

ITEM 8

ILLAWARRA ESCARPMENT MOUNTAIN BIKE SUPPORTING INFRASTRUCTURE - CONSTRUCTION OF INFORMAL CAR PARKING FACILITY - PRIVATE WORKS

This report recommends undertaking Private Works to construct an informal gravel car park on Harry Graham Drive in the Kembla Heights Village to provide car parking for visitors to the Kembla Mountain Bike trails currently under construction by NSW National Parks and Wildlife Service (NPWS) scheduled for completion in July 2025.

Council has been collaborating with the NPWS on the mountain bike trail network throughout the Wollongong Local Government Area and agreed to investigate supporting infrastructure to activate the trails.

RECOMMENDATION

1. That in accordance with Section 67(2)(b) of the *Local Government Act 1993*, Council undertake Private Works at Nil cost to the owner of the land including general reshaping and placement of gravel materials on Part Lot 3 in DP 1103666 to support public parking as permitted under a Licence Agreement, subject to relevant statutory planning approvals.
2. That a summary of the resolution be included in the annual report in accordance with Section 67(3) of the *Local Government Act 1993*.
3. That a report be provided to a meeting of Council following the completion of the works pursuant to Section 67(4) of the *Local Government Act 1993*.

REPORT AUTHORISATIONS

Report of: Jeremy Morgan, Manager Project Delivery (Acting)

Authorised by: Joanne Page, Director Infrastructure + Works

ATTACHMENTS

- 1 Location Plan

BACKGROUND

Council has partnered with the NSW National Parks and Wildlife Service (NPWS) to investigate and deliver supporting infrastructure for the mountain bike trails in the escarpment over the last ten years. The supporting infrastructure includes amenities, road crossings, and car parking.

The subject of this report is identified as part of a project in the adopted 2024–2025 to 2027–2028 Infrastructure Delivery Program under the Parks and Sports Fields stream.

To inform the planning process, a Traffic and Transport study was commissioned to estimate future visitor numbers to the mountain bike trails and determine associated traffic and parking demands. Kembla Heights Village was identified as a key location for additional parking due to its proximity to two major trailheads on Harry Graham Drive.

In addition NPWS commissioned a user demand assessment for the trails at Mt Kembla to estimate annual users to quantifying likely trail network visitation drawn from local, regional, and interstate visitation. The analysis shows the Mountain trail network will attract significant user demand compatible to equivalent mountain bike networks in other locations. The Kembla trails are expected to generate substantial positive economic and community benefits for the Wollongong region throughout the operation phase. The low case scenario equates estimate of 35,000 annual users projected in Traffic and Transport study.

In response to the Traffic and Transport Study, Council has delivered additional car parking and intersection improvements adjacent to the Wollongong Motorcycle Club on Harry Graham Drive to provide additional car spaces at the entry to the stage 1 Kembla Mountain Bike trails.

Council owned/controlled land in the Kembla Heights Village area is limited. The project team identified two privately owned parcels of land with direct frontage to Harry Graham Drive that have historically been used for informal parking. These parcels, owned by GM3 / Dendrobium Coal Pty Ltd PT, Part Lot 3

D1103666 are zoned C4, and parking is permissible for certain uses under the Local Environmental Plan (LEP). Design was prepared and consulted through the engagement period.

Council has negotiated a Licence Agreement with the owner of the land that permits the use of the space for general use by the community for car parking.

PROPOSAL

It is proposed that minor works be undertaken to support the provision of car parking. One parcel of land is currently partially graded with variable sized crushed rock and crushed concrete surface. To improve the usability of the existing informal parking area, it is proposed that the surface be regraded and additional gravel placed and compacted to create a more uniform surface. The parking areas will remain informal and will not include line marking, lighting, or pedestrian pathways.

The projected numbers indicate an increasing trend in participation in mountain biking and it is predicted the user demand for the Kembla Mountain bike trail network will be strong.

It is proposed that Council undertake Private Works on Lot 160 DP751278 to prepare the site for public car parking. In accordance with the provisions of Division 3 – Private Works of the *Local Government Act 1993* (the Act), Council may, with the agreement with the owner of the private land, carry out work on the land that may lawfully be carried out. Section 67 (2) of the Act states

(2) A council must not carry out work under this section unless—

- (a) it proposes to charge an approved fee for carrying out the work as determined by the council in accordance with Division 2 of Part 10 of Chapter 15, or
- (b) if it proposes to charge an amount less than the approved fee, the decision to carry out the work is made, and the proposed fee to be charged is determined, by resolution of the council at an open meeting before the work is carried out.

Council has not established an approved fee in accordance with Section 67(2)(a) of the Act. Given that the purpose of the Private Works as defined by the Act is to provide benefit to the community through the provision of parking for public purpose, it is proposed that the works be carried out at Nil cost to the landowner.

CONSULTATION AND COMMUNICATION

In April 2023, Council consulted with the community and presented a plan of the proposed supporting infrastructure, including the parking areas in Mt Kembla.

Council also consulted with GM3 / Dendrobium Coal Pty Ltd, the landowner of the parcel. A Licence Agreement was sought to formalise the public use of this area for parking. In March 2025, a licence granting permission for car parking on the parcel for a period of five years subject to conditions including possible early termination with notice. Due to the short-term nature of the licence, the agreement was entered into under Delegation.

PLANNING AND POLICY IMPACT

This report contributes to the delivery of Our Wollongong 2032 Goal 2, 3, 5 and 6.

- 2.7 Promote the Wollongong Local Government Area as an event, conference and visitor destination.
 - Provide communities with access to quality local spaces and places to meet, share and celebrate.
 - Enable signature events and festivals where communities and visitors can gather and celebrate.
- 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.
- 5.7 Provide an appropriate range of active and passive open spaces and facilities to cater for traditional and emerging recreational pursuits.
- 6.2 Wollongong continues to build infrastructure and programs to fulfil its role as a UCI Bike city.

SUSTAINABILITY IMPLICATIONS

The adaptive use of this parcel of land for car parking reinforces councils' commitment to sustainable infrastructure development and improved access to quality recreational opportunities, in alignment with our role as a UCI Bike City.

FINANCIAL IMPLICATIONS

It is proposed that Council fund the works in full, with no financial contribution from the landowner. The upgraded parking will be available for use by the public.

The estimated cost of works on private property is \$58,000.

Council is proposing ancillary works within the public road area to support parking and for set-down and pick-up of riders. The cost of the works on the road reserve is not subject to the Private Works provisions of the *Local Government Act*, and the estimated cost of these works is \$72,000. The total estimated cost of the supporting infrastructure works is \$130,000.

CONCLUSION

It is recommended that Council approve the works on private property at no cost to the landowner to facilitate public parking to support the utilisation of the mountain bike trail network.



LOCATION PLAN
SCALE: 1:1000



BYDA NOTE:
LOCATION OF SERVICES TO BE CONFIRMED PRIOR TO COMMENCEMENT OF CONSTRUCTION VISIT WWW.BYDA.COM.AU BEFORE YOU DIG AUSTRALIA
SERVICES SHOWN ON PLAN ARE DIGITISED FROM BYDA PLANS AND SURFACE FEATURES AND DEPICT INDICATIVE LOCATION ONLY
LOCATE OVERHEAD POWER LINES ON SITE PRIOR TO WORKS

PRELIMINARY PLAN - NOT FOR CONSTRUCTION

				DATUM AND FIELD BOOK	SURVEYOR ID	DRAWN BY	DATE	APPROVED BY (SIGNATURE ONLY)	SCALES	NORTH POINT	CITY OF WOLLONGONG	PJ/OCPI or TR No.	PJ-4519	A1
2	ISSUED FOR REVIEW	TW	PH	4/25	HEA2020	DESIGNED HC	DATE 02/24	SENIOR DESIGN ENGINEER - CIVIL	AS NOTED		ILLAWARRA ESCARPMENT MTB PROJECT CARPARK CONSTRUCTION: HARRY GRAHAM DRIVE AND CHURCH LANE, KEMBLA HEIGHTS WORKS ON AND ADJACENT PRIVATE LAND PLAN	SHEET 3	OF 15	ORIGINAL
1	ISSUED FOR REVIEW	HC	SN	02/24	RELATED PLANS	CHECKED PH	DATE 04/25	7312_C203_2				DRAWING No.	SHEET No.	ISSUE
ISSUE	DESCRIPTION	DRAWN	APPROVED	DATE								7312	C203	2



DESIGN & TECHNICAL SERVICES
PH 02 42277771