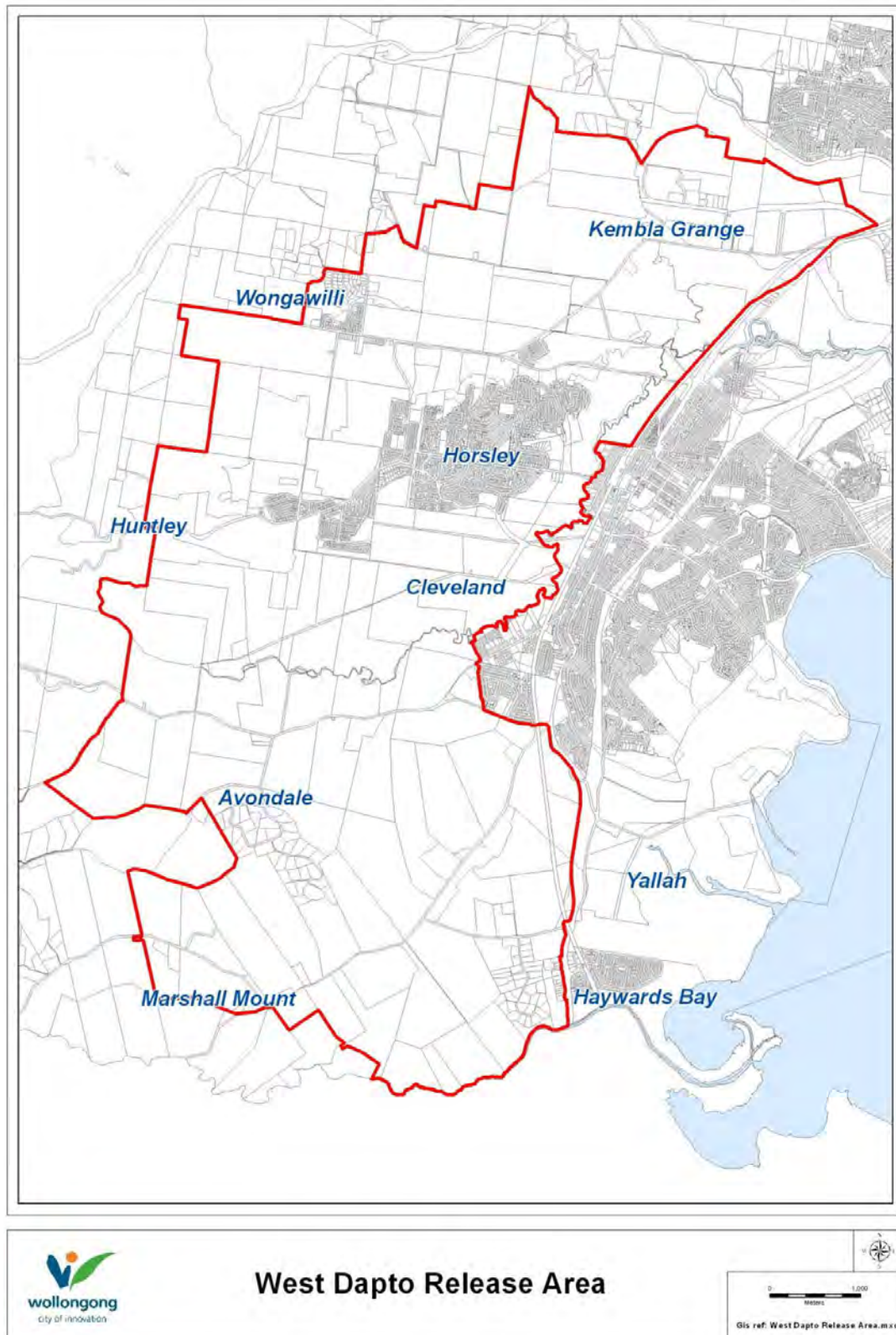


Figure 1. West Dapto Release Area

3. OBJECTIVES

The objectives of this chapter are to:

- (a) enable the development of the West Dapto Urban Release Area for residential, employment, industrial and environmental conservation areas in a manner consistent with the Wollongong LEP 2009 the West Dapto Vision 2018 and the West Dapto Structure Plan (**Figure 2**).
- (b) ensure development incorporates the principles of Ecologically Sustainable Development, promoting the retention and enhancement of the area's unique environmental features, to shape the desired future urban setting.
- (c) support the provision of safe and efficient road networks that promotes long term sustainability and active transport, with public transport services linking surrounding areas.
- (d) implement Water Sensitive Urban Design (WSUD) for effective water management and protect development in the area from flooding.
- (e) recognise the existing environmental and landscape qualities of the release area and establish future urban characteristics to shape ongoing development.
- (f) protect, conserve and enhance riparian and environmentally sensitive areas and only allow for development compatible with the conservation values of these areas.
- (g) protect areas of high scenic value, notably the Illawarra Escarpment and Lake Illawarra with developments that contribute and promote the areas visual and aesthetic values.
- (h) conserve and enhance the environmental, cultural and built heritage of West Dapto.
- (i) guide the development of open space to meet future community needs and facilitate a network of open space connected by off road cycleways and shared paths throughout the release area.
- (j) ensure that development in the Darkes Road, Bong Bong and Marshall Mount town centres contributes to the creation of retail, business, commercial and community hubs and provides significant local employment and community service opportunities.
- (k) provide village centres with localised businesses and higher density residential opportunities at key places or intersections where bus stops, community facilities and open space come together as local urban focal points.
- (l) ensure the community's social and cultural needs are met through the provision of a range of community facilities across the release area (co-located with other facilities in 'hubs', creating urban focal points).
- (m) guide planning and development of well-located schools, childcare centres, and adult education facilities to support the community's educational needs.
- (n) stimulate diversity in development types and styles to provide a range of different dwellings to increase housing choice and design quality in the Illawarra.
- (o) ensure safe, secure, liveable, and resilient urban environments are established considering future climate and other potential environmental vulnerabilities.
- (p) improve employment opportunities and economic growth in the Illawarra region whilst ensuring that commercial and industrial development is ecologically sustainable, energy efficient and of a high design standard.

4. STRUCTURE PLAN

The West Dapto Structure Plan (**Figure 2**) shows the land use setting which will house the future urban structure and guide the development of the release area.

It is characterised by a series of residential precincts estimated to generate around 19,500 dwellings. The precincts come together to form five distinct stages, separated by riparian corridors connecting through the release area from the Illawarra Escarpment framing the western extent to Lake Illawarra in the east. The release area will also integrate and protect heritage landscapes and items into the urban structure.

The West Dapto Structure Plan identifies:

- Town and village centres
- Conservation land
- Heritage items and potential curtilages
- Transition land (environmental constraints exist but may be appropriate for sympathetic developments)
- Development land
- Employment land
- Large open space facilities (neighbourhood parks 2-5 ha, and district parks 5-8 ha)
- Structural road network
- Creek lines and flood extents (1% AEP)

In the Wollongong LEP 2009, Stage 1–2, some of Stages 3 and 4, and all of Stage 5 of the release area are zoned for residential development (**Figure 3**). There is also 175 hectares of employment land zoned at Kembla Grange (**Figure 3**).

Stages 1 and 2

Stages 1 and 2 are located in the northern extent of the release area (**Figure 3**) and have a number of unique features, including:

- Potential development of around 6,700 dwellings.
- Employment land (industrial zones) located within close proximity to Unanderra light industrial area and well connected to Dapto Regional Centre along the Princes Highway, the Port of Port Kembla and the M1 Motorway.
- South of the employment lands will be home to Darkes Town Centre with approximately 7,500m² of commercial/retail floor space providing for a range of shops and services as well as community facilities and active open space for community recreation.
- Protection and rehabilitation of riparian corridors and conservation areas (vegetation and heritage conservation depending on site features and opportunities) to improve water quality, recreational opportunities and connectivity of remnant vegetation along these structural spurs through the release area.
- Structural road network that will connect from outside the release area, through Stages 1 and 2 and into the southern reaches of the release area.
- Active transport facilities (cycleways and shared paths) connecting residential areas with open space provisions via riparian corridors and along the structural road network.
- Two village centres (Wongawilli and Jersey Farm) providing local convenience shops and urban focal points within the residential areas of Stage 2.
- Two primary schools, one located close to the Darkes Town Centre and one located in the Wongawilli and Jersey Farm Roads area to service the future residential families.
- Bong Bong Town Centre, at the southern extent of Stage 2 on the south side of Bong Bong Road will provide retail needs, local services and community facilities with employment opportunities in the local context. It will be the urban focal point supporting opportunity for denser housing products located convenient to public and active transport links.

Stage 5 or Yallah-Marshall Mount Precinct

The vision for the Yallah-Marshall Mount Precinct is to create a vibrant, compact, environmentally sustainable atmosphere. The precinct will be concentrated around a compact, walkable town village centre reflecting low carbon footprint principles. The Yallah-Marshall Mount precinct will utilise traditional urban design principles, with relatively high densities around the town centre and concentrated along the main access roads. The precinct will have a diverse range of housing types and densities.

The bulk of higher density development will be focussed around the proposed town village centre, with opportunities for small lot housing along the main transport links through the precinct. The fringe areas will contain rural and rural-residential development. The aim is to have the new community focussed on transport links, rather than a 'blanket' of suburbia. The desire is to have a variety of housing types and styles to provide for a wide diversity in population, allow for increased "ageing in place" opportunities and make an interesting urban environment. The biodiversity corridors and Duck Creek will be significant attributes of the new community, with the escarpment as a visual backdrop.

Yallah-Marshall Mount precinct is characterised by:

- Potential development of around 4,000 new dwellings.
- Marshall Mount Town Centre comprising approximately 8,000+m2 3,500m2 retail floor space. Refer to Section 14.6.8 for more Town Centre characteristic details. In a traditional main street format providing retail shops, local convenience needs, local services, community facilities and the like.
- Connection of the precinct into Avondale and Cleveland, with access via an extension of Yallah Road (Western Ring Road, formerly referred to as Road No. 8) as part of the overall West Dapto road network.
- Protection of significant vegetation and unique landscape features of the area.
- Utilisation of Duck Creek as a focal feature of the community.
- A primary school located near Marshall Mount Town Centre to meet the educational needs of the future residential families.

Stages 3 and 4

Stages 3 and 4 are located in the existing rural suburbs of Cleveland and Avondale, in the middle of the release area south of Horsley. They are well connected to the Dapto Regional Centre to the east via Fowlers Road into Cleveland Road. Part of Stage 3, and a small part of Stage 4 have been rezoned. Stages 3 and 4 will ultimately include:

- Potential development of approximately 8,800 new dwellings.
- Community facilities including a district level recreational centre and youth services facility.
- Two primary schools to meet the educational needs of future residential families.
- Three well connected village centres (Fowlers, Huntley and Avondale) that will provide local convenience shops and urban focal points within the residential areas.
- Unique Mullet Creek Catchment environmental features providing the riparian corridor spur supporting and defining the surrounding urban form.
- Structural road network that will connect from the southern extent of Stage 2 at Bong Bong Town Centre down to the southern extent of Stage 4 and into Stage 5 of the release area. There will also be road connections spanning from Dapto Regional Centre into the release area along the east, branching into the village centres supporting surrounding residential development.
- Active transport facilities (cycleways and shared paths) connecting residential areas with open space provisions via riparian corridors and along the structural road network.
- High school and primary School facilities for the future population of the stages. Ideally the school will be located near the Bong Bong Town Centre (in Stage 2 or 3) to create a relationship with the town centre and provide education services for the future children and youth population residing between Stages 1, 2 and 3 of the release area.

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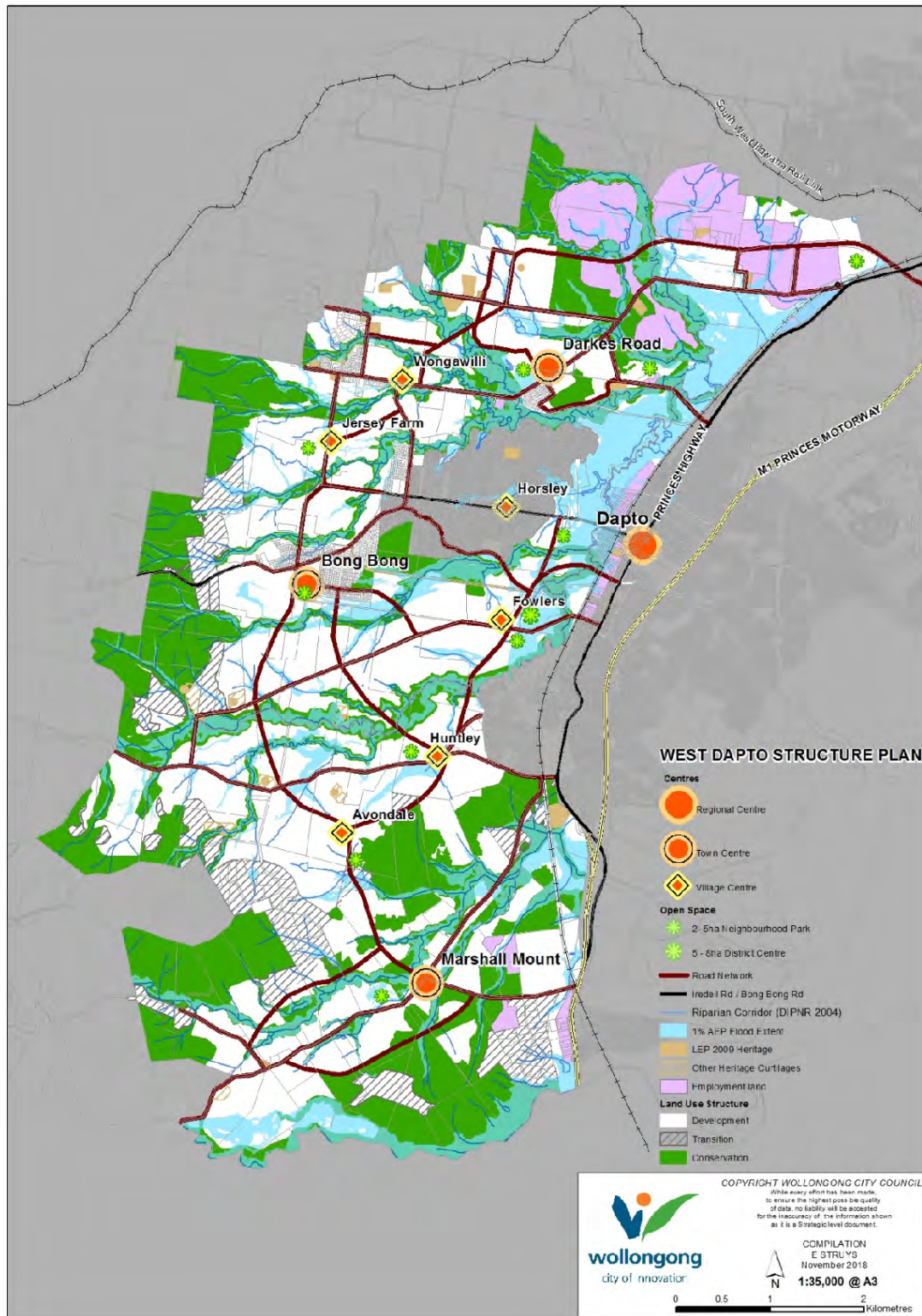


Figure 2. West Dapto Structure Plan 2018

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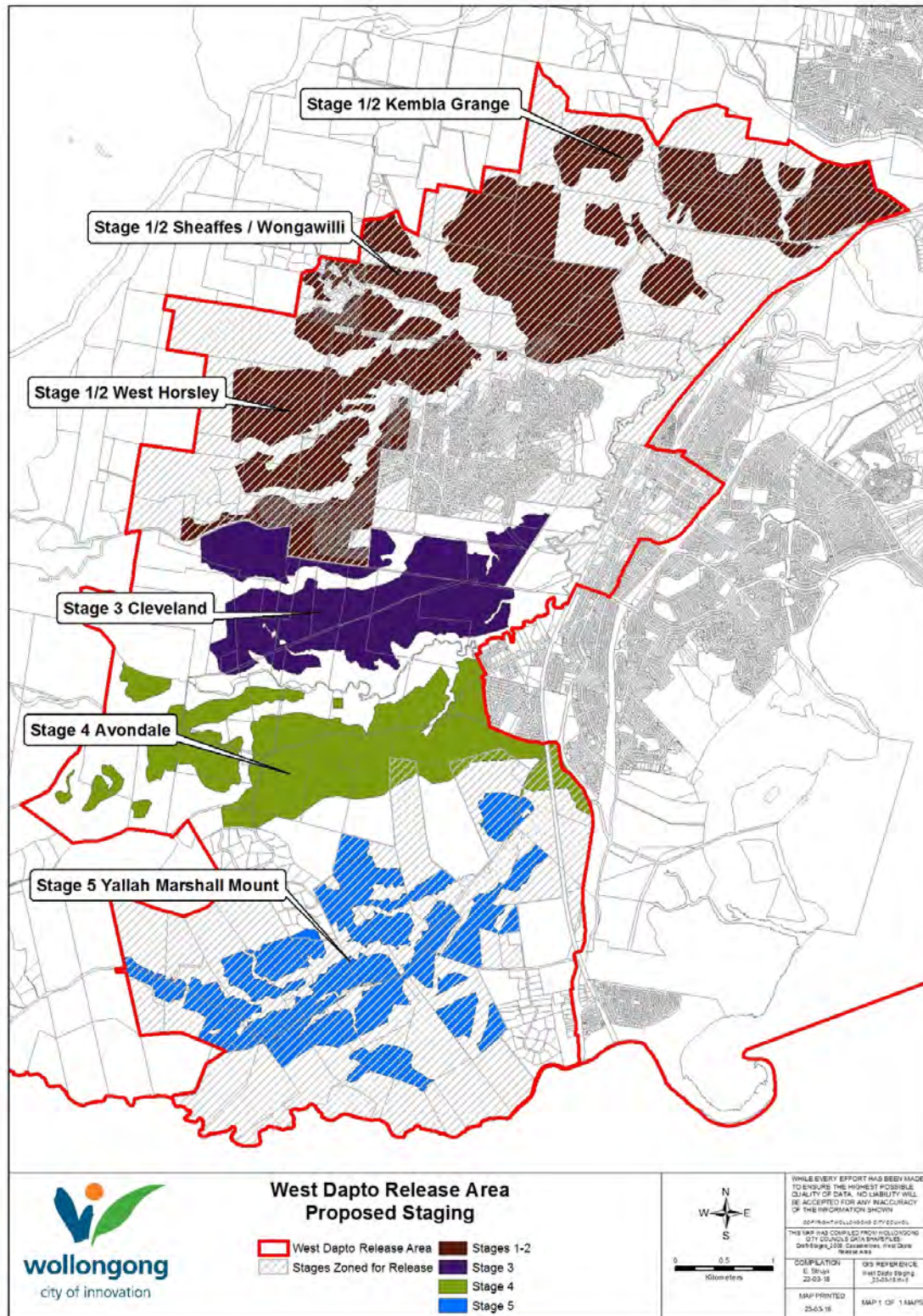


Figure 3. Stages of West Dapto Release Area

5. PLANNING PRINCIPLES

The West Dapto Planning Principles are intended to guide land use planning decision associated with the release area. They provide a statement of a desirable outcome for the development of the release areas and provide a basis of reasoning to support making planning decisions. Principles are important considerations when there may be more than one interpretation or contradictions between any qualitative requirements or development controls defined in other chapters of the DCP.

There are eight groups of principles originally outlined in the West Dapto Vision 2018. This chapter is structured in a similar way, building on principles with additional details. **Figure 4** outlines the key components and how they relate to Council's planning policies.

The groups of principles include:

- Transport
- Water management
- Conservation
- Open space
- Community facilities (and Education)
- Town centres
- Employment
- Housing



Figure 4. Principles and planning tools relationship

6. TRANSPORT

6.1 The Road Network

The future road network for West Dapto will be the backbone of the community, providing for all types of access and movement through the release area. The road network form and provision contribute significantly to achieving the vision of long-term sustainability.

An integrated transport system is proposed that caters for private cars, freight, public transport, pedestrians and cyclists. Road types have been developed based on a functional hierarchy, where the road designs support the transport modes in various ways. The road network has been developed to cater for future urban land uses and to deliver a safe, connected and legible transport framework that complements the natural environment and facilitates sustainable transport outcomes.

The Structure Plan (**Figure 2**) outlines the structural road network through the release area. The road network structure was modelled in TRACKS to understand the demand and supply requirements to service the release area. The modelling informed road typology requirements for the structural road network as shown in **Figure 5** and **Figure 6**. The road typology for the release area is informed by road hierarchy and cross sections which detail how the roads are configured for designs. Road hierarchy and cross sections are covered in DCP Chapter B2 Residential Subdivision.

In accordance with the following road network principles (specifically 2 and 3), the release area needs to be accessible in emergency situations. Flooding events present a specific challenge to urban development in a flood plain area and specific design response is needed provide safe and connected residential areas. **Figure 7** illustrates which structural roads or sections of road will be designed and constructed to provide 1% Annual Exceedance Probability (1% AEP) flood immunity.

Principle 1 - Supportive land use patterns

- 1.1 Plan higher residential densities and mixed land use in and adjacent to town and village centres and major public transport nodes, to reduce reliance on the private car and reduce overall road network requirements and costs.
- 1.2 Plan the co-location of compatible land uses to reduce private car reliance and reduce overall road network requirements and costs.

Principle 2 - A safe, connected and legible road network for all users

- 2.1 Provide a road network based on the modified grid layout to maximise accessibility and efficiency.
- 2.2 Implement a clear hierarchy of road types (see DCP Chapter B2 Residential Subdivision for road type details) that responds to relevant transport requirements and road function, creating a highly legible road network for all users (**Figure 5** Road typology and **Figure 7** Flood reliable roads).
- 2.3 Implement intersection designs appropriate to the road types **Figure 5**, surrounding land uses and environments.
- 2.4 Ensure the West Dapto structural road network supports the town and village centres hierarchy.
- 2.5 Ensure the integrated road system, caters for all road users including private cars, freight, public transport (buses), pedestrians and cyclists.
- 2.6 Implement driveway access restrictions and manage on-road parking on the higher-order roads (access-denied roads) to improve traffic efficiency and pedestrian/cyclist safety and amenity.
- 2.7 Ensure built form controls on adjacent properties to roads deliver active frontages to maximise passive surveillance and personal safety in the road environment. For example, road layouts that include lanes, service roads and so on to ensure houses front the primary road.
- 2.8 Ensure roads and intersections are designed to meet requirements of the DCP Chapter B2: Residential Subdivision, AustRoads and Australian Standards.

Principle 3 - Design roads to complement the environment

- 3.1 Ensure roads fit with the landform (topography), complement local character and land use, and minimise visual, ecological and noise impacts.
- 3.2 Ensure road alignments take advantage of views and visual stimuli for the motorist to enhance

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legibility, sense of place and create a positive experience in movement.

- 3.3 Consider the role of road networks in structuring precincts, including both transport and community needs to maximise liveability and quality urban outcomes.
- 3.4 Incorporate Water Sensitive Urban Design (WSUD) into transport infrastructure design and consider options to increase permeability of hard surfaces.

Principle 4 - Quality infrastructure

- 4.1 Use robust and durable materials, quality finishes and ancillary infrastructure, with neat, uncomplicated designs that minimise maintenance requirements and discourage vandalism.
- 4.2 Consider innovative technologies in road and transport infrastructure design, construction, and operation.

Principle 5 - Road network to support sustainable transport outcomes

- 5.1 Staging of additional car based infrastructure to encourage public and active transport and maximise the use of existing infrastructure.
- 5.2 Use an established 15% transport mode shift target when planning for road network requirements within West Dapto, to encourage a shift towards reduced car dependence.
- 5.3 Ensure that roads are designed to provide a high level of safety, access and amenity for pedestrians, cyclists and public transport (bus services).

6.2 Bridge and culvert design

Bridges and culverts form important structural components supporting the road network as it traverses the flood plain landscape. While there are design limits and prefabrication conditions the infrastructure are built to, it is also important that design decisions on materials, placements, modification to standards and any other specifics take into account desired outcomes for the areas they are in and who they will cater to.

Principle 1 – Good design is context sensitive design

Design that is sensitive to context is valued by communities. Bridges and culverts that are functional and fit the landscape are good for community pride and local identity.

- 1.1 Consider the influence of locational context and functional requirements in the design process. For example, if the crossing is traversing land that is zoned C2 or C3 and there are known ecological communities or fauna groups recorded there, fauna crossings should be a design component and construction must be sensitive to these outcomes.
- 1.2 Bridge and culvert alignment should integrate with environmental features.
- 1.3 Construction over or within waterways should have regard to the Fish Passage Guidelines developed by NSW Fisheries.
- 1.4 Ensure storm immunity standards are met, and design and construction provides longevity and minimises maintenance requirements.
- 1.5 Design finishes and overall appearance should respond to and incorporate character of the area.

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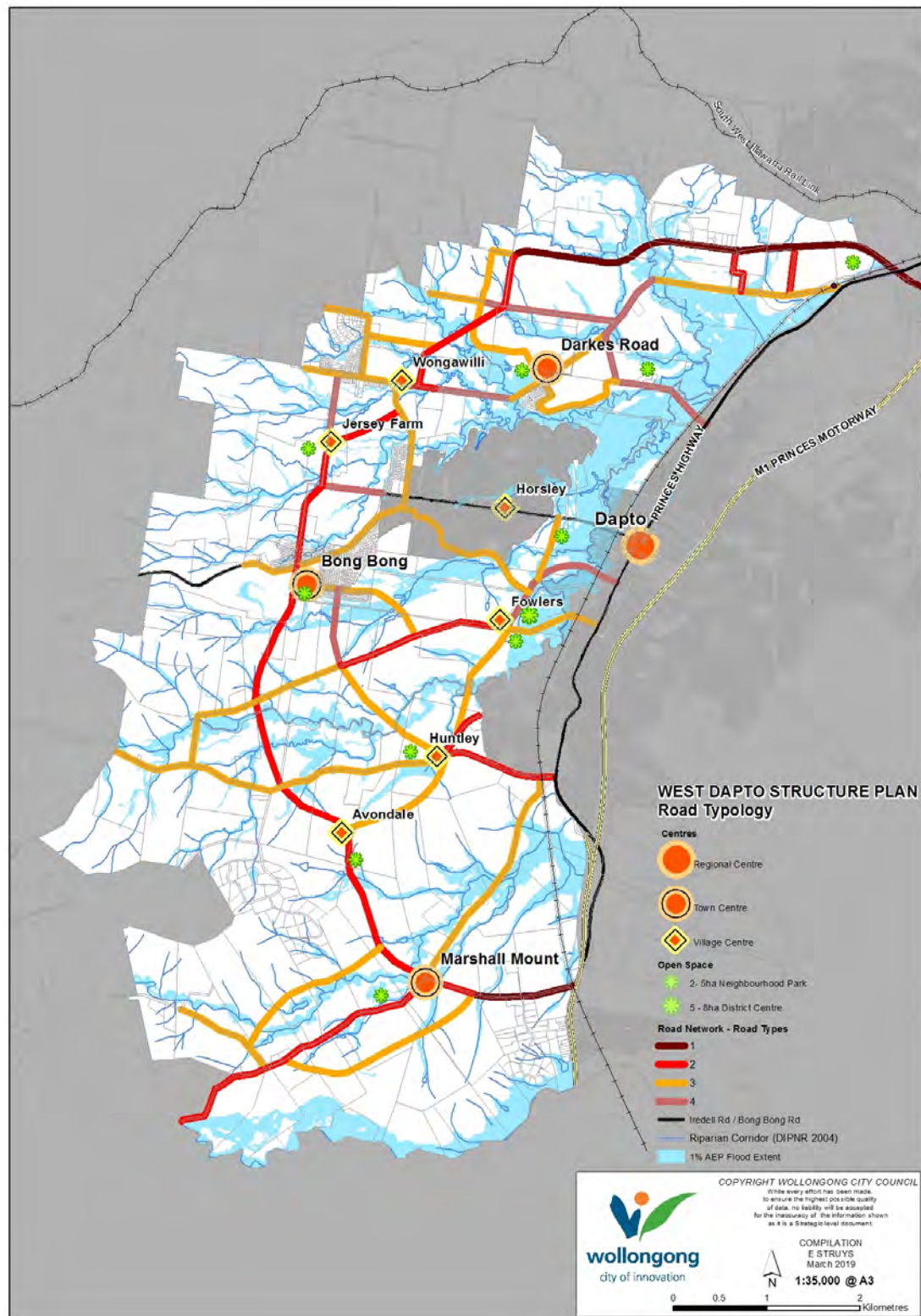


Figure 5. Road typology

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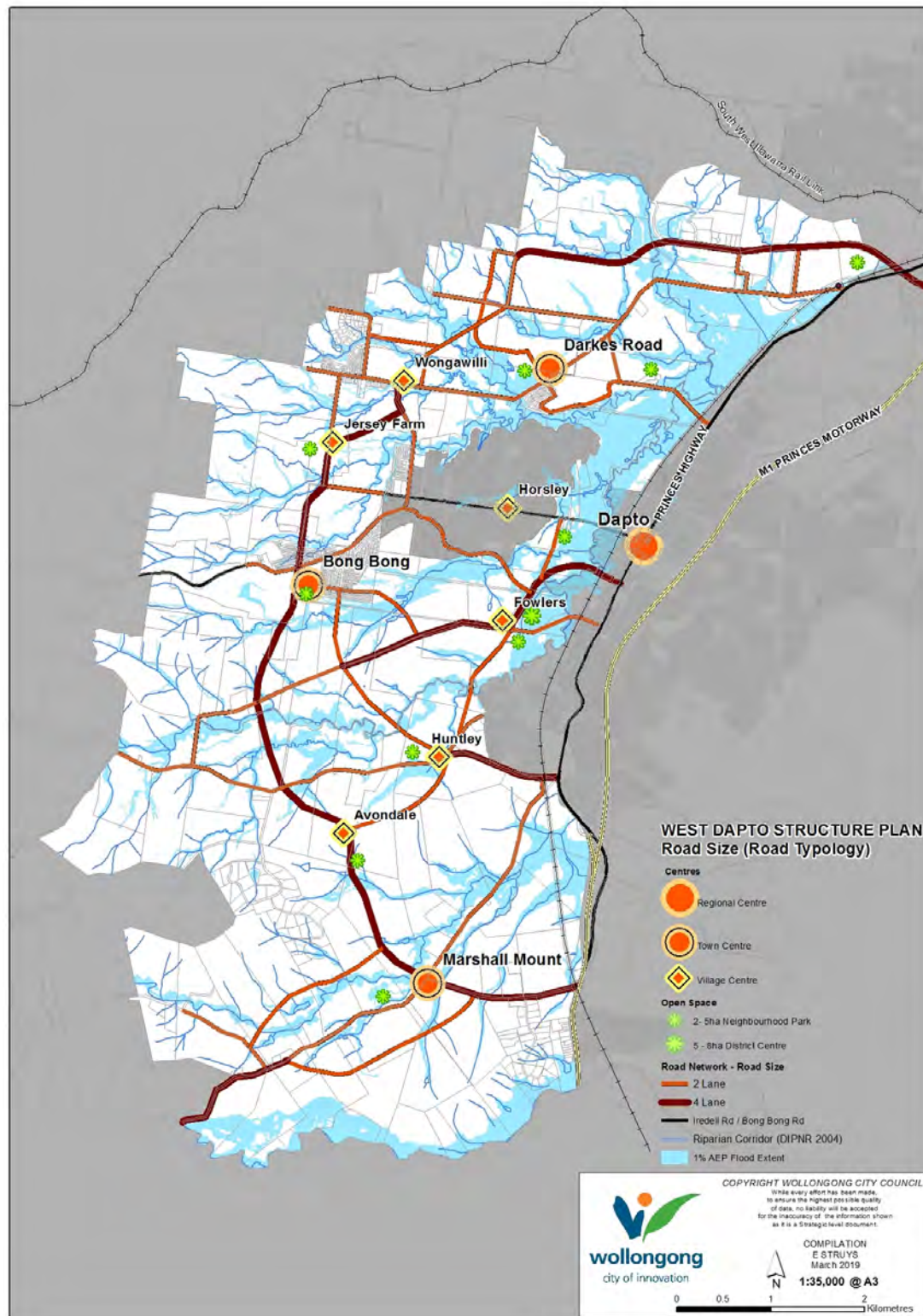


Figure 6. Road sizes

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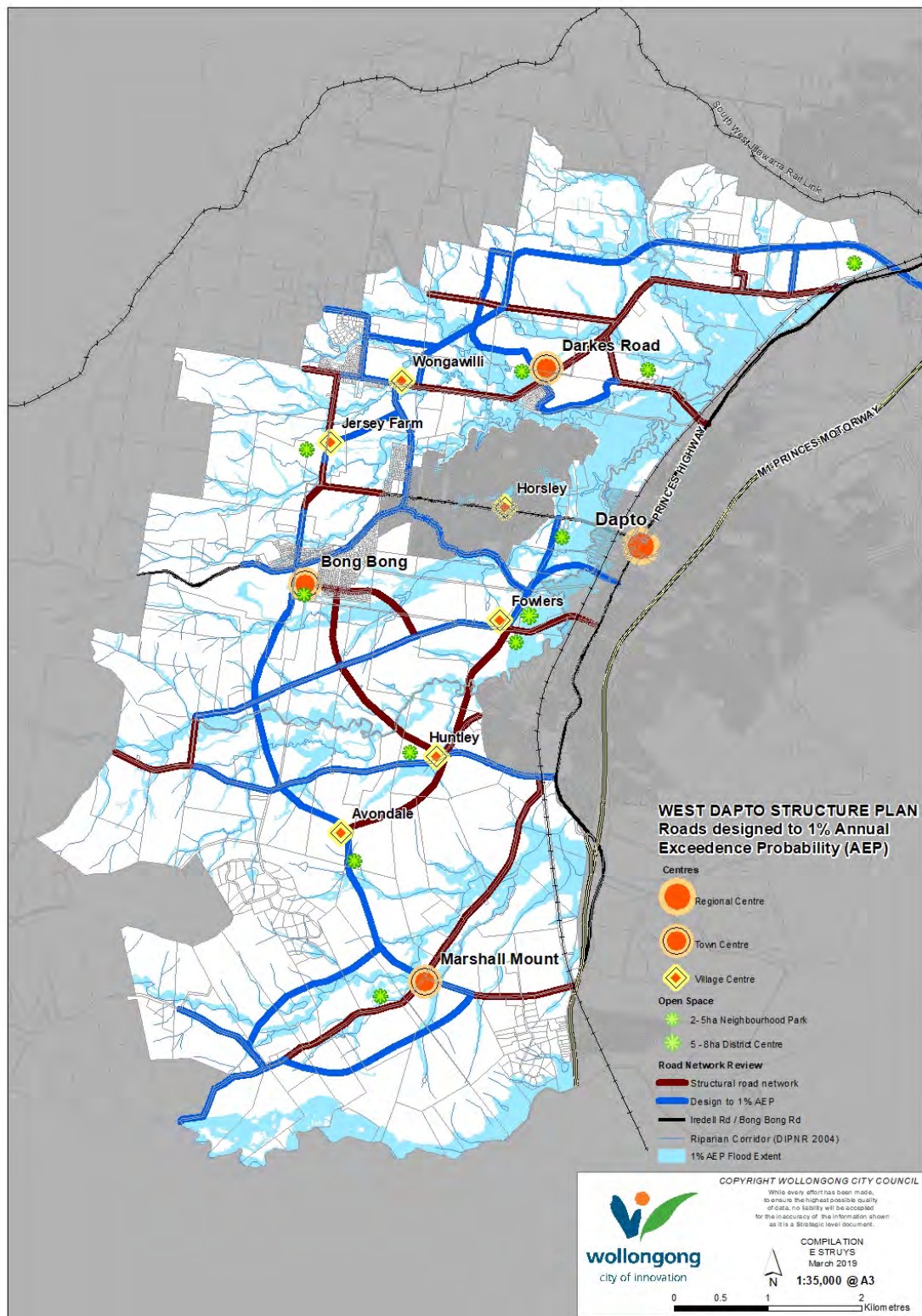


Figure 7. Flood reliable roads

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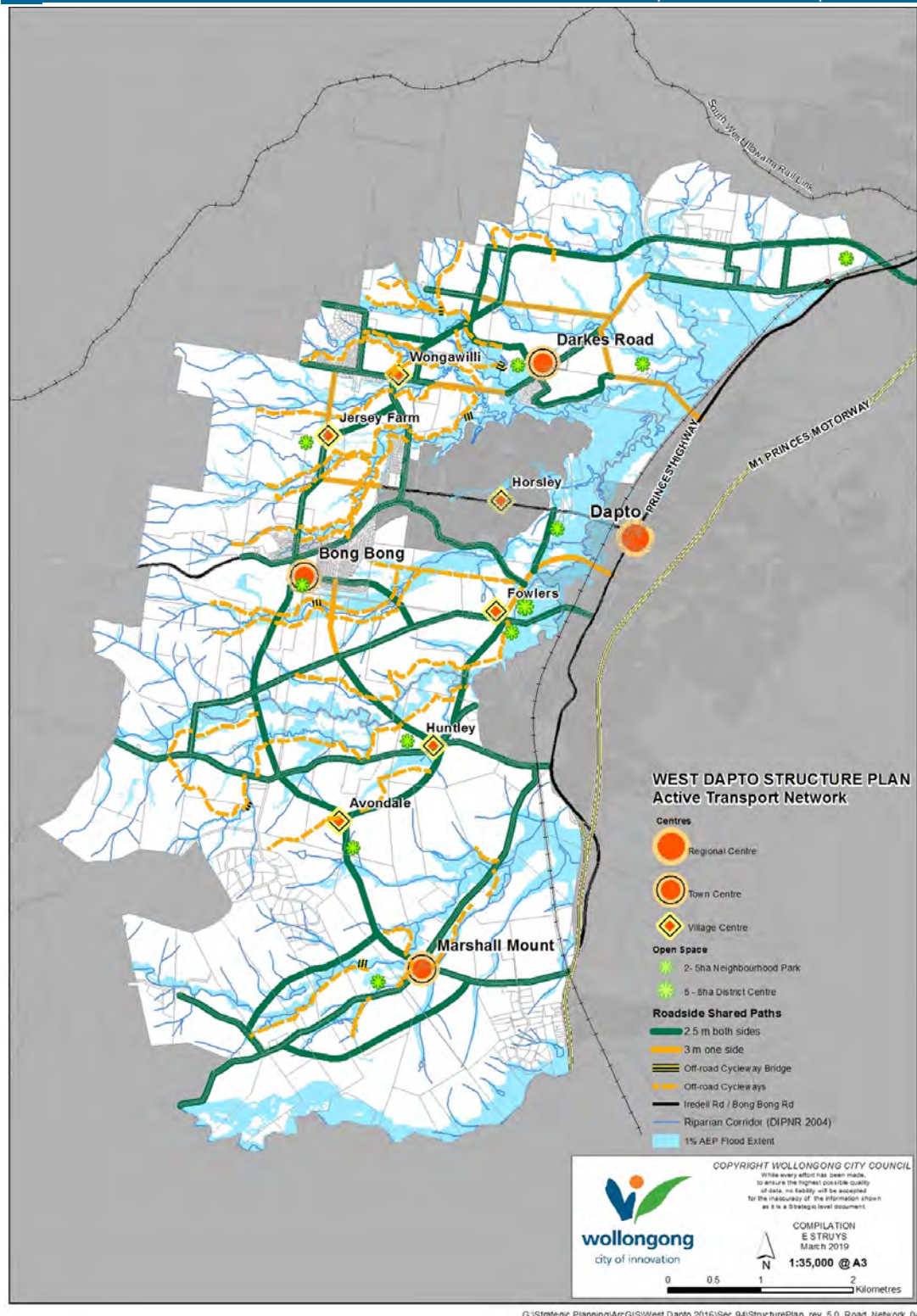


Figure 8. Active transport network

6.3 Active transport

Walking and cycling (referred to as Active Transport) will be an important component of the future West Dapto transport system, contributing significantly to achieving the vision of a sustainable community. The planning and design for West Dapto emphasises walkable communities which enables sustainable living. Walking is also an important factor in the success of public transport.

Active transport at the local level will deliver convenient and attractive travel options especially for short trips, which will not only assist in reducing the reliance on and impacts of private car use but will contribute to the health and resilience of the community.

The riparian corridors will be structural open space areas, to convey water and connect ecology, to promote walking and cycling with a series of pathway systems clearly linking key destinations such as schools from residential areas to promote walkability.

The Active Transport Network (**Figure 8**) identifies off-road cycleways, and active travel links on shared paths as part of the road network, connecting neighbourhoods and residential areas to parks and town centres (road cross sections include roads with shared paths as outlined in DCP Chapter B2 Residential Subdivision). Shared paths and cycleways should be located outside of core riparian areas, with selected cycleway bridges spanning riparian core land connecting key destinations through an open space network.

Principle 1 – Supportive land use patterns

- 1.1 Plan residential land uses close to town and village centres and major public transport nodes with higher residential densities adjacent to these locations to maximise walking and cycling catchments
- 1.2 Promote shared parking across uses in town and village centres to encourage walking when undertaking multiple activities in these centres. Avoiding fragmented parking will also improve utilisation of spaces and improve walkability through more compact town centre layouts and fewer driveway crossings.

Principle 2 – Connected, functional pedestrian and cycle network

- 2.1 Provide a convenient and legible movement network for pedestrians (including people living with disabilities) and cyclists, ensuring excellent connectivity and directness between residences and attractors such as schools, shops, public transport nodes, sports ovals, and employment centres.
- 2.2 Include footpaths or shared paths on all roads in the road types hierarchy except laneways and minor access streets (refer to Road Network Principles and DCP Chapter B2: Residential Subdivision).
- 2.3 Take advantage of easements, riparian areas and open space areas to create convenient pedestrian and cycle links (or “short-cuts”) that maximise accessibility between different precincts and land uses.
- 2.4 Implement a wayfinding strategy to provide clear and coordinated information for access to facilities and services within the West Dapto Release Area and surrounding areas.
- 2.5 Provide safe and secure bicycle parking or storage facilities at key destinations in town and village centres, sports ovals, community facilities, transport interchanges and key open space areas.
- 2.6 Include bicycle parking and end-of-trip facilities as part of the development of employment, business and commercial sites, particularly in town and village centres.
- 2.7 Ensure that the West Dapto cycleway network integrates with the wider surrounding regional cycle routes.

Principle 3 – Attractive and safe environment

- 3.1 Design streets to provide a high level of pedestrian and cyclist amenity and safety, creating public space where people want to be.
- 3.2 Provide convenient and safe road crossing points, traffic calming (where appropriate) and tree planting to enhance the pedestrian and cycle environment.
- 3.3 In high pedestrian demand areas such as town and village centres, further increase pedestrian amenity and safety through path widening, driveway access controls and other site-specific actions to improve pedestrian priority.
- 3.4 Incorporate Crime Prevention Through Environmental Design (CPTED) principles in the planning of walking and cycling facilities.

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- 3.5 Consider innovative technologies for lighting key off-road paths, including solar lighting and luminescent pathway materials, etc.
- 3.6 Construct pedestrian and cycle infrastructure according to AustRoads and Australian Standards, with attractive and durable materials and well-designed landscaping treatments.
- 3.7 Incorporate supporting infrastructure such as seats, bike rails, shade structures, bubblers and viewing or rest areas into the active transport network where appropriate.

As part of Council's commitment to the transport principles and active transport outcomes, additional initiatives will be explored that will help promote and encourage the take up of active transport in our community.

6.4 Public transport

The establishment of efficient and attractive public transport options for West Dapto is imperative to achieve sustainable growth outcomes. West Dapto Urban Release Area presents an opportunity to promote 'best practice' in public transport and non-motorised modes, reducing reliance on the private car, contributing to a mode shift target and creating a more resilient, interesting and liveable community.

These high level principles inform and guide public transport planning for the new growth area, to ultimately ensure that the vision for sustainable transport in West Dapto is achieved. This will also require partnerships beyond council, with public transport providers and Transport for NSW.

Neighbourhood Plans and development applications must demonstrate they have planned to facilitate public transport by responding to these principles at each level of development planning.

Principle 1 – Accessible public transport

- 1.1 Major public transport nodes located in town and village centres where the greater residential densities and employment opportunities are centred.
- 1.2 Ensure that major generators of travel are well serviced by public transport.
- 1.3 Promote co-location of different destination assets around public transport nodes and in centres, to enable multiple trip purposes.

Principle 2 – Effective bus network, service provision and integration

- 2.1 Provide coordinated, frequent and reliable bus services to destinations within and surrounding West Dapto.
- 2.2 Create an efficient, seamless travel experience through integrated ticketing, minimising transfer times, and intuitive and easily accessible service information.
- 2.3 Ensure street networks are interconnected and allow permeability for buses.
- 2.4 Ensure the bus network is highly accessible and services the majority of residences (with bus stops every 400m, see DCP B2 Residential Subdivision), town and village centres, employment areas, sporting facilities and Dapto Station.
- 2.5 Incorporate bus priority measures as necessary to ensure highly efficient, prioritised bus transport.

Principle 3 – Quality infrastructure

- 3.1 Provide comfortable, attractive, safe, and secure buses and bus related infrastructure with clear timetable and service information which cater for all users including people living with a disability and the elderly.
- 3.2 Ensure pedestrian and cycle links to bus stops are of a high standard (refer also to Active Transport Principles).
- 3.3 Encourage the use of innovative and efficient public transport technology.

7. WATER MANAGEMENT

This section outlines the guiding principles, objectives, outcomes and development controls relating to Water Management across the West Dapto Release Area.

The approach behind 'water management' is to consider both floodplain and stormwater principles in an integrated way to achieve a better overall 'water management' strategy for the West Dapto Urban Release Area.

West Dapto is bisected by a series of watercourses that form part of the Mullet Creek and Duck Creek catchments. During heavy rain they can experience intense floods of short duration (rapid rise and fall of the creek levels). The residential areas of West Dapto will be designed to be above the 1% Annual Exceedance Probability (1% AEP) flood level and include provisions to protect future residents against flood risk.

Principle 1 - Integrate floodplain and stormwater management into the urban development process.

Objectives

- Adopt a water management approach by integrating floodplain and stormwater management, which meets the needs for hydraulic capacity, managing floods and maintaining water quality.
- Develop an overall 'water management' strategy for the urban release area by integrating both stormwater and floodplain management strategies, to guide progressive development within West Dapto without causing adverse impacts to downstream areas by way of flooding or reduction in water quality.
- Manage stormwater runoff such that flood damage and adverse effects on both development and the natural environment is minimised.

Outcomes

- The creation of a water management strategy for West Dapto with consideration of but not limited to existing and new urban development, flooding, stormwater runoff, minimising impact of flooding and stormwater, water sensitive urban design, the environment, and water quality in receiving waters including Lake Illawarra.
- The successful implementation of a water management strategy for West Dapto.

Principle 2 - Improve the management of water quantity relating to urban development inclusive of stormwater, wastewater, water supply and recycled water.

Objectives

- Maintain or minimise changes to natural hydrology of catchments which drain to waterways or neighbouring catchments.
- Manage stormwater runoff using a combination of at-source and regional systems rather than a single scale system where possible.
- Minimise stormwater runoff volumes.
- Incorporate Water Sensitive Urban Design principles in managing stormwater quantity.
- Mitigate potential stormwater impacts from future urban development.
- Reduce the probability and impact of downstream flooding to a level acceptable to the community.
- Manage stormwater discharge in a manner that minimises impacts on downstream receiving waters.
- Ensure that stormwater runoff is treated as a valuable resource and that its use for non-potable purposes is encouraged.
- Encourage stormwater reuse and harvesting.
- Reduce potable water consumption.

Outcomes

- Any retention/detention basins, if required, are strategically located within the neighbourhood, precinct and/or regional scale to attenuate flows to pre-development conditions for events between the 1 year and 100-year storm events.

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- Developments which use re-use water, infiltration, retention and/or detention strategies to limit the increase in runoff volume.
- Limiting the increase in stormwater runoff volume from urban development through the use of water sensitive urban design measures.
- Minimised impervious areas to 60% on individual lots to promote infiltration and reduce peak flows downstream.
- Grassed swales incorporated at the subdivision scale to promote infiltration and reduce peak flows downstream.
- Rainwater tanks utilised on a large scale on individual lots for house and garden reuse to reduce runoff volume and reliance on potable water supplies.
- The use of buffers such as landscaping, detention and retention structures between impervious surfaces and receiving waters.
- The use of landscaped features to direct runoff from impervious areas into vegetated areas.

Principle 3 – Develop the floodplain and surrounding areas in a sustainable way.

Objectives

- Develop strategies that will cater for progressive urban development within West Dapto without causing adverse impacts to downstream areas by way of flooding, increase in flow rates or reduction in water quality.
- Identify the extent of the floodplain based on post development flooding scenarios to enable key planning for sustainable urban development.
- Prevent the intensification of the use of floodways, watercourses and overland flow paths for residential/commercial/industrial development use.
- Design development layouts with consideration to the existing floodplain and natural landform.
- Promote multifunctional and appropriate land use of the floodplain.
- Address the potential impacts of climate change.
- Increase the public awareness of flooding within the West Dapto Urban Release Area and the existing urban catchment of Dapto.
- Ensure that flood fringe areas are sustainably managed.

Outcomes

- Urban developments in the release area are resilient to flooding in both the short and long term.
- Residential developable areas that are located outside of the 1% AEP flood extents and elevated using a freeboard of 500mm plus a predetermined climate change factor, based on a detailed catchment wide flood investigation for the post development (ultimate) flooding scenario.
- Urban developments are designed with minimal disturbance to the natural land form.
- Recreational open space areas which are located adjacent to riparian areas and/or within the natural floodplain storage areas.
- Development which has been controlled by specific guidelines to ensure sustainable development in the floodplain.
- Increased public awareness of the hazard and extent of land affected by all potential floods, including floods greater than the 1% AEP event and to ensure essential services and land uses are planned appropriately in recognition of all potential floods.
- No adverse impacts to downstream areas from either flooding or reduction in water quality.

Principle 4 - Preserve the natural function of the floodplain, natural waterways and riparian corridors.

Objectives

- Ensure that the natural function of the floodplain to convey and store floodwaters during flood events is preserved and enhanced where possible along with any associated flood dependant ecosystem.
- Prevent any filling and/or development within high flood risk areas.

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- Ensure no net increase in fill within the floodplain.
- Protect key creeks and riparian corridors from degradation and improve their environmental function where possible.
- Ensure that rehabilitation of key riparian corridors is consistent with the adopted 'water management' strategy for West Dapto and the DCP Chapter E23 Riparian Land Management.

Outcomes

- All residential, commercial and industrial development is located outside of the identified flood conveyance and flood storage areas.
- The revegetation of riparian corridors does not increase flood risk to the existing surrounding urban areas.
- Natural drainage paths and infiltration basins utilised as much as possible.
- Revegetation of key riparian areas is undertaken in accordance with the Riparian land management chapter in the Wollongong DCP.
- Waterways are protected by providing a vegetation buffer to urban development.
- Potential increase in developable land within the shallow floodplain (< 0.5m depth in a 1% AEP event and of low hydraulic hazard) by way of implementing a local cut/fill strategy only where compliance with all relevant floodplain management controls can be demonstrated.
- The natural functions of flood dependant ecosystems are preserved where possible.

Principle 5 - Protect people and property from flooding in a strategic way.

Objectives

- Minimise the risk to human life and property damage caused by flooding through appropriately locating urban development.
- Ensure flood risk and flood impacts to both existing and future development within West Dapto and surrounding catchment areas are minimised.
- Minimise the risk to human life by ensuring the provision of safe vehicular access and egress for residents and emergency services in times of flood.
- Develop practical floodplain and stormwater management solutions for future urban development and associated infrastructure within West Dapto.
- Locate residential urban development areas outside of the 1% AEP flood extents and elevate using a freeboard of 500mm plus a predetermined climate change factor, based on the post development (ultimate) flooding scenario.
- Design specific roads within the urban release area to achieve a 1% AEP flood event immunity including a pre-determined climate change factor or greater flood event.
- Ensure new development does not increase the flood risk to existing development areas.

Outcomes

- Specific guidelines which have been created to locate development within West Dapto without putting people and property at flood risk.
- Residential developable areas that are located outside of the 1% AEP flood extents and elevated using a freeboard of 500mm plus a predetermined climate change factor, based on a detailed catchment wide flood investigation for the post development (ultimate) flooding scenario.
- Floor levels for all residential habitable buildings are set at or above the post development flood planning level corresponding to the 1% AEP flood level plus 0.5m freeboard plus a pre-determined climate change factor.
- Specific roads (shown in **Figure 7**) are designed to connect urban development and provide safe vehicular flood access to higher ground in times of flood up to and including the 1% AEP event plus a pre-determined climate change factor, or where feasible the Probable Maximum Flood (PMF) event.
- Identification of potential flood risks to people and property in West Dapto through the undertaking of a detailed Floodplain Risk Management Study.

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- Sheltered refuge areas are incorporated into building designs, with the floor level of the refuge set above the PMF where applicable to protect occupants from extreme floods.

Principle 6 - Protect water quality of surface and groundwater from urban development and avoid any adverse effects on water quality to downstream watercourses and Lake Illawarra.

Objectives

- Enhance the long-term environmental protection of the receiving waters and Lake Illawarra.
- Manage stormwater quality using a combination of at-source and regional systems, rather than single scale systems where possible.
- Incorporate best practice Water Sensitive Urban Design (WSUD) and proven innovative solutions to ensure there is no adverse impact on water quality discharging from the site or to natural streams.
- Utilise higher stormwater quality targets through best practice stormwater treatment systems, as proposed by the stormwater risk management framework being developed for the Lake Illawarra catchment.
- Prioritise stormwater quality management strategies to meet load reduction targets for nitrogen, the limiting nutrient for water quality issues in the receiving waters.
- Manage stormwater in accordance with the Lake Illawarra Coastal Management Program.

Outcomes

- The use of appropriate WSUD measures both at the source of subdivision runoff and at a regional scale to minimise the water quality impacts downstream.
- The use of a treatment train approach including systems such as bio-retention, swales, wetlands and raingardens which exceed current stormwater quality targets.
- No reduction in water quality in Lake Illawarra related to stormwater arriving from the release area.
- A water quality monitoring system that monitors the effectiveness of stormwater treatment systems within the urban release area, the quality of water entering receiving waters and agreed systems and processes for addressing any inadequate water quality issues.
- Stormwater quality reduction targets are verified through focussed monitoring, evaluation, and reporting activities.
- The flood risk to existing development is not increased.

Principle 7 - Integrate stormwater management into the natural and urban land form in an unobtrusive way.

Objectives

- Manage the flow of stormwater from the urban release area using both natural and artificial drainage networks to a formal point of discharge.
- Integrate Water Sensitive Urban Design (WSUD) into roads, landscape, and open space only where practical to collect and treat runoff prior to discharge into receiving waters and Lake Illawarra.
- Identify, manage and enhance the function of existing watercourses and natural trunk drainage paths where possible.
- Make provision in the Neighbourhood Planning phase of the urban release area for adequate proportion of land that serves stormwater management functions.
- Minimise the use of 'hard engineered' stormwater infrastructure. If this type of infrastructure is necessary, avoid locating 'hard engineering' stormwater infrastructure within existing vegetation or riparian corridors where possible.
- Ensure stormwater systems are safely integrated with parks, conservation areas and riparian buffers in a visually appealing way to achieve quality environmental and social outcomes.
- Promote the community acceptance of places which integrate stormwater systems with the environment.

Outcomes

- A network of interconnected multi-functional drainage corridors within West Dapto which act as watercourses, floodways, flora and fauna habitat and water quality treatment areas.

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- Stormwater treatment systems which are integrated within public open spaces and streetscapes to enhance visual and public amenity.
- Online stormwater basins only where environmental impacts are minimised, and development benefits maximised.
- Artificial drainage infrastructure which has been designed and landscaped to mimic natural ponds and waterways, and also provides public amenity.
- Places which are safe, visually appealing and encourage active and passive uses by the community.
- Places that provide access to and awareness of the total stormwater system for the community.
- Native vegetation used within stormwater management infrastructure.
- Road corridors located above the 1% Annual Exceedance Probability (AEP) which have incorporated WSUD measures.

Principle 8 - Provide efficient and sustainable stormwater infrastructure for the urban release area.

Objectives

- Develop regional stormwater management solutions in combination with at-source based systems where possible.
- Ensure that the stormwater infrastructure is practical, cost effective and maintainable, with preference given to options achieving the maximum benefit-cost ratio over their lifecycle.
- Ensure stormwater infrastructure is designed to remain viable for the long term and under the widest range of probable climate futures.
- Ensure that lifetime maintenance costs are factored into decision making processes and strategies are in place to ensure adequate maintenance over the life of the system.
- Incorporate best practice stormwater management principles and strategies in developments, including monitoring regimes that can demonstrate the effectiveness of the system.
- Discourage interim stormwater management solutions unless it can be replaced with an ultimate strategic solution.
- Ensure that stormwater management systems applied within West Dapto achieve aesthetic, recreational, environmental and economic benefits and avoid introducing social risks;
- Achieve a uniform standard of stormwater drainage design for all urban developments.
- Increase public convenience and public safety as well as protection of property.
- Ensure stormwater infrastructure is designed with consideration to blockage and maintenance access.

Outcomes

- The overall number of stormwater systems is tailored for the neighbourhood and regional zones to detain or retain as much of the catchment runoff as possible.
- Infrastructure such as swales, basins, wetlands and gross pollutant traps which have been designed with consideration to maximum functionality and longevity, minimal construction and ongoing maintenance costs, infrequent maintenance periods and low potential for attracting mosquitos and algal blooms.
- Stormwater infrastructure such as trunk drainage and basins that are designed to fit within the existing topography, with minimal impact upon the environment.
- Reduced capital costs due to implementation of soft engineering treatments.
- Installation of stormwater infrastructure which has been designed with consideration to climate change in a practical, sustainable and cost-effective manner.
- Stormwater infrastructure designed and constructed with consideration to the ultimate strategic stormwater plan for West Dapto.

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Principle 9 - Preserve the natural environment and enhance where possible in keeping with stormwater quantity and quality management objectives and targets.

Objectives

- Protect and enhance the habitat value of the surrounding environment and downstream waterways, by controlling water quality and water quantity.
- Improve key riparian corridors and ensure the ecological values of the creek systems are enhanced without flooding impact on existing development.
- Protect and enhance where possible natural watercourses, riparian corridors and wetlands.
- Minimise the disturbance to the natural landform and existing vegetation.
- Reduce the impacts typically associated with urbanisation on receiving waterways and wetlands, including a reduction in streamflow erosion potential.
- Adopt the treatment of all watercourse corridors including widths according to DCP Chapter E23: Riparian Land Management.
- Maintain riparian connectivity of key category 1 watercourses by using piered deck structures where road crossings are proposed.
- Minimise the number of road crossings across category 2 watercourses to preserve riparian connectivity.
- Minimise the edge effects at the riparian corridor/urban interface by providing a suitable riparian corridor width and integrated transition at the urban and riparian interface (for example, perimeter roads with houses fronting, gentle batters if needed, otherwise avoid batters and retaining walls).
- Protect and rehabilitate existing waterways into 'living' waterways.
- Enhance urban areas by applying Council's 'Urban Greening Strategy'.
- Enhance the appeal of the natural environment to the community by introducing adjacent open spaces.

Outcomes

- Key watercourses within development neighbourhoods which have been enhanced with natural bed stability and sympathetic re-vegetation to minimise erosion and promote habitat without causing adverse impacts to surrounding urban development in times of flood.
- Watercourses protected by providing a buffer of natural vegetation to urban development.
- Urban development which has minimal disturbance to soils and vegetation by maintaining the natural landform.
- Waterways that are rehabilitated and provide fish habitat, pools and riffles and adequate riparian buffers in line with best practice.
- Appropriate monitoring systems in place to demonstrate the habitat value of downstream waterways is being protected including agreed systems and processes to manage stormwater quality and/or quantity if the habitat values are shown not to be protected.
- Community open space areas located adjacent to riparian buffers that provide a natural visual backdrop.
- Clear connectivity between riparian corridors, residential areas and roads by avoiding steep batters and retaining walls or opaque fences.
- Community access to selected waterways.

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Principle 10 - Promote liveability and amenity for the community by using water in all environments.

Objectives

- Promote the community acceptance of places which integrate stormwater systems with the environment.
- Protect and rehabilitate existing waterways into 'living' waterways.
- Locate communal open space adjacent to natural and artificial waterways.

Outcomes

- Places which are safe, visually appealing and encourage active passive use by the community.
- Places that provide access to and awareness of the total stormwater system for the community.
- Waterways that are rehabilitated and provide fish habitat, pools and riffles and adequate riparian buffers. in line with best practice.
- Safe community access to selected waterways.

Other General requirements

1. A water cycle management report is to be submitted with development applications for subdivision in accordance with the currently adopted Water Cycle Management Study and Floodplain Risk Management Study and Plan for the urban release area. The report must address water cycle management, water quality management, watercourse and corridor management, conservation and rehabilitation of aquatic habitat, and floodplain management.
2. Land that remains below the 1% AEP flood level for the post development flooding scenario as approved by the consent authority is not suitable for residential development. The post development flooding scenario refers to the ultimate development scenario inclusive of a fully developed catchment across the urban release area, riparian corridor enhancement and floodplain management works (e.g. basins).
3. Subdivision of land is not to create any additional flood affected residential allotments. A flood affected allotment is defined as being wholly or partly below the Flood Planning Level (FPL) (i.e. the 1% AEP flood level plus a freeboard of 500mm) or the Probable Maximum Flood (PMF) – whichever is the greater.
4. There is to be no net increase in fill within the floodplain.
5. There is to be no filling or development located within the high flood risk areas.
6. Compensatory excavation may be used to offset fill; however, the compensatory excavation must be taken from an adjacent area of similar flood function that is lower in the floodplain (i.e. at a lower AEP inundation extent) than the proposed fill areas. Cut and fill drawings and volume calculations must be supplied to Council.
7. Filling of individual sites within the floodplain in isolation without consideration of the cumulative effects is not permitted unless the floodplain risk management plan (FRMP) for the catchment has been adopted which allows filling to occur. Where no FRMP is applicable, any proposal to fill a site must be accompanied by an analysis of the effect on flood levels of similar filling of developable sites in the area.
8. Any development and/or filling proposed within the floodplain shall be commensurate with the land use, flood risk, flood hazard and hydraulic category.
9. Enhanced riparian corridors cannot be used to offset any floodplain storage in the flood modelling.
10. The minimum habitable floor level of buildings to be set at the post development flood planning level (FPL) - (i.e. the 1% AEP flood level based on the post development flooding scenario plus a freeboard of 500mm plus a predetermined climate change factor). *Note: the allowance for climate change is determined from the current and relevant Flood Risk Management Study and Plan.*
11. Subdivisions are to be designed according to Water Sensitive Urban Design principles. Development applications are to include a detailed statement indicating how the proposed design complies with these principles. Refer to Chapter E15: Water Sensitive Urban Design.
12. Detention basins created offline to watercourses are required as necessary where peak flows are predicted to increase. Consideration will be given to proposals for larger basins that serve multiple precincts and sub-catchments or other innovative design. The location of basins needs to be agreed to by adjoining land owners as part the Neighbourhood Plan. Where a basin is on an adjoining

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property, owner's consent and the creation of an easement is required.

13. Developments shall be demonstrated to have reliable access in a 1% AEP event to Council's designated flood reliable roads within the West Dapto Release Area.
14. Development Proposals shall consider flood events larger than the 1% AEP event.
15. The Lake Illawarra Risk Based Framework water quality targets shall be used as a minimum for all water quality modelling. Note: This general requirement is subject to the outcome of the Office of Environment and Heritage (now Department of Planning, Industry and Environment) Project: *Applying the OEH / EPA Risk Based Framework in the Lake Illawarra Catchment*.
16. Refer to Chapter E13: Floodplain Management and Chapter E14: Stormwater Management and Chapter E15: Water Sensitive Urban Design for additional controls relating to floodplain and stormwater management.

8. CONSERVATION PRINCIPLES

8.1 Environment conservation

In adopting the concept of ecologically sustainable development (ESD, see DCP Chapter A2), regionally significant releases, such as the West Dapto Urban Release Area, present opportunities to preserve remanent vegetation and enhance its ecological connectivity (structural and functional). This section identifies the strategic environmental priorities to guide planning and development of the West Dapto Release Area integrating conservation priorities with opportunity for a future West Dapto Biodiversity Conservation Strategy (BCS) and Biodiversity Conservation Strategy Structure Plan (BCSSP).

A BCS provides opportunity for Council to achieve biodiversity certification (bio certification) in a coordinated approach for the whole release area, improving the overall conservation outcomes beyond what would be achievable developing site by site. Council will continue to work closely with the NSW Department of Planning, Industry and Environment and the Environment, Energy and Science Group to achieve this strategic outcome. The principles should also be used to guide site by site considerations.

Principle 1: Prioritise areas that offer high environmental value for conservation

Consider information that identifies areas of threatened ecological communities or stands of habitat greater than 4ha (considered to present high environmental value in terms of habitat size and area) and avoid impacts as a result of land use changes to these areas.

Principle 2: Connectivity of habitat areas

Connecting patches of habitat that have high biodiversity value will provide opportunity for ecological migration over time as well as opportunity for improvement to habitat quality and values. These are more commonly known as biodiversity corridors providing strategic connection of larger and better condition patches of vegetation either by re-establishing continuous native vegetation cover in one or more strata over an alignment or designing stepping stones of habitat that traverse local corridors recognised in planning instruments and studies.

Principle 3: Protect Environmental Values

Community values of environmental function in a landscape are aided by planning and providing complementary land uses alongside conservation sites to assist in improving and protecting the ecological function of the site and enhancing its resilience.

Secure areas that present high environmental value as areas for conservation and long term management (ideally through a bio certification process).

Main development interfaces with the escarpment on the western edge of the release area are considered environmentally sensitive and zones reflect C2 Environmental Conservation. Environmental Conservation land will form a transitional development edge with lower densities of development adjacent to these areas. Increased opportunity for planting will be accommodated to complement the wooded slopes and riparian corridors.

Development interfaces with the predominantly west-east running riparian corridors which are where revegetation and ongoing management is required, or will be, zoned C3 Environmental Management.

Environmentally sensitive design and siting will be required for development in the C4 Environmental Living zone.

Refer to Chapters E17: Preservation and Management of Trees and Vegetation, E18: Native Biodiversity Impact Assessment and E23: Riparian Land Management.

8.2 Heritage conservation

Understanding and conserving the heritage values of the West Dapto presents an opportunity to enrich the social values of the release area and to promote cultural understanding of our shared heritage.

The Australian Heritage Commission (2000) states the aim of both natural and cultural heritage conservation is to retain the significance of place and in the case of West Dapto the natural and cultural heritage values are deeply entwined and cannot be separated. (Australian Government, Department of Environment and Energy, 2017). Impacts to heritage significance are a key consideration for development of the release area at each planning stage. Land use changes should retain, integrate and enhance heritage values. The principles for West Dapto aim to promote heritage conservation and meaningful consideration of the significance of place to ensure future development enhances the heritage values of West Dapto.

Principle 1: Prioritise the Conservation of Heritage Items and sites of Aboriginal Heritage Significance

Local Heritage items listed in Schedule 5 of the Wollongong LEP 2009, sites of Aboriginal Cultural Heritage significance as well as areas of potential archaeological significance should be retained and conserved within new development areas and appropriate curtilages and visual settings established. Development planning should account for the significance of sites and places and their visual relationships to each other or key landforms and key sites that contribute to the historic setting or cultural significance of newly developing neighbourhoods should be retained.

Principle 2: Respect the Cultural Landscape

The West Dapto Urban Release Area has a rich and diverse history of Aboriginal and non-Aboriginal occupation. The area retains a range of key landscape elements, landforms, natural features such as creeks and ridgelines, important views and visual connections, and historic road and transport corridors that are important and unique aspects of the local area. The elements contribute to the character and significance of West Dapto through connection to Dreaming stories and by telling the stories of the area. Proposed development should be guided by an understanding of, and respect for significant features of the natural landform and historic setting. This will assist new communities in understanding and appreciating the unique visual and physical connections between places and features, within and outside of their development areas.

Views and Vistas

Generally, land in the release area around and above the 50-60m contours is considered of High Scenic Quality. Development within these areas must be sympathetic to that visual quality as the ability of the area to absorb change is low.

Principle 3: Embed Local History and Character in New Communities

Developments should strive to feature historic sites and places of significance within development areas to provide a unique sense of identity and character for developing neighbourhoods. The adaptation and re-use of historic buildings in an appropriate manner, conserving and integrating them into new developments, is encouraged. The retention and integration of significant Aboriginal sites as well as significant trees and landforms into natural area reserves, parks and as conservation areas is also encouraged. The use of historically relevant street names, integration of interpretation and the celebration of aspects of a site's Indigenous and post settlement history, are encouraged to ensure that the rich history of the area is celebrated and recognisable in the identity of developing communities.

Other Requirements

Developers must complete various **heritage studies** to understand the significance of Indigenous and European heritage sites and the potential impacts of the proposed development. These studies determine further conservation management requirements and approval needs.

Neighbourhoods will include visual character and cultural landscapes and ensure:

1. Design of subdivision patterns and road layouts are to have regard to the retention of view corridors and vistas through, and to, areas of high scenic quality.
2. Primary street planting is to be undertaken and established prior to the commencement of individual lot development or housing construction to minimise the visual impacts of proposed development.
3. A **visual impact assessment** is to be prepared by the applicant and submitted with any development application in areas of high scenic quality (at or above 50-60m contours). The visual impact assessment is to assess any potential impact to the visual quality and how the design will respond to this. The assessment will include recommendations for the development design. The development application will demonstrate how the visual quality of the visual catchment will be protected and incorporated through design responses.
4. An **Aboriginal Cultural Heritage Assessment Report (ACHAR)** is to be prepared for any proposed development where, or if:
 - the site has been identified having moderate to high archaeological potential or cultural significance.
 - an Aboriginal site or object has been recorded in the vicinity.
 - an area of potential archaeological deposit (PAD) has been identified through a Due Diligence Assessment or other study undertaken on the site.

The recommendations of the ACHAR should inform the development outcomes.

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Wollongong LEP 2009 identifies a number of heritage items within the West Dapto Release Area. In addition to the statutory controls contained under the LEP the Wollongong DCP 2009 contains requirements in relation to these items.

1. Refer to Chapter E10: Aboriginal Heritage and Clause 5.10 of the Wollongong LEP 2009 for specific controls relating to Aboriginal Heritage.
2. Refer to Chapter E11: Heritage Conservation, Clause 5.10 of the Wollongong LEP 2009, The NSW Heritage Act 1977 and The Burra Charter.

8.3 Riparian Corridors



Figure 9. Typical riparian corridor cross section

West Dapto is dissected by fast flowing creeks and extensive areas of flood prone land, and riparian corridors. These areas offer an opportunity for recreation, visual separation and conservation. The corridors will result in significant amounts of open space creating wider landscapes within easy reach of all parts of the new development areas, meaning walking, cycling, recreation and nature will form a part of daily life. These riparian corridors have been, or will be, zoned for environmental protection. Limited development is allowed in these areas.

The riparian corridors will link the escarpment to Lake Illawarra through the release area. They will be vegetated with avenues of intensive planting and water management running through the urban street pattern to create a connected web of open space. This will encourage walking and create a sense of nature interacting with urbanity (see cross section in **Figure 9**).

Land between the watercourse and the 1% Annual Exceedance Probability flood extent can either be:

1. retained in private ownership and used for grazing, recreational activities or other permissible uses, or
2. dedicated at no cost to Council, for use as bushland, agricultural or recreational purposes. There are no development contributions off-set for the dedication or transfer of this land.

Controls:

1. Neighbourhood Plans will identify proposed land uses and ownership of the riparian land.
2. Riparian corridors are to be revegetated to instate a healthy ecological structure and function and to enhance resilience to flooding and improving water quality.
3. Refer to Chapter E23: Riparian Land Management for controls relating to riparian lands.

9. OPEN SPACE PRINCIPLES

This section establishes the open space principles for the West Dapto Urban Release Area. This section should also be read in conjunction with Community and Education Facilities principles and at a landscape structure level, will contribute to delivering against Council's Urban Greening Strategy. An overarching framework with four inter-related principles is designed to achieve the open space objectives for the West Dapto Urban Release Area. Open spaces need to be considered places that are designed responding to principles to ensure they provide for a resilient community.

There are more details regarding Council's specific requirements for each open space facility and subdivision requirements provided in the **West Dapto Open Space Design Manual and the West Dapto Open Space Technical Manual**.

Principle 1: Functionality

- Open space needs to be of an appropriate size and flexible footprint for multiple functions and uses (Hierarchy of facilities).
- Open space and recreation outcomes are not compromised by other competing functional elements. For example, flooding and water management, traffic and road infrastructure, cultural heritage and biodiversity.

Principle 2: Accessibility

- Walkable distances from residential areas, universal design principles used for facilities with a focus on 'play' and diverse experience (resident catchments).
- There is a well-distributed network of accessible (in both location and design), attractive and useable public open spaces and natural areas within the existing and future neighbourhoods of West Dapto.

Principle 3: Connectivity, movement and flow

- Open space must be connected spaces with shared paths and trails linking to other facilities or places of interest, including centres, heritage sites (if not sensitive), riparian areas, natural areas, employment centres, transport nodes, community facilities and the like.
- The open space areas are highly connected to create a network of open spaces with a range of functions to complement the existing landscape features and provide opportunities for ecological connectivity.

Principle 4: Value and amenity

- Future uses complement and add to existing values – for example, open space may present opportunities to preserve remanent vegetation or support the regrowth of bushland vegetation. Land uses must not have conflicting outcomes – for example, an active play facility may jeopardise a threatened ecological community, water management may restrict active use, etc.).
- That public open space and natural areas will provide opportunity for interaction filling a variety of recreational, sporting, play, and meeting the physical and social needs of the community.

9.1 Hierarchy and catchments

Based on the principles of functionality, accessibility, connectivity and values, there are some guides to the level of open space based on size and characteristics of projected population and its recreational needs categorises relevant population catchment distances for each level of open space provision (hierarchy) and how it generally relates to size requirements in the future urban and residential areas based on NSW Recreation and Open Space Planning Guidelines for Local Government (2010).

It is important to emphasise that any benchmark standards cannot be used as a 'one size fits all' assessment tool. Through analysis of local context and community needs, these standards can and should be varied if based on sound evidence.

Table 1. Open space provision standards (based on NSW Recreation and Open Space Planning Guidelines for Local Government (2010) and the Elton Report (2007) recommendations).

Function and service	Size	Catchment radius (distance)
Local Passive	0.5-2 ha	400-600m
Local Active	1-2 ha	400-600m
Neighbourhood Passive	2-4 ha	2km
Neighbourhood Active	3-5 ha	2km
District Active	5-8 ha	Southern ward of LGA
City wide Active	8 + ha	Facility to serve the whole LGA

Note: If stormwater infrastructure is proposed to be co-located with open space the general size requirements in **Table 1** should be considered with reference to Council's **West Dapto Open Space Design Manual**.

The relationship can also be understood in catchments for community populations. **Figure 10** shows proposed open space catchments of West Dapto (based on methods established in NSW Recreation and Open Space Planning Guidelines for Local Government, 2010). These catchments are indicative and are shown for illustration purposes only to guide how location of facilities will be planned to be located within a walkable catchment. In the release areas open space network, open space will need to be provided at all hierarchy and catchment levels.

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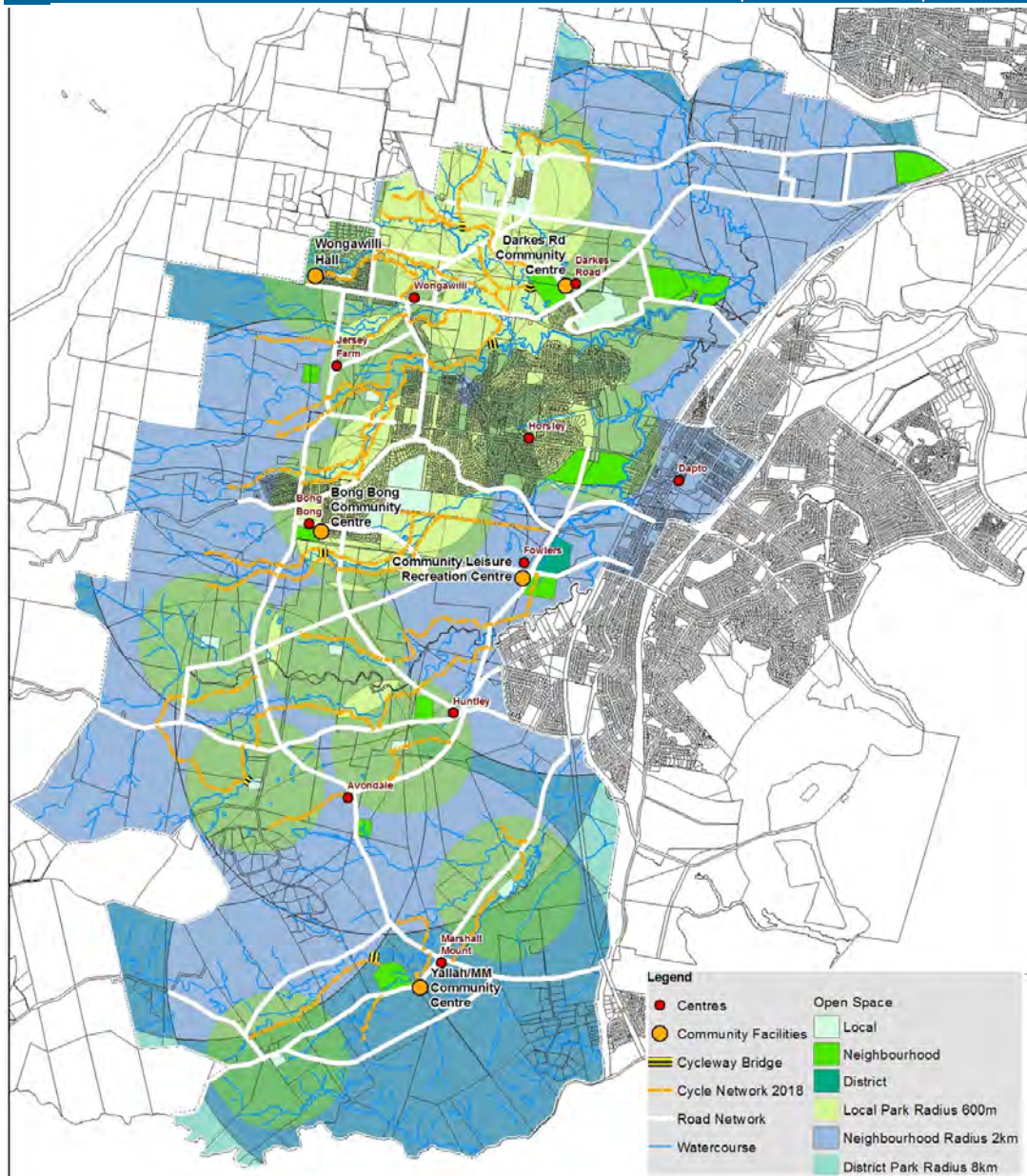


Figure 10. Planning for open space in West Dapto Urban Release Area

10. COMMUNITY AND EDUCATION PRINCIPLES

Community facilities are an increasingly important component of local service provision across a range of areas in the public and private sector. For example, there is a clear trend in public health and alternative education to use local community facilities for regular and specialist community services rather than develop individual facilities. Council understands this increases the importance of flexible design, location and efficiencies to be achieved by these facilities for them to make the best contribution to community outcomes.



Figure 11. Community hub concept – co-location, joint use and multi-purpose centres

Principle 1: Healthy, diverse and resilient

Community facilities contribute to quality of life to support healthy, diverse and resilient community.

Principle 2: Efficient

Making efficient use of resources through shared or co-located facilities and multiple use agreements (multi-purpose community hubs) with flexible design that can respond, expand and adapt as needs change.

Principle 3: Safety, security and adding to civic identity and sense of place

Promote safety, security and provide focal points adding to civic identity and sense of place through clustering community facilities.

Principle 4: Self-sufficient and resilient community

Community facilities provide opportunity for self-sufficiency to build capacity and social capital and to actively contribute to community resilience.

Principle 5: Vibrant and accessible

Placing facilities in convenient, central locations, adjacent to open space promotes access and contributes to the vibrancy of the development and allows for overflow activities such as children's play.

Principle 6: Equitable

Provide equitable access for all sections of the population, through the distribution, design and policies of facilities.

Principle 7: Diversity

Community facilities promote diversity and encourage people from culturally and linguistically diverse backgrounds to participate in the social and economic life of the community.

Principle 8: Viable and sustainable

Developing sustainable funding, ownership, governance, management and maintenance arrangements, including private partnership arrangements where community benefit is achieved.

Principle 9: Coordination

Council will work with the State Government and non-government schools sector to promote best-practice education outcomes for the community of West Dapto. This will include sharing data and integrating asset solutions, such as opportunity for shared and joint-use facilities.

Planning for the provision of education is important for West Dapto's growing community. In NSW, the Department of Education provides funds and regulates education services for NSW students from early childhood to secondary school. The Department of Education provided previous support for the six primary schools and two high schools based on the projected housing provision and related future population estimates.

Figure 12 shows some indicative school locations within the release area.

The distribution of schools in the release area ideally would be spread across the residential areas of the five stages. There would be two new primary schools in the vicinities of Darkes Road/West Dapto Road and Wongawilli Village.

In Stage 3 of the release area, a new secondary school close to Bong Bong Town Centre will be supported by three primary schools; potentially Jersey Farm - Robins Creek (Bong Bong Primary School on **Figure 12**, Bong Bong/Cleveland (Stage 3 Primary School on **Figure 12**) and Avondale/Mooreland (Stage 4 Primary School in **Figure 12**).

A third secondary school potentially located in Calderwood Urban Release Area has been approved and will service a primary school in Marshall Mount area (shown in **Figure 12** as Yallah Primary School) as well as the required primary schools in Calderwood.

A special needs school should be either co-located with or separate to a mainstream school in the release area.

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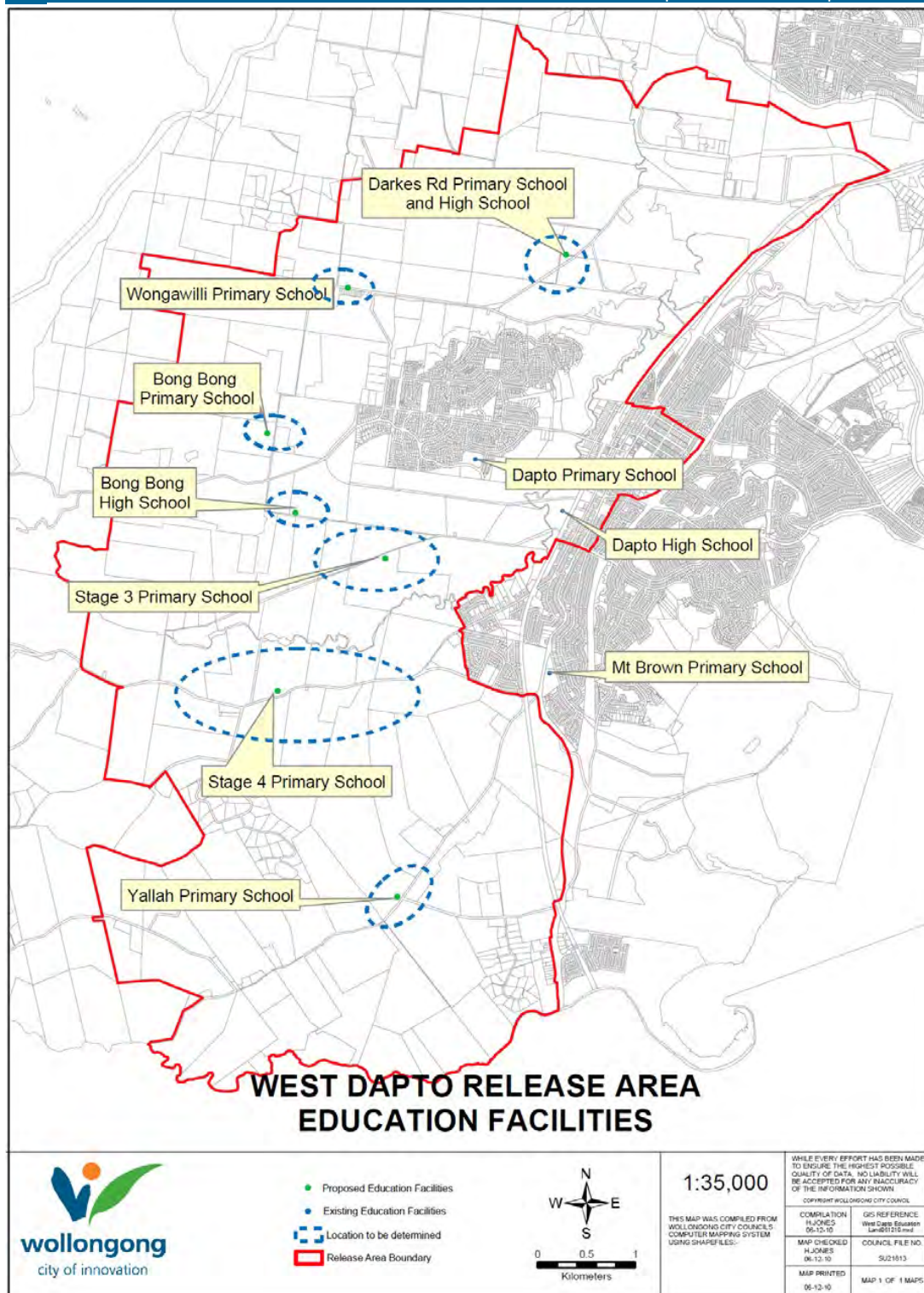


Figure 12. Potential school locations (Council to work with NSW Department of Education)

11. TOWN CENTRE PRINCIPLES

As a new release area, there is an opportunity to ensure that the ideal treatments are made to establish sustainable, appealing and functional residential living as well as commercial and light industrial areas providing employment, social and cultural opportunities with sufficient flexibility to cater for the future populations needs. As with other previous principles the town centre principles should not be considered in isolation.

The town centres of West Dapto will fill diverse roles, functions and mixed uses. The key objective of town centre principles is to help identify centre locations, function and existence. Configurations will reflect the town centre hierarchy with a focus on pedestrian priority. Supported with a decision process (zoning, neighbourhood planning, etc.), appropriate locations will promote the social and economic functions and outcomes sympathetic to character and 'place'.

There are three principles, Hierarchy (**Figure 13**), Movement sensitive and Identity and diversity, each to be considered in planning of town centres to meet the objectives for West Dapto Release Area.

Council also expects the town and village centres of West Dapto to be:

1. Master planned with the plan responding to the release areas planning principles.
2. Subdivision design modelled for walkability with plans that demonstrate public and employment base have easy access to active and public transport.

Principle 1: Hierarchy

Hierarchy provides a basis for which to establish functions, order, and visions as well as allowing the protection of these. Hierarchy is not the only way to understand or to set direction in planning for centres, we understand that the centres are also a connected network, which can support each other in an interlocking way.

Each level of the hierarchy represents the size and general characteristics of the centres commercial, retail and business roles (see **Figure 13**). The Hierarchy reinforces role and function, supports the Wollongong City Centre and higher order centres and provides certainty for investment decisions. Hierarchy reinforces character and identity as well as provides direction around appropriate residential density sympathetic to community facilities and service locations.

Requirements for development in Business zones must comply with contents of the DCP Chapter B4: Development in Centres and Peripheral Sales Precincts. Chapter B4 outlines the Hierarchy for the LGA as well as other studies or assessments needed to support development applications.

Regional Centres

Wollongong Local Government Area has two major regional centres Warrawong and Dapto. It forms and important commercial and business centre role in Wollongong LGA.

A series of new centres will be located close to Dapto's existing urban landscape. Supporting Dapto's development as a regional centre will be an important consideration in the planning of new town and village centres. These lower order centres must be sensitive to the levels of hierarchy to maintain existing functions and minimising any negative impact on the hierarchy.

Town Centres

There are three town centres planned for the urban release area. The objective of the town centres is to ensure that development in the Darkes Road (1), Bong Bong (2) and Marshall Mount (3) town centres contribute to the creation of retail, business, commercial, and community hubs that act as public transport nodes and provide significant local employment opportunities.

Major town centres (~15,000m²) are planned within the central western (Bong Bong Road) and the southern (Marshall Mount) parts of the release area. A local town centre is planned in the northern (Darkes Road) area. These are intended to create local retail, business, commercial and community hubs providing significant local employment opportunities. They will need to complement rather than compete with the higher order major regional centre of Dapto.

Council expects the town centres of West Dapto to be master planned demonstrating how the plan responds to these planning principles. Section 14.6 outlines the West Dapto Centres Master Plans that have been adopted into the DCP for the purposes of this Part. Full West Dapto Centres Master Plan packages are available on Council's website (West Dapto Project Page)

Village Centres

The West Dapto further review of release area centres and controls (Urbacity, 2014) noted the role of [Draft Wollongong Development Control Plan 2009 – June 2024](#)

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Villages, as a lower order centre, is to “provide convenient alternative to the supermarket based town centres for daily goods and services with a focus on amenity for housing density and improved public transport use”.

Village and local centres will develop localised business opportunities at key places and intersections where bus stops, community facilities and local open space come together to create an urban focal point for the local community. Small villages are proposed ~2,500 m2 of floor space and accommodate a 1,000-1,500m2 supermarket and variety shops.

Council expects the village centres of West Dapto to be master planned demonstrating how the plan responds to these planning principles. Section 14.6 outlines the West Dapto Centres Master Plans that have been adopted into the DCP for the purposes of this Part. Full West Dapto Centres Master Plan packages are available on Council's website (West Dapto Project Page).

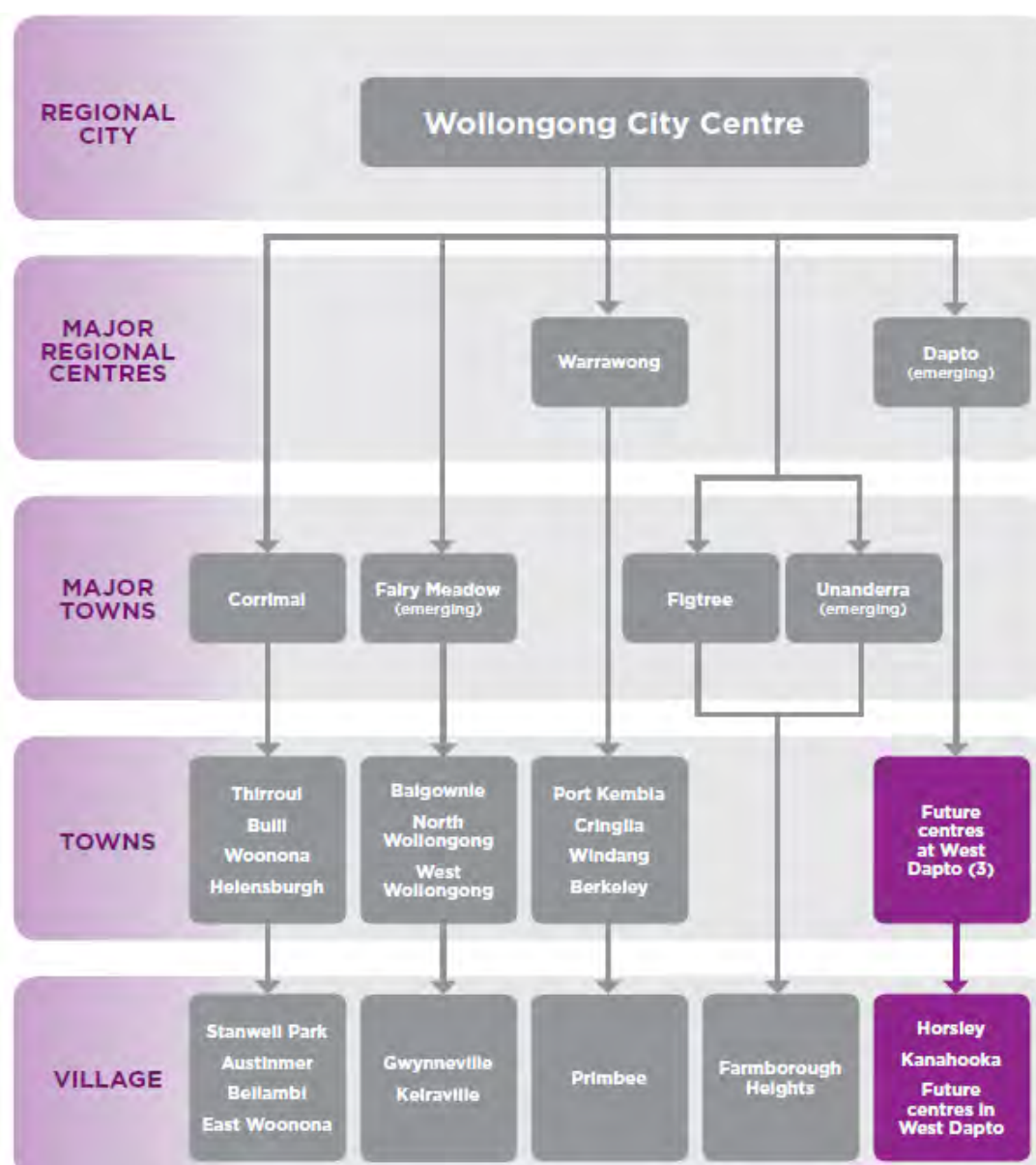


Figure 13. Wollongong Town Centres Hierarchy

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Principle 2: Movement sensitive

The town centres of West Dapto are expected to facilitate social contact, employment, and living needs in a sustainable manner. That is, the town centres will be located to promote active transport, public transport and healthy lifestyles. Living within 400-800m of a mix of destinations is consistently associated with higher levels of active transport in adults and older adults (Heart Foundation, 2017).

Movement sensitive means movement (accessibility, location, etc.) will be a key consideration for co-location of a mix of destinations (or land uses) within a centre. Centres will provide a location for activity, attraction, service for people to walk or cycle to. A focal point and community hub and transport node within the neighbourhood that allows for multiple activities to be undertaken and different daily needs (i.e. live, work, play) to be met in the one location.

Centres must also be supported and surrounded by a network of connected streets, paths and cycle ways, providing and promoting opportunities for active transport, and convenient access to public transport rather than private vehicles. The network will link open space works with Open Space and Recreation principles.

Neighbourhood Plans must consider their interface with adjoining areas and their ability to develop. The Plans must consider how different land use parcels such as centres are linked by the road network and pedestrian / cycle paths within and between different residential neighbourhoods.

Principle 3: Diversity and identity

Centres are vital to the social fabric of a neighbourhood and will facilitate a diverse range of activities by prioritising places and spaces where people of all ages can gather, meet friends and family and engage in social activities.

A vision that encourages diversity and shapes and reflects a centre's character is especially important for new centres. Centres will be diverse from each other (through hierarchy, features and visions). The vision can be understood as capitalising on existing features of heritage, environment (vegetation, topography, etc.) contributing to a new theme expressing the centre's role in the new urban residential landscape. In other words, a vision and purpose for people to create from, understanding that activity, physical setting and meaning come together to create a 'sense of place' framed by the built forms that provide a variety of building types.

The town centres will have a variety of building typologies with urban characteristics such as increased height, minimal or zero street setbacks and street level awnings and verandahs. The public domain is intended to reflect an urban character, with high quality hard and soft landscaping and paved footpaths with advanced planting of shade trees. Parking will be at the rear of blocks and underground as well as good on street provision of kerbside parking – building setbacks to accommodate front parking lots will not be permissible, as these detract from the street qualities sought in these centres.

Refer to Section 14.6 West Dapto Centres Master Plans for specific centre intended characteristics.

Other Chapters of Wollongong DCP 2009 containing development controls relating to the developments within the town and village centres include:

1. Chapter B3: Mixed Use Development for specific controls relating mixed use developments.
2. Chapter B4: Development in Centres and Peripheral Sales Precincts for specific controls relating to business and town centre developments.

11.1 Town centre development controls

Development in the West Dapto Town Centres is to comply with the following development controls, **unless otherwise specified in Section 14.6 West Dapto Centres Master Plans:**

1. Establish a strong urban form that clearly distinguishes the centre or local node from surrounding areas.
2. Taller buildings of 4-6 storeys are encouraged in the town centre core. Lower scale buildings up to 3 storeys in height should surround and support the core.
3. The street wall height should have a 2-3 storey building form.
4. Zero building setbacks on main streets. Other streets are generally to have a setback of between 0 – 2.5m.

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5. Side and rear building setbacks are as follows:

Setback	Distance
Side	Zero
Rear	Zero where lot adjoins allotment zoned E1 Local Centre or 5-6m where lot adjoins allotment with any residential zone.

6. Civic public spaces designed to encourage social interaction with paved areas, outdoor seating and urban green spaces are encouraged to balance the indoor building provisions.
7. Shared parking facilities are encouraged, accessed from laneways of minor streets. Parking lots and parking areas should not be visible from the streets, allowing the built form to define the urban function.

11.2 Village centre development controls

Development in the West Dapto Village Centres is to comply with the following development controls, unless otherwise specified in Section 14.6 West Dapto Centres Master Plans:

- Building setbacks can be either street aligned (zero) or setback up to 5m to create commercial forecourts or residential courts to the street.
- Varied building setbacks are encouraged to create an informal organic character.
- Building heights of up to 2 storeys are encouraged to create an urban village character with upper floor uses including small scale commercial and residential developments.
- Parking to be provided at the rear of buildings in the form of rear laneways and parking areas accessed from the rear laneways / car courts.
- All shops should address and be entered from the major street where possible, or the secondary street.
- Community congregation areas to be north facing and take advantage of escarpment views where possible.
- Street parking to be maximised around villages.
- Parking lots and parking areas are generally not to be visible from the main collector roads, allowing the built form to define the urban function.

12. EMPLOYMENT PRINCIPLES

Five of the Seven Employment Principles in the West Dapto Vision 2018 intend to guide the development and creation of sustainable employment outcomes for the West Dapto Urban Release Area.

The creation of employment opportunities within and near West Dapto allows people to work close to where they live and can reduce the overall traffic generated by the development.

The Structure Plan (**Figure 2**) shows the main employment area, in the northern end of the release area at Kembla Grange, in purple. The land is mostly zoned for light and heavy industrial land uses. There are some limited areas of light industrial land arranged in an enterprise corridor north and south of the Dapto Regional Centre, and some west of the M1 and along Yallah Road, Yallah to provide additional local employment opportunities.

Other Considerations

1. Wollongong Economic Development Strategy and Implementation Plans, and Advantage Wollongong, Invest Wollongong.
2. Chapter B5: Industrial Development for controls relating to development on industrial lands.

Principle 1: Support local sustainable and accessible employment

- 1.1 Support a variety of employment opportunities accessible to the whole community.
- 1.2 Employment containment to reduce commuting out of the release area and region.
- 1.3 Local access to higher order (career generating) employment opportunities.
- 1.4 Encourage high density employment opportunities within walking distance of existing or proposed public transport services.
- 1.5 Encourage employment area developments adjoining the structural road network to take advantage of accessibility and exposure.

Principle 2: Attract, facilitate and support industries, enterprises and business to locate in West Dapto (this principle is supported by Council, Business Chambers and other organisations as required).

Principle 3: Ensure Town and Village centre employment outcomes are prioritised

- 3.1 Town and village centres are to ensure planning decisions (such as master plans and spatial arrangements) support and prioritise employment outcomes.
- 3.2 Encourage professional service type jobs and roles that are beyond the normal retail type jobs normally expected in new urban release areas.

Principle 4: Protect existing employment land

- 4.1 Maintain existing zoned employment land within the release area to ensure a supply is maintained over time and is available for employment generating opportunities.
- 4.2 Create a strategy to enable appropriate interim uses of employment areas that also allows for gradual intensification over time.
- 4.3 Support the preservation of large lots and clusters of light and heavy industrial land and ensure business parks are not located within light industrial zones.

Principle 5: Take advantage of and encourage employment innovations

- 5.1 Planning decisions to anticipate, be responsive to and cater for innovative employment solutions.

Principle 6: Improve employment opportunities and ensure a high standard

- 6.1 Ensure developments are considerate of their context and are compatible with residential and sensitive land uses as well as conservation outcomes of the urban release area.
- 6.2 Apply a merit-based approach when assessing employment generating activities.
- 6.3 Encourage development for employment which provides a range of goods and services without adversely affecting the amenity, health or safety of any adjoining area.

13. HOUSING PRINCIPLES

Any specific controls for Neighbourhood Plans must consider the ability to develop adjoining areas including linkages to those areas.

The Housing Principles should be read in conjunction with Council's LGA-wide Housing Policy setting, which is updated from time to time to ensure we are addressing the challenges of a changing housing environment.

These principles should be considered in conjunction with all other planning principles as they all contribute to achieving the vision for the West Dapto Release Area and ultimately sustainable housing outcomes.

"The communities will be healthy, sustainable and resilient and will have access to diverse housing choice and active or passive open space accessible by walkways, cycle ways and public transport."

Urban Residential Density Distribution

The intention for West Dapto's urban structure is to provide varying housing densities with increased densities located around town and village centres, and community hubs. Targeting the delivery of medium residential densities in the release area encourages population diversity, makes public transport more viable and supports the sustainability of the town and village centres. A range of housing types are to be provided to ensure that the housing needs of all household types are met. A diverse demographic profile will help ensure a sustainable and vibrant community in the long term.

The areas of lower residential density (R2 Low Density Residential zone) should provide an average of 13 dwellings per hectare and then in later stages 15 dwellings per hectare. In the more sensitive areas, such as the "transition" areas shown on the structure plan (**Figure 2**). Council proposes densities around 5 to 10 dwellings per hectare to enable the protection of environmental values and minimise visual impacts. The areas of medium residential density (R3 Medium Density Residential zone) should provide an average of 20 to 25 dwellings per hectare. Density measures such as Gross Density help inform and set targets at a precinct level (based on Landcom, 2011, Residential Density guide and supporting charts, (**Figure 15**). Net density (**Figure 14**) will show if the desired mix and ultimate (finished development) housing is being achieved. These are not site by site or zone controls as the aim is for diversity. They help to inform infrastructure planning, and to understand the intensity of built forms and population.

Principle 1: Encourage housing diversity

Diversity can be delivered through different products at different stages of planning by promoting and providing a range of density and lot size and shapes to offer a range of choice to better meet changing community needs.

Mixture of density low to high, single dwellings, dual occupancy, town houses and apartments in appropriate locations should all be considered in neighbourhood planning and subdivision design stages.

Promote increased densities and innovative design types close to town and village centres and transport infrastructure where possible.

A variety of lot sizes and dimensions must be provided to achieve diversity in products to suit a range of household structures and to meet the density targets relating to the residential zones (Refer to **Figure 14**).

Reference chart | Residential density and planning controls

TYPICAL FSR & LOT AREAS FOR HOUSE TYPES



Figure 14. Net Residential Density Chart (Landcom, 2011).

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Reference chart | Gross residential density

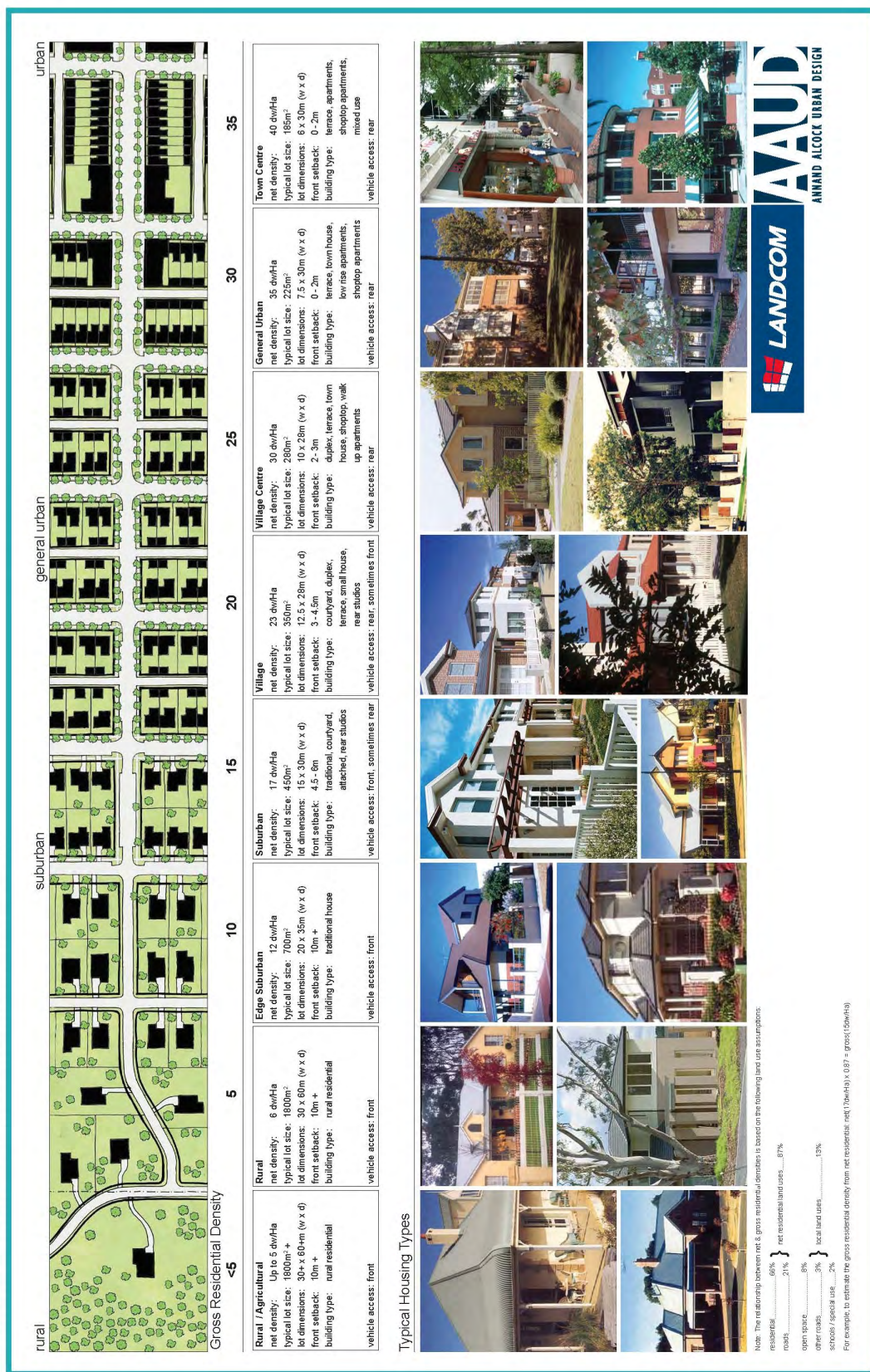


Figure 15. Gross Residential Density (Landcom, 2011)
Draft Wollongong Development Control Plan 2009 – June 2024

Principle 2: Promote housing affordability

Residential neighbourhoods cater for a variety of demographic and socio-economic characteristics. Promoting housing mixture is one tool that provides opportunity for more affordable housing options and reduces housing stress.

Principle 3: Establish sustainable, energy efficient, appealing and functional residential living

- 1 Seek to promote design excellence in housing provision and neighbourhood planning.
- 2 Target an increased use and uptake of renewable energy through housing and neighbourhood design.
- 3 Target smart design solutions for housing with passive heating/cooling (housing placement in lots, responsive floor plans), light coloured roofing and light paving or ground covering materials (both reduces ambient air temperatures in the neighbourhoods and roof cavity temperatures).
- 4 Lots must have the appropriate area and dimensions for the siting of dwellings, canopy trees and other vegetation, private outdoor open space, rainwater tank, and vehicular access and on-site parking.

Principle 4: Creating local amenity and a sense of place

Design safe, healthy and active neighbourhoods with interactive interfaces between residences, the streets and surrounds. It is about ensuring there is visual connection between housing and the streets, parks and activity areas they are adjoining or interfacing with.

Encouraging and supporting housing design that responds to place. Creating site responsive built form and lot layouts that consider existing features and landscape context, natural land form and surrounding land uses.

Manage housing growth to protect and promote the conservation values that contribute to concepts of 'place' in West Dapto.

1. Lot size and layout must respond to the physical characteristics of the land, such as slope and existing significant vegetation, and site constraints including bush fire risk.
2. Lot design is to facilitate housing fronting onto creek line corridors and other areas of public open space, to incorporate these spaces into the living environment, facilitate surveillance, and prevent isolation and degradation of these spaces.

Principle 5: Housing transition to the Illawarra Escarpment

Reduce housing density on the fringe of the urban release area to provide delineation to the housed urban areas and a buffer to the escarpment and important environmental features.

14. NEIGHBOURHOOD PLANS

Neighbourhood Planning is a progressive step between the West Dapto Structure Plan, the urban zoning process, and a development application for subdivision. It allows issues to be considered on a neighbourhood or catchment scale. A Neighbourhood Plan must be adopted into this Development Control Plan before Council determines a development application for land within the West Dapto Urban Release Area (WDURA). Neighbourhood Planning is the preferred approach of Council to meet the requirements of Clauses 6.1(2) and 6.2(2) of the WLEP 2009. Council acknowledges that a concept development application can also satisfy this obligation when proposed at a Neighbourhood scale (**Figure 17**).

Neighbourhood Planning is intended to:

- ensure adjoining land owners jointly (or on behalf of another) consider common constraints and design issues.
- provide a means to work through issues such as transport access and the staging of development.
- allow Council and other agencies to better align infrastructure planning and delivery to where development is occurring or is ready to occur.
- achieve efficiencies of shared infrastructure requirements delivered at a Neighbourhood scale to allow for shared servicing, shared cost/contribution and efficient ongoing maintenance (for example water management).
- set urban density targets at an appropriate scale that supports town and village centre development.
- align neighbourhood boundaries with ownership/cadastre and water sub-catchments reflecting the existing environmental setting.
- identify and protect environmental and heritage conservation areas.
- manage the interface between urban development and adjoining land uses.
- provide guidance for the preparation of a development application for land contained within the Neighbourhood Plan.

Draft Neighbourhood Plans will be exhibited as proposed amendments to this chapter. After exhibition of a draft and adoption of a final Neighbourhood Plan into this chapter, development applications for lots within the defined area of the Neighbourhood Plan can be lodged. A development application within a defined Neighbourhood (**Figure 17**) will not be accepted unless there is an adopted Neighbourhood Plan.

Development applications must align with any relevant Neighbourhood Plan, identified Sequencing or Staging Plans. A development application can be lodged on behalf of many land owners, if the owner's consent is provided for each affected lot. Any proposed variation to an agreed Neighbourhood Plan will require justification and will be considered on merit. Council may require the agreement of adjoining owners for variations to an adopted Neighbourhood Plan on or near property boundaries particularly where variations to an adopted Neighbourhood Plan arise as a result of a development application. The variation needs to be adopted before the development application is determined, or at the next opportunity.

14.1 Neighbourhood Plan Requirements

Neighbourhood Plans are required to:

- support and reflect the West Dapto Vision 2018 Planning Principles and Structure Plan.
- confirm the developable areas within the defined Neighbourhoods outlined in **Figure 17**. Council will also consider proposals to consolidate neighbourhoods.
- supplement the previous information prepared to support rezoning of West Dapto. For example, information prepared by Council in 2007 did not have sufficient resources or site access to allow detailed consideration of every property in the WDURA.
You can request copies of the studies from Council's Urban Release or Customer Service teams (The West Dapto Aboriginal Heritage Study is not a public document).
- consider all potential constraints holistically, mitigate impacts, or propose solutions to managing constraints on a neighbourhood or catchment scale, rather than property by property.
- define the desired future character for the neighbourhood.
- plan the development sequence for all lots within a neighbourhood to ensure adjoining land owners consider each other's proposals, concepts and development timeframes (planning through any access issues, etc).

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- encourage the integration of development sites, development sequencing and economies of scale (eg opportunities for efficiencies through shared infrastructure, integrated outcomes with well-considered interfaces between land uses). Avoid exclusion of adjoining lots that may result in development isolation or disjointed development outcomes.
- provide more detailed neighbourhood specific information such as future residential density, proposed landform, open space functions, conservation areas, water management structures and neighbourhood transport network. The specific information shall be guided by the West Dapto Structure Plan, the West Dapto Development Contributions Plan and other relevant sections of this DCP chapter (for example 6.1 The Road Network).
- ensure that the impact of earthworks on the natural topography, landform and vegetation is minimised.
- ensure sufficient space is provided in a neighbourhood plan for water management, open space and any other land uses, or infrastructure required (considering the Principles in the West Dapto Vision 2018) to support safe and sustainable communities.
- ensure interfaces between land uses and delivery of large infrastructure is well coordinated within and with adjacent neighbourhoods.
- identify additional specific information that is required to be addressed at a future development application stage.

Where a Centre Master Plan has been adopted into this Chapter, that Centre Master Plan must be incorporated into the relevant defined neighbourhood or concept development application.

14.2 Pathways to Neighbourhood Planning

There are two options for neighbourhood planning in the West Dapto Urban Release Area:

- Preparing a Neighbourhood Plan (lodged with or without a Planning Proposal), or
- Lodging a Concept Development Application (CDA).

In West Dapto, the preparation of a Neighbourhood Plan has traditionally been pursued and is Council's preferred option, however the *Environmental Planning and Assessment Act, 1979* also identifies CDAs as an option.

14.2.1 Pre-lodgement and Lodgement Pathway

The following steps apply to all draft Neighbourhood Plans and Concept Development Applications:

- Optional Pre-meeting** Discuss the site with Council staff to gauge the general acceptability of the overall proposal. Council will consider the current Sequencing Plan, Staging Plan and planned infrastructure delivery. This discussion is offered to support a holistic approach to planning and to streamline the process.
- Mandatory Pre-lodgement meeting** held with the applicant and representatives from relevant Council Divisions to discuss the preliminary neighbourhood plan proposal. Detailed notes from the meeting will generally be given to the applicant within 10 business days. All pre-lodgement advice will include as a minimum reference to the matters to be addressed in a Neighbourhood Plan or CDA (Section 14.2.3 below). A fee may be payable to Council subject to Council's Fees and Charges.
- Applicant refines their proposal, guided by the pre-lodgement notes.
- Lodgement:** The draft neighbourhood plan or concept development proposal is lodged with Council, accompanied by the applicable assessment fee. The application must also include the completed lodgement checklist, confirming that the necessary information accompanies the application.
- Council will process the application within 14 days. If an application is incomplete or inadequate it will be rejected. If this occurs, Council will return the rejected application to the applicant, with a letter outlining the reasons for rejection.

14.2.2 Neighbourhood Planning Assessment Pathway

The following steps apply only to Neighbourhood Plans:

- a. **Assessment period:** If an application is accepted, the draft neighbourhood plan's assessment period will begin. A Council officer will seek expert advice from various internal staff. Together, they will review the proposal to decide if it is supportable or if more information is required. Council staff are generally given 21 days to provide referral comments.

If more information is needed, a request for information (RFI) will be sent to the applicant. The applicant's response must be made, in full to Council, within 21 days. When the new information is received, it will be reviewed to determine its completeness. The new information will be re-referred to Council staff for review and comments. The assessment period should include only one RFI.

A report to Council will be prepared, at the end of the assessment period, recommending that the proposal be:

- I. **Exhibited.** This will occur if the draft plan is considered generally supportable to progress. Any outstanding RFI issues that can be resolved post exhibition would also be detailed in the Council report.
- II. **Rejected.** If significant outstanding issues remain unresolved after the RFI process, a recommendation to reject the draft plan will be made. If it is rejected, it cannot progress further, and the applicant will be notified.

An alternate resolution may also be made by the Council.

Where a Neighbourhood Plan is lodged with a concurrent Planning Proposal the Planning Proposal will be subject to Local Planning Panel review before the report to Council for exhibition is prepared.

- b. **Exhibition:** If the proposal is supported by Council for exhibition, the draft Neighbourhood Plan will be exhibited for a minimum 28 days. External referral agencies will be directly notified of the proposal and given copies of the draft plan with the relevant supporting documents.
- c. **Post-exhibition period:** Council will review all submissions received at the end of the exhibition period. An RFI will be forwarded to the applicant, if required, to allow the resolution of any issues raised.

A report to Council will be prepared at the end of the post exhibition period, outlining any issues raised in submissions. The report will recommend adoption of the proposal, or rejection. An alternate resolution may also be recommended by the Council. If the proposal is rejected, it will not progress any further, and the applicant will be notified. Council staff will be available to discuss the reasons for an application's rejection, where necessary.

14.2.3 Concept Development Applications Assessment (CDA) Pathway

Division 4.4 of the *Environmental Planning and Assessment Act (EP&A Act) 1979* sets out the statutory requirements for making concept development applications. Section 4.23 of the EP&A Act 1979 provides that a concept development application can satisfy the requirement that a DCP must be prepared before land can be developed, as required by Part 6 of WLEP 2009. Therefore, Council can consider a CDA as an alternative to a Neighbourhood Plan.

A CDA sets out concept proposals for the development of a site, similar to a Neighbourhood Plan. Detailed proposals for the site or for separate parts of the site are to be the subject of a subsequent development application, or applications. These subsequent applications must be consistent with the original consent.

A concept development application must also:

- demonstrate consistency with the West Dapto Vision 2018 and all relevant chapters of Wollongong DCP 2009.
- be proposed at a Neighbourhood scale consistent with the defined Neighbourhood applying to the land, or larger, as shown in **Figure 17** Defined Neighbourhoods.
- be compliant with the relevant planning controls, or where there are non-compliances these are either minor or satisfactorily justified.

The following steps apply only to CDAs:

- a. **Exhibition:** If the proposal is supported for exhibition, the CDA will be exhibited for a minimum 28 days in accordance with Council's Community Participation Plan.

External referral agencies will be directly notified of the proposal.

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- b. **Assessment period:** Council will collaborate with internal specialist staff to review the proposal to decide if the proposal is supportable, or if more information is required.

If more information is needed, a request for additional information will be sent to the applicant. An applicant's response must be made, in full to Council, within 21 days. When the information is received, it will be reviewed to determine its completeness.

- c. **Post-exhibition period:** Council will review all submissions received, including agency submissions, at the end of the exhibition period. An RFI will be forwarded to the applicant, if required, to allow the resolution of any issues raised.

A report to Council will be prepared, at the end of the post-exhibition period, recommending adoption of the proposal into this chapter of the DCP, or rejection. An alternate resolution may also be recommended by the Council. If the proposal is rejected, it will not progress any further, and the applicant will be notified.

- d. Determination:** Following the end of the assessment period, Council staff, where possible under delegations, will determine the CDA.

- e. Post determination:** In the event that a CDA has been approved in accordance with Section 4.23 of the EP&A Act 1979 and is deemed to have satisfied the requirements of Part 6 of WLEP 2009, Council can consider that approval as an alternative to a Neighbourhood Plan. The Concept Approval shall be adopted into this chapter of the DCP as soon as practical.

See **Figure 16** below:

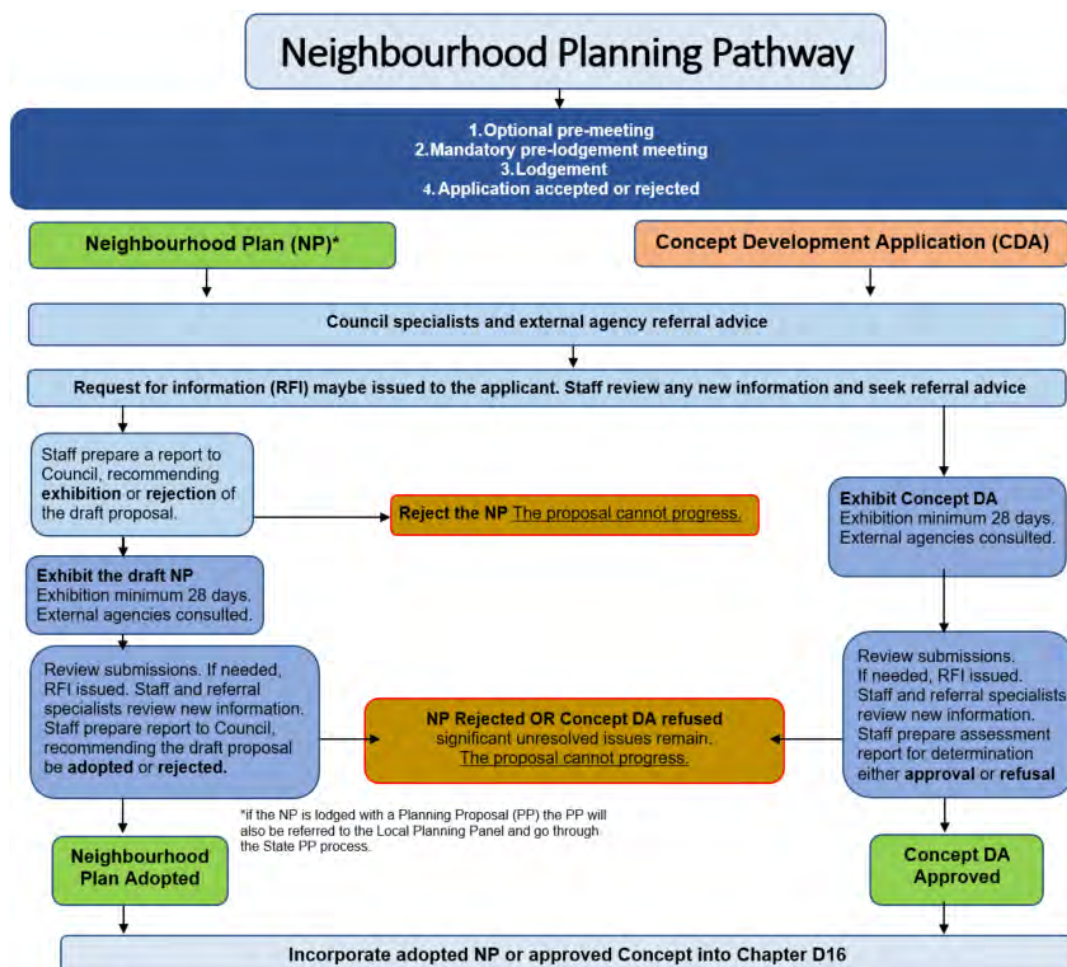


Figure 16. Neighbourhood Planning Pathways flowchart

14.3 Matters to be Addressed in Neighbourhood Planning Applications

An application for a Neighbourhood Plan must include:

1. Site location and description, and general land capability assessment, addressing existing issues such as:
 - Wollongong LEP 2009 provisions (including Zoning, Minimum Lot Size, FSR, Building Height, Flooding, Heritage, Acid Sulfate Soils, riparian corridors, etc)
 - other relevant legislation
 - the setting within West Dapto, for example the proximity to commercial centres, main roads, community services
 - flooding and bush fire constraints
 - topography, known geotechnical constraints, known contamination constraints
 - biodiversity (EECs, bushland, significant trees, habitat)
 - heritage - historical land use, heritage sites, including Indigenous Heritage cultural issues and visual character
 - existing road network
 - available utilities, services and existing easements
 - need for community and recreation facilities
 - noise impacts (e.g. from main roads, industrial areas, or public and private railways).
2. A concept Neighbourhood Plan and supporting documentation, showing the proposed:
 - land use areas including, but not limited to, residential, retail, employment, recreation and conservation areas
 - road layout and hierarchy
 - indicative dwelling density (**Figure 15**) and yield
 - public transport, bicycle and pedestrian routes demonstrating walkability
 - drainage management concept plan based on modelling (water quantity, quality, and flood behaviour) inclusive of indicative locations and sizing of infrastructure

Note – where a drainage/water quality solution is developed at a catchment or neighbourhood level, Council will consider acquisition where the agreed detention basin site is consistent with the West Dapto Development Contributions Plan

 - buffers to heritage items or other proposed heritage conservation management measures
 - riparian corridors, buffers and proposed future uses
 - location of schools, community facilities, recreation facilities and parks, including any proposed public land
 - conceptual Bulk Earthworks Plan is required. The Bulk Earthworks Plan shall also demonstrate the feasibility of the drainage (stormwater) infrastructure and road layout plans. Justification will be required where there are changes to the existing landform.
 - the outcomes identified in a Centre Master Plan where a Centre Master Plan has been adopted into Section 14.6 of this Chapter.
3. In collaboration with Council advice, a staging or sequencing plan supporting the concept Neighbourhood Plan showing:
 - all existing site boundaries within the neighbourhood, and
 - proposed development staging within the planned area, taking into consideration delivery of essential infrastructure, access and logical progression as a development front.
4. Submission in electronic and PDF form.
 - All the above data layers are required to be presented in electronic form. The electronic Neighbourhood Plan package will include either a set of Shapefiles, a Geodatabase or set of

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CAD files or be provided in another form as required by Council. The applicant shall also seek advice regarding Council's specific naming conventions, coordinate system and metadata requirements prior to lodgement of the Neighbourhood Plan.

- Council also requires the Neighbourhood Plan and supporting plans (staging, infrastructure plan, etc) to be provided in PDF form.

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Defined Neighbourhoods in West Dapto Urban Release Area

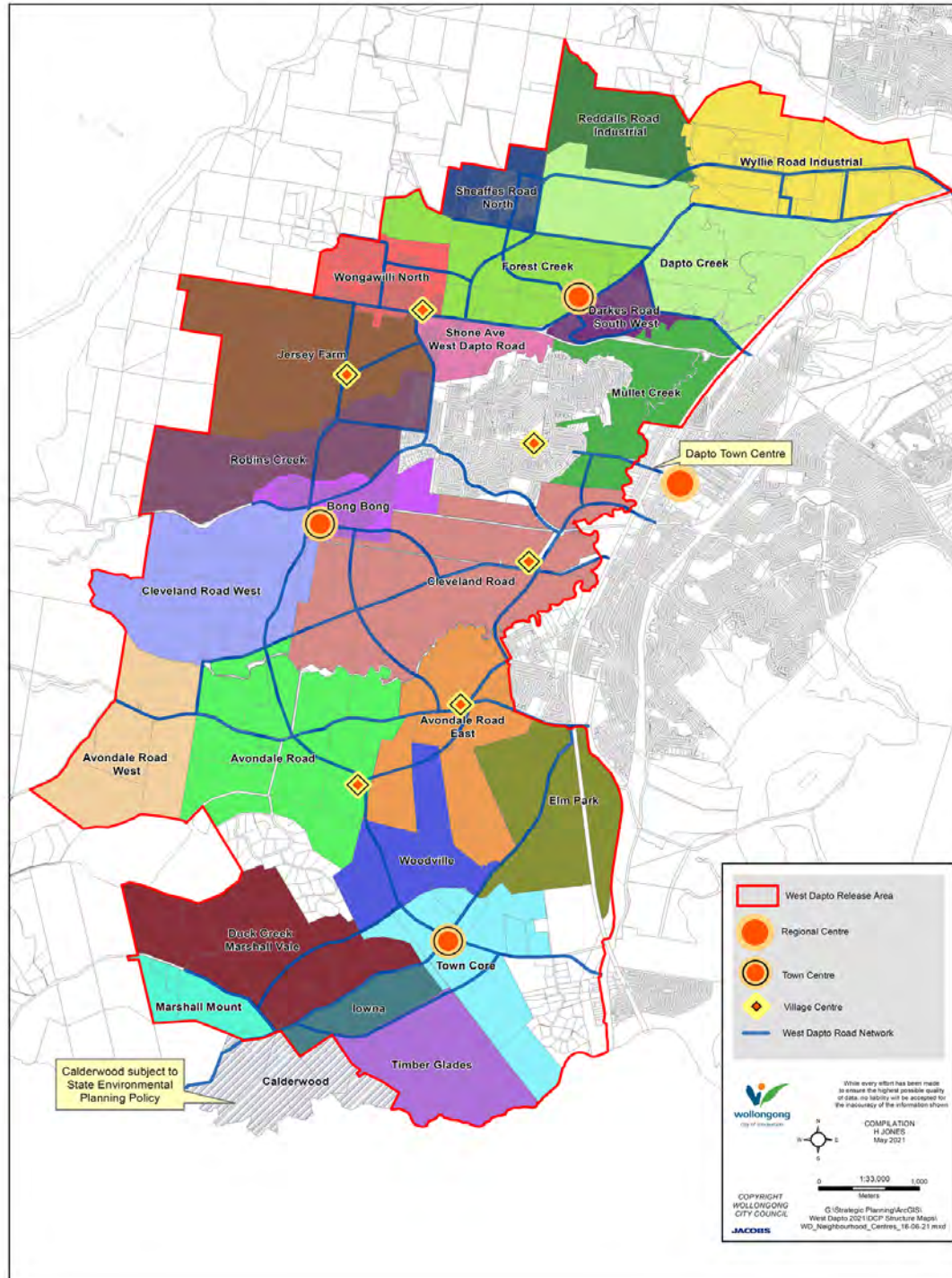


Figure 17. Defined Neighbourhoods in West Dapto Urban Release Area.

*The transport network displayed in **Figure 17** is correct as at the time of adoption and represents the overall transport structure depicted through the West Dapto Development Contributions Plan. The West Dapto Development Contributions Plan provides additional information relating to infrastructure requirements and should be read in conjunction with the Wollongong DCP 2009 Chapter - for example, apportionment, infrastructure costed in the plan, and infrastructure not included in the plan. The West Dapto Development Contributions Plan is available on Council's website.*

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14.4 Transitional Arrangements

Council recognises that the WDURA is an active release area where much development has already occurred, and new neighbourhoods are forming. Council also recognises that new Neighbourhoods, as shown in **Figure 17** Defined Neighbourhoods in West Dapto Urban Release Area, will be developed over time.

All existing adopted Neighbourhood Plans in Section 14 remain the guiding step between the West Dapto Structure Plan and Development Applications. A Neighbourhood Plan is repealed by an amendment to this chapter (Chapter D16: West Dapto Urban Release Area) where the guiding function of that Neighbourhood Plan is replaced by a subsequent adopted Neighbourhood Plan. Where a Neighbourhood Plan is under assessment or pre-lodgement meetings have been held, those applications can continue (these are listed within the Council Business Paper of 18 October 2021).

In the event that a Concept Development Application has been approved in accordance with Section 4.23 of the EP&A Act and is deemed to have satisfied the requirements of Part 6 of WLEP 2009, Council can consider that approval as an alternative to a Neighbourhood Plan. The Concept Approval shall be adopted into this chapter of the DCP as soon as practical.

All Neighbourhood Planning applications lodged after 31 December 2021 must reflect **Figure 17** Defined Neighbourhoods unless they are subject to the transitional arrangements outlined in this Section.

14.5 Adopted Neighbourhood Plans

Section 14.5 outlines all neighbourhood plans that have been adopted into the DCP for the purposes of this Part.

All adopted Neighbourhood Plans remain in force until such time as they are superseded by a subsequent Neighbourhood Plan. In some circumstances, adopted Neighbourhood Plans represent part of the larger defined neighbourhood shown in **Figure 17**.

The table below lists adopted Neighbourhood Plans and identifies how these relate to Defined Neighbourhoods depicted in **Figure 17**.

Defined Neighbourhood (Figure 17)	Neighbourhood Plans adopted before 1 October 2021 These form part of the Defined Neighbourhood area.	Submitted by	Adoption Date
Bong Bong	14.3.1. Bong Bong East and North	Stockland	14 Dec 2010
Bong Bong	14.3.2. Bong Bong Town Centre	Vinta Group / Bong Bong Town Centre	14 Dec 2010
Wongawilli North	14.3.3. Wongawilli north	Cardno Forbes Rigby and Jones Flint and Pike.	26 Nov 2012
Jersey Farm	14.3.5 Shone Avenue south	KF Williams	26 Jul 2011
Reddalls Road Industrial and Solar Radio Station	14.3.6 Reddalls Road Industrial	Beadnell	9 Dec 2013
Sheaffes Road North	14.3.7 Sheaffes Road North	SMEC Urban	8 Apr 2013
Darkes Road South West	14.3.8 Darkes Road South West	Don Fox Planning	24 Mar 2014
Avondale Road West	14.3.9 Avondale Road North, Huntley	Urbis	3 Aug 2015
Shone Avenue West Dapto Road	14.3.10 Shone Avenue / West Dapto Road	KF Williams	24 Aug 2015
Forest Creek	14.3.11 West Dapto Road / Sheaffes Road (south)	Watts Consulting for Wollongong City Council	19 Oct 2015
Cleveland Road West	14.3.12 Bong Bong South	Stockland	19 Nov 2018
Robins Creek	14.3.13 Hayes Lane and Iredell Road	Cardno	6 Apr 2020 & 2 Aug 2021
Woodville, Elm Park, Duck Creek Marshall Vale, Town Core, Iowna, Timber Glades	14.3.14 Stage 5 Yallah, Marshall Mount future neighbourhood precincts	Neighbourhoods yet to be planned.	9 Dec 2019

14.5.1 Bong Bong East and North



Figure 18. Neighbourhood Plan 1 - Bong Bong East and North

The following variations to development controls have been accepted:

Chapter B1 Residential Development - Section 4.2 Front setbacks – controls 1 and 2 are replaced with:

1. The following setback requirements apply from the primary street frontage to the front façade of the building:
 - (a) Front building line: 4.5m minimum setback, except for garages which must be setback at least 5.5m from the property boundary on the primary road.
 - (b) Articulation zone: An articulation zone up to a maximum of 1.5m measured from the foremost edge of the building line may be incorporated within the front setback zone. The following building elements are permitted in the articulation zone:
 - i) an entry feature or portico
 - ii) a balcony, deck, patio, pergola, terrace or verandah
 - iii) a window box treatment
 - iv) a bay window or similar feature
 - v) an awning or other feature over a window
 - vi) a sun shading feature.
 - (c) A building element must not extend above the eave gutter line, other than a pitched roof to an entry feature or portico that has the same pitch as the roof on the dwelling house.
 - (d) The maximum area of all building elements within the articulation zone, other than a building element listed in (v) or (vi) above, must not be more than twenty five percent of the area of the articulation zone, measured through the horizontal plane of the elements.
2. For corner allotments a 2m minimum setback requirement applies from the secondary street frontage to the façade of the building.

Chapter B1 Residential Development - Section 4.3 Side and rear setbacks – controls 1 to 3 are replaced with:

1. A dwelling house and any carport, garage, balcony, deck, patio, pergola, terrace or verandah that is attached to the dwelling house with a building height at any point up to 3.8m on an allotment with an area greater than or equal to 450m² must have a setback from a side boundary of at least 900mm. This control does not apply to a secondary street frontage.
2. Any part of a dwelling house that has a building height in excess of 3.8m and any carport, garage, balcony, deck, patio, pergola, terrace or verandah that is attached to a dwelling house on an allotment with an area greater than or equal to 450m² must have a setback from a side boundary of at least the sum of 900mm and an amount that is equal to one quarter of the additional building height above 3.8m. This control does not apply to a secondary street frontage.

Note - A two storey dwelling house may have its ground floor component (up to 3.8m in height) setback 900mm from the side boundary with the second storey setback further as required by the formula in (2).

A dwelling house that is part two storey and part single storey may have the single storey portion of the dwelling house (up to 3.8m) setback 900mm from the side boundary and the two storey portion of the dwelling house setback further as required by the formula in (2).

3. On an allotment with an area less than 450m² and a lot width 10m or less, where an easement for access and maintenance as well as driveway crossing locations (which are located so as not to adversely impact on-street parking capacity) are provided on title, a zero side setback may be applied to one side for the single storey component of the dwelling. The two storey component of the dwelling is to be setback further as required by the formula in (2). This control does not apply to a secondary street frontage.

The following additional controls to apply:

1. A dwelling house and any carport, garage, balcony, deck, patio, pergola, terrace or verandah that is attached to the dwelling house with a building height at any point up to 3.8m must have a setback from the rear boundary of at least 3m.
2. A dwelling house with a building height of more than 3.8m and any carport, garage, balcony, deck, patio, pergola, terrace or verandah that is attached to the dwelling house must have a setback from the rear boundary of at least 3m, plus an amount that is equal to three times the additional building height above 3.8m up to a maximum setback of 8m.
3. Despite (6) and (7), an allotment that has a rear boundary with a laneway may have a building line that abuts that boundary for up to 50 per cent of the length of that boundary.

Chapter B2 Residential Subdivision – Section 5 Topography, Landform Conservation, Cut and Fill
– does not apply to master planning of land and precinct subdivision applications.

14.5.2 Bong Bong Town Centre

In the area where Bong Bong Road adjoins the north-south arterial route a new district town centre is to be established, based on a north-south orientated main street (see **Figure 18** Bong Bong East and North Neighbourhood Plan). The Bong Bong Town Centre is to be the primary town centre in the release area. The Bong Bong Town Centre is to be a supermarket based centre with a range of shops and would accommodate around 15,000m² of retail floor space.

14.5.3 Wongawilli – North

Wongawilli North will provide a mix of housing densities from large lot housing towards the escarpment and becoming denser towards the east and surrounding the village centre. The riparian corridor will create some structural form for passive recreation and active transport links along shared paths between the residential pockets.

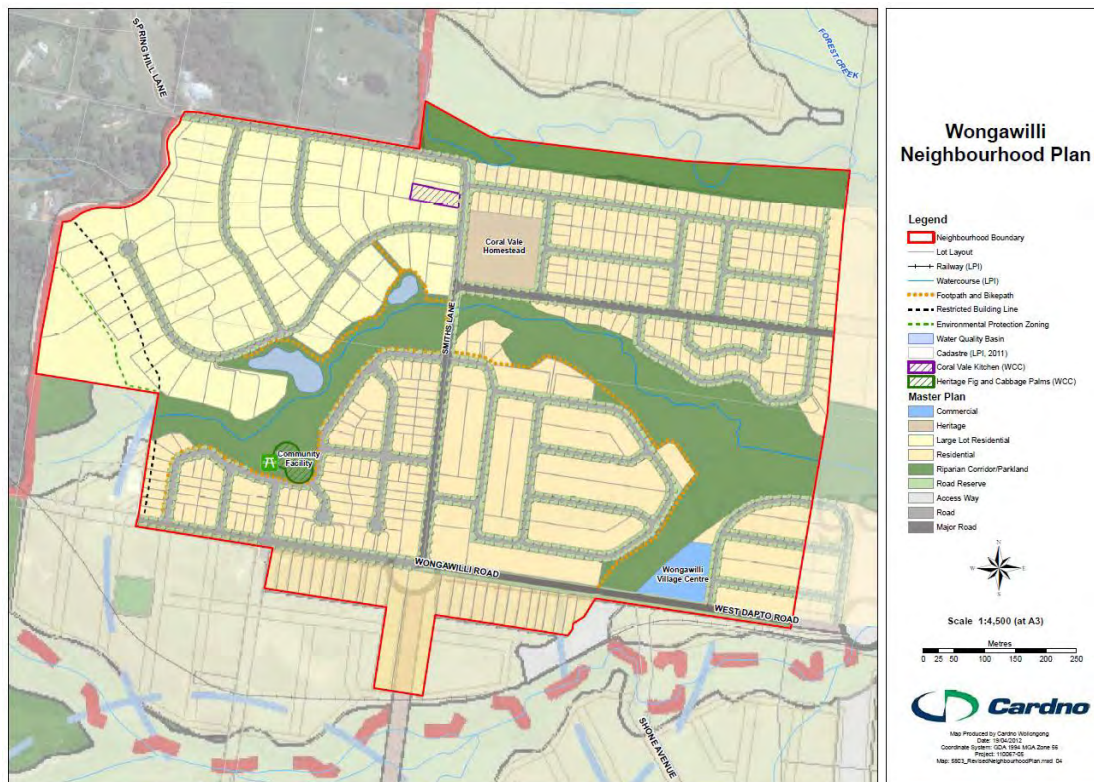


Figure 19. Wongawilli North Neighbourhood Plan

The following modified and additional controls to apply:

1. Minimum lot width fronting Wongawilli Road and Smiths Lane of 15m;
2. Minimum front building line setback of 4.5m for all lots fronting Wongawilli Road and Smiths Lane;
3. The maximum length of cul-de-sacs that provide access to lots fronting Wongawilli Road Should not exceed 130m;
4. For lots with a dual road frontage:
 - (a) Wongawilli Road and Smiths Lane is considered to be the primary road frontage and the internal unnamed road is considered to be the secondary road frontage and the rear of the lots;
 - (b) All dwellings must face, address and activate the primary road frontage of Wongawilli Road and Smiths Lane;
 - (c) Carports or garages must be located and accessed from the secondary road frontage rear of the lots;
 - (d) Minimum rear setbacks are to remain in accordance with Chapter B1, garages and carports are to have a minimum rear setback of 5.5m in accordance with the principles shown in **Figure 20**;
 - (e) Fencing and landscaping treatment of the secondary road frontage is in accordance with the principles shown in **Figure 20**. Examples of Articulated fencing include, but are not limited to:
 - i) Masonry to 1.2m high with open type lattice or slats above with masonry elements no wider than 150mm;
 - ii) Timber Lap and Cap;
 - iii) Colorbond solid to 1.2m with Colorbond lattice style top sections.

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5. For lots backing onto or adjoining the Rural Fire Service (RFS) property:
- Dwelling house, secondary dwelling and any habitable areas must be setback at least 10m from the rear or common property boundary that adjoins the RFS property.
 - Outbuildings and garages must be setback at least 5m from the rear of common boundary that adjoins the RFS property.

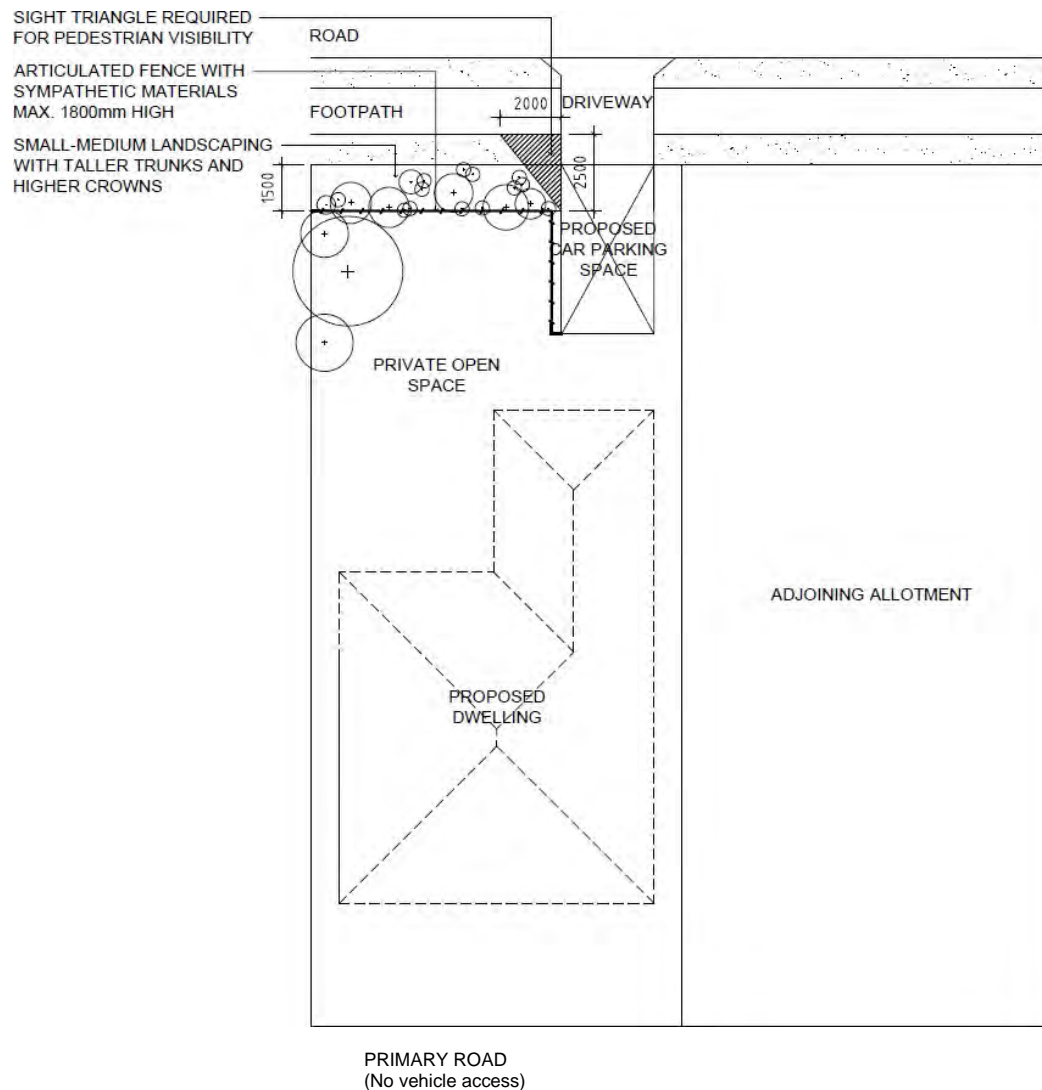


Figure 20. Dual frontage property secondary frontage treatment

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Wongawilli Village centre will provide a small convenience centre with a small grocer and some mixed retail shops. The centre will be designed focusing on activating the interface with the riparian boundary and its West Dapto Road frontage. Parking will be included in the village design with street parking along the secondary street and a parking lot area provided along the north, generally not visible from West Dapto Road, allowing built form to perform a clear street defining urban function. The village form will be guided by the concept design presented in **Figure 21**.



Figure 21. Wongawilli Village Centre – Conceptual design

14.5.4 Wongawilli Mine Spur Rail line

It is anticipated that the Wongawilli Mine will continue to operate for the next 30 years, or longer. Coal is transported from the mine to Port Kembla via the rail network. Future urban development should be designed to recognise the continued use of the rail spur line and include measure to mitigate noise and other potential impacts. Division 15 of SEPP Infrastructure 2007 applies to development near the spur line.

Objectives:

- (a) To facilitate the transport of coal from Wongawilli Mine to Port Kembla by rail transport.
- (b) To minimise rail noise, vibration and other impacts on dwellings near the rail spur line.

Controls:

1. Development Applications for subdivision and dwelling houses within the rail buffer area (Refer to **Figure 22**), must satisfy the requirements of SEPP Infrastructure Division 15, and are to include:
 - a. sound attenuation measures that achieve a maximum of 35dBA within the dwelling.
 - b. consideration of vibration impacts and include mitigation measures.

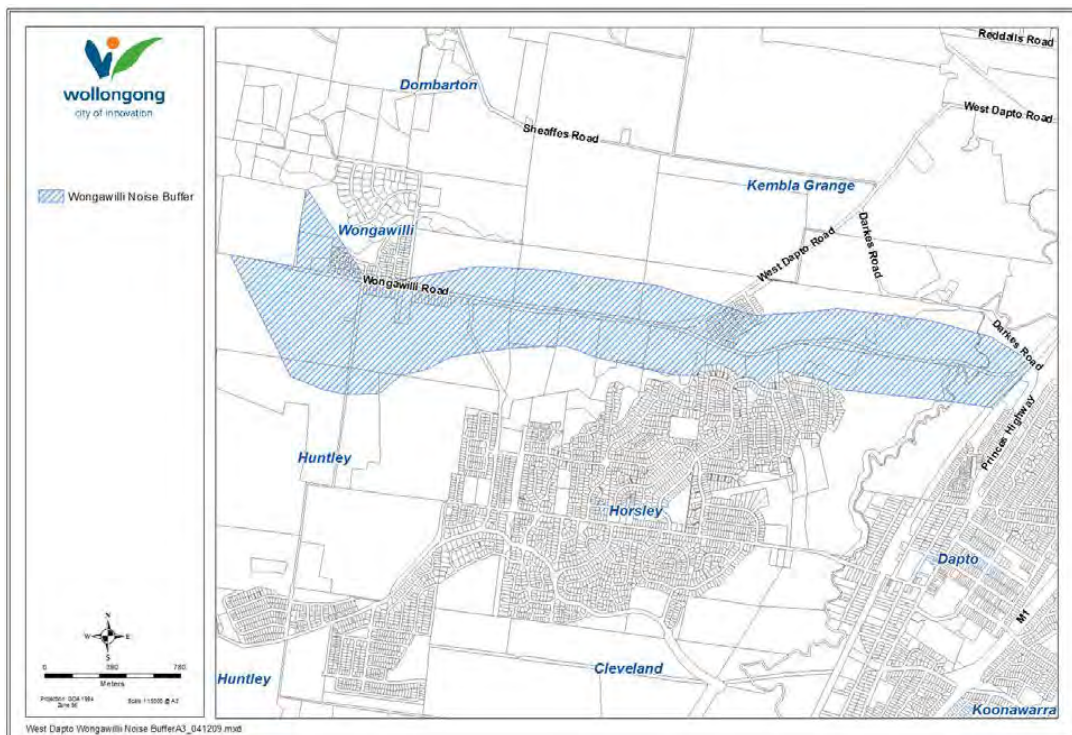


Figure 22. Wongawilli rail noise area

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14.5.5 Shone Avenue - South

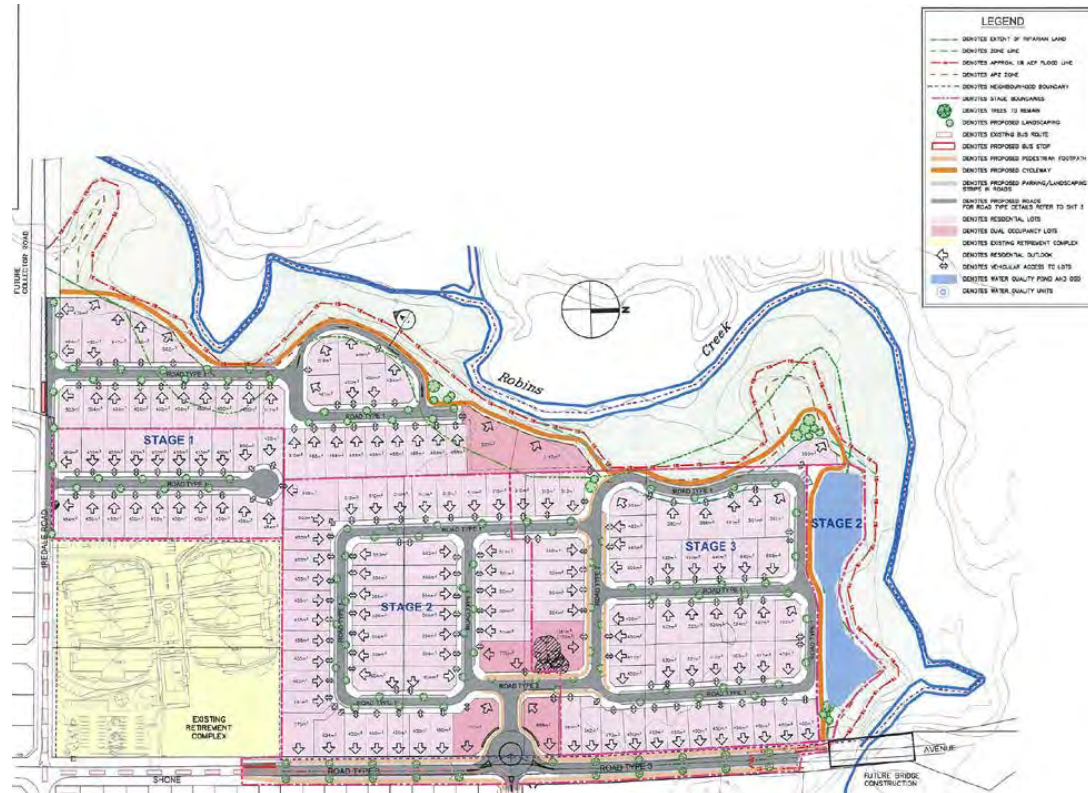


Figure 23. Shone Avenue South Neighbourhood Plan

The following modified and additional controls to apply:

1. For lots with a dual road frontage:
 - (a) Shone Avenue and Iredell Road are considered to be the primary road frontage and the internal unnamed road is considered to be the secondary road frontage and the rear of the lots;
 - (b) all dwellings must face, address and activate the primary road frontage of Shone Avenue and Iredell Road;
 - (c) carports or garages must be located and accessed from the secondary road frontage rear of the lots;
 - (d) minimum rear setbacks are to remain in accordance with Chapter B1, garages and carports are to have a minimum rear setback of 5.5m in accordance with the principles shown in **Figure 24**;
 - (e) fencing and landscaping treatment of the secondary road frontage is in accordance with the principles shown in **Figure 24**. Examples of Articulated fencing include, but are not limited to:
 - i) Masonry to 1.2m high with open type lattice or slats above with masonry elements no wider than 150mm;
 - ii) Timber Lap and Cap;
 - iii) Colorbond solid to 1.2m with Colorbond lattice style top sections.

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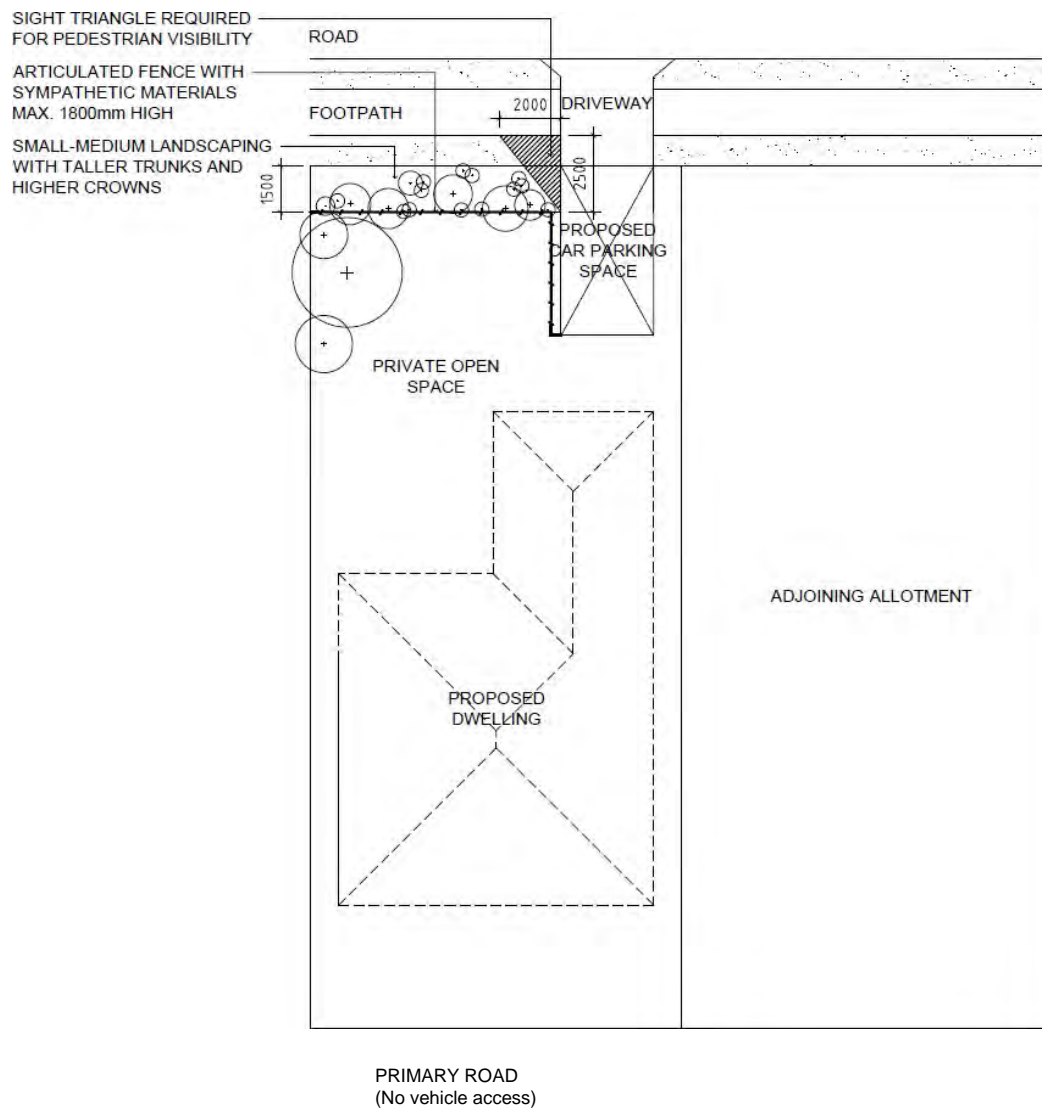


Figure 24. Dual frontage property secondary frontage treatment

14.5.6 Reddalls Road Industrial



Figure 25. Reddalls Road Industrial Neighbourhood Plan

The following additional controls to apply:

1. The proposed cycleway must have adequate passive surveillance to ensure safety by design.
2. Indicative future bus stop locations should be identified and shown on road types capable of handling bus routes. A minimum number of stops should be located in a manner to ensure that the majority of lots are within 400m of a bus stop.
3. Any proposed development of the neighbourhood will require the applicant upgrading the relevant section of Reddalls Road to a standard that is suitable for the normal range of Heavy vehicles at no cost to Council. These upgrade works would also include any required intersection treatment to Reddalls Road and the new proposed Access Road as well as any necessary road safety works.

14.5.7 Sheaffes Road North



Figure 26. Sheaffes Road North Neighbourhood Plan

The following modified and additional controls to apply:

1. For lots with a dual road frontage:
 - (a) Sheaffes Road and Paynes Road are considered to be the primary road frontage and the internal unnamed road is considered to be the secondary road frontage and the rear of the lots;
 - (b) All dwellings must face, address and activate the primary road frontage of Sheaffes Road and Paynes Road;
 - (c) Carports or garages must be located and accessed from the secondary road frontage rear of the lots;
 - (d) Minimum rear setbacks are to remain in accordance with Chapter B1, garages and carports are to have a minimum rear setback of 5.5m in accordance with the principles shown in **Figure 27**;
 - (e) Fencing and landscaping treatment of the secondary road frontage is in accordance with the principles shown in **Figure 27**. Examples of articulated fencing include, but are not limited to:
 - i) Masonry to 1.2m high with open type lattice or slats above with masonry elements no wider than 150mm.
 - ii) Timber Lap and Cap;
 - iii) Colorbond solid to 1.2m with Colorbond lattice style top sections.

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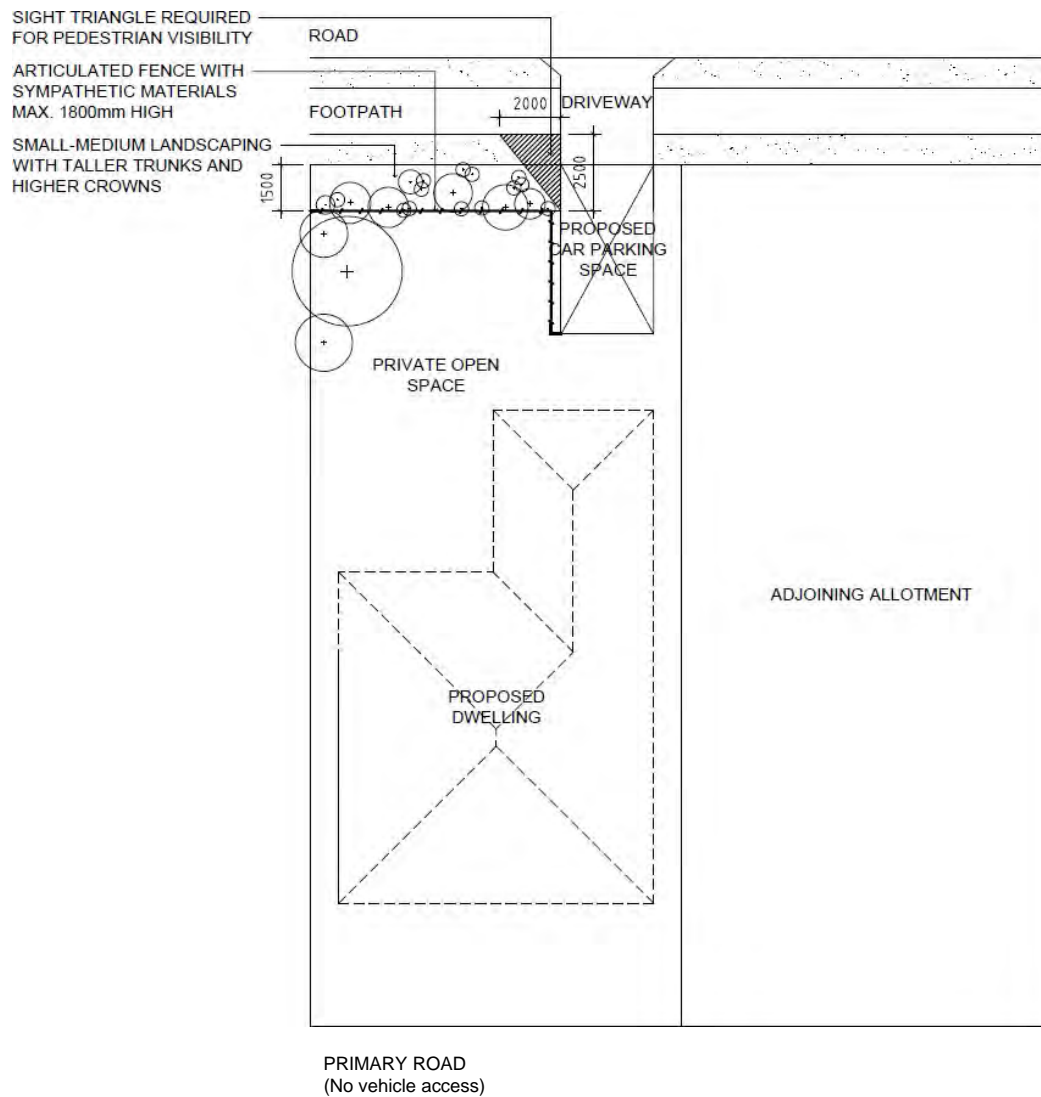


Figure 27. Dual frontage property secondary frontage treatment

14.5.8 Darkes Road South West

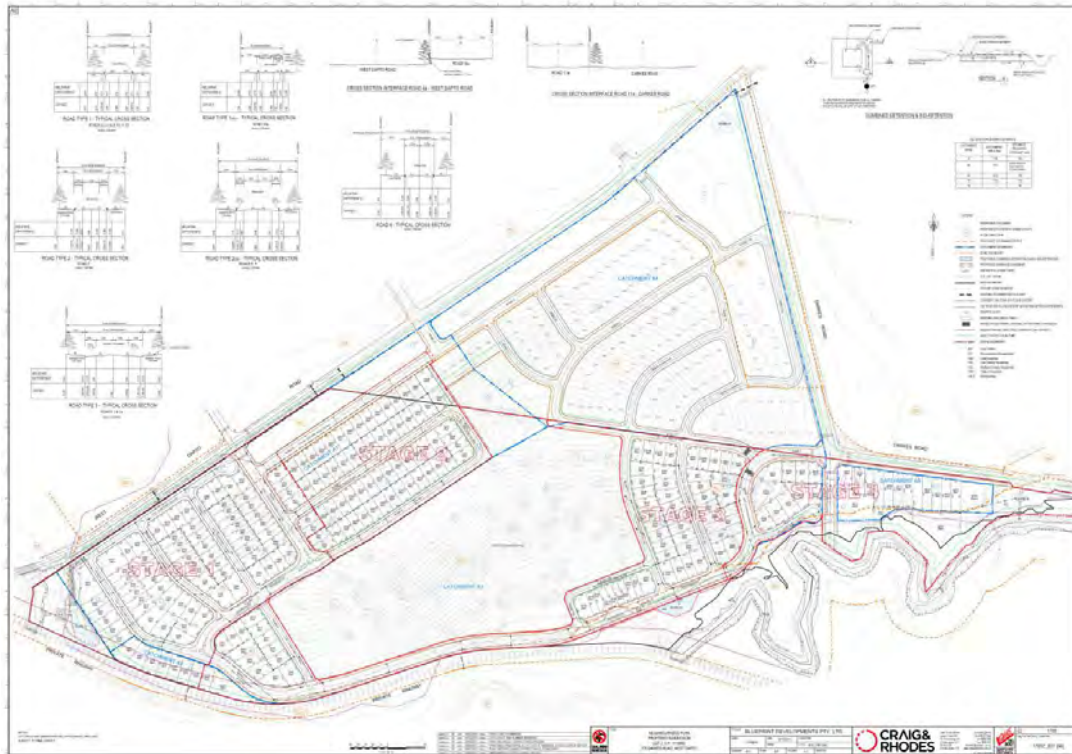


Figure 28. Darkes Road South West Neighbourhood Plan

The following modified and additional controls to apply:

1. Lot width, depth and aspect are to be in accordance with **Figure 28** above and are not required to comply with Chapter B2 Section 6 Subdivision Lot Layout – Aspect & Solar Access Orientation as well as Section 8 Lot Width & Depth Requirements. The relevant issues have been considered and the lot layout and details shown are considered acceptable. Should the lot layout depart substantially from that shown then compliance with Chapter B2 is required unless variation is sought in accordance with Chapter A1.
2. On an allotment with an area less than 450m² and a lot width 10m or less, where an easement for access and maintenance as well as driveway crossing locations (which are located so as not to adversely impact on-street parking capacity) are provided on title, a zero side setback may be applied to one side for the single storey component of the dwelling. The two storey component of the dwelling is to be setback further as required by the formula in (2). This control does not apply to a secondary street frontage.
3. For lots with a dual road frontage:
 - (a) West Dapto Road and Darkes Road is considered to be the primary road frontage and the internal unnamed road is considered to be the secondary road frontage and the rear of the lots;
 - (b) All dwellings must face, address and activate the primary road frontage of West Dapto Road and Darkes Road;
 - (c) Carports or garages must be located and accessed from the secondary road frontage rear of the lots;
 - (d) Minimum rear setbacks are to remain in accordance with Chapter B1, garages and carports are to have a minimum rear setback of 5.5m in accordance with the principles shown in **Figure** below;

- (e) Fencing and landscaping treatment of the secondary road frontage is in accordance with the principles shown in **Figure 29**. Examples of articulated fencing include, but are not limited to:
- Masonry to 1.2m high with open type lattice or slats above with masonry elements no wider than 150mm;
 - Timber Lap and Cap;
 - Colorbond solid to 1.2m with Colorbond lattice style top sections.

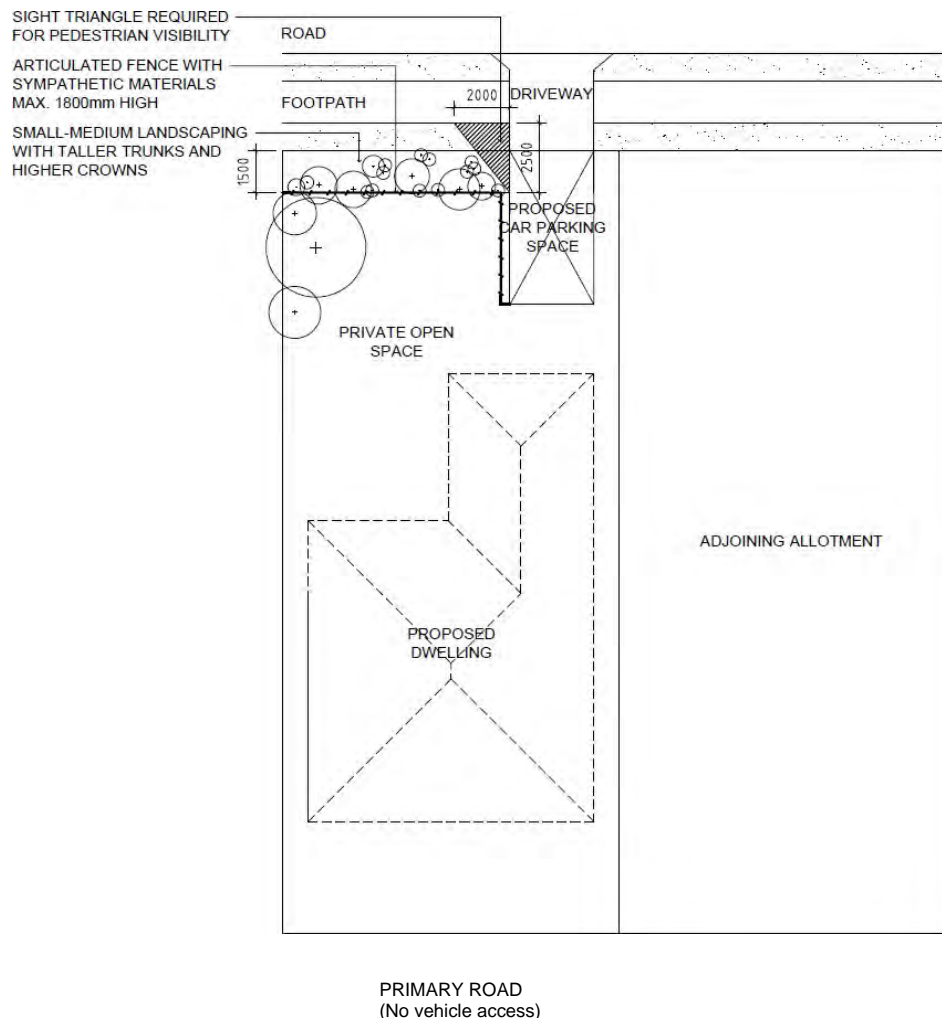


Figure 29. Dual frontage property secondary frontage treatment

- For all development applications outside of the area denoted as Stage 1:
 - An Aboriginal Heritage Assessment is to be undertaken in accordance with the Wollongong Development Control Plan 2009 Chapter E10.
 - Additional archaeological investigations are required to be undertaken to the previously recorded archaeological sites and three (3) potential archaeological deposits (PADs) identified. This work is required in order to better determine the significance and extents of these areas.
 - In-principle support for the intended mitigation or Aboriginal Heritage Impact Permit (AHIP) proposals is to be gained from the NSW Office of Environment and Heritage (OEH) prior to the determination of the associated development application.
 - Further consultation with Local Aboriginal Groups is to be undertaken within the assessment of any future Development Applications.

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- (e) Consideration of the impacts of the proposal on identified Non-Indigenous Archaeological Deposits located on the site during the preparation of the Heritage reports and which are subject to Section 140 of the NSW Heritage Act 1977.
 - (f) Conservation planning related to any retained structures or features on the site (e.g. The Silo and gardens).
 - (g) Interpretation planning relating to the history and heritage significance of the development area.
2. Bush Fire Matters
- (a) Certain construction standards apply for development on Bush Fire Prone Land. The applicable Construction Standards for proposed development are to reflect the Bushfire Attack Level (BAL) as identified at **Figure 30** below.
 - (b) Given that the site is identified as Bush Fire Prone Land, when a development application for subdivision is made, the development will require a Bush Fire Safety Authority to be issued by the NSW RFS under Section 100B of the Rural Fires Act 1997. The RFS has indicated that it is likely that by condition of the Bush Fire Safety Authority, restriction on the titles of the lots requiring the provision and maintenance of the necessary APZ's will be required.

APPENDIX 1 (Map 2):

AS 3959 – 2009 (Table 2.4.2) BAL Construction Standards relevant to the Neighbourhood Plan

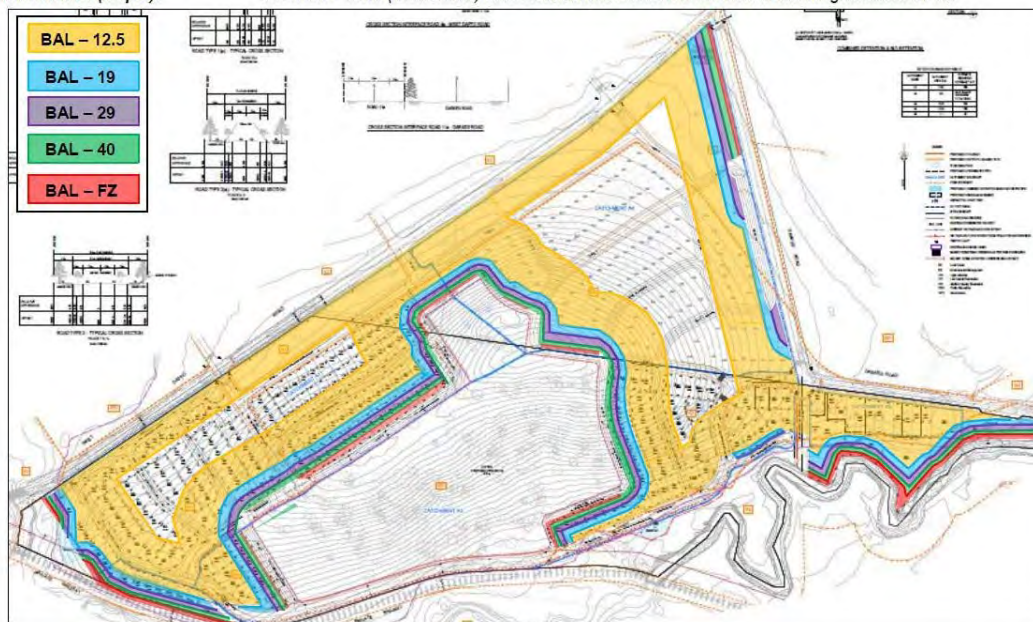


Figure 30. BAL Construction Standards relevant to the Neighbourhood Plan

1. Access
 - (a) An appropriate access track is to be provided to the Detention Basin A1 to facilitate sufficient maintenance access for Council.
 - (b) Appropriate access is also to be provided to the Wongawilli Rail Spur Line from the Detention Basin A1 and from Road 01.
 - (c) The final form of the access track is to be determined in conjunction with Council Engineering Officers within the assessment of future Development Applications. Hardstand access will be required.
2. There may be scope to amend the current Council Drainage Acquisition Maps to reflect more up to date flood mapping of the area. This is to be further investigated within future Voluntary Planning Agreements (VPAs) and assessment of development applications.

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14.5.9 Avondale Road North, Huntley



Figure 31. Avondale Road North, Huntley Neighbourhood Plan

14.5.10 Shone Avenue / West Dapto Road

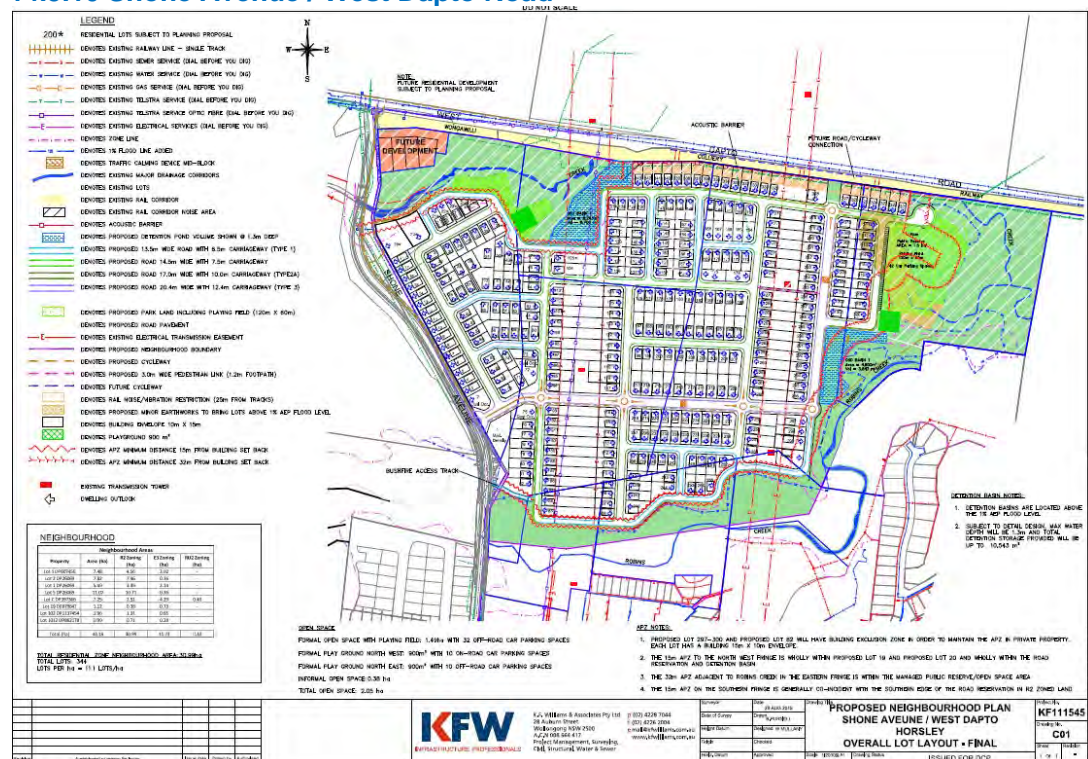


Figure 32. Shone Avenue and West Dapto Road Neighbourhood Plan

The following modified and additional controls apply:

1. For lots with a dual road frontage:
 - (a) Shone Avenue is considered to be the primary road frontage and the internal unnamed road is considered to be the secondary road frontage and the rear of the lots.
 - (b) All dwellings must face, address and activate the primary street frontage of Shone Avenue - this is the main address of the dwelling.
 - (c) The minimum front setback on Shone Avenue is 4m (being a greenfield site) and the minimum setback from the secondary road is 4m.
 - (d) No car access to residential lots is permitted from Shone Avenue (i.e. lots are access denied). Carports or garages must be located and accessed from the secondary road frontage rear of the lots.
 - (e) Garages and carports must be setback a minimum of 5.5m from the property boundary on the secondary road to enable a vehicle to park or stand in front of the garage or carport (i.e. allow off street parking that does not impede the footpath) and in order to be a non-dominant component of the streetscape.
 - (f) Fencing controls for the primary street frontage of Shone Avenue are outlined in Chapter B1: Residential Development and are designed to complement the objectives of passive surveillance.
 - (g) Fencing and landscaping treatment of the secondary road frontage must ensure that clear lines of sight are maintained for motorists and pedestrians to and from the lot, and ensure the design complements the objectives of passive surveillance. To help soften the visual impact and improve the streetscape appearance of the fence and allow visual connection between the dwelling and the street, any fence will be required to be well articulated and landscaped with appropriate planting. Articulated fencing should be provided to a maximum height of 1.8m.

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Examples of articulated fencing include, but are not limited to:

- i) Masonry to 1.2m high with open type lattice or slats above with masonry elements no wider than 150mm;
- ii) Timber Lap and Cap
- iii) Colorbond solid to 1.2m with Colorbond lattice style top sections.

NB. Fences in bush fire prone areas shall be of a metal or masonry construction only.

- (h) Any gates associated with the secondary street fence should open inwards and not obstruct the road reserve.
 - (i) Where garage door openings face the secondary road, they shall be a maximum of 50% of the width of the dwelling. Refer to Chapter B1: Residential Development for other car parking and access controls.
2. For lots backing onto West Dapto Road:
- (a) An acoustic building exclusion zone of 25m applies along the length of the rail corridor to reflect Noise Report recommendations.
 - (b) A sound wall is to be erected by the developer along the length of the rail corridor, as indicated in the Neighbourhood Plan.

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14.5.11 West Dapto Road / Sheaffes Road (south)

Along West Dapto Road a town centre (large local town centre) is to be established to the west. The town centre will interface with large neighbourhood open space provisions that will cater for active organised sporting needs. The town centre will perform an important role in the provision of public transport, as a node with active transport facilities will meet with the public transport network. The core part will contain the primary retail and commercial functions and be surrounded by some business and medium density housing. It is envisaged that this centre would accommodate around 7,500m² of retail floor space to support the employment land.

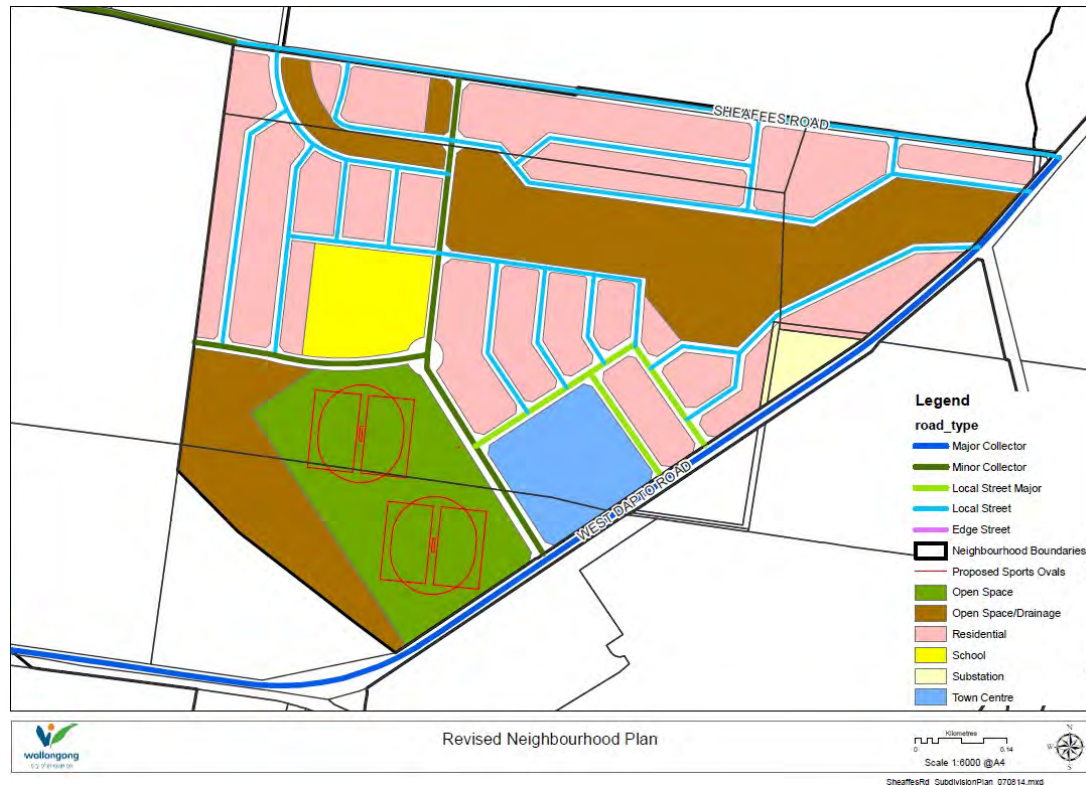


Figure 33. West Dapto Road / Sheaffes Road (south) Neighbourhood Plan

14.5.12 Bong Bong South

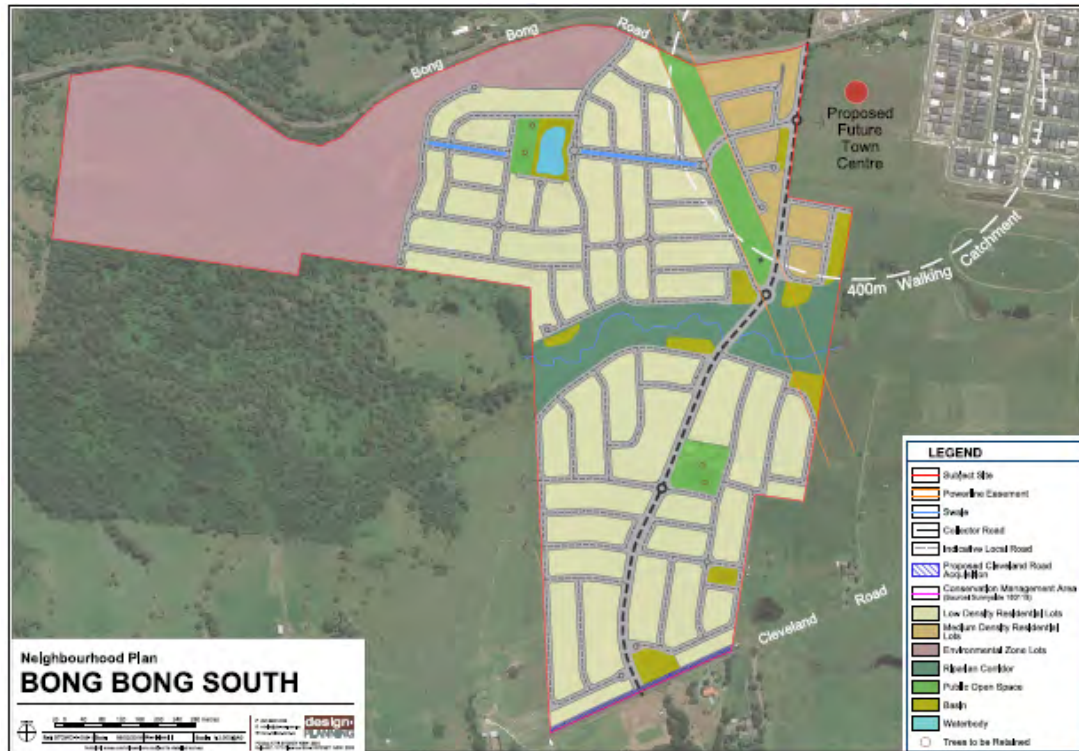


Figure 34. Bong Bong South Neighbourhood Plan

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14.5.13 Hayes Lane and Iredell Road



Figure 35a. Hayes Lane and Iredell Road Neighbourhood Plan

1. The future subdivision of the land should be generally in accordance with Figures 35a and 35b.
2. Future residential development on the land shall be in accordance with Chapter B1, except where variations or additional controls are identified below.
3. A development application for subdivision shall demonstrate the manner in which it is compatible with the current and likely future orderly and economic development of adjoining lands including:
 - Connectivity to pedestrian, cycling and public road networks
 - Earthworks, retaining walls and future cut/fill requirements
 - Stormwater management including any necessary works on adjoining land
 - A construction management plan maintaining connections to all essential services and public road network during and post-construction
 - Management of Asset Protection Zones and connectivity to public roads for bushfire emergency and evacuation
4. Minimum setback of four metres from primary road frontage, except for garages which must be setback at least five metres from the property boundary on the primary road.
5. Minimum setback of two metres from a secondary road on a corner lot.
6. For lots with more than one road frontage, the primary frontage is that which is adjacent to the road with the widest reserve width [internal roads/laneway are considered to be the secondary road frontage and the rear of the lots].
 - All dwellings must face, address and activate the primary road frontage
 - Car ports, garages and on-site parking must not be located within the setback to the primary frontage and not be accessed from the primary frontage.

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- Fencing and retaining walls fronting controlled access roads are to present a consistent streetscape and should be constructed prior to the issue of a Subdivision Certificate to ensure consistency of materials, construction and delivery.
7. Residential development on lots less than 300sqm must be developed as Integrated Housing.
 8. If developed in an integrated manner, a zero side setback will be considered for attached dwellings.
 9. Fencing and landscaping treatment of a road frontage that is not the primary road frontage must ensure that clear lines of sight are maintained for motorists and pedestrians and ensure the design achieves passive surveillance. Any fence will be required to be well designed and landscaped. The maximum fence height is 1.8 metres of which a maximum 1.5m from the ground is solid form and elements above 1.5m are open form. Any gates should open so as not to obstruct the road reserve.
These fencing requirements are to be included as a Restriction-as-to-user on the title of affected lots.
 10. Fencing to 'Access Denied' primary frontages (as shown in the Neighbourhood Plan) shall be constructed prior to the issue of a Subdivision Certificate. Where retaining walls are required they are to be constructed in stepped design of masonry blocks or Council-approved equivalent and fencing as indicated in the Neighbourhood Plan and DCP controls.
These fencing requirements are to be included as a Restriction-as-to-user on the title of affected lots.
 11. Where rear or side boundary fences adjoin land to be dedicated as open space, fences are to be of a design and materials which allow for passive surveillance between the private lot and the open space.
These fencing requirements are to be included as a Restriction-as-to-user on the title of affected lots.
 12. Where garage door openings face the secondary road they shall be a maximum of 50% of the width of the dwelling façade.
 13. Western lots inclusive of transmission easement should have rural, timber style fences fronting the new road.
 14. Parts of the site are identified as bushfire prone land. Certain construction standards apply for development on Bushfire Prone Land. The applicable Construction Standards for proposed development are to reflect the applicable Bushfire Attack Level (BAL). The BAL will be finalised at DA stage.
 15. The north and south edges of the Neighbourhood Plan interface with existing vegetation. This requires the provision of an Asset Protection Zone (APZ) in accordance with Rural Fire Service (RFS) requirements. There is sufficient space within each development site fronting the riparian and woodland areas to ensure the provision of an APZ. The final location of any required APZ will be identified at the DA design stage.
 16. Design of local parks must integrate with the proposed OSD. The design and relationship will be finalised as a part of the subdivision DA.

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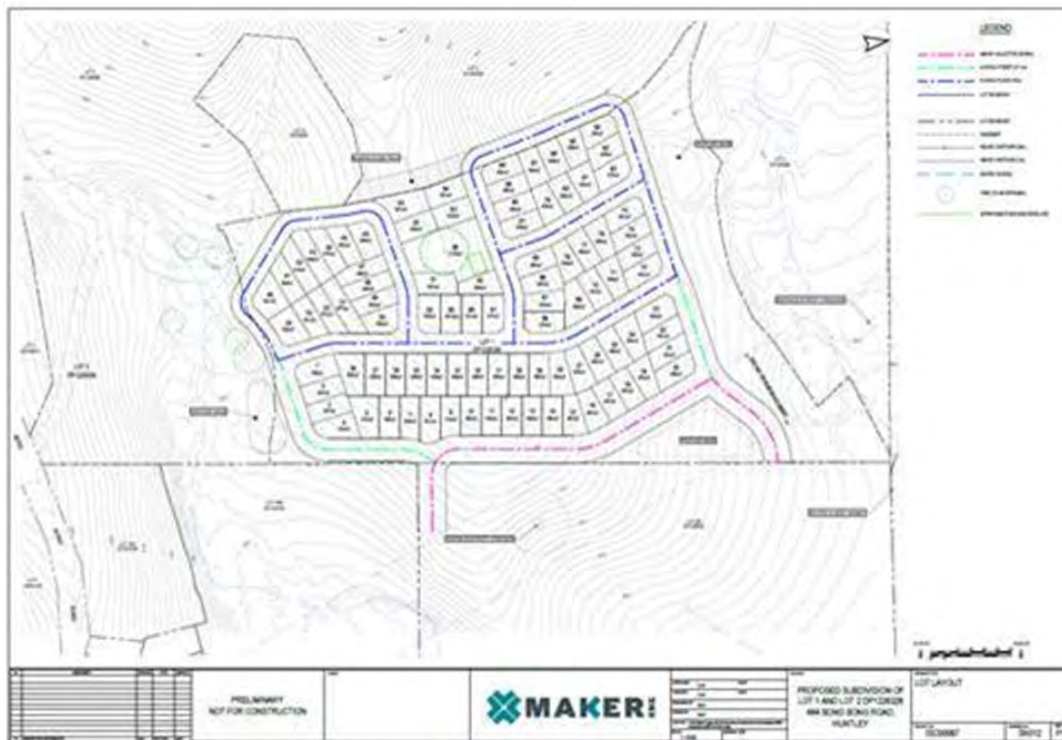


Figure 35b. Hayes Lane and Iredell Road Neighbourhood Plan – western area

- 17.1. The future subdivision of the land should be generally in accordance with Figures 35a and 35b.
- 17.2. Future residential development on the land shall be in accordance with Chapter B1.

14.5.14 Stage 5 – Yallah / Marshall Mount

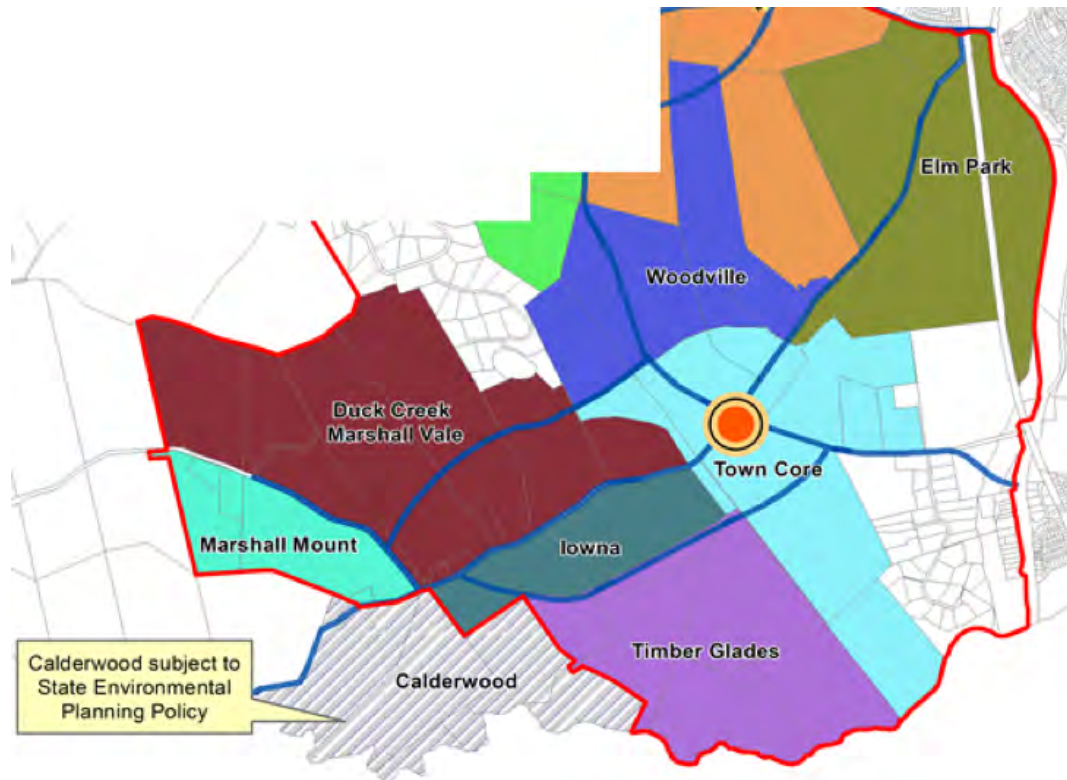


Figure 36. Boundaries of future Neighbourhoods in Stage 5 to be planned.

There are a number of defined neighbourhoods that make up Stage 5 Yallah/Marshall Mount. During the rezoning process, visions and strategic decisions were made to provide strategic level structure to future development in the area (see Page 8 summary of structure). The Neighbourhood plans will all be required to deliver against the strategic intents established during these processes. Applicants planning in Stage 5 can obtain a copy of the [West Dapto Centres Master Plan under the West Dapto Page on Council's website Yallah-Marshall Mount Vision Statement \(Council reference: Z14/418278\)](#).

Marshall Mount Town Centre

The new [village](#) centre will be focussed around the intersection of Yallah Road and Marshall Mount Road on lower lying land adjacent to Duck Creek. The Stage 5 Yallah/Marshall Mount visions proposes that the focal point of the new community will be in this neighbourhood. Other developable land near this central intersection will be available for development for a mixture of housing types, with densities ranging from 50-75 dwellings per hectare near the [town village](#) centre, with 20-30 dwellings per hectare further away. The vision needs to achieve these higher densities to create a critical mass of population within a walkable catchment of the proposed [town village](#) centre to assist in economic viability of the centre and reduced car dependence.

There are opportunities for smaller lot housing and terraces to take advantage of future public transport routes along Marshall Mount Road. Duck Creek provides opportunities for passive open space and walking and cycling tracks, but also includes land with significant flood hazard and is not suitable for development. The corner of Marshall Mount Road and North Marshall Mount Road contains heritage items, including a community hall, which provides opportunities for a community focus around this point. Flat land adjacent to the town centre may have potential for a school and playing fields. Land further from the main public transport routes will be for low density residential and rural-residential development.

The steeper slopes and more timbered areas provide a scenic green backdrop to the Duck Creek valley and provide a bushland link along the ridgelines from the escarpment to Lake Illawarra.

[Refer to Section 14.6.8 for specific Marshall Mount Town Centre characteristic detail.](#)

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14.5.15 Elm Park

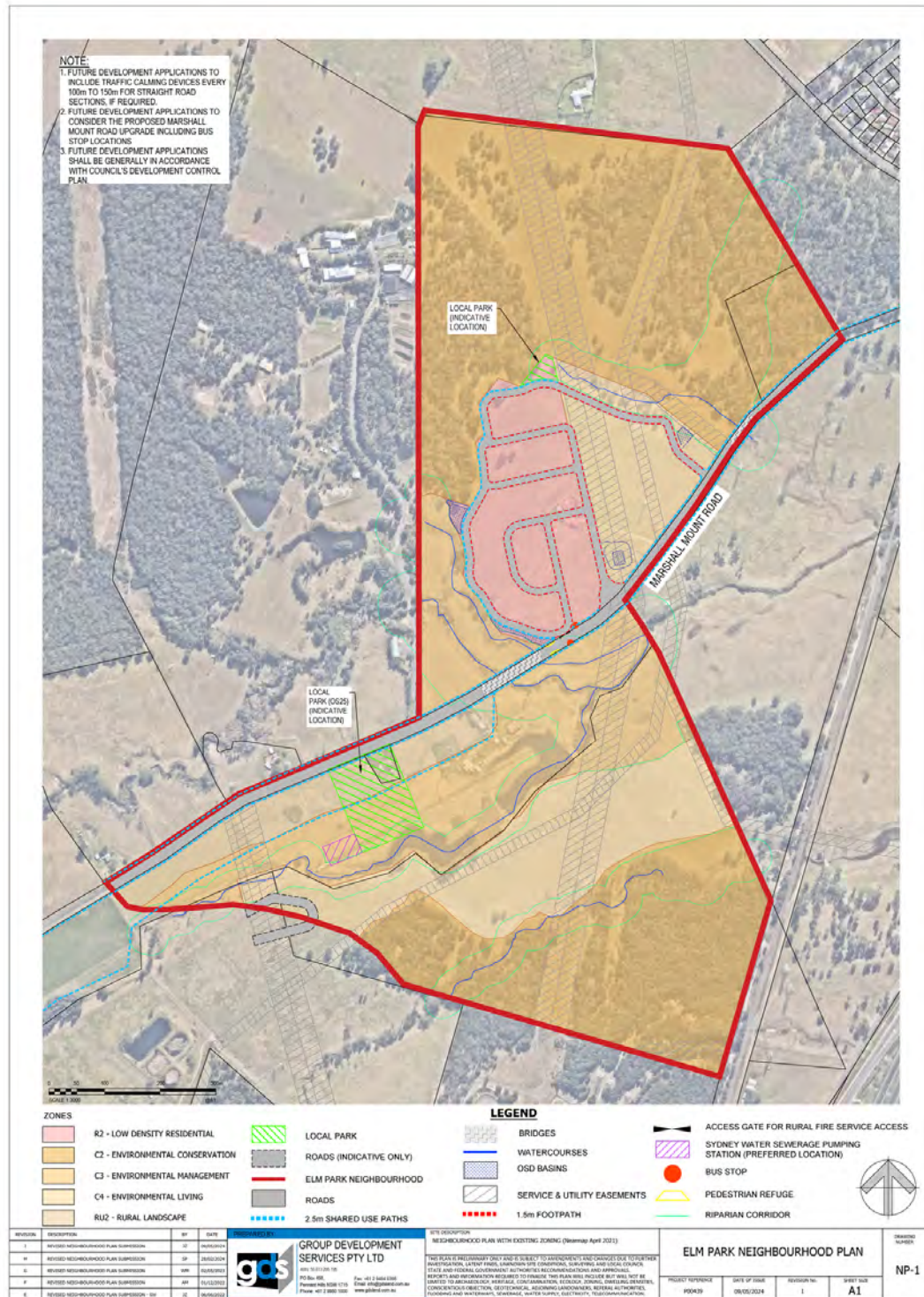


Figure 37. Elm Park Neighbourhood Plan.

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1. The proposed footprint of the Neighbourhood Plan will result in impacts on known Aboriginal Cultural Heritage Sites protected under the NSW National Parks and Wildlife Act 1974 as well as areas identified as having Moderate to High Aboriginal Archaeological Potential. Future development applications which have the potential to impact directly or indirectly on these areas identified within the Ecological Aboriginal Cultural Heritage Assessment Report dated 20 March 2024 will require an Aboriginal Cultural Heritage Impact Permit under Section 90 of the NSW National Parks and Wildlife Act 1974 and should be lodged as Integrated Development. These applications must be supported by updated Aboriginal Cultural Heritage Assessment Documentation that addresses the recommendations of the Ecological Report, and responds to the advice of Heritage NSW dated 3 August 2023.
2. An Aboriginal Cultural Heritage Assessment Report (ACHAR) will be required for the land southeast of Marshall Mount Road zoned C4 Environmental Living, prior to any development application.

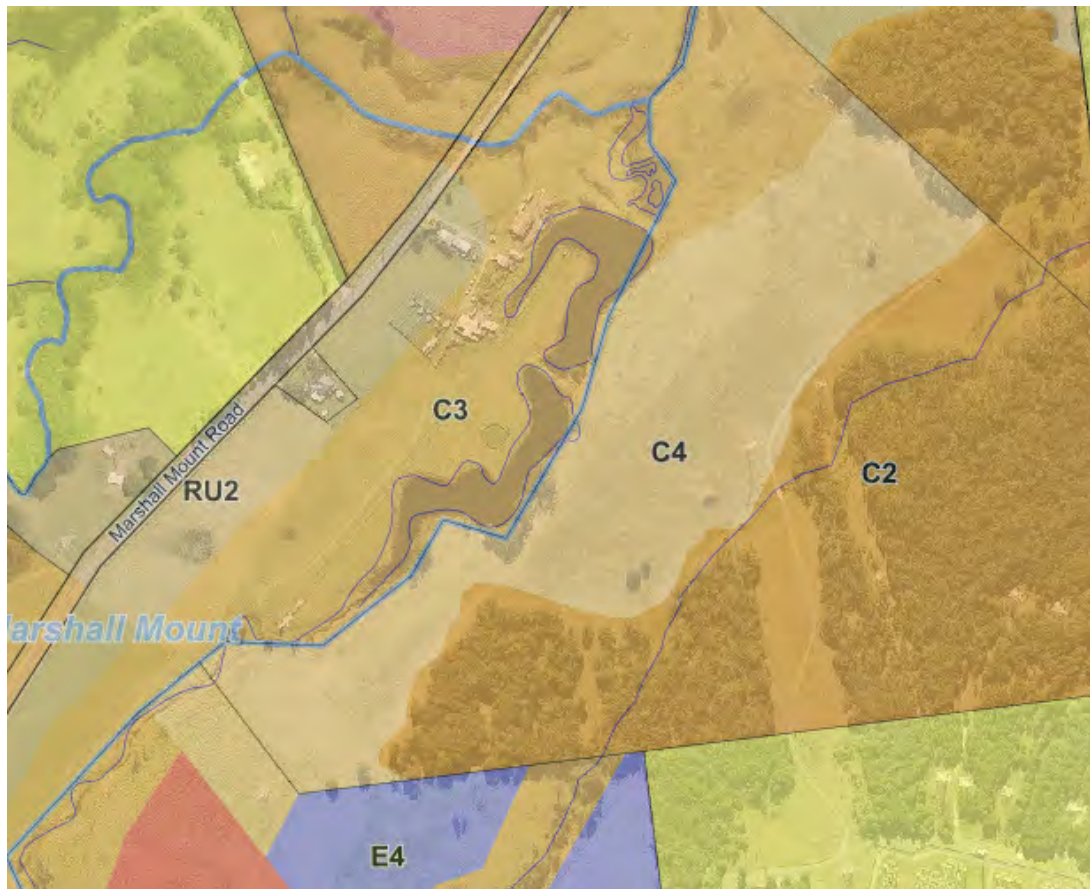


Figure 38. C4 Environmental Living area, requiring Aboriginal Cultural Heritage Assessment Report.

3. Any future proposed development that will require impacts or works within the areas identified as moderate or high within **Figure 10** of the Austral Archaeology Preliminary Historical Heritage Assessment dated 28 April 2021 will require additional archaeological investigations and considerations in line with the recommendations of that report (see **Figure 39** below).

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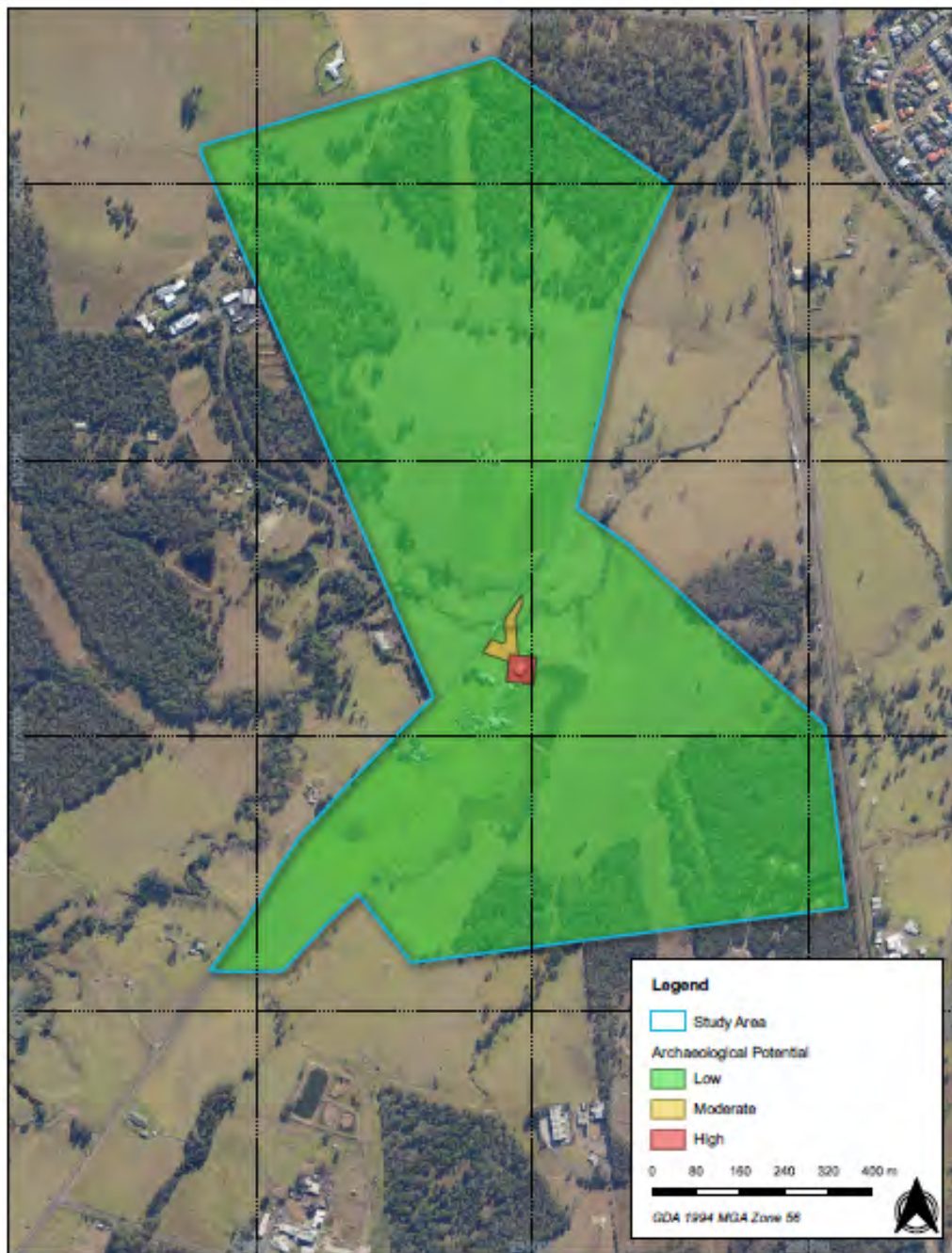


Figure 10 Archaeological sensitivity
21005 Elm Park Neighbourhood Plan, Avondale PHAA

Source: NSW LPI Aerial

Drawn by: WA Date: 2021-04-09



Figure 39. Austral Archaeological Sensitivity Map.

14.6 West Dapto Centres Master Plans

Section 14.6 outlines the West Dapto Centres Master Plans that have been adopted into the DCP for the purposes of this Part. Adopted West Dapto Centres Master Plan packages are available on Council's website under the West Dapto Project Page.

The West Dapto Centres Master Plans intend to deliver the overarching Chapter D16 objective:

- (a) enabling the development of the West Dapto Urban Release Area for residential, employment, industrial and environmental conservation areas in a manner consistent with the Wollongong LEP 2009, the West Dapto Vision 2018 and the West Dapto Structure Plan (**Figure 2**).

This Section provides structure and guidance for the future development of the West Dapto Town and Village Centres. It is aimed at achieving the vision for West Dapto:

West Dapto will grow and develop as a series of integrated and connected communities. Set against the spectacular Illawarra Escarpment and a landscape of riparian valleys, these communities will integrate the natural and cultural heritage of the area with the new urban form.

The communities will be healthy, sustainable, and resilient with active and passive open space accessible by walkways, cycleways, and public transport. To support these new communities, local centres will provide shopping services, community services and jobs while employment lands will facilitate further opportunities for the region.

West Dapto will be supported by a long-term strategy to oversee the timely implementation of infrastructure to deliver sustainable and high-quality suburbs with diverse housing choices.

Where a Centre Master Plan has been adopted into this Chapter, that Centre Master Plan must be incorporated into the relevant defined neighbourhood or concept development application.

14.6.1 Darkes Town Centre

Subject to future planning.

Located within the Forest Creek Defined Neighbourhood.

14.6.2 Wongawilli Village Centre

Located within the Wongawilli Defined Neighbourhood.

Wongawilli Village centre will provide a small convenience centre with a small grocer and some mixed retail shops. The centre will be designed focusing on activating the interface with the riparian boundary and its West Dapto Road frontage. Parking will be included in the village design with street parking along the secondary street and a parking lot area provided along the north, generally not visible from West Dapto Road, allowing built form to perform a clear street defining urban function. The village form will be guided by the concept design presented in **Figure 21**.

14.6.3 Jersey Farm Village Centre

Subject to future planning.

Located within the Jersey Farm Defined Neighbourhood.

14.6.4 Bong Bong Town Centre

Located within the Bong Bong Defined Neighbourhood.

In the area where Bong Bong Road adjoins the north-south arterial route a new district town centre is to be established, based on a north-south orientated main street (see **Figure 18** Bong Bong East and North Neighbourhood Plan). The Bong Bong Town Centre is to be the primary town centre in the release area. The Bong Bong Town Centre is to be a supermarket-based centre with a range of shops and would accommodate around 15,000m² of retail floor space.

14.6.5 Fowlers Village Centre

Within the Cleveland Road East Defined Neighbourhood the Fowlers Village Centre is a 1.9 ha site

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characterised by a local foothill and low-lying land. It is located on the southern side of Cleveland Road, approximately adjoining the intersection of Fowlers and Cleveland Road and is well connected to the Dapto Regional Centre to the east via Fowlers Road into Cleveland Road.

It is located within Stage 3 of West Dapto and intends to deliver:

- A well-connected village centre providing approximately 2,700sqm of local convenience shops and urban focal points within the residential areas.
- 29 Dwellings within the Village Centre (subject to supporting Local Environmental Plan planning controls).

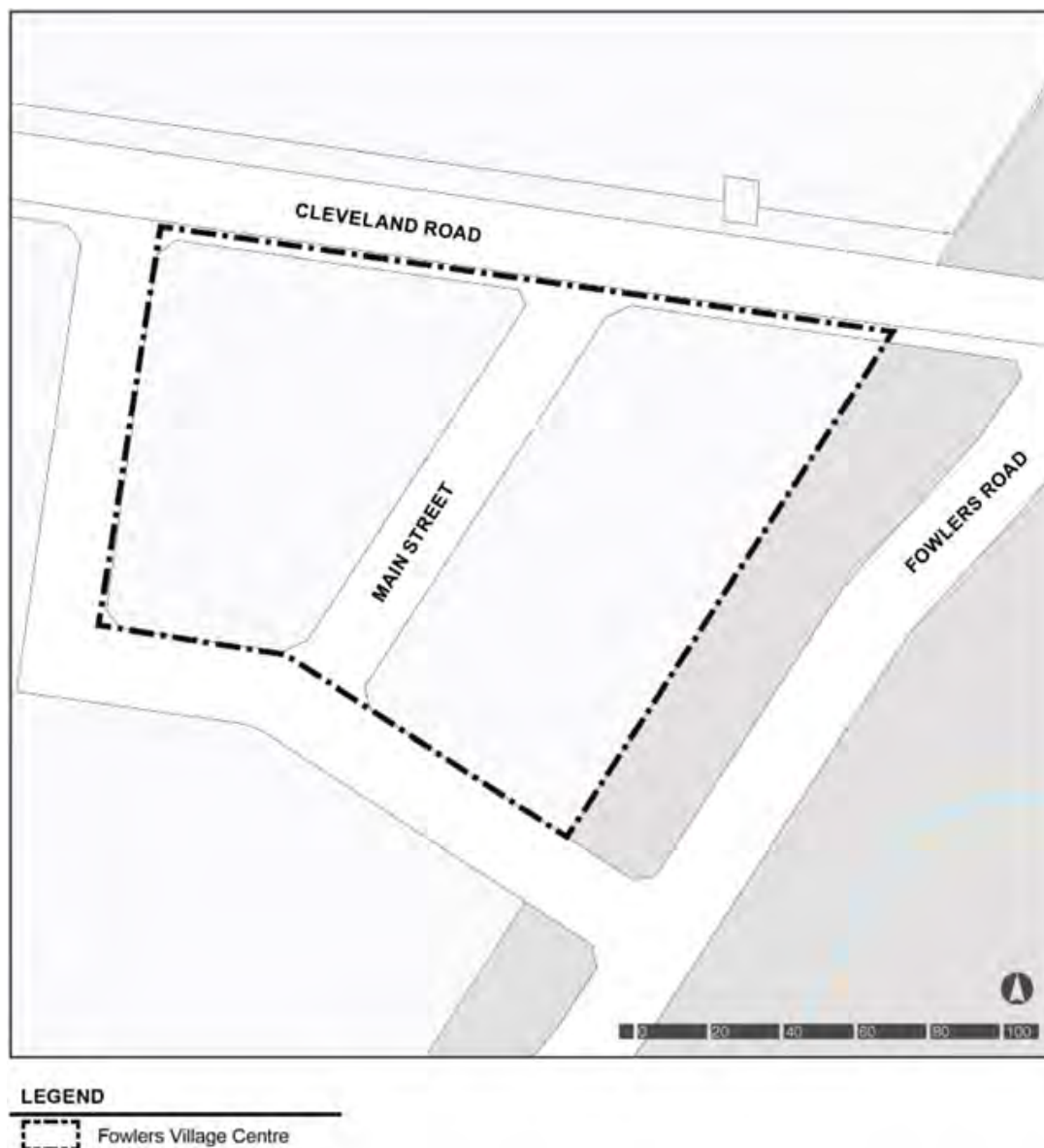


Figure 40. Fowlers Village Centre - boundary.

1. Objectives

The key objectives of the Fowlers Village Centre Master Plan are:

1. To align streets along views to the Illawarra Escarpment including Mount Keira and Mount Kembla.
2. To create a walkable and compact centre that is accessible to the community via various transport modes.
3. To concentrate retail activities and support retail frontage along the Main Street.
4. To create a village character with a safe pedestrian environment.
5. To facilitate connectivity to the future Leisure and Recreational Centre and recreational open spaces along Fowlers Road.
6. To provide increased housing density and mix close to the Village Centre to support the Centre's viability.
7. To comply with the requirement of development siting adjacent to the Eastern Gas Pipeline.
8. To maintain efficient traffic movement whilst enhancing pedestrian amenity along Main Street.
9. To provide a consolidated parking strategy for retail uses.
10. To acknowledge and celebrate Aboriginal and Torres Strait Islander people's contribution and connection to country.

2. Relationships to other parts of the DCP

- Part B applies to development in centres, mixed, and residential uses within the Site. Chapter B4 Development in Centres and Peripheral Sales Precincts identifies Fowlers as a village centre and outlines the desired characteristics for these centres.
- Parts A and E of the DCP generally apply to all lands contained within the Fowlers Village Centre.
- In the event that the provisions contained in the Fowlers Village Centre Master Plan are inconsistent with the provisions of any other part of the DCP, the provisions of the Fowlers Village Centre Master Plan shall prevail to the extent of the inconsistency.

3. Future Desired Character of Fowlers Village Centre

The vision for Fowlers Village Centre is to create:

"A compact and local scale retail precinct, conveniently located for daily needs and accessible via public and active transport. Characterised by a main street which is aligned to capture views to Mount Keira and Mount Kembla, it celebrates place and balances pedestrian and vehicle movement."

To enable this vision, the Village Centre is to deliver:

- (a) **Celebrate the scenic landscape character:** Align the Main Street along view lines to Mount Keira and Mount Kembla.
- (b) **Active and healthy lifestyles:** Provide seamless pedestrian and cyclist connections into the village centre from the adjacent roadways, open space, and key destinations.
- (c) **Day-to-day convenience:** Concentrate supermarket, retail, and services along the Main Street with visibility and access from Cleveland Road.
- (d) **Housing mixes close to the centre:** Locate medium-density housing typologies close to the Village Centre providing housing choice with convenience.
- (e) **A high-quality main street:** that is vibrant and active by providing wide and comfortable areas for walking and staying and welcoming building frontages that allow visual and physical access to the goods and activities within.
 - public domain areas with visual links to the escarpment, Mount Keira and Mount Kembla through orientation of streets, breaks in buildings and distribution of building height.

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- development of an appropriate scale for a Village Centre, noting its place in the Centres Hierarchy and taking into account the impact of heights, setbacks and building separation on the surrounding public and private domain.
- a clear and efficient movement network for people, public transport, freight movements and private cars through clear roles and functions for streets.
- Physical and visual connections within the broader precinct between the Village Centre and the future West Dapto Leisure and Recreation Centre, Sports fields, and local park.
- A main street named to acknowledge and celebrate Aboriginal and Torres Strait Islander contribution and connection to country.

The indicative master plan for Fowlers Village Centre is illustrated in **Figure 41**.



Figure 41. Fowlers Village Centre– Illustrative Master Plan.

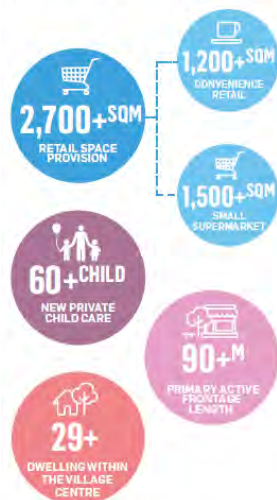
The Structure Plan for Fowlers Village Centre is shown at **Figure 42**.

Part D – Locality Based DCPs / Precinct Plans
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FOWLERS VILLAGE CENTRE

STRUCTURE PLAN

The Structure Plan summarises the key elements of the Indicative Plan including the building uses, access and movement, natural assets, open space, public domain, place activation and infrastructure.



LEGEND	
 	Fowler's Village Centre
BUILDING USES	
 	Mixed Retail Supermarket and Convenience
 	Retail (Convenience)
 	Private Child Care
 	Residential (Medium Density)
ACCESS & MOVEMENT*	
 	Sub-arterial Road (Type 2) - 22.9m
 	Major Collector Road (Type 3) - 21.9m
 	Minor Collector Road (Type 4) - 20.95m
 	Main Street - 20m
 	Access Road (Type 6) - 17.1m
 	Access Place (Type 7B) - 13.5m
 	Laneway (Type 8) - 8m
▲	Indicative Access Point
B	Proposed Bus Stop
—	Bus Route Realignment (South-Central Loop)

P	At-grade Parking
 	Indicative Loading Area
—	Off-road Shared Path
—	Road-side Shared Path
—	Pedestrian Connection to the Main Street
●	Signalised Primary Intersection
●	Signalised Secondary Intersection
—	Left In Left Out
○	Roundabout
NATURAL ASSETS	
 	Mullet Creek Tributary
 	Core Riparian Zone
 	Proposed Retained Existing Trees
 	Recreational Open Space (Zoned RE1)
—	Visual Connections
—	2m Contour Lines

OPEN SPACE, PUBLIC DOMAIN AND PLACE ACTIVATION	
 	Pedestrian Link
 	Passive Open Space
 	Proposed Local Open Space
 	Private Child Care Outdoor Space
 	Ground Floor Private Open Space
 	Indicative Planting with At-grade Parking
—	Primary Active Frontage
—	Secondary Active Frontage
★	Key Marker Building
INFRASTRUCTURE	
 	Jemena Eastern Gas Pipeline (EGP) Easement
 	Jemena Eastern Gas Pipeline (EGP) 76m Buffer Zone

*Note:

- Final intersection arrangement is subject to future transport analysis.
- Final layout of road network is subject to design which may differ from that shown in the proposed structure plan.

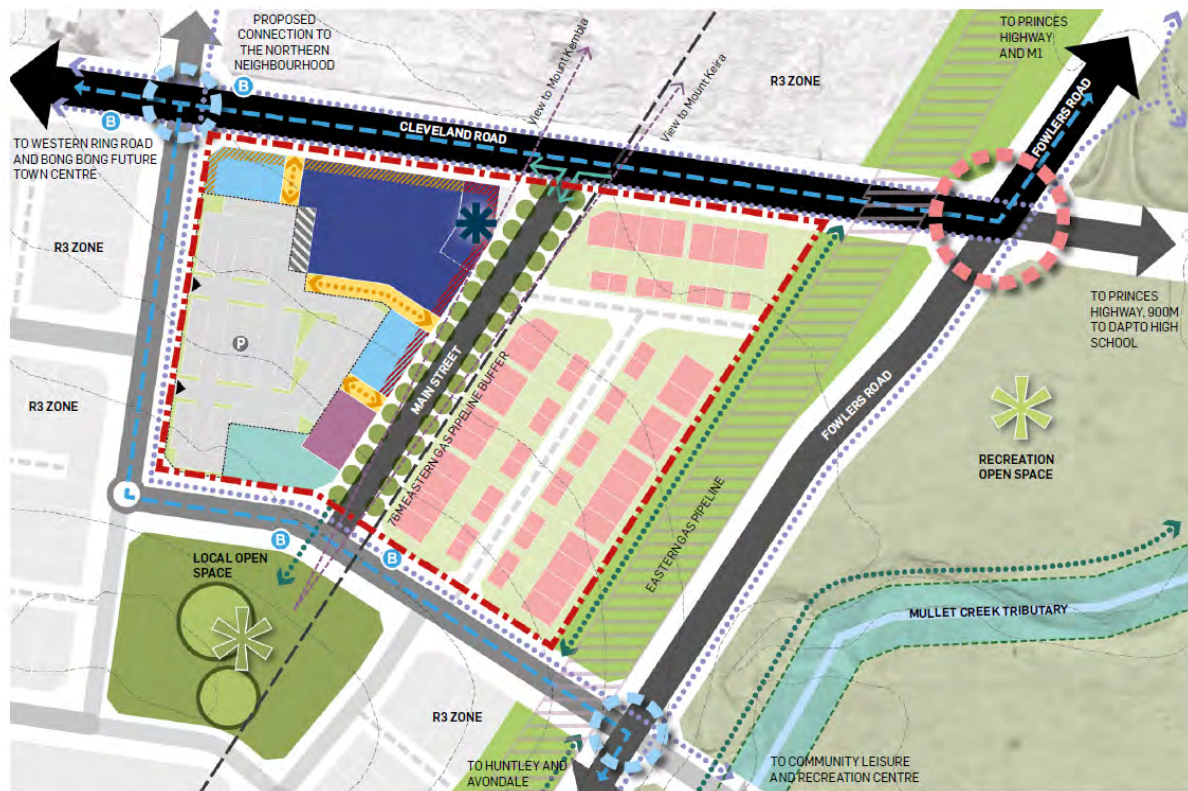


Figure 42. Structure Plan Fowler's Village Centre

14.6.6 Huntley Village Centre

Subject to future planning.

Located within the Avondale Road East Defined Neighbourhood (see **Figure 17**).

14.6.7 Avondale Village centre

Subject to future planning.

Located within the Avondale Road Defined Neighbourhood (see **Figure 17**).

14.6.8 Marshall Mount Town Centre

Located within the Town Core Defined Neighbourhood (see **Figure 17**).

Marshall Mount Town Centre is an 8.2 ha site in between Duck Creek and its tributary, nestled amongst local undulating hills and located at the intersection of Yallah Road and Marshall Mount Road.

It is located within Stage 5 of West Dapto and intends to deliver:

- 343 Dwellings within the Town Centre (some dwelling outcomes would be subject to supporting Local Environmental Plan planning controls).
- Marshall Mount Town Centre comprising approximately 8,100sqm of retail floor space in a traditional main street format providing retail shops, local convenience needs, local services, community facilities and the like.
- Protection of significant vegetation and unique landscape features of the area.
- Utilisation of Duck Creek as a focal feature of the community.

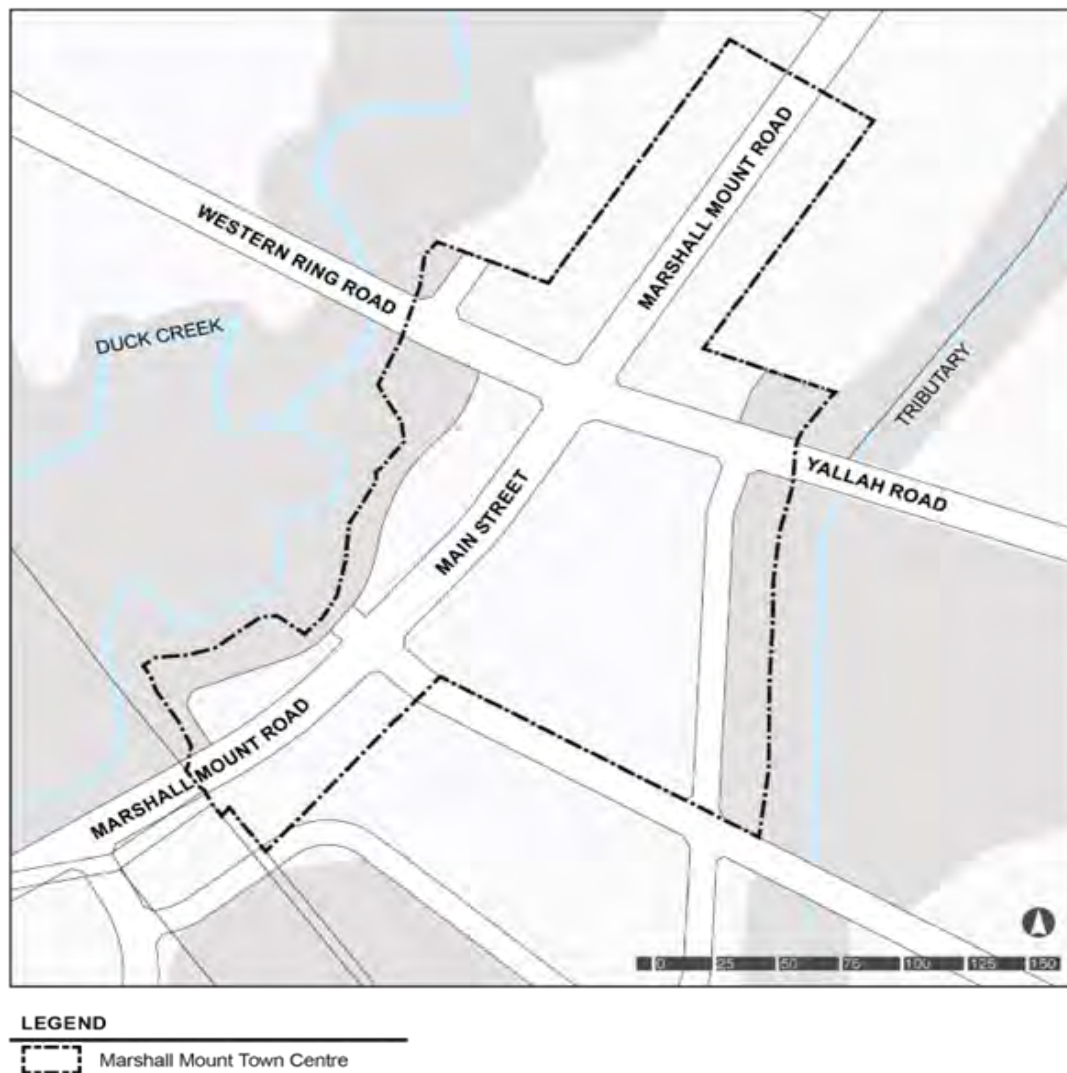


Figure 43. Marshall Mount Town Centre - boundary.

1. Objectives

The key objectives of the Marshall Mount Town Centre Precinct Plan are:

- To retain key views and orientate development to capture key views to the Illawarra Escarpment and existing Moreton Bay Fig Tree.
- To protect the biodiversity value along Duck Creek, its tributaries and riparian corridor.
- To minimise flood risk to the centre.
- To create a walkable and compact town centre that is accessible to the community via various transport modes.
- To encourage a viable Town Centre through a variety of uses and activities.
- To concentrate retail and community activities to support active frontages on both sides of the Main Street.
- To facilitate visual and physical connectivity to the adjacent recreational open space.
- To provide increased housing density and choice within and adjacent to the Town Centre to support the Centre's viability.

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- (i) To maintain efficient traffic flows whilst enhancing pedestrian amenity along the Main Street.
- (j) To provide a consolidated parking strategy within the Town Centre Core Precinct.
- (k) To acknowledge and celebrate Aboriginal and Torres Strait Islander contribution and connection to country.

2. Relationship to other parts of the DCP

- Part B applies to development in centres, mixed, and residential uses within the Site. Chapter B4 Development in Centres and Peripheral Sales Precincts identifies Marshall Mount as a town centre and outlines the desired characteristics for these centres.
- Parts A and E of the DCP generally apply to all lands contained within the Marshall Mount Town Centre.
- Part C of the DCP relates to Development within the E1– Local Centre and hence, applies to the lands contained within the Marshall Mount Town Centre.
- In the event that the provisions contained in the Marshall Mount Town Centre Master Plan are inconsistent with the provisions of any other part of the DCP, the provisions of the Marshall Mount Town Centre Master Plan shall prevail to the extent of the inconsistency.

3. Future Desired Character of Marshall Mount Town Centre

The vision for Marshall Mount Town Centre is to create:

“A compact, mixed retail and community precinct with housing choice, conveniently located and accessible by active and public transport. It is characterised by a vibrant main street that balances pedestrian and vehicular movements, and local places for people that celebrate views to the scenic Illawarra Escarpment and the existing Moreton Bay Fig Tree.”

To enable this vision, the Town Centre:

- (a) **Celebrates the local and scenic landscape character:** Establish visual connections to the existing Moreton Bay Fig Tree along the Fig Tree Link and a distant view to the Illawarra Escarpment including Mount Kembla from the Western Promenade.

Aboriginal Cultural Heritage Assessment Report would be required and should inform final project outcomes for any project in the vicinity of the Moreton Bay Fig Tree.

The Fig Tree Link Public Plaza will be named to acknowledge and celebrate Aboriginal and Torres Strait Islander people contribution and connection to country.
- (b) **Encourages active and healthy lifestyles:** Provide seamless pedestrian and cyclist connections into the Town Centre from the adjacent roadways, open space and key destinations.
- (c) **Provide day-to-day convenience:** Concentrate the supermarket and convenience retail along the Main Street and Fig Tree Link with visibility and access from Yallah Road.
- (d) **Become the community heart:** Deliver community facilities including a multi-purpose hall and a potential library within the Town Centre Core precinct co-located with the outdoor public plaza fronting the Moreton Bay Fig Tree.
- (e) **Provides a mix of housing choice close to the centre:** Medium to high-density housing typologies of shop top housing and residential flat building (apartments) providing housing choice with convenience.

The indicative master plan for Marshall Mount Town Centre is illustrated in **Figure 44**.

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Figure 44. Marshall Mount Town Centre – Illustrative Master Plan.

Part D – Locality Based DCPs / Precinct Plans
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MARSHALL MOUNT TOWN CENTRE

STRUCTURE PLAN

The Structure Plan summarises the key elements of the Indicative Master Plan including natural assets and open space, access and movement, public domain and place activation and building uses.



LEGEND

Marshall Mount Town Centre

NATURAL ASSETS & OPEN SPACE

- Duck Creek and Tributary
- Core Riparian Zone
- 2m Contour Lines
- Existing Moreton Bay Fig Tree*
- High Biodiversity Value Area
- Potential Indicative Stormwater Basin
- Western Promenade
- Passive Open Space
- Recreational Open Space (Zoned RE1)
- C2/C3 Zone Boundary
- Visual Connections

ACCESS & MOVEMENT**

- Sub-arterial Road (Type 2) - 22.9m
- Sub-arterial Road (Type 2A) - 22.9m
- Major Collector Road (Type 3) - 21.9m
- Main Street - 22.9m
- Local Road (Type 5) - 18.8m

- Access Road (Type 6) - 17.1m
- Perimeter Road - 14.5m
- Laneway (Type 8) - 8m
- Indicative Access Point
- Indicative Access to Basement Parking
- Proposed Bus Stop
- Bus Route (Southern Loop)
- At-Grade Parking
- Ground Level Podium Parking
- Indicative Loading Area
- Off-road Shared Path
- Road-side Shared Path
- Pedestrian Link
- Signalised Primary Intersection
- Signalised Secondary Intersection
- Left in Left Out with Right Turn
- Left in Left Out
- Roundabout
- Indicative Signalised Pedestrian Crossing Location

OPEN SPACE, PUBLIC DOMAIN AND PLACE ACTIVATION

- Fig Tree Link
- Hardscape Open Space
- Ground Level Communal Open Space
- Podium Rooftop Communal Open Space
- Outdoor Space for Private Child Care
- Primary Retail Active Frontage
- Secondary Retail Active Frontage
- Primary Community Active Frontage
- Secondary Community Active Frontage
- Key Building Markers

BUILDING USES

- Mixed Retail (Convenience) / Supermarket and Residential
- Mixed Community and Retail (Convenience)
- Mixed Retail (Stand-alone / Hospitality) and Residential
- Retail (Stand-alone / Hospitality)
- Private Child Care
- Residential Flat Building

*Note:

- Aboriginal Cultural Heritage Assessment Report would be required and should inform final project outcomes for any project in the vicinity of the Moreton Bay Fig Tree, including but not limited to, future community facilities, stormwater basin, shared paths and road.

**Note:

- Final intersection arrangement is subject to future transport analysis.
- Final layout of road network is subject to design which may differ from that shown in the proposed structure plan.

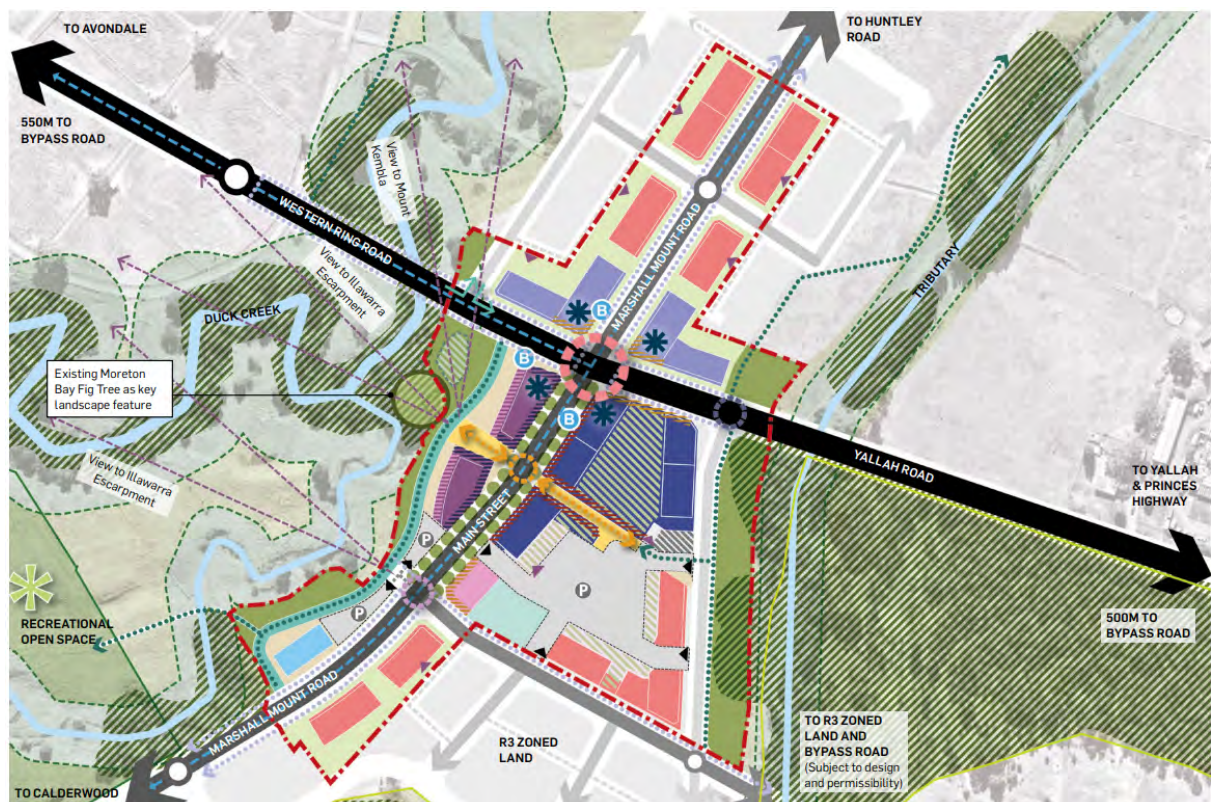


Figure 45. Structure Plan Marshall Mount Town Centre

15. Matters to be addressed in Development Applications

This chapter applies to development applications in the West Dapto Urban Release Area.

Documentation accompanying a development application for subdivision will also have to provide more detailed site-specific information and specialist reports, addressing issues and **all relevant matters required by this chapter and include detailed information** such as:

- Detailed site survey prepared by a registered surveyor.
- Development plans – lot layout, earthworks, detailed road designs, landscape plans, subdivision stages (if any) (Chapters B1, B2, B3, B4, D16 and E19).
- Flora and fauna assessment and future management (Chapter E18).
- Riparian land management (Chapter E23).
- Drainage/flooding/water quality modelling, WSUD (Chapters E13, E14, and E15).
- Soil erosion and sediment control (Chapter E22).
- Land contamination assessment (Chapter E20).
- Bushfire management (Chapter E16).
- Traffic assessment (Chapter E3).
- Aboriginal Heritage assessment (Chapters E10 and E11).
- Noise assessment (where relevant) (Infrastructure SEPP).
- Pedestrian and bicycle routes, including accessibility for persons living with a disability (Chapter E1).
- Crime Prevention through Environmental Design (Chapter E2), etc.

The documentation accompanying a development application for a dwelling house on a newly subdivided lot should address Parts A and B1 (dwelling houses) of this DCP and any variations to the generic controls under this chapter (e.g. the standard setbacks in individual neighbourhoods may have been varied).

An application for a dwelling house can also be undertaken in accordance with the requirements of SEPP Exempt and Complying Development, which can be assessed by Council or a Private Certifier.

Documentation accompanying a Development Application for development proposed within a centre identified in Section 14.6 of this Chapter is to demonstrate how the proposed development will contribute to the objectives and desired future character of the relevant centre and where required meet any specific centre development controls.

ITEM 5 POST EXHIBITION - CLEVELAND ROAD NEIGHBOURHOOD PLAN BOUNDARY REVIEW

On 18 March 2024, Council resolved to exhibit an amendment to the Cleveland Road Neighbourhood Plan boundary contained in the Wollongong Development Control Plan (DCP) 2009 – Chapter D16 West Dapto Release Area, to divide the large neighbourhood precinct into three smaller neighbourhoods.

The draft DCP amendment was exhibited from 29 April 2024 to 27 May 2024. As a consequence of the exhibition, six (6) submissions were received.

It is recommended that the amendment to the Cleveland Road Neighbourhood Plan boundary that is shown in Figure 17 of the Wollongong Development Control Plan 2009 – Chapter D16 West Dapto Release Area be adopted, to divide the area into three smaller neighbourhood precincts.

RECOMMENDATION

- 1 The amendment to Wollongong Development Control Plan 2009 – Chapter D16 West Dapto Release Area Figure 17 be adopted to show the Cleveland Road Neighbourhood Plan boundary as three smaller Neighbourhood Plan precincts (Attachment 2),
- 2 A Notice be published on Council's website of the adopted amendments to Wollongong Development Control Plan 2009 – Chapter D16 West Dapto Release Area Figure 17 and the commencement (in force) date.

REPORT AUTHORISATIONS

Report of: Chris Stewart, Manager City Strategy

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

ATTACHMENTS

- 1 Current Figure 17 Defined Neighbourhoods in West Dapto
- 2 Proposed Draft Figure 17

BACKGROUND**West Dapto Urban Release Area**

The West Dapto Urban Release Area (WDURA) covers an area of approximately 4,700 hectares and is currently proposed to house a population of 56,500 people in an additional 19,500 dwellings. To support jobs in the region an additional 175 hectares of employment lands will be created when fully developed. West Dapto is the last remaining area for large scale urban development in the Wollongong Local Government Area.

The NSW Department of Planning, Housing and Infrastructure has identified West Dapto as a priority urban release area to provide housing supply for the expected regional population growth. The WDURA is identified in the Illawarra Shoalhaven Regional Plan 2041 as West Lake Illawarra Growth Area.

Stages 1 and 2 of the WDURA were rezoned in 2010. The first two stages (estimated 6,346 lots) are now significantly progressed with 10 Neighbourhood Plans approved (3,982 lots), and another two draft Neighbourhood Plans under assessment (2,027 lots). The subdivision of land to create 2,055 lots has been approved within the first two stages.

Subsequently, Stage 5 (Yallah / Marshall Mount) and parts of Stages 3 and 4 have been rezoned to permit urban development. Almost 12,000 lots are zoned for development, of which some 8,000 lots can be serviced and some 5,200 lots have had Neighbourhood Plans approved.

Since 2010, approximately 2,300 lots have been developed and released for housing.

Cleveland Road Neighbourhood Plan Boundary Adjustment

On 27 November 2023, Council resolved to finalise the rezoning of a large portion of the Cleveland Road precinct (within Stage 3), for an estimated 2,275 dwellings. A phase 2 rezoning within the Cleveland Road precinct for delivery of an estimated 600 additional dwellings was progressed by Council on 6 May 2024.

The Wollongong DCP 2009 – Chapter D16 West Dapto Release Area Figure 17 currently shows Stage 3 being covered by two Neighbourhood Plans (Attachment 1) –

- 1 Cleveland Road precinct – covering land subject to the Planning Proposal exhibited in 2023 and reported to Council on 27 November 2023 and 6 May 2024.
- 2 Cleveland Road West precinct – covering the land rezoned in 2019, and the rural zoned land to the west adjoining the Huntley Neighbourhood.

This report addresses the Cleveland Road Neighbourhood Plan precinct.

The Cleveland Road Neighbourhood Plan precinct covers 369 hectares, which is the largest precinct in the WDURA and could contain 3,000 dwellings. The land is currently owned by 13 landowners, including Council. The owners are combined into four landholder groups which cover most of the precinct.

During the preparation of the Cleveland Road Planning Proposal, it became apparent that the landowners have differing priorities and development programs which pose a significant challenge to the orderly development of the precinct.

To address this issue and facilitate the timely delivery of housing, the report considered by Council on 27 November 2023 recommended a review of the existing Cleveland Road boundary. Council resolved (in part) that -

- 1 *The Cleveland Road Neighbourhood Plan boundary in the Wollongong DCP 2009 – Chapter D16 West Dapto Release Area be reviewed to determine if there is an opportunity to establish more practical boundary/s in this location that would still achieve the objectives that underpin neighbourhood planning. A further report will be presented to Council for endorsement should a change be recommended.*

Council officers undertook a review of the Cleveland Road precinct boundary and considered seven options and variations. Issues considered -

- The size of each neighbourhood and whether it would achieve neighbourhood planning objective of providing meaningful guidance at a precinct level.
- The number of neighbourhoods -
 - The more neighbourhood plans to consider, the more resources required to manage, report, exhibit.
 - Developers in other parts of the WDURA are lodging Concept Development Applications rather than following the Neighbourhood Plan process, especially where multiple ownerships are involved.
- Sydney Water sewerage services being delivered from the east to west along Cleveland Road.
- Council's upgrading of Cleveland Road being proposed to begin in the east at Fowlers Road and moving westwards.
- Management of stormwater, and the need for integrated drainage outcomes.
- Landownership and current development options / representations.

The option to divide the current Neighbourhood Plan area into three residential precincts was the preferred model. Under this option the proposed E3 Productivity Support Business Park does not require a Neighbourhood Plan, as it is a standalone site.

On 18 March 2024, Council considered the review and resolved to exhibit an amendment to the Cleveland Road Neighbourhood Plan boundary contained in the Wollongong DCP 2009 – Chapter D16 West Dapto Release Area, to divide the Cleveland Road neighbourhood precinct into three smaller neighbourhoods. The three proposed neighbourhood precincts are referred to as Cleveland Road North, Cleveland Road South, and Cleveland Road East (Attachment 2).

The draft DCP amendment was exhibited from 29 April to 27 May 2024.

PROPOSAL

As a consequence of the exhibition process, Council received six (6) submissions, including one (1) from a community member and five (5) from State agencies. A summary of the submissions is provided below –

Submitted	Issue	Comment
Transport for NSW (TfNSW)	<ul style="list-style-type: none"> • No objection. • Regard be had for the comments in the TfNSW letter dated 3 November 2022 when preparing the Neighbourhood Plans for each proposed precinct. This letter is in relation to the Planning Proposal for the Cleveland Road Precinct resolved by Council on 27 November 2023. 	Noted
Sydney Water	No objection	Noted
NSW Environmental Protection Agency (EPA)	No objection.	Noted
Heritage NSW	<ul style="list-style-type: none"> • Consideration for State Heritage Item listed as 'Horsley Homestead' (SHR item number 00134), located at Bong Bong Road, Dapto. • Should adequately consider the Aboriginal cultural heritage values and constraints of the proposal. • To be consistent with the requirements of Section 9.1 (Direction 2.3 - Heritage Conservation) of the <i>Environment Planning and Assessment Act 1979</i>. • To consider the heritage values as part of the Planning process and in line with the Regional Plan. 	<ul style="list-style-type: none"> • Noted. These comments relate to Planning Proposal considered on 27 November 2023. This project does not relate to change of zoning or development controls but is rather a procedural review of the precinct boundaries. • Horsley Homestead is located in Horsley and not in the Cleveland Rd precinct.
NSW State Emergency Services (SES)	<ul style="list-style-type: none"> • Regard be had for the comments in the SES letter dated 30 October 2022. • Note the loss of evacuation route in the 1% Annual Exceedance Event (AEP) and inundation. To avoid risk to life and property, occupants would need to evacuate prior to evacuation routes becoming cut. • Note in the Probable Maximum Flood (PMF) event, several dwellings along the PMF extent would be impacted by flooding with depths of up to 0.5m. • Recommend investigating access/egress routes for the Cleveland Road Neighbourhood to facilitate rising road access and/or reduce the frequency of isolation of the proposed community. 	<ul style="list-style-type: none"> • Noted. These comments relate to Planning Proposal on 27 November 2023. This project does not relate to change of zoning or development controls but is rather a procedural review of the precinct boundaries. • Access routes will be considered as part of individual neighbourhood plans for the 3 precincts.
Public Submission	<ul style="list-style-type: none"> • If the fragmentation of the Cleveland Neighbourhood will impact the contributions received for social infrastructure? ie, are contributions received for a neighbourhood area used in that neighbourhood or distributed into other areas? 	<ul style="list-style-type: none"> • There will be no change to the contributions received. • Contributions collection and distribution is outlined in the West Dapto Development Contribution Plan 2023.

CONSULTATION AND COMMUNICATION

The draft DCP amendment was exhibited from 29 April to 27 May 2024. The exhibition was advertised through -

- Letters were sent to affected owners, the surrounding property owners, and State agencies.
- Newspaper advertisement.
- Council's website.
- Hard copies at Council's Customer Service Centre.
- Hard copies at Wollongong and Dapto Libraries.

The suite of documents included in the public exhibition was as follows –

- Council Report and Minutes (18 March 2024).
- Wollongong Development Control Plan 2009 Chapter D16 West Dapto Urban Release Area.
- Current map of boundary.
- Proposed map of boundary.

Council's exhibition webpage received 119 views, 137 documents were downloaded, and one comment made.

As a consequence of the exhibition, six (6) submissions were received.

PLANNING AND POLICY IMPACT

This report contributes to the delivery of Our Wollongong 2032 Goal 1. It specifically delivers on the following -

Community Strategic Plan 2032	Delivery Program 2022-2026
Strategy	Service
1.6 West Dapto urban growth is effectively managed with facilities and spaces to support the future community.	Land Use Planning

The draft DCP chapter is broadly consistent with -

- Illawarra Shoalhaven Regional Plan 2041 (2021) as it supports urban development within the West Dapto urban release area.
- Wollongong Local Strategic Planning Statement 2020, as it supports urban development within the West Dapto urban release area.
- Council's West Dapto Vision (2018). The site is part of the WDURA and is recognised as a major regional urban growth area.

FINANCIAL IMPLICATIONS

There are no immediate financial implications arising from this Council report. There is an ongoing financial commitment to the WDURA.

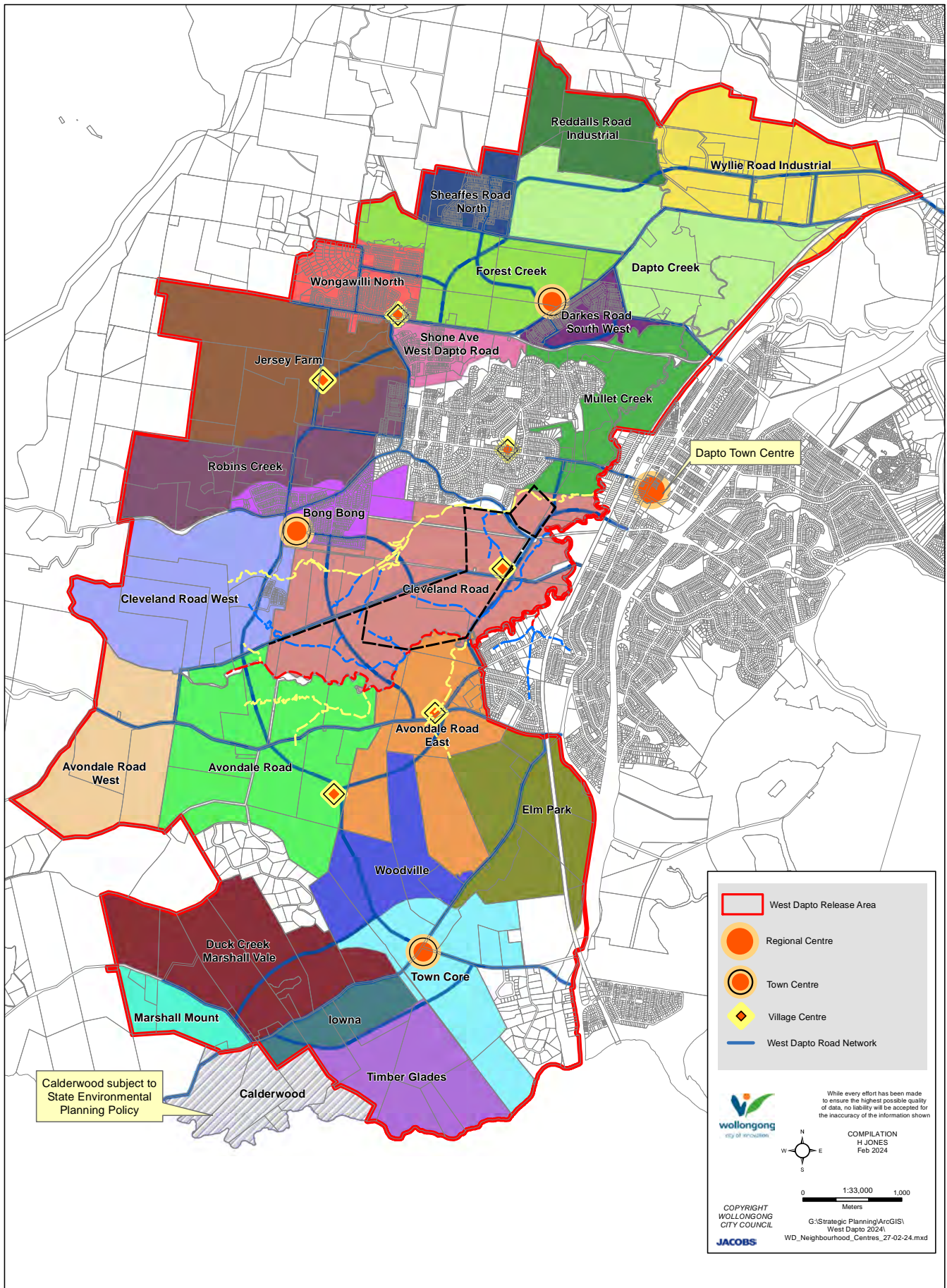
CONCLUSION

A review of the Cleveland Road Neighbourhood Plan precinct boundary recommended that the precinct be divided into three small Neighbourhood Plan areas to create more manageable areas, assist with the delivery of housing while still achieving neighbourhood scale outcomes.

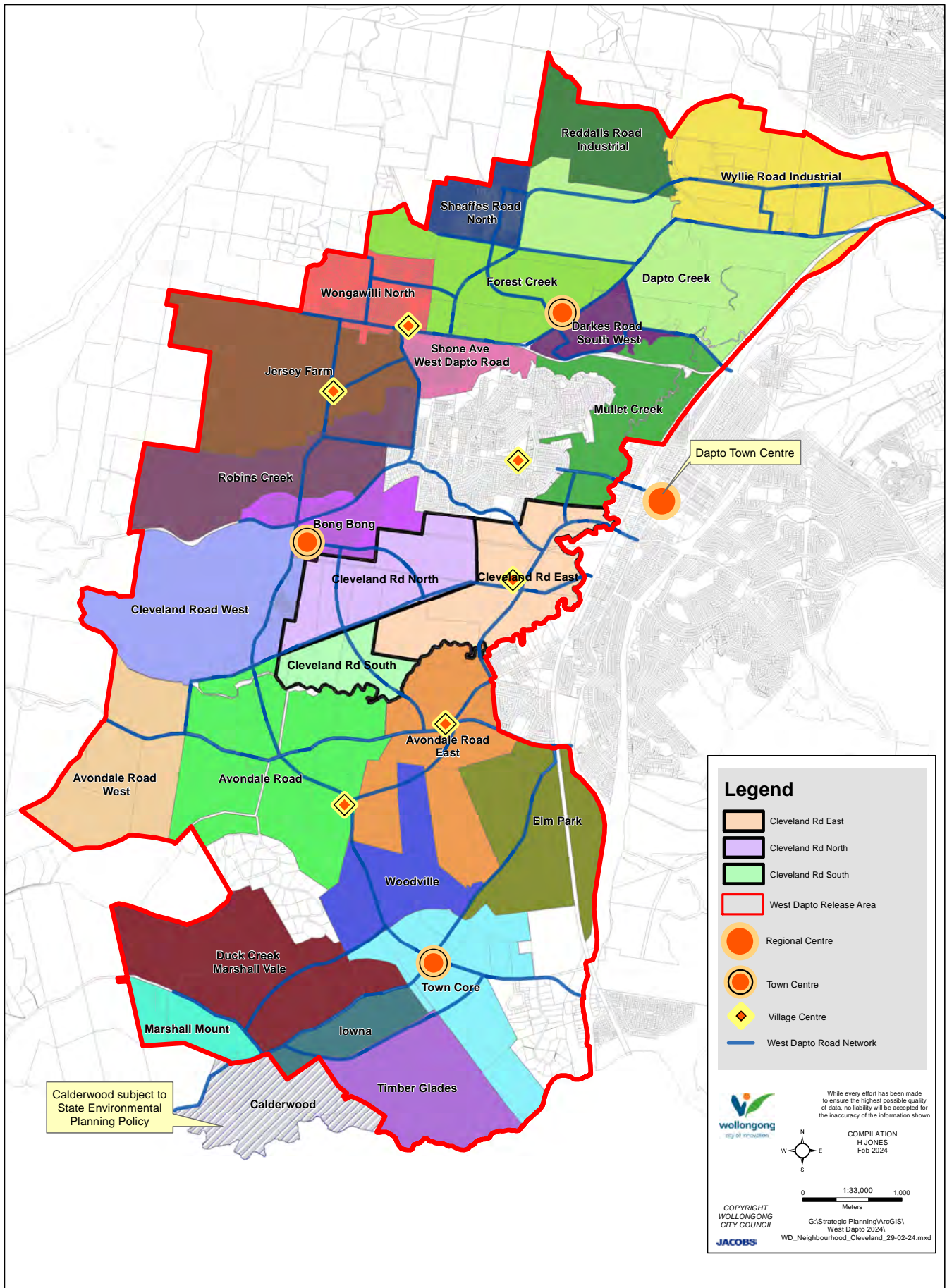
The proposal was exhibited, and five submissions were received.

It is recommended that an amendment to the Wollongong Development Control Plan 2009 – Chapter D16 West Dapto Release Area Figure 17 be adopted, to divide the Cleveland Road Neighbourhood Plan precinct into three smaller Neighbourhood precincts.

Defined Neighbourhoods in West Dapto Urban Release Area



Defined Neighbourhoods in West Dapto Urban Release Area



ITEM 6 POLICY REVIEW - SCHOOL USE OF SWIMMING POOLS COUNCIL POLICY

The School Use of Swimming Pools Council Policy has now been reviewed as part of Council's rolling review schedule of its policies. The policy states the provisions for schools utilising Council pools in order to minimise any inconvenience to members of the public arising and in accordance with the expectations of the community.

RECOMMENDATION

That Council adopt the revised School Use of Swimming Pools Council Policy.

REPORT AUTHORISATIONS

Report of: Mark Berriman, Manager Sport + Recreation

Authorised by: Kerry Hunt, Director Community Services - Creative and Innovative City

ATTACHMENTS

- 1 Draft - School Use of Swimming Pools Council Policy

BACKGROUND

The existing School Use of Council Swimming Pools Policy was last reviewed in June 2018. This policy was first adopted in September 1987, reviewed in December 2014 and was again considered by Council on 30 January 2018 and then adopted 25 June 2018.

During the previous adoption a number of briefings occurred with Councillors that discussed the NSW Water Safety Practice Note 15 that was established in 2017. This policy incorporated the practice note into the now current version of the policy that was adopted by Council in 2018.

The review of this policy has identified that the policy remains valid, and that minor adjustments have been made to the revised draft policy that includes:

- Deletion of 'Term 1' for school carnivals to occur. Some schools have requested their carnival to take place in Term 4 to ensure schools are able to complete their carnival prior to school zone carnival dates.
- Increase carnival numbers from 18 to 20 per facility to ensure all local schools are supported across our pool network.
- Inclusion that each school is responsible for developing their own risk assessment that is required by Education NSW for each school carnival or use of the swimming pool.

PROPOSAL

That Council adopt the revised School Use of Swimming Pools Council Policy and revoke the previous 2018 policy.

CONSULTATION AND COMMUNICATION

Internal consultation was undertaken as part of the review of this policy.

PLANNING AND POLICY IMPACT

This report contributes to the delivery of Our Wollongong 2032 Goal 5 'We have a healthy community in a liveable city. It specifically delivers on the following:

Community Strategic Plan 2032		Delivery Program 2022-2026	
Strategy		Service	
5.1	Plan and deliver an accessible, safe, clean and inviting public domain	Parks & Sportsgrounds	
5.5	Provide safe, well-maintained and accessible beaches and aquatic recreation facilities	Aquatic Services	

RISK MANAGEMENT

It is not intended to place this Policy on full public exhibition as the proposed changes are only minor in nature. The Policy may be amended and exhibited accordingly through future review processes.

In terms of broader community consultation, Council can respond with a more comprehensive review of the Policy, if necessary, in the next term of Council.

FINANCIAL IMPLICATIONS

There is no financial impact for the adoption of this policy, as it is similar to previous adopted policies. The number of Swimming Carnivals may increase from 18 to 20 for Term 1 at some pools, that may support additional revenue.

CONCLUSION

The School Use of Swimming Pools Council Policy reinforces Council's commitment to providing the maximum benefit to schools through use of Council's swimming pools at times where the pools have low utilisation from the general public. The policy provides some parameters for staff to communicate with schools regarding scheduling and can be considerate of the need for pools within our network to be available for community use. It is essential as part of carnival scheduling that communication is clear to regular swimmers at the facilities on the times and frequency of school carnivals so members of the public can accordingly plan their activities across these timeframes.



SCHOOL USE OF SWIMMING POOLS COUNCIL POLICY

ADOPTED BY COUNCIL: [TO BE COMPLETED BY GOVERNANCE]

PURPOSE

Wollongong City Council (Council) maintains various public swimming pools which it makes available to schools for swimming carnivals by excluding public access on those occasions.

In order to minimise any inconvenience to members of the public arising from the use of the pools by schools, it is necessary for schools to undertake their use of Council's pools in accordance with the expectations of the community.

POLICY INTENT

The main objective of this policy are to maximise the benefits to schools through the use of Council's swimming pools.

WOLLONGONG 2032 OBJECTIVES

This Policy is a direct contributor to the delivery of Goal 5: "We are a healthy community in the liveable City" in the 2032 Community Strategic Plan,

5.2 Urban areas are created and maintained to provide a healthy and safe living environment for our community and,

5.4 Provide a variety of quality and accessible public places and opportunities for sport, play, leisure, recreation, learning and cultural activities in the community and,

5.5 Provide safe, well maintained and accessible beaches and aquatic recreation facilities.

POLICY

Bookings

- Bookings will be accepted for Swimming Carnivals, Learn to Swim or Intensive Lifesaving and weekly swimming between the hours of 8:30am and 3.30pm on weekdays only. Carnivals outside these hours will be charged a fee accordingly.
- Carnivals to have precedence over regular and casual bookings.
- Only one (1) carnival permitted per school per season.
- Wherever possible, accurate numbers should be given to aid the scheduling of the timetable.
- Individual School Learn to Swim and Intensive Lifesaving to be held only in first and fourth term and in school hours.
- All school bookings shall not have exclusive use of the Pool Complex.
- All pupils must leave the Pool Complex at the end of booked period.
- Unstructured swimming opportunities such as free swim time must be booked in advance and be conducted in strict compliance with the NSW Department of Education and Training : "Water Safety Guidelines for Unstructured Aquatic Activity". All associated costs with additional lifeguarding requirements to maintain a ratio of 1 Lifeguard to 50 students will be met by the hirer.

Entry to the Pool

SCHOOL USE OF SWIMMING POOLS

COUNCIL POLICY

- Teachers to assemble pupils outside the main entrance to the Swimming Pool.
- Teachers to accompany pupils and ensure they enter the main entrance in an orderly manner.

Supervision

- Each school should provide sufficient staff to supervise its pupils.
- Teachers are required to supervise the entrance.
- Teachers are required to supervise pupils in the change rooms.
- Teachers are also required to familiarise themselves with the pool rules and wherever possible, enforce these rules.
- No balls or ball games are allowed except when booked as a ball game.
- An area must always be made available to the general public.
- No valuables to be left in change rooms.
- The area must be left in a clean and tidy condition at the end of the booked period.

School Carnivals

- Individual primary school carnivals to be restricted to half day; however schools with a minimum enrolment of 800 pupils be eligible to hold an all-day carnival.
- High schools are eligible to hold an all-day carnival.
- Primary school Zone Carnivals are eligible to hold all-day carnivals.
- A maximum of twenty (20) school carnivals be permitted at any specific pool in the one season.
- Specific major events shall have priority, eg Zone Championships.
- All-day carnivals to continue through lunch break.
- No unstructured aquatic activities
- Structured novelty events such as noodle and/or boogie board races must be conducted within lanes.

Public Address System

- The Pool Public Address System will be made available for school carnivals.
- Please make only necessary announcements.
- No barracking over the Public Address System.

FEES AND CHARGES

Schools will be charged fees for the use of swimming pools, determined on an annual basis and included in Council's Schedule of Annual Fees and Charges.

RISK MANAGEMENT

In accordance with the requirements of the NSW Government's Water Safety Practice Note 15 (October 2017), Council deploys a 'Risk Management Approach to Water Safety'. The Water Safety Practice Note provides a detailed framework to guide Council in managing risk at its pools. The approach categorises each of our pool facilities to inform our personnel requirements, safety equipment and signage required to

SCHOOL USE OF SWIMMING POOLS**COUNCIL POLICY**

minimise risk to patrons. The risk-based categorisation approach considers facility size, configuration, usage, incidents and the profile of users, e.g. age and swimming ability.

Each school is responsible for developing their own Risk Assessment required by Education NSW.

LEGISLATIVE REQUIREMENTS

This Policy complies with and supports implementation and compliance with the following policies and instruments:

- *Local Government Act 1993*
- NSW Government's Water Safety Practice Note 15

REVIEW

This Policy will be reviewed a minimum of once every term of Council, or more frequently as required.

ROLES AND RESPONSIBILITIES

- Sport + Recreation is the Division responsible for the administration and review of this Policy.
- Aquatic Services is the team responsible for any compliance action if required.

APPROVAL AND REVIEW	
Responsible Division	Sport + Recreation
Date adopted by Council	[To be inserted by Corporate Governance]
Date/s of previous adoptions	25 June 2018, 16 December 2014, 6 November 2002, 21 September 1987
Date of next review	June 2027

ITEM 7 POLICY REVIEW - GLASS FREE RECREATION AREAS COUNCIL POLICY

The Glass Free Recreation Areas Council Policy has now been reviewed as part of Council's rolling review schedule of its policies. The Policy recognises that Council plays an important role in ensuring the safety of park users and maintenance of Council property by deterring the use of glass bottles and glass containers at recreation areas, sporting and leisure facilities and parks.

RECOMMENDATION

Council adopt the revised Glass Free Recreation Areas Council Policy.

REPORT AUTHORISATIONS

Report of: Mark Berriman, Manager Sport + Recreation

Authorised by: Kerry Hunt, Director Community Services - Creative and Innovative City

ATTACHMENTS

- 1 Glass Free Recreation Areas Council Policy

BACKGROUND

The existing Glass Free Areas Policy was last reviewed in April 2016 and designates all beaches, rock pools, public swimming pools and sports grounds within the Wollongong Local Government Area as glass free areas for the interests of public safety.

Safety concerns from use of glass in public places emanates from the elevated risk of injury or harm to persons from interacting with broken or smashed glass.

Section 630 of the NSW Local Government Act provides specifics in relation to the offences and penalties in relation to misuse of glass in a public place in which the policy is consistent and aligned with these objectives. Practice Notes 15 – Water Safety refers to these regulatory responsibilities of Council and ensuring there is adequate safety messaging to reduce the risks of injury from aquatic recreational areas.

Broken or smashed glass in popular recreation areas such as beaches, playgrounds, skate parks and sports fields may not be evident with the naked eye, with risk to young children playing and persons playing sport being higher.

Whilst the issue remains present, the hazard is tempered somewhat by the growth in use of alternative materials such as plastic bottles and aluminum cans. Public awareness of the issue remains high and compliance largely achieved by self-regulating activities i.e. placing of glass in bins and picking up of broken glass from harm's way etc.

The review of this policy has identified that the policy remains valid, and that supporting signage located at Council's patrolled beaches, rock pools and public swimming pools, and sports grounds effectively assists in the policy's implementation.

Minor amendments to the revised draft policy include:

- Incorporation of definitions relating to recreation areas, sports and leisure facilities and events.
- Providing clarity of the type of facilities captured by this policy to align with our network of sport & recreation facilities. The intention is not to create a blanket ban on use of glass in all public places, but rather enable officers to be proactive in discouraging use of glass at our key recreation areas and sports and leisure facilities across the city.
- Incorporation of a condition that restricts the sale of glass containers to patrons for consumption at events held on Council owned or managed land, in line with Council's event approvals.
- General editing of wording to align with new policy template.

PROPOSAL

That Council adopt the revised Glass Free Recreation Areas Council Policy and revoke the previous 2016 policy.

CONSULTATION AND COMMUNICATION

- Events Team
- Operations Manager Aquatic Services
- Operations Manager Beach Services
- Operations Manager Leisure Centres
- City Cleansing Coordinator
- Property Management Coordinator
- Recreation Services Manager
- Parks and Open Space Manager

PLANNING AND POLICY IMPACT

This report contributes to the delivery of Our Wollongong 2032 Goal 5 'We have a healthy community in a liveable city'. It specifically delivers on the following:

Community Strategic Plan 2032		Delivery Program 2022-2026
Strategy		Service
5.1	Plan and deliver an accessible, safe, clean and inviting public domain	Parks & Sportsgrounds
5.5	Provide safe, well-maintained and accessible beaches and aquatic recreation facilities	Aquatic Services

SUSTAINABILITY IMPLICATIONS

Glass is an alternative to use of plastics. Glass if placed in the correct waste stream, it can be recycled an infinite number of times. Recycling of old glass uses less emissions than making it from raw materials.

Most glass used at our recreation areas is likely to consist of beverage containers. Council currently does not undertake public place recycling. Glass placed in existing bin receptacles at public places across Wollongong will therefore likely make its way to landfill.

Broken glass can also injure wildlife by ingesting if mistaken for food, or potential injury or entrapment if encountered.

RISK MANAGEMENT

Safety concerns from use of glass in public places emanates from the elevated risk of injury or harm to persons from interacting with broken or smashed glass. Broken or smashed glass in popular recreation areas such as beaches, playgrounds, skatepark and sports fields may not be evident with the naked eye, with risk to young children playing and persons playing sport being higher.

The policy review finds that it is not feasible to ban use of glass from all public spaces. Council can however continue to take a leadership approach by limiting and discouraging its use at Council's recreation, and sports facilities and Leisure Centres, and parks. This is best achieved by signage, incorporation of conditions via licensing, and raising awareness of issue.

FINANCIAL IMPLICATIONS

It is anticipated that the proposed amendments to this policy may require Council to review and amend existing signage at its sport & recreation facilities. This would primarily involve the placement of ordinance symbol stickers on existing park identification signage subject to need and available resourcing.

Where an issue has been identified at a specific location requiring a greater degree of attention by Council, additional signage may be considered for installation in a prominent location(s). Any costs associated with these measures will be provided through existing operational budgets.

CONCLUSION

The amended Glass Free Recreation Areas Council Policy assists Council in managing public places in a manner that protects the public and ensures that the community's enjoyment of Council's sport and recreation assets & parks is not negatively impeded upon.



GLASS FREE RECREATION AREAS COUNCIL POLICY

ADOPTED BY COUNCIL: [TO BE COMPLETED BY GOVERNANCE]

PURPOSE

This Policy recognises that Council plays an important role in ensuring the safety of park users and maintenance of Council property by deterring the use of glass bottles and glass containers at recreation areas, sporting & leisure facilities and parks.

POLICY INTENT

To reduce or eliminate the risk of harm from broken glass to park users and maintenance of Council property.

The main objectives of this policy are to:

1. Maximise public safety at Council's Recreation areas, sports & leisure facilities, and parks and reserves
2. Provide community leadership in taking measures to protect the health and social wellbeing of the community.
3. Improve the public amenity and maintenance of Council property.

WOLLONGONG 2032 OBJECTIVES

This Policy contributes to the delivery of Our Wollongong Our Future 2032 Community Strategic Plan Goal 5 *"We have a healthy community in a liveable city"*.

It specifically contributes to the delivery of Objectives 5.4 *"Provide a variety of quality and accessible public places and opportunities for sport, play, leisure, recreation, learning and cultural activities in the community"* and 5.5 *"Provide safe, well maintained and accessible beaches and aquatic recreation facilities"*.

DEFINITIONS

Recreation area	The term 'recreation area' where stated in this policy, refers to Council owned or managed parks, playgrounds, skate parks, outdoor fitness equipment, public swimming pools, rock pools, patrolled beaches, leisure centres, and outdoor sporting facilities.
Sports & Leisure facilities	The term 'sports & leisure facilities' stated in this policy, refers to Council owned or managed (including leased and licensed) sports fields and sports facilities and associated infrastructure including amenities buildings and grandstands, and indoor leisure facilities (excluding cafeteria areas).
Events	The term 'events' refers to short term activations held on council owned or managed land.

GLASS FREE RECREATION AREAS

COUNCIL POLICY

POLICY

Signage

Install signage at prominent locations at Council's recreation areas, sports & leisure facilities, and parks and reserves to advise the prohibition of the use of glass bottles and glass containers.

Licences

Ensure conditions are included in Council lease & licences restricting or minimising sale or use of glass containers at Council's recreation areas.

Events

Ensure conditions are included in event approvals restricting sale of glass containers for consumption within approved event areas.

LEGISLATIVE REQUIREMENTS

This policy complies with and supports implementation and compliance with the following policies and instruments:

- *Local Government Act 1993*

REVIEW

This Policy will be reviewed a minimum of once every term of Council, or more frequently as required.

ROLES AND RESPONSIBILITIES

- Sport + Recreation is the Division responsible for the administration and review of this Policy.
- Property Services is the Division responsible for preparing lease & licenses.
- Regulation & Enforcement is the Division responsible for any compliance action if required.
- Events Unit is the team responsible for approving events.

RELATED STRATEGIES, POLICIES AND PROCEDURES

Wollongong City Council's Compliance and Enforcement Policy will guide the enforcement of this Policy, with the view that this Policy will be supported by persuasion and self-policing in the first instance, and then punitive enforcement as required subject to resourcing.

APPROVAL AND REVIEW	
Responsible Division	Sport + Recreation
Date adopted by Council	[To be inserted by Corporate Governance]
Date/s of previous adoptions	30 May 2016, 8 April 2013, 6 July 2007
Date of next review	July 2027

ITEM 8

POLICY REVIEW - LAND AND EASEMENT ACQUISITION AND DISPOSAL COUNCIL POLICY

The Land and Easement Acquisition and Disposal Council Policy has been reviewed as part of Council's rolling review schedule of its policies. The Policy has been revised to:

- 1 ensure all dealings (whether that be land, interests in land or road) are considered.
- 2 comply with legislative changes; and
- 3 update formatting to suit the current Council Policy template.

RECOMMENDATION

Council adopt the revised Land and Easement Acquisition and Disposal Council Policy.

REPORT AUTHORISATIONS

Report of: Lani Richardson, Manager Commercial Operations + Property
Authorised by: Kerry Hunt, Director Community Services - Creative and Innovative City

ATTACHMENTS

- 1 Land and Easement Acquisition and Disposal Council Policy

BACKGROUND

The Land and Easement Acquisition and Disposal Council Policy (the Policy) was initially adopted in 2010, with further revisions in 2013 and 2017. The purpose of the Policy is to provide a clear and consistent framework for Council's land dealings that ensures transparency and adheres to relevant legislation. Recent legislative changes, such as the introduction of the *Crown Land Management Act 2016* and amendments to the *Roads Act 1993* (NSW), and the need for a policy that broadly considers all of Council's potential land dealings, has predicated a review of this Policy.

Changes to the Policy are listed below:

- 1 Removal of the Statement of Procedure, which will be included in a revised Land & Easement Acquisition & Disposal Procedure, whilst retaining key requirements such as the criteria for determining whether land is surplus to Council's requirements.
- 2 Removal of the statement that a sale price may vary by up to 10% over or under the assessed market value, as this may suggest that Council is willing to pay a premium for the acquisition of land; although in some specific circumstances there could be a reason why Council would look to pursue a purchase above market value. Any proposal for Council to agree to a purchase price that varies from the assessed market value shall require a resolution of Council that authorises the General Manager to finalise the purchase price. This will be dealt with in further detail in the Land & Easement Acquisition & Disposal Procedure.
- 3 Improved readability, with a focus on plain English terminology.
- 4 Updated formatting to comply with the current Council Policy template.
- 5 Addition of Council's dealings with roads, such as dedication and closure.
- 6 Review of Council's policy regarding dealing with easements.
- 7 Changes to reflect other Council policies, ensuring consistency and best practice.

PROPOSAL

It is proposed that Council adopt the revised Land and Easement Acquisition and Disposal Council Policy.

CONSULTATION AND COMMUNICATION

Consultation was undertaken with:

- Legal Services
- Land Use Planning
- Financial Services
- Infrastructure Strategy and Planning

PLANNING AND POLICY IMPACT

This report contributes to the delivery of Our Wollongong 2032 Goal 4 – *‘We are a connected and engaged community’*.

It specifically delivers on the core Business of Property Services, in particular *‘manage Council’s commercial property portfolio including purchase, sale and leasing’*.

CONCLUSION

The revised Land and Easement Acquisition and Disposal Council Policy provides Council with a clear and consistent framework for Council’s land dealings that ensures transparency and adheres to relevant legislation.



LAND AND EASEMENT ACQUISITION AND DISPOSAL COUNCIL POLICY

ADOPTED BY COUNCIL: : [TO BE COMPLETED BY GOVERNANCE]

PURPOSE

Council from time to time acquires and disposes of land or interests in land. This policy aims to provide a framework that ensures transparency and adheres to relevant legislation.

POLICY INTENT

The main objectives of this policy are to:

1. Establish the criteria under which Council will consider acquisition and disposal of land or interests in land.
2. Ensure that Council has open and accountable processes to consider the acquisition and disposal of land or interests in land.
3. Ensure optimal financial return and minimum risk is achieved in Council land dealings.
4. Ensure impartiality and probity in Council land dealings.

WOLLONGONG 2032 OBJECTIVES

This policy supports our Community Goals outlined in Wollongong 2032, with interconnected objectives being:

1. We value and protect our environment.
2. We have an innovative and sustainable economy.
3. We have a creative, vibrant city.
4. We are a connected and engaged community.
5. We have a healthy community in a liveable city.
6. We have affordable and accessible transport.

This Policy contributes to Goal 4 – “we are a connected and engaged community” specifically, the Core Business of Property Services, in particular “manage Council’s commercial property portfolio including purchase, sale and leasing”.

POLICY

When acquiring and disposing of land and interests in land, Council will ensure due probity of process, optimal financial return and minimal risk in accordance with its statutory obligations.

Dealings involving land

General principles

Under the provisions of the *Local Government Act 1993*, all land owned by Council (excluding public roads) must be classified as either Community land or Operational land.

Community land includes land intended for public access and use (e.g. public reserves) and is managed in accordance with the *Local Government Act 1993*.

LAND AND EASEMENT ACQUISITION AND DISPOSAL

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Operational land does not have any specific legislative restrictions other than those that may apply to any piece of land e.g. planning restrictions. Land classified as Operational includes commercial and residential property (either held for operational purposes, capital gain or providing rental yields).

Public roads are managed in accordance with the *Roads Act 1993*.

All acquisitions and disposals of land (including roads) are subject to Council resolution, except where community land is dedicated to Council through subdivision or as a condition of development consent.

Land acquisitions

Council may acquire land by agreement or compulsory process in accordance with the provisions of the *Local Government Act 1993*, the *Roads Act 1993* and the *Land Acquisition (Just Terms Compensation) Act 1991*.

When assessing potential acquisitions, Council should consider the following:

1. Whether the acquisition complies with the exercise of Council's functions under the *Local Government Act 1993*.
2. The acquisition purpose, strategic nature of the site and value to the community. For compulsory acquisitions, land must be acquired for a public purpose.
3. Where land parcels are listed for sale on the open market, the terms of sale.
4. Where land parcels are not listed for sale on the open market, compliance with the *Land Acquisition (Just Terms Compensation) Act 1991*.
5. The classification of land, as either Operational or Community land or dedicated as Road.

Land disposals

Council will only dispose of land (including public road) surplus to Council's requirements or if there is strategic merit and otherwise in accordance with any statutory requirements (such as the sale of land for unpaid rates).

Community land cannot be sold unless it is reclassified to Operational land.

When assessing whether a land parcel (whether Community or Operational) is surplus to Council's requirements, Council should consider the following:

1. Statutory restrictions or limitations to disposal, such as actual or implied trusts.
2. Existing use, considering operational, community and/or recreational needs.
3. Potential future use for Council's operational purposes.
4. Spatial distribution, considering existing facilities in the vicinity of the land parcel.
5. Conservation, ecological or cultural value.
6. Any site constraints, for example, flooding, land slip or mine subsidence.
7. Maintenance considerations.
8. Financial impacts associated with the potential disposal.

If land is surplus to Council requirements, Council will determine the most appropriate method of disposal, set out below:

1. Disposal on the open market via public auction or EOI process – where land is capable of being sold on the open market and able to be developed independently. In this case, the General Manager will set the reserve price based on a valuation obtained from an independent certified valuer.
2. Disposal by direct negotiation – in circumstances where:

LAND AND EASEMENT ACQUISITION AND DISPOSAL

COUNCIL POLICY

- a. The cost of an open market process exceeds the expected community benefit/value of the land.
- b. The land, due to its size, cannot be developed on its own and the only potential purchaser would be an adjoining landowner. In circumstances where there are two or more adjoining landowners, each landowner will be offered a proportionate share.
- c. Council is bound by a contractual obligation.
- d. Where the transaction involves a government or utility authority for the delivery of public infrastructure subject to any relevant legislation, for example the *Land Acquisition (Just Terms Compensation) Act 1991*.
- e. Where an open market process undertaken in the last 12 months has failed to achieve Council's desired outcome.
- f. In response to a proposal which achieves specific policy or strategic goals of Council. This criterion enables Council to respond to an approach for the development of a unique project, however, must be considered together with Council's Unsolicited Proposals Policy and Public Private Partnerships Policy.
- g. Recommendations noted in the Independent Commission Against Corruption (ICAC) (NSW) Direct Negotiations: Guidelines for Managing Risks are considered and complied with where appropriate.

Dealings involving interests in land

Council deals with interests in land such as easements, restrictive covenants and positive covenants. The granting or release of interests will be subject to the requirements of the *Local Government Act 1993* including requiring a Council resolution where applicable.

When dealing with interests on Council owned land, Council will consider the same principles that apply to *Land Acquisitions* and *Land Disposals* above as applicable.

Dealings involving roads

General principles

Council can only deal with roads for which it is the roads authority, in accordance with the *Roads Act 1993*.

Council is the roads authority for Council public roads and regional classified roads within the Wollongong Local Government Area.

The Minister administering the *Crown Land Management Act 2016* is the roads authority for Crown roads.

Transport for NSW is the roads authority for freeways and state classified roads.

Dedication of roads

Council has the power to dedicate certain land as public road in accordance with the *Roads Act 1993*.

Road closure / disposal

Council has the power to close Council public roads under the *Roads Act 1993*.

Council may only close and dispose of roads that are formed and are considered surplus to Council's requirements in accordance with the principles outlined under *Land Disposals* above and the provisions of the *Roads Act 1993*.

Generally, Council does not support the closure and disposal of unformed roads because unformed roads vest in the Crown upon closure. Only in exceptional circumstances, where the applicant can demonstrate that the unmade road remaining open is detrimental to their property will Council consider processing an unmade road closure application.

LAND AND EASEMENT ACQUISITION AND DISPOSAL

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Valuation Requirements

When Council proposes to acquire or sell land, Council will obtain a valuation from an independent certified valuer to establish the market value, considering highest and best use and any conditions relevant to the acquisition/disposal (for example specific valuation requirements under the Voluntary Purchase Scheme or the *Land Acquisition (Just Terms Compensation) Act 1991*). This ensures due probity, accountability, transparency, and best value for the community.

In addition to the above, where Council proposes to sell land via direct negotiation and the value of the land is greater than \$1 million, Council will obtain a second independent valuation or peer review from a certified valuer.

Where the sale or disposal of Council land is conditional upon circumstances such as the determination of a development application, road closure or LEP amendment, and settlement is not achieved within one year of in-principle agreement or Council resolution, Council will at Council's discretion obtain an updated market valuation to inform the revised purchase price. Settlement will not proceed until the parties have agreed on the purchase price, as revised.

LEGISLATIVE REQUIREMENTS

The following instruments of legislation must be considered and are applicable to this policy (as amended from time to time):

- *Local Government Act 1993*
- *Roads Act 1993*
- *Real Property Act 1900*
- *Conveyancing Act 1919*
- *Land Acquisition (Just Terms Compensation) Act 1991*
- *Strata Schemes Management Act 2015*
- *Crown Land Management Act 2016*
- *Environmental Planning and Assessment Act 1979*
- *Native Title Act 1993*
- *Community Land Management Act 1989*
- *Aboriginal Land Rights Act 1983*

If there are any amendments to legislation that are contrary or inconsistent with this policy, then the amended legislation will prevail to the extent of the inconsistency.

REVIEW

This Policy will be reviewed a minimum of once every term of Council, or more frequently as required.

REPORTING

Council maintains a public land register which is updated each time that Council acquires or disposes of land or an interest in land.

LAND AND EASEMENT ACQUISITION AND DISPOSAL

COUNCIL POLICY

ROLES AND RESPONSIBILITIES

Council

The elected Council has final responsibility for the approval of any dealings in land. If a proposal is considered acceptable a Council resolution will be required to progress and finalise the proposal.

Property Services

Council's Statutory Property team, along with the Property Services Manager and the Manager Commercial Operations & Property are responsible for implementing this Policy.

Advisers

Advisers must follow all governance and probity requirements. The following key advisers may be appointed, as required, to provide specialist expertise to assist in scoping and assessment:

- Legal
- Financial
- Environmental
- Valuation services
- Survey services
- Probity advisors
- Real estate advisors

RELATED PROCEDURES

Land & Easement Acquisition & Disposal Procedure

Road Closure Procedure

Reclassification Procedure

APPROVAL AND REVIEW	
Responsible Division	Commercial Operations & Property
Date adopted by Council	
Date/s of previous adoptions	29 May 2017 11 November 2013 30 March 2010
Date of next review	This Policy will be reviewed a minimum of once every term of Council, or more frequently as required.

ITEM 9 POLICY REVIEW - CROWN STREET MALL ACTIVITY COUNCIL POLICY

The Crown Street Mall Activity Council Policy (Policy) has now been reviewed as part of Council's rolling review schedule of its policies. The Policy encourages various forms of activity that contribute to a vibrant and revitalised Crown Street Mall.

The revised Policy is presented to Council for endorsement.

RECOMMENDATION

The revised Crown Street Mall Activity Council Policy be adopted by Council.

REPORT AUTHORISATIONS

Report of: Sue Savage, Manager Community Culture + Engagement

Authorised by: Kerry Hunt, Director Community Services - Creative and Innovative City

ATTACHMENTS

- 1 Draft Crown Street Mall Activity Council Policy
- 2 Draft Crown Street Mall Activity Procedure - Supported Activity
- 3 Draft Crown Street Mall Activity Procedure - Banner Program

BACKGROUND

The Crown Street Mall, located within the heart of the Wollongong CBD, functions as both a community and retail/business hub.

The Crown Street Mall Activity Council Policy was adopted in June 2016. This Policy has now been revised under Council's rolling review of corporate policies.

For the purposes of this Policy, the Mall is the area that encompasses Crown Street between Keira and Kembla Streets, a section of upper and lower Church Streets and Globe Lane and Globe Way (see Figure 1 below).



Figure 1

Summary of Key Changes

1 Alignment with Council's revised policy framework

Procedural components (attachments) have been removed and incorporated into the Crown Street Mall Activity Council Procedures. The number of procedures has been streamlined to two. One procedure for all activity except for the Mall Banner Program, which has its own dedicated Banner Program Procedure.

2 Alignment with Council's Wollongong City Centre Movement and Place Plan

The current Policy is silent on cycling and scooting. It is proposed that the updated Policy will support activity consistent with the outcomes of Council's Wollongong City Centre Movement and Place Plan, including slow speed cycling within the Crown Street Mall. The Policy will be revised as required if the Wollongong City Centre Movement and Place Plan is adopted by Council.

3 Activity Guidelines

The following guidelines have been added to clearly identify what the Policy is seeking to achieve:

- Strategic direction for activities in the Crown Street Mall
- Planning for activities through Council processes
- Promoting the health and safety of all who participate in an activity
- Monitoring compliance with approval and regulatory requirements.

4 Guiding Principles

The Guiding Principles for supported activity in the Crown Street Mall have been retained with some additional clarification provided.

5 Activity types and durations

Short term supported activity is now defined as activity of up to three month's duration. The same activity types continue to be supported.

Long term supported activity is now defined as activity that extends beyond three months. This includes an activity by a third-party including markets, which are to be processed in accordance with Council's Procurement Framework Management Policy.

Rallies are not identified as an activity within the Policy as they are overseen by the Local Area Police District and are therefore outside of Council's approval process.

6 Busking

The number of busking sites has been increased to four sites across the Crown Street Mall to provide additional opportunities for buskers.

7 Promotion, Handbills and Community Stalls

The intention of this activity type has been further defined.

8 Approvals process

This defines the post application process for a Mall Activity Permit.

9 Non-supported activity

This has been updated in line with current legislation.

PROPOSAL

This Policy has now been revised under Council's rolling review of corporate policies to ensure currency and relevance.

The Crown Street Mall Activity Council Policy will integrate the active transport outcomes of the City Centre Movement and Place Plan proposed for Crown Street Mall if Council endorses that plan.

CONSULTATION AND COMMUNICATION

This Policy has been reviewed by Council's City Centre, Cultural Development, Economic Development, Regulation and Enforcement, Traffic and Transport and Legal teams.

PLANNING AND POLICY IMPACTS

The Policy contributes to the delivery of Our Wollongong 2032 Goal 2 'We have an innovative and sustainable economy'.

It specifically contributes to the delivery of Objective 2.8 'Continue to build Wollongong as a vibrant modern city with revitalised city centre and an active evening economy'.

SUSTAINABILITY IMPLICATIONS

Council encourages Mall activities that demonstrate appropriate management. Any proposed activity should consider basic logistical matters such as safety, traffic, noise, waste and access before, during and after each activity. Evidence of how this is addressed will be required and will be used to address suitability.

It acknowledges that in a mixed-use environment, activity needs to be managed to foster a sense of place while at the same time protecting the public domain. Non-supported activities which may contribute to both visual and noise pollution include Bill Posting and Spruiking.

RISK MANAGEMENT

Activities permitted under the Crown Street Mall Activity Policy are assessed on a case-by-case basis, with appropriate risk mitigation plans, Safe Work Method Statements and operational plans provided as required.

FINANCIAL IMPLICATIONS

The outcomes of this Policy will be delivered within existing operational budget.

CONCLUSION

The Crown Street Mall Activity Policy has now been revised under Council's rolling review of corporate policies to ensure currency and relevance.

The Crown Street Mall Activity Policy encourages activity that is consistent with attaining Council's Goal for a creative and vibrant city.



DRAFT CROWN STREET MALL ACTIVITY COUNCIL POLICY

ADOPTED BY COUNCIL: [TO BE COMPLETED BY GOVERNANCE]

PURPOSE

This Policy aims to:

- 1 Deliver a clear and transparent framework to guide the decision-making and approval process for activity in the Crown Street Mall (Mall); and
- 2 Encourage various forms of activity both day and night that create a vibrant and revitalised Mall and a strong sense of place for the community, business and other stakeholders.

POLICY INTENT

This Policy provides a framework for activity within the Mall that aligns with Wollongong City Council's Community Strategic Plan, 'Our Wollongong Our Future'. It acknowledges that in a mixed use environment, activity needs to be managed to foster a sense of place while at the same time protecting the public domain.

This Policy facilitates activity in the Mall in its current form. Should any changes be implemented or endorsed by Council that impact on this Policy, a review of this Policy will be undertaken.

This Policy is supported by the associated Crown Street Mall Activity Policy Procedures:

- Crown Street Mall Activity Procedures – Supported Activity
- Crown Street Mall Activity Procedures – Banner Program.

WOLLONGONG 2032 OBJECTIVES

The Policy contributes to the delivery of Our Wollongong 2032 Goal 2 'We have an innovative and sustainable economy'.

It specifically contributes to the delivery of Objective 2.8 'Continue to build Wollongong as a vibrant modern City with a revitalised City Centre and an active evening economy'.

POLICY

This Policy recognises that activity provides opportunities for large and small communities to connect and safely share enjoyable experiences.

It also recognises that Council is responsible for the management of activities within the Crown Street Mall and therefore provides the following guidelines:

- Strategic direction for activities in the Mall
- Planning for activities through Council processes
- Promoting the health and safety of all who participate in an activity
- Monitoring compliance with approval and regulatory requirements.

DRAFT CROWN STREET MALL ACTIVITY

COUNCIL POLICY

Crown Street Mall

For the purposes of this Policy, Crown Street Mall is a Council road situated on Crown Street between Keira and Kembla Streets, Church Street between Globe Lane and Court Lane and Globe Lane and Globe Way (see Figure 1 below).

Figure 1



GUIDING PRINCIPLES

Council welcomes and encourages supported activity that delivers on the below guidelines:

Appropriate Location

Council seeks to encourage Mall activity in appropriate locations to promote economic growth, cultural benefits and social integration, while understanding the needs of local businesses and users of the public domain. The location should be selected based on where the activity can enhance the vibrancy and positive experience.

Activities should be integrated into the Mall in a way that does not disrupt the community's engagement with the public domain (ie compromise existing users, pedestrian access, street furniture and building entrances).

While the whole of the Mall provides activation opportunities, the T-intersection at Church/Crown Streets and the area opposite the Wesley Church have been identified as major activation hubs with a capacity to support a number of different forms of activity occurring in tandem. There are four (4) specific busking activity locations: two (2) locations in the Upper Crown Street Mall, one (1) location in the Lower Mall and one (1) in Globe Lane.

Safety and Accessibility

Mall activities should be delivered without compromising the safety of people or places. With safety in mind, well designed and maintained equipment, stalls and infrastructure are essential.

DRAFT CROWN STREET MALL ACTIVITY

COUNCIL POLICY

Accessible paths of travel located within the Mall against the perimeter of the public domain and private property lines are always to be kept clear. This aligns to Council's commitment for accessibility and inclusiveness for all people including those with a disability.

Authentic, Diverse and Engaging

Council encourages new and interesting ideas that add to the life of the CBD, give another reason for people to visit, enhance the vitality of the Mall and create a sense of interest and curiosity. The range of Mall activities should reflect a uniqueness, depth and breadth of creative opportunities and may be seasonally orientated. Activities must not contain any content which is defamatory or likely to offend a reasonable person.

Activities within the Mall should be authentic with a strong 'local' focus. 'Local' refers to creatives and products designed by residents within the Wollongong LGA, surrounding LGAs or the Illawarra Region (can be manufactured elsewhere).

The originality of Crown Street Mall activity concepts should be demonstrated with a strong point of difference that complements the current retail offer.

Mall activities should be engaging and diverse in nature encouraging community participation.

Attractive and High Quality

The design and appearance of structures should be innovative and vibrant, as well as being structurally sound to be able to withstand exposure to various climatic conditions. The overall design of any infrastructure should contribute to the Mall's physical characteristics and enrich the street culture.

The activity must be considered suitable and acceptable for presentation in the public domain.

Management and Operations

Council encourages Mall activities that demonstrate sound management practices such as timeliness, reliability and professionalism. Any proposed activity should consider basic logistical matters such as safety, traffic, noise, waste and access before, during and after each activity. Evidence of how this is addressed will be required and will be used to address suitability.

Demonstration of compliance with Mall alcohol and smoke-free zone will also need to be clearly defined.

SUPPORTED ACTIVITY – Short Term

For the purposes of this Policy short term activity within the Mall is activity that extends any time from a part day to up to three (3) months. These activities are temporary in nature, may occur daily and are disassembled from the public place at the close of trade. These include:

Events and Festivals

This is a private, community or commercial activity which is planned for a special purpose and involves a considerable number of persons attending. This includes festivals, parades, large-scale street parties, public concerts, sporting events or other activities.

Street Entertainment which includes Busking

This is defined as a performance involving the playing of a music instrument, singing, conjuring, juggling, puppetry, mime, acrobatics, living sculptures, digital displays or dance act, where a donation may or may not be sought from the public.

'Busking' is where a donation is sought for Street Entertainment activities. There is no amplification allowed for this type of Street Entertainment due to the acoustic environment within the Mall.

Fundraising

This is an activity that requests cash donations, direct debit arrangements or pledges from individuals, groups, or businesses for community and/or charity events. It does not include requests for cash donations, direct debit arrangements or pledges for an individual's personal use.

DRAFT CROWN STREET MALL ACTIVITY**COUNCIL POLICY**

Fundraising activities include the selling of promotional items, toys, second hand or new goods, food, clothing, etc with the stated or declared intention of supporting a charity. Roaming fundraising activities or those operating on a commission basis are not permitted in the Mall.

Community Stalls

This is a pop-up presence created to offer community groups the opportunity to reach out to the local community and share information relevant to the local community. Community stalls are limited to Fridays.

Community Groups include, but are not limited to, local interest and sporting group, service clubs, local volunteer groups, junior community groups, senior citizen's groups, multicultural groups, environmental and sustainable groups, political groups providing information to the community and special projects.

Political community stalls cannot be allocated two (2) days in the lead up to and on the day, of any election or referendum vote. This mimics the Australian Communications and Media Authority's requirements for broadcasting and online media coverage.

Community stalls are limited to two (2) per week and will be offered on a week-to-week rotational basis to ensure equity of access for community participation.

Promotions and Handbill Distribution

This includes a placard, notice, book, pamphlet, paper, or advertisement other than an advertisement affixed to any building abutting the road. It does not include a newspaper, magazine or book sold by a newspaper vendor or other person authorised by Wollongong City Council, nor any Handbill containing material of an exclusively political nature distributed by hand to any person. It also does not include Handbills for products/services being provided by businesses outside of the Mall if these are already being offered by existing businesses in the Mall.

Promotion is any activity that includes any concept that promotes a service or a sample product and giveaways of sample product and/or sample merchandise. It does not include the sale of a product, service or any associated merchandise.

Occasional Retail Trading

This is the selling of unique products and services from temporary infrastructure placed within the public domain which is removed from the public space at the close of trade each day. For the purposes of this Policy Occasional Retail Trading is classified as a short term activity that extends any time from a part-day to up to three (3) months. Occasional Retail Trading includes Occasional Retail stalls and occasional mobile food vans. Content cannot be offensive to the community in any way.

Banner Program

This is the Crown Street Mall Banner Program.

'Local' refers to creatives and products designed by residents within the Wollongong LGA, surrounding LGAs or the Illawarra Region (can be manufactured elsewhere).

APPROVALS PROCESS

All activity applications are evaluated against the content of this Policy. Approved activity will receive a Wollongong City Council Activity Permit which will identify the terms and conditions required to undertake any of the supported activities identified in this Policy.

Applications can be made either online or directly with the City Centre Team via email on citycentre@wollongong.nsw.gov.au, or phone (02) 4227 7111.

Processing time for applications is dependent on the type of activity, level of complexity and site capacity.

Wollongong City Council may withdraw an application at any stage if the applicant is unable to meet the requirements of this Policy.

DRAFT CROWN STREET MALL ACTIVITY

COUNCIL POLICY

FEES AND CHARGES

A range of fees and charges may apply to your event within the Mall. Find out more about fees and charges by visiting [City Centre Management - Crown Street Mall Fees and Charges](#).

SUPPORTED ACTIVITY – Long Term

This applies to activity that is of more than three (3) month's duration.

Long term activity by a third party including markets is evaluated and processed in line with Council's Procurement Framework Management Policy.

NON-SUPPORTED ACTIVITY

In order to ensure that the Mall fosters an environment that supports and encourages a dynamic activity centre that is shaped by this Policy, Council does not support the below activities for the Mall.

Vehicular Access in the Mall

The Mall is a vehicle-free zone. However there may be times when authorised vehicles require access to the Mall including:

- Emergency Service vehicles involved in active duty
- Public Utility Service vehicles involved in active maintenance; and
- Vehicles displaying a Council 'Vehicle Entry Permit'. These are permits are specific to the Mall and can be requested through Council's City Centre Team. They will only be granted for the purposes of dropping off material/goods for an approved activity or as part of an approved activity.

The owner or driver of any vehicle entering or parking contrary to any vehicle regulation sign or permit conditions in the Mall, or any person who fails to comply with such signs, may be issued with a Penalty Infringement Notice.

Public Collections

Public collections such as requests for cash donations, direct debit arrangements or pledges for an individual's personal use fall outside of the fundraising activity supported in this Policy and as such are prohibited.

Bill Posting

Council may issue a permit for the display of advertising posters within the Crown Street Mall. Council may prosecute any person who affixes or causes to be affixed any advertisement within the Crown Street Mall without the issue of a permit by Council.

The permit holder will be required to carry out remediation work (removal of posters) in connection with the carrying out of the activities. Failure to do so may result in legal action being taken.

Skating

The use of roller blades, roller skates or skateboards within the Crown Street Mall is prohibited, unless as part of an approved activity. Council may confiscate any item of this nature it deems prohibited.¹

Spruiking

Spruiking by a person or persons is not an approved activity within the Crown Street Mall.

Use of Public Address Systems

The use of a public address system or any type of amplification must not be used within the Crown Street Mall without the prior issue of a permit by Council.

¹ See section 681A, Local Government Act 1993

DRAFT CROWN STREET MALL ACTIVITY

COUNCIL POLICY

Display and/or Sale of Food

Food must not be displayed or sold unless permission has been granted by Council. Any food permitted to be displayed or sold must comply with all relevant statutory requirements and applicable Council Policy².

Horses

Horses are not allowed to enter the Crown Street Mall without the prior issue of a permit by Council. Where a permit is issued, those persons responsible for the horse or horses will need to comply with the Crown Street Mall Traffic Management Plan.

Dogs – *Companion Animals Act 1998*

Any dog in or on the Crown Street Mall is required to be under the effective control of some competent person by means of an adequate chain, cord or leash.

Failure to comply with this requirement is an offence under the *Companion Animals Act 1998* and may render the owner of the dog liable to a penalty.

The owner of a dog which defecates in or on the Crown Street Mall is guilty of an offence under the *Companion Animals Act 1998*. A penalty applies unless the faeces are removed and properly disposed of by the owner of the dog or by the person in control of the dog.

Alcohol-Free Zones

The consumption of alcohol within the Crown Street Mall is prohibited without approval by Council and an approved Liquor Licence from the office of Liquor Gaming and Racing that clearly delineates the approved Licenced Area.

During the Liquor Licence application phase, a Plan of Management detailing control over the site is to be submitted to Council as part of the process. This is to ensure the goals of the Alcohol-Free Zone are maintained and the amenity of the area is preserved.

Smoke-Free Zone

From 1 November 2013, the Crown Street Mall has been designated as a smoke-free area. This covers Crown Street between Keira and Kembla Streets, Globe Lane and Church Street between Globe Lane and Court Lane.

Amendments to this Policy

This Policy replaces the current Crown Street Mall Activity Policy. Council may amend, vary or add to this Policy from time to time.

LEGISLATIVE REQUIREMENTS

This Policy is to be implemented in conjunction with other relevant Council policies and strategies and any relevant Acts or Regulations.

REVIEW

This Policy will be reviewed every three years from the date of each adoption of the policy, or more frequently as required.

ROLES AND RESPONSIBILITIES

The City Centre Management Team is responsible for the administration and review of this Policy.

² For example, Food Act 2003 and the Food Regulation 2015

DRAFT CROWN STREET MALL ACTIVITY

COUNCIL POLICY

APPROVAL AND REVIEW	
Responsible Division	Community, Culture and Engagement
Date adopted by Council	[To be inserted by Corporate Governance]
Date/s of previous adoptions	
Date of next review	July 2027



CROWN STREET MALL ACTIVITY – SUPPORTED ACTIVITY PROCEDURE

ADOPTED BY: [DIVISIONAL MANAGER TITLE] | DATE: [DATE]

CONTEXT

These Procedures are to be read in conjunction with the Crown Street Mall Activity Council Policy (the Parent Policy).

These procedures have been designed to support and complement Wollongong City Council's Crown Street Mall Activity Policy. They apply to the following activity types:

- Events and Festivals
- Street Entertainment including busking
- Fundraising
- Community Stalls
- Promotions and Handbill Distribution
- Occasional Retail Trading.

You will require an Activity Permit to undertake any of the above activities in the Crown Street Mall (Mall).

STATEMENT OF PROCEDURES

1. What approvals are required to undertake any of the above activities in the Mall?

You will need an Activity Permit issued by Wollongong City Council's City Centre Management Team. Your activity will need to align with Wollongong City Council's Crown Street Mall Activity Policy.

You will be required to have Public Liability Insurance as noted below and may be required to produce a Risk Assessment Mitigation Plan and Safe Work Method Statements depending on the type of activity.

2. What is the assessment process for a Mall Activity Permit for any of the above activities?

Your application will be assessed against the following criteria:

Appropriate Location

Council seeks to encourage Mall activity in appropriate locations in order to promote economic growth, cultural benefits and social integration while understanding the needs of local businesses and users of the public domain. The location should be selected based on where the activity can enhance the vibrancy and positive experience.

Activities should be integrated into the Mall in a way that do not disrupt the community's engagement with the public domain (ie compromise existing users, pedestrian access, street furniture and building entrances).

Designated locations are assigned for each activity type to support a number of different forms of activity occurring in tandem.

Safety and Accessibility

Mall activities should be delivered without compromising the safety of people or places. With safety in mind, well designed and maintained equipment, stalls and infrastructure are essential.

Accessible paths of travel located within the Mall against the perimeter of the public domain and private property lines are to always be kept clear. This aligns to Council's commitment for accessibility and inclusiveness for all people including those with a disability.

Designated locations are assigned for each activity type.

CROWN STREET MALL ACTIVITY – SUPPORTED ACTIVITY

PROCEDURE DOCUMENT

Authentic, Diverse and Engaging

Council encourages new and interesting ideas that add to the life of the City Centre, give another reason for people to visit the City Centre, enhance the vitality of the Mall and create a sense of interest and curiosity. The range of Mall activities should reflect a uniqueness, depth and breadth of creative opportunities and may be seasonally orientated. Activities must not contain any content which is defamatory or likely to offend a reasonable person.

Activities within the Mall should be authentic with a strong 'local' focus. 'Local' refers to creatives and products designed by residents within the Wollongong LGA, surrounding LGAs or the Illawarra Region (can be manufactured elsewhere).

The originality of Crown Street Mall activity concepts should be demonstrated with a strong point of difference that complements the current retail offer.

Mall activities should be engaging and diverse in nature encouraging community participation.

Attractive and High Quality

The design and appearance of structures should be innovative and vibrant, as well as being structurally sound to be able to withstand exposure to various climatic conditions. The overall design of any infrastructure should contribute to the Mall's physical characteristics and enrich the street culture.

The activity must be considered suitable and acceptable for presentation in the public domain.

Management and Operations

Council encourages Mall activities that demonstrate sound management practices such as timeliness, reliability and professionalism. Any proposed activity should consider basic logistical matters such as safety, traffic, noise, waste and access before, during and after each activity. Evidence of how this is addressed will be required and will be used to address suitability. Some activities may require a Risk Mitigation Plan and Safe Work Method Statements depending on the type of activity being undertaken.

Demonstration of compliance with Mall Alcohol and Smoke-Free Zones will also need to be clearly defined.

Public Liability Insurance

Organisers must make sure they have a Public Liability Insurance policy underwritten by an insurance broker/company authorised to conduct insurance business in Australia. A Certificate of Currency must be provided showing that the activity is fully covered for a minimum of \$20 million. Event organisers are encouraged to obtain copies of current Certificates of Currency from subcontractors providing event services (eg performers and marquee hire).

3. How to apply for a Mall Activity Permit

Events and Festivals, Street Entertainment (excluding busking) Occasional Retail Trading, Fundraising, Community Stalls

Step 1: Submit an online application form. Before you can do this, you need to log in or register for Wollongong City Council's Online Services by visiting <https://www.wollongong.nsw.gov.au/book-and-apply/online-service>.

Once you are logged in, go to **Lodge an Application**, then **Use of Public Land** and select **City Centre Application** type.

All mandatory fields need to be completed at this stage. Please also add any information you may have for the non-mandatory fields.

Once you lodge your request, you will receive an automated acknowledgement that this part of the process has been completed.

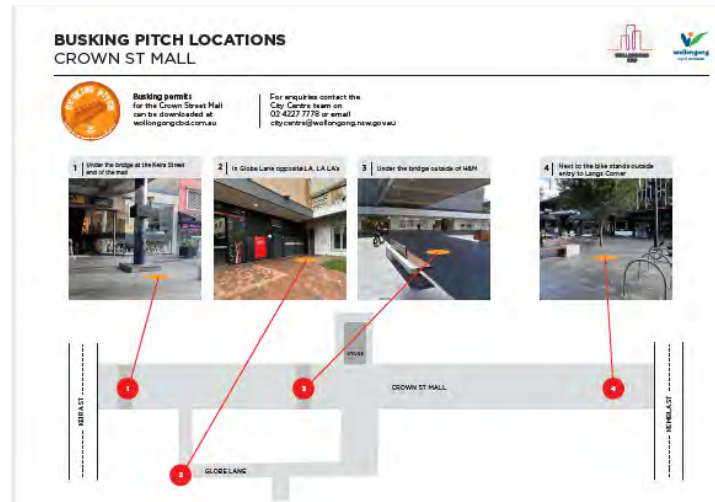
Step 2: Your event will then be allocated to a member of Wollongong City Council's City Centre Team who will be your point of contact throughout the remainder of the application process.

Step 3: All remaining application components are required to be completed. A member of Wollongong City Council's City Centre Team is available to assist you with finalising this process.

CROWN STREET MALL ACTIVITY – SUPPORTED ACTIVITY PROCEDURE DOCUMENT

Busking

There are four (4) allocated busking locations within the Mall – see below map.



Step 1: Submit an online application via [Experience Wollongong CBD](#), scroll down to the **Get Involved** section and select **Apply to busk**. Once you lodge your request, you will receive an automated acknowledgement that this part of the process has been completed.

Step 2: The City Centre Team will process and respond to your busking application within office hours.

4. How long does it take to process a Mall Activity Permit for any of the above activities?

Activity	Activity Parameters	Processing Time
Busking	<ul style="list-style-type: none"> No amplification Allocated busking locations and times Not to impact on Mall retailers and businesses 	1 – 3 business days
Small sized Activity	<ul style="list-style-type: none"> 50 – 100 people No selling of food or alcohol Low or no impact on Mall retailers and businesses 	14 – 28 days*
Medium sized Activity	<ul style="list-style-type: none"> 150 - 1,000 people Food vendors and/or liquor licensed areas Potential impact on Mall retailers and businesses 	3 weeks – 2months*
Large sized Activity	<ul style="list-style-type: none"> Attendance over 1,000 people Food vendors and/or liquor licensed areas Medium impact on Mall retailers and businesses Multiple event days/sites 	2 - 3 months*

*Depending on the complexity of the activity

5. Your Mall Activity Permit

Once you have met all relevant assessment criteria and Wollongong City Council's City Centre Team has deemed your application successful, you will receive a Mall Activity Permit. This permit will confirm the terms and conditions of your event.

These terms and conditions will have been discussed with you during the application process. This permit is final confirmation that all steps required have been completed in preparation for your event. Once you have received your permit you will need to have a copy of the permit on site with you at all times and available for presentation upon request.

CROWN STREET MALL ACTIVITY – SUPPORTED ACTIVITY

PROCEDURE DOCUMENT

Wollongong City Council's City Centre Team may withdraw an application at any stage if the applicant is unable to satisfy requirements under the Crown Street Mall Activity Policy.

6. Fees and charges

A range of fees and charges may apply to your event within the Mall. Find out more about fees and charges by visiting [City Centre Management - Crown Street Mall Fees and Charges](#).

7. Further information

For any further information please contact Wollongong City Council's City Centre Team on 02 4227 7778 or email at citycentre@wollongong.nsw.gov.au.

DEFINITIONS

An 'Event' or 'Festival' is a private, community or commercial activity which is planned for a special purpose and involves a considerable number of persons attending. This includes festivals, parades, large scale street parties, public concerts, sporting events or other activities.

'Street Entertainment' is defined as a performance involving the playing of a music instrument, singing, conjuring, juggling, puppetry, mime, acrobatics, living sculptures, digital displays, or dance act, where a donation may or may not be sought from the public.

'Busking' is where a donation is sought for Street Entertainment activities. There is no amplification allowed for this type of Street Entertainment.

'Occasional Retail Trading' is the selling of unique products and services from temporary infrastructure placed within the public domain which is removed from the public space at the close of trade each day. For the purposes of this Policy, Occasional Retail Trading is classified as a short term activity that extends any time from a part-day to up to three (3) months. Occasional Retail Trading includes Occasional Retail stalls and occasional mobile food vans. Content cannot be offensive to the community in any way.

'Fundraising' is an activity that requests cash donations, direct debit arrangements or pledges from individuals, groups, or businesses for community and/or charity events. It does not include requests for cash donations, direct debit arrangements or pledges for an individual's personal use.

'Fundraising activities' include the selling of promotional items, toys, second hand or new goods, food, clothing, etc with the stated or declared intention of supporting a charity. Roaming fundraising activities are not permitted in the Mall.

A 'Community Stall' is a pop-up presence created to offer community groups the opportunity to reach out to the local community and share information relevant to the local community. Community stalls are limited to Fridays.

'Community Groups' include but are not limited to, local interest and sporting group, service clubs, local volunteer groups, junior community groups, senior citizen's groups, multicultural groups, political groups providing information to the community, environmental and sustainable groups and special projects.

A 'Handbill' includes a placard, notice, book, pamphlet, paper, or advertisement other than an advertisement affixed to any building abutting the road. It does not include a newspaper, magazine or book sold by a newspaper vendor or other person authorised by Wollongong City Council, nor any Handbill containing material of an exclusively political nature distributed by hand to any person. It also does not include Handbills for products/services being provided by businesses outside of the Mall if these are already being offered by existing businesses in the Mall.

'Promotion' is any activity that includes any concept that promotes a service or a sample product and giveaways of sample product and/or sample merchandise. It does not include the sale of a product, service, or any associated merchandise.

'Local' refers to creatives and products designed by residents within the Wollongong LGA, surrounding LGAs or the Illawarra Region (can be manufactured elsewhere).

The 'Crown Street Mall' is the geographical area outlined in yellow in area outlined in Figure 1 below:

CROWN STREET MALL ACTIVITY – SUPPORTED ACTIVITY PROCEDURE DOCUMENT

Figure 1



REVIEW

These Procedures will be reviewed every three years or in line with the review of the Parent Policy (where applicable) and at other times as required. Changes to the Procedure that are consistent with the parent policy can be approved by the Manager Governance and Customer Service.

APPROVAL AND REVIEW	
Responsible Division	Community, Culture and Engagement
Date adopted	[Date Adopted]
Date of previous adoptions	[Previous adoption dates]
Date of next review	July 2027
Responsible Manager	Manager Community Culture and Engagement
Parent Policy	Crown Street Mall Activity Policy



CROWN STREET MALL ACTIVITY – BANNER PROGRAM PROCEDURE

ADOPTED BY: [DIVISIONAL MANAGER TITLE] | DATE: [DATE]

CONTEXT

These Procedures are to be read in conjunction with the Wollongong City Council Crown Street Mall Activity Policy (the Parent Policy).

They apply to the Crown Street Mall Banner Program.

You will require an Activity Permit to undertake this activity in the Crown Street Mall (Mall).

STATEMENT OF PROCEDURES

1. What approval is required to install banners in the Crown Street Mall?

You will need an Activity Permit issued by Wollongong City Council's City Centre Team.

Activity organisers must make sure they have a public liability insurance policy underwritten by an insurance broker/company authorised to conduct insurance business in Australia. A Certificate of Currency must be provided showing that the proposed banner activity is fully covered for a minimum of \$20 million.

2. What is the assessment process for a Crown Street Mall Banner Activity Permit?

Your application will be assessed against the following criteria:

Safety and Accessibility

Mall activities should be delivered without compromising the safety of people or places. With safety in mind, well designed and maintained equipment, stalls and infrastructure are essential.

Accessible paths of travel located within the Mall against the perimeter of the public domain and private property lines are always to be kept clear.

Designated banner poles are assigned based on booking requirements.

Authentic, Diverse and Engaging

Activity should be engaging, creative, diverse in nature, encourage community participation and create a sense of interest. Activity within the Mall should be authentic with a strong 'local' focus and complement, not compete, with the current retail offer.

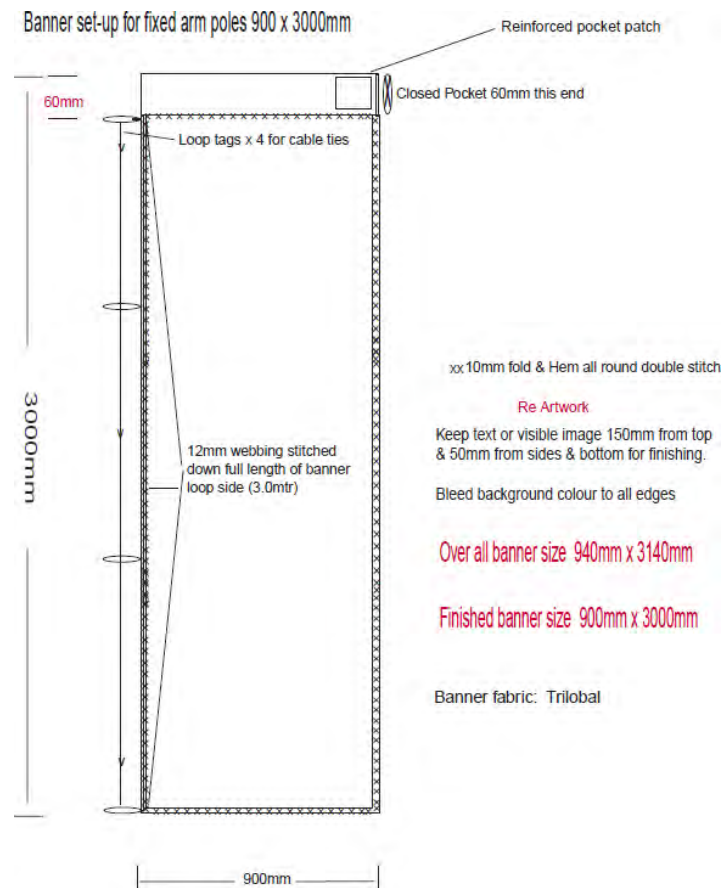
Attractive and High Quality

The design and appearance of any banners should be innovative and vibrant, as well as being structurally sound to be able to withstand exposure to various climatic conditions.

CROWN STREET MALL ACTIVITY – BANNER PROGRAM

PROCEDURE DOCUMENT

3. Banner specifications and artwork guidelines



- Logo recognition on banners must be limited to a maximum of 10 per cent of the size of the banner. The preferred logo placement is along the bottom of the banner. No more than three logos are allowed per banner.
- The maximum space available to recognise a single sponsor on a flag or banner is 10% of the total size of the banner. The maximum space available to recognise multiple sponsors on a flag or banner is 20% of the total size of the banner.
- Commercial sponsors are permitted 20% of the total flag and banner space to communicate a key message promoting their association with the event (eg 'Proudly supported by...').
- Strong colours ensure visibility against both the sky and the city landscape.
- Trilobal fabric to be used for banner fabric.

The banner program is not intended to be an advertising medium for commercial products and services.

All banner designs are to be approved by Council prior to going into production. Wollongong City Council reserves the right to reject any design that does not comply with design guidelines.

Wollongong City Council also reserves the right to refuse or have removed any banners that are considered not to conform with quality standards (eg faded, torn, frayed).

All costs relating to the design, production and installation of banners are to be met by the hirer.

Approved by Manager: [Date]

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CROWN STREET MALL ACTIVITY – BANNER PROGRAM

PROCEDURE DOCUMENT

4. How to apply for a Mall Banner Activity Permit

Contact Council's City Centre Team on (02) 4227 7778 or email citycentre@wollongong.nsw.gov.au. Processing time will depend on booking availability dates and the complexity of the design.

5. Public Liability Insurance

Organisers must make sure they have a Public Liability Insurance policy underwritten by an insurance broker/company authorised to conduct insurance business in Australia. A Certificate of Currency must be provided showing that the activity is fully covered for a minimum of \$20 million.

6. Fees and charges

A range of fees and charges may apply to your event within the Mall. Find out more about fees and charges by visiting [City Centre Management - Crown Street Mall Fees and Charges](#).

7. Further information

For any further information please contact Council's City Centre Team on (02) 4227 7778 or email citycentre@wollongong.nsw.gov.au.

DEFINITIONS

A 'banner' is a long strip of cloth bearing a slogan or design hung on the banner poles within the public domain in the Crown Street Mall.

Banners can be used to promote the following events and activities occurring in the city centre:

- Cultural events
- Community celebrations
- Retail events of public interest (eg mid-year sales)
- Tourism and civic programs
- Business and retail awards
- Christmas and other seasonal and/or celebratory events.

Banners are not intended for:

- Advertising of goods, services or an individual and/or business
- Promoting events that the public cannot attend
- Marketing activities such as product launches or media announcements
- Political statements
- Tobacco or alcohol sponsorship/advertising
- Promoting events that are not deemed suitable for minors or are culturally offensive.

Preference will be given to Council initiatives in the first instance.

**CROWN STREET MALL ACTIVITY – BANNER
PROGRAM****PROCEDURE DOCUMENT****REVIEW**

These Procedures will be reviewed every three years or in line with the review of the parent policy (where applicable) and at other times as required. Changes to the Procedure that are consistent with the parent policy can be approved by the Manager Governance and Customer Service.

APPROVAL AND REVIEW	
Responsible Division	[Name of Division]
Date adopted	[Date Adopted]
Date of previous adoptions	[Previous adoption dates]
Date of next review	[Review Date]
Responsible Manager	[Middle or Divisional Manager]
Parent Policy	[List the policy that this procedure supports, if any]

ITEM 10

POLICY REVIEW - ESTABLISHMENT AND MAINTENANCE OF ALCOHOL FREE ZONES ON PUBLIC ROADS AND FOOTPATHS COUNCIL POLICY

The Establishment and Maintenance of Alcohol Free Zones on Public Roads and Footpaths Council Policy (Policy) has been reviewed as part of Council's rolling review schedule of its policies with only minor changes to the Policy.

This report seeks Council endorsement of the draft Establishment and Maintenance of Alcohol Free Zones Policy for adoption. This report does not include a revision of the AFZs in place across the city, it is only the review of the Policy Framework which guides the establishment and maintenance process.

RECOMMENDATION

Council adopt the draft Establishment and Maintenance of Alcohol Free Zones on Public Roads and Footpaths Council Policy.

REPORT AUTHORISATIONS

Report of: Sue Savage, Manager Community Culture + Engagement

Authorised by: Kerry Hunt, Director Community Services - Creative and Innovative City

ATTACHMENTS

- 1 Draft Establishment and Maintenance of Alcohol Free Zones on Public Roads and Footpaths Council Policy
- 2 Ministerial Guidelines on Alcohol Free Zones - February-2009

BACKGROUND

The *NSW Local Government Act 1993* (the Act) provides for the establishment of Alcohol Free Zones (AFZs) on roads and footpaths within local government areas as part of a strategy to improve public safety and prevent disorderly behaviour caused by the irresponsible consumption of alcohol in public places. The Wollongong Community Safety Plan 2020-2025 identifies the review and establishment of AFZs as one method among many to help reduce alcohol related crime.

This report is to endorse the review of the Policy. This policy provides the framework for the review of current AFZs every 4 years and the process for establishing any new AFZs. This will be due in 2026.

The main objectives of this Policy are to act as an early intervention measure to prevent the escalation of irresponsible, street drinking to incidents involving serious crime and to provide a means for assisting the Police to control the public consumption of alcohol in Wollongong Local Government Area.

The Policy outlines a statement of procedures for establishing an AFZ which follows the Local Government Ministerial Guidelines for AFZs. These guidelines took effect on 5 February 2009 replacing the previous guidelines issued in 1995.

AFZs are established and maintained by councils, while their enforcement is undertaken by NSW Police. The consumption of alcohol in an AFZ is prohibited and NSW Police are empowered by the Act to seize and dispose of alcohol being consumed in an AFZ.

PROPOSAL

The Policy has been reviewed and continues to be valid. The Policy is based on the Local Government Ministerial Guidelines for Alcohol Free Zones which have had no amendments since their inception.

It is proposed Council endorse the draft Policy for adoption.

CONSULTATION AND COMMUNICATION

The Policy has been reviewed by Council's Community Partnerships and Safety team.

The process outlined in this Policy is guided by the Ministerial Guidelines on Alcohol Free Zones. The Ministerial Guidelines have been prepared under Section 646(1) of the Act.

PLANNING AND POLICY IMPACT

This report contributes to the delivery of Our Wollongong 2032 Goal 5. It specifically delivers on core business activities as detailed in the Community Programs Service Plan.

The Wollongong Community Safety Plan 2021-2025 identifies Action Item 3.2 Alcohol Free Zones and Alcohol Prohibited Places are reviewed every four years.

FINANCIAL IMPLICATIONS

There are no direct financial implications associated with reviewing and updating the Policy.

CONCLUSION

Establishment of AFZs on roads and footpaths within the LGA assist the NSW Police and councils in managing public safety. The Policy supports actions identified in Wollongong City Council's Community Safety Plan by providing the framework for how to establish an AFZ. The Policy enables Council to inform the public about this process. The current AFZ's remain in place until their review under this policy in 2026.



ESTABLISHMENT AND MAINTENANCE OF ALCOHOL FREE ZONES ON PUBLIC ROADS AND FOOTPATHS COUNCIL POLICY

ADOPTED BY COUNCIL: [TO BE COMPLETED BY GOVERNANCE]

PURPOSE

To provide a framework for the establishment and maintenance of Alcohol Free Zones (AFZ) in Wollongong Local Government Area.

POLICY INTENT

The establishment of AFZs on public roads and footpaths at particular locations within the City of Wollongong is undertaken as an early intervention measure to prevent the escalation of irresponsible drinking, to incidents involving serious crime.

The main objectives of this policy are to:

- Detail Council's role in establishing and maintaining AFZs
- Demonstrate Council's commitment to creating a safe community.

WOLLONGONG 2032 OBJECTIVES

The Policy contributes to the delivery of Our Wollongong 2032 Goal 5 'We have a healthy community in a liveable city'. It specifically contributes to the delivery of objective 5.11 'Local crime continues to be prevented and levels of crime reduced'.

The Wollongong Community Safety Plan 2021-2025 identifies Action Item 3.2 'Alcohol Free Zones and Alcohol Prohibited Places are reviewed every four years'.

POLICY

The *NSW Local Government Act 1993* (the Act) provides for the establishment of AFZs on roads and footpaths within local government areas as part of a strategy to improve public safety and prevent disorderly behaviour caused by the irresponsible consumption of alcohol in public places.

AFZs are established and maintained by Councils, while their enforcement is undertaken by NSW Police.

Statement of Procedures

1. Upon receipt of an application for an AFZ, check that the application is valid in accordance with Section 644 of the Act.
2. Acknowledge receipt of the application together with advice summarising the process to be followed and the anticipated time frame.
3. Refer the application to the NSW Police and Council's Community Safety Interagency for consideration and comment.
4. If the establishment of the AFZ is supported by NSW Police, prepare a report to Council, including the recommendations of the Police and Council's Community Safety Interagency, for consideration and approval of the public exhibition of the proposed zone.
5. Advertise the proposal to establish the AFZ and invite written comments from the community, the Officer in Charge of the Police station within or nearest to the zone concerned, each holder of a licence in force under the *Liquor Act 2007* for premises that border on, adjoin or are adjacent to the proposed zone, the Anti-Discrimination Board and Aboriginal organisations within 30 days.

ESTABLISHMENT AND MAINTENANCE OF ALCOHOL FREE ZONES ON PUBLIC ROADS AND FOOTPATHS COUNCIL POLICY

COUNCIL POLICY

6. Prepare a report including the recommendations of the parties consulted in step 5 and submit to Council for final approval of the establishment of the AFZ.
7. If Council resolves to establish an AFZ, the following notification is required to be given:
 - a. Notify the applicant, local police and all persons who have made submissions in respect of the proposal
 - b. Publish an advertisement in the newspaper advising of the establishment of the AFZ.
8. Install appropriate signposting at the boundaries of and at regular intervals within the AFZ.
9. Review the AFZ within 10 months of the expiration with a view to its re-establishment for a further term.

LEGISLATIVE REQUIREMENTS

NSW Local Government Act 1993 Section 644
NSW Ministerial Guidelines on Alcohol Free Zones

REVIEW

This Policy will be reviewed a minimum of once every term of Council, or more frequently as required.

ROLES AND RESPONSIBILITIES

The establishment and maintenance of AFZ will be coordinated and delivered by the Community, Culture + Engagement Division.

Enforcement of AFZs is undertaken by NSW Police.

APPROVAL AND REVIEW	
Responsible Division	Community, Culture + Engagement
Date adopted by Council	[To be inserted by Corporate Governance]
Date/s of previous adoptions	12 September 2022, 8 September 2014, 13 December 1993
Date of next review	July 2027

Ministerial Guidelines on Alcohol - Free Zones

February 2009

ACCESS TO SERVICES

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FOREWORD

The NSW Government has made clear its determination to tackle the growing problem of anti-social behaviour and alcohol-related violence in our community. The Government has introduced a comprehensive package of initiatives to help address this issue, including amendments to the alcohol-free zone provisions in the *Local Government Act 1993* to give Police and local council enforcement officers more power to enforce alcohol-free zones.

These Ministerial Guidelines have been prepared under section 646(1) of the *Local Government Act*. The Guidelines take effect on 5 February 2009 replacing the previous Guidelines issued in 1995.

The principal object of an alcohol-free zone is to prevent disorderly behaviour caused by the consumption of alcohol in public areas in order to improve public safety.

Alcohol-free zones are most effective if they form part of a larger program in which the local community is actively involved directed at irresponsible alcohol consumption. Used in isolation they may only move the problem from one place to another.

The Guidelines provide councils with detailed procedures to be followed when considering the establishment of alcohol-free zones. The guidelines include details on the application process, consultation and operational requirements, as well as guidance on enforcing alcohol-free zones. Councils are encouraged to establish a good working relationship with their Police local area command to enhance the effectiveness of alcohol-free zones.

There is evidence that when alcohol-free zones are established in appropriate areas and operated with the required level of resources to promote and enforce the zones, they are an effective tool in assisting Police and councils manage public safety.

I encourage all councils to consider the appropriate use of alcohol-free zones to manage alcohol related anti-social behaviour in their community.



The Hon. Barbara Perry, MP
Minister for Local Government
5 February 2009

Ministerial Guidelines on Alcohol-Free Zones

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Ministerial Guidelines on Alcohol-Free Zones

INTRODUCTION

The object of alcohol-free zones is an early intervention measure to prevent the escalation of irresponsible street drinking to incidents involving serious crime.

The drinking of alcohol is prohibited in an alcohol-free zone that has been established by a council. Public places that are public roads, footpaths or public carparks may be included in a zone. Alcohol-free zones promote the use of these roads, footpaths and carparks in safety and without interference from irresponsible street drinkers.

Any person living or working within an area, the local police or a local community group may ask a council to establish an alcohol-free zone or a council itself may decide to do so. A proposal to establish an alcohol-free zone must in all cases be supported by evidence that the public's use of those roads, footpaths or public carparks has been compromised by street drinkers. For example, there could be instances of malicious damage to property, littering, offensive behaviour or other crimes.

The council must undertake a consultation process to decide if an alcohol-free zone is appropriate. Once established by council resolution, the roads, footpaths and public carparks within the zone must be signposted and notice of the zone must appear in the local press. The maximum duration of an alcohol-free zone is four years, although it may be re-established at the conclusion of the original period, following a review by council of its continuing applicability. Alcohol-free zones may also be established for special events only.

Alcohol-free zones are enforced by the police or by council enforcement officers where the Commissioner of Police gives written authorisation. Any person observed to be drinking in an alcohol-free zone may have the alcohol in their possession immediately seized and tipped out or otherwise disposed of.

Alcohol-free zones are most effective if they are part of a larger program directed at irresponsible alcohol consumption in which the local community is actively involved. Used in isolation they may only move the problem from one place to another.

These Ministerial Guidelines provide local councils with detailed procedures which must be followed in the establishment of an alcohol-free zone. They supplement the relevant provisions of the *Local Government Act 1993*.

Each of the paragraphs of these Guidelines are accompanied by the relevant section reference in the Act. As set out in section 646 of the Local Government Act, the Ministerial Guidelines must be used by councils when establishing an alcohol-free zone.

The Commissioner of Police may separately issue directions relating to the enforcement of alcohol-free zones.

Ministerial Guidelines on Alcohol-Free Zones

GUIDELINES FOR COUNCILS

VALID ESTABLISHMENT OF AN ALCOHOL-FREE ZONE

sections 644, 644A, 644B, 644C and 646

To validly establish an alcohol-free zone a council must comply with the procedures in sections 644 to 644C of the Local Government Act as well as those set out in these Guidelines.

The Act identifies that alcohol-free zones can be established in those areas which have identified problems with regard to street drinking.

APPLICATION FOR AN ALCOHOL-FREE ZONE

section 644 (1) and (2)

One or more of the following people may make application to a local council to establish an alcohol-free zone:

- a person who is a representative of a community group active in the area,
- a police officer, or
- a person who lives or works in the area.

An application to the relevant council is to be made in the form set out at Appendix 1 to these Guidelines. A council may adapt the form, provided the same information is required as a minimum. Councils may consider making the application form available on their website.

An application fee is not appropriate.

If council receives more than one application referring to the same roads, footpaths or public carparks, they may be joined in a single alcohol-free zone proposal.

PROPOSAL FOR THE ESTABLISHMENT OF AN ALCOHOL-FREE ZONE

section 644

A council may prepare a proposal for the establishment of an alcohol-free zone. In this case, receipt of an application is not necessary as the council itself is initiating action for a zone.

A proposal must be prepared in respect of every proposed alcohol-free zone.

An alcohol-free zone is a means by which a council may limit the locations within its area where the consumption of alcohol is permitted. Because it will impose restrictions on the personal freedom of citizens, a proposal to establish a zone must adequately address the following matters:

Ministerial Guidelines on Alcohol-Free Zones

1 Reasons to Support an Alcohol-Free Zone

The irresponsible consumption of alcohol on roads and footpaths and in public carparks can compromise their safe use by members of the public without interference. Each individual zoning is to be considered according to its particular circumstances.

Reasons for supporting alcohol-free zones must be included and must reflect the fact that irresponsible behaviour arising from the consumption of alcohol is occurring on those roads and footpaths and in those public carparks included in the proposal. This could involve instances of obstruction, littering, the actual commission of, or police intervention to avoid the commission of, more serious offences under the *Law Enforcement (Powers and Responsibilities) Act 2002*, *Summary Offences Act 1988* or the *Crimes Act 1900*, such as malicious damage, etc.

It is not appropriate to consider an alcohol-free zone for reasons that are unrelated to the irresponsible behaviour of drinkers, for example, the congregation of drinkers where irresponsible behaviour does not occur, general conduciveness to business or tourist activities or the personal beliefs of particular citizens.

2 Location of an Alcohol-Free Zone

An alcohol-free zone may only be established to include a public road, footpath or a public place that is a carpark (ie carparks on public land or Crown land). Private carparks (being on private land and not under the control of the council) may not be included.

Generally, an alcohol-free zone should be as small as is possible and must only extend to areas which can be supported by reasons as set out in point 1 above. However, larger alcohol-free zones, sometimes known as 'whole-town' alcohol-free zones may be effective in some rural and remote towns where they are supported generally by all stakeholder groups in that community. There are legal issues that need to be considered by councils when such 'whole-town' zones are proposed, as some relevant areas of a town will not be public roads, footpaths or public carparks.

Large alcohol-free zones need to be established in a way which is complementary with public places signposted under section 632 of the *Local Government Act 1993*. It is not usually appropriate to establish an entire local government area, or a substantial part of that area, as an alcohol-free zone. Similarly, it would usually be inappropriate to zone the greater part of a town, suburb or urban area as alcohol-free.

Alcohol-free zones should primarily be located adjacent to outlets supplying alcohol where drinkers congregate. In the absence of such an outlet a zoning should be considered only in exceptional circumstances. For example, a known hot spot for inappropriate street drinking may be in a public carpark adjacent to a beach or public reserve, but which is many kilometres from an outlet supplying alcohol.

Ministerial Guidelines on Alcohol-Free Zones

Alcohol-free zones and alfresco dining

In some circumstances an alcohol-free zone may be proposed for an area that includes footpath alfresco dining areas for cafés and restaurants which fall within the zone. When a council issues a licence for the use of public footpaths for such dining use in an alcohol-free zone, it must impose conditions on the licensee (eg restaurant operator) about the requirements of the zone, including clear delineation and control of the licensed area from the alcohol-free zone.

3 Duration of an Alcohol-Free Zone

An alcohol-free zone may be established for a maximum period of four years. Once established, it applies twenty-four hours per day.

Where a problem with irresponsible street drinking exists only in relation to a special event within the local area, an alcohol-free zone may be established only for that special event. A “special event” is not defined in the Local Government Act. It could be applied to any event that is of significance to the local area, for example, a local show day, a cultural event such as Tamworth’s Country Music Festival, or a particular time of year such as New Year’s Eve celebrations. It is for the relevant council to decide what is a “special event” for the purposes of establishing an alcohol-free zone.

An alcohol-free zone declared for a special event also has a maximum duration of four consecutive years. The proposal and related signage needs to define the special event that the alcohol-free zone relates to.

The duration of an alcohol-free zone established prior to 3 December 2008 is not extended.

4 Consultation with the Police

In preparing a proposal to establish an alcohol-free zone a council must consult with the relevant Police Local Area Commander about the appropriate number and location of alcohol-free zones.

COUNCIL CONSULTATION WITH INTERESTED PARTIES

section 644A

After preparing a proposal to establish an alcohol-free zone a council is required to undertake a public consultation process. The process under the Act involves all of the following:

1. Publish a notice of the proposal in a newspaper circulating in the area of the proposed alcohol-free zone, allow inspection of the proposal and invite representations or objections within 30 days from the date of publication. The notice should state the exact location of the proposed alcohol-free zone, and the place and time at which the proposal may be inspected.

Ministerial Guidelines on Alcohol-Free Zones

2. Send a copy of the proposal to:

- a) the Police Local Area Commander and the officer in charge of the police station within or nearest to the proposed zone,
- b) liquor licensees and secretaries of registered clubs whose premises border on, or adjoin or are adjacent to, the proposed zone,

and invite representations or objections within 30 days from the date of sending the copy of the proposal, AND

3. Send a copy of the proposal to the NSW Anti-Discrimination Board, if the local area is listed in Appendix 2 to these Guidelines, and invite representations or objections within 30 days from the date of sending the copy of the proposal. Other councils have the option of advising the Board if they wish to seek the Board's views on the proposed alcohol-free zone.

In addition to these statutory requirements there are other consultative avenues that may enhance the effectiveness of any alcohol-free zone that is subsequently established. Accordingly, a council is also required to:

4. Send a copy of the proposal to any known organisation representing or able to speak on behalf of an identifiable Aboriginal or culturally and linguistically diverse group within the local area and invite representations or objections within 30 days from the date of sending the copy of the proposal.

A council is to give proper consideration to any representations, submissions or objections received and as a result may amend or withdraw a proposal to establish an alcohol-free zone. However, any amendment that extends the location of the proposed alcohol-free zone must be supported by reasons (as outlined above).

COUNCIL RESOLUTION TO ESTABLISH AN ALCOHOL-FREE ZONE

section 644B (1) and (2)

After complying with the procedures a council may, by resolution, adopt a proposal to establish an alcohol-free zone. The resolution itself will establish the zone.

After resolution, a council's usual administrative processes would apply in informing interested parties including any applicant, the Anti-Discrimination Board (if applicable), the relevant police Local Area Commander and officer in charge of the local police station (if different), affected liquor licensees and club secretaries and other organisations advised of the original proposal.

OPERATION OF AN ALCOHOL-FREE ZONE

section 644B (3) and (4)

A council must publicly advise the establishment of an alcohol-free zone by notice published in a newspaper circulating in the area that includes the zone.

An alcohol-free zone will not operate until 7 days after publication of the notice AND until the roads, footpaths and public car parks affected are adequately signposted.

Ministerial Guidelines on Alcohol-Free Zones

Signage for Alcohol-Free Zones

A council is required to consult with the police regarding the placement of signs.

As a minimum, signs are to be placed at the outer limits of the zone, at the site of specific trouble spots (as indicated by the police) and at other suitable intervals within the zone.

Signs designating an alcohol-free zone must indicate that the drinking of alcohol is prohibited in the zone. Signs should note that alcohol may be seized and disposed of if alcohol is being consumed in the zone. Starting and finishing dates for the operation of the zone should also be included.

It is recommended that signs use consistent, easily recognisable symbols and include a map of the area defining the location of the zone. Some councils may choose to complement erected notices with spray-painted no-alcohol symbols on the footpaths.

Graphic representation on signs is an option. However, Standards Australia does not have an internationally recognised symbol for alcohol and considers that depiction of a bottle, glass AND can would be ideal to avoid confusion. The International Organisation for Standardisation (ISO) provides advice on methods that can be used to create different types of prohibition signs (ISO 7010-2003 *Safety Signs used in Workplaces and Public Areas*). This can be read with ISO 3864.3-2006 (*Design Principles for Graphical Symbols for use in Safety Signs*) which is used to ensure symbols and signs have the intended meaning and can be comprehended by persons as they enter the area the sign applies to. The Standard provides sizing requirements and font sizes for letters used in symbols.

Councils are encouraged to utilise symbols on their signage which don't rely on high levels of literacy.

The local Aboriginal community may be engaged to design signs which are also appropriate for their community.

Ministerial Guidelines on Alcohol-Free Zones

The content of the sign below is considered a minimum standard.



** Insert appropriate directional arrow or map*

On such signs the dates may be inserted in a manner that allows re-use of the sign, provided the dates cannot be removed during the period of operation.

Signs are to be removed as soon as practicable, but no longer than 30 days, after the end date of an alcohol-free zone.

SUSPENSION OR CANCELLATION OF AN ALCOHOL-FREE ZONE

section 645

The power to suspend or cancel an alcohol-free zone during its period of operation is provided so that a council may respond to more immediate situations that arise within the area of the zone.

A council must pass a valid resolution to suspend or cancel a particular alcohol-free zone. Such action may be taken as a result of a request received from any person or body, or at a council's own initiative.

Liaison with the local police, before and after the council resolution, is essential to ensure that both groups are informed and action is coordinated. Additionally, a council may undertake any other consultation that it considers necessary.

A council must publish notice of a suspension or cancellation as required under section 645 (1) and (3). In the case of cancellation of an alcohol-free zone the signs should be removed immediately.

Ministerial Guidelines on Alcohol-Free Zones

A council is not limited in the reasons for which it may suspend or cancel an alcohol-free zone. A suspension would not usually be appropriate for any period longer than one month, and generally would be of a much shorter duration eg. to accommodate a specific community event. Alcohol-free zone signage should be removed for the duration of any suspension of the zone.

The four year operation of an alcohol-free zone is not extended by any suspension occurring within that period.

RE-ESTABLISHMENT OF AN ALCOHOL-FREE ZONE

section 644B(4)

An alcohol-free zone is essentially a short-term control measure and in many instances a zone will achieve the desired objectives within its operational period.

There is no general provision for an alcohol-free zone to be extended. However, the roads, footpaths or public carparks comprising a zone may be included in another alcohol-free zone of the same or different configuration, immediately following the cessation of the existing zone or at any future time.

All the requirements for the valid establishment of a zone apply whether or not any of the roads, footpaths or carparks concerned have previously been zoned as alcohol-free.

Where a proposal for an alcohol-free zone includes roads, footpaths or public carparks that have previously been zoned as alcohol-free, a council is to have regard to that previous zoning.

The evaluation criteria that councils use when considering the re-establishment of an alcohol free zone should include the following:

- what were the factors which originally supported a zoning in that area?
- how successful was the previous alcohol-free zone in achieving a reduction in unacceptable street drinking?
- what do police statistics indicate about the value of re-establishing an alcohol-free zone in that area?
- what other measures may need to be considered (eg a community education program) if unacceptable street drinking is still of concern in that area?
- has the community's perceptions of safety improved?

The re-establishment procedure provides a council with the opportunity to focus again on any community problems associated with irresponsible alcohol consumption and the range of strategies that may be implemented to address these problems.

Ministerial Guidelines on Alcohol-Free Zones

RECORDING OF ALCOHOL-FREE ZONES

The maintenance of appropriate records is essential for established alcohol-free zones. As a minimum, records need to be kept in sufficient detail:

- to document that all the steps for valid establishment have been undertaken
- to provide for removal of signs at the conclusion of the zone's operation
- to identify suspensions or cancellations of alcohol-free zones
- to avoid overlap in the establishment of alcohol-free zones
- to provide a reference base where re-establishment of an alcohol-free zone is sought.

ENFORCEMENT OF ALCOHOL-FREE ZONES

sections 642 and 648

Alcohol-free zones may be enforced by any officer of the NSW Police Force or an enforcement officer. An enforcement officer means an employee of a council authorised in writing by the Commissioner of Police to be an enforcement officer for the purpose of section 642 of the Local Government Act.

The legislation applies to all persons, including minors.

The power to seize and tip out or otherwise dispose of alcohol without the need to issue a warning applies within an alcohol-free zone.

Where a council has authorised enforcement officers, the council will be required to adopt a procedure regarding the disposal of any alcohol that is seized.

A Police officer or authorised council enforcement officer may use their discretion to issue a warning to a person who is drinking in an alcohol free zone, for example, where the person may be unaware of the zone.

It should also be noted that in circumstances where a person does not co-operate with a Police officer or authorised council enforcement officer, they can be charged with obstruction under section 660 of the Local Government Act which carries a maximum penalty of \$2,200.

The Commissioner of Police has the power to authorise council officers to enforce alcohol-free zones. The Commissioner may delegate his or her authority to Police Local Area Commanders. Where councils identify benefits to their communities for their officers to enforce alcohol free zones, the general manager will need to liaise with the Local Area Commander to ensure that council officers are suitable for this enforcement role.

Only authorised employees of a council and not contractors, who may be otherwise engaged by a council to provide regulatory services, may be authorised for this purpose.

Councils are responsible for ensuring that their authorised enforcement officers have appropriate identification to support this enforcement role.

Ministerial Guidelines on Alcohol-Free Zones

Councils with authorised council enforcement officers need to establish a system to record the number of occasions that these officers enforce the Alcohol-Free Zone legislation in their area. This should include monitoring the number of authorised council enforcement officers and how often alcohol is tipped out or otherwise disposed of. Councils may from time to time be required to report this data to the Department of Local Government to inform the evaluation of the usage of the Alcohol-Free Zone powers by councils.

It is important that the Police Local Area Commander and the officer-in-charge of the local police station (if different) are involved in the establishment procedure so that the zone operates and is enforced most effectively.

ALCOHOL-FREE ZONES AND COMMUNITY EDUCATION

As well as the requirement to publish information in the local media about the establishment of an alcohol-free zone, the community will be better educated about the intent of the alcohol-free zone if a community education campaign is run in line with the establishment of the zone.

Councils may wish to engage their local Community Drug Action Team or Drug and Alcohol Service within their Area Health Service so that responsible drinking messages can be promoted within the community to coincide with the establishment of the alcohol-free zone.

Posters and other information about the consequences of irresponsible street drinking may be displayed in local licensed premises and bottle shops. Collaboration between council, the police and stakeholders including liquor licensees may be assisted through a local Liquor Accord. Further information on Liquor Accords is available on the Office of Liquor, Gaming and Racing website at www.olgr.nsw.gov.au.

Ministerial Guidelines on Alcohol-Free Zones

CONTACTS

Department of Local Government

Level 1, 5 O'Keefe Avenue
(Locked Bag 3015)
Nowra, 2541

Telephone: (02) 4428 4100

Website: www.dlg.nsw.gov.au

Anti-Discrimination Board

Level 4, 175 Castlereagh Street,
Sydney
(PO Box A2122, Sydney South, 1235)

Telephone:

General Enquiry Service & Employers Advisory Service (02) 9268 5544
For rural and regional New South Wales only 1800 670 812

Website: www.lawlink.nsw.gov.au/adb

NSW Police Service

1 Charles Street
(Locked Bag 5102)
Parramatta, 2150

Telephone: 1800 622 571

Website: www.police.nsw.gov.au

Ministerial Guidelines on Alcohol-Free Zones

Appendix 1

APPLICATION FOR ALCOHOL-FREE ZONE

(Local Government Act 1993, section 644)

To(Name of Council)

1 I
(Full Name)2 of
(Address) (Telephone No.)3 **Being** (tick appropriate box):

- (a) ☐ a representative of
(Name of Community Group in area)
- (b) ☐ a police officer stationed at
- (c) ☐ a person living in the area
- (d) ☐ a person working in the area at
(work address)

apply to the Council to establish an alcohol-free zone.**4 Roads or parts of roads ('roads' includes 'footpaths') and/ or public
carparks to be included in the alcohol-free zone:**.....
.....
.....
(Specify exactly by referring to street numbers or other landmarks)**5 Reasons for requesting the alcohol-free zone:**.....
.....
.....(Give details of obstruction, littering, personal injury, property damage, police
intervention, etc. that have occurred on those roads or in those carparks)

Signed.....

Date.....

Documents supporting the information on this form may be attached.

Ministerial Guidelines on Alcohol-Free Zones

Appendix 2

COUNCILS WHICH MUST CONSULT WITH THE ANTI-DISCRIMINATION BOARD

Sixteen councils are required to consult with the NSW Anti-Discrimination Board in their establishment of an alcohol-free zone to provide a measure of protection against the possibility of a discriminatory impact upon certain groups in the community. These councils are:

Blacktown
Bourke
Campbelltown
Dubbo
Kempsey
Lake Macquarie
Liverpool
Moree Plains
Newcastle
Penrith
Randwick
Shoalhaven
South Sydney
Tamworth
Walgett
Wollongong

ITEM 11 POLICY REVIEW - SPONSORSHIP OF COUNCIL ACTIVITIES COUNCIL POLICY

This policy guides the manner in which Council can seek sponsorship to support its programs, events and services. This policy supports good governance and transparency in the management of sponsorships and takes into account the Independent Commission Against Corruption (ICAC) Sponsorship in the Public Sector (May 2006). The policy has been reviewed as part of Council's ongoing rolling reviews of policies.

RECOMMENDATION

Council adopt the revised Sponsorship of Council Activities Council Policy and revoke the previous version.

REPORT AUTHORISATIONS

Report of: Sue Savage, Manager Community Culture + Engagement
Authorised by: Kerry Hunt, Director Community Services - Creative and Innovative City

ATTACHMENTS

- 1 Draft Sponsorship of Council Activities Council Policy

BACKGROUND

Wollongong City Council offers a range of events, programs and services which contribute to the vibrancy of the city and the community's sense of belonging.

Through external sponsorship of these events, Council can obtain increased resources or funding to enhance or offset the costs of these activities.

In order to ensure appropriate transparency and good governance, Council has both a Council Policy and a Management Policy (or Procedures) to guide how Council will obtain and manage sponsorships.

Sponsorship of Council Activities Council Policy

There are minor changes in this policy. They are to note that delegations for the approval of different levels of sponsorship are outlined in the associated Draft Sponsorship of Council Activities from External Sources Management Policy.

Further wording has been added to ensure that under assessment criteria, consideration is given to organisations requiring a commitment to sustainability.

PROPOSAL

Council endorse the Draft Sponsorship of Council Activities Council Policy and revoke the previous version.

CONSULTATION AND COMMUNICATION

- Senior Governance Officer
- Events Team
- Environment Planning Manager
- Economic Development Manager
- Marketing Specialist Library + Community Services
- Communications + Marketing Manager

PLANNING AND POLICY IMPACT

This report contributes to the delivery of Our Wollongong 2032 Goal 4 *"We are a connected and engaged community"*. It specifically delivers on core business activities as detailed in the Engagement, Communications and Events CSP Strategy and DP Services.

SUSTAINABILITY IMPLICATIONS

The policy has been amended to reference in the criteria that organisations should have a demonstrated commitment to environmental sustainability.

RISK MANAGEMENT

Each sponsorship requires risk considerations as laid out in the policy. A risk management template is included with the Management Policy to support staff in this.

FINANCIAL IMPLICATIONS

External sponsorship of Council events and programs can provide increased funding to enhance or offset the costs of these activities.

CONCLUSION

The Sponsorship of Council Activities Council Policy has been reviewed to ensure it is up to date with current practice and supports good governance and transparency in the management of Council receiving sponsorship from external sources.



SPONSORSHIP OF COUNCIL ACTIVITIES COUNCIL POLICY

ADOPTED BY COUNCIL: [TO BE COMPLETED BY GOVERNANCE]

PURPOSE

Wollongong City Council offers a range of events, programs and services which contribute to the community's sense of belonging and cultural life. Many of these events offer exposure to a broad cross section of the community for potential sponsors. Through external sponsorship, Council can obtain increased resources or funding to enhance or offset the cost of producing and promoting events, programs and services.

The purpose of this policy is to provide a guide for Council staff seeking to obtain sponsorship to support Council events, programs and services.

POLICY INTENT

The main objectives of this policy are to –

- Provide a clear definition of Sponsorship of Council Activities from external sources
- List the methods Council will use to seek sponsorship from external sources
- Set out the principles for assessment of sponsorship applications
- Set out the assessment criteria against which applications will be assessed
- List the types of acknowledgements which may be available to sponsors.

WOLLONGONG 2032 OBJECTIVES

This report contributes to the delivery of Our Wollongong 2032 Goal 4 We are a connected and engaged community. It specifically delivers on core business activities as detailed in the Engagement, Communications and Events CSP Strategy and DP Services.

PRINCIPLES

The following principles have been adapted from ICAC's Sponsorship in the Public Sector (May 2006) and are to be used by Council in assessing sponsorship for its events, programs or services

- 1 Sponsorship agreements will not impose or imply conditions that influence or affect Council's ability to carry out its functions fully and impartially.
- 2 There should be no conflict between the objectives and/or mission of Council and those of the sponsor.
- 3 Council will not seek or accept sponsorship from an organisation or individual which is tendering for Council business or may have a current Development Application before Council or be the subject of any court or other formal regulatory investigation. The sponsorship agreement will provide Council the opportunity to terminate or suspend the agreement.
- 4 Council will not provide written testimonials or statements testifying to an individual or company's character, qualifications, products or services as a result of a sponsorship arrangement.
- 5 Council will, where reasonable or appropriate, evaluate products offered as part of a sponsorship agreement to ensure they are fit for purpose before accepting them.
- 6 No employee of Council shall receive a personal benefit from a sponsorship.

SPONSORSHIP OF COUNCIL ACTIVITIES

COUNCIL POLICY

- 7 In order to maintain equity and transparency Council will publicly advertise opportunities to sponsor Council events, programs and services. Post public advertisement Council may also make targeted approaches to individuals and organisations that meet the specific criteria in this Policy and Procedure.
- 8 Sponsorship proposals shall be assessed against predetermined criteria which are included in the Sponsorship of Council Activities Management Policy.
- 9 All sponsorship arrangements will be in the form of a written agreement.
- 10 All sponsorship agreements will be approved by the General Manager unless delegated and will be listed in Council's Annual Report

ATTRACTING SPONSORS

Council will promote the opportunity to sponsor events and activities through a range of channels, such as Council's digital channels. Council may also directly approach organisations and invite them to consider becoming a sponsor and/or to use an external agent to seek and secure sponsorship.

Brokerage

For high profile events, programs or services Council may opt to use a sponsorship broker or agent. Any commission arrangements must be agreed in advance between Wollongong City Council and the broker.

SPONSORSHIP ASSESSMENT CRITERIA

Criteria against which potential sponsors and sponsorship agreements will be judged include:

- The objectives and products of potential sponsors are not in, or will not be perceived to be in, conflict with the values and objectives of Wollongong City Council.
- Council will not accept sponsorship from entities that are involved in the manufacture, or wholesaling of alcohol and tobacco related products or addictive drugs, armaments, pornography or sexual services, have been found guilty of illegal, corrupt or improper conduct, or are political in nature (eg political parties).
- Potential sponsors will be credible organisations or individuals with an established track record of corporate responsibility and sustainability.
- Goods or services offered must be 'fit for purpose', relevant to the community's needs and add value to the proposed activity, as determined by Council, acting reasonably.
- Potential sponsors will not be subject to regulation or inspection by Council during the lifetime of the agreement.
- The agreement must not impede Wollongong City Council's compliance with legislative obligations.
- The agreement must benefit the City, its residents, workers and visitors.
- The agreement will not create any real, or perceived conflict of interest.
- The agreement will not provide personal benefit to any employees of Wollongong City Council.

The assessment criteria will be made publicly available to potential sponsors and the general community.

ACKNOWLEDGEMENT OF SPONSORS

Acknowledgement of sponsors will vary depending on the level of sponsorship. Some of the benefits available may include:

- Naming rights to the event/service or activity.
- Appropriate signage at the sponsored activity or service.
- Acknowledgement in media releases written and distributed by Wollongong City Council.

SPONSORSHIP OF COUNCIL ACTIVITIES

COUNCIL POLICY

- Invitations to selected Council functions.
- Acknowledgement on Council's website, online calendar or social media channels.
- Acknowledgement in Council's newsletters.
- Acknowledgement in publicity for the activity or service Event suppliers may be acknowledged as sponsors in publicity in return for discounted agreements as negotiated.
- Council will not explicitly endorse either the sponsor or the sponsor's products.

PUBLIC REGISTER

All sponsorship agreements must be listed in a publicly accessible register. Sponsorships will also be noted in Council's Annual Report.

LEGISLATIVE REQUIREMENTS

This policy takes into consideration the Independent Commission Against Corruption (ICAC) Sponsorship in the Public Sector (May 2006) and Wollongong City Council's Code of Conduct 2022

REVIEW

This Policy will be reviewed every three years from the date of each adoption of the policy, or more frequently as required.

REPORTING

Sponsorships must be listed in the Annual Report.

ROLES AND RESPONSIBILITIES

Events and Visual Strategy Manager – Policy owner

Individual areas are responsible for seeking and managing sponsorships relating to their area as required in the Sponsorship of Council Activities Policy and Management Policy.

RELATED STRATEGIES, POLICIES AND PROCEDURES

Sponsorship of Council Activities from External Sources Management Policy

Council's Codes of Conduct

DEFINITIONS

Sponsorship is defined by ICAC as:

- A commercial arrangement in which a sponsor provides a contribution in money or in-kind to support an activity in return for certain specified benefits.

Sponsorship can be provided:

- By the corporate sector or private individuals, in support of a public sector activity; or
- By the public sector in support of related and worthwhile private or public sector activities.

SPONSORSHIP OF COUNCIL ACTIVITIES

COUNCIL POLICY

Sponsorship does not include:

- The selling of advertising space
- Joint ventures
- Consultancies
- Grants (in regard to received sponsorship)
- Unconditional gifts, donations, bequests or endowments.

Sponsorship is not philanthropic. A sponsor expects to receive a reciprocal benefit.

Sponsorship can be provided as cash or 'in-kind' where the sponsor provides a product or service. The value of sponsorship arrangements can vary from a few hundred dollars to tens of thousands of dollars.

APPROVAL AND REVIEW	
Responsible Division	CCED
Date adopted by Council	[To be inserted by Corporate Governance]
Date/s of previous adoptions	[List previous adoption dates]
Date of next review	[Not more than two years from last adoption]

ITEM 12 TENDER T1000137 - FACADE CLEANING SERVICES

This report recommends acceptance of a tender for Façade Cleaning Services to Wollongong City Council in accordance with the requirements of the Local Government Act 1993 and the Local Government (General) Regulation 2021.

This tender requested responses from suitably experienced safe contractors to undertake façade cleaning services at Council's Administration Building, Integral Building, Leisure Centres, Memorial Gardens, Community Centres and Libraries.

RECOMMEDATION

- 1 In accordance with Section 178(1)(a) of the Local Government (General) Regulation 2021, Council accept the tender of Confident Services Pty Ltd for Façade Cleaning Services, as per the schedule of rates.
- 2 The contract be awarded for an initial term of 3 years, with 2 optional extensions of 2 years each for a maximum term of 7 years. Any such extensions being exercised at the sole discretion of Council.
- 3 Council delegate to the General Manager the authority to finalise and execute the contract and any other documentation required to give effect to this resolution.
- 4 Council grant authority for the use of the Common Seal of Council on the contract and any other documentation, should it be required, to give effect to this resolution.

REPORT AUTHORISATIONS

Report of: Sarah Taylor, Manager Libraries and Community Facilities

Authorised by: Kerry Hunt, Director Community Services - Creative and Innovative City

ATTACHMENTS

There are no attachments for this report.

BACKGROUND

Tenders were required to be invited for a panel of contractors to provide façade cleaning services to Council buildings. A range of buildings have been identified for façade cleaning with Council reserving the right to alter the range of sites to be cleaned and the frequency of cleaning during the term of the contract and any contract term options exercised.

This contract is for all window and specified high cleaning building elements across the following buildings:

- Regulation and Enforcement Building (formerly Integral Building)
- Council's Administration Building
- Leisure Centres x 2
- Memorial Gardens Chapels and Administration Buildings
- Community Centres and Libraries x 8

Sites may be included to this listing or deleted from this listing throughout the duration of the contract period dependent upon Council's operational and commercial needs.

Tenders were invited for this project by the Open tender method with a close of tenders of 10.00 am on Tuesday 30 April 2024.

Six (6) tenders were received by the close of tenders with three (3) tenders deemed non-conforming. The remaining tenders have been scrutinised and evaluated by a Tender Evaluation Panel constituted in accordance with Council's Procurement Policies and Procedures and comprising representatives of the Libraries & Community Facilities, City Works, Work Health Safety and Sport & Recreation Divisions, along with Procurement & Supply and Governance representatives.

The Tender Evaluation Panel evaluated all conforming tenders in accordance with the following Evaluation criteria and weightings as set out in the formal tender documents:

Mandatory Criteria

- 1 Satisfactory references from referees for previous projects of similar size and scope
- 2 Financial evaluation acceptable to Council which demonstrates the tenderer's financial capacity to undertake the works
- 3 Health and Safety Policy and WHS Management System
- 4 Work Health and Safety Certifications

Evaluation Criteria

- 1 Cost to Council – 30%
- 2 Demonstrated prior experience and satisfactory performance in undertaking projects of similar size, scope, and risk profile – 30%
- 3 Staff qualifications, certificates, and experience relative to tendered works – 10%
- 4 Demonstrated strengthening of local economic capacity – 10%
- 5 Demonstrated Sustainable and Innovative Practices – 10%
- 6 Workplace health and safety system – 5%
- 7 Demonstrated Social Value and/or Social Procurement Initiatives – 5%

The mandatory evaluation criteria have been met by the recommended tenderer.

The Tender Evaluation Panel utilised a weighted scoring method for the evaluation of tenders which allocates a numerical score out of 5 in relation to the level of compliance offered by the tenders to each of the evaluation criteria as specified in the tender documentation. The method then takes into account pre-determined weightings for each of the evaluation criteria which provides for a total score out of 5 to be calculated for each tender. The tender with the highest total score is considered to be the tender that best meets the requirements of the tender documentation in providing best value to Council. Table 1 below summarises the results of the tender evaluation and the ranking of tenders.

TABLE 1 – SUMMARY OF TENDER ASSESSMENT

Name of Tenderer	Ranking
Confident Services	1
Transparent Access	2
Programmed Property Services	3
MMS Group	NON-CONFORMING
Newserv	NON-CONFORMING
SKG Cleaning	NON-CONFORMING

PROPOSAL

Council should authorise the engagement of Confident Services Pty Ltd to carry out the Façade Cleaning Services in accordance with the scope of works and technical specifications developed for the project.

The recommended tenderer has satisfied the Tender Evaluation Panel that it is capable of undertaking the works to Council's standards and in accordance with the technical specification.

Referees nominated by the recommended tenderer have been contacted by the Tender Evaluation Panel and expressed satisfaction with the standard of work and methods of operation undertaken on their behalf.

CONSULTATION AND COMMUNICATION

- 1 Members of the Tender Evaluation Panel
- 2 Nominated Referees

PLANNING AND POLICY IMPACT

This report contributes to the delivery of Our Wollongong 2032 Goal 5 'We have a healthy community in a liveable city'. It specifically delivers on the following:

Community Strategic Plan 2032		Delivery Program 2022-2026
Strategy		Service
5.4	Provide a variety of quality and accessible public places and opportunities for sport, play, leisure, recreation, learning and cultural activities in the community	City Centre Management, Libraries, Community Facilities, Leisure Centres, Memorial Gardens & Cemeteries

RISK ASSESSMENT

The risk in accepting the recommendation of this report is considered low on the basis that the tender process has fully complied with Council's Procurement Policies and Procedures and the Local Government Act 1993.

The risk of the project works or services is considered low based upon Council's risk assessment matrix and appropriate risk management strategies will be implemented.

SUSTAINABILITY IMPLICATIONS

The tender recommendation has positive sustainability implications based on the current services received. Sustainable products have been proposed for use and innovative sustainable practices in the delivery of the cleaning services. The recommended tenderer is also registered with Supply Nation as an Indigenous-owned business.

FINANCIAL IMPLICATIONS

It is proposed that the service be funded from the following source/s as identified in the Operational Plan and following budgets –

- Regulation and Enforcement Building
- Council's Administration Building
- Leisure Centres
- Memorial Gardens Chapels and Administration Buildings
- Community Centres and Libraries

CONCLUSION

Council should endorse the recommendations of this report.

ITEM 13 APRIL 2024 FINANCIALS

The financial result for April 2024 compared to budget is favourable for the Operating Result [pre-capital] \$5.8M. Funds Available from Operations was unfavourable compared to budget \$2.7M and the Total Funds Result, unfavourable \$1.3M compared to budget.

The Statement of Financial Position at the end of the period indicates that there is sufficient cash to support external restrictions.

Council has expended \$78.5M on its capital works program representing 77.8% of the annual budget. The budget for the same period was \$82.8M.

RECOMMENDATION

- 1 The financials be received and noted.
- 2 Council endorse the proposed changes to the Capital Budget for April 2024.

REPORT AUTHORISATIONS

Report of: Brian Jenkins, Chief Financial Officer

Authorised by: Jeff Reilly, Director Corporate Services - Connected + Engaged City (Acting)

ATTACHMENTS

- 1 Financial Statements – April 2024
- 2 Capital Project Report – April 2024

BACKGROUND

This report presents the Financial Performance of the organisation as at April 2024. The below table provides a summary of the organisation's overall financial results for the year.

Wollongong City Council 26 April 2024 Forecast Position	Original Budget \$M 1-Jul	Revised Budget \$M 26-Apr	YTD Forecast \$M 26-Apr	YTD Actual \$M 26-Apr	Variation \$M
Operating Revenue	319.0	304.2	247.5	248.8	1.3
Operating Costs	(330.4)	(352.8)	(291.9)	(287.4)	4.5
Operating Result [Pre Capital]	(11.4)	(48.6)	(44.4)	(38.6)	5.8
Capital Grants & Contributions	38.7	44.7	31.8	34.5	2.7
Operating Result	27.3	(3.9)	(12.6)	(4.1)	8.5
Funds Available from Operations	64.3	48.4	40.0	37.3	(2.7)
Capital Works	99.0	100.9	82.8	78.5	4.3
Contributed Assets	7.9	7.9	0.0	-	0.0
Transfer to Restricted Cash	11.0	14.0	11.5	11.5	-
Borrowings Repaid	2.6	2.6	1.9	1.9	-
Funded from:					
- Operational Funds	64.3	48.4	40.0	37.3	(2.7)
- Other Funding	56.1	60.9	44.3	41.4	(2.9)
Total Funds Surplus/(Deficit)	(0.2)	(16.1)	(11.9)	(13.2)	(1.3)

FINANCIAL PERFORMANCE

The April 2024 Operating Result [pre-capital] deficit of \$38.6M is a favourable variance of \$5.8M compared to the budget deficit of \$44.4M.

The Operating Result deficit of \$4.1M is a favourable variance of \$8.5M compared to budget.

The Funds Available from Operations result is unfavourable by \$2.7M compared to phased budget. This result excludes the non-cash variations and transfers to and from Restricted Assets but includes the variation in cash payments for Employee Entitlements. This result best represents the operational budget variations that impact our funding position and current financial capacity. The April financial results include impact of the immediate response to the Flood Disaster of 6 April in the Wollongong Local Government Area. Some of this work will be subject to grant and some costs will be borne by Council and its community. There is not any recovery of costs included in these monthly statements due to the level of uncertainty in providing reasonable estimates at month end.

The Total Funds result as at 26 April 2024 is an unfavourable variance of \$1.3M compared to phased budget.

At the end of April, the Capital Works Program had an expenditure of \$78.5M compared to a budget of \$82.8M.

FINANCIAL POSITION

Cash, Investments & Available Funds

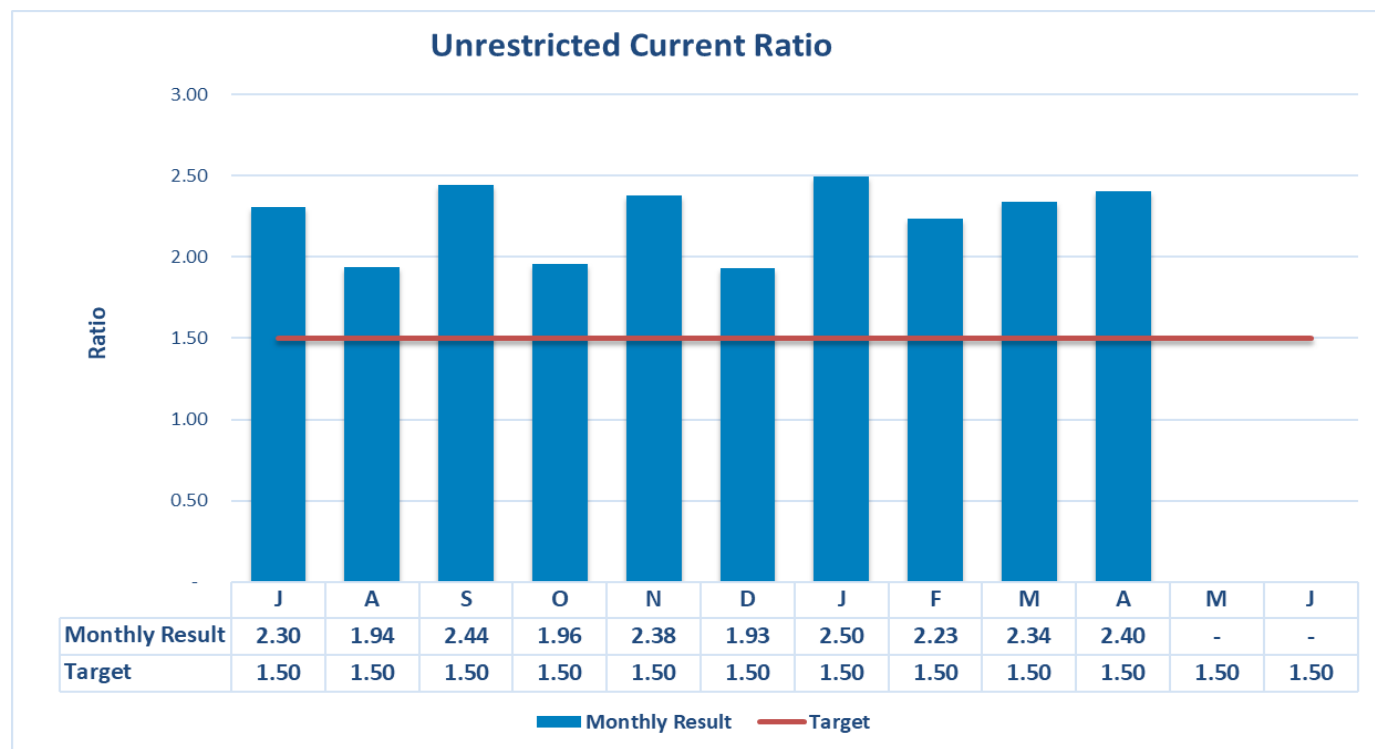
Council's cash and investments decreased during April 2024 to holdings of \$160.3M compared to \$179.3M at the end of March 2024. A significant portion of these funds are subject to restriction meaning they can only be utilised for specific purposes. As a result, Council's true available cash position is more accurately depicted by considering available funds that are uncommitted and not subject to restriction.

Wollongong City Council				
26 April 2024				
Cash, Investments and Available Funds				
	Actual 2022/23	Original Budget 2023/24	Current Budget 2023/24	Actuals YTD April 2024
	\$M	\$M	\$M	\$M
Total Cash and Investments	177.2	133.3	147.2	160.3
Less Restrictions:				
External	94.2	66.0	67.3	91.1
Internal	61.7	63.8	65.0	65.8
CivicRisk Investment	2.9			2.9
Total Restrictions	158.8	129.8	132.3	159.8
Available Cash	18.4	3.5	14.9	0.5
Adjusted for :				
Payables	(22.3)	(29.7)	(31.5)	(22.8)
Receivables	33.1	27.9	25.9	35.8
Other	6.3	13.2	6.3	10.8
Net Payables & Receivables	17.1	11.4	0.7	23.9
Available Funds	35.5	14.9	15.6	24.3

External restrictions are funds that must be spent for a specific purpose and cannot be used by Council for general operations. Internal restrictions are funds that Council has determined will be used for a specific future purpose, although Council may vary that use by resolution of Council. Further details on the internal and external restrictions can be found in the Cash Flow Statement (Attachment 1).

The level of cash and investments in Council's available funds position is still above the Financial Strategy target range of 3.5% to 5.5% of operational revenue (pre-capital) due to the impact of the early payment of the Financial Assistance Grant. The increase in cash and investments is in line with anticipated cash flows.

The Unrestricted Current Ratio measures the Council's liquidity position or ability to meet short term obligations as they fall due. The below graph reflects Council's performance against the Local Government benchmark of greater than 1.5 times.



Borrowings

Council continues to have financial strength in its low level of borrowing. Council's Financial Strategy includes provision for additional borrowing in the future and Council will consider borrowing opportunities from time to time to bring forward the completion of capital projects where immediate funding is not available.

Infrastructure, Property, Plant & Equipment

The Statement of Financial Position shows that \$3.68B of assets (written down value) are controlled and managed by Council for the community at 26 April 2024.

PLANNING AND POLICY IMPACT

This report contributes to the delivery of Our Wollongong Our Future 2032 Goal 4 "We are a connected and engaged community". It specifically delivers on the following:

Community Strategic Plan 2032		Delivery Program 2022-2026	
Strategy		Service	
4.8	Council's resources are managed effectively to ensure long term financial sustainability.	Financial Services	

CONCLUSION

The financial result impacted key financial indicators at the end of April through an unfavourable result for *Funds Available from Operations Budget versus Actual* while *Expenditure year to date verses Budget year to date* reflected a favourable result.

Wollongong City Council							
1 July 2023 to 26 April 2024							
Income Statement							
	2023/24 Original Budget \$'000	2023/24 Current Budget \$'000	2023/24 YTD Budget \$'000	2023/24 Actual YTD \$'000	Variance \$'000		
Income From Continuing Operations							
Revenue:							
Rates and Annual Charges	232,236	231,380	190,288	190,535	247		
User Charges and Fees	39,001	37,130	31,155	31,208	53		
Interest and Investment Revenues	5,693	10,113	8,415	8,214	(201)		
Other Revenues	6,199	6,050	4,792	5,382	591		
Rental Income	6,335	6,728	5,575	5,585	11		
Grants & Contributions provided for Operating Purposes	29,533	12,786	10,263	10,884	621		
Grants & Contributions provided for Capital Purposes	38,728	44,732	31,792	34,527	2,735		
Other Income:					0		
	0	0	0	0	0		
Profit/Loss on Disposal of Assets	0	0	(3,029)	(3,029)	(0)		
Total Income from Continuing Operations	357,724	348,919	279,251	283,307	4,056		
Expenses From Continuing Operations							
Employee Costs	154,642	159,322	131,077	129,420	1,656		
Borrowing Costs	548	548	451	616	(165)		
Materials & Services	94,923	104,679	87,500	81,309	6,191		
Other Expenses	24,537	25,389	21,078	20,349	729		
Depreciation, Amortisation + Impairment	79,116	86,007	70,733	70,510	223		
Labour Internal Charges	(21,106)	(20,870)	(17,017)	(13,503)	(3,514)		
Non-Labour Internal Charges	(2,249)	(2,295)	(1,887)	(1,272)	(616)		
Total Expenses From Continuing Operations	330,411	352,780	291,934	287,429	4,505		
Operating Result	27,314	(3,861)	(12,683)	(4,122)	8,561		
Operating Result [pre capital]	(11,414)	(48,593)	(44,475)	(38,649)	5,826		
Funding Statement							
Net Operating Result for the Year	27,314	(3,861)	(12,683)	(4,122)	8,561		
Add back :							
- Non-cash Operating Transactions	97,176	107,197	91,780	90,974	(806)		
- Restricted cash used for operations	14,690	28,747	25,011	18,778	(6,234)		
- Income transferred to Restricted Cash	(59,505)	(68,322)	(51,291)	(52,249)	(959)		
Leases Repaid	(152)	(152)	(125)	(378)	(253)		
Payment of Employee Entitlements	(15,251)	(15,251)	(12,660)	(15,711)	(3,051)		
Funds Available from Operations	64,272	48,357	40,032	37,290	(2,742)		
Loans Repaid	(2,564)	(2,564)	(1,921)	(1,920)	0		
Advances (made by) / repaid to Council	0	0	0	0	0		
Operational Funds Available for Capital Budget	61,708	45,793	38,111	35,370	(2,742)		
Capital Budget Statement							
Assets Acquired	(99,037)	(100,928)	(82,837)	(78,498)	4,339		
Contributed Assets	(7,876)	(7,876)	(0)	0	0		
Transfers to Restricted Cash	(11,046)	(13,973)	(11,492)	(11,492)	0		
Funded From :-							
- Operational Funds	61,708	45,793	38,111	35,370	(2,741)		
- Sale of Assets	1,728	1,408	998	598	(401)		
- Internally Restricted Cash	13,473	14,840	11,235	11,408	173		
- Borrowings	0	0	0	0	0		
- Capital Grants	22,548	22,727	19,618	18,849	(769)		
- Developer Contributions (Section 94)	9,021	11,317	9,971	9,428	(543)		
- Other Externally Restricted Cash	0	1,545	1,391	30	(1,361)		
- Other Capital Contributions	9,326	9,076	1,124	1,128	4		
TOTAL FUNDS SURPLUS / (DEFICIT)	(156)	(16,071)	(11,879)	(13,178)	(1,299)		

WOLLONGONG CITY COUNCIL

Statement of Financial Position

as at 26 April 2024

	YTD Actual 2023/24 \$'000	Actual 2022/23 \$'000
Current Assets		
Cash Assets	20,121	44,371
Investment Securities	116,285	99,424
Receivables	35,836	33,100
Inventories	6,522	6,486
Current Contract Assets	10,033	3,795
Other	4,612	6,351
Assets classified as held for sale	65	65
Total Current Assets	193,474	193,592
Non-Current Assets		
Non Current Cash Assets	21,000	30,450
Non Current Investment Securities	2,862	2,862
Non-Current Inventories	0	0
Property, Plant and Equipment	3,681,820	3,680,312
Investment Properties	5,050	5,050
Intangible Assets	0	0
Right-Of-Use Assets	1,093	718
Total Non-Current Assets	3,711,825	3,719,392
TOTAL ASSETS	3,905,299	3,912,984
Current Liabilities		
Current Payables	22,811	22,272
Current Contract Liabilities	9,108	10,315
Current Lease Liabilities	23	129
Current Provisions payable < 12 months	14,955	16,748
Current Provisions payable > 12 months	44,689	44,689
Current Interest Bearing Liabilities	652	2,572
Total Current Liabilities	92,238	96,725
Non-Current Liabilities		
Non Current Interest Bearing Liabilities	657	657
N/C Lease Liabilities	1,115	655
Non Current Provisions	28,888	28,371
Total Non-Current Liabilities	30,659	29,683
TOTAL LIABILITIES	122,897	126,408
NET ASSETS	3,782,402	3,786,576
Equity		
Accumulated Surplus	1,483,303	1,489,917
Asset Revaluation Reserve	2,147,432	2,149,063
Restricted Assets	151,667	147,596
TOTAL EQUITY	3,782,402	3,786,576

WOLLONGONG CITY COUNCIL			
Cash Flows and Investments			
as at 26 April 2024			
	YTD Actual 2023/24 \$ '000	Actual 2022/23 \$ '000	
Cash Flows From Operating Activities			
Receipts			
Rates & Annual Charges	187,644	218,108	
User Charges & Fees	39,075	39,728	
Interest & Interest Received	7,888	3,685	
Grants & Contributions	39,243	93,816	
Bonds, deposits and retention amounts received	2,386	464	
Other	14,506	21,335	
Payments			
Employee Benefits & On-costs	(118,098)	(135,712)	
Materials & Contracts	(89,953)	(108,385)	
Borrowing Costs	(99)	(217)	
Bonds, deposits and retention amounts refunded	-	(529)	
Other	(18,064)	(18,284)	
Net Cash provided (or used in) Operating Activities	64,529	114,009	
Cash Flows From Investing Activities			
Receipts			
Sale of Investments	31,810	36,301	
Sale of Investment Property			
Sale of Real Estate Assets			
Sale of Infrastructure, Property, Plant & Equipment	598	1,451	
Payments:			
Purchase of Investments	(40,600)	(34,248)	
Purchase of Investment Property	-	-	
Purchase of Infrastructure, Property, Plant & Equipment	(78,318)	(103,140)	
Net Cash provided (or used in) Investing Activities	(86,510)	(99,636)	
Cash Flows From Financing Activities			
Payments:			
Repayment of Borrowings & Advances	(1,921)	(3,714)	
Repayment of Finance Lease Liabilities	(348)	(406)	
Net Cash Flow provided (used in) Financing Activities	(2,268)	(4,120)	
Net Increase/(Decrease) in Cash & Cash Equivalents	(24,250)	10,253	
plus: Cash & Cash Equivalents - beginning of year	44,371	34,118	
plus: Investments on hand - end of year	140,147	132,736	
Cash & Cash Equivalents and Investments - year to date	160,268	177,107	

WOLLONGONG CITY COUNCIL			
Cash Flows and Investments			
as at 26 April 2024			
	YTD Actual 2023/24 \$ '000	Actual 2022/23 \$ '000	
Total Cash & Cash Equivalents and Investments - year to date	160,268	177,107	
Attributable to:			
External Restrictions (refer below)	91,129	94,280	
Internal Restrictions (refer below)	65,809	61,684	
Unrestricted	3,330	21,143	
	160,268	177,107	
External Restrictions			
Developer Contributions	53,785	45,109	
RMS Contributions	549	2,158	
Specific Purpose Unexpended Grants	12,109	20,299	
Special Rates Levy Wollongong Mall	947	722	
Special Rates Levy Wollongong City Centre	94	94	
Local Infrastructure Renewal Scheme	-	-	
Unexpended Loans	922	883	
Domestic Waste Management	5,145	6,880	
Private Subsidies	6,991	6,848	
Housing Affordability	7,098	8,380	
Stormwater Management Service Charge	3,489	2,907	
Total External Restrictions	91,129	94,280	
Internal Restrictions			
Property Investment Fund	5,384	9,531	
Strategic Projects	32,371	27,181	
Sports Priority Program	931	893	
Car Parking Strategy	1,299	1,348	
MacCabe Park Development	2,014	1,890	
Darcy Wentworth Park	18	18	
Garbage Disposal Facility	11,391	10,083	
West Dapto Development Additional Rates	11,690	10,062	
Natural Areas	173	173	
Lake Illawarra Estuary Management Fund	538	505	
Total Internal Restrictions	65,809	61,684	

Notes to the Financial Statements:

While reviewing the information presented through this report, it should be noted that Council has elected to process additional transactions that vary from the accounting standards applied to year end reports to ensure the information at monthly intervals provides support to the decision-making and monitoring process. These transactions are summarised below:

- Timing of the recognition of Rates income – under AASB 1058, the Rates income is required to be recognised when it is raised. Through the monthly financial reports, the income has been spread across the financial year.
- Timing of the recognition of Financial Assistance Grant – under AASB 1058, the Financial Assistance Grant is required to be recognised on receipt. Through these financial reports, the income is spread across the financial year.

Commentary on April 2024 Capital Budget Report

On 26 June 2023, Council approved a capital budget for 2023-2024 of \$99.04M. During the period July 2023 to March 2024, the budget was adjusted by both increases and decreases in various internal and external funding sources and the removal of Council revenue from the budget which resulted in a budget of \$100.93M at the end of March 2024. In April there are additional adjustments to both internal and external funding which resulted in a decrease of \$0.63M to the capital budget to reduce it to \$100.30M.

The significant funding adjustments in April 2024 are:

- Rephase Garbage Disposal Facility Restricted Asset funds for multiple projects at Whytes Gully.
- Rephase 7:11 West Dapto Developer Contributions Funding for West Dapto Road Upgrade due to delays in design approvals and land purchases.
- Rephase Sports Priority Reserve funding for two sporting club managed projects.
- Rephase Strategic Projects Funding for Outdoor Exercise Equipment program.

Council achieved year to date expenditure at the end of April 2024 of \$78.45M which is 94.4% of the adjusted phased budget for April 2024 of \$83.10 M.

Listed below is a summary of the details of reportable budget changes which resulted in changes to the 2023-2024 capital budget.

Program	Commentary on Significant Variations
Traffic Facilities	Rephase Section 7:12 Developer Contributions funding for existing project - raised pedestrian Crossing on Gipps Road at Gwynneville shops. Rephase Strategic Projects funding for existing project – Railway Parade Woonona - raised pedestrian crossing near Park Road. Reallocate Council revenue budget from Traffic Facilities Program to Public Transport Facilities Program.
Public Transport Facilities	Reallocate Council revenue budget from Traffic Facilities Program to Public Transport Facilities Program.
Bridges, Boardwalks and Jetties	Introduce additional State Government Disaster Recovery (AGRN1049) for the Otford Causeway Reconstruction project. Reallocate Council revenue budget from Contingency to Bridges, Boardwalks and Jetties Program.
West Dapto Infrastructure Expansion	Rephase West Dapto Developer Contributions funding for existing project - West Dapto Road/Wongawilli Road/Culvert Upgrade Project. Reallocate budget from Contingency to West Dapto Infrastructure Expansion Program.
Shared Paths	Reallocate Council revenue budget from Shared Paths Program to Contingency. Rephase Section 7:12 Developer Contributions funding from existing project – Gipps Road, Gwynneville, proposed raised pedestrian crossing.
Commercial Centre Upgrades - Footpaths and Cycleways	Introduce additional State Government funding for Safer Cities Her Way project.
Car Park Construction/Formalising	Reallocate Council revenue budget from Car Park Reconstruction or Upgrading Program to Car Park Construction/Formalising Program.
Car Park Reconstruction or Upgrading	Reallocate Council revenue budget from Car Park Reconstruction or Upgrading Program to Car Park Construction/Formalising Program.
Floodplain Management	Introduce additional NSW Government – Flood Recovery and Resilience funding for Bellambi Gully Flood Mitigation Infrastructure project. Rephase NSW Government funding for Memorial Drive (Bellambi Gully) Debris Control Structure project.

Program	Commentary on Significant Variations
	Reallocate Council Revenue funding from Stormwater Management Program to Floodplain Management Program.
Stormwater Management	Reallocate Council Revenue budget from Stormwater Management Program to Floodplain Management Program and Contingency.
Stormwater treatment Devices	Reallocate Council Revenue budget from Stormwater Treatment Devices Program to Contingency.
Cultural Centres (IPAC, Gallery, Townhall)	Reallocate Council Revenue budget from Admin Buildings Program to Cultural Centres (IPAC, Gallery, Townhall).
Admin buildings	Admin Buildings Program to Cultural Centres (IPAC, Gallery, Townhall).
Community Buildings	Reallocate Council Revenue budget from Community Buildings to Contingency.
Tourist Parks – Upgrades and Renewals	Reallocate Council Revenue budget from Tourist Parks – Upgrades and Renewals Program to Memorial Gardens and Cemeteries.
Memorial Gardens and Cemeteries	Reallocate Council Revenue budget from Tourist Parks – Upgrades and Renewals Program to Memorial Gardens and Cemeteries.
Play Facilities	Reallocate Council Revenue budget from Play Facilities Program to Contingency. Rephase Strategic Projects funding for Outdoor Exercise Equipment Project at Bulli due to delays in planning approvals for alternative site
Sporting Facilities	Rephase Sports Priority Reserve funding for 2 sporting club managed projects Rephase Section 7:12 Developer Contributions for Nicholson Park (Corrimal) perimeter fencing project. Reallocate Council Revenue budget from Sporting Facilities Program to Contingency.
Beach Facilities	Reallocate Council Revenue budget from Contingency to Beach Facilities Program.
Rock/Tidal Pools	Reallocate Council Revenue budget from Contingency to Rock/tidal Pools Program.
Whytes Gully New Cells	Rephase Garbage Disposal Facility Restricted Asset funding for multiple projects at Whytes Gully.
Land Acquisitions	Introduce additional \$7.11 Developer Contributions Funding for land purchases – part 414 West Dapto Road to Land Acquisitions Program. Introduce additional Housing Acceleration Funding for land purchases – part 414 West Dapto Road to Land Acquisitions Program
Contingency	Multiple additions and subtraction transfers to and from various programs as detailed above.

CAPITAL PROJECT REPORT							
as at the period ended 26 April 2024							
ASSET CLASS PROGRAMME	\$'000		\$'000		YTD EXPENDITURE	\$'000	
	CURRENT BUDGET		WORKING BUDGET			VARIATION	
	EXPENDITURE	OTHER FUNDING	EXPENDITURE	OTHER FUNDING		EXPENDITURE	OTHER FUNDING
Roads And Related Assets							
Traffic Facilities	1,887	(859)	1,736	(809)	1,005	(151)	51
Public Transport Facilities	563	(273)	663	(273)	1,036	100	0
Roadworks	14,784	(4,757)	14,790	(4,762)	11,896	6	(6)
Bridges, Boardwalks and Jetties	1,839	(1,169)	2,217	(1,197)	1,980	378	(28)
TOTAL Roads And Related Assets	19,073	(7,058)	19,406	(7,041)	15,916	333	17
West Dapto							
West Dapto Infrastructure Expansion	3,672	(3,600)	3,605	(3,433)	2,553	(67)	167
TOTAL West Dapto	3,672	(3,600)	3,605	(3,433)	2,553	(67)	167
Footpaths And Cycleways							
Footpaths	5,701	(2,394)	5,703	(2,396)	4,641	2	(2)
Shared Paths	4,955	(940)	4,609	(894)	3,884	(346)	46
Commercial Centre Upgrades - Footpaths and Cyclewa	3,505	(360)	3,584	(439)	2,940	79	(79)
TOTAL Footpaths And Cycleways	14,161	(3,694)	13,896	(3,729)	11,465	(265)	(35)
Carparks							
Carpark Construction/Formalising	60	0	85	0	57	25	0
Carpark Reconstruction or Upgrading	645	0	620	0	280	(25)	0
TOTAL Carparks	705	0	705	0	337	(0)	0
Stormwater And Floodplain Management							
Floodplain Management	5,343	(4,754)	5,336	(4,697)	4,293	(7)	57
Stormwater Management	5,468	(433)	5,118	(433)	3,899	(350)	0
Stormwater Treatment Devices	60	0	30	0	15	(30)	0
TOTAL Stormwater And Floodplain Mar	10,871	(5,187)	10,484	(5,130)	8,207	(387)	57
Buildings							
Cultural Centres (IPAC, Gallery, Townhall)	430	0	480	0	343	50	0
Administration Buildings	600	(100)	550	(100)	268	(50)	(0)
Community Buildings	6,385	(1,300)	5,935	(1,300)	4,854	(450)	0
Public Facilities (Shelters, Toilets etc.)	125	(30)	125	(30)	17	(0)	0
TOTAL Buildings	7,540	(1,430)	7,090	(1,430)	5,483	(450)	(0)
Commercial Operations							
Tourist Park - Upgrades and Renewal	285	0	225	0	163	(60)	0
Memorial Gardens and Cemeteries - Upgrades and Ren	565	0	625	0	320	60	0
Leisure Centres & RVGC	50	0	50	0	48	0	0
TOTAL Commercial Operations	900	0	900	0	531	(0)	0
Parks Gardens And Sportfields							
Play Facilities	2,873	(1,263)	2,445	(1,150)	1,597	(428)	113
Recreation Facilities	1,546	(1,321)	1,561	(1,321)	1,370	15	0
Sporting Facilities	16,313	(9,299)	15,348	(9,084)	11,939	(965)	215
TOTAL Parks Gardens And Sportfields	20,732	(11,883)	19,355	(11,556)	14,905	(1,378)	328
Beaches And Pools							
Beach Facilities	(0)	0	82	0	82	82	0
Rock/Tidal Pools	0	0	133	0	92	133	0
Treated Water Pools	490	(45)	490	(45)	234	(0)	0
TOTAL Beaches And Pools	490	(45)	705	(45)	407	215	0
Waste Facilities							
Whytes Gully New Cells	5,229	(5,229)	5,047	(5,047)	3,328	(182)	182
TOTAL Waste Facilities	5,229	(5,229)	5,047	(5,047)	3,328	(182)	182

CAPITAL PROJECT REPORT							
as at the period ended 26 April 2024							
ASSET CLASS PROGRAMME	\$'000		\$'000		YTD EXPENDITURE	\$'000	
	CURRENT BUDGET		WORKING BUDGET			VARIATION	
	EXPENDITURE	OTHER FUNDING	EXPENDITURE	OTHER FUNDING		EXPENDITURE	OTHER FUNDING
Fleet							
Motor Vehicles	1,700	(896)	1,700	(896)	1,037	(0)	0
TOTAL Fleet	1,700	(896)	1,700	(896)	1,037	(0)	0
Plant And Equipment							
Mobile Plant (trucks, backhoes etc.)	2,395	(512)	2,395	(512)	1,684	0	0
TOTAL Plant And Equipment	2,395	(512)	2,395	(512)	1,684	0	0
Information Technology							
Information Technology	1,500	0	1,500	0	695	0	0
TOTAL Information Technology	1,500	0	1,500	0	695	0	0
Library Books							
Library Books	1,340	0	1,340	0	1,095	(0)	0
TOTAL Library Books	1,340	0	1,340	0	1,095	(0)	0
Public Art							
Art Gallery Acquisitions	100	0	100	0	39	0	0
TOTAL Public Art	100	0	100	0	39	0	0
Land Acquisitions							
Land Acquisitions	10,939	(10,939)	11,029	(11,029)	10,768	90	(90)
TOTAL Land Acquisitions	10,939	(10,939)	11,029	(11,029)	10,768	90	(90)
Non-Project Allocations							
Capital Project Contingency	(419)	0	1,046	0	0	1,465	0
TOTAL Non-Project Allocations	(419)	0	1,046	0	0	1,465	0
GRAND TOTAL	100,928	(50,473)	100,302	(49,847)	78,449	(626)	626

ITEM 14 STATEMENT OF INVESTMENT - APRIL 2024

This report provides an overview of Council's investment portfolio performance for the reporting period March 2024.

Council had an average weighted return for March 2024 of 0.55% which was above the benchmark return of 0.37%. The result was primarily driven by positive valuations of the Mortgage-Backed Securities and NSW TCorp investments. The remainder of Council's portfolio continues to provide a high degree of credit quality and liquidity.

RECOMMENDATION

Council receive the Statement of Investment for April 2024.

REPORT AUTHORISATIONS

Report of: Brian Jenkins, Chief Financial Officer

Authorised by: Jeff Reilly, Director Corporate Services - Connected + Engaged City (Acting)

ATTACHMENTS

- 1 Statement of Investment – April 2024
- 2 Investment Income Compared to Budget 2023-2024

BACKGROUND

Council is mandated to invest surplus funds in accordance with the Ministerial Investment Order and Office of Local Government guidelines. The Order reflects a conservative investment approach and restricts investment types available to Council. In compliance with the Order and Office of Local Government guidelines Council adopted an Investment Policy on 12 December 2022. The Investment Policy provides a framework for Council to manage investment credit quality, institutional diversification and maturity constraints. Council's investment portfolio was controlled by Council's Finance Division during the period to ensure compliance with the Investment Policy. Council's Audit, Risk and Improvement Committee (ARIC) provides oversight of the review of Council's Investment Policy and the Management Investment Strategy.

Council's Responsible Accounting Officer is required to sign the complying Statement of Investment contained within the report, certifying that all investments were made in accordance with the Local Government Act 1993 and the Local Government Regulation 2005.

Council's investment holdings at 29 March 2024 were \$178,890,565 (Statement of Investment attached) [31 March 2023 \$167,784,126] which includes Council's interest in CivicRisk Mutual Ltd recognised at fair value as at 30 June 2023.

Council had an average weighted return for March 2024 of 0.55% which was above the benchmark return of 0.37%. The result was primarily driven by positive valuations of the Mortgage-Backed Securities and NSW TCorp investments. The remainder of Council's portfolio continues to provide a high degree of credit quality and liquidity. The global markets are still experiencing levels of instability and volatility in interest rates, driven by the persistent inflation issues. Australia's inflation remains relatively higher than international comparisons however medium-term predictions indicate contractions in inflation and interest rates. Rates available to Council on purchased investments are assessed regularly and across credit and maturity spread to maximise return on committed capital.

At 29 March 2024, year to date interest and investment revenue of \$6,965,892 was recognised compared to the year to date budget of \$4,922,250.

Council's 23 floating rate notes had a net decrease in value of \$162,133 for March 2024.

Council holds two Mortgaged Backed Securities (MBS) that recorded a net increase in value of \$11,084 for March 2024. The market value of this security takes into account the extended term of the security along with the limited liquidity and the coupon margin reflects pre-Global Financial Crisis (GFC) pricing. While the maturity dates are outside Council's control, the investment advisors had previously indicated

capital is not at risk at that stage and recommended a hold strategy due to the illiquid nature of the investment.

Council holds two investments within the NSW TCorp Hour Glass Facility; Long-Term Growth Fund and Medium-Term Growth Fund. The Long-Term Growth recorded a net increase in value of \$110,927 and the Medium-Term Growth Fund recorded a net increase in value of \$83,175 in March 2024. The fluctuations in both the Long-Term Growth and Medium-Term Growth Funds are a reflection of the current share market volatility both domestically and internationally and is diversified across a number of different asset classes with differing risk and return characteristics.

The Reserve Bank of Australia (RBA) Board will meet eight times each year from February 2024. At their March 2024 meeting the Reserve Bank of Australia (RBA) decided to hold the official cash rate at 4.35%. The RBA will continue to monitor uncertainties regarding the global economy, trends in demand, developments and adjust policy as needed as based on the data and evolving assessment of risks to return inflation to target of 2%–3%.

The current Investment Policy sets a 40% maximum exposure limit to individual institutions within the AAA category. This limit is currently considered to include funds held within the Commonwealth Bank (CBA), savings account which holds Council's operating cash balances. At the end of March 2024, the exposure to CBA was 19.87%, which is below the 25% target set in the Investment Strategy.

The current investment portfolio complies with Council's Investment Policy which was endorsed by Council on 12 December 2022. Council's Responsible Accounting Officer has signed the Statement of Investment contained within the report, certifying all investments were made in accordance with the Local Government Act 1993 and the Local Government Regulation 2005.

PLANNING AND POLICY IMPACT

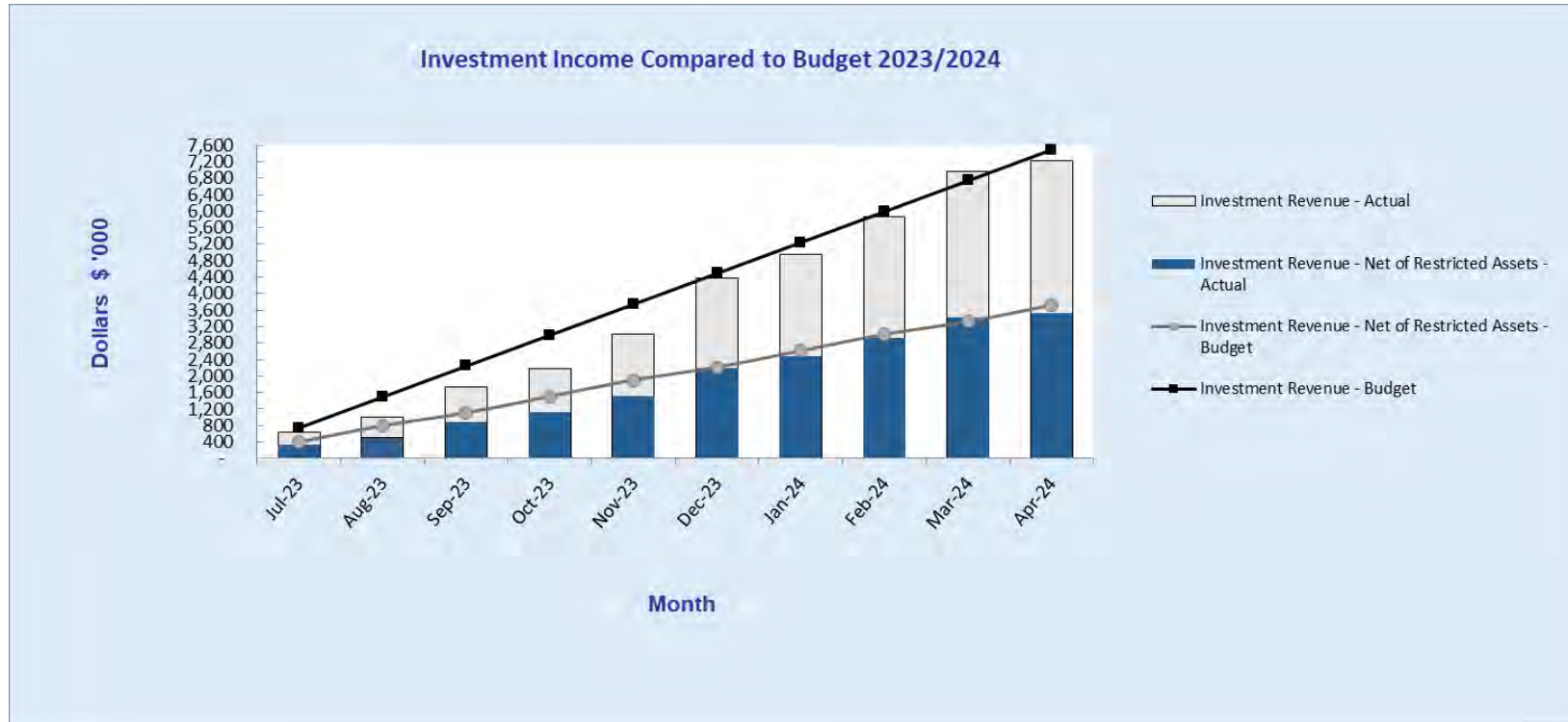
This report contributes to the delivery of Our Wollongong Our Future 2032 Goal 4 "We are a connected and engaged community". It specifically delivers on the following:

Community Strategic Plan 2032		Delivery Program 2022-2026	
Strategy		Service	
4.8	Council's resources are managed effectively to ensure long term financial sustainability.	Financial Services	

CONCLUSION

The investments for March 2024 recorded an average weighted return that was above the AusBondBank Bill Index Benchmark and performed favourably when compared to the year-to-date budget.

Brian Jenkins
RESPONSIBLE ACCOUNTING OFFICER



ITEM 15

LATE REPORT: PUBLIC EXHIBITION - DRAFT WASTE AND RESOURCE RECOVERY STRATEGY 2024-2034

The draft Wollongong Waste + Resource Recovery Strategy 2034 has been prepared to build on the previous Strategy 2014 - 2022 and to guide the management of Council's waste related services for the next 10 years.

Council provides multiple resource recovery and waste services across our Local Government Area, including collection services to more than 88,000 residences, and more than 1,300 public space bins, street cleaning, community recycling centre and stations, and operates a landfill facility for domestic and commercial waste and other specialised services (chemical clean out, cardboard and garden organics drop off).

Community consultation and surveys show that most residents are satisfied with the current resource recovery and waste services offered by Council and would like to see further improvement in waste management across the City, by decreasing the material going to landfill, transitioning to a circular economy and reducing waste related greenhouse gas emissions.

This report seeks Council's endorsement for the public exhibition of the draft Wollongong Waste + Resource Recovery Strategy 2034.

RECOMMENDATION

- 1 The draft Wollongong Waste + Resource Recovery Strategy 2034 be endorsed for public exhibition for a minimum period of 28 days.
- 2 Following public exhibition, a report on submissions and recommendations be presented to Council for consideration and finalisation of the Wollongong Waste + Resource Recovery Strategy 2034.

REPORT AUTHORISATIONS

Report of: Paul Tracey, Manager Open Space + Environmental Services
Authorised by: Joanne Page, Director Infrastructure + Works

ATTACHMENTS

- 1 Draft Wollongong Waste and Resource Recovery Strategy 2034

BACKGROUND

The provision of waste services for the community is a significant function and responsibility for Wollongong City Council with more than 88,000 domestic waste services receiving a weekly Food Organics and Garden Organics (FOGO) and garbage service, fortnightly recycling service, and enhanced services including on-call kerbside collections, garden organics, and cardboard drop offs at selected times of the year. Council's Public Place waste collection services more than 1,300 public place bins, street cleaning and city presentation. In addition, Council operates Wollongong Waste + Resource Recovery Park – Whytes Gully, which provides a landfill facility for domestic and commercial waste, public drop-off transfer station, and a community recycling centre.

Our waste + resource recovery services are important to the community and the 2023 Wollongong City Council Community Satisfaction Survey indicates a high level of satisfaction with 88% of our community satisfied with the Domestic Waste Service, 84% satisfied with recycling and FOGO services, whilst there are opportunities to improve our public bin collection, street cleaning and waste disposal depot services.

The draft Wollongong Waste and Resource Recovery Strategy 2034 sets a clear direction towards sustainable waste and resource management for the City of Wollongong into the future, and builds on the achievements of the former Strategy which include:

- The commencement of a fully functional FOGO collection service and weekly green bin collection
- A sustainable waste policy for public and special events
- Community recycling stations installed in Council Libraries

- Improved on-call kerbside collection services
- Improved waste education and access to waste information
- Construction and opening of a Community Recycling Centre at Whytes Gully
- Landfill gas capture and reduction of greenhouse gas emissions at Whytes Gully
- Improved environmental performance at Whytes Gully particularly air, water, and odour.

There were several unfinished actions from the previous strategy, and these have been included within the current draft to ensure Council can continue to build on our work to date.

Key actions that have been incorporated into the new strategy include:

- Update of the waste chapter of our Development Control Plan (DCP)
- The rehabilitation of the former Helensburgh waste facility
- A plan for emergency waste management
- Investigating and implementing pricing incentives for separated materials
- Continued improvements into illegal dumping
- Implementation of Public place recycling that work.

PROPOSAL

The Draft Wollongong Waste + Resource Recovery Strategy 2034 has been drafted to guide Council's Waste service through to 2034 in a way that provides direction yet allows Council to be responsive and agile in a rapidly changing waste industry to best meet the current and future waste needs of our community.

The strategy will guide Council's Domestic Waste Service, The Wollongong Waste + Resource Recovery Park (Whytes Gully), public place waste collection, waste recycling and diversion initiatives, emergency waste management, waste education and links to specific waste actions to meet net zero targets identified within Council's Net Zero Wollongong Climate Change Mitigation Plan 2023-30.

Changes expected in the waste industry through the life of the draft strategy include:

- New technologies and markets, which will be able to assist with waste sorting, recycling, landfill diversion and energy.
- Maximising the community value and use of Council Assets in a period of high cost of living.
- Moving towards Net Zero emissions and what actions need to happen to achieve this.

To target this, we have created four new goals:

- 1 Reduce Waste to Landfill – *'Landfill is a last resort for waste'*
- 2 Transition to a Circular Economy – *'A circular economy provides the best use of resources'*
- 3 Reduce our Waste Related Emissions – *'When it comes to emissions less is best'*
- 4 Improve our Waste Management – *'Getting waste management right is key'*

The role of Waste education and engagement underpins all four goals and will continue to evolve to ensure broad reach and engagement within the community.

CONSULTATION AND COMMUNICATION

The draft Waste + Resource Recovery Strategy 2034 has been prepared based on the 'Talking Waste 2024-34' Engagement Plan which highlights the following community engagement and communication undertaken throughout April and May of 2024:

- Promotion of an online survey and frequently asked questions prepared for the community via Council's website, social media platform, media release, newsletters and e-mail distribution lists.

- Engagement activities included the online survey, online live Q&A session, and workshops including internal Council Staff, targeted community groups, and a community workshop held on 2 May 2024.

The engagement participation summary used to help inform the draft included:

- 555 web page views
- 450 views on the project webpage
- 88 Community surveys and Q&A's received
- 16 Community Workshop participants

Broad community consultation on the draft Wollongong Waste + Resource Recovery Strategy 2034 is proposed to occur over a minimum period of 28 days. All stakeholders previously involved in the workshops will be contacted during exhibition period.

PLANNING AND POLICY IMPACT

This report contributes to the delivery of Our Wollongong 2032 Goal 1 – We value and protect our environment. It specifically delivers on the following:

Community Strategic Plan 2032		Delivery Program 2022-2026
Strategy		Service
1.4	Work together to achieve a net zero carbon emissions and reduce waste going to landfill	Waste Management

RISK MANAGEMENT

Waste + Resource Recovery services generally carry a higher level of risk with complex and significant environmental, economic, social, operational, and reputational risks.

The strategy aims to provide a clear and transparent direction for the way Council provides its waste services, to ensure risk are mitigated into the future.

FINANCIAL IMPLICATIONS

Actions within the draft strategy will be delivered as part of Council's core waste business, and through Council's annual review of its Fees and Charges including the Domestic Waste Charge.

Council will continue to seek grant funding opportunities for specific waste improvement actions within the Strategy that may accelerate proposed timing for completion.

CONCLUSION

The draft Wollongong Waste + Resource Recovery Strategy 2034 provides the community with clear direction on Council's waste service overall.

The report proposes a public exhibition of the draft strategy to allow for further community and stakeholder input to shape the way Wollongong manages its waste into the future.



Wollongong City Council

Wollongong Waste and Resource Recovery Strategy 2024-2034



Acknowledgement of Country

We acknowledge the Traditional Custodians of the land in which our city is built, the Aboriginal people of Dharawal Country. We recognise and appreciate their deep connection to this land, waters and our greater community.

We pay our respects to Elders past, present and those emerging and extend our acknowledgement and respect to all Aboriginal and Torres Strait Islander peoples who call our city home.

We recognise Aboriginal and Torres Strait Islander people as the first people to live in the area. We respect their living cultures and recognise the positive contribution their voices, traditions and histories make to our city.

In celebration of unity and cultures, both traditional and contemporary, we acknowledge the rich histories of local Aboriginal and Torres Strait Islander heritage.

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Section 1 Introduction

The provision of waste services for the community is a significant function and responsibility for Local Governments, and Wollongong City Council is no different. As part of our role, some of the core services we provide include a domestic waste collection service to more than 88,000 residences across our Local Government Area, a Council-operated landfill facility, public place bin collection and Community Recycling Centre.

Sustainable waste management is a shared responsibility for Wollongong City Council and the community. Our current global rate of consumption of non-renewable resources is not sustainable and it's crucial that as we look at alternatives to non-renewable resources, we're also more efficient at managing and recovering existing resources. We need to do this in a way that minimises environmental impacts and

maximises the value of recovered materials to ensure we are caring for country and protecting our environment.

We know the community cares about waste. Our biannual Community Satisfaction Surveys consistently show that the domestic waste service, including red bin collection, recycling and now Food Organics and Garden Organics (FOGO) are important to the community and consistently score high in terms of the community's satisfaction with this service.

The Waste and Resource Recovery Strategy 2034 sets a clear direction towards sustainable

waste and resource management for the City of Wollongong moving into the future.

This Strategy is based on four key goals which will drive waste management actions by Council on behalf of the community. It builds on the work already completed in our previous Strategy and has been developed to ensure we can be agile and respond to an ever-changing and evolving waste industry. This forward-focusing document also allows us to continue to prioritise a sustainable and cost-effective service delivery for our community.





Section 2

A Review of the 2014-22 Waste and Resource Recovery Strategy

We're proud of the goals met in the 2014-2022 Strategy. There were many successes throughout its implementation including the city-wide roll-out of FOGO collections and a weekly green bin service, sustainable waste management for Council events, the addition of community recycling stations at libraries, improvements to our on-call household cleanup service, and continued waste education.

Away from the public eye, the Strategy also delivered site and operational improvements at the Wollongong Waste and Resource Recovery Park (known locally as Whyte's Gully). These improvements included increasing our landfill gas capture and reducing our Greenhouse Gas emissions and the construction and opening of the Community Recycling Centre (CRC) which provides our community the opportunity to drop approved recyclable waste for free.

The previous waste and resource recovery strategy was in place from 2014 and it had four focus areas with indicators. Following a review, it has been determined that we met or exceeded the majority of these indicators, although issues such as illegal dumping were considered more difficult to assess success. We have taken the learnings from this review, through this updated Strategy, looked to refocus and address the current needs of the community and priorities for waste management in Wollongong.

There were some unfinished actions from the previous Strategy's action plan, and these have been considered within the new document to ensure we continue to build on the work and positive achievements of the past decade. These unfinished actions include an update of the waste chapter of our Development Control Plan (DCP), the rehabilitation of the former Helensburgh waste facility, a plan for emergency waste management, pricing incentives for separated materials, and continued improvements into illegal dumping and public place recycling.

Section 3 Waste in Wollongong in 2024

3.1 Our City

The Wollongong Local Government Area (LGA) is located 80km south of Sydney on Dharawal Country.

Wollongong is a city with diverse natural environments and is home to many unique ecosystems, endangered species and communities, as well as more than 222,000 residents.

As our population grows, so does our need for a more sustainable approach to our management of waste.



*Data sourced from Informed Decision 2023. ** Data sourced from ABS 2021 Census

3.2 Our Current Services

Domestic Waste Collection Services

There are approximately 88,974 properties within the LGA that receive a domestic waste collection. 83% of properties are single unit dwellings (SUDS). 17% of properties are multi-unit dwellings (MUDS).

We currently provide:

- A weekly FOGO and waste to landfill collection
- A fortnightly recycling collection
- Two on-call household cleanup services per year
- Cardboard and green waste drop off events

Each year, we empty each household's combination of red, yellow, and green lid bins a total of
130 times



Public Place Waste Collection

Council provides and services more than 1200 public place waste and recycling bins. These are located across the Local Government Area in our streets, parks, reserves and sporting facilities, as well as within the CBD.

There are also numerous Return and Earn return points in the LGA for the public to recycle eligible bottles, cans and containers.

Supporting Services

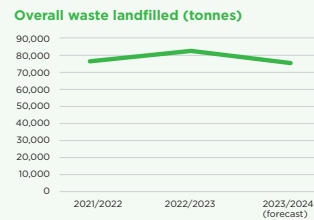
- **Household Chemical CleanOut**
(In partnership with the NSW Environment Protection Authority)
- Household Chemical CleanOut's provide a free, safe and convenient drop off for household chemicals.
- **Community Recycling Centre (CRC)**
(In partnership with the NSW EPA)
- The CRC offers a free and easy solution for Wollongong residents to recycle a broad range of household problem items.

- **Community Recycling Stations (CRS)**
- CRS at five locations across the city to provide convenient drop off points for select problem items.
- **Waste Education**
- Dedicated waste education staff that provide a wide range of services, information, and engagement to the community.
- **Wollongong Waste and Council websites**
- Detailed waste information, education, updates, announcements, opening hours, videos, resources and more.
- **Waste App**
- The Wollongong Waste app offers residents a range of waste related information, including a calendar of events, news and alerts, bin day information and access to various bookings and services.

3.3 Waste Data

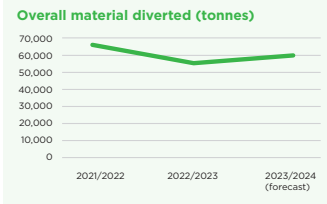
When we look at the waste that goes into our landfill site, there is a mix of both domestic and commercial materials. Approximately 40 percent of the waste received at the Wollongong Waste and Resource Recovery Park (WWARRP) is commercial waste. This does not include construction and demolition waste which is collected at other privately-run waste facilities.

The following graph illustrates the tonnes of overall waste landfilled in the 2021/22 and 2022/23 financial years and the forecasted amount for the 2023/24 financial year.



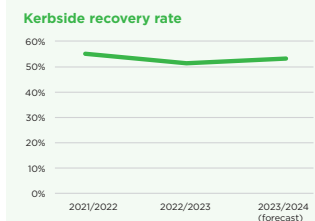
One of Council's key focusses continues to be waste diversion and the use of landfill as a place of last resort. As an ongoing measure of success, we want to see the amount of material being diverted from landfill to increase over the next 10 years.

The Overall Material Diverted graph below shows the tonnes of material that has been kept out of landfill. It shows the totals for the 2021/22 and 2022/23 financial years, as well as the forecasted totals for the 2023/24 financial year.



The volume of material within domestic waste collections in each of the red, yellow and green lid bins is tracked weekly and Council's goal is to increase the rate of kerbside recovery.

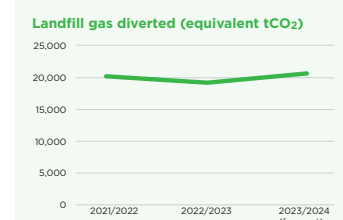
The graph below shows the percentage of waste that has been diverted from landfill through effective use of kerbside collections including FOGO, recycling and On-call household collections. The graph captures data for the 2021/22 and 2022/23 financial years as well as the forecasted rate for the 2023/24 financial year.



Landfill sites generate methane as organic waste decomposes. Methane has a negative impact on the environment and effective management of the gas is a key to reducing our waste-related emissions.

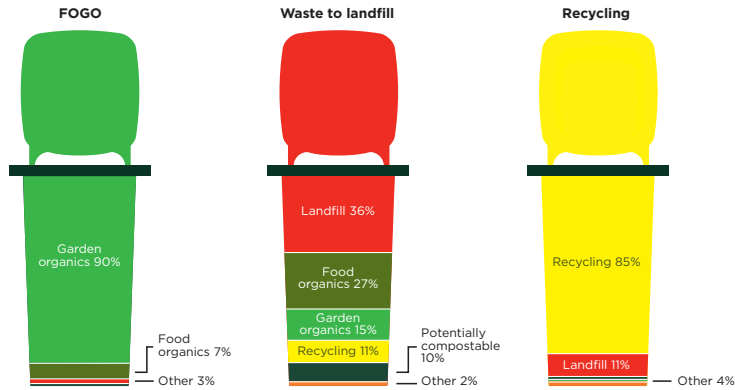
Council renewed its landfill gas program at the Wollongong Waste and Resource Recovery Park in 2019 and improved its capture and management of methane to reduce equivalent CO₂ that is released to the atmosphere. The graph below shows the equivalent tonnes of CO₂ that have been diverted for the 2021/22 and 2022/23 financial years, as well as the forecasted totals for the 2023/24 financial year.

We're focussed on increasing the amount of landfill gas that is effectively diverted through this program, as well as reducing the volume of organic waste entering the site through the ongoing implementation and support of FOGO in the city.



Material composition by bin type

Data sourced from the Household Kerbside Bin Audit 2023



3.4 Waste Education

Waste education is a crucial component of waste management. Our waste education teams provide learning opportunities for the community that encourage reducing plastic use, participating in FOGO and recycling, utilising the Community Recycling Centre and Community Recycling Stations, promoting services and events, and providing a range of engagement on waste related activities.

The team works closely with Council's Communications & Marketing team on content that can be shared through targeted channels to build community awareness and understanding of waste management, and foster community support and participation.

Moving forward, Council's waste education focus for community will continue to be encouraging behaviour change through learning, highlighting opportunities to reduce waste and be more sustainable, and to support our community to work alongside Council as we seek to align with the four goals of this Strategy.

The ongoing delivery of waste education will include a wide range of methods including:

- Online resources on Council's website such as video workshops and an online tour of the Wollongong Waste and Resource Recovery Park
- Social media and targeted e-newsletters
- Pop-up engagement stalls
- Workshops and educational talks
- Bin audits and development of case studies
- Direct mail outs, printed resources and signage
- Talks and workshops at schools, multilingual communities and other community groups
- Targeted media advertisements and campaigns
- Promotion of the Wollongong Waste app
- Collaboration with regional councils through the Illawarra Shoalhaven Joint Organisation (ISJO).

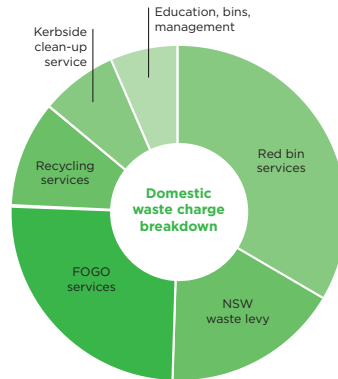
3.5 Waste Fee Components

Providing waste management services comes at a significant cost to the community, with the NSW EPA Waste Levy applied to each tonne of waste sent to landfill.

The two types of fees associated with waste for the community of Wollongong are the Domestic Waste Management fee (DWM), and the waste disposal fee at the Wollongong Waste and Resource Recovery Park. These fees are used to fund multiple waste services and functions.

The Domestic Waste Management fee is broken down into approximately 6 different areas of funding, as can be seen in the following pie chart.

- 35% towards the red bin service, which includes collection and disposal to landfill.
- 17% towards the NSW EPA Waste Levy which is a mandatory fee for materials going to landfill.
- 25% towards the collection and processing of FOGO.
- 11% towards providing the collection and processing of recycling.
- 7% towards the collection and processing of the kerbside cleanup service.
- 5% towards education, bins and caddy liners and management.



The waste disposal fee at the Wollongong Waste and Resource Recovery Park is broken down into three major components, these include:

- The mandatory NSW EPA Waste Levy.
- Operational costs, which include equipment, materials and labour.
- Capital costs, which are associated with the management of the site, including cell construction and the future rehabilitation of the site once landfilling has ceased.

Given the rising costs of construction and materials, Council monitors and adjusts charges annually to ensure the sustainability of these critical services. By doing so, Council can continue to provide services for our community that balance effective waste management and sustainable practices.

While all residents support Council's provision of waste services through their rates, there are some steps people can take to help keep waste costs down.

- Downsizing the red bin to a smaller size.
- Embrace FOGO, processing FOGO is more cost effective than sending food waste to landfill.
- Keep recycling materials out of the red lid bin and use the community recycling facility and centres.







Section 4 Developing the Wollongong Waste and Resource Recovery Strategy 2024-2034

4.1 Strategic Alignment

Council's integrated strategic framework is led by the Our Wollongong Our Future Community Strategic Plan. The table below shows the key aligning documents and the actions related to our Waste and Resource Recovery Strategy.

The key actions from the aligning documents will be addressed within this Strategy and will be situated under each of the relevant key goals within our priorities and actions in section 6.

Aligning Document	Key Actions
Community Strategic Plan (CSP) 	Goal 1 - We value and protect our environment 1.4 Work together to achieve net zero carbon emissions and reduce waste going to landfill
Delivery Program and Operational Plan 	Goal 1 - We value and protect our environment Environmental Programs Waste services
Climate Change Mitigation Plan (CCMP) 	Empowering Community Actions 12. Support development of circular economy opportunities within the region 13. Increase diversion rates and reduce waste to landfill Priority Actions 1. Integrate emissions reduction priorities into strategic planning framework for waste 2. Develop new waste diversion streams, practices and infrastructure as opportunities become available 3. Expand gas capture infrastructure at Whyte's Gully towards electricity generation 4. Review waste contracts to include emissions reduction priorities
Sustainable Wollongong 2030 	Priority Area 3: A low emissions city • Reduced emissions from Whyte's Gully Landfill Priority Area 5: A low waste city • Reduced amount of waste sent to landfill • Reduced use of single use plastics in the city • Decreased litter and illegal dumping • Increased amount of material recovered for re-use and recycling • Reduced waste produced from events across the city

Aligning Document	Key Actions
NSW Waste and Sustainable Materials Strategy 2041 	5 Year Targets • Phase out problematic and unnecessary plastics by 2025 • Plastic litter reduction target of 30% by 2025 10 Year Targets • Reduce total waste generated by 10% per person by 2030 • Have an 80% average recovery rate from all waste streams by 2030 • Introduce a new overall litter reduction target of 60% by 2030 Relevant Sub Targets • Triple the plastics recycling rate by 2030 • Halve the amount of organic waste sent to landfill by 2030 • Net zero emissions from organic waste by 2030
Illawarra Shoalhaven Regional Waste and Sustainable Materials Strategy 2022 - 2027 	Theme 1: Avoid, reuse and recovery of resources Theme 2: Protect the environment Theme 3: Strategic leadership and collaboration for sustainable material management

There are also other relevant aligning documents including The National Waste Policy and Action Plan, and the NSW Circular Economy Policy Statement, which focusses on waste avoidance,

improved resource recovery, increased use of recycled material and the importance of the circular economy.

Council's Integrated Planning Framework



4.2 Strategy Development

This Strategy has been developed as a high order document to plan for the future of waste management in Wollongong. It has been informed by advice and feedback from a wide range of stakeholders, both internally and externally. As it is a 10-year document, it has been written with flexibility in mind, allowing Council to respond to this changing environment and redirect focusses as the industry and technology evolves.

To deliver this Strategy in a transparent, productive and meaningful way, an adaptable implementation plan will be developed. It will sit beneath this Strategy, and be reported on annually to the community. More information about the development of the implementation plan can be found in section 6 of this Strategy.



4.3 Community Engagement

We value the passion, knowledge and perspectives of our community, and we have engaged with them in a range of ways throughout the development of this document.

We gathered feedback and correspondence through conversations, workshops and surveys with the Aboriginal community, Neighbourhood Forums, Resident Action Groups, waste and

circular economy leaders, and other community members who represented Wollongong's diverse population.

We workshoped with more than 130 people, and the feedback we heard has been incorporated into our priorities and actions in Section 6 of this Strategy. Throughout our engagement process there were several themes that arose from the feedback we gathered.

Some key things the community told us

Soft plastic recycling	FOGO	Education	Caring for Country	Red bin collection frequency	Advocacy	Recycling
"Introduce soft plastic recycling"	"Not enough people using FOGO"	"Education for households to sort waste into FOGO and recycling"	"Always consider the impact to the environment when making decisions in waste"	"Less frequent residual waste collection"	"Advocate against fast fashion"	"More recycling bins in public areas"
"Recycling soft plastics will greatly reduce landfill"	"Continuation of the FOGO program"	"Educating the community and giving them more feedback"	"Make sustainable decisions to care for country"	"Reduce red bin collection to fortnightly"	"Persuade politicians to make bans mandatory rather than voluntary"	"Less contamination in yellow bins"
"Introduce kerbside recycling of soft plastics"	"Reduce organic waste going to landfill"	"To educate people to know what belongs in the right bin"	"We don't want another tip in the area"	"Making red bin fortnightly pick up"	"Push for legislation to eliminate plastic packaging"	"Provide more recycling facilities"

4.4 Circular Economy

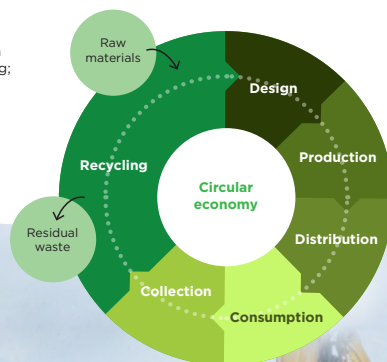
The Circular Economy is a more sustainable and conscious alternative to the standard linear economy, which is based on the model of taking resources, making products, and discarding these products as waste.

In a circular economy, products are kept within an ongoing system where they have been designed to be reused over and over for as long as possible to reduce the reliance on raw materials.

Council acknowledges the importance of this model, and will assist the community transition to a circular economy through actions including; education, future procurement, partnerships, benchmarking and improved resource management.

Maximising the use and value of resources brings major economic, social and environmental benefits. It also contributes to innovation, growth, job creation and prosperity, while reducing our impact on the environment.

The image below shows the stages and considerations that are crucial for a circular economy.



4.5 Waste Hierarchy

The waste hierarchy draws on the principle of causing less harm by avoiding and reducing waste, followed by reuse, recycling and recovery before treatment and finally disposal.

The waste hierarchy is recognised as providing important guidance on environmental impacts of different management options. It is not intended as a stand-alone tool, but rather can be considered alongside other tools and systems such as the circular economy.

Waste hierarchy pyramid



Section 5 Our Four Goals

Our four key goals were developed through stakeholder consultation, with the aim of defining our waste-related requirements and aspirations, and aligning goals that will guide us for the next 10 years.

Our goals are far reaching, but they are also connected. This combination allows this Strategy to build upon its actions, and remain adaptive over a long period.

Goal 1 Reduce Waste to Landfill

Landfill is a last resort for waste

The most effective way of managing waste, is to avoid creating it in the first place. This, in turn, reduces the impacts associated with production, consumption, transportation, processing and disposal. Council and the community need to ensure landfill is a last resort for resources.

It is essential that the life of our landfill is preserved for as long as possible. Like our raw materials, landfills are finite, and we are unlikely to see another landfill in the Illawarra.

Goal 2 Transition to a Circular Economy

A circular economy provides the best use of resources

A transition to a circular economy is a crucial step for the City of Wollongong to ensure resources are not going to waste. This is a transition we cannot do alone, and one that requires the involvement and input of Council, the community and the State and Federal Governments.

Legislation and design improvements are important factors in a successful transition to a circular economy, but they aren't the only factors. There are things that we can do now including reusing items when avoiding or reducing waste is not possible.

Council and the community must work together to see the value in our resources and ensure they are reused, repaired, or recycled before they are considered waste. Our current contracts for both FOGO and mattress recycling utilise local processing, with materials collected then entering the circular economy.

As technology, products and suppliers continue to emerge, we will look to incorporate circular economy practices into future Council operations and contracts to ensure potentially recyclable items are diverted from landfill.

Goal 3 Reduce our Waste Related Emissions

When it comes to emissions, less is best

Landfill waste, particularly organic content, emits greenhouse gas as it decomposes. As we're a Local Government that owns and operates a waste facility, landfilling operations make up a significant proportion of our operational emissions.

We have a responsibility to lead the way when it comes to reducing waste, managing our city's waste and building a circular economy. As new technologies evolve, particularly with the transition to clean energy we will see new waste challenges and opportunities emerge. Council will seek to explore innovative solutions to partner with industry to reduce waste across the community.

As the Wollongong Waste and Resource Recovery Park takes in waste from the wider community, Council does not have full control over the volume that enters the site each year. This makes it difficult to mitigate the variation in landfill emissions each year. However, we can have a positive impact by encouraging and supporting waste minimisation, the circular economy and recycling in the community, as well as increasing the site's landfill gas capture infrastructure.

In 2023 we saw the introduction of Australia's first zero emission waste collection vehicle in Wollongong. The Hydrogen Truck, which is now in service in our city is a great example of innovation through partnership and is a model that can be built upon to help reduce collection related emissions.

Goal 4 Improve our Waste Management

Getting waste management right is key

Effective waste management is essential to minimise our impact on the environment.

While a lot was achieved during the implementation of our last Strategy, it is time to build upon these successes and continue toward better practice improvements.

The Wollongong Waste and Resource Recovery Park (WWARRP) is the city's hub of waste management and improvements can be made to see this facility operate and function more efficiently and effectively into the future.

It is important in the lifetime of this Strategy we investigate and understand the city's broader waste profile, including waste that doesn't come into Council's facility. That way, as we review the master plan for the Park, we're able to maximise its use and potential into the future.

It is critical that we meet our legislative and licencing requirements while also operating in a sustainable and cost-effective way, so that the landfill is available to the community for as long as possible.

This goal includes all our waste-related activities, including public place waste and recycling, illegal dumping, regional partnerships and investment in waste technologies.



Section 6 Implementing the Strategy

6.1 Planning

Following the adoption of the Waste and Resource Recovery Strategy 2034, an implementation plan will be developed which will outline timeframes and budgets for the completion of the actions outlined below.

These actions have been created to address our four goals, the key actions of aligning documents as well as the needs and concerns of the community. There are some actions that can be achieved now, but there are also some actions that will be implemented in the future.

The actions will be tracked for progress and reviewed regularly. Actions from this Waste Strategy will be prioritised against other community needs for the allocation of resources as part of Council's annual Delivery Program and Operational Plan process. Funding and resourcing the implementation of individual actions will need to be embedded in Council's Resourcing Strategy.



6.2 Priorities and actions

Goal 1 - Reduce Waste to Landfill

Priorities	Actions
1.1 Continue pricing incentives to encourage source separation at the Wollongong Waste and Resource Recovery Park (WWARRP)	1.1.1 Review of WWARRP fees and charges relating to the pre separation of materials, e.g., materials that can be effectively diverted from landfill
1.2 Investigate technologies and partnerships for increased diversion of waste	1.2.1 Continue to seek partnerships and explore the market for emerging technology to increase waste diversion
1.3 Increase the FOGO service	1.3.1 Increase the participation rate of FOGO in multi-unit dwellings 1.3.2 Continue to focus our education approach on domestic waste organic contamination in the red bin stream 1.3.3 Continue to encourage and incentivise a smaller red bin service
1.4 Recover a greater number of recyclable materials through domestic waste collection	1.4.1 Research nationally and benchmark regionally to find sustainable and cost-effective end markets for a greater number of recyclable materials, including soft plastics. 1.4.2 Investigate options to implement soft plastic collection through the domestic recycling collection service
1.5 Identify and deliver greater opportunities to increase resource recovery at the WWARRP	1.5.1 Design and construct a new transfer station area that allows for greater source separation and diversion 1.5.2 Explore an alternate transfer station in the northern part of the city to assist with source separation
1.6 Minimise Council's and the community's waste generation through waste education	1.6.1 Develop a Council Waste Minimisation Plan which aligns with Council's sustainability goals 1.6.2 Undertake bin audits to guide education and develop programs to encourage the appropriate use of the 3-bin system and the importance of the waste hierarchy 1.6.3 Review our waste education methods to align with our four goals
1.7 Take advantage of grant opportunities as they arise	1.7.1 Apply for suitable grant projects that will support the reduction of waste to landfill

Goal 2 - Transition to a Circular Economy

Priorities	Actions
2.1 Support the Circular Economy through WCC procurement and WCC operations	2.1.1 All waste-related procurement to consider the Circular Economy through Council's Sustainable Procurement Policy
	2.1.2 Continue the phase out of single use plastic through Council's Single Use Plastics Policy
	2.1.3 Educate the community on the importance of the circular economy
2.2 Improve the functionality and appeal of the Community Recycling Centre (CRC)	2.2.1 Increase the number of accepted materials at the CRC, including polystyrene and textiles
	2.2.2 Investigate the introduction of a circular economy repair/repurposing hub within the CRC
	2.2.3 Invest in key infrastructure and partnerships within the CRC to improve functionality and appeal to the community
2.3 Strengthen regional council alliances to encourage greater investment of circular economy initiatives into the region	2.3.1 Work with regional councils to utilise the total combined resources to attract circular economy investment into the region
	2.3.2 Partner with businesses e.g., manufacturing companies, tertiary education and social enterprises to develop and support circular economy initiatives
	2.3.3 Advocate to the State and Federal Government for circular economy solutions and legislation
2.4 Investigate and determine a cost effective and sustainable solution for problematic waste in the region	2.4.1 Partner with regional councils, Illawarra Shoalhaven Joint Organisation (ISJO), and local community action groups to determine a sustainable solution for soft plastic recycling
	2.4.2 Continue to pursue recycling solutions for problem waste, e.g. textiles, vapes, solar panels and polystyrene





Goal 3 - Reduce Waste Related Emissions

Priorities	Actions
3.1 Integrate emissions reductions priorities into strategic planning framework for waste	3.1.1 Review the master plan for the WWARRP to maximise the utilisation of Council's waste assets
	3.1.2 Update WWARRP Greenhouse Gas Management Plan
	3.1.3 Investigate the footprint of the Wollongong waste profile, including waste that doesn't come to the WWARRP
3.2 Develop new waste diversion streams, practices and infrastructure as opportunities and technology become available	3.2.1 Consider increased screening options and future recycling opportunities to increase diversion at the WWARRP
	3.2.2 Consider options to increase waste diversion and reduction from commercial businesses (DCP Chapter)
	3.2.3 Trial available emerging technologies to reduce waste to landfill
3.3 Expand gas capture infrastructure at the Wollongong Waste and Resource Recovery Park (WWARRP) towards electricity generation	3.3.1 Continue to expand infrastructure as practically possible
	3.3.2 Develop future cell design with consideration for maximum gas capture efficiency
3.4 Review waste contracts to include emissions reduction priorities	3.4.1 Include sustainability and efficiency principles in future waste contract tenders to reduce Scope 3 emissions and encourage circular economy
	3.4.2 Investigate options for increasing efficiency of waste service (e.g. pilot opt in fortnightly landfill collection)

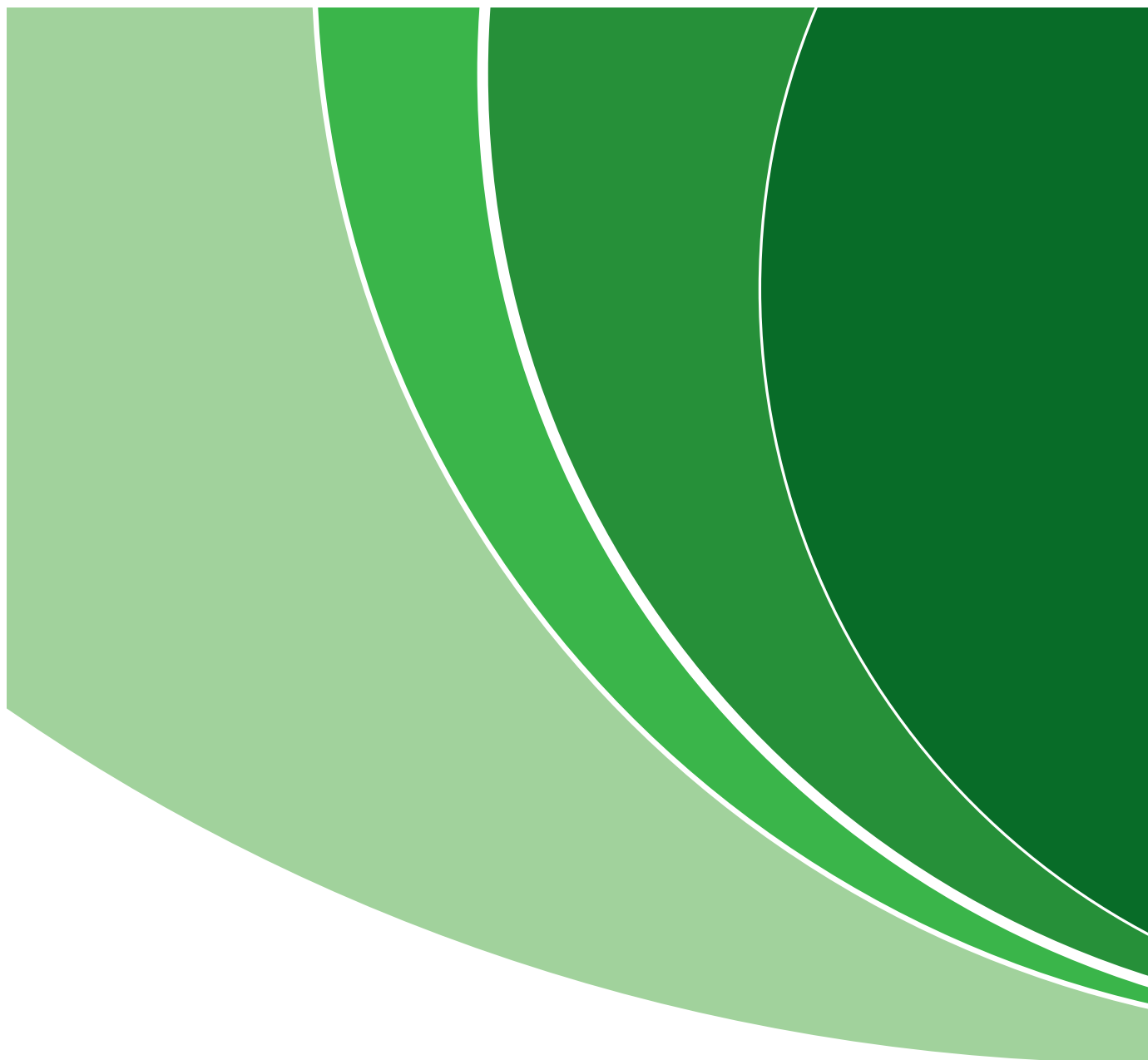
Goal 4 - Improve our Waste Management

Priorities	Actions
4.1 Update the Waste Management Chapter of Council's Development Control Plan (DCP)	4.1.1 Update the waste management chapter of the DCP to include FOGO
	4.1.2 Update the waste management chapter of the DCP to include the best practice construction and demolition waste management
4.2 Rehabilitate the former Helensburgh Waste Disposal Depot site	4.2.1 Effectively rehabilitate the former Helensburgh Waste Disposal site
4.3 Review of public place recycling and waste bins to increase resource recovery and reduce litter	4.3.1 Continue innovations for public place recycling e.g. baskets for container deposit collection
	4.3.2 Investigate emerging technologies for separation in public place bins
4.4 Measure and reduce illegal dumping within the Local Government Area (LGA)	4.4.1 Review the state of play of illegal dumping in the LGA across all areas of Council to determine the most effective way to measure it
	4.4.2 Develop a plan to reduce illegal dumping within the LGA
	4.4.3 Educate the community on the effects and costs of illegal dumping
4.5 Identify potential Alternate Waste Technology (AWT) opportunities	4.5.1 Explore innovative waste processing technologies, e.g., alternative waste treatment systems and waste to energy
	4.5.2 Seek out funding opportunities and partnerships for innovative technologies and processes
4.6 Improvements to the Wollongong Waste & Resource Recovery Park (WWARRP)	4.6.1 Continued improvement of our leachate management
	4.6.2 Continued improvement of our stormwater management
	4.6.3 Continued improvement of capping of landfill areas
	4.6.4 Upgrade Council's waste management facilities to be user friendly to the community and promote diversion
4.7 Develop an emergency waste management plan	4.7.1 Support the community with an emergency waste management plan



6.3 Measures





From the mountains to the sea, we value and protect our natural environment and will be leaders in building an educated, creative, sustainable and connected community.

We value and protect our environment

We have an innovative and sustainable economy

Wollongong is a creative, vibrant city

We are a connected and engaged community

We have a healthy community in a liveable city

We have affordable and accessible transport

ITEM 16 NOTICE OF MOTION - COUNCILLOR TANIA BROWN - SOUND SHELL

Councillor Tania Brown has submitted the following Notice of Motion –

“Recognising the community desire for festival events and live sites, I formally move that a Briefing be provided to councillors on options for a ‘Sound Shell’ to be considered within a public space that can provide the city with a space for public events, music performances and live event viewing i.e., recent World Cup and Matilda’s games. The Briefing should include -

- a Grant opportunities via Placemaking NSW or other agencies and;
- b Availability of different sized models.”

Background provided by Councillor Tania Brown:

A Sound Shell was recently unveiled at Darling Harbour which allows for quick and efficient bump in and out for events, providing a permanent but flexible space that can meet a range of community needs.

<https://www.nsw.gov.au/media-releases/unveiling-new-darling-harbour-a-sound-shell-up-sized-playground-and-expanded-chinese-garden>

“The new sound shell at Tumbalong Park, a \$10 million investment from Placemaking NSW, will become Sydney’s newest home for live concerts, a site for sporting events and community festivals.

The sound shell design has a unique cantilevered roof resembling a cockle shell that is a symbolic link to the history of the area. Tumbalong also means ‘the place where shellfish is found’ in Gadigal. The state-of-the-art structure includes two new 9 x 5 metre digital screens, permanent speakers, acoustic panelling and a motorised truss capable of hosting a variety of events.”

ITEM 17 NOTICE OF MOTION - COUNCILLOR CATH BLAKEY - WARRAWONG COMMUNITY CENTRE

Councillor Cath Blakey has submitted the following Notice of Motion –

“I formally move that Wollongong City Council –

- 1 Note the essential social support services provided at Warrawong Community Centre by the Warrawong Residents Forum (WRF). These services see at least 1,000 people fed and engaged with each month. This soft entry approach has increased referral pathways and outcomes for community members. Additionally, WRF hosts specialist services such as Corrections NSW, Services Australia and other support services to offer assistance in mental health, drug and alcohol and legal support.
- 2 Note the importance of continuity of those services when their current premises is demolished to build the new Southern Suburbs Library and Community Centre.
- 3 Appreciates the collaborative efforts of Council and community centre staff undertaken to secure a lease on a premises with excellent proximity to the current and future facility.
- 4 Notes that the interim premises requires a fit-out that is estimated at \$180,000 to ensure that services continue, and that the grant funding application for the move has been unsuccessful.
- 5 Note with disappointment that the Council grant applications for the Southern Suburbs Library and Community Centre for federal funding through the Growing Regions grant program and Regional Precinct and Partnerships Program have been unsuccessful during Round 1 of grants announced on 16 May 2024.
- 6 Note that Warrawong Residents Forum has had their tenancy at Warrawong Community Centre extended from the end of June 2024 to September 2024.
- 7 Supports the Local Community Services Association call for the NSW government to provide core funding for community and neighbourhood associations.”

Background provided by Councillor Blakey:

Warrawong Residents' Forum (WRF) operates the highly popular and busy Warrawong Community Centre which delivers hundreds of meals and life-changing services every week to the areas' most vulnerable residents. The current Warrawong Community Centre on Greene Street was built in 1960 and refurbished in 2017. The Southern Suburbs Library and Community Centre will replace the Warrawong Community Centre, expanding the footprint into one integrated facility that homes the Warrawong Resident's Forum, library and other community services. When construction is underway an interim premises is required to ensure that services provision continues. An interim premises has been secured on King St, chosen for its proximity, centrality, and level access.

Warrawong Residents Forum provide highly confidential and sensitive services such as mental health and drug & alcohol supports, probation and parole reporting, legal assistance, Centrelink, and Housing Support as well as Orange Sky Laundry services, emergency food relief, meals and food rescue. To make the new premises suitable they require the fit out with partitioned rooms for confidential services, shelving for food and seating for meals as well as basic amenities such as air-conditioning, hand washing and security systems. Warrawong Residents Forum have local builders and trades at the ready who have generously offered their time and skills, the \$180,000 is need for materials, compliance and major works.

For further information, including monthly newsletters visit: <https://wrf.org.au>

The Local Community Services Association (LCSA) is the peak body for Neighbourhood and Community Centres (NCCs) in NSW. NSW is one of the only states in Australia to not provide core funding to Neighbourhood and Community Centres.

The Local Community Services Association states that “NCCs in NSW form an essential social infrastructure network, embedded in communities across the state, that facilitate social connection, belonging and community empowerment. They provide physical spaces for community-run activities and

programs, such as daycare or parent groups. They also provide an array of services related to domestic and family violence, homelessness, disability support, aged care, food relief and referrals to specialist services. NCCs often play a central role in the immediate and long-term responses to natural disasters.”

In the media release dated on Thursday, 8 February 2024 the executive officer of LCSA, Can Yasmut, stated “Despite the integral role NCCs play in supporting local communities, there is no dedicated funding from the Government to keep the doors open. Instead, these centres rely on program-based funding, one-off grants, fundraising and donations to cover the cost of core staff. Like schools and hospitals, NCCs are essential social and physical infrastructure across communities in NSW. We wouldn’t expect a school or a hospital to run solely on program funding, and we shouldn’t expect that of NCCs.”