

**BUSINESS
PAPER**

ORDINARY MEETING OF COUNCIL

To be held at 6:00 pm on

Monday 27 February 2023

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.

INDEX

	PAGE NO.
Minutes of Ordinary Meeting of Council 6/02/2023	1
ITEM 1 Glenbernie Orchard, Darkes Forest - Agritourism Reforms	8
ITEM 2 Public Exhibition - Draft Planning Proposal Request - 20 Lawrence Hargrave Drive Stanwell Tops - Proposed Additional Use - Recreation Facility (Outdoor) - Miniature Railway	24
ITEM 3 Post Exhibition - Wollongong Housing Strategy.....	46
ITEM 4 Post Exhibition - Draft Planning Proposal and Draft Site-Specific DCP Chapter - Former Port Kembla Public School Site, Military Road, Port Kembla	177
ITEM 5 Draft Quarterly Review Statement December 2022.....	248
ITEM 6 Approval for Councillor Travel - Cr Cath Blakey - Professional Development Opportunity	348
ITEM 7 Tender T1000079 - Hire of Plant and Equipment Services.....	350
ITEM 8 Tender T1000084 - Linemarking Services - Primary Supplier	359
ITEM 9 City of Wollongong Traffic Committee Minutes of Meeting held 14 February 2023	363
ITEM 10 Notice of Motion - Councillor Cath Blakey - Garie Beach Shark Net Removal	383

MINUTES

ORDINARY MEETING OF COUNCIL

at 6:00 pm

Monday 6 February 2023

Present

Lord Mayor – Councillor Gordon Bradbery AM (in the Chair)
Deputy Lord Mayor – Councillor Tania Brown
Councillor Ann Martin (attended via audio-visual link) Councillor Janice Kershaw
Councillor Cath Blakey Councillor Linda Campbell
Councillor David Brown Councillor Mithra Cox
Councillor Dom Figliomeni Councillor Richard Martin
Councillor Elisha Aitken

In Attendance

General Manager	Greg Doyle
Director Infrastructure + Works, Connectivity Assets + Liveable City	Joanne Page
Director Planning + Environment, Future City + Neighbourhoods	Linda Davis
Director Corporate Services, Connected + Engaged City	Renee Campbell
Director Community Services, Creative + Innovative City	Kerry Hunt
Chief Financial Officer	Brian Jenkins
Chief Information Officer	Ingrid McAlpin
Manager Governance + Customer Service	Todd Hopwood
Manager Property + Recreation	Lucielle Power
Manager City Strategy	Chris Stewart
Manager Regulation + Enforcement	Corey Stoneham
Manager Infrastructure Strategy + Planning	Jeremy Morgan
Manager Open Space + Environmental Services (Attended via audio-visual link)	Paul Tracey

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

Note: Council resolved on 12 December 2022 to grant Councillor Walters a leave of absence from 28 January 2023 to 21 February 2023.

781 COUNCIL'S RESOLUTION - RESOLVED UNANIMOUSLY on the motion of Councillor D Brown seconded Councillor T Brown that the apology tendered on behalf of Councillor Dorahy be accepted.

INDEX

	PAGE NO.
ITEM 1 Post Exhibition - Asbestos Policy.....	1
ITEM 2 Post Exhibition - Environmental Planning and Assessment Act 1979 Compliance Cost Notice Charge	1
ITEM 3 Post Exhibition Planning Proposal: Foreshore Building Line Map Amendment - Former Corrimal Coke Works Site.....	2
ITEM 4 Policy Review - Property Addressing Policy	2
ITEM 5 Policy Review: Code of Business Ethics.....	2
ITEM 6 Leave of Absence - Councillor Dom Figliomeni - 11 April 2023 to 14 May 2023	2
ITEM 7 Leave of Absence - Councillor Tania Brown - 22 July 2023 to 26 August 2023	2
ITEM 8 December 2022 Financials	3
ITEM 9 Statement of Investment - November and December 2022.....	3
ITEM 10 City of Wollongong Traffic Committee Minutes of Meeting held 17 January 2023.....	3
ITEM 11 Notice of Motion - Councillor Janice Kershaw - Mariners Memorial.....	3
ITEM 12 Notice of Motion - Councillor Cath Blakey and Councillor Dom Figliomeni - Korrongulla Swamp Remediation	4
ITEM 13 Notice of Motion - Councillor Ann Martin - Fire Sale of King Street Warrawong Site.....	4

CONFLICTS OF INTERESTS

Councillor Cox declared a pecuniary conflict of interest in Item 3 Post Exhibition Planning Proposal: Foreshore Building Line Map Amendment - Former Corrimal Coke Works Site, as she lives in close proximity to the site and as such it has the ability to affect property prices in her street. Councillor Cox advised she would depart the meeting during debate and vote on the item.

CONFIRMATION OF MINUTES OF ORDINARY MEETING OF COUNCIL HELD ON MONDAY, 12 DECEMBER 2022

- 782 COUNCIL'S RESOLUTION** - RESOLVED UNANIMOUSLY on the motion of Councillor D Brown seconded Councillor Kershaw that the Minutes of the Ordinary Meeting of Council held on Monday, 12 December 2022 (a copy having been circulated to Councillors) be taken as read and confirmed.

PUBLIC ACCESS FORUM

ITEM NO	TITLE	NAME OF SPEAKER
11	Notice of Motion – Councillor Janice Kershaw – Mariners Memorial	Michael Traynor For Recommendation
12	Notice of Motion – Councillor Cath Blakey and Councillor Dom Figliomeni – Korrongulla Swamp Remediation	Charlie Owen For Recommendation

- 783 COUNCIL'S RESOLUTION** - RESOLVED UNANIMOUSLY on the motion of Councillor D Brown seconded Councillor Figliomeni that all speakers be thanked for their presentation and invited to table their notes.

CALL OF THE AGENDA

- 784 COUNCIL'S RESOLUTION** - RESOLVED UNANIMOUSLY on the motion of Councillor D Brown seconded Councillor Aitken that the staff recommendations for Items 1 and 2 then 4 to 10 inclusive be adopted as a block.

ITEM 1 - POST EXHIBITION - ASBESTOS POLICY

The following staff recommendation was adopted as part of the Block Adoption of Items (refer Minute Number 784)

COUNCIL'S RESOLUTION - RESOLVED UNANIMOUSLY on the motion of Councillor D Brown seconded Councillor Aitken that Council adopted the revised Asbestos Policy (Attachment 1).

ITEM 2 - POST EXHIBITION - ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979 COMPLIANCE COST NOTICE CHARGE

The following staff recommendation was adopted as part of the Block Adoption of Items (refer Minute Number 784)

COUNCIL'S RESOLUTION - RESOLVED UNANIMOUSLY on the motion of Councillor D Brown seconded Councillor Aitken that the introduction of a Compliance Cost Notice charge of \$500 under the Revenue Policy (Fees and Charges 2022-23) be endorsed by Council.

DEPARTURE OF COUNCILLOR

Due to a disclosed conflict of interest, Councillor Cox departed the meeting at 6:21 pm and was not present for the debate nor voting on Item 3. Councillor Cox returned to the meeting at 6:21 pm at the conclusion of Item 3.

ITEM 3 - POST EXHIBITION PLANNING PROPOSAL: FORESHORE BUILDING LINE MAP AMENDMENT - FORMER CORRIMAL COKE WORKS SITE

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

- 1 The draft Planning Proposal for the former Corrimal Coke Works site to amend the Foreshore Building Line Map, to reflect the planned realignment of North Corrimal Creek, be progressed to finalisation.
- 2 The General Manager exercise his plan making delegations, in accordance with Council's resolution of 26 November 2012, and the Department be requested to legally draft the relevant map amendment in Wollongong Local Environmental Plan 2009.

ITEM 4 - POLICY REVIEW - PROPERTY ADDRESSING POLICY

The following staff recommendation was adopted as part of the Block Adoption of Items (refer Minute Number 784)

COUNCIL'S RESOLUTION - RESOLVED UNANIMOUSLY on the motion of Councillor D Brown seconded Councillor Aitken that Council adopt the Property Addressing Policy.

ITEM 5 - POLICY REVIEW: CODE OF BUSINESS ETHICS

The following staff recommendation was adopted as part of the Block Adoption of Items (refer Minute Number 784)

COUNCIL'S RESOLUTION - RESOLVED UNANIMOUSLY on the motion of Councillor D Brown seconded Councillor Aitken that Council place the draft Code of Business Ethics on public exhibition for a period of 21 days, inviting submissions from the public, after which time the Code shall be reported back to Council for adoption with a summary of submissions received.

ITEM 6 - LEAVE OF ABSENCE - COUNCILLOR DOM FIGLIOMENI - 11 APRIL 2023 TO 14 MAY 2023

The following staff recommendation was adopted as part of the Block Adoption of Items (refer Minute Number 784)

COUNCIL'S RESOLUTION - RESOLVED UNANIMOUSLY on the motion of Councillor D Brown seconded Councillor Aitken that Leave of Absence be granted to Councillor Dom Figliomeni for the period 11 April 2023 to 14 May 2023.

ITEM 7 - LEAVE OF ABSENCE - COUNCILLOR TANIA BROWN - 22 JULY 2023 TO 26 AUGUST 2023

The following staff recommendation was adopted as part of the Block Adoption of Items (refer Minute Number 784)

COUNCIL'S RESOLUTION - RESOLVED UNANIMOUSLY on the motion of Councillor D Brown seconded Councillor Aitken that Leave of Absence be granted to Councillor Tania Brown for the period 22 July 2023 to 26 August 2023.

ITEM 8 - DECEMBER 2022 FINANCIALS

The following staff recommendation was adopted as part of the Block Adoption of Items (refer Minute Number 784)

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

- 1 The financials be received and noted.
- 2 Council endorse the proposed changes to the Capital Budget for November and December 2022.

ITEM 9 - STATEMENT OF INVESTMENT - NOVEMBER AND DECEMBER 2022

The following staff recommendation was adopted as part of the Block Adoption of Items (refer Minute Number 775)

COUNCIL'S RESOLUTION - RESOLVED UNANIMOUSLY on the motion of Councillor D Brown seconded Councillor Aitken that Council receive the Statement of Investment for November and December 2022.

ITEM 10 - CITY OF WOLLONGONG TRAFFIC COMMITTEE MINUTES OF MEETING HELD 17 JANUARY 2023

The following staff recommendation was adopted as part of the Block Adoption of Items (refer Minute Number 784)

COUNCIL'S RESOLUTION - RESOLVED UNANIMOUSLY on the motion of Councillor D Brown seconded Councillor Aitken that In accordance with the delegated authority to Council, the Minutes and Recommendations of the Wollongong Traffic Committee held on 17 January 2023 in relation to regulation of Traffic as outlined within this report, be adopted.

ITEM 11 - NOTICE OF MOTION - COUNCILLOR JANICE KERSHAW - MARINERS MEMORIAL

786 COUNCIL'S RESOLUTION - RESOLVED UNANIMOUSLY on the motion of Councillor Kershaw seconded Councillor T Brown that -

- 1 Council considers the establishment of a permanent memorial in Wollongong to recognise the role of the Merchant Mariner in the development of the Illawarra and their ongoing role.
- 2 Although there are various historical markers found around the area's maritime precincts a prominent memorial would be more befitting the role of the Merchant Mariner, such as:
 - a A naval flagpole, flying the Australian Red Ensign, the national flag for the Merchant Navy, with accompanying explanatory "plinth" to act as a focus point for the Illawarra's relationship with ships, the sea, and Mariners.
 - b A naval style flagpole with yard arms and gaff may be more functional, to allow the flying of the Australian Red Ensign along with other flags.

- 3 This item be added to the list of projects for discussion at the Councillors upcoming planning days, providing the following –
 - a Suggested locations for the installation of the flagpole
 - b Approximate cost of the different options
 - c Timeframe for installation.

ITEM 12 - NOTICE OF MOTION - COUNCILLOR CATH BLAKEY AND COUNCILLOR DOM FIGLIOMENI - KORRONGULLA SWAMP REMEDIATION

787 COUNCIL'S RESOLUTION – RESOLVED UNANIMOUSLY on the motion of Councillor Blakey seconded Councillor Figliomeni that Council –

- 1 Note the community alarm regarding the four days of land clearing undertaken at the Korrongulla Swamp copper slag emplacement site between Boxing Day and New Years' Eve, and future uses of the site.
- 2 Note that the last license review was conducted in 2018, 15 years after the Port Kembla Copper Smelter ceased operation.
- 3 Write to the NSW Minister for Environment and Heritage, NSW Shadow Minister for the Environment and cross-party Environment Portfolio holders:
 - a Noting the local community concern regarding the clearing of vegetation and sediment disturbance on a site with heavy metal contamination.
 - b Requesting a review of the Environment Protection Licence 2509 for the Korrongulla Swamp and its former use as a copper slag emplacement site and an analysis of previous independent site audits, and information around the findings of those site audits in respect to future permissible use of the site.
 - c Requesting that when monitoring records and annual returns have not been satisfactorily completed within a reasonable timeframe that compliance action is taken against the license holder.
 - d Requesting that site remediation be finalised and that an Environmental Management Plan be developed and exhibited for public consultation.

ITEM 13 - NOTICE OF MOTION - COUNCILLOR ANN MARTIN - FIRE SALE OF KING STREET WARRAWONG SITE

788 COUNCIL'S RESOLUTION - RESOLVED on the motion of Councillor Campbell seconded Councillor Aitken that Council write to the Premier, the Minister for Planning and Homes, and the local Member for Wollongong Paul Scully seeking –

- 1 The immediate suspension of the Expression of Interest process and potential sale of the public land at King Street Warrawong, and that the State retain ownership, care and control of the land for the purpose of recreation and parking as was originally intended;
- 2 That consultation be undertaken with the community and relevant stakeholders as to the future use and development of a masterplan for the land at King Street Warrawong.
- 3 That Council insist that the process around the consideration of the future of the King Street Warrawong site be recommenced after the NSW State election and supports the site remaining in public ownership.

Variation The variation moved by Councillor Bradbery (the addition of wording to point 1 "The State retain ownership, care and control of the land for the purpose of recreation and parking as was originally intended") was accepted by the mover and seconder.

Minute No.

Variation *The variation moved by Councillor Cox (that point 2 read “That consultation be undertaken with the community and relevant stakeholders as to the future use and development of a masterplan for the land at King Street Warrawong.”) was accepted by the mover and seconder.*

In favour Councillors R Martin, D Brown, T Brown, A Martin, Campbell, Blakey, Cox, Aitken, Figliomeni, Bradbery

Against Councillors Kershaw

THE MEETING CONCLUDED AT 7:06 PM

Confirmed as a correct record of proceedings at the Ordinary Meeting of the Council of the City of Wollongong held on Monday 27 February 2023.

Chairperson

ITEM 1 GLENBERNIE ORCHARD, DARKES FOREST - AGRITOURISM REFORMS

The State Government has been undertaking a review of agricultural related land uses. The Agritourism Reforms seek to support the viability of commercial farms by allowing ancillary activities to bolster farm income.

The usual process to amend a Local Environmental Plan (LEP) is through a Planning Proposal process, however the current State reforms have presented a second potential pathway to consider the inclusion of additional permitted uses on the Glenbernie Orchard property.

Council and relevant State Agencies have received representation from the owners of the Glenbernie Orchard at Darkes Forest for the property to be included in the reform package to permit (with consent) establishment of 'farm gate' and 'farm experience' premises. The Department of Planning and Environment has indicated it is open to the inclusion of such an amendment within its reform process subject to Council's support.

This report outlines the recommended response to this request.

RECOMMENDATION

The Department of Planning and Environment be advised of Council's support for inclusion of the Glenbernie Orchard (259 – 311 Darkes Forest Road, Darkes Forest) in the Agritourism Reforms subject to –

- a. The proponent undertaking a water quality study to meet Water NSW requirements,
- b. Water NSW advising that the water quality study demonstrates the Neutral or Beneficial Effect (NorBE) standard is likely to be achieved for the current / proposed on-site activities, and
- c. Any requirements and limitations on scale or type of use that Water NSW may recommend be included in the permissibility clause inserted in Schedule 1 Additional Permitted Uses of the Wollongong LEP 2009.

REPORT AUTHORISATIONS

Report of: Chris Stewart, Manager City Strategy

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

ATTACHMENTS

- 1 Department of Planning and Environment - Agritourism and Small-Scale Agriculture Development
- 2 Letter from Terry Wetherall - 16 December 2022 - Changes to Agritourism Legislation - Darkes Forest Road, Darkes Forest.

BACKGROUND**Agritourism Reform**

The Agritourism reforms aim to provide farmers with additional income sources to allow them to be more resilient to natural disasters and economic impacts such as from COVID-19 and to provide an opportunity for sustainable tourism. An information sheet prepared by the NSW Government is provided as Attachment 1.

Reforms to permit activities ancillary to agricultural land use and commercial farms were published on 6 October 2022 with a scheduled commencement on 1 December 2022. The reforms related to land throughout the State zoned for primary production where agriculture is permitted (RU1, RU2 and RU4 zoned land). Council planning instruments have been amended using a self-repealing State Environmental Planning Policy.

A second tranche of reform is currently underway with the additional permitted uses being considered for other zones nominated by Council through a formal resolution. Representation has been received to include Glenbernie Orchard in the reform package (Attachment 2). Representations have been received from the farm operator, local members of parliament, NSW Farmers Federation and tourism peak bodies.

The Department of Planning & Environment (DPE) has indicated that Glenbernie Orchard may be considered for site-specific application of the reforms.

The timing for the second round of planning instrument amendments is uncertain due to the State Government elections in March 2023. Given the caretaker arrangements prior to the elections, the reforms are not likely to be introduced until mid-2023. However, DPE has requested early advice to inform their ongoing work on the reform package.

Glenbernie Orchard

Glenbernie Orchard is located at 259 and 311 Darkes Forest Road, Darkes Forest. The Orchard is a 40-hectare horticultural farm that has operated for approximately 70 years.

The predominant use of the site relates to apple and stone fruit growing and distribution. Over time ancillary and complementary uses have been added to the operation to include an on-site produce store, cider production, farm tours, events (i.e. Cider Sundays and the annual Apple Pie Festival) and functions. These tourism related activities are used to supplement the income from the farm and maintain its viability.

Determining the lawfulness of the various activities is complicated by age of the Orchard and the evolution of planning instruments over that period. The proponent has indicated they will engage with Council's Development Assessment and Certification team to progress a Development Application to seek approval of existing lawful uses on site.

Site Constraints

The Orchard is located on the northern side of Darkes Forest Road approximately 4.2km off the Princes Highway.

The site is wholly contained within the Declared Catchment – Woronora Special Area. It is also mapped as bushfire prone land. There are no reticulated water or sewer services provided the area. Any subsequent Development Application received in relation to the site will need to address the site constraints.

In terms of water quality impacts, the development needs to demonstrate a Neutral or Beneficial Effect (NorBE) on the environment. Development Consent cannot be granted without concurrence being received from Water NSW.

It is the view of Water NSW and Council officers that a water quality study to address NorBE should be undertaken before any additional uses are permitted on the property, regardless of whether the LEP amendment is considered via a Planning Proposal or the State's Agritourism Reforms.

The owner has accepted this requirement and has engaged a consultant who is currently liaising with Water NSW on study requirements.

Current planning controls

The property is zoned C3 Environmental Management under the Wollongong Local Environmental Plan (LEP) 2009 where 'extensive agriculture', 'bed and breakfast' and 'farm stay accommodation' is development permitted with consent. Under the Agritourism reforms no changes are proposed to the permissibility of 'farm stay accommodation'.

The use of a site for 'intensive plant agriculture' including 'horticulture' (involving the cultivation of fruit) is not permissible under the current zoning and LEP provisions. Whilst existing lawful uses are allowed to continue under existing use rights, the lawfulness of the current activities is yet to be established through a formal process. It is understood that the landowner is investigating the Development Application pathway to establish existing use rights and formalise the current lawful uses on site. However, this pathway is not available to seek approval of future additional uses or significant expansion of existing lawful uses.

The owner has indicated they would like to enhance their current operations and expand the tourism experience offered at the orchard to include development such as a restaurant for patrons and functions, cider production, larger retail space to sell produce and more events. An amendment to the LEP to allow additional permissible uses is required for these uses to be considered. The use of the site-specific amendments to the LEP (i.e. Schedule1) through the Agritourism reforms presents an opportunity to permit these uses with consent.

If the additional permitted uses are included in the LEP, a Development Applicant would be required for any proposed development which would include a full merit assessment of relevant matters.

92 Darkes Forest Road

In 2022, Council finalised a Planning Proposal / LEP amendment on nearby former mine site to make 'artisan food and drink industry' a permissible use. The predominant purpose of the premises being the making or manufacture of boutique artisan or craft food and drink products with ancillary on-site retail sales or consumption.

The amendments to Wollongong LEP 2009 for the site followed a rigorous process involving the preparation of detailed studies and community / state agency consultation.

The Gateway determination issued by the DPE required the following -

- Preparation of water quality, bushfire risk and contamination studies.
- Demonstrated consistency with Ministerial Directions – including protection of Sydney's Drinking Water Catchment.
- Consultation with authorities, including Water NSW.
- Community engagement.

A Development Application is required for any new uses and future development on the site.

It should be noted that Agritourism reforms permit certain additional uses associated with the operation of a commercial farm. Hence the reforms are not relevant to this property given its previous use (mine site) and proposed new use as a 'artisan food & drink industry'.

PROPOSAL

Council has received representation to support the inclusion of Glenburnie Orchard in the Agritourism Reforms and permit with consent, the carrying out of certain new uses ('farm gate premises' and 'farm experience premises').

The Planning Proposal process is the usual mechanism to consider such amendment to the Wollongong LEP 2009, and would include rigorous assessment and agency / community consultation. It is acknowledged however that the Agritourism reform is another legitimate pathway to amend an LEP to reflect State Government policy.

Council staff have met with the proponent, DPE and Water NSW in relation to this matter. The introduction of new uses without a high level of confidence that the activity can be supported at Development Application stage, has been raised by both Council and Water NSW as a significant concern.

Irrespective of the LEP amendment pathway, Council staff suggest a decision should not be made on the inclusion of additional permitted uses until a water quality study is provided demonstrating that a NorBE is likely to be achieved.

This proposition has been supported by Water NSW given the constrained nature of the site and lack of current detail relating to the existing / proposed activities carried out on site.

The DPE has indicated that commissioning environmental studies for specific sites is not part of the scope for the Agritourism reforms. Subsequent discussions with the proponent suggest that they are prepared to commission the water quality study for Water NSW to consider. DPE has indicated that the timing of the reform provides a window of opportunity for a supporting study to be undertaken.

Inclusion of the property in the second tranche of the Agritourism reforms is subject to a resolution of Council. In terms of this request, the following options are provided for Council's consideration -

- 1 Decline the request and suggest that the proponent seek to formalise the activities carried out on site initially through a combination of the Planning Proposal and Development Application processes, or
- 2 DPE be advised of Council's support for the inclusion of the Glenbernie Orchard in the Agritourism reforms subject to –
 - The proponent undertaking a water quality study to meet Water NSW requirements,
 - Water NSW advising that the water quality study demonstrates the Neutral or Beneficial Effect (NorBE) test is likely to be achieved for the current / proposed on-site activities, and
 - Any requirements and limitations on scale or type of use that Water NSW may recommend be included in the permissibility clause inserted in Schedule 1 Additional Permitted Uses of the Wollongong LEP 2009.
- 3 Advise DPE that Council endorses inclusion of Glenbernie Orchard in the latest tranche of Agritourism reforms without a supporting water quality study and note the significant risk that any subsequent Development Application may not be supported by Council and / or Water NSW.

It is recommended that Council proceed with Option 2 which will provide further clarity around the likelihood of NorBe being achieved and subsequent Development Applications being supported. The proponent has provided a commitment to prepare the necessary water quality for Water NSW to consider.

If it is ultimately determined that the Agritourism reforms are not the appropriate pathway for the LEP amendment, Option 2 will serve to inform the landowner in relation to any decision to pursue an alternate pathway (i.e. Planning Proposal).

The use of Schedule 1 of the LEP, provides an opportunity to craft an additional permitted use that reflects an appropriate scale of development if considered necessary by Water NSW. In this case, it can also be used to reflect the development assumptions detailed in the water quality study and development outcome envisaged. The application of Schedule 1 in this way would not be dissimilar to the recent LEP amendments relating to the former Corrimall Coke Works site.

CONSULTATION AND COMMUNICATION

It is understood that no further community consultation will be undertaken by DPE in association with tranche 2 of the Agritourism reform.

If Glenbernie Orchard is included in the reform package the opportunity for community consultation will be available at Development Application stage.

State Agency consultation undertaken by staff at this stage is restricted to Water NSW and DPE.

PLANNING AND POLICY IMPACT

This report contributes to the delivery of Our Wollongong 2032 Goals relating to 'Goal 1 - we value and protect our environment' and 'Goal 2 - we have an innovative and sustainable economy'

It specifically delivers on core business activities as detailed in the land Use Planning, Development Assessment and Regulatory Control services of Council.

SUSTAINABILITY IMPLICATIONS

The subject property is located in the Declared Catchment – Woronora Special Area.

Any subsequent Development Application received in relation to the site will need to address the site constraints. In terms of water quality impacts the development needs to demonstrate a Neutral or Beneficial Effect (NorBE) on the environment. Consent cannot be granted without concurrence being received from Water NSW.

RISK MANAGEMENT

The proposed inclusion of the additional permitted uses in the Wollongong LEP 2009 for this particular property carries some risk. As stated in this report, the inclusion of the additional permitted uses is no guarantee that future Development Applications will be supported given the constrained natural of the site. The use of the Agritourism reform may be viewed by the public as a less rigorous pathway for an LEP amendment compared to the traditional Planning Pathway approach.

FINANCIAL IMPLICATIONS

Cost included to date in relation to this matter has been absorbed under the operation budget in Council's Operational Plan 2022-23.

CONCLUSION

The Agritourism Reforms seek to support the viability of commercial farms by allowing ancillary activities to bolster farm income. The owners of the Glenbernie Orchard at Darkes Forest have made a request to be included in the reform package to permit (with consent) establishment of 'farm gate' and 'farm experience' premises.

It is recommended that Council advise DPE of its in-principal support to the inclusion of additional permitted uses for the Glenbernie Orchard property within the Agritourism Reform package **subject to** a water quality study being provided which demonstrates to the satisfaction of Water NSW that a Neutral or Beneficial Effect is likely to be achieved.

Department of Planning and Environment

Information sheet

Agritourism and small-scale agriculture development

This information sheet will help landowners understand more about the new agritourism policy.

We're helping farmers to future proof their land

The NSW Government is committed to supporting the resilience and recovery of regional and rural communities from natural disasters and unexpected events. We're doing this by encouraging the growth of emerging agritourism activities on farms that are supplementary to, or based on, agriculture.

Agritourism allows farmers to showcase what's unique about their region, offers an additional source of income and supports sustainable tourism, giving people more reasons to visit regional and rural NSW.

What is the new agritourism policy?

The NSW Government is making changes to planning rules to make it easier for farmers to use their land for agritourism businesses for new income streams.

The agritourism policy introduces new land use definitions for on-farm activities that can be undertaken as exempt and complying development if they meet specified development standards. This means landowners will have the opportunity to set up agritourism businesses without the complexity and cost of lodging a development application.

Landowners will be able to run activities on their farms more easily, including farm experiences and on farm accommodation, cellar doors, cafes, retreats, roadside stalls, fruit picking and hosting small events or weddings.

Simplifying the planning rules will help landowners add value to their existing agricultural businesses and encourage the next generation to farm the land.

New and amended terms for agritourism

Agritourism is a tourism-related experience or product that connects agricultural products, people or places, with visitors to a farm.

We are introducing clear terms for agritourism activities in NSW:

Farm gate premises – where visitors interact with produce from the farm, such as fruit picking, sales, tastings, workshops and cafes.

Farm experience premises – where visitors can experience life on a farm including tours, horse riding, weddings, functions and retreats.

Farm stay accommodation – where visitors can stay in buildings or moveable dwellings, including tents and caravans, on a farm.

Department of Planning and Environment

Information sheet



You can read the definitions in the [Standard Instrument \(Local Environmental Plans\) Amendment \(Agritourism\) Order 2022](#).

Who will these reforms help?

These reforms will help landowners where the main use of their land is the production of agricultural goods for commercial purposes¹.

The use of the land for agritourism must be ancillary (secondary) to the agricultural use of the land.

Existing agritourism operations that are already lawfully operating are not impacted by these policy changes. Businesses are lawfully operating if:

- the business is operating under a valid development consent or approval and complies with any conditions of that consent or approval
- the use is exempt development and complies with the requirements and development standards for that development
- the use is an ancillary (secondary) development to another lawful use of the land and that other use has development consent or approval or does not require approval.

If you are unsure whether you are operating lawfully, contact your council.

New agritourism approval pathways

There are different approval pathways, depending on the type of agritourism development you want to do:

- [Exempt development](#) is minor and low-impact development that can be carried out without the need for planning or building approval if it meets specified development standards.
- [Complying development](#) is a fast-tracked approval process for straight-forward development where planning and building standards can be signed-off by the council or a registered certifier. This process offers many benefits to applicants including certainty, as well as time and cost savings.

For more information see our [planning approval pathways](#).

If your development cannot meet the general requirements or development standards for exempt and complying development, you will need to lodge a development application with your council. Council is the best source for advice on whether you can lodge a development application and what information you need to provide. They will assess your development application having regard to requirements under the relevant policies and the council's local environmental plan (LEP) and development control plan.

¹ Where they have a primary production business as defined under the *Income Tax Assessment Act 1997 (Cth)* or the land has been categorised as 'farmland' by the council under the *Local Government Act 1993*.

Department of Planning and Environment

Information sheet



Land requirements

In addition to development standards, agritourism and farm stay accommodation can only be carried out as exempt or complying development in these zones in the council's LEP:

- RU1 (Primary Production)
- RU2 (Rural Landscape)
- RU4 (Primary Production Small Lots).

For exempt development, in addition to these zones, farm stay accommodation, farm experience premises and farm gate premises can be carried out on other land where development for agriculture (excluding aquaculture), agritourism, extensive agriculture, intensive livestock agriculture or intensive plant agriculture is permitted with or without development consent under the council's LEP.

To carry out complying development, the land use – for example, farm gate premises – must be permissible with consent in the zone. This permissibility is set out in the council's LEP.

Exempt and complying development cannot be undertaken on certain sensitive land, including significantly contaminated land, land declared to be a special area under the *Water NSW Act 2014* and land identified on the [Agritourism and Farm Stay Accommodation Exempt and Complying Development Map](#). Please refer to the [list of excluded land for exempt development](#) and the [list for complying development](#). The agritourism changes have introduced some other excluded land, such as certain areas in the Hunter, which are set out in the [State Environmental Planning Policy \(Exempt and Complying Development Codes\) Amendment \(Agritourism\) 2022](#).

There are also requirements under other legislation you may need to meet that are not related to the planning rules. For example, to serve food at a farm event you may have obligations under the *Food Act 2003* and to place moveable dwellings on your farm you may need council approval under the *Local Government Act 1993*.

Farm gate premises

Farm gate premises allow a building or place on a farm, with commercial agriculture, to sell produce. The produce sold is to be mostly grown on the farm and supplemented with produce from other local farms in the area.

Examples of farm gate premises include direct shop front outlets, produce tastings, cooking classes, restaurants sourcing local produce, self-picking experiences and farm gate sales.

Retail and food activities can:

- showcase the farm, produce and the area
- provide direct contact between farmer and tourist
- enable supplementary income and increased resilience for farmers
- add to the regional rural economy
- provide additional employment opportunities in rural and regional communities.

Department of Planning and Environment Information sheet



These activities have an important role in creating a more direct connection from farm to plate.

Cellar door premises

Cellar door premises are now also a type of farm gate premises. You do not need to comply with the definition for farm gate premises but must comply with the definition for cellar door premises to seek approval for this land use.

Cellar door premises is defined in the planning system as:

‘a building or place that is used to sell wine by retail and that is situated on land on which there is a commercial vineyard, and where most of the wine offered for sale is produced in a winery situated on that land or is produced predominantly from grapes grown in the surrounding area.’

The types of development you can do as farm gate premises under exempt and complying development include:

- changing the use of an existing building to farm gate premises as exempt development
- erecting a marquee to sell produce or hold workshops as exempt development
- constructing a new building or alter or add to an existing building as complying development.

See some of the development standards you must meet to setup farm gate premises below.

Farm experience premises

Farm experience premises allow a farmer to provide small scale and low impact tourist and recreational activities and events on their farm. This allows visitors to experience farms and farm life through tours, school visits, retreats, weddings, conferences, horse riding and farm field days.

Rural events, especially weddings, have a far-reaching supply chain beyond just the hiring of a venue, that can add to the rural economy. This includes accommodation services, event services (such as photographers, stylists and transport), food and drink services, supporting services (gift shops, child minding) and facilities services (party hire).

The types of development you can do as farm experience premises under exempt and complying development include:

- changing the use of an existing building to farm experience premises as exempt development
- conducting tours of your farm as exempt development
- erecting a marquee to hold a wedding or other event as exempt development
- constructing a new building or alter or add to an existing building as complying development.

See some of the development standards you must meet to setup farm experience premises below.

Farm stay accommodation

On-farm accommodation provides opportunities for visitors to understand and engage with the land in greater depth than can be offered by day visits. Often the accommodation is coupled with activities within the property.

Department of Planning and Environment

Information sheet



Accommodation as part of agritourism often takes the form of either a 'farm stay' building or use of the land for small camping areas. As farming practices have changed, many properties have spare capacity in their assets, such as older workers cottages, that can be converted to rural accommodation to help farmers diversify income streams.

The types of development you can do as farm stay accommodation under exempt and complying development include:

- changing the use of residential accommodation or a manufactured home to farm stay accommodation as exempt development
- erecting tents and have caravans or campervans on your land as exempt development
- constructing or installing a deck or other platform for glamping tents or cooking shelters as exempt development
- constructing a new building or modifying an existing building as complying development.

See some of the development standards you must meet to setup farm stay accommodation below.

Roadside stalls

Roadside stalls are essentially a very minor and location specific form of farm retail. Roadside stalls are often unattended, immediately adjacent to the road to attract passing traffic, and small in size. They provide a very simple way to sell goods to the passing public.

You can erect or install a roadside stall as exempt development.

See some of the development standards you must meet to setup roadside stalls in Table 1.

Development standards

A range of development standards must be met to carry out farm gate premises, farm experience premises, farm stay accommodation and roadside stalls as exempt or complying development. Some of the key development standards you must follow are outlined in Table 1.

Department of Planning and Environment Information sheet



Table 1: Some of the key development standards

Activity	Exempt development	Complying development
Farm gate premises	<ul style="list-style-type: none"> Permitted in RU1, RU2, RU4 zones and in other zones where agriculture, extensive agriculture, intensive livestock agriculture and intensive plant agriculture are permitted under the LEP. 100 visitors at any one time. Hours of operation - Sunday to Friday and public holidays 8am-5pm, Saturday 7am-5pm. Use up to 200m² gross floor area of an existing building. Off street parking. 	<ul style="list-style-type: none"> Permitted in RU1, RU2, RU4 zones where agritourism is permitted under the LEP. Maximum 200m² gross floor area for each building to maximum 500m² for all farm gate premises and farm experience premises buildings on the landholding. The standards for exempt development for maximum guest numbers, hours of operation and parking also apply.
Farm experience premises	<ul style="list-style-type: none"> Permitted in RU1, RU2, RU4 zones and in other zones where agriculture, extensive agriculture, intensive livestock agriculture and intensive plant agriculture are permitted. 50 visitors at any one time (excluding school visits, farm tours and horse riding tours). Total 100 guests at any one time for all farm gate premises and farm experience premises (excluding tours and school visits). Maximum 52 days per year (excluding school visits, farm tours and horse riding tours). Hours of operation - Sunday to Thursday and public holidays 8am-6pm, Friday and Saturday 8am-midnight. Use up to 200m² gross floor area of an existing building. Off street parking. 	<ul style="list-style-type: none"> Permitted in RU1, RU2, RU4 where agritourism is permitted Maximum 200m² gross floor area for each building to maximum 500m² for all farm gate premises and farm experience premises buildings on the landholding. The standards for exempt development for maximum guest numbers, maximum days, hours of operation and parking also apply.

Department of Planning and Environment Information sheet



Activity	Exempt development	Complying development
Farm stay accommodation	<ul style="list-style-type: none"> Permitted in RU1, RU2, RU4 zones and in other zones where agriculture, extensive agriculture, intensive livestock agriculture and intensive plant agriculture are permitted. Maximum 20 guests in tents, caravans and campervans. Maximum 6 caravans and campervans. Maximum 21 consecutive days of stay. Minimum landholding of 15ha for camping/caravans. Use up to 60m² gross floor area of an existing residential accommodation or manufactured home. Off street parking. 	<ul style="list-style-type: none"> Permitted in RU1, RU2, RU4 zones where farm stay accommodation is permitted under the LEP. Maximum 6 buildings on the landholding. Maximum 21 consecutive days of stay. Minimum landholding size of 15ha (new buildings). Maximum 60m² gross floor area for a new building or use up to 60m² of an existing building. Use up to 25m² of an existing building to provide communal amenities or facilities. Off street parking.
Roadside stalls	<ul style="list-style-type: none"> Permitted in RU1, RU2, RU4 zones One stall per farm, located on the property Cannot be located on land adjacent to a freeway, tollway or highway Max 9m² footprint Parking on the property or on the road verge subject to certain requirements 	<ul style="list-style-type: none"> N/A

For the full requirements for exempt and complying development, please refer to the [State Environmental Planning Policy \(Exempt and Complying Development Codes\) Amendment \(Agritourism\) 2022](#).

If you cannot meet the development standards for exempt and complying development, contact your council about lodging a development application. Requirements for approvals, licences, permits and authorities under other legislation may also apply.

Other changes to agriculture and development

Reconstruction of farm buildings

We want to help farmers rebuild farm buildings after natural disasters such as the most recent floods affecting northern NSW. Allowing farm infrastructure such as farm buildings and grain bunkers to be rebuilt without the need for approval will make it easier for farmers to recover.

To do this we are enabling the reconstruction of farm buildings as exempt development following a natural disaster through amendments to the State Environmental Planning Policy (Exempt and Complying Development) 2008 (Codes SEPP). To meet these criteria a building must be constructed

Department of Planning and Environment

Information sheet



in the same location, to the same height and meet all relevant contemporary building standards. Farm buildings will also need to meet existing development standards in the Codes SEPP for farm buildings, except in relation to location, height or setbacks (other than setbacks to natural waterbodies). Farmers will need to comply with any existing conditions of development consent for these buildings.

Temporary stock containment

We are making changes to where farmers can temporarily contain livestock during a natural disaster or similar emergency without approval, under the State Environmental Planning Policy (Primary Production) 2021 (clause 2.16). We are doing this to reduce future negative impacts on nearby areas and run off into waterways and neighbouring resident properties.

The changes will place restrictions on where stock containment areas can be located to minimise any impacts on the environment or neighbouring properties.

Under the updated controls, temporary stock containment areas will not be allowed (without development consent):

- in environmentally sensitive areas
- in, or within 100m, of a special area within the meaning of the *Water NSW Act 2014*
- within 100m of a natural watercourse
- within 500m of a residential zone or residential accommodation on adjacent land.

Small scale pig and poultry farms

We are increasing the distance between poultry and pig farms that can be setup without a planning approval to protect the industry from biosecurity threats.

Under the new changes, poultry farms with less than 1,000 birds can be developed without consent, as long as they are not within 1km of another poultry farm (instead of 500m). Poultry farms used for the breeding of poultry must also be 5km away from other poultry farms, and vice versa. Pig farms with less than 20 breeding sows or less than 200 pigs can now be developed without consent only if they are not within 3km of another pig farm to be developed without consent.

These changes have come about due to concerns from stakeholders that the distance required between farms is too small and does not meet best-practice standards for biosecurity. Farms that are proposed to be located closer than these distances must seek approval by lodging a development application with their council.

Further information

Amendments have been made to a number of state planning policies.

If you have questions about the changes, please email agritourism@dpie.nsw.gov.au or contact us via our [online form](#).

© State of New South Wales through Department of Planning and Environment 2022. Information contained in this publication is based on knowledge and understanding at the time of writing, 1 December 2022, and is subject to change. For more information, please visit dpie.nsw.gov.au/copyright.



JP. GAICD, PIA.
Town Planner, Property Consultant

PH. 0417 241 827

E. terry@tcwconsulting.com.au

A/H: 02 4227 1746

A. 45 Eastern Av.
Mangerton, NSW 2500

ABN 57 055 186 126

Project #2144
16 December 2022

The General Manager
Wollongong City Council
41 Burelli Street
Wollongong 2500

Dear Sir,

Attention: David Green

Changes to Agritourism Legislation-Lot 66 DP 752054 Nos. 259-281 & Lot 56 DP 664571 No. 311 Darkes Forest Road Darkes Forest.

You are aware of numerous representations made by and on behalf of the Fahey family, the owners of Glenbernie Orchard. Matters have progressed significantly in relation to the legislation.

On December 2022, the Standard Instrument-Principal Local environmental Plan [Standard Instrument] and Codes SEPP, were amended to introduce agritourism land uses and supporting definitions.

In February 2023, DPE is anticipated to action further reforms to expand permissibility of agritourism land uses by making mandatory amendments to LEPs across NSW. These amendments would permit agritourism, farm experience premises and farm gate premises, with development consent, in the following zones:

-RU1 Primary Production
RU2 Rural Landscape
RU4 Primary Production-Small Lots.

You are aware that Glenbernie Orchard is zoned C3 Environmental Management and therefore will not be able to take advantage of these changes.

By way of email dated 21 October 2022 you offered the following options for the property:

- Rezone part/all of the property to RU2 Rural Landscape. However, this may not be supported by WaterNSW as the site is within the Woronora Dam catchment.
- Site specific Additional permitted use of "Farm experience premises" and/or "Farm Gate premises".
- Amend the C3 land use table to permit with consent "Farm experience premise" and/or "Farm Gate Premises". You advised that this would probably be the least likely to be supported as it would apply throughout the LGA.



JP. GAICD, PIA.
Town Planner, Property Consultant

PH. 0417 241 827

E. terry@tcwconsulting.com.au

A/H: 02 4227 1746

A. 45 Eastern Av,
Mangerton, NSW 2500

ABN 57 055 186 126

A response was forwarded advising that it would appear that the second option i.e., the site specific additional permitted land uses of "farm experience premises" and "farm gate premises" would be the appropriate pathway. The response requested suggestions to progress option 2. There has been no response to this request.

We are advised that Councils may nominate additional zones where agritourism should be made permissible with development consent. Councils may also adopt additional clauses for their LEPs to provide development controls for farm gate premises and farm stay accommodation. Should Councils choose to nominate additional zones or adopt optional clauses, the nominations are required to be submitted to DPE by 23/12/2022 [advise is that it is likely that the Department would extend this deadline].

DPE has asked Councils to consider the C3 Environmental Management, C4 Environmental Living and RU5 Village zones for agritourism expansion.

We are aware of at least one Council that has recommended the inclusion of the C3 zone as a further zone. At its meeting of 14 December 2022 Hornsby Council considered the following recommendation:

"1. Council write to the Department of Planning & Environment to nominate:

- a) Inclusion of the C3 Environmental Management zone as a zone in which farm experience premises and farm gate premises are permitted with development consent.*
- b) Adoption of the optional clauses for farm gate premises and farm stay accommodation [including an additional objective related to natural hazards as outlined in Director's Report PC 25/22] to be included in the Hornsby Local Environmental Plan 2013.*

2. An amendment to the Hornsby Development Control Plan 2013 be drafted to provide development controls for new agritourism land uses.

Council's reluctance to follow a similar approach appears to be a concern that the inclusion in the C3 permissible land uses with consent land table would apply throughout the Wollongong LGA. However, in reality Glenbernie Orchard appears to be the only commercial farm operating in the C3 zone in the LGA. That aside, the inclusion of the land use within the C3 tables does not automatically equate to the delivery of a consent.

This is particularly relevant to this site where a number of environmental constraints would need to be assessed and resolved with any future development application.



JP, GAICD, PIA.
Town Planner, Property Consultant

PH. 0417 241 827

E. terry@tcwconsulting.com.au

A/H: 02 4227 1746

A. 45 Eastern Av.
Mangerton, NSW 2500

ABN 57 055 186 126

The window of opportunity for Glenbernie Orchard is rapidly closing. One would believe that every planning possibility should be investigated to ensure the longevity of Wollongong's last remaining orchard.

Council has suggested 2 options, in either the site specific additional permitted uses, or an amendment to the C3 land use table to permit the "farm experience premises" and/or "Farm Gate premises". Either are considered logical approaches and this correspondence requests that Council make a decision to proceed with one to resolve this critical issue.

Please contact me at your convenience for any additional clarification.

Yours faithfully,



Terry Wetherall AM

ITEM 2

PUBLIC EXHIBITION - DRAFT PLANNING PROPOSAL REQUEST - 20 LAWRENCE HARGRAVE DRIVE STANWELL TOPS - PROPOSED ADDITIONAL USE - RECREATION FACILITY (OUTDOOR) - MINIATURE RAILWAY

A draft Planning Proposal request has been submitted for 20 Lawrence Hargrave Drive, Stanwell Tops which originally sought to enable a Recreation Facility (Outdoor) and Function Centre on the property. The additional activities were proposed to be made permissible through an amendment to Wollongong Local Environmental Plan 2009, Schedule 1: Additional Permitted Uses.

The proposal was reviewed by Council officers and the Wollongong Local Planning Panel, which recommended the proposal not progress as originally presented. The Panel did see merit in a proposal that was limited to only seeking the additional use of a Recreation Facility (Outdoor) – Miniature Railway to enable that use on site.

This report presents the preliminary assessment of the draft Planning Proposal request and recommends that Council resolve that a draft Planning Proposal be prepared to only permit the additional use of Recreation Facility (Outdoor) – Miniature Railway on part of site. If supported by Council, the draft Planning Proposal will be updated and then submitted to the NSW Department of Planning and Environment seeking a Gateway Determination to enable public exhibition.

RECOMMENDATION

- 1 A draft Planning Proposal be prepared to amend Wollongong Local Plan for 20 Lawrence Hargrave Drive, Stanwell Tops (Lot 20 DP 260258 and Lot 24 DP 260258) to enable the following –
 - a Amend Schedule 1 Additional Permitted Uses of the Wollongong Local Environmental Plan 2009 to permit a Recreation Facility (Outdoor) – Miniature Railway on mapped areas of the site.
 - b Amend Wollongong Local Environmental Plan 2009, Additional Permitted Use mapping to show the proposed location of the Miniature Railway use.
- 2 The submitted draft Planning Proposal and supporting studies be updated by the applicant within a 3 month period, addressing -
 - a Detailed Site Investigation be submitted to identify any site contamination associated with historic agricultural uses.
 - b Revised concept plan focused on the miniature railway use be provided that identifies the impacts on native vegetation and biodiversity values. Additionally, all aspects associated with any proposed car park are to consider all impacts on adjoining land uses including C1 National Parks and Nature Reserve lands.
 - c Aboriginal cultural heritage assessment report required to fulfil the Ministerial Direction 2.3
 - d An updated Bush Fire Assessment
 - e An updated draft Planning Proposal request be submitted which addresses relevant objectives in the Illawarra Shoalhaven Regional Plan 2041
 - f Updated traffic counts including from at least one Sunday and/or holiday
 - g An updated traffic impact assessment with intersection modelling needs to be completed to support the proposed treatments.
- 3 Following the submission of all requested additional information, the draft Planning Proposal request be referred to the NSW Department of Planning and Environment for a Gateway Determination.
- 4 The draft Planning Proposal be exhibited for 28 days following a Gateway Approval
- 5 The NSW Department of Planning and Environment be requested to issue authority to the General Manager to exercise plan making delegation in accordance with Council's resolution of 26 November 2012.

REPORT AUTHORISATIONS

Report of: Chris Stewart, Manager City Strategy

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

ATTACHMENTS

- 1 Location Map
- 2 Originally Proposed Concept Plan
- 3 Location of Proposed Additional Permitted Use
- 4 Natural Resource Sensitivity Biodiversity Map
- 5 Wollongong Local Planning Panel Minutes
- 6 Proposed Map Amendment

BACKGROUND

20 Lawrence Hargrave Drive, Stanwell Tops consists of two allotments being Lot 24 DP 260258 and Lot 20 DP 260258 (Attachment 1). The site has a total area of 11.07 ha. Lot 24 is zoned SP2 Infrastructure (Road) and is 10m wide and has an area of 3152 m². Lot 20 has a site area of 10.75 hectares and zoned C3 Environmental Management. The site is bound by the Garrawarra State Conservation Area to the north, which contains Kelly Falls and the headwaters of the Hacking River.

The site is mapped as containing biodiversity natural resource sensitivity (high conservation value) and is within the identified corridor in the Illawarra Biodiversity Strategy 2011 and Illawarra Shoalhaven Regional Plan 2041.

Within Lot 20, there are several structures including a dwelling house, Nissen styled hut, other temporary outbuildings and pool. Additionally, mobile dwellings and semi-permanent structures were viewed upon the site.

Across the extent of the site are a number of native vegetation communities in addition to weeds and exotic species. Bordering the site is the endangered ecological community (EEC) MU28 – Southern Sydney Sheltered Forest and a record of the threatened fauna species Grey-headed Flying-fox. Across the site is habitat modelled for the Eastern Pigmy possum, Broadheaded snake, Red Ground toadlet, Giant Burrowing frog and Rosenberg's Goanna.

In August 2021, a Planning Proposal request was submitted by Plannex Environmental Planning on behalf of the owner.

A site inspection was carried out on 11 November 2021 by Council staff and a further site inspection prior to the meeting of the Wollongong Local Planning Panel. During the initial site inspection, a temporary miniature rail track was observed on managed lands within the site and three mobile houses were also located on site. The existing pool, septic system, Nissen hut and dwelling house were observed on site. Natural and managed vegetation was also noted during the site inspection.

The Wollongong Local Planning Panel inspected the site on 31 October 2022. Upon inspecting the site, it was evident the temporary miniature railway had been dismantled and removed.

PROPOSAL

Included in the draft Planning Proposal request was an indicative site plan for the proposed Recreation Facility Outdoor and Function Centre. The plan details a large extent of the site to be utilised for different outdoor activities and included market stalls, retail shops, amusement rides, community centre, splash park and a 250-car space at grade carpark. Additionally, it was proposed the existing dwelling house and Nissen hut be repurposed as a café/function centre venue and an administration office / café / amenities building respectively (Attachment 2).

The proposal was reviewed by Council officers and the Wollongong Local Planning Panel, which recommended the proposal not progress as originally presented.

The applicant and owner considered the Panel and Council's feedback and a revised scaled back proposal was received on 17 January 2023. The amended draft Planning Proposal request now seeks to amend Schedule 1: Additional Permitted Uses of Wollongong Local Environmental Plan 2009 to only include Recreation Facility (Outdoor) – Miniature Railway as a permissible use on the site. Whilst the revised request does not seek a Function Centre upon the site, it is understood that a small café which is ancillary to the miniature railway operations is likely to form part of any future Development Application. Such a facility would need to be of a scale consistent with the needs of the miniature railway use and would not operate independently of the miniature railway.

Under the original proposal, access to the site is proposed through an upgraded driveway entrance and intersection to Lawrence Hargrave Drive and recommended upgrade to a commercial wastewater treatment system.

Discussions of key considerations:

Environmental

Bordering the site is the endangered ecological community (EEC) MU28 – Southern Sydney Sheltered Forest and a record of the threatened fauna species Grey-headed Flying-fox. Across the site is habitat modelled for the Eastern Pigmy possum, Broadheaded snake, Red Ground toadlet, Giant Burrowing frog and Rosenberg's Goanna.

The site is mapped as containing Natural Resource Sensitivity – Biodiversity, EEC MU28 – Southern Sydney Sheltered Forest and threatened species Grey-headed Flying-fox. The mapping indicated approximately 50% of the site as being constrained by Natural Resource Sensitivity – Biodiversity.

Should Council resolve to progress the Planning Proposal request, the applicant will be asked to submit a revised development concept site plan. It is anticipated areas mapped as Natural Resource – Biodiversity or other areas mapped a containing terrestrial biodiversity can be avoided and include appropriate areas for any required Asset Protection Zone (APZ) (Attachments 3 and 4).

Contaminated Land

The site is not mapped as being impacted by contamination. However, it is noted the site has historically been used for agricultural purposes. It is recommended that a Detailed Site Investigation be prepared prior to any endorsed draft Planning Proposal being forwarded to the Department of Planning and Environment seeking a Gateway Determination.

On-site Wastewater Management

The supporting report submitted by Harris Environmental Consulting (2018) indicates on site wastewater and disposal can be suitably managed. It is noted the existing system, approved by Council, is suitable for the existing domestic use arrangements. Should the Planning Proposal progress, an upgraded system would be required at the Development Application stage and would need to be of appropriate size and location, which avoids biodiversity values upon the site.

Flooding

The site is located on a ridge at the headwaters of the Hacking River and is unlikely to have flood hazard constraints. A Hacking River Flood Study has not been prepared by Council. Any future development application would need to comply with all applicable planning legislation and documents.

Bush Fire Prone Land

The entirety of the site is mapped as Bush Fire Prone: Vegetation Category 1. The Bush Fire Hazard Assessment by Harris Environmental (ref:2785BF dated 12/10/2020) report provided in support of the proposal demonstrated significant Asset Protection Zone (APZ) vegetation clearing would likely be required to facilitate development of the site.

The NSW RFS advised that it did not object to the proposal subject to any future Development Application being able to fulfil the requirements of Planning for Bush Fire Protection 2019.

Should Council resolve to progress the revised draft Planning Proposal request, additional information will be sought from the applicant regarding an indicative plan of proposed development and an updated Bush Fire Hazard Assessment.

CONSULTATION AND COMMUNICATION

Preliminary consultation in relation to the draft Planning Proposal request in its original form incorporating a Function Centre and tourism activities (i.e. tree climbing area, maze, giant slide, jumping castle, baby animal barn, rides, carousel, market stalls, community respite centre etc) was carried out between 8 October – 5 November 2021.

The preliminary notification consisted of a letter being sent to property owners within 500m of the site, Neighbourhood Forum 1 and applicable Stage agencies. Due to COVID-19 restrictions in place at the time of the preliminary exhibition, the documents were only made available for viewing on Wollongong City Council's Our Wollongong engagement web page. In addition to notifying members of the public, referrals were sent to relevant internal Council stakeholders for comment.

Council received 5 State Agency responses, 1 submission from a Neighbourhood Forum and 10 community submissions raising multiple issues. A response to the issues raised in submissions is provided in the following tables, noting that some matters are no longer relevant to the revised proposal -

State Authority comments -

Issue Raised	Council Officer Response
<p>NSW State Emergency Service</p> <p>No objection</p> <p>The Planning Proposal is to be consistent with the Ministerial Directions, in particular Direction 9.1 and 4.3.</p> <p>The draft Planning Proposal request is to be consistent with the NSW Flood Prone Land Policy, set within the NSW Floodplain Development Manual 2005.</p> <p>The proposal should not result in an intolerable increase in risk to life, health or property resulting from flooding.</p> <p>Risk assessment should consider the full range of flooding, including events up to the Probable Maximum Flood (PMF).</p> <p>Risk assessment should have regard to flood warning and evacuation demand on existing and localised future access/egress routes.</p> <p>Self-evacuation of the community should be achievable in a manner which is consistent with the NSW SES's principles for evacuation.</p> <p>Development must not conflict with the NSW SES's flood response and evacuation strategy and Evacuation must not require people to drive or walk through flood water.</p> <p>Deliberate isolation or sheltering in buildings surrounded by flood water are not equivalent, in risk management terms, to evacuation and Strategies relying on an assumption that mass rescue may be possible where evacuation either fails or is not implemented are not acceptable.</p> <p>NSW SES is opposed to the imposition of development consent conditions requiring private flood evacuation plans rather than the application of sound land use planning and flood risk management.</p>	<p>It appears the revised planning proposal for a Recreation Facility (Outdoor) – Miniature Railway can be consistent with the Ministerial Directions.</p> <p>It is expected any future Development Application will be required to address all planning legislation and documents and sufficiently address site flooding and bush fire emergency egress.</p>

Issue Raised	Council Officer Response
<p>Department of Planning and Environment – Environment and Heritage Group (Formerly Environment, Energy and Science) and NSW National Park and Wildlife Service</p> <p>No objection</p> <p>Further information needs to be provided on the size, scale and construction of the carparking areas and the wastewater treatment.</p> <p>The draft Planning Proposal request need to address relevant objectives in the Illawarra Shoalhaven Regional Plan 2041 (Regional Plan).</p> <p>Any proposal to clear land mapped as Terrestrial Biodiversity will need to address the environmental objectives/ actions of the Regional Plan.</p> <p>Updated Concept Plan to be provided demonstrating locations of all proposed development and identify and impacts on native vegetation and biodiversity values. Additionally, all aspects associated with any proposed car park are to consider all impacts on adjoining land uses including C1 National Parks and Nature Reserve lands.</p> <p>Proposed water-based activities and sewerage are not to impact adjacent C1 National Parks and Nature Reserve zoned land.</p> <p>The disposal of wastewater needs further consideration before an amendment to WLEP 2009 occurs.</p> <p>Ecological Assessments for Planning Proposals should address the key requirements of how the proposal will “avoid and minimise impacts on biodiversity”. As such, the Planning Proposal for the proposed recreation facility and function centre should be updated to demonstrate how any impacts to biodiversity have been avoided and/or minimised, this would include adequately demonstrating how the proposal can be accommodated onsite, as well as potential clearing of vegetation for asset protection zones to limit bush fire risk.</p> <p>Greater details regarding the indirect impacts from the operation of the proposed development (i.e., people accessing the remaining vegetation onsite or adjoining lands) are required given the proximity of the proposed recreation use to native vegetation and potential habitat</p> <p>A Biodiversity Stewardship Agreement, Conservation Agreement or Vegetation Management Plan could be considered for protection of this retained vegetation.</p>	<p>The car parking requirements will likely be less than originally described. The applicant has requested the application be revised to only seek Recreation Facility (Outdoor) – Miniature Railway as a permissible use upon the site.</p> <p>It is expected any future Development Application will determine the size and scale of any required car parking. It is anticipated any carparking would be required not to impact upon areas mapped as Terrestrial Biodiversity or similar.</p> <p>Despite the draft Planning Proposal for additional permissible uses resulting in a level of inconsistency with Strategies 11.1 and 11.2 of the Regional Plan this is considered to be of minor significance and the retention of the existing C3 zoning and areas of WLEP 2009 Clause 7.2 Natural resource sensitivity—biodiversity local provision will continue to provide adequate certainty the vision, land use strategy, goals, directions or actions of the Regional Plan can be achieved</p> <p>It is expected any future Development Application would be required not to impact upon areas mapped as Terrestrial Biodiversity or similar. A future detailed assessment will consider the extent to which proposed development has genuinely attempted to avoid and minimise impacts to biodiversity values on the subject and Council will determine any requirement of the need for offsetting under the NSW Biodiversity Offsets Scheme (BOS) for a future development approval.</p> <p>The management and disposal of wastewater would be included in any future Development Application.</p>

Issue Raised	Council Officer Response
	<p>It is anticipated any future Development Application will seek a development outcome to avoid and minimise the impacts on biodiversity and would also assess the impacts upon the site by visitors and patrons.</p> <p>Due to the high bushfire hazard of the subject site and surrounds, and the probable ongoing APZ maintenance requirements for future tourist facilities, it's unlikely that there will be any opportunity for biodiversity impact mitigation measures such as implementation of a Vegetation Management Plan that achieves improve biodiversity outcomes on the subject site.</p>
<p>Transport for New South Wales</p> <p>No objection</p> <p>Updated items for Planning Proposal</p> <p>Given that the proposed outdoor recreation facility will operate on weekends and holidays, updated traffic counts should be required from at least one Sunday and/or holiday for any future DA.</p> <p>The traffic report incorrectly assigns a Level of Service (LoS) of 'B' or 'C' to Lawrence Hargrave Drive based on the vehicle volumes from the traffic survey. As outlined in Table 4.1 of the Guide to Traffic Generating Developments, analysis of specific measures of effectiveness is the only way to determine the LoS of an intersection.</p> <p>An updated traffic impact assessment with intersection modelling needs to be completed to support the proposed treatments and provided with the formal planning proposal application. It is unclear at this stage if the proposed auxiliary left short (AUL(S)) and short channelised right turn (CHR(S)) treatments are appropriate for the proposed additional uses of the subject property.</p> <p>The following items to be provided as part of any future development application.</p> <ul style="list-style-type: none"> • Issues related to drainage <ul style="list-style-type: none"> - Location of pits and pipes required. - Carpark runoff rates and OSD. - Design of concrete channel or open tabletop drain to limit water onto LHD. - Some locations of minor cut will result in undesirable erosion. 	<p>A revised draft Planning Proposal request, which includes updated transport counts and Traffic Impact Assessment, is to be submitted, should Council resolve to progress the proposal.</p> <p>It is anticipated any future Development Application would be required to address the matters identified by Transport for NSW at that stage.</p>

Issue Raised	Council Officer Response
<ul style="list-style-type: none"> • Issues relating to LHD <ul style="list-style-type: none"> - Design dimensions and assumptions for any proposed treatments should be shown on a strategic design in accordance with AGTRD Part 4: Intersections and Crossings – General (Figure A29) and AGTRD Part 4A: Unsignalised and Signalised Intersections (Figure 8.3). - Any extended pipe headwall and channel relocation should be located outside the clear zone and power poles should also be relocated outside the clear zone. - The longitudinal section of any proposed access should be shown in relation to the cross section of Lawrence Hargrave Drive. - It is recommended that the lane widths be widened to a minimum of 3m. - The minimum shoulder width should be maintained as the current asphalted width. • Property access <ul style="list-style-type: none"> - Safe Intersection Sight Distance (SISD) diagram is required for the intersection. TfNSW recommend an assumed speed of 90km/h (design speed: 80km/h +10km/h) should be used. The same can be assumed for Approach Sight Distance (ASD). - A swept path analysis (in accordance with Austroads turning templates) is required to demonstrate that the largest vehicle likely to utilise the access can exit in a forward direction. The documentation provided must justify why this size of vehicle has been used. - Any DA should include details of what is proposed for the access point at the bridge crossing (30pprox.. Ch. 70.000). TfNSW notes that accesses to the same property should be amalgamated where possible. 	
<p>Heritage NSW</p> <p>No objection</p> <p>Proponent should undertake their own investigation into any relics on site.</p> <p>Assessment under the 2010 Due Diligence Code of Practice for the Protection of Aboriginal Objects on NSW is not considered an archaeological assessment or substitute for a comprehensive Aboriginal cultural heritage assessment report required to fulfil the Ministerial Direction 2.3.</p> <p>HNSW recommend an ACHA report be submitted in support of the Planning Proposal.</p> <p>Consultation with the Aboriginal community should occur early in the process.</p> <p>Prior to finalisation of the proposal, Council should be satisfied that all necessary heritage assessments have been undertaken and that any impacts have been sufficiently addressed. Which include a search of the State Heritage Inventory and the AHIMS.</p>	<p>It is recommended that an Aboriginal Cultural Heritage Assessment be provided prior to referring the draft Planning Proposal to the Department seeking a Gateway Determination should Council resolve to progress the proposal.</p>

Issue Raised	Council Officer Response
NSW Rural Fire Service No objection The NSW RFS raised no objections to the proposal subject to a requirement that the future development of the land complies with Planning for Bush Fire Protection 2019	Noted

Neighbourhood Forum and community submissions:

Concern	Council Officer Response
One submission was considered to generally supported the proposal	Noted
One submission was considered to show support for the proposal based upon the location of the site and its links to Wollongong and other tourist locations.	<p>The draft Planning Proposal is generally consistent with the Illawarra Shoalhaven Plan 2041 Objective 5, Strategy 5.1 – Create an environment for a diverse visitor economy.</p> <p>The site is located in proximity to existing visitor attractions, including Symbio Wildlife Park, the Sri Venkateswara Temple, Bald Hill, The Tops Conference Centre and Otford Farm in addition to links with the Grand Pacific Drive via Lady Wakehurst Drive.</p> <p>It is expected a draft Planning Proposal request seeking to permit the use of a Recreation Facility (Outdoor) – Miniature Railway within a specific area of the site may contribute to local visitation rates while at a scale that is considerate of the environment and natural hazards present.</p>
Two submissions were considered supportive of the proposal based on the size and setting of the site	Noted. See the above comments.
The proposal is not in interest of the community and likely to result in negative social and economic impacts (raised in 4 submissions)	<p>The original proposal may have resulted in up to 500 visitors attending the site across day and night-time trading hours. The Wollongong Local Planning Panel recommended a scaled back proposal be submitted and the additional use of a Function Centre be removed to limit the impact upon the environment, community, and services.</p> <p>The applicant and landowner have agreed to lodge a revised draft Planning Proposal request, seeking only the use of a Recreation Facility (Outdoor) – Miniature Railway be permissible upon the site. Whilst the revised request does not seek a Function Centre upon the site, it is understood that a small café which is ancillary to the miniature railway operations is likely to form part of any future Development Application.</p>
The ecological impacts resulting from the proposal (raised in 1 submission)	<p>The Wollongong Local Planning Panel recommended an amended proposal be submitted seeking only the permissible use of a Recreation Facility (Outdoor) – Miniature Railway to facilitate the development of a miniature railway on the site to limit the impacts upon site ecology.</p> <p>Under the revised draft Planning Proposal, development will be limited to certain areas of the allotment not mapped as Natural Resource Sensitivity – Biodiversity, Endangered Ecological Communities or recoded locations of threatened Flora and Fauna. This will be through a mapping amendment to the Wollongong LEP 2009, Additional Permitted Uses mapping.</p>

Concern	Council Officer Response
<p>The proposal is inconsistent with Department of Planning and Environment's Strategic Planning Framework by not protecting environmental values (raised in 1 submission).</p>	<p>Council has referred the draft Planning Proposal request to relevant Stage Agencies.</p> <p>The Department of Planning and Environment – Biodiversity, Conservation Division and NSW National Parks and Wildlife Services have requested an updated Concept Plan demonstrating locations of all proposed development and identify and impacts on native vegetation and biodiversity values.</p> <p>The development proposals consistent with the Department's environmental values within the framework will be further assessed.</p>
<p>The proposal be amended to rezone the site to either RE2 Private Recreation or SP2 Tourism rather than seeking additional uses (raised in 2 submissions).</p>	<p>The land zonings recommended within the submissions include Recreation Facility (Outdoor) as development permitted with consent. However, the suggested land zones also contain several additional permitted uses that are considered inappropriate for the site and could have a greater impact upon neighbouring allotments, including those within the Garrawarra State Conservation Area.</p> <p>It is anticipated an amendment to Schedule 1: Additional Permitted Uses of Wollongong LEP 2009 to include Recreation Facility (Outdoor) – Miniature Railway and the Additional Permitted Use mapping, will limit any proposed recreation development to certain managed areas of the allotment.</p> <p>Additionally, by retaining the C3 Environmental Management land zone, future proposed development will need to fulfil the objectives of the zone and be limited to permitted uses.</p>
<p>The proposal is inconsistent with the Illawarra Shoalhaven Regional Plan 2041 and the use of land (raised in 2 submissions)</p>	<p>The proposal is considered to be generally consistent with Objective 5: Create a diverse visitor economy with the Illawarra Shoalhaven Regional Plan 2041. It is recommended that the proposal be limited to areas that are not mapped as Natural Resource Sensitivity – Biodiversity through an amendment to the Additional Permitted Use mapping.</p>
<p>The proposal to be inconsistent with Council Planning Proposal Policy (raised in 1 submission).</p>	<p>The draft Planning Proposal request has been considered against Council's Planning Proposal Policy, adopted 23 May 2022.</p> <p>As a spot rezoning request, the proposal is not entirely consistent with our Planning Proposal Policy as it is not the result of an adopted strategy or plan. The Wollongong Local Planning Panel considers that a revised proposal has sufficient strategic merit to be progressed to gateway determination and exhibition.</p>
<p>The bush fire risk to patrons, firefighting potential and required APZs (raised in 9 submissions)</p>	<p>The applicant provided a Bush Fire Assessment report prepared by Harris Environmental (ref:2785BF dated 12/10/2020). The report considered the requirements of Planning for Bush Fire Protection 2019.</p> <p>The NSW RFS raised no objections to the proposal subject to a requirement that the future development of the land complies with Planning for Bush Fire Protection 2019.</p> <p>Should Council resolve to progress the draft Planning Proposal request, additional information will be sought from the applicant regarding an indicative plan of proposed development and an updated Bush Fire Hazard Assessment</p>

Concern	Council Officer Response
The impact of the Function centre, hours of operation and noise pollution (raised in 6 submissions)	<p>The applicant advised Council the application will be amended to remove Function Centre as an additional use being sought upon the site. Whilst the revised request does not seek a Function Centre upon the site, it is understood that a small café which is ancillary to the miniature railway operations is likely to form part of any future Development Application.</p> <p>It is expected hours of operation and noise generation will be addressed through a future Development Application should Council resolve to progress the Planning Proposal.</p>
The traffic implications for Lawrence Hargrave Drive including driveway location, proposed intersection upgrades increased traffic, impacts on cyclist, nearby Stonehaven Road (location of increased vehicle incidents) SEPP Infrastructure multiple entrances (raised in 6 submissions)	<p>Transport for NSW have raised no objections to the proposal; yet identified the need for further information.</p> <p>It is expected Transport for NSW concerns will be addressed through the additional information that has been requested.</p>
The impact of the proposal on civil infrastructure (raised in 1 submission).	<p>The site is currently connected to reticulated water and electricity and serviced by a sealed road with no kerb and guttering.</p> <p>Council's Traffic Team, NSW RFS and Transport for NSW have raised no objection to the proposal but have identified the need for further information and / or compliance with relevant development standards.</p> <p>The supporting report submitted by Harris Environmental Consulting (2018) indicates that subject to further environmental investigation and system design, wastewater treatment and disposal can be suitably managed on-site.</p>
The proposed additional use is inconsistent with C3 Environmental Management zoning (raised in 7 submissions).	<p>The applicant advised Council the application will be amended to remove Function Centre as an additional use being sought upon the site.</p> <p>It is considered by limiting the proposed additional permitted use of a Recreation Facility (Outdoor) – Miniature Railway to areas already managed upon the site, those areas with significant terrestrial biodiversity within the C3 Environmental management land can be avoided. It is noted all APZs are to be contained within the mapped Additional Permitted Use area.</p>
Impacts on National Park land, wildlife corridors and surround natural areas	<p>The Department of Planning and Environment Biodiversity, Conservation Division (formerly Environment, Energy and Science) and NSW National Parks and Wildlife Service did not object to the proposal subject to a revised concept plan focused on the miniature railway be provided that identifies the impacts on native vegetation and biodiversity values. Additionally, all aspects associated with any proposed car park are to consider all impacts on adjoining land uses including C1 National Parks and Nature Reserve lands.</p>
The impacts on wildlife, hollow bearing trees, ecosystems and the introduction of pests (raised in 4 submissions)	<p>See the comments above regarding the advice from the Department of Planning and Environment Biodiversity, Conservation Division (formerly Environment, Energy and Science) and NSW National Parks and Wildlife Service.</p>

Concern	Council Officer Response
Previous development on site including suspected unapproved development – mobile homes and train tracks and the implications on wastewater (raised in 5 submissions)	<p>Council officers observed on 31 October 2022 that the train tracks had been removed from the site.</p> <p>Council's Regulation and Enforcement section carried out further inquiries regarding the development compliance of the two tiny home and the bus with decking. This is matter being handled separately to the draft Planning Proposal assessment process and is not an impediment to the proposal moving forward.</p>
Vegetation clearing (raised in 2 submission).	<p>A Tree Permit Application was previously lodged and approved to remove trees from the site.</p> <p>Large scale clearing was not observed during the site visits undertaken as part of the Planning Proposal.</p>
The potential for over development of the site and ancillary uses to proposal (raised in 4 submissions).	<p>The proposal is to enable development of a Recreation Facility (Outdoor) - Miniature Railway upon the site, which is not a permitted use upon the site.</p> <p>The applicant advised Council the application will be amended to remove Function Centre as an additional use being sought upon the site.</p> <p>It is considered by limiting the proposed additional permitted use of a Recreation Facility (Outdoor) – Miniature Railway to areas already managed upon the site, areas with significant terrestrial biodiversity can be avoided. It is noted all APZs are to be contained with the mapped Additional Permitted Use area.</p> <p>The constrained nature of the site and limited development permitted with consent under the C3 Environmental Management zone will restrict over development of the site.</p>
Wastewater management and impacts on Kelly Falls and Hacking River (raised in 9 submissions).	<p>The site is currently connected to reticulated water and electricity.</p> <p>The supporting report submitted by Harris Environmental Consulting (2018) indicates on site wastewater and disposal can be suitably managed. It is noted the existing system, approved by Council, is suitable for the existing domestic use arrangements. Should the Planning Proposal progress, an upgraded system would be required at the Development Application stage and would need to be of an appropriate size and location, which avoids biodiversity values upon the site.</p> <p>The proposal is to enable development of a Recreation Facility (Outdoor) - Miniature Railway upon the site. The applicant has advised Council that the application will be amended to remove Function Centre as an additional use being sought upon the site.</p>
Rubbish management (raised in 4 submissions)	<p>The site is currently serviced by Council waste services.</p> <p>Should Council resolve to progress the draft Planning Proposal request to finalisation, waste servicing will form part of the assessment for any future Development Application.</p>
The owner of the site owned an existing site in Helensburgh (raised in 1 submission).	<p>Noted. The subject site in Helensburgh does not form part of this planning proposal.</p>

Concern	Council Officer Response
Inaccuracies in relation to existing and proposed zoning and the submitted in Environmental Planning documentation in support of the proposal (raised in 1 submission).	<p>Noted. The proposal has been reviewed by Council officers and referred to applicable State agencies for comment.</p> <p>It appears the zoning information was a typographical error in the submitted mapping and would not have a significant impact on the proposal.</p> <p>The State agencies have reviewed the application and requested additional information considered necessary.</p>

Wollongong Local Planning Panel Considerations

On 31 October 2022 the draft Planning Proposal request was considered by the Wollongong Local Planning Panel. The Panel supported the staff view that the originally submitted draft Planning Proposal request should not be progressed. The Panel noted the proposed intensity and commercial nature of the desired end uses identified were considered unacceptable given the environmental constraints which included bushfire, ecology, traffic, sewerage and infrastructure (Attachment 5).

The Panel considered a more modest use, specifically related to the miniature railway proposal, on a reduced footprint, removed from environmental sensitive areas and boundaries of the site, may be accommodated through an amendment to Schedule 1 Additional Permitted Uses of the Wollongong LEP 2009.

It was noted by the Panel that Council could consider a satisfactorily revised draft Planning Proposal request should amended documentation be submitted, which may include a concurrent DA to provide certainty to the end user. It was suggested prior to any Planning Proposal, a Scoping Report, consistent with the NSW Department of Planning and Environment's Planning Proposal Guidelines should be provided. The Scoping Report should investigate whether the site has any cultural or European heritage significance.

Council officers concur with the Panel's recommendation that a more modest draft Planning Proposal request, seeking only to amend Wollongong LEP 2009, Schedule 1: Additional Permitted Uses to include Recreation Facility (Outdoor) – Miniature Railway to enable a miniature railway upon the site. A concurrent Development Application would provide some level of understanding of the extent of development proposed upon the site; however, legislation allows for subsequent applications to be submitted seeking additional development. Furthermore, a concurrent Development Application may impact upon assessment timeframes based upon the time required for a Planning Proposal. Council officers are not supportive of a concurrent Development Application for these reasons.

Council officers recommend limiting the potential impacts upon the environment, infrastructure and nearby residents that an amendment to the Additional Permitted Use mapping occur which provide certainty on the location within the site any future development for Recreation Facility (Outdoor) – Miniature Railway can occur. It is recommended an amended draft Planning Proposal request be submitted with a request Wollongong LEP 2009 Additional Permitted Use mapping (Attachment 6).

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
1.5 Maintain the unique character of Wollongong Local Government Area, whilst balancing development, population growth and housing needs	Land Use Planning

Illawarra Shoalhaven Regional Plan 2041

In June 2021 the Illawarra Shoalhaven Regional Plan 2041 was released by the State. The updated Regional Plan will guide strategic planning and land use decisions in the region for the next 20 years. The Plan contains 30 objectives, supported by a mix of actions, strategies and collaboration activities. The proposal is aligned with objective 5: Create a diverse visitor economy.

The Planning Proposal has inconsistencies with the following planning legislation and documents:

Section 9.1(2) Local Planning Directions of the Environmental Planning and Assessment Act (1979)

Ministerial Direction 3.1 (Conservation zones)

The proposal is for amendment to Schedule 1: Additional Permitted Uses of the Wollongong Local Environmental Plan 2009. The proposed additional use of Recreation Facility (Outdoor) – Miniature Railway has the potential to result in impacts on the environmental protection controls within an environmentally sensitive location with a current Land Use zoning of C3 Environmental Management. The original, proposal which included the additional use of a Function Centre, would likely result in greater and unacceptable impacts upon the conservation zoning. It was generally considered the original draft Planning Proposal request was inconsistent with the Ministerial Direction.

The indicative site plan provided in support of the application. The site plan indicates a large variety of activities and uses across the site, including a 250-space car park for visitors. It is expected to enable the outdoor recreation facility uses upon the site, a large amount of vegetation clearing will be required. Clearing will likely be needed to locate the additional uses and for bushfire protection. It was determined insufficient justification was given for amending the Wollongong LEP 2009 and the potential impacts on conservation zones. Furthermore, the proposal did not seek to include additional protection or restoration of vegetation within the site that was not impacted by the proposal.

Following the Wollongong Local Environmental Panel's consideration and recommendations, the applicant requested the application be revised to limit the additional uses sought to the Recreation Facility (Outdoor) – Miniature Railway.

Council officers recommend that the draft Planning Proposal request be amended to only seeking a Recreation Facility (Outdoor) – Miniature Railway. and for an amendment to Wollongong LEP 2009 Additional Permitted Use mapping, restricting the additional permitted use to areas of the site that are not mapped as impacted by Natural Resource Sensitivity – Biodiversity.

Should Council resolve to progress the draft Planning Proposal request, Council officers will seek the additional information from the applicant before submitting the draft Planning Proposal to the Department of Planning and Environment for a Gateway Determination and prior to any public exhibition.

Ministerial Direction 4.3 (Planning for Bushfire Protection)

The entirety of the site is mapped as Bush Fire Prone: Vegetation Category 1. The Bush Fire Hazard Assessment by Harris Environmental (ref:2785BF dated 12/10/2020) report provided in support of the proposal demonstrated significant APZ vegetation clearing would likely be required to facilitate development should the Council progress the originally submitted draft Planning Proposal.

The NSW RFS provided feedback it did not object to the proposal subject to any future Development Application fulfil the requirements of Planning for Bush Fire Protection 2019.

Due to the likely vegetation clearing that would result from any required APZ it is recommended the Additional Permitted Use mapping be amended to limit the extent of development for Recreation Facility (Outdoor) – Miniature Railway and any required APZ.

The applicant has requested the draft Planning Proposal be revised to limit the additional uses being sought to Recreation Facility (Outdoor) – Miniature Railway to allow for that use on site. It is anticipated the amended planning proposal request will result in fewer people attending the site. Should Council resolve to progress the draft Planning Proposal request, additional information will be sought from the applicant regarding an indicative plan of proposed development and an updated Bush Fire Hazard Assessment.

Wollongong Local Environmental Plan 2009

Clause 7.2 Natural resource sensitivity – biodiversity

The site is mapped as Natural resource sensitivity – biodiversity containing MU30 Exposed Sandstone Scribble Gum Woodland – State Class: Sydney Coastal Dry Sclerophyll Forest. The eastern most portion of the site is mapped as containing MU28 Southern Sydney Sheltered Forest. It is also mapped a location of the threatened fauna – sooty owl.

The site is mapped as containing biodiversity natural resource sensitivity (high conservation value) and is within the identified corridor in the Illawarra Biodiversity Strategy 2011 and Illawarra Shoalhaven Regional Plan 2041.

It is considered the original proposal was inconsistent with the objectives of the clause 7.2 and may result in a negative impact upon the areas mapped as natural resource sensitivity – biodiversity through clearing of vegetation for development and for any required Asset Protection Zones.

Council officers recommend that the draft Planning Proposal request be amended to only seeking a Recreation Facility (Outdoor) – Miniature Railway and for an amendment to Wollongong LEP 2009 Additional Permitted Use mapping, restricting the additional permitted use to areas of the site that are not mapped as impacted by Natural Resource Sensitivity – Biodiversity. Whilst the revised request does not seek a Function Centre upon the site, it is understood that a small café which is ancillary to the miniature railway operations is likely to form part of any future Development Application. The appropriate scale of any ancillary use will be a consideration at Development Application stage.

It is noted Council officers will seek the additional information from the applicant should Council resolve to progress the draft Planning Proposal Request and before submitting the application to the Department of Planning and Environment for a Gateway Determination and prior to any public exhibition.

Council's Planning Proposal Policy (2018)

The Planning Proposal is not the result of an adopted strategy or plan. However, it is considered a revised proposal, which is limited to seeking an amendment to Schedule 1 Additional Permitted Uses of Wollongong LEP 2009 to include Recreation Facility (Outdoor) – Miniature Railway would allow for reasonable use and development of the land. It is considered the applicant has provided sufficient justification for proposing a Recreation Facility (Outdoor) – Miniature Railway upon the site.

It is recommended the proposal be limited to defined areas through an amendment to the Wollongong LEP 2009 Additional Permitted Uses Mapping to manage the extent of potential development and to areas not mapped as Natural Resource Sensitivity – Biodiversity or containing threatened species or endangered ecological communities.

SUSTAINABILITY IMPLICATIONS

A revised draft Planning Proposal request seeking only to include Recreation Facility (Outdoor) – Miniature Railway upon a defined location of the allotment through an amendment to the Additional Permitted Use mapping will likely enable a Development Application for a miniature railway. It is likely the reduce location for development will limit any impacts from development. Should Council resolve to progress the draft Planning Proposal request, additional information from the applicant will be sought regarding any future development of the site and the impacts on the environment.

It is envisaged a revised draft Planning Proposal request can be consistent with the environmental Planning objectives set within the Illawarra Shoalhaven Regional Plan 2041 and Ministerial Directions.

RISK MANAGEMENT

There is minimal risk to Council should the draft Planning Proposal not progress. The proposal is not the result of a regional plan or strategy. It would, however, allow for additional land uses that would otherwise not be permissible on land zoned C3 Environmental Management.

There is a risk that the proposal sets a precedent for other similar proposals within other nearby allotments zone C3 Environmental Management.

FINANCIAL IMPLICATIONS

It is not expected there will be any financial implications that will result from the draft Planning Proposal request. The progression and exhibition of draft Planning Proposals is core business within the Land Use Planning team service.

CONCLUSION

The draft Planning Proposal is considered a site-specific rezoning. The revised proposal is to amend Schedule 1, Additional Permitted Uses of the Wollongong Local Environmental Plan 2009 to include Recreational Facility (Outdoor) – Miniature Railway upon the site.

The strategic merit of the proposal is partially consistent with the Regional Plan, Ministerial Directions and Council's strategic planning documents, as a result additional information is required to address the concerns of Council officers and those comments made by government agencies at the preliminary exhibition stage.

Prior to submitting the draft Planning Proposal request to the NSW Department of Planning and Environment seeking a Gateway Determination, it is recommended the applicant submit a revised draft Planning Proposal request and relevant additional information, including studies and indicative site plans for the Recreation Facility (Outdoor) – Miniature Railway.

It is recommended that Council resolve to progress the draft Planning Proposal request by requesting the submission of additional updated supporting information. Following the submission of all additional information and it be submitted to the NSW Department of Planning and Environment seeking a Gateway Determination and subsequent public exhibition.

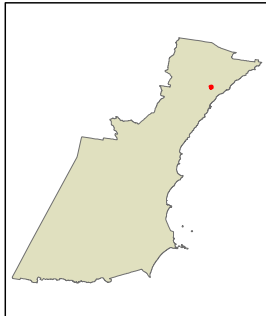


**WOLLONGONG LOCAL
ENVIRONMENTAL
PLAN 2009**

Planning Proposal
20 Lawrence Hargrave Dr
Stanwell Tops
Airphoto 2022

Subject_Site

Cadastral
 Cadastral 24-01-23 © Wollongong City Council



0 160
Meters

Projection: GDA 1994
MGA Zone 56

Scale 1:1500 @ A3

Map Identification number:
20 Lawrence Hargrave Dr Air.mxd



**FREE ADMISSION
FREE PARKING
FREE ENTERTAINMENT
FREE PICNIC FACILITIES
FREE ENTRY TO
ENVIRONMENTAL
DISCOVERY & LEARNING
CENTRE**

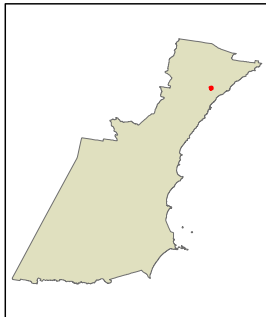


**WOLLONGONG LOCAL
ENVIRONMENTAL
PLAN 2009**

Planning Proposal
20 Lawrence Hargrave Dr
Stanwell Tops
Airphoto 2022

- Subject_Site
- Additional Permitted Use

Cadastral
Cadastral 24-01-23 © Wollongong City Council



0 80
Meters

Projection: GDA 1994
MGA Zone 56

Scale 1:1500 @ A3

Map Identification number:
20 Lawrence Hargrave Dr APU.mxd



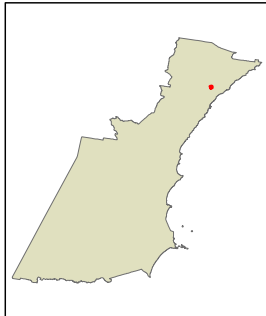


**WOLLONGONG LOCAL
ENVIRONMENTAL
PLAN 2009**

Planning Proposal
Natural Resource Sensitivity -
Biodiversity
20 Lawrence Hargrave Dr
Stanwell Tops.

- Subject_Site
- Additional Permitted Use
- Natural Resource Sensitivity – Biodiversity

Cadastral
Cadastral 24-01-23 © Wollongong City Council

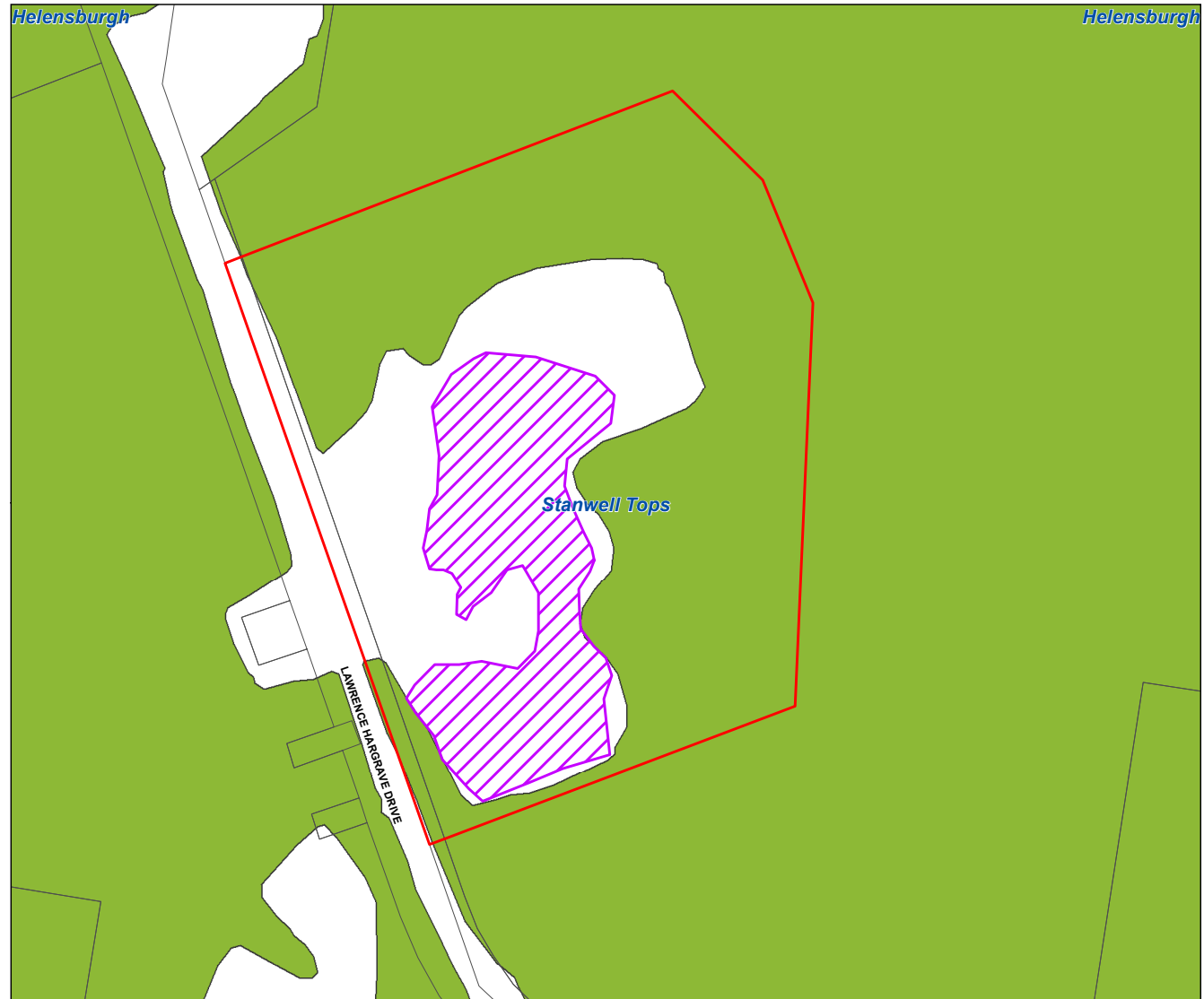


0 80
Meters

Projection: GDA 1994
MGA Zone 56

Scale 1:1500 @ A3

Map Identification number:
20 Lawrence Hargrave Dr NRSB.mxd



ADVICE AND STATEMENT OF REASONS

WOLLONGONG CITY COUNCIL – WOLLONGONG LOCAL PLANNING PANEL (WLPP)

DATE OF MEETING	31/10/22
PANEL MEMBERS	Sue Francis (Chair), Scott Lee (Expert Panel Member), Larissa Ozog (Expert Panel Member)

Meeting held at Wollongong City Council, 41 Burelli Street, Wollongong on 31/10/22 opened at 1.15pm and closed at 5:00pm.

MATTER DETERMINED

Item 1 - Planning Proposal PP-2021/2 – 20 Lawrence Hargrave Drive, Stanwell Tops – Outdoor Recreation Facility

PUBLIC SUBMISSIONS

The Panel heard from:

- Bruce Coleman Owner
- Alan Coleman
- Juliet Beasley
- Dianne McKay
- Glen Debnam (Plannex Environmental Planning)


PANEL CONSIDERATION


The Panel considered the Council officer's report, the draft Planning Proposal request and the applicant's studies, and the discussion at the meeting.

PANEL DECISION

1. The Panel considers that the submitted Planning Proposal request under consideration should not be supported, as the proposed intensity and commercial nature of the desired end uses identified in the Planning Proposal are considered unacceptable for the site, given its environmental constraints e.g. bushfire, ecology, traffic, sewerage and infrastructure
2. However, the Panel considers that a more modest use, specifically related to the miniature railway proposal (which itself has historical and cultural aspects to the community), on a reduced footprint, removed from the sensitive boundaries of the site, may be able to be accommodated through a Schedule 1 Additional Permitted Use for an Outdoor Recreation Facility – miniature railway.
3. If Council agrees with this premiss, then the applicant could be requested to provide updated Planning Proposal documentation, which may include a concurrent DA to provide certainty to the end use. Prior to amending any Planning Proposal, a Scoping Report, consistent with the NSW Department of Planning and Environment's Planning Proposal Guidelines should be provided. This Scoping Report should also investigate whether the site has any cultural or European heritage significance.

The decision was unanimous

PANEL MEMBERS	
 Sue Francis	 Larissa Ozog

(Chair)	
 Scott Lee	

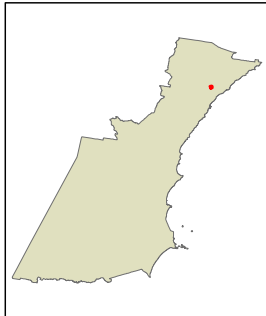


**WOLLONGONG LOCAL
ENVIRONMENTAL
PLAN 2009**

Planning Proposal
Additional Permitted Use
20 Lawrence Hargrave Dr
Stanwell Tops.

- Subject_Site
- Additional Permitted Use

Cadastral
Cadastral 24-01-23 © Wollongong City Council

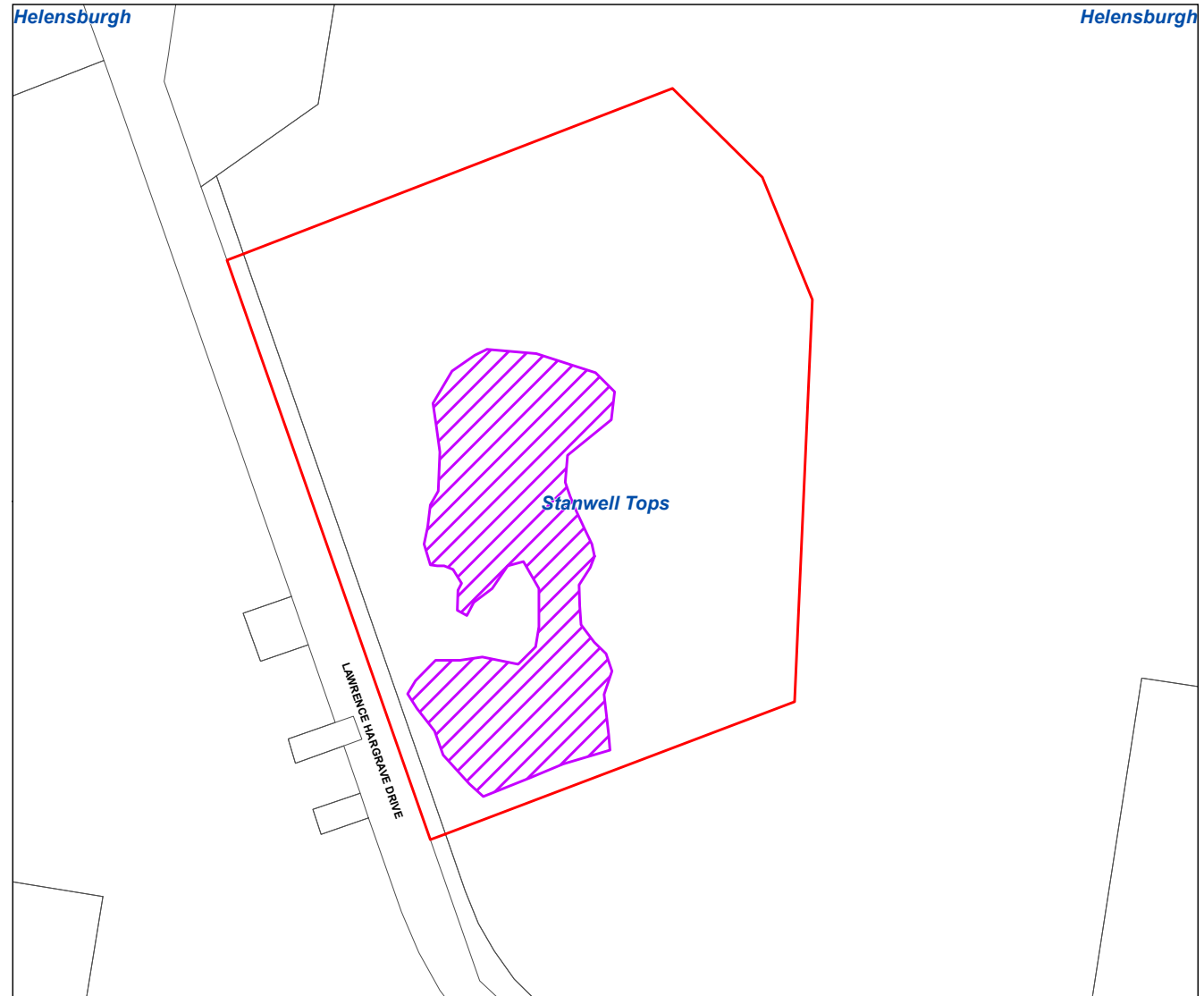


0 80
Meters

Projection: GDA 1994
MGA Zone 56

Scale 1:1500 @ A3

Map Identification number:
20 Lawrence Hargrave Dr APU.mxd



ITEM 3 POST EXHIBITION - WOLLONGONG HOUSING STRATEGY

On 29 August 2022, Council resolved to exhibit the draft Wollongong Housing Strategy. The draft Housing Strategy was prepared over a number of years, to address a range of housing issues, including housing supply and demand, emergency housing, social housing, housing for disabled persons and affordable housing.

Many housing issues are beyond the control of Council, such as taxation settings, interest rates, the funding of social housing and the provision of key infrastructure. The draft Housing Strategy concentrates on measures that Council can control and influence including planning controls, development contributions, fees and charges, education and advocacy.

The draft Housing Strategy was exhibited for eight weeks from 10 October to 2 December 2022. Council received 144 submissions which commented on various strategies and implementation actions. The comments have informed refinements to the draft Housing Strategy. It is recommended that the Wollongong Housing Strategy (as amended) be adopted.

RECOMMENDATION

The Wollongong Housing Strategy (as amended) be adopted (Attachment 3).

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 Summary of comments on proposed strategies and implementation actions
- 3 Wollongong Housing Strategy 2023

BACKGROUND

Council's current Wollongong Housing Strategy was prepared in 2005 and was used to inform the preparation of the draft Wollongong Local Environmental Plan (LEP) 2009. In 2005 the Local Government Area (LGA) had an estimated population of 190,909 persons which has now grown to over 214,657 persons (2021 census). The Housing Strategy (2005) was used to guide housing developments to serve the increasing population. This has included the rezoning of land to release 12,000 residential lots in the West Dapto Urban Release Area, 1,000 lots at Tallawarra, and the approval of over 9,500 dwellings in the LGA, including some 2,700 residential units in the Wollongong City Centre.

In 2021 Council approved the redevelopment of the former Corrimall Coke Works site, which when developed is proposed to contain 550 dwellings. Council has also resolved to exhibit draft Planning Proposals for a further 3,000 residential lots at West Dapto and a medium density residential development on the former Port Kembla Public School site.

The draft Housing Strategy has been prepared over six years, which has included three community consultation periods.

During 2017, the Housing Our Community Discussion Paper was prepared and exhibited.

During 2019-20 the draft Housing and Affordable Housing Options Paper (Options Paper) was prepared. The draft Options Paper identified that Council's existing planning controls and strategies will cater for the projected demand. However, a greater proportion of smaller dwellings (1-2 bedrooms) is required to address the projected demand for smaller household sizes.

The draft Options Paper also provided further evidence for the LGA to be included in an Affordable Housing Contributions Scheme. Households on very low, low and moderate income cannot afford to buy a house in the LGA and there are only a few small residential units available at an affordable price point for these households. Additionally, there are few properties available to rent for households on very low and low incomes. There is a strong need to increase the number of affordable properties available to rent and purchase. The draft Options Paper presented options to address these and other housing challenges

On 16 March 2020, Council considered a report on the draft Options Paper and endorsed it for exhibition. The draft Options Paper was available from 19 March 2020, with the formal exhibition undertaken from 5 May 2020 to 10 July 2020. In response to the exhibition, Council received 18 written submissions (letters and emails), 51 on-line survey responses and 41 on-line comments (in response to three social media posts).

On 19 July 2021, Council considered a report on the outcomes of the exhibition of the draft Options Paper and resolved to use the feedback received to inform the preparation of a draft Housing Strategy.

In March 2022, Wollongong was incorporated into the newly formed Greater Cities Commission, along with the other Illawarra-Shoalhaven Councils. The Commission will work with Council in developing a new Region Plan and City Plan for Illawarra-Shoalhaven over the next two years. Under the proposed City Plan, Council will be required to include five, 10 and 20 year housing targets and other policies to address housing mix, affordable housing and delivery of housing are expected to be considerations. The Housing Strategy will provide a basis for Council's input to the Commission on the City Plan.

On 29 August 2022, Council considered a report on the draft Wollongong Housing Strategy.

The draft Wollongong Housing Strategy is a result of a comprehensive review of housing issues in the LGA. It proposed a combination of continuing several existing strategies, modification of others and the introduction of new strategies to better address the housing needs of the LGA.

The draft Housing Strategy proposed -

- A draft housing vision.
- Continuation of 11 existing housing policy settings.
- 24 proposed strategies to address Housing Needs.
- Eight proposed strategies to address Housing Diversity.
- 17 proposed strategies to address Housing in the right location.
- 11 proposed strategies for Partnerships, advocacy and education.
- 46 Implementation actions – including amendments to the Wollongong LEP 2009, Wollongong DCP 2009, Development Contribution Plans, Fees and Charges.
- On-going monitoring.

On 29 August 2022 Council resolved that -

the draft Wollongong Housing Strategy be exhibited for community and stakeholder input for a minimum of eight weeks, with an additional point added to Section 5 c ii 'Social Housing' of the draft Housing Strategy – "Collaboration include agreement in principle to resolve the tenure of 6-8 Grandview Parade, Lake Heights and that the zoning of this property be considered for inclusion in one of the proposed draft planning proposals to implement the Housing Strategy."

The draft Wollongong Housing Strategy was updated to reflect Council's resolution and was exhibited from 10 October to 2 December 2022 (eight weeks).

PROPOSAL

Recent reports and policies

Subsequent to the preparation of the draft Housing Strategy, the following reports and policies which have implications for housing were released and have been considered -

- Response to major flooding across NSW in 2022. NSW Legislative Council Select Committee on the response to major flooding across NSW in 2022 (report published 9 August 2022).
- NSW Independent 2022 Flood Inquiry, and NSW Government Response (reports published 17 August 2022).
- Options to improve access to existing and alternate accommodation to address social housing shortage. NSW Legislative Assembly Committee on Community Services (report published 18 August 2022).
- Greater Cities Commission Six Cities Region Discussion Paper – exhibition. Council submission endorsed 28 November 2022.
- Draft SEPP (Housing) 2021 amendments.
- Federal Government Housing Accord.
- Draft Business and Retail Centres Strategy – endorsed by Council on 12 September 2022 and exhibited concurrently with draft Housing Strategy from 10 October to 2 December 2022.
- Additional data releases and updates from the 2021 census.

Cost of Living

Since the preparation, endorsement and exhibition of the draft Housing Strategy the cost of living pressures have continued to increase. The National Consumer Price Index for the September 2022 quarter was 7.3% and December quarter was 7.8% (ABS Selected Living Cost Indexes – September 2022 quarter and December 2022 quarter). On 7 February 2023, the Reserve Bank of Australia increased the cash interest rate to 3.35 percent, which had a flow on increase to the mortgage interest rate. The higher cost of food, fuel, energy, interest rates etc is placing increased pressure on household finances, including mortgage and rent payments.

Due to rising interest rates, house prices have fallen by some 10% since their record levels in April 2022, however are still unaffordable to many people and families. In December 2022 rental vacancies were at 1.3%. The rental market has strong demand due to low stock availability as a consequence of overseas travellers return, holiday homes being used by the owners as regional work from home locations, demand from workers and short-term rental accommodation. The return of international students to the University of Wollongong will further increase demand for rental accommodation.

There is increased pressure on food charities, existing emergency housing, social housing (the State Government) and affordable housing providers on both existing housing stock and to provide additional housing.

Submissions

The draft Housing Strategy was exhibited from 10 October to 2 December 2022 (eight weeks) at the close of which 144 submissions and comments were received. The submissions were from -

- Two from Government Agencies -
 - Department of Regional NSW.
 - Transport for NSW.
- Seven from Peak organisations -
 - Business Illawarra.
 - Regional Development Australia (RDA) – Illawarra.
 - Property Council of Australia (PCA).

- Urban Development Industry Association (UDIA).
- Building Designer Association of Australia – Illawarra.
- Shelter NSW.
- South Coast Labour Council Women’s Committee.
- Four from Community Groups -
 - Corrimal Community Action Group (C CAG) (3 submissions).
 - Keiraville Residents Action Group (KRAG).
 - Neighbourhood Forum 5.
 - Thirroul Village Committee.
- Two from Not-for-Profit Housing organisations -
 - Southern Youth and Family Services.
 - the Housing Trust.
- One from a Housing developer.
- Four from consultants on behalf of landowners.
- 122 Residents / landowners (names and contact details provided) – the majority were from residents of Corrimal and East Corrimal (113 submissions).
- Six Webpage comments (names and / or contact details not always provided).

The submissions are summarised in Attachment 1. The draft Housing Strategy contained 70 proposed strategies and 46 implementation actions. Many submissions supported some draft strategies and implementation actions and opposed or commented on other draft strategies and actions.

The submission comments on the different strategies and implementation actions are summarised in Attachment 2. The table indicates that many strategies and actions were not commented on. Similarly, this report will not discuss each strategy and action.

It is acknowledged that the draft Housing Strategy contained a large number of strategies and actions, which reflects the complexity of housing issues and the growing need for action.

Some submissions commented on the lack of detail on some strategies – eg what land was proposed to be rezoned to increase / decrease housing opportunities. The draft Housing Strategy did not nominate specific locations, so feedback could be provided on the overall strategies and objectives. The identification of specific locations needs further assessment and investigation, including the consideration of other constraints, opportunities and issues. This will be undertaken through separate implementation projects that will include community engagement opportunities as required by relevant legislation and policies.

Some submissions proposed new or alternate strategies which are discussed in their relevant section below.

The following discussion is on the two key issues raised in the submissions -

1 R3 Medium Density Residential zone at Corrimal

The largest number of submissions (119) objected to the existing R3 Medium Density zone at Corrimal / East Corrimal. 92 of the submissions were form letters prepared by Corrimal Community Action Group Inc (C CAG). The submissions indicated -

- Traffic and access concerns – 360 properties access via Railway St. (Collins St connection lost by Memorial Drive construction).
- Trips to the local schools add to the traffic.
- Poor public transport, despite a railway station.

- Weren't aware they were zoned R3 in 2010.
- Homes will be surrounded by 4+ storey blocks of apartments, with the consequent overshadowing, disruption, and loss of streetscape.
- Loss of tree cover, contrary to Council's Urban Greening Strategy, and climate emergency declaration.
- Requested down zoning from the R3 medium Density Residential zone to the R2 Low Density Residential zone.
- Review the growth targets for Corrimal and align with local infrastructure capacity.
- The R3 Medium Density Residential zone be more widely distributed thorough the LGA to reduce the pressure on Corrimal.

There are 10 R3 Medium Density Residential precincts in the LGA located between Helensburgh to Warrawong and Kembla Grange.

There are 815 properties in Corrimal and East Corrimal zoned R3 Medium Density Residential, 305 on the western side of the railway (including Corrimal Coke Works site – counted as 1 lot but with capacity for 550 dwellings) and 510 on the eastern side. The properties on the western side, are bounded by Memorial Drive and the Railway, and rely on Railway Street for access. The properties on the eastern side link to Pioneer Road.

Parts of the precinct were zoned 2(b) Medium Density Residential under Wollongong LEP No.38 (1984) and Wollongong LEP 1990. In 1994 the precinct was one of a number of Urban Consolidation Areas located around railway stations which enabled a slightly higher floor space ratio.

The draft Housing Strategy did not propose any specific change to the planning controls for the Corrimal – East Corrimal R3 precinct. For all precincts currently zoned R3 Medium Density Residential, the draft Housing Strategy did propose that the planning controls (height and floor space ratios) be reviewed to ensure the precincts are delivering medium density housing outcomes. The draft Housing Strategy also proposed that dwelling houses be removed as permissible future developments (addressed in the following section of the report). The existing medium density precincts remain dominated by single dwelling houses, and are not providing additional smaller housing stock to address the community needs. The current controls also enable a dwelling house to be larger due to the higher floor space ratio (0.75:1) and building height (13m).

A review of the planning controls for the Corrimal and East Corrimal and other R3 precincts is still required to ensure appropriate housing supply. Further work is required for each precinct to consider constraints (eg flooding) and the implications of further development (eg traffic).

It is recommended that the general strategy to review the planning controls for the R3 zone and action be retained in the Housing Strategy.

2 R3 Medium Density zone – prohibition of dwelling houses

One hundred submissions, including the 92 form letters, opposed the proposal to prohibit new detached dwelling houses (single dwellings or replacement dwellings) in the R3 Medium Density Residential zone. The submissions indicated that -

- Existing dwellings wouldn't be able to upgrade, expand or rebuild.
- Impact on the standard of living.
- Change the character of precincts, with more medium density development and flats.
- The Thirroul Village Committee suggested that rather than prohibit dwelling houses, the strategy should be changed to encourage.

It is recommended that the proposed action and strategy to prohibit dwelling houses in the R3 Medium Density Residential zone be removed.

As an alternate approach to incentivise medium density development in the R3 Medium Density Residential zone, it is recommended that through a future draft Planning Proposal the floor space ratio in the R3 Medium Density Residential zone be amended, so that dwelling houses and secondary dwellings are at 0.5:1 and forms of medium density development are incentivised through higher floor space ratios with regard to land area.

The following discussion is based on the themes in the draft Housing Strategy -

1 Overall support

Seven submissions indicated overall support for the draft Housing Strategy. No submissions opposed the draft Strategy.

2 Vision

One submission indicated support for the draft Housing Vision statement. The submission from the Property Council of Australia suggested that the vision should be more inspirational and provide more leadership from Council in ensuring that housing is made a priority in the LGA.

The draft Housing and Affordable Housing Options Paper and the draft Housing Strategy have shown that there is a need to -

- Provide more diverse housing to address housing demand, household size and affordability.
- Provide more housing in places that have high amenity and access to shops, jobs, transport. This means that some places will experience growth and changing character over time – this may be challenging but necessary.
- Provide less housing in locations with environmental or infrastructure constraints.

It is recommended that the housing vision be adopted as part of the final strategy -

- *Housing will respond to Wollongong's unique environmental setting and heritage.*
- *New housing will continue to diversify supply and provide choice for residents. Diversity will be provided through a variety of housing types, sizes, configurations, and features, to cater for a wide range of residential needs and price-points. Focus for diversity will be on affordable, smaller, and/ or adaptable housing located throughout the Wollongong LGA to cater for a range of incomes and abilities.*
- *Wollongong City Centre will deliver a range of higher density housing options in appropriate locations having regard to retail and commercial outcomes. It will be a thriving and unique regional city, delivering a diverse economy and offering a high quality lifestyle. It will be liveable and a place where people will want to live, learn, work and play.*
- *Urban Release Areas such as West Dapto, will deliver the largest proportion of new housing supply and will be adequately serviced with essential infrastructure.*
- *Town and village centres, and land zoned for medium density residential development will promote their distinctive character, whilst planning for and facilitating growth and high quality design in desired locations.*
- *Wollongong will strive to increase affordability in the housing market, and to ensure housing provides for a wide range of incomes, people with a disability and for our ageing population.*

3 Housing needs

a Homelessness and Emergency Housing

Four submissions indicated support for the exhibited strategies of development application and development contribution fee waivers. Two submissions suggested that it should be pro rata to the number of dwellings / rooms in a development, rather than only if the building is 100% for emergency housing. It is agreed that a pro rata rate may encourage the greater provision of emergency / temporary housing, as the costs can be off set within the development.

Shelter NSW suggested that Council should be more involved in the addressing homelessness issue, and should -

- Collaborate with local charities and NFPs delivering front-line support services to homeless people and families in housing crisis, to deliver a local Council policy/protocol on homelessness in public spaces.
- Consider funding a Council homelessness officer, specifically trained in mental health first aid, to deal with rough sleepers.

Three submissions suggested that there should be more housing for the homeless. Two submissions suggested that Council should proactively encourage owners of vacant buildings to make them available for temporary housing. Buildings become vacant for a variety of reasons and timeframes, sometimes pending re-development. The planning controls do not prevent the short-term residential use of buildings. An owner could lodge a development application for shop-top housing in the business zones. The conversion of a commercial or community building for residential occupation is not straight-forward and has a cost. Building owners may not wish to bear the cost of the conversion of a building to satisfy health and fire safety standards required for residential occupation. Additionally, Council does not have the resources to monitor the occupancy of all buildings across the LGA.

An additional strategy has been included to encourage landowners and developers to consider whether their building can be made available for emergency, meanwhile or temporary housing.

b Social housing

Two submissions indicated support for the exhibited strategies of working with NSW Land and Housing Commission to increase the number of social housing dwellings in the LGA, to maintain the current 7.5% share of the housing stock. Submissions also indicate support for lobbying the State to change the funding model for NSW Land and Housing Corporation, to overcome the need to sell existing housing stock to self-fund new housing stock.

No submissions commented on the proposed rezoning of 6-8 Grandview Parade, Lake Heights. As this is a site-specific objective, it is proposed that the strategy be deleted, but retained as an implementation action to be progressed as part of the collaboration agreement with NSW Land and Housing Corporation.

c Seniors housing

The draft Housing Strategy did not propose any new initiatives in relation to Seniors Housing, as SEPP (Housing) 2021 contains the legislative framework. While the Federal Government controls the service provision standards. Seniors Housing is permitted on all Residential and Business zoned land.

The census data shows we have an ageing population. Similar to other housing sectors, the Seniors Housing sector needs new sites to construct new product and would like more, cheaper land to be available. However unlike other sectors, seniors housing is market housing (eg independent living units), or fee for service (eg nursing homes). The sector is also supported by the provisions in SEPP (Housing) 2021.

It is acknowledged that some seniors housing providers also provide Affordable Rental Housing, and will be able to utilise the strategies listed under Affordable Rental Housing.

d Accessible housing

Two submissions indicated support for Development Application fee waivers and one submission for Development Contribution fee waivers.

e Affordable Rental Housing

Four submissions indicated support for Development Application fee waivers and three submissions for Development Contribution fee waivers. Two submissions supported a minimum of 5% Affordable Housing being provided in sites being rezoned for higher residential densities. Four submissions supported the introduction of an Affordable Housing Development Contribution Scheme. Four submissions supported the use of Council operational land for

Affordable Housing. Two submissions, including the Housing Trust, supported Council partnering with organisations for the provision of Affordable Housing.

Two submissions suggested that the Development Application fee waivers be amended to -

- Be pro rata to the number of Affordable Rental dwellings in a development, rather than only applying to a 100% Affordable Rental Housing proposal.
- Be widened to include Tier 2 as well as Tier 1 Community Housing Providers.

The draft strategies for emergency, accessible and affordable housing have been revised to include both suggestions.

An additional strategy is proposed to be included to require residential developments larger than 20 dwellings to include Affordable Rental Housing, commencing in 3 years (1 January 2026) with an initial rate of 3% of floor space. The percentage is proposed to increase annually by 1% until 1 January 2033 when 10% of floor space will be required to be Affordable Rental dwellings. The proposal to commence in 3 years and phase in gradual increases in the percentage rate is proposed to enable the market time to adjust. A percentage of floor space is proposed rather than a percentage of dwellings, to enable the dwellings to be a mix of sizes reflective of the proportions in the development. Additionally, floor space provides an easier method to calculate any cash contribution in lieu of a bricks and mortar contribution. Along with the inclusionary zoning proposals, the proposal would form part of the Affordable Housing Policy, which will be reported to Council and exhibited as an implementation project.

During the exhibition of the draft Housing Strategy, Council resolved on 28 November 2022 to support a \$1.3 million funding agreement with Head Start Homes under Round 2 of Council's Housing Affordability Program for the delivery of an affordable housing scheme.

4 Housing diversity, mix and choice strategies

The draft Housing Strategy proposed several strategies to increase the number of smaller dwellings to provide greater housing choice, diversity and possibly more affordable dwellings.

Submissions generally accepted the proposals to increase the ratio of 1-bedroom apartments in residential flat buildings and shoptop housing, the introduction guidelines for Fonzie flats and villa homes, and lower heights for rear dual occupancy dwellings.

As noted previously, it is recommended that the proposal to prohibit dwelling houses in the R3 Medium Density Residential zone not progress, and other measure be considered to incentivise medium density development in the Medium Density zone.

Four submissions supported the review of the Character Statements contained in the Wollongong DCP 2009 Chapter D1 Character Statements. The current 63 character statements contain general statements about each suburb and don't distinguish that a suburb can be made up of different zones and characters. The character statements are in need of review, and the finalisation of the draft Housing Strategy and the draft Retail and Business Centres Strategies are important documents to guide the review and help define the future character. The draft Housing Strategy proposed that the character statements for Gwynneville and Keiraville be reviewed first, consistent with the request from Neighbourhood Forum 5. The review of all character statements will take a number of years to complete, and may be based on character precincts rather than suburb boundaries.

Key worker housing

The submission from Illawarra Business Chamber (IBC) raised the issue of key worker housing and housing for major project construction workers.

Key workers typically include nurses, cleaners, emergency service workers, aged car workers etc, who are on low incomes and cannot work from home. Due to the lower wages, the more affordable housing options for key workers can be a long way from work. Long commutes add to transport costs, the safety of shift-workers, decrease the work-life balance and impact upon families. Key workers who do not own a home or cannot afford market rental housing can be a tenant of a Community Housing Providers in Affordable Rental Housing. The current housing data shows that there are no homes available to purchase and very few available to rent for persons on very low incomes. At housing forums it has been mentioned that some employers have started to provide

housing for their workers. An additional strategy is proposed to be included proposing that the proponents of the developments consider the housing needs of their workers.

The IBC submission also highlighted the need for housing for skilled workers who will be involved in the construction of major infrastructure projects, mostly at Port Kembla. It has been estimated that 2,000-3,000 workers will be required to construct potential projects relating to wind generation, Hydrogen Hub, Power stations, Blast furnace realign, and possibly a Submarine base. The projects are not all on the same timeline, so not all the 2,000-3,000 workers will be required at once. It is unclear whether the workers need to live locally, or can commute from Sydney or South-West Sydney. Any local housing demand will add further pressure to the local rental housing market. There has been a suggestion that there may be a need to construct temporary worker villages. An additional strategy is proposed to be included requiring the proponents of major construction projects to consider the housing demands created by their projects, and encouraging them to work with Council on opportunities.

5 Housing in the right location

Submissions generally accepted the continuation of existing housing city-wide strategies that have been implemented by Council over the past 12 years, including -

- West Dapto Urban Release Area – two (2) support, one oppose.
- Residential flat dwellings in and around the City Centre – three support.
- Retain industrial land for industrial use – one support, one oppose, one comment.
- Retain the Illawarra Escarpment as a conservation area – four support.
- Protect the Sydney Water Drinking Water Catchment.
- Protect the Hacking River catchment and other sensitive location.

These strategies are proposed to be continued as current locational strategies.

a Constrained locations

Six submissions supported a review of development potential in the Illawarra Escarpment.

Two submissions (Transport for NSW and Thirroul Village Committee) supported less development in the northern suburbs. Two submissions from residents opposed changes in planning controls to reduce development potential.

No submissions commented on the proposed review of the Windang and Fairy Meadow flood constrained precincts.

Four submissions and the 92 Corrimal submissions, noted that proposals to increase housing densities need to consider the impact on traffic and have regard to the infrequent passenger train service, which leads to car trips being more time effective and convenient. One submission suggested that car sharing schemes should be encouraged.

b 14 Cosgrove Avenue, Keiraville

On 7 November 2022, the Southern Region Planning Panel refused Development Application No.2022/469 for 42 dwellings in five buildings at 14 Cosgrove Avenue, Keiraville, for a number of reasons. The applicant had already lodged an Appeal with the Land & Environment Court against a deemed refusal. This is the second development application that has been refused on the site. The site has been subject to a number of media articles encouraging Council to rezone the site.

The draft Housing Strategy proposed as a priority, a review of large sites in the Illawarra Escarpment foothills which have significant development potential. The review has been undertaken, and a separate report will be presented to Council on the review of the planning controls for 14 Cosgrove Avenue and a number of similar sites in the Illawarra Escarpment.

c Possible housing growth locations

No submissions commented on the draft strategies to review the R1 General Residential zone around the Wollongong City Centre or expand the medium density zone areas. No submissions commented on the planned review of South Wollongong or the SP1 zone around the Wollongong Hospital precinct.

Three submissions supported increased housing in town centres. One resident submission supported increased housing at Warrawong. One submission opposed increased housing in the Corrimal Town Centre.

d Short-term Rental Accommodation

Four submissions expressed concern about the impact of short-term rental accommodation on the rental housing market. Short-term rental accommodation is being considered as part of the Tourism Accommodation Review. Data from the NSW Department of Planning and Environment indicates that there some 1,200 properties registered as short-term accommodation providers, which represents 1.3% of dwellings in the LGA. The data indicates that registered properties are spread across 50 suburbs, although the largest concentration are in Wollongong and then Bulli and Thirroul. The data also shows that during 2022 on average the dwellings were occupied 70 days / year. The number of premises offering short-term accommodation climbed rapidly prior to the UCI World Road Cycling Championship held in October 2022. Short-term rental accommodation does have economic benefits by supplementing the available accommodation.

An additional strategy is proposed to be included requiring the permissibility of the short-term rental accommodation to be reviewed as part of the finalisation of the Tourism Accommodation Review.

Rezoning requests

During the exhibition, four rezoning requests were received -

a 73-75 & 81 Gipps Street, and 74 Flinders Street, Wollongong

This site consists of 5 lots located between Gipps Street, Flinders Street and Throsby Drive, with a combined area of 3.3 hectares. The site is occupied by a former Bunnings Warehouse, smaller commercial buildings and a dwelling house. The site is zoned B6 Enterprise Corridor with a 1.5:1 floor space ratio and 24m maximum building height.

The submissions requests Council -

- Consider the rezoning of the site to E1 Local Centre, E2 Commercial Core or MU1 Mixed Use, to allow for redevelopment for a masterplan community that would include residential, community services and retail suitable to the inner-city location in close proximity to public transport.
- Consider permissibility of residential development, in particular high density within close proximity to the City Centre, through allowing these uses under an E2 Commercial Core zone, to address the limited housing supply in Wollongong.
- Consider the permissibility of supermarkets on the subject site, not just neighbourhood shops, given the forecast increase in population and therefore need for additional services.
- Consider permissibility of diverse and new housing typologies within other zoned land such as E1 Local Centre or MU1 Mixed Use zones.
- FSR and height limits to reflect the subject site's future potential to provide a mix of residential development and retail uses and create a vibrant inner city masterplan area.

The draft Housing Strategy includes an action to review the peripheral parts of the B6 Enterprise zone, along the side streets, which are used for residential development and have a residential function. The draft Housing Strategy did not propose the rezoning of the B6 zone to a pure retail or residential zone. The B6 zone currently enables shop-top housing.

The zone is also being reviewed by both the Retail and Business Centres Strategy and Industrial Land Study. Pending the completion of those other supporting documents the rezoning of the site is not supported at this stage.

b 30-38 Corrimal Street, Wollongong

This site has an area of 6,100m² and is currently vacant. The site is zoned R1 General Residential with a 1.5:1 floor space ratio and 32m maximum building height.

The submission proposes that floor space ratio be increased to 2.56:1 with an assumed 48m maximum building height to enable a 16-storey residential tower. The submission for height increase is largely justified on the basis of the height of the adjoining Creston development (to the north).

An earlier version of the submission was previously considered by Council officers as part of pre-lodgement discussions and was not supported. The revised submission has lowered the proposed building height by 16m and the floor space ratio by 25%. As with the previous submission, the revised submission considers the site in isolation and does not consider whether the proposed controls should also apply to adjoining sites.

It is recommended that the requested changes to the planning controls not be supported through the Housing Strategy. The proponent could still lodge a draft Planning Proposal request for Council's consideration but would have difficulty in justifying strategic merit.

c 250-252 Princes Highway, Bulli

This site is currently occupied by single storey shop/office and a rear dwelling, has an area of 900m² and is zoned R2 Low Density Residential with a 0.5:1 floor space ratio and 9m maximum building height.

The owner made a submission to both the draft Housing Strategy and draft Retail and Business Centres Strategy proposing that the site be rezoned to B2 Local Centre to align with the B2 Local Centre zone on the other side of the Princes Highway. The site is one of several retail premises located on the western side of the Princes Highway with a residential zoning.

The request is consistent with Recommendation 5 in the draft Retail and Business Centres Strategy which proposes that the residential zone along the Princes Highway at Bulli be reviewed, and a business zone be considered. If Council resolves to progress the Retail and Business Centres Strategy, the zoning on the western side of the Princes Highway will be reviewed. It is proposed that no amendment be made to the Housing Strategy and the proposal continue to be progressed via the draft Retail and Business Centres Strategy. Any change will have implications for both housing supply and retail / commercial floor space.

d Former Bulli Bowling Club, Princes Highway, Bulli

This site is currently occupied by former Bulli Bowling Club, has an area of 8,000m² and is zoned RE2 Private Recreational with no floor space ratio and 9m maximum building height.

The Council report on 29 August 2022 considered and recommended that a further rezoning request for the former Bulli Bowling Club not be supported.

The submission, on behalf of the owner, notes that the site has been subject to a number of planning applications, including a recent Planning Proposal which proposed to rezone the subject site from its RE2 Private Recreation zone and 9m Height of Building Development Standard to R1 General Residential with a mixed height of 14, 17 and 19 Height of Building Development Standard. The Planning Proposal request also proposed to adopt a site-specific Floor Space Ratio (FSR) of 1.38:1, and Schedule 1 Additional Permitted Uses for Café or Restaurants, Office Premises, Medical Centre and Markets.

The Planning Proposal did not proceed due to lack of site-specific strategic merit. The submission notes that the site has the potential to provide additional housing within the existing township of Bulli that will increase housing supply and choice to address the affordability crisis, whilst providing diversity in housing that caters for all lifecycles of households, adaptable housing suitable for people with a disability and ageing populations to enable them to remain within their community.

The submission noted the proximity of the site to Bulli Town Centre and Railway Station, the high cost of housing in Bulli (\$1.84m median). The submission suggested that the development of the site shouldn't be hindered due to the adjacent Bulli Showground given it is under private ownership and not identified for land reservation acquisition by Council.

The submission did not present any new information that warrants a review of the recommendation considered by Council on 29 August 2022. The current RE2 Private Recreation zone remains appropriate given the location and constrained nature of the precinct.

Minor changes

The following minor changes have been made to the Strategy -

- Update title to Wollongong Housing Strategy 2023.
- Remove the "draft" references.
- Add a version control table.
- Chapter 2 - The cost of living and cash rate data has been updated to the December 2022 quarter
- Replaced Chapter 4 Existing Housing Strategy with Chapter 4 State and Regional Policy requirements. The continuation of previous housing strategies will now form part of the Strategy.
- Incorporated chapter 6g Recent Reports and Policy initiative, into the revised Chapter 4. Chapter 6g identified State Government reports and policy changes that were published after the draft Strategy was prepared.
- Chapter 5 - the strategies have been numbered for easier reference.
- Chapter 6 - the implementation actions have been numbered and cross referenced with the strategies for easier reference.
- Chapter 6 - a table of future planning studies required to implement strategies has been included.

CONSULTATION AND COMMUNICATION

The draft Wollongong Housing Strategy was exhibited from 10 October to 2 December 2022. In accordance with the Community Participation Plan, the exhibition commenced after the school holidays. The exhibition was advertised via -

- Council's website.
- Emails/ letters to Neighbourhood Forums.
- Email / letters to peak housing and development organisations.
- Notices in the Illawarra Mercury.
- Social Media posts.
- Presentations to Housing Industry Association, Illawarra Designers, Urban Development Institute of Australia.

The exhibition webpage received 848 visits, with 410 documents downloaded and six on-line comments provided.

Council received 144 submissions (138 letters and emails and six on-line comments). The submissions are summarised in Attachment 1. The submissions' comments on the different strategies and implementation actions are summarised in Attachment 2.

PLANNING AND POLICY IMPACT

CSP Strategy and DP Services

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
Finalise the development of the Housing Strategy and commence implementation on initial priorities	Land Use Planning

Illawarra Shoalhaven Regional Plan 2041

The draft Housing Strategy is consistent with the housing targets and housing objectives of the Illawarra Shoalhaven Regional Plan 2041.

Council strategies

The Housing Strategy has been informed by numerous Council strategies and studies, including -

- Wollongong Local Strategic Planning Statement 2020.
- West Dapto Vision 2018.
- Wollongong City Centre Urban Design Framework.
- Various Town and Village Plans.
- Sustainable Wollongong 2030.
- Urban Greening Strategy 2017-2037.
- Illawarra Escarpment Strategic Management Plan 2015.
- Coastal Zone Management Plan 2017.
- Climate Change Mitigation Plan 2020.
- Climate Change Adaption Plan 2022.
- Lake Illawarra Coastal Management Program 2020-2030.
- Various Floodplain Risk Management Studies and Plans.
- Ageing Plan 2018-2022.
- Disability Inclusion and Action Plan 2020-2025.
- Wollongong City Cycling Strategy 2030.
- Planning Proposal Policy 2022.

CONCLUSION

On 29 August 2022, Council endorsed the draft Wollongong Housing Strategy for exhibition, which occurred between 10 October and 2 December 2022. Council received 144 submissions. The issues raised in submissions have been reviewed and adjustments made to some strategies and implementation actions.

It is recommended that the Wollongong Housing Strategy 2023 be adopted, and work on the implementation actions commence.

Draft Wollongong Housing Strategy – Summary of Submissions

Government

Organisation	Comment
Department of Regional NSW	<p>The Department supports the existing strategies WCC proposed to assist those in housing stress particularly Council's consideration whether any council operational land parcels are suitable to be leased for the provision of affordable housing -</p> <p>DRNSW is working with Business Illawarra and the Illawarra Shoalhaven Joint Organisation to undertake a major analysis of the region's housing market. Business Illawarra has commissioned Judith Stubbs and Associates to undertake this research and produce a Housing Strategy. This work will help influence the Greater Cities Commission's development of the Region and City Plan for the Illawarra. Through this preliminary research the following themes and points for feedback are submitted in response to the WCC Housing Strategy</p> <ul style="list-style-type: none"> • WCC have proposed the Fees and Charges Policy be amended to waive Development Application fees for providers of accessible housing, affordable housing, emergency housing etc where 100% of the dwellings are available for these targets. The Department of Regional NSW (DRNSW) recommend exploring the options of waiving fees where development is committing to high percentage of, rather than 100%. This would be a more achievable bench mark for future developers. Presently this incentive would really only be achievable by community housing providers. • DRNSW suggest the subsidies/ incentives be extended to include consideration for development applications from private developers proposing a percentage of affordable accommodation including build to rent developments. • The Strategy proposes to 'consider if any council operational land parcels are suitable to be leased' – DRNSW is interested to see if that can be explored further with investigation how to reduce the complexity of public and private partnerships and how to make council land available for targeted housing projects. • The Strategy proposes to increase the proportion of single bedroom/studio dwellings required for new housing developments. DRNSW recommends exploring a mandate that developers are to contribute a certain percentage to affordable housing in each new development. Understand this will need to more than likely be rental as there isn't currently options for properties to be affordable 'in perpetuity not just at point of sale. • DRNSW suggest further exploration into Air BNB's in the region. Is there consideration for localised changes to rate variations or short term lease duration capping to influence the housing crisis in the region? • DRNSW recommend exploring brokering schemes (ie underoccupied homes with key workers or students). <p>Suggest WCC consideration of direct affordable housing on Council, rather than public and private land.</p>

Organisation	Comment
Transport for NSW	<ul style="list-style-type: none"> TfNSW supports initiatives which can reduce car dependency such as opportunities to increase medium and high density around railway stations and along major bus corridors. On this basis, TfNSW supports proposals such as: <ul style="list-style-type: none"> - R3 Medium Residential Zone: To remove the opportunity to replace a single dwelling with a single dwelling. - DCP Chapter E3: To reduce car parking requirements for small units within the City Centre or within 400m of a railway station. TfNSW notes Section 7.4 of DCP Chapter E3 enables Council to waive or reduce the minimum number of car parking spaces. TfNSW would encourage Council to consider stronger controls whereby a reduced car parking supply is a starting point (rather than a waiver) for residential development within the City Centre and close to public transport nodes. Under this scenario, developers would need to obtain approval (or waiver) to provide the DCP rate applicable to areas outside the City Centre and away from public transport nodes. TfNSW would welcome the opportunity to review and comment on any such controls. TfNSW supports the proposal for larger developments to provide EV charging spaces. TfNSW recommends Council consider a threshold for providing a single EV charging space and a ratio per parking space beyond that threshold for multiple EV charging spaces. TfNSW would welcome the opportunity to review and comment on potential thresholds and ratios. Minimum lot sizes in Northern Villages and Illawarra Escarpment foothills – TfNSW supports the proposal to increase the minimum lot size for subdivisions from 449m² to 800m². This will help control traffic growth on the road network.

Peak organisations

Organisation	Comment
Business Illawarra	<p>We welcome Council's leadership on this important topic, as we firmly believe that the current crisis is attributable to the significant disconnect that exists between elected officials, relevant authorities and the wider community over successive decades when it comes to supplying our economy with sufficient housing for key workers to accommodate future growth.</p> <p>We note the National Housing Accord announced recently by the Commonwealth to bring about greater collaboration on this issue. With so many minds now focused on the task, we must not waste the opportunity to drive reform, and every stakeholder must play a part in real solutions – some of which may challenge or confront them.</p> <p>Why is housing important to business</p> <p>A staggering 93 per cent of businesses told our state wide 2022 Workforce Skills Survey that they couldn't find the staff they needed. Positions of every skill level were reported as being difficult or impossible to fill – from labourers to specialist doctors. Prominent occupations in shortage included: chefs and cooks, cleaners,</p>

Organisation	Comment
	<p>housekeepers, waitstaff, boilermakers, fitters and turners, electricians and carpenters.</p> <p>We support three broad measures to address these challenges: training our local population, increasing workforce participation and bringing back overseas workers and skilled migrants. But none of these measures will be possible without the required capacity within our regional housing market to accommodate key workers.</p> <p>More than a third (36 per cent) of respondents identified housing as a key long-term challenge facing business. Many respondents identified the need for more affordable housing and limits on the number of properties used as temporary holiday rentals as methods for helping address workforce shortages, particularly in regional areas.</p> <p>The scale of the problem in our region</p> <p>Preliminary investigations by Business Illawarra have determined that the Illawarra is a region where housing and rental prices are higher than other areas in Australia, with an increasing demand and supply imbalance that is causing an unprecedented level of labour market tightening.</p> <p>The emerging post-pandemic trends appear to be exacerbating these attributes. These investigations included the examination of the regional housing market, housing affordability in comparison to other communities, the workforce and demands on it along with the current political and policy context.</p> <p>The Illawarra region has an unprecedented road map of infrastructure, wind farm, hydrogen energy, and steel production projects that will be of national importance, and will require many skilled workers, both pre- and post-initiative.</p> <p>Early analysis by Judith Stubbs and Associates (JSA) from recently released 2021 Census data indicates:</p> <ul style="list-style-type: none"> • There were around 11,800 “very low”, “low”, and “moderate” income households in housing stress in the Wollongong City LGA, with around 9,600 households (81%) in rental stress and 2,267 households (19%) in purchase stress. • There is an additional need for affordable housing from 2021 to 2041 of around 5,385 dwellings in the Wollongong City LGA. • Overall, the Wollongong City LGA workforce grew by 11% over the past 5 years. • Health Care and Social Assistance workers with a high portion of “very low”, “low” and “moderate” income households is the largest industry of employment in the Wollongong City LGA. <p>Initial response to the Draft Strategy</p> <p>Business Illawarra notes Council’s commitment to meeting the target required by the <i>Illawarra Shoalhaven Regional Plan 2041</i> upon its release in May 2021 of an additional 28,000 new dwellings by 2041. We further acknowledge that the Plan will be superseded by the Greater Cities Commission’s Illawarra Shoalhaven City Plan in 2024, which will set housing targets that, in our view, should be more ambitious again in terms of their diversity and number.</p>

Organisation	Comment
	<p>Business Illawarra will provide significant input to the Greater Cities Commission's development of the Illawarra Shoalhaven City Plan, sourced from its forthcoming research project with JSA, which will necessarily examine how all LGAs can increase supply. Thereafter, we believe Wollongong City Council will need to approach this new City Plan flexibly, with innovative thinking and civic leadership to build community support and overcome pockets of entrenched opposition.</p> <p>The Draft Strategy proposes the continuation of a variety of existing 'city-wide strategies' to bring more housing online, together with other existing strategies that it has been implementing to assist those in various forms of housing stress that sit outside of its direct legislative responsibilities. These are supported by Business Illawarra.</p> <p>Council is to be commended for looking beyond its legislative responsibilities to support the provision of affordable rental housing and the Draft Strategy proposes a suite of measures which are supported; particularly: "Council will consider whether any Council operational land parcels are suitable to be leased for the provision of affordable housing," and "Council remains open to investigating and considering innovative partnership opportunities."</p> <p>Proposed measures to increase housing diversity, mix and choice are also supported.</p> <p>However given the scale of the crisis, Business Illawarra encourages Council to go further and examine how it can enact 'game changing' reforms to lead the region – and potentially the state – in accelerating affordable housing for key workers.</p> <p>Game-changing proposals to create more affordable housing for key workers</p> <p>A complete assessment of opportunities for councils and state government to contribute to the supply of affordable housing for key workers will be contained within the forthcoming work by JSA in early 2023.</p> <p>However some preliminary themes are presented here to provide an early insight into some of the 'game changing' proposals for Council to consider as part of a leadership role within our region:</p> <ul style="list-style-type: none"> • Direct creation of affordable housing on Council, other public and private land; • Unlocking value in public land and public assets; • Exploring opportunities in precinct approaches to major redevelopment including through value capture; • Identifying and remove planning impediments, including through the liberalisation of planning controls and expediting development approvals; • Engaging the private sector in the development of affordable housing, including by partnering with major employers on worker accommodation (including temporary accommodation) and with developers on demonstration projects. • Brokerage schemes (for example matching underoccupied homes with key workers) and meantime use, including identifying underutilised buildings for 'quick wins'. <p>Most importantly, Business Illawarra strongly encourages Council – particularly its elected officials and its executive – to take a leadership role in explaining to the community why it should support the growth of affordable housing rather than</p>

Organisation	Comment
	oppose it, and to work with employer groups, unions and community groups to build and demonstrate consensus on this critical issue.
Property Council of Australia	<p>In line with our NSW 2023 Election Platform, housing supply and diversity of housing should be a priority for all levels of government to support our local communities and the growth of our regions, and the whole property industry has a role to play in achieving this.</p> <p>We encourage council to continue working collaboratively with the industry to develop and implement the housing strategy and our members look forward to being part of this process.</p> <p>Housing Vision</p> <p>support the introduction of a housing vision and believe the outlined vision is generally reasonable, however we do think the vision could be more inspirational and provide more leadership from Council in ensuring that housing is made a priority in the LGA and there are more bold key initiatives/actions included to achieve this vision.</p> <p>Strategy and Implementation of the Strategy</p> <p>We would also like to see key timelines and targets that line up with performance measures in the implementation phase to ensure that the objectives of the plan are being met. The current strategy has no mechanism to hold Council accountable for the delivery phase of the strategy and including key targets would ensure transparency and create confidence across the industry.</p> <p>It would be worth exploring other initiatives that councils around the country may have used to work more collaboratively together with industry, business and community, for example Council may look to initiate a taskforce that would include council members, industry, community housing organisations and community members to ensure the implementation of the strategy and annual monitoring of performance in line with housing delivery data.</p> <p>We appreciate the opportunity to provide feedback and input, and support many of the priorities identified and look forward to continuing our work with council in ensuring we have the right policy and planning tools available to deliver affordable housing in our local communities. Overall, the whole industry has a role to play in achieving these goals and it is important that council continue to work collaboratively with the industry to develop and implement the housing strategy.</p> <p>Continue to progress residential development in the West Dapto Urban Release Area, and Wollongong City Centre</p> <p>The focus of the strategy on Wollongong CBD and West Dapto misses the opportunity to increase densities in other town centres throughout the city. There is opportunity in and around existing centres and adjacent to train stations for increased height and density which would enable new residents to live within walking distance of services and public transport. The PCA's housing study done a few years ago identified the most liveable suburbs in Wollongong that had potential for growth. Many are missing from this housing strategy, and we would like to see more transport orientated development across the region.</p>

Organisation	Comment
	<p>If Council plans on providing for the projected future housing demand only in these two areas, then there needs to be a substantial increase in output compared with the previous period:</p> <ul style="list-style-type: none"> • The strategy identifies the need for 28,000 additional dwellings over the next 20 years. This is on average is 1,400 new dwellings per year, a significant increase above the 436 dwellings average annual production Wollongong CBD and West Dapto have jointly contributed to over the past 11 years (reference Page 9 in the Strategy). • The development assessment process is already constrained, with a significant backlog, yet the Housing Strategy does not include the need for an increase of staff resources, process improvements or reduction in DA processing times within Council. • We believe that efficiency improvements and additional resourcing will be required within the development assessment and engineering Departments within Council will be absolutely necessary in order to facilitate the delivery of the volume of new dwellings identified in the strategy. We understand that there are various constraints on local councils currently and have called on the NSW Government in our Election Platform to provide further targeted resourcing to local councils to enable accelerated housing delivery. <p>Promote additional residential development in and around key town centres, especially where viable public transport and supporting infrastructure is available.</p> <p>We note that there is limited detail provided within the Strategy in this regard. The Strategy states:</p> <ul style="list-style-type: none"> • <i>Review the opportunity to provide of additional housing in key Town Centres, to be undertaken following the completion of the Retail and Business Centres Strategy.</i> <p>There appears to be limited reference to any strategy aimed at increasing housing density within proximity to train stations (public transport).</p> <p>We note that Council has undertaken a separate review of R3 zoned lands (which are typically in town centres or with proximity to train stations), however, the current planning control mix for medium density development within these precincts (via both the DCP and LEP) are not delivering sufficient outcomes. In this regard we would like to see the following:</p> <ul style="list-style-type: none"> – A modest increase in maximum height limits to increase feasibility of residential flat development. – Better concessions for multi-dwelling housing development in R3 zones within Council's DCP (reduced setbacks, remove deep soil zone requirements). – A slow transition to prohibit new dwelling houses (single dwellings) within land zoned R3. We note that this already forms part of Council's strategy. <p>We believe the most appropriate areas for infill development are in areas surrounding train stations between Wollongong and Thirroul (where there are plenty of stations, and good accessibility via the connecting road network). The Strategy includes no plan in this regard and believe there is a missed opportunity here to deliver diverse housing.</p>

Organisation	Comment
	<p>As noted in our 2023 Election Platform, we are calling on the NSW Government to set targets for higher density housing around key transport hubs creating mixed use precincts that delivered in line with the principles of genuine Transport Oriented Development.</p> <p>Continue to discourage residential development in constrained locations such as the Illawarra Escarpment, coastal hazard zones, steep sites, floodplains and the northern suburbs.</p> <p>understand that there are some constraints around certain parts of the LGA. We would ask Council to continue to work with industry on identifying the best locations for development and exploring innovative solutions where possible.</p> <p>Continue to protect the industrial lands for manufacturing and employment.</p> <p>All councils should prepare an employment land strategy reviewing the performance and future potential of these sites. Any future planning proposals should have regard to this strategy and ensure the protection of industrial lands where relevant.</p> <p>Introduce measures to encourage the provision of additional smaller dwellings (1-2 bedrooms) to respond to housing needs.</p> <p>Introduction of Fonzie flats and villas are a welcome addition. We would suggest that the standard 18m site width requirement for multi-dwelling housing be scrapped for new villa development. We also suggest considering reducing the required dimensions of POS space within Villas, given the smaller dwelling size.</p> <p>We are pleased to see increased housing diversity being proposed, and planning controls to be amended to facilitate their delivery. In order to achieve the increased proportion of single bed dwellings, Council should also consider reviewing its Sec 7.11 charges downwards for this type of dwelling. This will improve feasibility.</p> <p>With regards to Fonzie flats referred to on Page 16 and 17, to enable this type of production volume the subdivision DCP will need to be amended to encourage the construction of back lanes in new subdivision areas. The feasibility of back lanes improves with smaller lot sizes. There is a potential for the proposed restriction on the rear of R2 zoned properties (Bullet point 3 on Page 17) to prevent Fonzie flats in R2 locations unless an exemption is noted for rear lanes and corner blocks.</p> <p>Introduce measures to support the provision of additional emergency, social, accessible and affordable housing by service providers.</p> <p>In regard to the compulsory percentage of affordable housing within new planning proposals (on page 15), we would suggest that this be set at 5%, giving certainty to landowners and developers.</p> <p>The need to submit financial feasibilities with a planning proposal is concerning and raises the question of whether the assessing planners will have adequate expertise to review this component of the application. It will add complexity and time to the process. Feasibility assessments prepared at the planning proposal stage is usually quite different to the feasibility assessment at the development phase, once all the constraints and potentials are resolved in detail.</p>

Organisation	Comment
	<p>Improve the planning controls for residential development, so that low-scale development occurs in low-density areas, and larger residential developments occur in the medium and high-density residential zones.</p> <p>Detailed consultation with the private sector needs to occur when this review is undertaken, as there are so many areas of the DCP and LEP that could be improved. We would strongly disagree with the proposed DCP amendment to restrict dual occupancy development to single storey (rear battle-axe dwelling). There are instances where double storey development at the rear is preferable, having a blanket prohibition appears to be ill conceived and restrictive to good site-specific design.</p> <p>The most pressing issue with the residential controls in Council's DCP are the restrictions on multi-dwelling housing. Dual occupancy development is afforded more concessions than the higher density multi-dwelling housing land use which is counter intuitive. Dual occupancy development often ends up presenting as the most dominant built form outcome within low density zones. Wollongong's dual occupancy controls are more onerous than the State's Complying Codes, and therefore we would suggest it would be most appropriate to increase concessions for multi-dwelling housing, rather than decreasing them for dual occupancy development.</p>
South Coast Labour Council Womens Committee	<ul style="list-style-type: none"> • A percentage of development fees quarantined for social housing. • Incentives for mixed housing developments. • Homelessness among women is growing, particularly for women over 55. Providing a Council register for women who are facing homelessness could assist in prioritising housing and other necessities for the more vulnerable of the group. • Set up a specific department within Council to directly work with women in these situations. • Council to consider a register for benevolent landlords who would like to offer affordable rents for offsets to rates. • Women have less superannuation upon retirement than men due to broken employment (caring for children & older relatives), domestic violence, and lower wages. Lobby the Federal Government to make changes to superannuation to benefit women. • What are Council's superannuation plan for their working women? • Council has a moral/ethical duty to provide a plan for increasing housing for the homeless - we welcome the draft Housing strategy plan. Council to work closely with associated organisations in the Illawarra to ensure the womens housing needs are met - set up regular forums. • Some councils are considering commercial rates for short-term rentals to increase rental housing & ease the cost. • Lobby the State gov to allow higher residential rates for short-term rentals via a change to the Local Government Act
UDIA	<p>The Housing Strategy presents the Council with an opportunity to further address some of the entrenched affordability issues that have emerged due to a lack of housing supply in key areas and record low vacancy rates caused by rapid in-migration and rising local housing demand. With a median house price in the</p>

Organisation	Comment
	<p>Wollongong City LGA at \$1.2 million, a rise of over 32% since 2020 (Refer to https://www.htag.com.au/nsw/nsw310-wollongong-city-council), UDIA believes that Council must act to reduce further pressures on housing costs and house budgets.</p> <p>The Housing Strategy should become more responsive to the housing stress points, which are now beginning to impact a broader cross-section of the community. This should occur through facilitating development at strategic locations, enabling more housing diversity and tenure options, amending planning provisions and working with key stakeholders on future development sites.</p> <p>The proposed Housing Strategy contains many good initiatives. However, UDIA contends that further considerations for generating housing supply needs to be addressed. We make the following eight recommendations that will further broaden the scope of the Housing Strategy to help address the housing supply and affordability crisis currently gripping the Illawarra Shoalhaven region.</p> <p>1. Council to urgently review land use zones around key railway stations in the Wollongong City LGA (North Wollongong to Thirroul) to encourage housing choice and achieve more transit-oriented development outcomes.</p> <p>Far too many areas with rail stations have limited housing choices and are dominated by single storey detached dwellings zoned R2 Residential. This includes those train stations located north of Wollongong towards Thirroul. With more frequent services to Sydney and Wollongong than compared to other stations in the Wollongong City LGA.</p> <p>Placing new medium and high-density housing on land within an 800-metre radius of each station allows housing choices that mainly include low-rise apartments, townhouses, and villas.</p> <p>This current land use approach is not consistent with 30-minute city principles from which to support local centres, deliver housing choice and provide a more sustainable transport in accordance with <i>Council's Climate Friendly Planning Framework, 2022</i>. It will also help Council achieve their vision of more train services along the Thirroul-Wollongong-Dapto train corridor supported by targeted growth.</p> <p>Our solution is consistent with what the Greater Cities Commission is trying to achieve across the Six Cities region. The Council should focus on these strategic locations in the short term to provide greater housing choice in well-served locations.</p> <p>2. Council to work with Sydney Water to integrate precinct and infrastructure planning processes to ensure greenfield housing is provided in the shortest possible timeframe</p> <p>In 2022, UDIA completed its <i>Greenfield Land Supply Pipeline report</i> based on input from our broad membership. This report covered the Illawarra Shoalhaven (Refer to https://udiansw.wpenginepowered.com/wp-content/uploads/UDIA-Greenfield-Report-2022-Online-Version.pdf), which identified that 91% of greenfield lots (approximately 7,500) expected to be delivered in the next eight years in the region are not development ready, due to the need for critical enabling infrastructure. This is the worst result of all the cities in the Six Cities Mega Region and there is only a small amount of lots which are not development ready.</p>

Organisation	Comment
	<p>Without action, undersupply is expected to remain high and negatively impact housing affordability in the Illawarra. We estimate that 5,700 lots of additional unmet demand are expected to accumulate by FY30, which is identical to findings from the 2021 report. Undersupply is expected to more than triple between FY25 and FY29, reflecting the depleted forward greenfield pipeline in the region.</p> <p>A key reason land is taking so long to get to market is the need for critical water and wastewater projects to be completed and unlock land supply. Whilst most the water and wastewater projects in WDURA, which we identified in our <i>Building Blocks Illawarra Shoalhaven 2021</i> are targeted for completion by 2025; we urge Council to work with Sydney Water to integrate precinct and infrastructure planning processes to ensure greenfield housing is provided in the shortest possible timeframe.</p> <p>3. Council to facilitate more medium-density housing in established areas by working with UDIA on site designs and applying best practices from other housing examples in the Illawarra Shoalhaven</p> <p>UDIA recognises that Council is proposing to amend their Local Environmental Plan and Development Control Plan (DCP) to encourage medium-density housing options at strategic locations. This is not supported by the current Floor Space Ratio (FSR) control for multi-dwelling housing in R2 Residential zones is as low as 0.3:1, which is quite challenging to make a small-scale development feasible, especially since low-density housing has an FSR of 0.5:1.</p> <p>We are concerned that there will be limited potential for redevelopment without a reasonable increase in the FSR to address other site-based requirements covering building height, car parking, stormwater, private open space, setbacks, and deep soil zones to provide a viable housing development form. This approach could also be applied to designs for proposed affordable housing to support feasibilities further.</p> <p>The Tullimbar housing project saw a change to typical site planning and road design controls to provide a unique planning and design outcome. The planning proposal and DCP were consultant-led, which was especially important to the success of the Tullimbar project which has developed into a unique housing area that provides housing choice, as well as high amenity and personal safety for residents.</p> <p>4. The Housing Strategy to recognise and promote different housing tenure options to encourage more affordable development.</p> <p>UDIA contends that more varied housing tenure options can respond to a broader socio-economic group and help address the housing affordability crisis.</p> <p>This includes the following tenure types:</p> <ul style="list-style-type: none"> • Build to Rent (BTR) is a purpose-built housing product developed by investors who retain ownership and rent out the dwellings for an extended period. Although BTR housing is only emerging in NSW, an established BTR sector has the potential to create a more stable housing pipeline that is less affected by market cycles. The 2021 NSW Housing Strategy is presently incentivising BTR, and the NSW Government recently announced a 50% land tax discount for new housing projects delivering purpose-built rental units over specified thresholds and managed under unified ownership.

Organisation	Comment
	<ul style="list-style-type: none"> • Land Lease - Also known as a ground lease, a land lease is an arrangement in which a landowner — the lessor, rents out the land to a tenant or the lessee. A land lease can be used to purchase a home plus land or simply to purchase land you plan to develop later. In a land lease community, residents only take ownership of their home and enter a 'land lease' for the lot on which their home resides. Residents of the land lease community also gain access to extensive community and recreational facilities, security, maintenance, and privately owned infrastructure as part of their weekly rent. The major challenge with Land Lease is that it is tied to land zoned for caravan parks or manufactured home estates and is not permissible in the general residential zones. <p>5. Council to maintain the current community and social housing level in the Wollongong City Council LGA (7.4%) and work with NSW Land and Housing Corporation on further renewal projects</p> <p>We recognise that the Wollongong City LGA has ample social housing, with some 6,700 dwellings owned and managed by NSW Land and Housing Corporation (LAHC), representing 7.5% of the total housing stock. Whilst this is substantial, we recognise that there are 3,000 people on the social housing waiting lists, which indicates an undersupply of nearly 2,000 dwellings.</p> <p>Recognising that the Housing Strategy states that there has been a recent increase in the demand for social and more affordable housing, we believe that the current housing affordability crisis will continue for those on lower incomes or those persons with a disability.</p> <p>We support the options presented in the Strategy to address housing affordability, including using any Council operational land parcels suitable to be leased for the provision of affordable housing. This approach has been applied successfully at projects in the Shoalhaven City LGA, the City of Sydney LGA and the Willoughby LGA.</p> <p>Council should also work with LAHC on the planned renewal of key sites such as Bellambi Point, which could provide a greater mix of private and affordable rental but also maintain the current amount of social housing dwellings at the existing site. This outcome was achieved with the proposed redevelopment of the LAHC mixed tenure project in the Wollongong CBD that included social dwellings, affordable rental managed by the Housing Trust and private dwellings delivered by <i>Traders in Purple</i>.</p> <p>Whilst the Housing Strategy contains several measures to address homelessness, we believe that, as a minimum, Council should maintain their current social housing stock and work with LAHC on a renewal program to yield further housing mix at older LAHC sites in the Wollongong City LGA.</p> <p>6. Council to investigate strategic sites in the Wollongong City LGA that have the potential for additional housing</p> <p>UDIA is aware that there are several strategic sites where renewal could occur to allow further opportunities for housing. These include:</p> <ul style="list-style-type: none"> • Flinders Street B6 zoned land (250 dwellings); • University of Wollongong Northfields Precinct (1,000 dwellings); • Wollongong Hospital and Health Precinct (Dwellings TBC);

Organisation	Comment
	<ul style="list-style-type: none"> Review of FSR and height limits in the R3 Residential Zones (Dwellings TBC); Assessment of Warrawong and Dapto town centres to identify further dwelling potential; and Assessment of specific site planning changes at Port Kembla School and WDURA Stage 1 and 3 to yield higher dwellings. <p>The Housing Strategy should require Council to work with the key landowners and stakeholders to investigate the potential renewal of these sites to provide a broader range of housing, especially if market conditions change and current proposed strategies do not materialise as planned.</p> <p>These sites could become potential “backup” housing solutions, especially if housing demand rises rapidly in response to a significant investment in economic and employment-generating development at Port Kembla in the next five years, which may include a combination of the following significant uses (new cruise passenger terminal, a major naval base and/or manufacturing and storage facility).</p> <p>7. Council to acknowledge that the commercial floorspace target for the Wollongong CBD is unrealistic and that land should not be “sterilised” for commercial uses only and should contain more mixed uses</p> <p>UDIA contends that the predicted commercial floorspace for the Wollongong CBD by 2041 (213,625 sqm), as presented in Table 14 of the draft <i>Wollongong and Business Centres Strategy 2022</i>, is highly aspirational and unlikely to be achieved.</p> <p>UDIA considers that Port Kembla has the most potential for job growth in response to DPE’s review of the Structure Plan. And with changes induced by Covid, there will be a lesser demand for commercial open space in the Wollongong CBD.</p> <p>UDIA contends that land zoned B3 Commercial Core in the Wollongong CBD should not be sterilised for commercial uses only. Council should assess the option to provide buildings with more mixed uses with retail/commercial below and residential on top similar to what has occurred in the Campbelltown CBD</p> <p>8. That Council works to improve the precinct planning process to support faster approval timeframes</p> <p>NSW is widely recognised as having Australia's slowest and most complex planning system. The <i>Productivity Commission White Paper 2021</i> found that greenfield subdivision determinations take 23% longer than in the next slowest state. The NSW planning system fails to plan for and deliver strategic priorities, including the release of land for development, the coordination of enabling infrastructure, and timely development approval.</p> <p>In May 2021, we provided a submission on the Council’s neighbourhood planning process, which creates another layer of assessment that has no statutory basis, resulting in increased timeframes and developer costs. Again, we urge Council, through the new Housing Strategy, to abandon the current developer-managed neighbourhood planning process in favour of a Council-led precinct planning approach that allows for upfront industry engagement followed by a contribution from each applicant once a DA is approved. We believe this process is more efficient for delivering what Council wants for a precinct matched against what can feasibly work covering land use and service infrastructure.</p>
Shelter NSW	Shelter NSW recommends Council:

Organisation	Comment
	<ol style="list-style-type: none"> 1. Collaborate with local charities and NFPs delivering front-line support services to homeless people and families in housing crisis, to deliver a local Council policy/protocol on homelessness in public spaces 2. Consider funding a Council homelessness officer, specifically trained in mental health first aid, to deal with rough sleepers 3. Present the following figures to State Government, particularly LAHC, and pin-down commitments to augmenting social housing stock in Wollongong as part of the future Illawarra-Shoalhaven city region and broader Metropolis: a) 26,526 dwellings being social housing by 2041 in Illawarra-Shoalhaven City (10% of all housing stock advocacy point) b) An additional 17,000 social housing dwellings (constructed or acquired) by 2041 in Illawarra-Shoalhaven City 4. Ask for underpinning cost-benefit analyses, business cases, and tender documents to accompany rezoning and Development Applications for public housing renewal projects proposed by LAHC and other social housing providers, to ensure the maximum public benefit is being derived from “social mix” approaches to renewing public housing estates a) Ask these same business case questions of TAHE, Landcom, TAFE, School Infrastructure NSW, Crown Lands, and other State agencies when they are proposing rezonings and Development Applications on publicly-owned land for residential purposes. 5. Advocate to State Government for Affordable Rental Housing in addition to social housing – not instead of it – when it comes to renewing public housing estates and developing on public land for residential purposes 6. Lobby LAHC to: <ol style="list-style-type: none"> a) distinguish between “social” and “Affordable Housing” targets to ensure both are not combined into the same target group b) commit to substantially higher targets for social and Affordable Housing on public housing renewal sites (ie more than 30% social housing and at least 15% Affordable Housing (rental or shared equity product) c) preserve public land and public housing (i.e. more than half of land should remain in public ownership), d) stage development so as to minimise the displacement of tenants 7. Support/refer to the <i>Compact for Renewal</i> and recommendations in our <i>Public Housing Renewal in the Illawarra</i> paper Advocate specifically for principles outlined in our <i>Public Housing Renewal in the Illawarra</i> paper to be adopted by DCJ, AHO, and LAHC <ol style="list-style-type: none"> a) generate significant commercial/industrial investment (or favourable changes to planning rules for floor area and height of building controls in E-, B-, IN- zones), and b) induce local/regional demand for housing by new or augmented workforces 8. Clarify the actual number of Affordable Rental properties in the LGA in order to set meaningful, trackable targets for increasing Affordable Rental products 9. Advance the work for implementing Affordable Housing Contributions Schemes and, by extension, add an Affordable Housing clause into LEP 2009 10. Collaborate and work with ACHPs and CHPs (e.g. the Housing Trust) to deliver on the outcomes of the LHS, particularly in the creation and rollout of Affordable Rental Housing policies

Organisation	Comment
	<ol style="list-style-type: none"> 11. Aim for a higher AHCS contributions rate in the order of 10-15%, to align with GCC <i>Six Cities Discussion Paper</i> targets 12. Lobby GCC and DPE to waive viability tool testing ordinarily undertaken by Councils for AHCS contributions rates, especially when the proposed rates sit within the 10-15% range 13. Expand scope of AHCS contributions to include any major rezoning activity which would: <ol style="list-style-type: none"> a) generate significant commercial/industrial investment (or favourable changes to planning rules for floor area and height of building controls in E-, B-, IN- zones), and b) induce local/regional demand for housing by new or augmented workforces 14. Where Affordable Rental Housing is being delivered by or on behalf of Council under the AHCS, this Affordable Rental Housing shall be set at affordable rents in-perpetuity 15. Include stronger provisions in Council's existing Planning Agreements Policy to set the nexus between: <ol style="list-style-type: none"> a) the delivery of Affordable Rental Housing through Planning Agreements, and b) developments and rezoning activities that would otherwise be captured by a future AHCS 16. Review viability of certain land zone typologies (e.g. R2 land domination in Helensburgh) to further the objectives of infill and mixed use development and adhering to Urban Growth Boundaries 17. Establish consistent criteria and application of Urban Growth Boundaries for the LGA. Application of such Boundaries shall also include 'last-resort' criteria on how and why these Boundaries can be encroached 18. Seek advice/resources (data, human capital) from DPE and GCC in setting, creating, and maintaining Urban Growth Boundaries for the broader 6 cities Metropolis vision 19. Work closely with State Government agencies to identify and promote suitable infill sites for social housing 20. Clarify the development fees incentives structure for CHPs, SHSs, and Specialist Disability Accommodation Providers delivering Affordable Rental Housing, crisis accommodation, and accessible housing: a) Utilise a place-based approach to waiving fees and encourage greater uptake of delivering these housing and accommodation options in infill locations 21. Align with and build upon indicative targets outlined in the GCC <i>Six Cities Discussion Paper</i>, namely: a) new housing delivered within 800m of a strategic centre or transport hub shall be predominantly (meaning more than 60%) non "dwelling houses" per the SILEP Dictionary definition and indeed be delivered as multi-dwelling housing, residential flat buildings, shop top housing, boarding houses, and other residential accommodation types that are non single-occupancy, detached in built form 22. Adopt firm and trackable non "dwelling house" targets in Urban Release Area plans.

Organisation	Comment
	<p>23. Stipulate that a methodical audit of potentially suitable Council-owned buildings, community and operational lands for the purposes of non-market housing and crisis accommodation will be undertaken by Staff with report(s) to be delivered to Council by x timeframe a) Work closely with CHPs, Aboriginal CHPs, and Specialist Homelessness Services when undertaking this audit to determine site suitability</p> <p>24. Scope existing or feasible-to-acquire Council-owned land for community land trust models</p> <p>25. Examine and adopt other innovative housing initiatives referenced in the <i>Local Government Housing Kit</i></p> <p>26. Request the NSW Department of Planning to opt the Wollongong LGA into the <i>Housing SEPP 2021</i> for regulating STRA, specifically seeking:</p> <ul style="list-style-type: none"> a) exempt use of STRA to be no more than 180 days per year, or b) exempt use of STRA to be no more than 90 days per year <p>27. Research and monitor the local impacts of STRA use on matters such as socio-spatial disadvantage, rental affordability, workforce attraction/retention, and tourism</p> <p>28. Advocate to State government on allowing alternative legislative approaches to addressing STRA impacts on housing stock (i.e. flexible application of day and/or density caps), after conducting local research and monitoring</p> <p>29. Request DPE to incorporate a metric for tracking housing stock attrition rates due to conversion of dwellings to STRA into the Illawarra-Shoalhaven Urban Development Program, as part of the UDP's remit in monitoring the land and housing pipeline.</p>
<p>Building Designers Association of Australia - Illawarra</p>	<p>BDAA is Australia's Leading National NFP Peak Body Representing the Building Design Community. This submission is made on behalf of the Illawarra Chapter of the BDAA in response to Wollongong Council's Draft Wollongong Housing Strategy 2022.</p> <p>BDAA is committed to working towards the United Nation's Sustainable Development Goals, established in 2015. Any future housing strategies should prioritise sustainable growth and development. Relevant to the Wollongong LGA this includes, but should not be limited to:</p> <ul style="list-style-type: none"> – Minimising all development on the Escarpment and preventing any unnecessary expansion into forested areas. – Ensuring that comprehensive surveys of biodiversity are undertaken prior to any development proposals. – Efforts should be taken to not only minimise adverse impacts on the environment but to also enhance habitats and biodiversity of flora and fauna. – There should be a minimum of 3 – 4 trees to all single lot developments with integrated landscape surrounds. – Given that the population in the Wollongong LGA is set to increase by 56,661 additional persons by 2041 a focus on healthy lifestyles, social interactions and community cohesion should be paramount. To address these aspects, we advise that: – Vibrant and diverse town centres with appropriately scaled medium unit developments be prioritised over high rise apartment complexes.

Organisation	Comment
	<ul style="list-style-type: none"> – These town centre should be linked by pathways, cycleways, and vehicle friendly roads. However, efforts should be taken to minimise vehicle traffic by maximising public transport and capitalising on alternative energy transport opportunities. – Public spaces should be retained and the provision of indoor and outdoor spaces for passive and non-passive recreation should be prioritised. – There should be a focus on design quality rather than quantity. – Designs, including materials and colour selections should be reflective of local character and heritage. <p>The option of lifestyle pavilion homes on single lots with flexible layouts of 3 – 4 dwellings should be explored. These homes would be self-contained and could be combined for use together or separated as need be. There could be private courtyard space and common courtyard space for use by the occupants. The dwellings could be utilised as multi-generational housing or blended and rented out individually, however, would be under a single title and individual sale of each residence would not be permissible, it would remain a single lot.</p> <p>It could also have the following benefits:</p> <ul style="list-style-type: none"> – Catering for an aging population and easing the burden in aged care. Smaller dwellings could serve as accommodation for elder generations within a family, facilitating their independence while ensuring they have nearby support. Studio dwellings could also allow for live in care. – Smaller dwellings could provide more affordable housing. This could ease financial burdens for students, elderly, and low- and middle-income earners. – Reducing financial strain on homeowners. Having a large primary dwelling with smaller detached dwellings that could be rented out could provide an additional stream of income. <p>Future housing strategies should also consider the following:</p> <ul style="list-style-type: none"> – Development on smaller lot sizes than 600 square metres should be permissible if development objectives and controls are achieved or have merit. – Two storey or loft attics should be permissible to rear of sites if objectives can be achieved. – Landscape plans should be required for all dual occupancy, multi-dwelling, and unit developments. – All estate subdivisions should be required to apply an infrastructure approach similar to that of Tullimbar Estate. – All housing should aim to be accessible. – - All housing should achieve a 7-star minimum towards net zero.
Regional Development Australia (RDA) - Illawarra	<p>This is the first major revision of the Housing Strategy in sixteen years and is timely given the immediate, acute and chronic housing crisis in Wollongong and throughout the Illawarra. Wollongong has considerable opportunity for jobs and economic growth over the next twenty years, but delivery of infrastructure – including residential developments – and operation of facilities relies on a supply of labour. That labour will require homes, and the need is immediate.</p> <p>Wollongong has an acute and chronic shortage of dwellings. This is a social and economic issue, which may lead to increased levels of mortgage and rent ‘stress’ as well as delaying or diminishing the economic growth of Wollongong due to</p>

Organisation	Comment
	<p>deferral of major infrastructure investment and a reduction of internal and overseas migrants to the city.</p> <p>RDA Illawarra supports the National Housing Accord proposed in the Federal Budget, but action on this will not begin until mid-2024 and there is no guarantee that it will result in dwellings being constructed in the Wollongong region. There exists an immediate demand for housing, as well as a longer-term requirement that must be satisfied.</p> <p>The Illawarra – with Wollongong as its Regional City – faces considerable opportunity for investment over the next twenty years, with over twenty-five major infrastructure projects either approved, planned, underway or in late conceptual development. The list includes projects in healthcare, power generation, renewable energy (including wind energy and hydrogen), road and rail, advanced manufacturing, the visitor economy, housing and community developments.</p> <p>Delivery of this infrastructure will require a workforce of over 2,500 construction workers (peaking at over 3,000) from the start of 2024 until 2027 – in addition to the current ‘baseload’ of work. The workforce demand increases again in 2028, rising to a requirement of over 4,000 direct construction workers through to 2031.</p> <p>Wollongong has an acute and chronic shortage of dwellings for sale and, especially, for rent. This is a social and economic issue for the region, which will lead to increased levels of mortgage and rent ‘stress’ as well as delaying or diminishing the economic growth of Wollongong due to deferral of major infrastructure investment and a reduction of internal and overseas migrants to the city.</p> <p>Although house prices in the region have fallen more than 6% in the past quarter, they are still 8% higher than twelve months ago, and increased mortgage interest rates add more than \$13,000 a year to the repayments on a median-priced property in the Illawarra.</p> <p>Lack of housing supply and higher prices for purchase and rent can be a considerable disincentive to living in the region – especially for those on lower-than-average wages or salary. Even those that can afford to purchase or rent face a tight supply of suitable dwellings.</p> <p>Recent Budget announcements by the Australian Government regarding affordable housing are welcomed by RDA Illawarra, but they do not begin to deliver housing until mid-2024 – which is too late for the immediate needs of the region – and there is no guarantee that homes will be built in Wollongong.</p> <p>It has been sixteen years since the last revision of the Housing Strategy. It is recognised that significant analysis and consultation is required in developing the Strategy, but this seems a long time for such a critical area – despite the “foundations of the 2006 Housing Strategy remaining relevant”. The impression is that not enough is being done, nor fast enough.</p> <p>The 2022 Draft Housing Strategy indicates that – at current, and recent historical rates - supply of dwellings in Wollongong will not match demand over the next 20 years. RDA Illawarra remains optimistic that actions noted in the Housing Strategy and a streamlined and simpler Development Application (DA) process can accelerate completions. This is vital as demand greater than supply does little to reduce market prices of dwellings or provide accommodation for the immediate</p>

Organisation	Comment
	<p>influx of workers required to deliver planned infrastructure projects over the next five years</p> <p>RDA Illawarra welcomes the WCC Housing Vision, especially a focus on diversity and smaller, adaptable housing. Whilst prioritising increased density along existing transport routes is sound, RDA Illawarra would like to see public transport improved throughout Wollongong, enabling higher density housing to be established more broadly.</p> <p>Protection of the Escarpment, waterways and reducing the risk of development in flood and fire-prone areas are all sensible strategies – especially given recent events in the region and within NSW.</p> <p>Council is urged to continue its leadership in advocacy with the NSW State Government for more funding, land and review of regulations that will facilitate the completion of more dwellings, in greater variety, and faster.</p> <p>Homelessness and Emergency housing</p> <p>RDA Illawarra welcomes the proposal to waive Development Application fees and Development Contributions under specific conditions that will encourage the delivery of Homelessness and Emergency housing.</p> <p>Accessible housing</p> <p>Similarly, RDA Illawarra welcomes the proposal to waive Development Application fees and Development Contributions under specific conditions that will encourage the delivery of Accessible housing.</p> <p>Affordable Rental Housing</p> <p>Again, RDA Illawarra welcomes the proposal to waive Development Application fees and Development Contributions under specific conditions that will encourage the delivery of Affordable Rental housing.</p> <p>The introduction of an Affordable Housing Development Contribution Scheme as a ‘Provide-or-Pay’ option for the provision of Affordable housing by developers is also welcome.</p> <p>The proposal to use council land for affordable housing is also a sound strategy, as is potential partnerships between council and other parties to deliver affordable rental housing.</p> <p>Social Housing</p> <p>This is an area of significant concern, given the 5-10 year waiting list for a dwelling. Whilst WCC has secured a Collaboration Agreement with the Housing Corporation, RDA Illawarra feels more could be done to reduce the sizeable waiting list, and some suggestions are outlined below.</p> <p>Short-term impact</p> <ul style="list-style-type: none"> – Allow for the construction of suitable temporary dwellings on council or private lands – Maximise use of vacant homes and encourage property owners to transition from short-term lets to longer term rental – Simplify and streamline the approval process for land and dwelling development

Organisation	Comment
	<ul style="list-style-type: none"> – Permit the conversion of larger homes into dwellings for multiple tenants. This has the advantage of increasing housing density within the existing building envelope but without changing the character of the local area – retaining the ‘village’ feel desired by many residents – Review the need for ground floor commercial premises in ‘shop-top’ developments. <p>Medium to Long-Term Impact</p> <ul style="list-style-type: none"> – Assess the potential for use of council-owned land for dwellings, with a focus on Social housing and construction of Affordable Rental. Consider this as a council-funded project or in partnership with others – Partner with local employers and investors to build suitable accommodation. Providing suitable dwellings makes the region more ‘marketable’ to potential residents and would promote Wollongong as a ‘Region-of-Choice’ for skilled and key workers – Encourage more median density housing around transport hubs (stations) and along established public transport routes – Develop the regional public transport system to deliver a ‘30—Minute City’ that does not require different housing density depending on location, i.e. a variety of housing types and densities is possible anywhere, connected by a world-class public transport system – Incentivise developers and investors to accelerate completion of dwellings; this could be progressed in partnership with the State Government. <p>Planning and Monitoring</p> <p>As noted in the Housing Strategy, public awareness and information is critical in gaining support for what some residents may consider ‘radical’ changes required to overcome the current and on-going housing crisis in Wollongong and the Illawarra. Council should engage its communications expertise to create and deliver an awareness campaign to</p> <ul style="list-style-type: none"> – create majority public support for the changes that are required to deliver suitable homes in the region – Continue to monitor & report housing both dwelling completions as well as approvals – and always report the two together. As data from <i>housing.id</i> illustrates, completions lag approvals by months – or years – and approval does not always lead to completion. – Simplify and streamline the planning process to remove barriers to faster completion of dwellings – Undertake more frequent reviews of housing strategy and plan to implement faster. Despite the actions proposed in this Housing Strategy being “prioritised,” they “will occur over multiple years.”

Community Groups and Organisations

Community group	Comment
Corrimal Community Action Group Inc (C CAG) submitted	Proforma letters recorded as 60 individual submissions, as individually signed with addresses

Community group	Comment
(1) 44 proforma letters (2) 16 proformas letters	
Corrimal Community Action Group Inc (C CAG) 3	<p>Corrimal Community Action Group Inc (C CAG) wishes to oppose those parts of the Draft Wollongong Housing Strategy (DWHS) which propose significant intensification of residential development, both in the Town Centre and especially in the R3 zoned areas of Corrimal and East Corrimal between Memorial Drive and Pioneer Road.</p> <p>Background to traffic issues</p> <p>The area within the 2518 postcode area, and surrounding suburbs, face significant and worsening traffic congestion, declining pedestrian and cyclist safety, and parking issues. For Corrimal, Railway Street is the only east/west thoroughfare enabling traffic to move from the foothills of the Escarpment through Corrimal Town Centre to the beach via Murray Road. This is an important evacuation route in times of disaster, particularly fire on the Escarpment.</p> <p>Recent TfNSW traffic figures have shown that traffic on Railway St grew by over 50% between 2018 and 2021 which contrasts with Council's predicted growth of 20% between 2018 and 2028. It is not acceptable that Council proceeds with development proposals based on such out-of-date figures for such a critical input to planning.</p> <p>One of the factors that must be taken into account, in explaining the increased traffic on Railway St, is the pressure on Towradgi Rd and Rothery St at peak times. Towradgi Rd exceeds capacity much of the day, as does Rothery St at school drop-off and pick-up times. Parents should be able to allow their children to walk or cycle to school. However, because of the heavy traffic and lack of controlled pedestrian crossings on Towradgi Rd, Rothery St and Railway St, this is not feasible. What we face is a city that is fast becoming no longer liveable.</p> <p>This traffic situation is a response to the very poor public transport system serving the Corrimal area. The nearest stations that provide a frequent north/south service are North Wollongong and Thirroul. Services at the in-between stations are hourly, and bus services along Railway St are even further apart. It is also extremely challenging and time consuming to get from Corrimal to, say, Figtree by public transport. For this reason, people opt to drive around Wollongong and many commuters drive to Thirroul, Waterfall, Heathcote, or even Sutherland to speed-up their commute to and from Sydney. Given that around 40% of Wollongong workers commute out of the area for work, this presents a significant load on our roads and cost to commuters.</p> <p>These three major east/west routes in the Corrimal area cannot cope with more traffic. We have a number of reasons for opposing the following proposals in the DWHS, but the stand-out reason is the inability of our road system, and Railway St in particular, to safely and efficiently carry more traffic.</p> <p>Specifically, we oppose:</p> <ol style="list-style-type: none"> 1. p.18 of the DWHS, 6a. Implementation – (Draft Planning Proposal) Land Use tables dot point 2, "Amend R3 Medium Density Residential zone to remove

Community group	Comment
	<p>dwelling houses as a permissible land use, to encourage additional residential development, rather than a 1:1 dwelling replacement."</p> <p>2. p.20 of the DWHS, Height of Buildings Map, dot point 1, "Review the building heights in the R3 Medium Density Residential zone and increase where appropriate."</p> <p>3. p.21 of the DWHS, 6b. Review and update DCP controls, dot point 6, "Reduce car parking requirement for small units...from 0.75 spaces per dwelling to 0.5 spaces per dwelling."</p> <p>Transport, traffic and parking impacts</p> <p>These three proposals will dramatically increase the population density in the R3 zoned area of Corrimal/East Corrimal, as is the intention. The consequence of this will be a significant increase in road traffic and demand for street parking. This will result in increased congestion, travelling times, air pollution, frustration, accidents, and danger to pedestrians and cyclists. Another unintended consequence is likely to be a negative impact on business in the Corrimal Town Centre due to traffic congestion and lack of parking. People are already choosing to shop at Fairy Meadow or Bulli, where parking is more available.</p> <p>On 23 November 2022, C CAG put a series of questions about these proposed changes to the R3 zoning in the Corrimal area, to Council. When we asked, "What additional transport services will be provided for Corrimal/East Corrimal to cope with increased traffic on Railway St and Pioneer Rd?" we were told it will be dealt with by a Master Plan for the precinct required by the State Government of the Coke Works developers. Surely it is quite inappropriate to rely on a developer to solve such entrenched transport and traffic issues facing this part of the city. We were also told any adjustment to the rail timetable will only come with increasing demand. A chicken or egg situation, rather than considered planning.</p> <p>In the same set of questions C CAG asked about the untenable situation on Duff Pde outside East Corrimal Public School, given that the R3 zoned area extends south to just past the end of the school. Duff Pde narrows to well under 15m (more like 9-9.5m), just south of Station St, opposite the entrance to the school, making it a very dangerous area for children at drop-off and pick-up times. The answer provided by Council claimed Duff Pde only narrows to 15m at the southern end where the zoning is R2. This is not correct according to the R3 zoning map provided to us by Council, which makes it clear the R3 zone extends south beyond the school boundary.</p> <p>In response to a further question about why Corrimal has been targeted for such significant growth, given its very poor public transport, the response acknowledged that, "while the train service is infrequent, Corrimal is service by bus routes and has at least 3 north-south routes." The bus routes along Railway St have a frequency of approximately every 75 minutes and given their circuitous route, take a very long time to get to Wollongong. North/south bus routes along Princes Highway are not easily accessible to people living east of Memorial Drive. It is not an effective service and will not get people out of their cars.</p> <p>We have included our above queries to Council, and the responses provided, to demonstrate how critical it is, if this city is to remain liveable, that transport, traffic and parking issues be addressed in any residential growth and zoning</p>

Community group	Comment
	<p>strategy for Wollongong. To deal with them separately, and later, is just not going to result in good outcomes or support from the local communities, who are the key stakeholders in this process.</p> <p>Process concerns</p> <p>The first process issue is with communication. We are concerned by the lack of communication with affected residents about this Draft Wollongong Housing Strategy, and earlier significant planning changes. At C CAG's recent Neighbourhood Meeting (27 Nov 2022) about this Strategy, people expressed their concern, and feeling of being discounted, by not hearing directly from Council about these changes. Many had no idea their area had been rezoned to R3 back in 2009, until they received the recent flyer from C CAG. Similarly, the first many knew about the plans for the Coke Works site was via a C CAG flyer in their letterbox.</p> <p>The second is the apparent lack of compassion for our older residents. There are many older, long-term residents still living in this area. They are upset by what a huge increase in population and apartment blocks will mean. They are genuinely concerned about the fracturing of their close-knit community. They fear their homes being surrounded by 4+ storey blocks of apartments, with the consequent overshadowing, disruption, and loss of streetscape. They dread the pressure that will be put on them by developers to sell, as this has happened to some already, and the increased risks involved in walking on the streets - we have no footpaths on many streets - with the big increases in traffic. They have not been contacted by Council. These are the people who have built our community and they deserve to be treated with respect and compassion.</p> <p>We all fear the overshadowing of single dwellings, and our streets being lined with great walls of multi-storey apartment blocks. The character of Corrimal/East Corrimal is a laid-back beachside suburb which houses generations of close-knit families. More recent arrivals, often young couples looking to raise families, and retired people, have come seeking a relaxed lifestyle.</p> <p>Climate Emergency</p> <p>Corrimal already has a low canopy cover. The proposed changes can only result in the loss of most of our mature garden trees, as will be the case for large swathes on the Coke Works site including the EEC in the NW corner opposite Harbinger St. These cannot be replaced. Substitute plantings of immature trees in parklands nearby, and along the streets, while commendable, can do nothing to shade our homes and streets for upwards of 20 years.</p> <p>Furthermore, proposed intensification of residential development, and increasing the footprint of buildings on a block, will seal even more land surface and exacerbate the heat island effect. It will increase run-off and the risk of worsened flooding. It will load our streets with even more vehicles, also increasing the heat island effect. It completely flies in the face of Council's acknowledgement that we are in a climate emergency and even its much-loved Urban Greening Strategy.</p> <p>We therefore respectfully ask that:</p>

Community group	Comment
	<ol style="list-style-type: none"> 1. The R3 zoning, in the 2009 Wollongong LEP, for the Corrimal/East Corrimal area be reviewed in the light of current and future transport, traffic and parking constraints, with the view to down-zoning to R2. 2. If this does not occur, the proposals to increase height limits, change FSR and prohibit replacement of a single dwelling with a single dwelling, be rejected for the R3 zoned area of Corrimal/East Corrimal, and the target for growth be reviewed in response to local constraints. 3. The planning process will be amended to create holistic plans that consider all relevant issues affecting proposals. In this case the DWHS cannot be developed in isolation from Transport and Traffic plans that are based on thorough Origin-Destination Studies for the LGA, and reliable local traffic studies. 4. The growth targets for Corrimal be reviewed, before this Strategy is progressed, to bring them in line with what the local infrastructure can effectively support. 5. Any growth targets (based on infrastructure capacity) represent a cap on growth, and that this is regularly monitored, reviewed and reported on. Failure to do this is likely to result in run-away overdevelopment. 6. The R3 zoning Be more widely distributed throughout the LGA to reduce the impact on one particular suburb, in this case Corrimal, to protect the suburbs north of Bulli. There are pockets in each of these northern suburbs that could accommodate well designed intensified development, and so create greater diversity of housing across the LGA. 7. Any decisions about changes to building height, FSR and zoning in the Corrimal Town Centre be delayed until traffic and parking issues there are resolved. 8. The amended Wollongong Housing Strategy reflects good holistic planning principles, which respond to the constraints of the Corrimal area, while providing for local jobs and infrastructure to support any growth. 9. Plans for changes in our community be directly, clearly, and simply communicated to all affected residents, in a compassionate and respectful manner. <p>Conclusion</p> <p>The Strategy will have major, long-term impacts on the community of Wollongong. Some will be positive, such as: strengthening protection from residential development for the Escarpment Conservation Area and Water Catchment; reducing future development in highly flood prone areas; retaining industrial zoned land for employment opportunities; focusing on affordable, smaller, and/or adaptable housing located throughout the LGA; and reviewing the controls to increase sustainability and energy efficiency of homes. We applaud these, with one significant reservation. Increasing the supply of homes does not guarantee they are affordable to either purchase or rent. This model has failed.</p> <p>For the people in and around Corrimal/East Corrimal this is a terrible plan. It is the concentration of very dense development that takes away some of their</p>

Community group	Comment
	rights and certainly much of their quality of life, without even paying lip service to addressing the necessary improvements in infrastructure, that is our real concern.
Thirroul Village Committee	<p>The Thirroul Village Committee (TVC) would like to make the following submission in relation to the Wollongong Draft Housing Strategy. The draft Housing Strategy has built upon strong foundations – Housing Strategy of 2006. Things have changed over the last 16 years, hence the need for an updated strategy. The Housing Strategy is looking at future housing needs and takes into consideration the need for a variety of housing to accommodate a range of people from varying backgrounds such as those with disabilities, Indigenous, seniors, homeless and disadvantaged to name but a few.</p> <p>Being the TVC we concentrated on the impact this strategy would have on Thirroul, even though we acknowledge that the strategy covers the whole LGA. We note that this strategy dovetails into the draft Retail and Business Strategy currently on exhibition upon which we have made a submission.</p> <p>The draft Housing Strategy has identified the need for a greater mix of housing choices. This includes smaller dwellings, more affordable dwellings and more take up of R3 Medium Density development. However, it was pleasing to see that Council has publicly identified that this needs to be balanced against limits to additional housing in some parts of the LGA due to “environmental and infrastructure constraints”. These include:</p> <ul style="list-style-type: none"> • The Illawarra Escarpment Foothills (Farmborough Heights to Stanwell Park) – decrease residential development potential due to environmental constraints. The TVC considers that this to be a sound suggestion given the obvious impact of climate change on the area. Given the recent La Nina there has been increased coastal erosion and flooding, especially of properties located close to the many creeks around Thirroul. • The Northern Villages (north of Thirroul to Stanwell Tops) – decrease residential development potential due to environmental and infrastructure constraints. By infrastructure constraints we assume Council is referring specifically to Lawrence Hargrave Drive (LHD). Is this correct? LHD is the only road that services all of the Northern Illawarra from Thirroul to Stanwell Park. Over 15,000 people reside along its 20km length, with about half in Thirroul. LHD has slowly evolved from a horse bridle track to a two-lane arterial road with two narrow bridges. The Bulli Pass Bridge, opened in 2010, marks the southern end of LHD. The second, 1km north, is called the Overhead Bridge and crosses the main south coast rail line in the centre of Thirroul. Both bridges lack convenient bypasses. Traffic flow stops if either is blocked. Tourism and development have led to a steady increase in road user numbers. Traffic is often slow and backs up in and around Thirroul during weekday peak hours, on Saturday mornings and especially summer Sunday afternoons. This can involve over a kilometre of stationary vehicles. Limits to subdivision approval and overdevelopment is a must if the northern villages are to survive and thrive. However, it was with interest that we noted that the “northern villages” did not include Thirroul, which is just as restricted by the constraint of LHD as those more northerly suburbs. It appears that Council has only proposed a consequential change in minimum lot sizes in

Community group	Comment
	<p>these “Northern Villages”. Perhaps this needs to be reviewed to take in Thirroul.</p> <p>Over the years the TVC has highlighted that the constraints imposed by LHD creates a lack of prompt, reliable emergency services to Thirroul and the “Northern Villages”. In fact, this issue was identified by the Wollongong Planning Panel (WLPP) of 13 February 2019 which suggested to Council that “a holist review of the cumulative impact of future development capacity aligned with that of the road network should be facilitated by Council and include engagement of the local community.” Perhaps the time is right to have another serious look at traffic, with a view to identifying an appropriate secondary route to and from Thirroul. The TVC would be happy to work with Council on this issue.</p> <p>Was there any reason why Council did not include recognition of the infrastructure constraint posed by Lawrence Hargrave Drive in the Draft Retail and Business Strategy?</p> <p>It was interesting to note in the Draft Retail and Business Centres Strategy that there is a resurgence of traditional high streets and centres (pg. 27). In the draft strategy Thirroul Town Centre was mentioned as being a village offering consumers ‘lifestyle’ or ‘experience’ retailing (pg. 31). As many are aware this is part of the charm of Thirroul. Centres like Thirroul need to remain open, accessible and inviting in order to thrive.</p> <p>The draft Housing Strategy proposes the modification of the planning controls for housing in town centres where there is more capacity for development. Review the floor space ratio and building height limits is proposed to increase the opportunity for shop top housing. The floor space ratio and building height will need to be defined for each centre. It is proposed that centres with adequate public transport will be a higher priority for review. One would hope that this would not include Thirroul. Given the recent refusal by the Commissioner Dickson of Land and Environment Court (LEC) of the planned redevelopment of the Thirroul Plaza site, which included the construction of 77 residential shop top units, perhaps a different approach is needed for Thirroul. In her Judgement Commissioner Dickson gave three main reasons for refusal and these are relevant to issues that Council has raised in the draft Housing Strategy:</p> <p>“That the built form of the development is incompatible with the desired future character of Thirroul Village Centre as detailed in Chapter D12 of DCP 2009</p> <p>the proposed development application will have a detrimental impact on the heritage significance of the Illawarra Escarpment Heritage Conservation Area (Escarpment HCA)</p> <p>that the acoustic assessment fails to provide sufficient information to evaluate the likely impacts of the operation of Anita’s Theatre on the proposed residential development ...”</p> <p>The Judgement leaves no doubt the importance of Chapter D12 as a reference document that should be kept in place. Chapter 12 clearly articulates the role of the centre as an economic and cultural hub through enhancing the existing character of Thirroul and further that any new developments should contribute to the desired streetscape character of the Village Centre. Should Council wish to review this document we ask that Council consult with the TVC. Further, it was suggested on page 23 that to implement the draft Housing Strategy a review of</p>

Community group	Comment
	<p>certain chapters of the DCP was necessary. This included Chapter D1, Character Statements. Clause 3.14 on Thirroul is still relevant and, given the recent refusal of the Thirroul Plaza by the LEC, this character statement, like Chapter D12, remains as pertinent as ever.</p> <p>The importance of the Heritage listed Illawarra Escarpment is also of note and adds weight to Council's concern about development on and near the escarpment. We commend Council for highlighting the importance of the escarpment and the desire to retain it as a conservation area, with limited opportunity for additional dwellings.</p> <p>It was noted in the Draft Retail and Business Centres Strategy that Council wants to see a vibrant night time economy across the LGA. Having residences so close to venues such as Anita's and The Beaches Hotel would no doubt cause friction and could, ultimately lead to severe restrictions on their operations, or even closure of these venues. It is important that the success of existing businesses is recognised when developing a Housing Strategy.</p> <p>It was encouraging to note the recommendation that a building height limit of single storey be imposed on rear dual occupancy dwellings in the R2 Low Density Residential Zone. This is something that the TVC been concerned about for some time. A number of residents have approached us for assistance as they believe a rear two storey dwelling has a negative impact on their property in terms of solar access, overshadowing and privacy. Any change to this is positive.</p> <p>In order to increase housing choice across the LGA it was noted that Council proposes introducing a number of planning controls to allow the development of smaller housing types (pg. 16). The TVC would like to comment upon a couple of these proposals, namely:</p> <ul style="list-style-type: none"> • In the R3 Medium Density Residential zone, removing the opportunity to replace a single dwelling house with another single dwelling house. Council believes that the number of dwellings on each property needs to increase. The TVC can see the reason for this however, we believe that people should still be able to build a single dwelling should they wish. For example, should their home be destroyed by flood or fire and need to be rebuilt the owners should have the ability to build the same as there before, without having to build a second dwelling on the site. Some may not be able to afford the cost of subdivision or construction of a secondary dwelling. Maybe the correct approach would be to <u>encourage</u> people to build more than one dwelling on the block. • Council proposes to review the planning controls for dual occupancy and multi-unit housing development, including FSR, building height, site area and site width. The TVC would like to be given <p>We trust that Council will consider the comments raised by the TVC in this submission. The TVC is happy to work with Council to ensure that a strong and lasting housing strategy is developed.</p>
Keiraville Residents Action Group (Krag)	The Wollongong City Council's (WCC) draft Housing strategy seeks comments on proposals to develop a housing vision and modify planning controls based on a set of initiatives that does not take into account the full thrust of the NSW Government's housing strategy objectives, nor does it address the issues confronting the Keiraville community, maintaining local character and amenity,

Community group	Comment
	<p>as it witnesses the suburb transitioning from a leafy suburb of predominately single dwellings to medium density.</p> <p>NSW Govt Housing Strategy</p> <p>The NSW Government housing strategy 2041 is based on 4 pillars, namely:</p> <ul style="list-style-type: none"> • Supply- set a clear plan for effective management of housing growth in appropriate locations; • Diversity- facilitate a range of choice in housing types that meet the changing needs of people across their life; • Affordability- offer support to vulnerable households who do not have access to safe or secure housing; • Resilience: improve the quality, design and environmental performance of our housing. <p>Furthermore, the NSW Government Local Housing Strategies proposes Councils should consider options to deliver more diverse and affordable housing, align growth with existing and future infrastructure, provide better access to jobs, services and open space, and enhance local character. It states a place-based planning approach should be used to help achieve great places to live. This approach includes the creation of walkable neighbourhoods that support active and healthy lifestyles, as well as the creation and renewal of great spaces. See https://www.planning.nsw.gov.au/Plans-for-your-area/Local-Housing-Strategies</p> <p>Recommendation - It is important to incorporate the additional elements of placemaking, environmental protection, sustainability, infrastructure, community planning and community resilience into the vision statement and strategy.</p> <p>Keiraville Gwynneville Planning Project</p> <p>In August 2015, WCC endorsed, Keiraville Gwynneville Planning Project (KGPP) undertaken by the Keiraville/Gwynneville Community with the support of Council staff. See: https://wollongong.nsw.gov.au/data/assets/pdf_file/0018/43173/Council-Business-Paper-24-August-2015.pdf</p> <p>The KGPP presented a vision statement to Council to use as a guide to the community's aspirations and expectations for the future and to understand the features that the community values and the concerns that they have. In developing a vision for the future the community considered the changing demographics, the closeness to the city centre, the role of the University, and population density pressures.</p> <p>The vision is based on optimising the natural values and character of the area, while planning for future development in a manner than enhances and conserves local values and has a number of themes:</p> <ul style="list-style-type: none"> • Keiraville and Gwynneville are villages with viable shopping centres; • Building styles to reflect village character; • Managing traffic, access for pedestrians and bike riders, and parking pressure; • A connected community with a mix of people;

Community group	Comment
	<ul style="list-style-type: none"> Valuing the University while retaining our character; Protecting green spaces and heritage. <p>The plan proposes the development of an implementation strategy and a planning proposal in consultation with the Keiraville community as well as an outline of priority programs and activities. Since the adoption of the plan by Council, a Keiraville Access and Movement study has been undertaken but very little progress has been made beyond that.</p> <p>WCC is urged to proceed with the recommendations when considering changes to the planning controls.</p> <p>Recommendation – That WCC develop a Keiraville/Gwynneville precinct character statement as a matter of urgency in consultation with the Keiraville community as well as initiate a process to develop an implementation strategy as outlined in the Council endorsed KGPP.</p> <p>Specific Responses to draft Housing strategy</p> <ul style="list-style-type: none"> <i>Retain the Illawarra Escarpment as a conservation area with very limited opportunity for additional dwellings</i> <p>This is strongly supported</p> <ul style="list-style-type: none"> <i>The Fees and Charges Policy be amended to waive Development Application fees for future development applications lodged by registered providers of emergency housing for emergency and temporary housing projects, on sites owned by the provider and where 100% of the dwellings are available for emergency housing for a minimum period of 15 years</i> <p>Supported</p> <ul style="list-style-type: none"> <i>Council will advocate for additional State funding to be directed to NSW Land and Housing Corporation for the construction of new social housing dwellings</i> <p>Supported</p> <ul style="list-style-type: none"> <i>Introduction of planning controls for new smaller housing products that will increase housing choice</i> <p>Supported if these products are subject to appropriate controls.</p> <ul style="list-style-type: none"> <i>Amend the R2 Low Density Residential zone to remove Residential Flat Buildings as a permissible land use which is not an appropriate built form in the low density zone, and is not achievable with a 0.5:1 FSR and 9m height limit</i> <p>Strongly supported.</p> <ul style="list-style-type: none"> <i>A building height limit on rear dual occupancy dwellings in the R2 Low Density Residential zone to be single storey</i> <p>Strongly agree.</p> <ul style="list-style-type: none"> <i>Review and updating the suburb character statements contained in Wollongong DCP 2009 Chapter D1 Character Statements</i> <p>Supported but needs to be undertaken as a matter of urgency and provide sufficient detail to preserve local character and amenity.</p> <ul style="list-style-type: none"> <i>Illawarra Escarpment Foothills (Farmborough Heights to Stanwell Park) – decrease residential development potential due to environmental</i>

Community group	Comment
	<p><i>constraints. An ancillary review of large residential lots in the escarpment foothills is in preparation</i></p> <p>Strongly agree – The R2 zoning behind the suburban block at 14 Cosgrove is a glaring example of a site that needs to be rezoned to an appropriate environmental zone.</p> <p>Increase development potential</p> <p>It is unclear what impact certain proposals will have on Keiraville/Gwynneville residents. Proposals such as changes to dual occupancy, multi-unit housing development planning controls and increasing development potential in locations surrounding the CBD by changing zonings need further examination.</p> <p>The proposal to increase R3 medium density locations into existing town centres, has the potential to be detrimental to the liveability and value of many R2 homes which exist in those areas. Council needs to carefully consider the boundaries of these sensitive areas in consultation with the community to ensure the amenity of existing rate-paying residents is taken into account.</p> <p>The intention of these strategies is to significantly increase the residential growth in these areas. It fails to consider the transport and parking constraints of the smaller village areas which is an ongoing issue for residents of Keiraville. KRAG requests a meeting with planning officers for further explanation of these proposals.</p>
Neighbourhood Forum 5	<p>At its meeting on 7th December the Forum resolved that Council be advised of support for the issues and the vision for the future, not least the aim to preserve our unique character. It also supported the wide range of initiatives to meet the State Government's targets. However, it fails to estimate what each initiative will contribute and is unclear about the priority order for implementing them.</p> <p>Specifically, the Forum believes that Council should:</p> <ol style="list-style-type: none"> 1) give top priority to amending the DCP suburban desired future character statements to preserve our unique character – starting with a requirement in all R2 Low Density Residential areas beyond 400m. from a commercial zone or major employer, for dwellings facing the street have the appearance of a detached house; 2) give next priority to amend the Local Environmental Plan to reduce the potential of large legacy sites, mostly on the escarpment; 3) be far more pro-active in working with communities on detailed changes in their areas. 4) give consideration to the more detailed responses set out in the table which follows.

NF5 table

	Council Proposal	Response
	Minimum site area standard of :	
1	300m2 in the R2 Low Density Residential zone in the coastal areas,	Marginal impact - fsr and setbacks far more critical
2	400m2 in the R2 Low Density Residential zone in the Escarpment Foothills	Marginal impact - fsr and setbacks far more critical

	Council Proposal	Response
3	200m2 in the R3 Medium Density Residential	Marginal impact - fsr and setbacks far more critical
		Three sub-zones of the R2 zone preferred
	Dual occupancy minimum site area of :	
4	600m2 in the R2 Low Density Residential zone coastal plain area with a floor space ratio of 0.4:1,	Coastal plain needs definition; fsr should be 0.3:1
5	800m2 in the R2 Low Density Residential zone in the Escarpment Foothills with a floor space ratio of 0.4:1	Escarpment foothills need definition; fsr should be 0.3:1
6	400m2 in the R3 Medium Density Residential zone with a floor space ratio of 0.5:1	Minimal, but probably negative, impact
		Three sub-zones of the R2 zone preferred
	Multi dwelling housing minimum site area standard of :	
7	900m2 in the R2 Low Density Residential zone coastal plain area for 3 single storey small dwellings (villas) with an FSR of 0.3:1	Support
8	1000m2 in the R2 Low Density Residential zone coastal plain area with a floor space ratio of 0.4:1,	Fsr should be 0.3:1.
9	1200m2 in the R2 Low Density Residential zone in the Escarpment Foothills with a floor space ratio of 0.4:1	Fsr should be 0.3:1.
10	600m2 in the R3 Medium Density Residential zone with a floor space ratio of 1:1 (3 or more dwellings)	Fsr should be 0.75:1.
	Residential Flat Building minimum site area of:	
11	1000m2 in the R3 Medium Density Residential and R4 High Density Residential zones	Minimal impact – why bother?
	Rear building height limit	
12	for single storey dwellings,	Support
	Affordable Housing:	
13	enable the collection of development contributions to contribute to the provision of affordable rental housing	Could make even more housing unaffordable – State responsibility
	Maintain the minimum lot width	
14	multi dwelling housing (18m) and residential flat buildings (24m)	Could be reduced near centres.
	Further proposals:	
15	Review R1 General Residential zone which surrounds the Wollongong City Centre – rezone to a mix of R2, R3 and R4	Support

	Council Proposal	Response
16	Expand R3 Medium Density Residential zone in some locations	Support near major centres
17	Review the zoning of town centres which could result in changes to both the Business and Residential zones	Support
18	Review the rezoning of large lots in the Illawarra Escarpment foothills to reduce development potential	Support
19	Review the SP1 Hospital zone at Wollongong – consider rezoning to R3 Medium Density Residential and R4 High Density Residential zones	Support
20	Review FSR for the R3 Medium Density Residential zone - increase from 0.75 :1 to 1:1 or 1.2:1 in appropriate locations for larger sites	Object, these areas are mostly dwelling houses and 6 stories is too high - increasing floor space ratios will worsen the impact
21	Review the FSR in town centres to encourage additional residential development, without reducing retail and employment opportunities	Support
22	Review the FSR in small isolated B1 Neighbourhood Centres to be consistent with surrounding residential development	Support
23	Review minimum lot size for subdivision in the Northern Villages (north of Thirroul to Stanwell Tops) – increase from 449m ² to 800m ² per lot	Local issue but probably better to limit the number of dwellings per 800m ²
24	Review the building heights in R3 Medium Density Residential zone and increase where appropriate	Heights should be decreased to provide a transition from high to low density areas.
25	Review the building height in town centres to encourage additional development	Possible support but not a priority

Not for Profit organisations

Organisation	Comment
Southern Youth and Family Services	<p>We welcome Council's intention to 'increase affordability in the housing market, and to ensure housing provides for a wide range of incomes, people with a disability and for our ageing population</p> <p>Southern Youth and Family Services (SYFS) is a major provider of services to young people who are disadvantaged, homeless, or at risk of homelessness, and to their children, families, and carers. We operate in the Illawarra-Shoalhaven and South East and Tablelands Regions of NSW, including in the Wollongong LGA. We urge that the specific housing needs of young people also be recognised in the Draft Strategy.</p> <p>SYFS is a Tier 2 Community Housing Provider under the National Regulatory System for Community Housing (NRSCH) and operates a range of models of</p>

Organisation	Comment
	<p>housing and accommodation services. These include supported medium-term residential facilities, a Youth Foyer, community housing, transitional housing, crisis accommodation, independent youth housing programs, outreach supports in private rentals, and tenancy and living skills programs.</p> <p>In the 2021/ 2022 period SYFS provided accommodation/ housing and support for 2,202 young people and provided a full range of other service types to 3,171 young people and 2,486 families.</p> <p>Young people and the housing crisis</p> <p>The majority of adults who experience homelessness or who experience long periods of unemployment and/or housing instability have one or more of the following characteristics:</p> <ul style="list-style-type: none"> • Their first experience of homelessness when young • They have disengaged from education and training at a young age • They have not achieved a successful employment record prior to turning 25. <p>Creating social and affordable housing systems that respond to the specific needs of young people who are homeless or at risk of homelessness can intervene early in life cycles to reduce repeated incidences of homelessness and housing insecurity.</p> <p>The private rental market and young people</p> <p>Young people who are at high risk of, or who are experiencing homelessness, face unique barriers in competing for limited private rental stock. Housing NSW commissioned a report “Final Evaluation Report for People Exiting Institutions Project’ (2013) and found that the barriers for young people in securing private rental housing included:</p> <ul style="list-style-type: none"> • Age barriers to signing lease agreements (for young people under 18 years of age) • Low literacy, low knowledge and experience with processes for securing accommodation • No rental history or poor rental history, negative family reputations and blacklisting, and • Affordability issues. <p>On the supply side, barriers included discrimination and lack of available and suitable stock. For the young people in the project, housing access was further compromised by the relatively low levels of income support that they can access (notably Youth Allowance).</p> <p>Intervention in housing supply for affordability</p> <p>Facilitating an increase in the supply of housing through planning law changes and reform needs to include incentives and interventions to promote affordable housing. Simply increasing housing supply without regulation will mean that young people continue to experience housing stress. The imposition of a condition on development approval in the form of a contribution to affordable housing is an example of how local government regulation can further the objective of increasing affordable housing supply. There are other ways that local government can assist non-government agencies to develop housing stock, including:</p>

Organisation	Comment
	<ul style="list-style-type: none"> • Providing access to land to develop • Access to a small number of properties developed by a private developer that are earmarked for affordable housing and can possibly be managed by Community Housing Providers, including smaller community housing providers • Fee reductions and/or waivers for Development Applications and a faster planning process • Reduced or free waste tipping, including building waste • Increased ease of partnership arrangements with local council and local developers • Increased flexibility in housing design and permissible developments. <p>Recommendations</p> <p>There is considerable evidence that young people's experience of homelessness and risk of homelessness is also a causal factor for mental and emotional problems, substance abuse, medical problems, disengagement from education, and heightened unemployment. It makes good policy sense to design systems for social, public, and affordable housing in a way that includes specific strategies and responses for young people as an early intervention approach, preventing life cycles that increase the demand for these services in adulthood.</p> <p>Southern Youth and Family Services supports the following principles already included in the Draft Strategy:</p> <ol style="list-style-type: none"> 1. 'Retain industrial zoned land for employment opportunities, and not for residential outcomes' (Section 5(b)), to ensure a range of employment options are available in the LGA for young people. 2. 'Waive Development Application fees for future development applications lodged by registered providers of emergency housing for emergency and temporary housing projects, on sites owned by the provider and where 100% of the dwellings are available for emergency housing for a minimum period of 15 years.' (Section 5(c)i, p. 12). 3. Council advocacy for additional government funding to the NSW Land and Housing Corporation to maintain the existing social housing stock in Wollongong and expand it. This will help reduce the enormous waiting lists for public housing and provide long-term housing options for young people currently living in short-term and transitional housing (Section 5(c)ii, p. 13). 4. 'Council will consider whether any Council operational land parcels are suitable to be leased for the provision of affordable housing' (Section 5(c)v, p. 16). We urge Council to work with specialist providers to identify where such land may be suitable for the provision of youth housing. <p>In addition, we make the following recommendations for inclusions and/or amendments to the Draft Strategy to further the goals of increasing social housing stock and providing accommodation options for young people:</p> <ol style="list-style-type: none"> 1. Where the Draft Strategy proposes waivers to Development Application fees and development contributions for future development applications lodged by registered Tier 1 Community Housing Providers for Affordable Rental Housing Projects' (Section 5(c)v, p. 15), it is essential that Council expands this waiver to include Tier 2 CHPs such as SYFS. This will enable specialist community housing providers to further expand their stock of

Organisation	Comment
	<p>affordable rental housing for disadvantaged populations such as young people, who are seeking affordable housing.</p> <ol style="list-style-type: none"> Where the Draft Strategy provides for the mandatory provision of Affordable Rental Housing as part of Planning Proposals seeking to permit residential development or increase residential density (Section 5(c)v, p. 15-16), it is essential that Tier 2 Community Housing Providers also be eligible for receiving the minimum 5% value, alongside Tier 1 Community Housing Providers. The Development Application and Assessment process for social housing providers needs to be streamlined to speed up the delivery of affordable housing. Social housing providers ought to be exempt from being referred to the Design Review Panel. These additional planning requirements represent an unreasonable cost and resource burden for providers that operate as not-for-profit. Where the Draft Strategy provides for the introduction of an Affordable Housing Development Contribution Scheme (Section 5(c)v), that payments for the value of the minimum 5% Gross Floor Area be transferred to either Tier 2 or Tier 1 Community Housing Providers.
Housing Trust	<p>The Illawarra and Shoalhaven region has a significant rental housing affordability crisis with around 23,000 households in rental stress² and social housing waiting times of 5-10 years.</p> <p>The Housing Strategy must articulate how and where the growth will occur to meet the need for Social and Affordable rental housing with detailed plans set out to achieve targets and enabling changes to the local planning rules, transport and other infrastructure. The Strategy must also articulate how collaboration will occur so that progress and the outcomes enhance community and economic wellbeing.</p> <p>Housing is inextricably linked to the economic outcomes of the region. Housing holds the key to unlocking greater productivity and employment for the region. An innovative housing strategy will place Wollongong in the best position to capitalise on the natural assets of our port, industry, university and robust service industry to maximise growth and initiatives such as the Six Cities Commission.</p> <p>Local education campaigns to generate positive community sentiment towards affordable housing are crucial to the successful implementation of a housing strategy that services all of Wollongong's residents. Wholesale change in housing requires a strategy to bring the whole community along the journey.</p> <p>Priority issues to increase the supply of affordable rental housing</p> <ol style="list-style-type: none"> Establish a clear calculation of the demand for housing in the Region and set meaningful and measureable Social and Affordable rental supply targets and reporting mechanisms. Targets must keep up with the growth in demand and deliver net annual increases in Social and Affordable rental stock. Ensure the transport strategy, LEP and DCP are updated in-line with a new Housing Strategy so they can deliver on the strategies set out with in it. For example: <ul style="list-style-type: none"> increase in Affordable rental housing in residential developments increase in heights and floor space ratios in selected areas

Organisation	Comment
	<ul style="list-style-type: none"> • increase density around transport, commercial and retail hubs • a focus on transport, parking provisions and ride share • audit, and as appropriate, revise the use Council land and properties such as CBD car parks for Affordable housing • develop housing along major transport infrastructure such as train lines • require the NSW Land & Housing Corporation (LAHC) to achieve a net 20% increase in Social housing supply when redeveloping their sites <p>3. Access to land</p> <ul style="list-style-type: none"> • Council land to be identified and offered first to not-for-profit CHPs at a concessional price that makes it affordable, at no cost with title transfer, as meanwhile use, or under 35 year leasehold at peppercorn rent • No sale of Council land to private entities without direct, material increases in Social and Affordable rental stock <p>4. Develop MOU with Housing Trust</p> <ul style="list-style-type: none"> • Housing Trust was established in 1983 by Wollongong, Shellharbour and Kiama Councils. Housing Trust is regulated under the NRSCH and is a not-for-profit charitable organisation. As such we request an updated MOU or partnership agreement to work with Council as a partner rather than developer to immediately increase affordable housing in the region • Many other Councils have established partnerships with Community Housing Providers to achieve positive outcomes for Affordable Housing • The Federal Government Housing Accord will mandate all levels of government's role in tackling housing affordability issues. Housing Trust would like to work proactively with Council to prepare for potential funding and policy initiatives to ensure the City of Wollongong is able to capture maximum benefits from legislative changes. <p>5. Fast track DAs as 'deemed' approvals for Tier 1 CHP and NSW LAHC renewal projects</p> <p>6. Consistency and concessions</p> <ul style="list-style-type: none"> • Mandate 20% inclusionary zoning for all medium-high density developments with leases managed by not-for-profit CHPs and support with incentives. • Waive all DA fees and charges for not-for-profit CHP projects • Concessions for Affordable Housing projects must be applied on a pro rata basis and not require 100% of stock to be deemed Affordable. Best practice promotes mixed tenure developments as providing the best outcomes for residents. Mixed tenure also often required to make projects financially feasible. • Modify the Council, civil work and infrastructure requirements to permit and fast track developments using manufactured homes on leasehold and meanwhile use land. Stock must still meet the BCA. <p>7. Precinct Focus</p> <ul style="list-style-type: none"> • The Draft Strategy has a narrow and unexplained focus on specific precincts, ignoring the potential for more green field development. For example, Helensburgh is an enormous opportunity for housing growth. It was recommended in previous plans but no longer appears in this

Organisation	Comment
	<p>strategy. If particular precincts are to be named in the strategy it must be inclusive of all potential green field development.</p> <ul style="list-style-type: none"> Growth and increased density along transport corridors should be included. <p>8. Regular strategic reviews and amendments</p> <ul style="list-style-type: none"> The Strategy must be formally review bi-annually, updated accordingly, and progress shared with the community.

Community members / residents

Suburb	Comment
Website comment	Support more development in the Northern Suburbs. Available land that fits the criteria for housing, should be used and not locked up
Resident Corrimal	<p>More housing in Corrimal would significantly affect our lifestyle. We don't have the public transport needed for what is being proposed. This would affect traffic on the road and also where would we park. I'm retired and for me to walk to the railway station takes about 40 minutes. The bus is closer and more like 10-15 minutes. The shops and library are a half an hour walk. We need to put more transport and parking in place before we consider more housing.</p> <p>I'm not in favour of high rise as this would destroy what Corrimal is. We're a small town and we would lose that. The view of the escarpment is important to us. The roads are already congested during peak hour and this would obviously make it worse. Where would all our new residents park?</p>
Website comment	This proposal is exactly what Wollongong needs, as costing of housing is too high for someone like me who is in low income bracket and struggling affordable housing as single female.
Website comment	<p>STOP denigrating Corrimal with your fantasy that living near a train line solves everything. The trains going through Corrimal are hit and miss so why put hundreds of more people trying to catch trains that don't exist.</p> <p>Your suggestion of stopping single house replacing a single house on blocks of land near the railway station is ridiculous.</p> <p>Some of the ideas that are worthwhile to increase housing should be applied in NEW areas where the infrastructure can be put in place while the area is being developed. What is this thought that people want to live in small pokey high rise units. Even the NSW Government has stated that there is a changing trend away from high rise apartment living to lower density living environments. where there is some outdoor space for families.</p> <p>In closing, high rise developments are appropriate in major areas LIKE SYDNEY. We are NOT Sydney. Reconsider this destruction of Corrimal.</p> <p>Areas along the coast should have lower density developments so that EVERYBODY gets to enjoy the coastal lifestyle. New areas are where you should be considering some of these denser developments. People should not be dictated to on what they can rebuild on THEIR block if they knock down a single dwelling.</p>

Suburb	Comment
Website comment	<p>The Draft Housing Strategy is a sound attempt at trying to increasing housing supply in the Illawarra. There are some issues with some of the reform proposed and a more simple approach could enable increased supply.</p> <p>The use of R3 Medium Density Housing Zone and removing the ability to replace an existing dwelling is of concern. The Exempt and Complying Development SEPP enable a dwelling to be developed in this zone through CDC. Therefore it would be unwise to have an LEP control that conflicts with a SEPP.</p> <p>Furthermore the Act enables an existing use to continue and the court has enabled dwellings to be replaced after a fire or serious structural damage where a dwelling was otherwise prohibited. While the theory of encouraging increased housing density is sound in R3 zones, a single dwelling is generally compatible with medium density development therefore a prohibition is not required. Council should consider other ways to increase housing diversity, such as incentives and reduction in development contributions. The three tiered approach to general residential in Wollongong's suburbs should be reconsidered. For example the medium density zone in East Corrimal is predominantly made up of single dwellings with a good mix of multi dwelling housing, apartments and dual occupancies. Not all the single dwellings can be replaced with a higher density option and leaving the opportunity for single dwellings would be appropriate, particularly when you consider the lack of local parks with play equipment, access to regular public transport (note significant additional time to reach northern side of Corrimal Station) and dwellings that have invested in pools or have significant vegetation etc, unlikely to be appropriate to consolidate. For example, Thirroul, which has better access to public transport, local parks with play equipment has a very small portion of land zoned R3 and has not done the necessary heavy lifting in relation to providing housing supply in the Illawarra. It would be appropriate to consider a more balanced approach throughout the Illawarra. Suggest removing the R2 and R3 zones and have a single R1 General Residential Zone, which is flexible providing a variety of different housing types and then having a variety of different development standards. This would provide a flexible approach and ensure that merit is considered more appropriately in the determination of future development.</p>
Resident Corrimal	<p>I am very concerned about WCC proposed changes to R3 zoning laws in the Corrimal area. In particular I find it astounding that a clause is proposed to be included in the R3 zone that specifies that ONLY multiple occupancy dwellings can be built on land in the R3 zone. Essentially, this means that only developers will be able to buy land in these zones as average citizens can barely afford to build a single new dwelling, never mind multiple dwellings. This appears to be council choosing to support developers over their constituents which I find abhorrent.</p>
Resident Suburb unknown	<p>In the northern suburbs of Wollongong we need to allow the development of medium to reasonable height, high density housing for the following reasons.</p> <ul style="list-style-type: none"> The continued demand for housing in the northern suburbs is increasing, forcing our children and grandchildren being forced out of the market, this will have a negative effect for the family unit, for example, as parents and grandparents age, they rely on children and grandchildren to assist with daily living activities and keeping the family unit together, but if children and grandchildren have to move to the Shellharbour LGA, for affordability, this

Suburb	Comment
	<p>will make it very hard to impossible, resulting in parents and grandparent isolation.</p> <ul style="list-style-type: none"> • At a recent Strata Community Association meeting they quoted from a future NSW document that advised that within the next 20 years over 50% of NSW population will be living in either torrens title or strata units, we need to begin to adjust the supply mix to meet this demand. • We have noticed a change in the type of homes the under 35's are buying and wanting, these are homes on smaller blocks but more so units, villa and townhouses in the northern suburbs, close to transport, due to both adults having to work and many now only having one car, so as to make end meeting. • From discussions with businesses in Woonona, Corrimal and Fairy Meadow, many are struggling to survive, as the demographics of the residents have changed, more are working in Sydney, Wollongong Campbelltown or further south, resulting in a reduction in daily spending in the local area, we have already lost a number of businesses and services, to support what is left we need to increase the number of residents in the area that have sufficient disposable income to support these businesses. • As the population in the northern suburbs age, this may result in the State, Federal and local governments reviewing the number of services and schools in the area, resulting in residents in the northern suburbs having to travel to Wollongong or further south for such services and children education. • The northern suburbs of Wollongong currently has a shortage in job opportunities, this needs to be addressed in the planning and where possible resit the rezoning of industrial land into residential and pressure be brought onto owners and developers not to sit on vacant blocks but to develop these within a reasonable amount of time. • Wollongong City Council also needs to audit the land and properties it owns and sell all surplus stock, so as to provide extra land into the market, also generating surplus funds to reduce council debt. • All low and high rise apartments development should require all common areas, car parks and fire stairs should be required to have energy efficient lighting that reduces to 25% power usage and be powered by a combination of main and solar power.
Website comment	<p>The plan seems reasonable for the most part and I'm pleased to see the Council providing some alternative strategies to the wholesale elimination of planning controls that developers and some politicians claim will reduce housing costs even while housing costs continue to rise in Sydney despite substantially increasing density and sprawl in many areas. I'd like to see some consideration of green space within residential areas, to limit shadowing of areas adjacent to residential properties, preserve public views of the escarpment, prevent the creation of "urban heat islands", and present Wollongong as a city embedded in nature rather than built over the top of it. While I understand the strategy intends only to review height limits and not necessarily increase them, I can't see any obvious case for increasing them in most areas (I live in Corrimal). The overwhelming majority of established housing is well below the existing limit and a great deal more medium-density housing could be developed without an increase in the height of the taller buildings.</p>

Suburb	Comment
Resident East Corrimal	<p>Strong objections to the proposed changes of parts of East Corrimal from its current zoning of medium density. I personally am committed to the campaign of retaining this area as is, with its existing and generous height limit, and its current diverse mix of more affordable dual occupancies, and single homes. I have been so saddened by the way this could negatively affect the area, and personally, the lives of my children who I settled here in the good faith that the council would work to retain the area's culture. I am saddened there was so little consultation with the public before trying to push through a proposal (right before Christmas) that could have such a significant effect on our everyday lives. I feel it was unfair to do so little to communicate these changes to residents, given it will affect all facets of their lives - and I suspect many of them do not know of these changes.</p> <p>I believe the proposed changes (raising height limit, density and controlling dwelling replacements) will destroy the sense of village and community by drastically altering the streetscape. The existing lack of forethought planning and infrastructure poses a risk to existing residents in the area, evidenced by the recent child who was hit by a car nearby, in a more highly dense street. I believe the current height limit (which is not exactly low as it is already medium density) is sufficient for a coastal area such as this, and raising it will, quite frankly, destroy this area. I can attest to this being a tight-knit, welcoming and economically-diverse area with a mixture of housing, which is why it appealed to me over other areas when we purchased our house in August, 2021.</p> <p>What's more, I am absolutely shocked at the proposal to restrict the building of single dwellings on land currently occupied by single dwelling properties. I see this as a total infringement of individual civil rights as a rate-payer of this area. I purchased my own house (which I have no intention of removing) under the faith that my government would not try to control its use beyond reasonable means. To dictate what people build on their land, with so little consultation, feels dystopian in its level of control. It is unfathomable, and quite simply, seeks to give local government new powers in any area - how can anyone ever feel comfortable in their own dwelling, when the local government can so quickly and thoughtlessly change the rules about what you do with your own land?</p> <p>I attended the meeting yesterday by residents in the local park, and had to leave early because I was so upset. I thought about my own children trick or treating just this year in these streets, which would likely be no more. I thought about walking them around the corner to the school, with the possibility of towering apartment blocks along the street where there was a tiny, local school and strong sense of community. I feel I have let down by purchasing around here, when in truth, I did so in good faith, and because not everyone wants to raise their children in the gentrified expanse of some of the Northern suburbs. I love the variety of housing that currently exists, and that's why I purchased in Station Street. There is no issue with dual occupancies - my street has a few and they don't intrude on our life - why shouldn't that be allowed to continue?</p> <p>It felt to me at the time, seeing the local members/counsellors on their phone during the speakers, that there is so little consideration for the people who live here - to you, we are just another building site to reach your population target. There, in this proposal, reflects a real disconnect between the local government,</p>

Suburb	Comment
	<p>and the lives of the <i>existing</i> residents, who actually work to improve this area and have invested in it already.</p> <p>I ask;</p> <ul style="list-style-type: none"> • Why change this area, and the lives of everyone in it, with so little consultation? Why did I hear from another resident, and not you? • Though we all understand the need to provide housing, why can't it be more considered across areas in the Illawarra to spread the impacts? Why this area only - is Bellambi, Fairy Meadow - being considered? Why not Bulli and Thirroul, or are just perceived as a less vocal target? • Where are the plans for infrastructure - for roads, transport, schools - given the development of the Coke Works is pending, and the government is seeking to shoe-horn so many more in tiny suburban streets? Have worked to consult with the local school - how many more students are they resourced for? Where are all these people going to park? My street is barely two cars wide. • Why has it taken you so long to revise these plans, meaning that you are taking drastic and unreasonable action that would absolutely destroy this area because of council inefficiency? Why should we, as individuals who have supported this area, suffer for that?
Resident Corrimal	<p>I strongly oppose the new draft plan proposal as they stand. Corrimal/East Corrimal would not be able to cope with R3 medium density residential plan.</p> <p>I'm concerned that the volume of housing planned would create major traffic problems. That is being able to cross the road safely in Railway street near the station. A disincentive to use the train. The amount of traffic is bad at the moment in Railway street, Towradgi Road and Rothery street. With this R3 zoning it would become grid locked. When I was driving up Rothery Street last week at school pick up time, the traffic lights to go on to the Princess Highway went through five sets of changes before I made it through.</p> <p>I am also concerned about the floor space ratio and building height. The current height of 13 metres should not be exceeded. We don't have the infrastructure to cope with increased height. Also when a height is set it should not be allowed to be changed when developers want it to be.</p> <p>Parking will be a problem as well as some residents with more than one car would need to park on the street. I have had experience of a developer saying they don't need to create extra parking because residents will use public transport. This doesn't happen. Most people use a car for transport.</p> <p>I very concerned about the amount of trees that would need to be removed to make way for these developments. We have already lost many trees in Corrimal (eg. the Robert Street development 23 mature natives replaced with some natives and introduced species that are very small) and this is affecting the native birds and insects. I have noticed a big decline in the number of birds coming into our yard. If this plan goes ahead it sounds like there won't be many yards left for them to visit. We need more trees not less to combat climate change. We need to consider the community and how living in an overdeveloped area would affect them.</p>

Suburb	Comment
Resident Wollongong	<p>Council needs to do much more in the area of housing for the homeless, those of very low income and those in receipt of federal Government welfare payments.</p> <p>Council approach developers asking that they may make their properties available for housing the homeless through the Salvation Army whilst awaiting development of sites owned by them. I have made specific reference to:</p> <ol style="list-style-type: none"> 1. The former Olunda Nursing home located on the corner of Bourke and Virginia Streets, North Wollongong. This nursing home would have been ideal for use as accommodation for homeless as it had bathrooms, bedrooms, (various sizes from 1 person to 4 person rooms) dining and kitchen facilities and an office The nursing home was vacant for some four plus years before the development application went before Council. 2. The former Baptist Church in Smith Street, Wollongong - I believe that this has been vacant for nearly ten(10) years. 3. The former motor vehicle dealer sales office on the corner of Corrimal and Burelli Street. I believe it was unused for over two years. <p>There are many other properties that are similar to the three I have listed. I suggested that Council should waive Council rates on these properties if the owner allowed them to be used for accommodation for the homeless.</p> <p>In most cases the buildings are demolished before the new buildings approved are commenced</p>
Resident Corrimal	<p>I write on behalf of my Mother and myself to vehemently oppose the rezoning of Corrimal, Our Street, Our Neighbourhood and Our Community</p> <p>My Mother and Father purchased their home in the late 1960s in Collins Street Corrimal They, like many others worked hard to pay for what they would eventually own - their land and their home Theirs!</p> <p>Their story is no different to today's young couples buying into the housing market When my parents purchased they believed that what they purchased was theirs to do with as they pleased</p> <p>At the time of purchasing in Collins Street my Parents were made aware of the Northern Distributors future impact - which after my Fathers death - my Mother navigated on her own</p> <p>The impact of this had been a challenge in itself over the years with the poorly designed overhead footbridge, the riff raff that congregate under the bridge to drink and 'shoot up' leaving their drug paraphernalia for School Children to walk over (there are three local schools in the area) and pick up and the appalling amount of rodents breeding in the undergrowth that isn't cleaned because Wollongong Council and the RMS are at a stalemate as to who 'owns' the land adjacent to and underneath the bridge itself</p> <p>We have had to deal with all of this, turning our area into 'slumville' with its graffitied fences, drug dealers and unsightly undergrowth All of this, which Council has been made aware of on many, many occasions over the past nearly thirty years and done nothing about Nothing!</p> <p>Construct a freeway, fence a community off and forget about it - but collect homeowners rates quarterly!</p>

Suburb	Comment
	<p>This wouldn't happen in Thirroul or suburbs further North - this is a proven fact!</p> <p>So why is it okay to treat the people in Corrimal, who, like the homeowners in suburbs further north pay council rates and keep Councillors in jobs?</p> <p>It's discrimination based on status within the community, income and profession What is perceived by council as 'easy targets'</p> <p>This is very obvious to those who choose to delve into this more closely It's a disgrace and a sham</p> <p>At NO time over this nearly sixty year period of my Mother and Father buying/owning their home were they ever made aware of Council's intention to rezone the Corrimal area Never Not in 2009 - as mentioned in the Community Meeting on Sunday attended by Councillors - not ever!</p> <p>I myself owned a home in Collins Street in 2009 and I never received any correspondence referencing any changes in the zoning of Corrimal or our street - not by mail or electronically</p> <p>If we had of known of councils rezoning intention we would have made it clear at that time that we opposed it on all levels</p> <p>From 1990 the Council and the RMS has turned our once vibrant and happy community in Collins Street into a dissected and cut off mess By closing off Collins Street east of the distributor council has essentially turned it into slumville We as residents wouldn't have it then and we won't have it now</p> <p>We do not want anymore high density dwellings in our area We are inundated with traffic as it is and an overflow of cars that cannot find a carpark at unit blocks in the surrounding streets or where the Leagues Club stood for many years The cars are parked front to back in Bon Accord Street now with the overflow into Collins Street There is no where for residents to park their cars If you are unfortunate enough not to have a driveway that facilitates more than one car you have to spend (sometimes) up to thirty minutes trying to find a carpark close to home, thereby running the risk that your car may be broken into by the riff raff that congregate under the footbridge and their dealer friends</p> <p>We DONT want to live like this!</p> <p>This is NOT Merrylands or a suburb in Western Sydney We are a neighbourhood A community We cannot accommodate anymore traffic or cars in our area, much less multi story complexes or boarding houses We do not want any more crime in our area, which boarding houses bring - thats a fact We have the police within the area frequently Enough is enough!</p> <p>It is now impossible to drive out of Harbinger or High Streets after 3pm on any week day to turn right onto Railway Street</p> <p>To access Corrimal Shops one has to turn left to join the flow of traffic (if able) and go over the railway tracks, up Park Road, into Rothery and so forth just to go to a store This is ridiculous!</p> <p>What should take 5 minutes can take up to 15 because there are only three roads out of the area east of the distributor - three access roads for the people who live here now.</p>

Suburb	Comment
	<p>Access roads which are lined with cars parked bumper to bumper from the overflow of the unit blocks in the area now We have one main road to connect us to the rest of the community - Railway Street - which, once the Coke works development begins will be a minefield of accidents and incidents waiting to happen and an impossibility for people in the area east of the distributor to the rail line to access</p> <p>Railway Street has two lanes of traffic which are boarded by traffic lights and train track lights - crazy!</p> <p>The overflow will be across the distributor or across Pioneer Road if both sets of lights are red at the same time There is no foresight in this, no planning!</p> <p>It's ridiculous that you think as residents we should think your proposal is going to make things better for us or our neighbours You are building us out Making our lives miserable Creating problems with everyday living and tasks by lumping us all in like sardines and letting us 'work it out'</p> <p>That is not our job</p> <p>We are not town planners</p> <p>There is an obvious error of judgement here in what you intend to do to our street/s As a resident I should be able to access my home without having to park a block away and carry my groceries because someone from Railway Street (three streets away) can't park in or on their own street!</p> <p>Have you experienced any of this traffic congestion, inability to park, inability to access a main road?</p> <p>Have you been made feel anxious because the Council - who you pay rates to and ask for very little in return - have decided to rezone your area and surround your homes with multi story dwellings, taking away quality of life and creating misery Not allow you to rebuild a single dwelling by choice on your land, on the land you have bought and paid for?</p> <p>This decision should be made by the person who bought and paid fir their house and land - not council !</p> <p>We didn't sign up for this</p> <p>Neither Mum, Dad or I bought a house in Collins Street hoping our homes would be enveloped by up to thirteen story dwellings or boarding houses, dealing with traffic congestion, no parking. rodents, drug dealers and riff raff only to be made worse by the intended construction of boarding houses. Nowhere at all to park a car - let alone wash one if you wanted too. Nobody would sign up for this It's ludicrous</p> <p>Then there are the elderly in the area, of which there are many, although I'm sure you are aware of this Many of these elderly people are being harassed by Developers and Real Estate Agents as I write this submission This is harassment and it's wrong These Developers are just waiting for Council to pass this rezoning to knuckle down and move these elderly residents out of their homes - by pressuring them if necessary or threatening them that multi story complexes will be built next to their homes Thereby creating fear, anxiety and concern in this demographic This is wrong on so many levels How council can allow this to happen is a disgrace These developers are being fed information directly from</p>

Suburb	Comment
	<p>Council and homing in on their prey I've seen it happen and I've heard people tell of this who reside in the area This needs to stop NOW If this continues to happen I fully intend to involve the media - far and wide The elderly are the backbone of the community They built these suburbs Let them make their own choices The bullying and harassment needs to stop</p> <p>Many of the elderly residents are not even aware of what the council is proposing They have no access to computers or the internet Their families live in other suburbs and states By not making councils proposals transparent to these individuals; some who have very little English you are discriminating against them They should be notified and it made clear to them what you intend so they too can voice their concerns</p> <p>By keeping them in the dark you are not gaining a true sense of what your rezoning policies and it's effects will have on the community as a whole This demographic is an after thought by all accounts This is unjust</p> <p>Many of these people have mobility issues, cannot drive, have limited understanding of amendments to council doctrines, have English as a second language or live on their own having limited access to media and what is happening around them</p> <p>What about these people?</p> <p>Have you thought about them?</p> <p>Have you notified them?</p> <p>The answer is NO</p> <p>I have spoken to many of them who have not been alerted to your rezoning proposal They are concerned, anxious and feel forgotten about Does Wollongong Council not think that the elderly residing in the proposed rezoning of Corrimal area warrant alerting to its proposal and have a right to have a say?</p> <p>Or</p> <p>Is it easier to keep it under wraps and push it through?</p> <p>We are utterly disgusted by the way the council has gone about the rezoning of Corrimal It's underhanded on so many levels</p> <p>The proposal does not fit with current infrastructure We have three small supermarkets whose shelves are constantly empty due to supply and demand issues</p> <p>It does not take into account roads/congestion/parking for current residents let alone 'new' residents</p> <p>We have one bus service into Wollongong directly One bus service</p> <p>The Illawarra train line which is under constant repair needs upgrading - buses have replaced trains most weekends since February 2022</p> <p>It does not consider things such as hospitals - which are at capacity now with the current population, local Doctors or Dentists who currently offer two emergency appointments per day otherwise there is a two week wait for an appointment</p> <p>Local schools are at capacity with many having to create compensate classes to deal with the overflow of enrolments Many of the local children are having to</p>

Suburb	Comment
	<p>attend schools out of area because the local schools are at capacity for many classes</p> <p>If council intend to allow developers to bully people out of their homes and build these huge multi story dwellings along with these boarding houses why not spread it out evenly throughout the northern Illawarra?</p> <p>Why are suburbs north of Thirroul given 'special dispensation'?</p> <p>What is this based on</p> <p>Why do you choose to build out our small section of Corrimal which you shut off in 1990 with your freeway and Colourbond fences, effecting community, quality of life and house prices?</p> <p>Why make it any harder to reside in this area that we have had to fight to have cleaned up time and time against to no avail?</p> <p>Dealing with drug takers and their dealers Traffic congestion Rodent infestations that make living close to the overhead footbridge like living in a third world country</p> <p>Having to drive around the block time and time again just to find a park close to home because we have to deal with the overflow of cars from a unit block on Railway Street The unit block built with council approval on the pretence that the adjacent streets would not be affected by the overflow of traffic/residents/visitors cars that is now impacting Railway, Harbinger, Bon Accord and Collins Streets One block of units ok Railway Street has created these problems. Problems council advised would not be an issue Problems council do not intend to address or offer solutions to so we as residents just have to put up with it</p> <p>All of this while paying council rates</p> <p>We fully oppose the rezoning of Collins Street Corrimal and it's surrounding streets/area</p> <p>We are not in favour of rezoning due to all of the issues raised in this submission</p> <p>We will seek media coverage in due course and alert the Illawarra to the our concerns and what council intend to do to our community</p> <p>We feel the rezoning is a tool to line councils pockets NOT for the good of the residents residing in the area who are already left floundering to create any quality of life due to Councils past decisions</p>
Resident Suburb unknown	<p>Thank you for the opportunity to make comments on the Draft proposal.</p> <p>My wife and I are local northern Illawarra residents. We are retired real estate agents and have previously developed of a number of dual occupancy sites in the Illawarra area including Shellharbour and Kiama Council municipalities. Our three married adult children and their families live and own properties in the suburbs of Thirroul, Bulli, East Woonona and East Corrimal.</p> <p>We have encouraged and advised them on their home selections and property locations with respect to proximity to schools, road access, safety, housing mix of property and all such matters that assist a family to live in happy and interactive neighbourhoods.</p>

Suburb	Comment
	<p>The changes proposed for parts of nominated suburbs away from single houses together with a mix of medium density projects such as low rise dual occupancies and single level multi-unit developments towards higher density and large bulky building is really a move away from “happy residential” living we have come to enjoy. If we go this way, all that is happening is that Sydney is just expanding to the Illawarra. My wife and I migrated to the Illawarra from Sydney in the mid 70’s to get away from that very way of living. Now it is creeping in all over us all with the assistance of the development strategies proposed in the draft.</p> <p>The exciting proposals for the old Corrimal Coke Works site will provide the area with extensive opportunities for medium density home ownership (550 dwellings proposed) on one site with planned facilities, recreation parklands and all adjacent to Corrimal station.</p> <p>Why then is there a sudden need to disrupt the neighbourhood of mixed low rise neighbourhood areas to encourage higher numbers of “blocks of flats” that are randomly placed and uncoordinated with the existing houses. It all just appears to be set up to drive existing residents out. This latest push with short notice and little direct community consultation is not in the best interests of our existing happy residents.</p> <p>The local road systems and level railway crossings at Bellambi, Woonona, and Corrimal really must be looked at as a priority before encouraging any proposals of higher housing densities.</p> <p>The idea of a ruling that an existing dwelling cannot be replaced on a private block with a single family dwelling is nothing short of “police state” tactic. We cannot believe Wollongong City Council would engage in such a family destructive tactic to ensure that developers will be able to secure blocks from disillusioned single house owners who may need to upgrade, expand or re-build and are being forced to sell up and move to do so. Their standard of living will definitely be in jeopardy. Where could they go without being well out of pocket and possibly away from family and friends?</p> <p>Without appearing to get too personal, just take a walk through a number of streets around West Wollongong near Wollongong Hospital to see what type of streetscape results from the type of development proposed in the Draft.</p> <p>One of our married daughters and their three children recently moved from a smaller home in Woonona to a larger and newer home in East Corrimal to cater for their expanded family. We advised them on their choice of area with respect to proximity of the local East Corrimal Public School, the buses along Pioneer Road, recreational facilities etc etc. Our daughter is full time worker locally and she loves the ability to safely walk the two kilometres from her home to her place of employment. Higher living densities can only change this family friendly area.</p> <p>Isn’t the huge Coke Works re-development proposals enough for one area considering the load on the local roads and infrastructures? Have any considerations been given to the vast suburban areas of Bellambi and parts of Fairy Meadow?</p>
Resident East Corrimal	<p>My family and I wish to strongly oppose the proposed R3 medium density zoning for Corrimal/East Corrimal & Corrimal Town centre.</p> <p>This is not a strategy at all, where is the much needed infrastructure planning?</p>

Suburb	Comment
	<p>This blind pursuit of continual growth for growths sake with no real planning is destroying the region.</p> <p>Just jamming more and more into finite space with no other improvements whatsoever is NOT planning and is NO strategy.</p> <p>The effects of infill development are already being felt with overloaded roads, no parking, less canopy for cooling and reduced birdlife refuge.</p> <p>It seems this madness will not stop until the whole area is resembles a mini version of Sydney which is a horrible thought indeed.</p> <p>Thank you for the opportunity to comment although it increasingly seems like a waste of time.</p>
Resident Corrimal	<p>I'm writing in regards to the recent submissions to ratify the housing build limits with the Corrimal and East Corrimal areas.</p> <p>Currently as it Stands the east Corrimal area is at dangerous road levels, at peak hours of Murray road is very narrow and at times dangerous.</p> <p>We have 3 schools in the area which also now add heavy vehicles to the mix.</p> <p>Corrimal High Bellambi Public Holy Spirit College</p> <p>In Thalassa avenue alone at the western end backing on to Corrimal high school there are 33 high density living blocks already in one street not to mention the surrounding streets.</p> <p>The environment has been severely impacted clearly by flooding in the area, as now the water runoff from roofs is too great for the storm water to cope with. Clearly seen over the past 2 years we have been flooded out 3 times due to new builds at 108 Cawley street and at 42 Thalassa Ave where council has allowed the land levels to rise above what was previously existing.</p> <p>This proposal while looking at future growth is not sustainable for the area without Council spending money on upgrading the local infrastructure and addressing the water flow in the area.</p> <p>We have seen massive coastal damage of late due the weather and excess water runoff being most evident at East Corrimal beach.</p> <p>Worst off all we see the poor behaviour of pet owners disobeying the regulations of using East Corrimal beach, once a clean beach now littered with dog poop bags everywhere.</p> <p>We love the area and love the thought of the area growing however this proposal is not in line with the values of the area.</p>
Resident East Corrimal	<p>I strongly oppose a number of the proposals within the strategy, and question others that are unclear, in this case, particularly for the R3 Medium Density zoned area of parts of Corrimal, parts of East Corrimal and Corrimal Town Centre:</p> <p>1. The LEP for the R3 zoning in the contested area, which should be reviewed every 5 years (source: Mayor at community meeting Sunday 27 Nov) has NOT</p>

Suburb	Comment
	<p>been reviewed since 2009. This is clearly long overdue and therefore does not reflect current challenges, including:</p> <ul style="list-style-type: none"> * infrequent public transport, bus, particularly east/west, and train services * street vehicular congestion (parked and moving) with TfNSW reporting that Railway St traffic has increased by 50% between 2018 and 2021 while Council's projection, and presumably what is being used, was 20% between 2018 and 2018; * pedestrian safety, especially for elderly and young people, with Railway St being critically dangerous * admirable Council goals for addressing current environmental and climate challenges, which must include at least: the loss of trees and other vegetation, impact of overshadowing, and absence of requirements for passive solar design for new dwellings (including Legacy Coke Works' design plan with east/west facing multi story buildings - how can that be approved in this day and age!) <p>NB: At the community meeting, the Mayor clearly indicated that review of this LEP would be considered for priority treatment.</p> <p>I strongly support this and request it be completed before proposals for any changes to the Corrimal/East Corrimal area be finalised.</p> <p>Further, if there is no change to the R3 rating decision, the current 13m height limit and FSR be retained.</p> <p>2. Further as a result of the community meeting Sun 27 November:</p> <p>a) There was confusion regarding the proposal to mandate inability to replace a single dwelling with another single dwelling. The Mayor stated this was not correct. Clarification is needed – many attendees were distressed by this suggestion. People have families/friends nearby, children attend schools locally, and they have chosen to live in the area for many reasons. If they wish to update or worse, suffer damage to house eg fire, they would likely wish to rebuild. This would be prohibited under this plan, which sounds extraordinary.</p> <p>b) No clarity was provided on the very vexed issue of building height limits in the R3 area. This is a critical issue for Corrimal people as, obviously, the impact of 4 or more stories on quality of life and the local environment, is significantly more than 2 stories. An urgent review is requested.</p> <p>3. This issue of development has huge potential impact on the enclosed area north of the Coke Works site (between Railway St and Memorial Drive). There is very limited access for residents already, and if there were a fire or other emergency, it could be catastrophic, even now. This also applies to the Coke Works site, obviously. This needs urgent and serious consideration.</p> <p>4. There is major conflict between urban development and the policy plans of Council - such as the Urban Greening Strategy - to address the ever worsening Climate Change issues of our times. This is already a major challenge and requires urgent consideration. I see this as vital to our current wellbeing and ultimately, survival.</p> <p>5. It was stated that Council are looking to Legacy's Traffic Masterplan to deal with the traffic issues for the R3 and other areas. Really? If correct, what qualifications do Legacy, a private, profit-making company, have to take on this</p>

Suburb	Comment
	<p>responsibility? And at meetings with Legacy, locals have been advised that they are NOT responsible for traffic arrangements. Clarification and clear statements on this are urgently needed.</p> <p>6. In view of the apparent failure to take into account the current, very real, public transport, traffic and parking challenges in the R3 area, I request that the growth target for the Corrimal area be urgently reviewed before the contested development issues are finalised. Included in this review must be serious inclusion and recognition of the Urban Greening Strategy ensuring that this major and worthy strategy is applied in all settings considered.</p> <p>Overall, it seems the important thing is not to make decisions before up to date figures on things such as traffic density, parking issues, pedestrian and cyclist safety, road suitability (many are now so congestion with parked cars, barely one car can pass through safely) and vegetation cover which is constantly thinning because of large tree and shrub removals.</p> <p>Thank you for this opportunity to provide input. I trust that submissions will be treated with respect for both the provider and the natural and urban environments that we need to support, whenever and in every way possible – it needs all the help we can give it.</p>
Resident Corrimal	<p>I'm writing to you today as a proud Indigenous man and Corrimal (Dharawal) local resident who has recently learnt about the planned changes for housing developments and zoning in our local area.</p> <p>It is not appropriate to re-zone streets and the local area without consulting with the residents first. As rate payers we have a right to say and at least know/be informed what happens in and around our area and what will benefit the locals. As well as what we do with our property if we wish to rebuild etc. The targeted area does not have the infrastructure in place to accommodate such changes. The local two roads (High St and Harbinger St) in and our of our little pocket of homes is already so congested trying to get on and off Railway St, these changes and more development will only make things worse.</p> <p>Many other issues could be raised parking, Schooling, shopping the list goes on! The area has a number of young families and introducing new large scale development and re-zoning will impact us all very much so in a negative way. The only winners in this situation are those developers and string pullers who are making money and not invested in the local area.</p> <p>Like many locals I'm highly disappointed by the lack of transparency which has taken place surrounding these plans!</p>
Resident Corrimal	<p>Upon reading the rezoning document I have strong objections to plan as it will impact on the character and community of Corrimal.</p> <ul style="list-style-type: none"> • There are no clear height limits. This vagueness allows the future structures to impact on sunlight, views of the escarpment, the tendency to have tall towers in an area that is not suitable for this purpose, and of course traffic implications. • The current infrastructure is barely coping with increased population increases and traffic flow. Traffic is a significant issue in the Corrimal CBD and East Corrimal surrounds. The local streets are not designed, built and maintained for such high flows of traffic and pedestrians. Parking is extremely

Suburb	Comment
	<p>stressed and there is not real indication how parking is going to be addressed in the future plans.</p> <ul style="list-style-type: none"> • The expectation that people in the future will not be reliant on personal cars is ill informed, without basis, and not indicative of the interests, activities and mobility of the population in the Corrimal area across all age groups. It may be a hopeful comment, but not really a reflection of the actual people who live, work and go to recreation activities locally in 2022 and beyond. It bothers me that no use of recent census data and population studies have been included. • I live in Wilga Street, on the southern end. The high crest of the hill is at the pedestrian crossing at the school. The traffic flow has increased markedly in the last five years. The public school access is also on this part of the street and it puts extreme pressure on flow, public safety and parking. This section of the street is used as a 'rat run' to avoid the traffic lights at the highway and Rothery, consequently speed is an issue at all hours of the day, especially at night. • Corrimal is high in single dwelling houses. This is a critical aspect of our area and surrounds. The need to maintain high quality houses with backyards is essential to being able to raise a family, and puts less pressure on public green space infrastructure. It also lessens the need for parking, and keeps traffic rates lower. • It is a false premise that to increase the amount of housing has been carefully and critically considered. The increase in population is not being supported by the appropriate increase in services (either promised or real). Corrimal is a great family orientated area with an eclectic mix of people, cultures, schools, businesses and of course housing. It is essential that any planned changes are backed by appropriate data, information, explicit plans and allocated funding to ensure that services are provided, maintained and available. At this stage, this information is not forthcoming or available, and what information is used is VERY out of date and there inappropriate.
Resident East Corrimal	<p>I oppose the following proposals</p> <ol style="list-style-type: none"> 1. "Amend R3 Medium Density Residential Zone to remove dwelling houses as a permissible land use, to encourage additional residential development rather than a 1:1 Dwelling replacement." <p>This is probably the most contentious and upsetting statement in the Draft Document and has unnecessary stress within any area already zoned R3.</p> <p>In the future a council can change a residential Zone to R3 and automatically alter whole suburbs. The idea of mixed residential development would then be tilted towards smaller dwellings not necessarily suited to families with more than one child.</p> <p>There are wo large adjoining areas running along Railway Street Corrimal and Corrimal /East that are currently zoned R3. See attached Map.</p> <p>This encompasses a massive area and includes 17 Streets up to and including parts of Pioneer Rd. Most of these dwellings north of the railway have only Railway St as an exit/ entry point. This area is traditionally working family homes.</p>

Suburb	Comment
	<p>Railway St is already recognised by TfNSW and council as an important east west link that is near capacity. Memorial Drive is also considered as near capacity. It is also impacted by a train level crossing that is used by passenger trains and long freight trains.</p> <p>The current proposal to build predominantly apartments at the Coke Works site appears to be missing from any calculations of target number of residents.</p> <p>As this area will be directly affected by proposals in the Draft Policy a policy of more direct contact with residents of this area is necessary and not to be left to chance that they have internet access.</p> <p>2. "Clause 4, 4B R3 Medium Density Residential Zone Floor Space Ratio-introduce an increase FSR on amalgamated sites/larger sites greater than 1100m2 with a minimum frontage width of 24 m of 1:1. "</p> <p>What does this mean for the future? Developers or speculators will try to amalgamate blocks to give them a bigger building envelope or to landbank for in the hope that the height limit and FSR will both increase. This is causing distress with residents.</p> <p>3. "Minimum site areas for the purpose of calculating the number of dwellings in dual occupancy and multi dwelling housing developments down to a minimum of 200m2 in the R3 Medium Density Residential area."</p> <p>Again, this proposal aims to squash more people into small areas that have very inappropriate infrastructure. The example of Brickyards at Bulli shows what happens when this policy is used. Children end up playing on the street, or garages are turned into bedrooms and cars are on the street.</p> <p>4. The housing targets being set by the Greater Cities Commission do not factor in any measure to alleviate housing affordability or social housing. Instead, governments rely on market forces to try and provide housing. This model is flawed and has not worked up to this date.</p> <p>Plans to lobby the State Government is not really a plan, it is just a wish list that they might be able to persuade some government in the future. Without a guarantee from State or Federal governments to fund social or affordable housing it is dangerous for local councils to commit ratepayer funds for this purpose.</p> <p>I am surprised that the title of the draft is Wollongong Housing Strategy is "Delivering Growth, Diversity and Affordable Housing'. It is misleading. It delivers growth in some areas, protection in others and Affordable Housing will probably be in areas that are already top heavy with social housing. Real diversity would have Affordable and Social Housing spread across all areas of Wollongong.</p> <p>5. "Review the building heights in R3 Medium Density Residential Zone and increase where necessary"</p>

Suburb	Comment
	<p>Statements about reviewing the building heights in R3 are very open to speculation. They give no indication of what the building heights will be only that at some time in the future they could (will) be increased.</p> <p>What happens when the Greater Cities Commission wants to increase the housing targets? Will height levels again be lifted or will the R3 zoning be spread across a wider area?</p> <p>6. "Review the Building Heights in town Centres to encourage additional development"</p> <p>This document is about Housing so I would assume that the "additional development" is talking about additional Housing in Town Centres.</p> <p>The reliance on Town Centres has recently changed. There are very few banking or government services in Town Centres as most tasks are performed electronically or by mobile phone. A larger proportion of people work from home for part of the week due to COVID. However, this is not to say that this will be permanent. My own partner has to work in his work office in Wollongong at least 3 times per week now and this will probably increase.</p> <p>An alternative would be to encourage a mix of business, entertainment venues, cultural or activity centres in town areas to provide a positive and healthy alternative to staying at home. Changing streetscapes and loss of important escarpment views do not make beautiful cities. There needs to be a master plan as to how the area can be a truly diverse, safe and inclusive city and not the ad hoc development we are witnessing in Wollongong City.</p>
Resident Suburb unknown	<p>I'm very concerned with the paragraph in housing supply in the draft housing strategy proposes that states</p> <p>Single dwellings not to be replaced with single dwelling if the house is pulled down for building a new home.</p> <p>If the person sells the land to a developer it has to be in the right settings. if a home owner wants to renovate their home from single dwelling to another single dwelling then that is their right.</p> <p>Its not the local residents fault if councils keep on green lighting building areas //</p> <p>What about a sensible approach and going inland further instead of everyone living on the coast</p> <p>There isn't enough hospitals, schools, roads ,park lands for everyone now ,</p> <p>Its not all about the money councils members</p> <p>A unhappy rate payer who just wants Towradgi beach area fixed up for the summer period</p>
Resident Corrimal	<p>I wish to strongly object to the Draft Wollongong housing strategy and in particular I oppose in the most strongest terms the R3 rezoning for East Corrimal and Corrimal town Centre.</p> <p>My reasons are: The proposals are based on a document that is so far out of date.</p>

Suburb	Comment
	<p>To even consider a document that is at least 13 years out of date should be implemented is ludicrous, unprofessional and shows a complete lack of understanding of good planning.</p> <p>Just because a suburb is located near a railway line does not mean it is suitable for over development. "Affordable housing" should not automatically dictate it should be located near existing public transport. An efficient public transport system should be in place BEFORE any further development and if it was efficient there would be no need to over develop a suburb just because of proximity to a railway. You would then be able to spread the burden of affordable housing to other suburbs west of the highway and up and down the coast.</p> <p>There are so many issues around transport in Corrimal that need sorting out BEFORE additional housing is squashed into a small area. Transport for NSW have already stated that during peak hours Railway St is at capacity. So much so that they have also stated that the Corrimal Coke Works development should be a no car development. Another example of poor planning in that we are developing this with 550 houses and as well as the medium density building in streets east of the railway line and not consider improving any of the infrastructure surrounding them. eg: pedestrian crossings on Railway St, improved footpaths along all streets leading to the developments, most importantly have an efficient public transport system in place BEFORE the developments are started. Traffic on Railway St has increased 50% in 3 years between 2018 and 2022 according to Transport for NSW. This is in contrast to COUNCIL prediction of 20% increase in 10 years between 2018 and 2028???? Another example of poor planning and predicting.</p> <p>How do you police a development as BIG as the Coke Works of NO CARS, you can't. You cannot dictate what people own. If they want to own a car they should be able to. Just like people who want to demolish a single dwelling on a block and replace with a single dwelling. You cannot tell them you have to put units or townhouses on your block.... Are you going to say you don't pay any rates if you do that? No, I bet you don't provide any compensation. This may have been an acceptable concept in 2009 when this Plan was passed but it has no place in 2022 and beyond.</p> <p>Any new subdivision should be developed to make room for wide roads that will take traffic, infrastructure to support the people living there, bicycle lanes that are safe for ALL road users and for pedestrians. You cannot over develop suburbs that were developed over 100 years ago with roads that are not coping at the moment and no possibility to widen to cope with additional traffic.</p> <p>Corrimal Town Centre is a very sad place. Before additional houses are built it should be developed to include parking. The parking situation in this centre is very disappointing not only for able bodied) people but disabled parking is lacking big time.</p> <p>If people cannot park a car they cannot go shopping and support the businesses trying to make a living. Corrimal will become a ghost town as everyone will shop in either Woonona or Fairy Meadow.</p> <p>In summary, I do not support the Draft Housing Strategy (2009),</p>

Suburb	Comment
	<p>R3 Medium density housing be R2 until local infrastructure is improved significantly, and Building heights changes should not go ahead. We are not Sydney and should not be forced to live like Sydney.</p> <p>Corrimal is a coastal suburb and the ambience of it should be maintained to encourage visitors to the region. To have high rise development in streets surrounding the railway station will be detrimental to all suburbs around The Greater Wollongong area.</p> <p>Any suggestion to prevent landowners from replacing a single dwelling with a single dwelling be rejected completely.</p> <p>Transport and parking need to be in place BEFORE development. The Coke works is going to be a disaster at its current plan of 550 houses that needs amending ASAP.(I know this is not the right forum for negative comments on Coke works but it is part of the picture and shouldn't be considered in isolation from development east of railway.)</p> <p>The load of providing additional housing should be spread over all suburbs, not just Corrimal and West Dapto. All suburbs need to be included in this. An efficient public transport system would enable all suburbs to carry the load.</p> <p>Has anyone thought of floating home communities on Lake Illawarra?</p> <p>I am not a East Corrimal resident and live West of the Princes Highway.</p>
Resident Corrimal	<p>In Summary:</p> <ul style="list-style-type: none"> • I strongly emphasis that the current R3 needs to reverted to a R2 due to the already traffic congestion and lack of infrastructure in the area to cope with an increase. • I strongly advocate for an independent traffic study • I strongly reject that single dwelling cannot be replaced with a single dwelling. • I strongly encourage council to take a more integrated approach to planning, particularly with the emerging issues of climate change
Resident Suburb unknown	<p>I strongly disagree with Councils proposed changes to buildings in Corrimal and probably other areas that may be affected. These coastal suburbs have an interesting and unique streetscape that will slowly change and become like Dee Why on the northern beaches.</p> <p>The impact on traffic along Princes Highway will be very noticeable for all of us who regularly use it. Parking times will change along the highway making it feel like Parramatta Road.</p> <p>Every building that goes beyond 3 stories will mean more cars that need a place to park. Please rethink these changes, try to focus on the general beauty of the area and build on that. If we have higher buildings then make it so that the frontage has greenery and is setback from the footpath.</p>
Resident Warrawong	<p>Support the housing strategy, in general the council needs to ensure there is much more housing in the dense core of these town centres such that people can live there lives there happily without a car. Warrawong can support much higher densities, even much higher than are indicated in this plan. However if council does this they need to ensure they take a much more hostile approach</p>

Suburb	Comment
	<p>towards cars in the city centre to make these town centres liveable. There need to be aggressive affordable housing targets in new high rise developments in Warrawong and other centres.</p> <p>Council needs to ensure that in these new housing developments there is adequate provision of car sharing street space (GoGET Etc) As well as ensuring that new developments provide at least one bike spot for each resident to securely store their bike.</p> <p>Will council explicitly support innovative housing models as part of the plan (cooperative, community land trust etc)??</p> <p>New release of land, especially in west dapto is strongly opposed. Why are we releasing land in places council has no intention or capacity to provide new services?</p> <p>Single dwelling developments should be aggressively banned around town centres, instead council should consider how similar amenities (community gardens, play space) can be provided in a shared capacity under the strategy.</p>
Resident Corrimal	<p>I strongly oppose the plans in the Draft Wollongong Housing Strategy, especially in relation to the R3 changes in Corrimal/East Corrimal.</p> <p>There MUST be building height limits. A developer has plans for a 13 storey building in Collins Street, once the draft proposal is approved. That's ludicrous. Already the 3 storey building in Collins St towers over everything else.</p> <p>There must be a change of the floor space ratio in this medium density area, mainly full of houses.</p> <p>There must be proviso built in for home owners to rebuild houses (not medium density), and for future owners to rebuild houses (not medium density)</p> <p>There must be a review of zoning areas.</p> <p>The streets are already full. There is no parking on Collins St, Corrimal. The traffic on Railway Street is busy most of the time. There are already 800 dwellings planned for the old Coke works, increasing the volume of traffic, of which the only entrance/exit is Railway Street.</p> <p>I know there are foolhardy plans to use the railway for transport, but nobody can use the railway to get anywhere in Wollongong, apart from the city. Even commuters to Sydney, drive the vehicle to Waterfall then hop on the train. As per usual, traffic bedlam in Corrimal this morning.</p> <p>These plans a ludicrous and need a major revamp, otherwise there will be legal action.</p>
Webpage comment	<p>I agree with much in the plan. However, the following presents a problem: "In the R3 Medium Density Residential zone, removing the opportunity to replace a single dwelling house with another single dwelling house." a) This is a draconian ban and would lead to considerable problems for those owning single dwelling houses in R3 areas, and probably some property blight. b) There need to be height limits for R3 -- maximum 4 storeys is suitable. c) There need to be stringent requirements for car parking provision inside larger developments. d) R3 areas are suitable for higher density low rise occupation. But before this happens there need to be improvements in access and public transport. For example, Railway</p>

Suburb	Comment
	Street in East Corrimal will be carrying higher and higher levels of traffic. The local schools will be under even greater pressure. Few trains stop a Corrimal so pressure on parking at Thirroul will increase. The infrastructure needs to be in place before more active promotion of larger developments.
Resident Towradgi	<p>We wish to again express our concerns the effect the construction of 550 residences & associated sealed roads, pathways etc. at Corrimal Coke Works Development will produce enormous volumes of stormwater into Towradgi Creek.</p> <p>The Wollongong Draft Housing Strategy, I believe, does not address this, especially having seen the large amounts of water during the flooding rains recently.</p>
Resident Corrimal	<p>I wish to object to the R3 zoning proposal in Corrimal on the following grounds.</p> <p>Inadequate traffic infrastructure .</p> <p>Inadequate public transport infrastructure.</p> <p>Inadequate pedestrian access .</p> <p>Inadequate long term planning on how to deal with all the above mentioned problems.</p> <p>Loss of family community felling in the Corrimal area.</p> <p>Over crowding in our local area.</p> <p>The planned growth of the Corrimal area has to be closely monitored to avoid the issues many other local communities are dealing with and to keep this area liveable .</p>
JMH Living Design	<p>As a building designer and project planning consultant with more than 40 years' experience I understand the necessity of designing and building houses for the future. Building designers will become increasingly important in ensuring that housing strategies sufficiently cater for the growing population while also preserving the natural environment and serving the community.</p> <p>The Draft Wollongong Housing Strategy has recognised the following key issues:</p> <ul style="list-style-type: none"> – The population in the Wollongong LGA is set to increase to 56,661 persons by 2041, requiring an additional 28,000 dwellings. – Increased costs of living will place financial strain on many families and individuals. – There is an increased demand for support services, social housing, and more affordable housing. – There is an increased need to cater for an aging population and support those living with a disability. – Smaller dwellings are required. <p>The report acknowledges the role that multi-dwelling housing will play. This includes units, townhouse rows and subdivisions. I would like to propose that council consider allowing 3 types of residencies on a single standard lot while ensuring that they remain as a part of the one title and cannot be sold as separate entities. They may, however, be rented out as separate dwellings. The detached dwellings could be comprised of a large, small, and smaller home (studio) to cater for all stages and phases of life.</p>

Suburb	Comment
	<p>There are numerous benefits to such a development which could address the key issues outlined above, including:</p> <ul style="list-style-type: none"> – Catering for an aging population and easing the burden in aged care. Smaller dwellings could serve as accommodation for elder generations within a family, facilitating their independence while ensuring they have nearby support. Studio dwellings could also allow for live in care. – Smaller dwellings could provide more affordable housing. This could ease financial burdens for students, elderly, and low- and middle-income earners. – Reducing financial strain on homeowners. Having a large primary dwelling with smaller detached dwellings that could be rented out could provide an additional stream of income. <p>Dwelling sizes have been increasing significantly over time; however, the draft recognises the requirement for smaller dwellings. Council should be responsible for controlling the size, bulk, and scale of future projects through well thought out regulations. Many homes opt for large spaces that may not be necessary or functional. Therefore, encouraging homeowners to build smaller dwellings would allow for more values-based designs that would have a reduced impact on surrounding environments.</p>
Resident Suburb unknown	<p>I am writing to provide some comments on the draft Wollongong Housing Strategy. I understand that the consultation period closed at 5pm today but hope that my comments will be taken into account. I have had a cold the last few days and was unable to prepare a full submission in the time available given the large number of other items requiring community input.</p> <p>Preventing further development on the escarpment</p> <p>I would like to strongly support the proposal to review and amend the Local Environment Plan to retain the Illawarra escarpment as a conservation area with very limited opportunities for further development, and specifically to reduce the development potential of large legacy sites, particularly on the Illawarra escarpment. I consider this to be a matter of urgency, particularly in view of ongoing efforts to develop inappropriate sites such as 14 Cosgrove Avenue in Keiraville.</p> <p>Character of suburbs</p> <p>I also ask that Council give high priority to amending the Development Control Plan statements regarding desired future character to ensure that the character of urban areas is not profoundly transformed by state planning legislation which, unless the DCP is adjusted, allows developers to build large and inappropriate developments in suburban areas a long way from transport nodes or commercial precincts. A clear example of this is the multi-dwelling developments currently appearing across western Fairy Meadow, Mount Ousley and Mount Pleasant, which are far from public transport, nowhere near the shops, and profoundly changing the character of the area through increased hard paving and removal of large native trees.</p> <p>Specifically I ask that: Council amend the DCP to require all R2 Low Density Residential areas more than 400m from a commercial zone should have the appearance of a detached house and require the retention of at least one mature tree (over 5m high, not 'exempt species') on each block.</p>

Suburb	Comment
Resident East Corrimal	<p>Why Corrimal is my first Question? Why not all suburbs? Why are you placing Wollongong and their suburbs with so many high rise buildings? 4 levels is sufficient in all suburbs.</p> <p>Yes, we have a housing shortage but shouldn't you fix up the Zones 1 and 2. You stated at the meeting on Sunday, that there is so many Housing Commission homes with only 1 occupant living there for which that house, unit etc was built for more people living in that dwelling. Fix the problem you created before you build other problems.</p> <p>Sydney suburbs near stations are inundated with high rise slums which you want to create in our Wollongong Suburbs.</p> <p>You have forgotten Sydney is going to buy these dwellings, not our local people and rent them.</p> <p>The meeting stated that it was approved in 2009, and we are now in 2022 and we are only hearing about it. Shame on you. Also, everyone at the meeting stated how hard it is to manoeuvre and find things in the Council Website.</p> <p>The meeting stated that the Transport situation was over looked and that your now going to investigate. Again, shame on the Council Workers not investigating sooner.</p> <p>Corrimal has buses that only run every hour, as with Trains. Trains only 4 carriages on the weekend for all the tourist visiting our region and our region visiting Sydney. Insufficient parking at Corrimal Station if more high rise buildings will be placed. We also don't have a taxi or buses to collect people from the station.</p> <p>Roads, especially traffic lights are ridiculous. They need to be adjusted to the traffic. Waiting late at night for 2 ½ mins with no cars waiting for the lights to change is ridiculous.</p> <p>Don't get me started what the traffic is going to be like when 540 dwellings will be placed in the Coke Works area. Think about each dwelling having 2 -3 cars per dwelling. 1 car for the Mother, 1 car for the Father and at least 1 car for the Child living with parents.</p> <p>Railway street is unindicted with cars parked on the road making it difficult for people coming out of their driveway a nightmare. You cant see due the size of cars and trucks.</p> <p>The Phil Adams park is also neglected. More footpaths are required, more seatings are required. Zebra crossing are required.</p>
MMJ	<p>Submission on behalf of owner. Seek rezoning of Bulli Bowling Club site</p> <p>The site has been subject to a number of planning applications, including a recent Planning Proposal which proposed to rezone the subject site from its RE2 Private Recreation zone and 9m Height of Building Development Standard to R1 General Residential with a mixed height of 14, 17 and 19 Height of Building Development Standard. The PP also proposed to adopt a site-specific Floor Space Ratio (FSR) of 1.38:1, and Schedule 1 Additional Permitted Uses for Café or Restaurants, Office Premises, Medical Centre and Markets.</p>

Suburb	Comment
	<p>The Planning Proposal did not proceed due to lack of site-specific strategic merit.</p> <p>Whilst the PP did not proceed, it is still considered that the site offers a number of attributes that lend itself to allowing residential development, including:</p> <ul style="list-style-type: none"> • Its proximity and walking distance to key transport corridors and public transport infrastructure. The subject site is less than 400m walking distance to Bulli train station, and a number of local bus stops and routes. • Its proximity and walking distance to retail and other services within the Bulli town centre to service the day to day needs of residents • The site is located within an established urban area with existing utility, transport, recreation, education and health infrastructure. <p>The development of the site shouldn't be hindered due to the Showground to the north given it is under private ownership and not identified for land reservation acquisition by Council.</p>
Premise	<p>Submission on behalf of Mir Group re: 30-38 Corrimal Street, Wollongong</p> <p>Request increase in height and FSR to enable a 16 storey residential tower.</p> <p>The property, given its location and context, is worthy of consideration to allowing a greater residential yield than the current planning controls permit.</p>
Resident East Corrimal	<p>The Draft Wollongong Housing Strategy as it affects parts of Corrimal and East Corrimal requires urgent and comprehensive revision. Apparently dating from 2009, it also appears to have been developed in a simplistic manner which focuses on future housing requirements for Wollongong, but fails to take adequate traffic, public transport and sustainability issues into account.</p> <p>The proposed development of the former Coke works site provides an example of what excessive development and traffic flow will already affect Corrimal, likely to be accentuate to the point of gridlock, if the current draft plan, is adopted.</p> <p>Four storey apartment blocks in the R3 area are overkill for the area. Current trends in building two or three dwellings to double-storey height are acceptable, providing they include off-street parking for occupants, and include recreational green space and trees.</p> <p>A revised development plan must also include appropriate assessment and future planning for commensurate increase in traffic flow, and the removal of the Railway Street railway gates, as well as more regular public transport (both train and buses).</p> <p>Back to the drawing board please!</p>
Resident Suburb unknown	<p>In the last few years the over development of the Wollongong area is destroying the beauty of what the Illawarra is known for .</p> <p>Recently it has been brought to my attention that Wollongong Council are trying to rezone the northern suburbs.</p> <p>This is disgraceful.</p> <p>We are already having to deal with what you have allowed with single houses been pulled down and units, duplex homes being built.</p> <p>Through this the over crowding of people, cars being parked on roads, boats, caravans, noise, peoples privacy, traffic, the over shadowing of people's</p>

Suburb	Comment
	<p>property, where once they could sit out the back yard in the sun but know they have people looking down, no sun. It's disgraceful.</p> <p>I put this down to greed.</p> <p>Now you want Corrimal and East Corrimal to be rezoned to allow for multi stories to be built , no single dwellings. Once again disgraceful. What we are known for will be changed and the whole feel , look if the area will be ruined.</p> <p>Stop destroying our beauty.</p>
Resident Corrimal	<p>I reside in Corrimal, in the region around the former Coke works site and Corrimal railway station. Zoned Medium Density, with good access to Memorial Drive and the rail corridor, I appreciate this is a natural growth region.</p> <p>The clause in the proposal that disturbs me is banning single dwellings from being replaced by new single dwellings. This seems like a very heavy handed approach, one that forces the neighbourhood into a particular style of development. There have been a number of homes in my local neighbourhood that have been tastefully renovated in the past few years, for a long continued life. These are not homes ready to be knocked down for units.</p> <p>One house in particular comes to mind, a falling-apart asbestos shack that was demolished to make way for a tasteful three-bedroom brick home for a family with young children. Why is such a home acceptable in Calderwood or Tullimbar but not acceptable in Corrimal? This is baffling!</p> <p>Some of the houses that have been lovingly restored for future generations include beautiful old weatherboard coal miner cottages, which reflect the character and spirit of the area. The newly proposed blanket rule implies that such dwellings are not the 'future' of Corrimal, the expectation being that Corrimal will be multi-story / multi-dwelling in the future with nothing else. By ruling that nothing else may be built, the council is condemning the character of the area. I can't express enough how shocked I am by this proposal and how much it concerns me that the council has seemingly so little regard for the existing residents of Corrimal. I guess the idea is we should just move out, move on and make way for the units? But this negates the fact that people have ties here, communities, carers, kids in schools, personal heritage and history in this area. We can't expect home owners to move out, find another community and simply open their blocks to developers. It is so heavy-handed.</p> <p>Right now Council is trying to increase the green coverage of vegetation across the LGA. Corrimal isn't doing too badly as far as tree cover is concerned - because of front and rear gardens, full of trees to attract wildlife. Knocking those single homes down and building units will make that green cover strategy impossible.</p> <p>Of course we need increased development to address the horrific rental and housing crisis. Developments such as the units under construction at Corrimal Railway station and the proposed Coke works are desperately needed. Units and houses have co-existed comfortably in Corrimal for a long while. Is an enforced rule to exclude single dwellings truly necessary?</p> <p>There is so much discussion in the draft strategy of the Northern suburbs, with plans to retain the 'village' nature of Thirroul and surround and prevent over development. The solution seems to be "just develop in Corrimal and Fairy Meadow, leave Thirroul alone". You can appreciate how that must feel to people</p>

Suburb	Comment
	<p>living in Corrimal and Fairy Meadow. Tourists may not idealise our neighbourhoods the way they do Austinmer, but we really cherish where we live.</p> <p>How about we encourage development that celebrates former coal miner dwellings, with unit blocks interspersed within that community in a complimentary way that promotes green cover, safe streets and community spirit? Balanced development that promotes community? Is the ban really necessary in Corrimal when the Coke works development will effectively add an entire new suburb of medium density housing anyway?</p> <p>Please, please reconsider the clause stating that single dwellings may only be replaced with units. Please consider offering easier/cheaper approvals for multiple dwellings but not a ban. The ban is so heavy handed and will completely change the character of the area. This is a huge opportunity to make or break a neighbourhood.</p>
Resident Bulli	<p>250-252 Princes Highway, Bulli. I have a shop/office building that I lease.</p> <p>I feel the idea of rezoning our side of the highway in the village, from Residential to Business, to be a positive one. It would put us in line with the other side of the road. It is a step in the right direction. I'm assuming you would be considering 2B, which would still allow for residential development.</p> <p>However if the Bulli business centre is to really grow and cater for future needs then the elephant in the room has to be addressed.</p> <p>Unfortunately the premises on our side of the road have no street parking, which was taken away to allow the traffic to treat this stretch of road as a freeway.</p> <p>Consequently I also believe any proposed rezoning will only have a positive future influence if Memorial Drive continues from the roundabout at the Princes Hwy, as the Bulli Bypass, around the showground to Bulli Pass. So I would appreciate it if Wollongong council put continuing pressure on the state government, to use the available land set aside for this inevitable project, and help solve the northern suburbs biggest problem.</p>
Willowtree Planning	<p>Submission on behalf of BWP Management Limited (BWP)</p> <p>Rezone 73-75 & 81 GIPPS STREET, AND 60-72 & 74 FLINDERS STREET, WOLLONGONG</p> <ul style="list-style-type: none"> Consider the rezoning of the subject site to E1 Local Centre, E2 Commercial Core or MU1 Mixed Use, to allow for redevelopment for a masterplan community that would include residential, community services and retail suitable to the inner city location in close proximity to public transport. Consider permissibility of residential development, in particular high density within close proximity to the City Centre, through allowing these uses under an E2 Commercial Core zone, to address the limited housing supply in Wollongong. Consideration of permissibility of supermarkets on the subject site, not just neighbourhood shops, given the forecast increase in population and therefore need for additional services. Consider permissibility of diverse and new housing typologies within other zoned land such as E1 Local Centre or MU1 Mixed Use zones.

Suburb	Comment
	<ul style="list-style-type: none"> FSR and height limits should reflect the subject sites future potential to provide to a mix of residential development and retail uses and create a vibrant inner city masterplan area. <p>Draft Housing Strategy</p> <p>In general, there is support for the draft Housing Strategy and need to provide diverse housing to the Wollongong community. The subject site is in a suitable location to accommodate a mix of services, retail opportunities and potentially housing.</p> <p>The following commentary on the draft Housing Strategy should be considered:</p> <ul style="list-style-type: none"> While it is important to retain industrial zoned land, consideration should be given for the need for this land within the City Centre to deliver greater diversified development that still offers employment opportunities. In particular, industrial areas that are no longer functioning or providing contribution to industrial activities should be considered rezoning to allow greater flexibility to deliver services and housing close to the City Centre. Infill housing in close proximity to the City Centre should be supported through consideration of additional permitted uses within The boundaries of the Wollongong City Centre should be defined, however there is support for increased development potential within some locations. In particular, consideration should be given to the subject site and potential for this to cater to additional development and a broader range of city centre uses as well as residential development. Review of town centre zoning to look to maximise potential of both the core of the City Centre and also the surrounding zoning to assist in future development potential. In particular, rezoning of the subject site to E1 Local Centre, E2 Commercial Core or MU1 Mixed Use should be given. Consideration should be given to permissibility of high density housing within the City Centre to allow people to live and work and utilise services within the City Centre, using existing infrastructure and ensuring delivery of much needed housing supply. In particular allow residential flat buildings within the E2 Commercial Core. Additional FSR in the town centre is supported in particular where it may support additional diverse residential development and mixed use development options and co-location of services. There is support for a reduction in car parking requirements within the City Centre, in particular those within close proximity of the railway station. It is noted that this reduction should be considered for all uses not just for diverse housing choices. The draft Housing Strategy should ensure that any changes allow for flexibility in planning and the market to ensure and encourage the maximum redevelopment potential of the City Centre. The increased diversity of housing types recognised and therefore would be permissible within relevant zones is supported and should consider if these housing types are suitable for colocation on other employment zoned lands, not just in residential zones.
Ethos Urban	On behalf of Haben Property Fund (Haben) is the owner of the Wollongong Central Shopping Centre and associated car parking

Suburb	Comment
	<p>Generally, Haben is supportive of the draft Strategy. We support the overall city wide strategies of enabling housing of the appropriate type and the provision of residential units in the Wollongong City Centre, where they are appropriately designed and located, having regard to other functions of the City Centre.</p> <p>The draft Strategy refers to modifications to planning controls for housing in the Wollongong area to provide for an increase in development potential in some locations surrounding the existing Wollongong City Centre, however notes that these areas are yet to be defined.</p> <p>We are concerned that the draft Housing Strategy notes that some locations within the City Centre will be provided with increases in residential development potential but does not define where those areas are located. How the draft Housing Strategy relates to the draft Wollongong City Centre Planning Strategy is of critical importance to Haben, as draft controls in both the LEP and DCP presented to Council as part of the draft City Centre Planning Strategy in 2020 would result in the potential for residential development on any of the Haben sites being significantly limited. We request that additional detail be provided within the draft Housing Strategy which identifies where the modifications to the planning controls relating to housing in the Wollongong City Centre area are recommended.</p> <p>We support the statements within the draft Strategy which notes that higher density forms of housing are needed and that centres will play an important role in the increased supply of those higher density housing stocks. The delivery of additional housing in the City Centre is supported by the Objectives of the <i>Illawarra Shoalhaven Regional Plan 2041</i>, with metro Wollongong being identified as a prime location for greater housing choice, particularly high density apartment living that can take advantage of the services and transport already available. The Six Cities Region Discussion Paper also provides recommendations with regard to housing, encouraging the location of housing in locations which are sustainable, centralised and not located in areas which are not vulnerable to the impacts of climate change. The Haben sites provide the ideal opportunity to deliver additional diverse housing within the Wollongong City Centre and in line with these broader State Government strategy documents. The sites all have strong connections to public and active transport options, are ideally located with regard to providing support to the commercial and retail core of the City Centre and in close proximity to a variety of employment opportunities. The sites are also surrounded by other higher density developments, and any future residential development in these locations would complement the existing supply.</p> <p>We support the proposed amendments to controls to provide additional affordable and smaller housing options, and the proposed reduction in car parking requirements for small units within shop top or residential flat building developments located within Wollongong City Centre. We recommend that the reduction in the car parking requirements extend to all unit types, and these changes will encourage more people to use active and public transport options in the City Centre.</p> <p>It is noted that the draft Strategy does not provide any new specific strategies for seniors housing. Given that one of the visions of the draft Housing Strategy is to increase affordability and ensure housing provides for a wide range of incomes,</p>

Suburb	Comment
	<p>including for the ageing population, we feel that more could have been done within the Strategy to facilitate the provision of additional seniors housing, similarly to the recommendations relating to affordable housing. This could include recommending amendments to the Contributions Plan to allow for waivers to development contributions for Seniors Housing which was pursued under the LEP (not only that which was pursued under the SEPP (Housing) 2021), inclusion of floor space ratio bonuses for the delivery of such housing or Council being open to investigating and considering innovative partnership opportunities.</p> <p>In principle, we agree with the recommendations provided within the strategy, however we believe that several amendments should be undertaken prior to it being finalised by Council. These include:</p> <ul style="list-style-type: none"> • Strengthening of the recommendations relating to additional housing being encouraged within the City Centre area in line with the recommendations of the <i>Illawarra Shoalhaven Regional Plan 2041</i> and the Six Cities Region Discussion Paper. • Definition of the areas surrounding the City Centre where increases in residential development potential are recommended; • Defining the 'City Centre' and 'Central Business District'/'CBD' area; • Expansion of the reduction in car parking rates to all unit types; and • Inclusion of recommendations relating to the encouragement of seniors housing.

Draft Housing Strategy – summary of comments by strategy

Strategy	Support	Oppose	Comment	Proposed way forward
5a. Housing Vision Statement	1	0	1	Adopt vision
5b. The draft Housing Strategy proposes the continuation of the following strategies -				
CW1. Enable housing of the appropriate type in appropriate locations, with suitable landform, access to public transport, town centres, supporting infrastructure	0	0	0	Retain as a locational strategy
CW2. Provide sufficient zoned land and housing approvals to meet the 5 year (+7000 dwellings), 10 year (+14,000 dwellings) and 20 year (+28,000 dwellings) overall targets that will be required by Greater Cities Commission based on the Department of Planning and Environment's projections	2	2	0	Progress – legislative requirement
CW3. Provide predominantly detached dwelling houses in Urban Release Areas, supplemented by increased densities and housing mix around planned town centres - West Dapto Release Area, Tallawarra and Calderwood (the part within the Wollongong LGA)	0	0	0	Retain as a locational strategy – consistent with West Dapto vision
CW4. Encourage land owners and developers of zoned and serviced land in the release areas to release land for housing development to increase supply	2	1	0	Progress
CW5. Provide residential units in the Wollongong City Centre, appropriately designed and located, having regard to other functions of the City Centre	3	0	0	Retain as a locational strategy
CW6. Retain Industrial zoned land for employment opportunities, and not for residential outcomes	1	1	1	Retain as a locational strategy
CW7. Retain the Illawarra Escarpment as a conservation area, with very limited opportunity for additional dwellings	4	0	1	Retain as a constrained locational strategy
CW8. Retain the Sydney Drinking Water Catchment area as a conservation area, with no additional housing opportunities	0	0	1	Retain as a constrained locational strategy

Strategy	Support	Oppose	Comment	Proposed way forward
CW9. Protect the Illawarra Escarpment, Hacking River catchment, significant bushland and ecological areas, floodplains, coastline and other sensitive locations from inappropriate housing development	1	0	1	Retain as a constrained locational strategy
CW10. Review the opportunity to provide of additional housing in key Town Centres, to be undertaken following the completion of the Retail and Business Centres Strategy	0	0	0	Retain as a locational strategy
CW11. Review development controls to increase the sustainability and energy efficiency of dwellings.	0	0	0	Re-endorse
5c. Housing Needs strategies – helping people find a home				
i. Homelessness and Emergency Housing				
<p>H1. The Fees and Charges Policy be amended to waive Development Application fees for future development applications lodged by registered providers of emergency housing for emergency and temporary housing projects, on sites owned by the provider and where 100% of the dwellings are available for emergency housing for a minimum period of 15 years.</p> <p>H1. The Fees and Charges Policy be amended to waive Development Application fees for emergency and temporary housing dwellings within a development, on development applications lodged by registered providers 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.</p>	4	0	0	<p>Amend – 100% requirement to be pro rata</p> <p>Progress via 2023-24 Fees and Charges policy</p>
H2. The Wollongong City-wide Development Contributions Plan 2022 and West Dapto Development Contributions Plan 2020 be amended to waive development contributions for future development applications lodged by registered providers of emergency housing for emergency and temporary housing dwellings projects, on sites owned by the provider and where 100% of the dwellings are available for emergency housing for a minimum period of 15 years.	1	0	0	<p>Amend – 100% requirement to be pro rata</p> <p>Progress via amendments to Contribution Plans</p>

Strategy	Support	Oppose	Comment	Proposed way forward
H3. Council will advocate for additional State funding to be directed to the emergency housing sector.	3	0	0	Progress
H4. Council will continue to support the use of the nominated 2 sites for Meanwhile Use and Temporary Accommodation, and will consider whether any other sites are suitable	2	0	0	Progress
H5. New – Landowners and developers to consider whether their vacant sites and buildings can be used for Meanwhile Use and Temporary Accommodation				Progress
H6. Council will consider whether any Council operational land parcels are suitable to be leased for the provision of emergency or temporary housing.	2	0	0	Progress
ii. Social housing				
SH1. Council will advocate for the number of social housing dwellings to be increased so that the 7.5% proportion of housing stock is at least maintained in line with overall growth	2	0	0	Progress
SH2. Consistent with the Collaboration Agreement, Council will continue to work with NSW Land and Housing Corporation to renew and increase the social housing stock in the LGA	0	0	0	Progress
SH3. Collaboration include agreement in principle to resolve the tenure of 6-8 Grandview Parade, Lake Heights, and that the rezoning of this property be considered for inclusion in one of the proposed draft planning proposals to implement the Housing Strategy.	0	0	0	Remove from strategy – specific action included as an implementation action, to be progressed as part of collaboration agreement

Strategy	Support	Oppose	Comment	Proposed way forward
SH4. Council will advocate for additional State funding to be directed to NSW Land and Housing Corporation for the construction of new social housing dwellings.	3	0	0	Progress
iii. Seniors housing				
• Nil (SEPP Housing 2021)	0	1	0	
iv. Accessible housing				
<p>AH1. The Fees and Charges Policy be amended to waive Development Application fees for future development applications lodged by registered providers of accessible housing for supported accommodation housing projects, on sites owned by the Provider and where 100% of the dwellings are available for accessible housing for a minimum period of 15 years. (Note – excludes the 20% Accessible dwellings in Residential Flat Buildings and Shop top housing required Action AH4)</p> <p>AH1. The Fees and Charges Policy be amended to waive Development Application fees for accessible housing dwellings within a development for supported accommodation housing projects, on sites owned by the provider and where the dwellings are available for accessible housing for a minimum period of 15 years. (Note - excludes the 20% Accessible dwellings in Residential Flat Buildings and Shop top housing required under strategy AH4)</p>	2	0	0	<p>Amend – 100% requirement to be pro rata</p> <p>Progress via 2023-24 Fees and Charges policy</p>
AH2. The Wollongong City-wide Development Contributions Plan 2022 and West Dapto Development Contributions Plan 2020 be amended to waive development contributions for future development applications lodged by registered providers of accessible housing for	1	0	0	Amend – 100% requirement to be pro rata

Strategy	Support	Oppose	Comment	Proposed way forward
supportive accommodation housing projects, on sites owned by the Provider and where 100% of the dwellings are available for accessible housing for a minimum period of 15 years.				Progress via amendments to Contribution Plans
AH3. Council will lobby for additional State funding to be directed the accessible housing sector.	0	0	0	Progress
AH4. The Wollongong DCP 2009 Chapter B2 Residential Development be amended to increase the proportion of accessible dwellings in larger residential flat building or shop top housing developments, from 10% to 20% in developments containing more than 60 units.	0	0	0	Progress via DCP amendment
AH5. Council will consider whether any Council operational land parcels are suitable to be leased for the provision of accessible housing.	3	0	0	Progress
v. Affordable Rental Housing As part of an Affordable Housing Policy:				
ARH1. The Fees and Charges Policy be amended to waive Development Application fees for future development applications lodged by registered Tier 1 Community Housing Providers for Affordable Rental Housing Projects, on sites owned by the Provider and where 100% of the dwellings are available for affordable rental housing for a minimum period of 15 years. ARH1. The Fees and Charges Policy be amended to waive Development Application fees for Affordable Housing dwellings within a development lodged by registered Tier 1 or Tier 2 Community Housing Providers for Affordable Rental Housing Projects, on sites owned by the Provider and where the dwellings are available for affordable rental housing for a minimum period of 15 years.	4	0	0	Amend – 100% requirement to be pro rata Include Tier 2 CHPs Progress via 2023-24 Fees and Charges policy

Strategy	Support	Oppose	Comment	Proposed way forward
ARH2. The Wollongong City-wide Development Contributions Plan 2022 and West Dapto Development Contributions Plan 2020 be amended to waive development contributions for future development applications lodged by registered Tier 1 and Tier 2 Community Housing Providers for Affordable Rental Housing Projects, on sites owned by the Provider and where 100% of the dwellings are available for affordable rental housing for a minimum period of 15 years.	3	0	0	Amend – 100% requirement to be pro rata Include Tier 2 CHPs Already some exemptions under SEPP (Housing) 2021 Include in proposed Affordable Housing Policy Progress via amendments to Contribution Plans
ARH3. Council will lobby for additional State funding to be directed the Affordable housing sector.	1	0	0	Progress
ARH4. As part of submitted Planning Proposals requests seeking to permit residential development or increase the residential density, a minimum of 5% of the Gross Floor Area of proposed residential developments will be required to be provided as Affordable Rental Housing. A Financial Feasibility study will be required to accompany the draft Planning Proposal to determine the appropriate development contribution based on the uplift value being sought. Developers may choose to pay the equivalent value which will be collected and transferred to a not-for-profit Tier 1 or Tier 2 Community Housing Provider for the provision of affordable housing (mechanism to be determined). This will also apply to the West Dapto Urban Release Area where draft Planning Proposals propose residential development in a medium density zone or with a minimum lot size less than 300m2 is proposed. Excludes Planning Proposals from NSW Land and Housing Commission for social housing.	3	0	0	Amend include Tier 2 CHPs Expand to exclude social housing planning proposals Include in proposed Affordable Housing Policy

Strategy	Support	Oppose	Comment	Proposed way forward
ARH5. An Affordable Housing Development Contribution Scheme will be introduced and the Wollongong LEP 2009 amended, for precincts proposed to be rezoned to permit increase the residential density or significant residential development, a minimum of 5% of the Gross Floor Area of proposed residential developments will be required to be provided as Affordable Rental Housing. Developers may choose to pay the equivalent value which will be collected and transferred to a not-for-profit Tier 1 or Tier 2 Community Housing Providers for the provision of affordable housing. This will also apply to the West Dapto Urban Release Area where draft Planning Proposals propose residential development in a medium density zone or with a minimum lot size less than 300m2 is proposed.	5	0	0	Amend include Tier 2 CHPs Include in proposed Affordable Housing Policy
ARH6. New – As part of the proposed Affordable Housing Development Contribution Scheme, commencing in 3 years (1/1/2026), residential developments containing more than 20 dwellings will be required to have a minimum of 3% Floor Space as Affordable Rental dwellings to be managed by a Tier 1 or Tier 2 Community Housing provider, or equivalent funding provided. The size of the dwellings is to be proportional to the overall dwelling mix in the development. The percentage rate will increase by 1% each year (on 1 January) to be 10% on 1/1/2033. The scheme will not apply to dwellings provided under SH1, ARH4 and ARH5.				Include in proposed Affordable Housing Policy
ARH7. Council will consider whether any Council operational land parcels are suitable to be leased for the provision of affordable housing.	5	0	0	Progress
ARH8. An Affordable Housing target will be guided by the Greater Cities Commission City Plan.	0	0	0	Progress Include in proposed Affordable Housing Policy

Strategy	Support	Oppose	Comment	Proposed way forward
ARH9. Continue to request the NSW Department of Planning and Environment to amend the Standard LEP Instrument to include Affordable Housing clause, so that it is available to all NSW Councils.	0	0	0	Letter to DPE
ARH10. Council remains open to investigating and considering innovative partnership opportunities.	2	0	0	Progress
Key Workers				
KW1 New - Proponents of developments that rely of Key Workers are encouraged to consider options to provide housing for their Key Workers on low incomes.	1	0	0	Progress
KW2 New – Major infrastructure projects proponents are encouraged to consider options to provide temporary housing (if required) for skilled workers as part of significant construction projects.	1	0	0	Progress
5d. Housing diversity, mix and choice strategies				
D1. The mix of dwellings sizes in residential flat buildings and shop top housing developments be amended to increase the proportion of single bedroom / studio dwellings from 10% to 20% in developments containing more than 20 dwellings	2	0	0	Progress via DCP amendment
D2. Villas (a form of Multi Dwelling Housing) – three small single storey dwellings on a lot, with a floor space ratio of 0.3:1	1	0	0	Progress via LEP and DCP amendments
D3. Fonzie flats (a form of secondary dwelling) – a second dwelling on a lot located above the garage with rear lane access or secondary frontage	1	0	0	Progress via DCP amendment
D4. Amend the R2 Low Density Residential zone to remove Residential Flat Buildings as a permissible land use which is not an appropriate built form in the low density zone, and is not achievable with a 0.5:1 FSR and 9m height limit	3	0	0	Progress via LEP amendment

Strategy	Support	Oppose	Comment	Proposed way forward
D5. In the R3 Medium Density Residential zone, removing the opportunity to replace a single dwelling house with another single dwelling house. The number of dwellings on each property needs to increase.	1	8 + 92 form letters	0	Not progress – review FSR for single dwelling houses
D6. Review the planning controls for dual occupancy and multi-unit housing development, including FSR, building height, site area and site width in the R2 and R3 zones	3	0	0	Progress via LEP and DCP amendments
D7. A building height limit on rear dual occupancy dwellings in the R2 Low Density Residential zone to be single storey	0	1	0	Progress via LEP and DCP amendments
D8. Review and updating the suburb character statements contained in Wollongong DCP 2009 Chapter D1 Character Statements.	4	0	0	Progress via DCP amendment
5e. Key location changes - Housing growth in the right location:				
Constrained locations				
L1. Illawarra Escarpment Foothills (Farmborough Heights to Stanwell Park) – decrease residential development potential due to environmental constraints. An ancillary review of large residential lots in the escarpment foothills is in preparation.	6	0	0	Progress via LEP amendment
L2. Northern Villages (north of Thirroul to Stanwell Tops) – decrease residential development potential due to environmental and infrastructure constraints	2	2	0	Progress via LEP amendment
L3. Windang – decrease residential development potential in high and medium flood risk precincts, and subject to coastal and lake inundation, as identified in the Lake Illawarra Floodplain Management Study and Plan 2012, and Lake Illawarra Coastal Management Program 2020	0	0	0	Progress via LEP amendment
L4. Fairy Meadow - decrease residential development potential in high and medium flood risk precincts, as identified in the Fairy and Cabbage Tree Creek Floodplain Management Study and Plan 2010 (currently being revised based on the 2020 Flood Study).	0	0	0	Progress via LEP amendment

Strategy	Support	Oppose	Comment	Proposed way forward
To increase housing supply in some locations, the draft Housing Strategy proposes -				
L5. Existing R3 Medium Density Residential zones – review the floor space ratio and height controls and whether the precincts should be expanded – general R3 precincts	0	0	0	Study, then progress any LEP and DCP amendments
o Corrimal – East Corrimal R3	1	119	0	Review
L6. Wollongong – increase development potential in some locations surrounding the existing Wollongong City Centre. The boundaries are to be defined.	0	0	1	Study, then progress any LEP amendments
L7. Review the R1 General Residential zone which surrounds the Wollongong City Centre – rezone to a mix of R2, R3 and R4	0	0	0	Progress via LEP amendment
L8. South Wollongong – a review of the planning controls for the South Wollongong precinct is scheduled to occur following the completion of the Wollongong City Floodplain Management Study and Plan. Noting that this precinct is also important for light industrial and employment uses.	0	0	0	Progress
L9. Review the SP1 Hospital zone at Wollongong – consider rezoning to R3 Medium Density Residential and R4 High Density Residential zones (following the completion of the Department of Planning and Environment / NSW Health master plan)	0	0	0	Await DPE / NSW health master plan project
L10. Warrawong – increase development potential around the town centre. The boundaries are to be defined.	1	0	0	Study, then progress any LEP amendments
L11. Corrimal – increase development potential around the town centre (excluding Illawarra Escarpment Foothills and constrained locations). The boundaries are to be defined.	0	4	0	Study, then progress any LEP amendments
L12. Flinders Street, North Wollongong precinct – rezone parts of B6 Enterprise Corridor zone along Bourke Street, Edward Street and Gipps Street to a residential or mixed-use zone. The boundaries are to be defined.	0	0	0	Study, then progress any LEP amendments

Strategy	Support	Oppose	Comment	Proposed way forward
L13. Town Centres – review the floor space ratio and building height limits to increase the opportunity for shop top housing. The floor space ratio and building height will need to be defined for each centre. Centres with adequate public transport will be a higher priority for review.	3	0	0	Study, then progress any LEP amendments
L14. New - As part of the finalisation of the Tourism Accommodation Review, review the permissibility of Short-term Rental Accommodation and options to reduce the impact on the rental market.	4	0	0	Include new Strategy, as part of finalisation of Tourism Accommodation Review
5f. Site specific changes				
<ul style="list-style-type: none"> Continue to assess existing PPs 	0	0	0	Continue – no change
<ul style="list-style-type: none"> The draft Housing Strategy has not identified the need for significant additional greenfield or brownfield residential release areas, beyond those already identified. There is sufficient land already identified to meet the future housing needs without the rezoning of more sensitive and constrained locations. 	0	0	0	Continue – no change
<ul style="list-style-type: none"> Any new PPs – required to demonstrate consistency with: <ul style="list-style-type: none"> the draft Wollongong Housing Strategy the Illawarra Shoalhaven Regional Plan 2041 (and future City Plan) the Wollongong Local Strategic Planning Statement Council's Planning Proposal Policy other adopted strategies, such as Town and Village Plans, the Illawarra Escarpment Strategic Management Plan, West Dapto Vision, Wollongong City Centre Urban Design Framework. 	0	0	0	Continue – no change

Strategy	Support	Oppose	Comment	Proposed way forward
5g. Partnerships and Advocacy				
P1. Work with the NSW Land and Housing Commission (L&HC) to renew and increase social housing and maintain at least the 7.5% proportion of social housing in the LGA.	0	0	0	Progress / continue
P2. Work with Illawarra Local Aboriginal Land Council (ILALC) and Illawarra Housing Corporation (IHC) to develop and conserve their lands, as determined by their boards and members	0	0	0	Progress
P3. Remains open to investigating innovative partnership opportunities	0	0	0	Progress
P4. Work with the Greater Cities Commission to define housing targets for the City, which would be identified through the proposed City Plan.	1	0	0	Progress
P5. Advocate to the State Government and infrastructure agencies to forward fund the provision of infrastructure to service the West Dapto Release Area	0	0	0	Progress
P6. Continue to request the NSW Department of Planning and Environment to amend the Standard LEP Instrument to include Affordable Housing clause, so that it is available to all NSW Councils.	0	0	0	Progress
P7. Lobby the State Government, including local Members of Parliament, for the allocation of funds to: <ul style="list-style-type: none"> a. The Emergency Housing sector to increase emergency and temporary accommodation b. NSW Land and Housing Corporation to increase the provision of new social housing dwellings c. The Disability or Supportive Accommodation sector to increase the provision of supportive accommodation 	0	0	0	Progress

Strategy	Support	Oppose	Comment	Proposed way forward
d. The Community Housing sector to increase the provision of affordable rental housing				
P8. Lobby the Federal Government, including local Members of Parliament, for the allocation of funds to the State Government, or direct to Local Government for the increased provision of emergency, social, accessible and affordable rental housing.	0	0	0	Progress
P9. Work with peak development organisations, such as the Property Council of Australia (NSW), Urban Development Institute of Australia (NSW) on the implementation of the draft Housing Strategy.	0	0	0	Progress
5h. Education				
E1. On-going social media and communication	2	0	0	Progress
E2. Subscribe to id's Housing monitor	0	0	0	Completed – available on Council's website

6. Implementation

Implementation measures	Support	Oppose	Comment	Proposed way forward
6a. Planning Proposal				
Land Use Tables				
LUT1. Amend the R2 Low Density Residential zone to remove Residential Flat Buildings as a permissible land use which is not an appropriate built form in the low density zone, and is not achievable with a 0.5:1 FSR and 9m height limit	0	0	0	Progress

Implementation measures	Support	Oppose	Comment	Proposed way forward
LUT2. Amend R3 Medium Density Residential zone to remove dwelling houses as a permissible land use, to encourage additional residential development, rather than a 1:1 dwelling replacement	1	8 + 92 form letters	0	Not progress – review FSR for single dwelling houses
Clauses				
C1. New clause 4.4B R3 Medium Density Residential zone Floor Space ratio – introduce an increased FSR on amalgamated sites / larger sites greater than 1100m2 with a minimum frontage width of 24m of 1:1 (base FSR would remain 0.75:1 on FSR map)	0	2	0	Progress
C2. New clause - Introduce development controls for Villas – 3 single storey small dwellings with an FSR of 0.3:1, single garage, common driveway, strata titled, minimum lot width of 14m	0	1	1	Progress
C3. New clause – Minimum site areas: <ul style="list-style-type: none"> Introduce a Minimum site area per dwelling standard for the purpose of calculating the number of dwellings in dual occupancy and multi dwelling housing developments (does not apply to detached dwelling houses, secondary dwellings and side by side dual occupancies) of: <ul style="list-style-type: none"> 300m2 in the R2 Low Density Residential zone in the coastal areas, 400m2 in the R2 Low Density Residential zone in the Escarpment Foothills 200m2 in the R3 Medium Density Residential zone 	1	2	0	Progress
<ul style="list-style-type: none"> Introduce a dual occupancy (battle axe style development) minimum site area of: <ul style="list-style-type: none"> 600m2 in the R2 Low Density Residential zone coastal plain area with a floor space ratio of 0.4:1, 				Progress

Implementation measures	Support	Oppose	Comment	Proposed way forward
<ul style="list-style-type: none"> ▪ 800m2 in the R2 Low Density Residential zone in the Escarpment Foothills with a floor space ratio of 0.4:1 and ▪ 400m2 in the R3 Medium Density Residential zone with a floor space ratio of 0.5:1 ▪ Note - attached side-by-side dual occupancy would remain permissible under the Code SEPP on 400m2 lots. 				
<ul style="list-style-type: none"> ○ Introduce a Multi dwelling housing minimum site area standard of: <ul style="list-style-type: none"> ▪ 900m2 in the R2 Low Density Residential zone coastal plain area for 3 single storey small dwellings (villas) with an FSR of 0.3:1 ▪ 1000m2 in the R2 Low Density Residential zone coastal plain area with a floor space ratio of 0.4:1, ▪ 1200m2 in the R2 Low Density Residential zone in the Escarpment Foothills with a floor space ratio of 0.4:1 and ▪ 600m2 in the R3 Medium Density Residential zone with a floor space ratio of 1:1 (3 or more dwellings), 				Progress
<ul style="list-style-type: none"> ○ Introduce a Residential Flat Building minimum site area of 1000m2 in the R3 Medium Density Residential and R4 High Density Residential zones 	0	0	1	Progress
C4. New clause – Introduce Rear building height limit for single storey dwellings, to encourage smaller dwellings and to reduce overlooking, overshadowing and amenity issues	1	1	0	Progress

Implementation measures	Support	Oppose	Comment	Proposed way forward
C5.New clause – introduce the Affordable Housing clause to enable the collection of development contributions to contribute to the provision of affordable rental housing.	0	1	0	Progress
C5.Clause 7.14 – Maintain the minimum lot width requirement for multi dwelling housing (18m) (excluding 3 villas) and residential flat buildings (24m) developments.				Progress
Zoning map				
LZN1. Review R1 General Residential zone which surrounds the Wollongong City Centre – rezone to a mix of R2, R3 and R4	1	0	0	Progress
LZN2. Expand R3 Medium Density Residential zone in some locations	1	0	0	Progress
LZN3. Review the zoning of town centres which could result in changes to both the Business and Residential zones	1	0	0	Progress
LZN4. Review the rezoning of large lots in the Illawarra Escarpment foothills to reduce development potential (review commenced)	2	0	0	Progress
LZN5. Review the SP1 Hospital zone at Wollongong – consider rezoning to R3 Medium Density Residential and R4 High Density Residential zones (following the completion of the Department of Planning and Environment / NSW Health master plan)	1	0	0	Progress
LZN6. Review the zoning of 6-8 Grandview Parade, Lake Heights from R2 Low Density Residential to RE1 Public Recreation	0	0	0	Progress

Implementation measures	Support	Oppose	Comment	Proposed way forward
Floor Space Ratio map				
FSR1. Review FSR for the R3 Medium Density Residential zone - increase from 0.75:1 to 1:1 or 1.2:1 in appropriate locations for larger sites	0	2	0	Progress
FSR2. Review the FSR in town centres to encourage additional residential development, without reducing retail and employment opportunities	2	0	0	Progress
FSR3. Review the FSR in small isolated B1 Neighbourhood Centres to be consistent with surrounding residential development	1	0	0	Progress
FSR4. Consequential amendments from zoning changes above				
Minimum Lot Size Map				
MLS1. Review minimum lot size for subdivision in the Illawarra Escarpment foothills – increase from 449m2 to 800m2 per lot	0	0	0	Progress
MLS2. Review minimum lot size for subdivision in the Northern Villages (north of Thirroul to Stanwell Tops) – increase from 449m2 to 800m2 per lot	1	0	1	Progress
MLS3. Consequential amendments from zoning changes above				
Height of Buildings Map				
HOB1. Review the building heights in R3 Medium Density Residential zone and increase where appropriate	0	4	0	Progress

Implementation measures	Support	Oppose	Comment	Proposed way forward
HOB2. Review the building height in town centres to encourage additional development	1	1	0	Progress
HOB3. Review the building heights in small isolated B1 Neighbourhood Centres to be consistent with surrounding residential development	0	0	0	Progress
HOB4. Consequential amendments from zoning changes above				
Sub-projects:				
<ul style="list-style-type: none"> Review of Council owned public reserves – a number of public reserves are zoned R2 Low Density Residential and could be rezoned to RE1 Public Recreation, or a Conservation zone depending on constraints. This amendment would clarify that the public reserves are not available for housing developments. 	0	0	0	Progress
<ul style="list-style-type: none"> Review of SP2 Infrastructure - Road corridors – a number of privately owned properties are still affected by historical road reserves, where the road project has been completed and the land is no longer required. The land could be rezoned to the adjoining R2 or R3 zone to remove the reservation constraint and would enable development to occur. This amendment would remove the restriction and enable the lots to be developed for housing. 	0	0	0	Progress
6b. DCP				
<ul style="list-style-type: none"> DCP chapter B1 Subdivision – update to include the new subdivision standards for dual occupancy, multi dwelling housing, Illawarra Escarpment foothills and Northern Villages 	0	0	0	Progress
<ul style="list-style-type: none"> DCP chapter B2 Residential development Review and update 	0	0	0	Progress

Implementation measures	Support	Oppose	Comment	Proposed way forward
<ul style="list-style-type: none"> ○ Dual Occupancy <ul style="list-style-type: none"> ▪ indicate rear dwellings to be single story (consistent with LEP amendment) ○ Multi dwelling housing <ul style="list-style-type: none"> ▪ Clause 5.13 – specify a minimum dwelling size mix, of 10% 1 bedroom, 30% 2 bedroom, to encourage more smaller dwellings, with the remaining 60% unspecified ▪ Clause 5.14 – maintain the 10% adaptable housing requirement. ○ Residential Flat Buildings and Shop top housing <ul style="list-style-type: none"> ▪ To reflect the NSW Apartment Design Guide (2015) ▪ Clause 6.15 - Increase proportion of adaptable dwellings from 10% to 20% in developments containing 60 or more dwellings ▪ Clause 6.17 - Increase proportion of single bedroom / studio dwellings from 10% to 20% in developments containing more than 20 dwellings ▪ Require EV charging spaces in larger developments ○ Introduce development controls for Villas ○ Introduce development controls for Fonzie Flats ○ Update controls to increase the sustainability and energy efficiency of dwellings 				
<ul style="list-style-type: none"> • DCP chapter C3 Boarding Houses - Review completed – revised DCP chapter exhibited and adopted by Council on 8 August 2022 	0	0	0	Review completed 8/8/22
<ul style="list-style-type: none"> • DCP chapter D1 Character Statements - Review and update the character statements for each suburb, including where required statements for precincts within each suburb. Scheduled to occur 	4	0	0	Progress

Implementation measures	Support	Oppose	Comment	Proposed way forward
following the completion of the Housing Strategy and Retail and Business Centres Strategy				
<ul style="list-style-type: none"> DCP Chapter E1 Access for People with Disability - Review completed – revised DCP chapter exhibited and adopted by Council on 2 May 2022. 	0	0	0	Review completed 2/5/22
<ul style="list-style-type: none"> DCP Chapter E3 Car parking, Access, Servicing / Loading facilities and Traffic Management <ul style="list-style-type: none"> Introduce car parking requirement for villa developments – 1 space per <100m² unit Introduce car parking requirement for Fonzie flat – 1 space per dwelling Reduce the car parking requirement for small units (<70m²) within Residential Flat Buildings and Shop top housing developments located within the Wollongong City Centre or 400m of a railway station (footpath distance) from 0.75 spaces per dwelling to 0.5 spaces per dwelling Require EV charging spaces in larger developments 	3	0	0	Progress
<ul style="list-style-type: none"> Consider application of best practice sustainability controls across relevant DCP chapters. 	0	0	2	Progress
6c. Development Contribution Plans				
<ul style="list-style-type: none"> Wollongong City-wide Development Contributions Plan 2022 – to exclude the payment of development contributions for emergency housing, accessible housing and affordable rental housing by registered providers 	0	0	0	Progress

Implementation measures	Support	Oppose	Comment	Proposed way forward
<ul style="list-style-type: none"> West Dapto Development Contributions Plan 2020 – to exclude the payment of development contributions for emergency housing, accessible housing and affordable rental housing by registered providers 	0	0	0	Progress
<ul style="list-style-type: none"> New draft Affordable Housing Development Contributions Plan 	0	0	0	Progress
6d. Fees and Charges				
<ul style="list-style-type: none"> Waive DA fees 	0	0	0	Progress
<ul style="list-style-type: none"> Waive Development Contributions 	0	0	0	Progress
6e. Program				
<ol style="list-style-type: none"> Assessment of existing draft Planning Proposals - ongoing Preparation of a draft Planning Proposal for large lots in the Illawarra Escarpment foothills Amend Fees and Charges Policy to waive the payment of development application fees for emergency housing, accessible housing and affordable rental housing by registered providers Amend Development Contribution Plans to waive the payment of development contributions for emergency housing, accessible housing and affordable rental housing by registered providers Preparation of a draft Planning Proposal to review private land zoned SP2 Infrastructure – Road Corridors Preparation of a draft Planning Proposal for the review of Council owned public reserves currently zoned R2 Low Density Residential Development Preparation of a draft Planning Proposal for the Northern Villages (north of Thirroul to Stanwell Tops) 	2	0	0	Progress

Implementation measures	Support	Oppose	Comment	Proposed way forward
8. Preparation of a draft DCP amendments to Chapter B2 Residential Development 9. Preparation of a draft Affordable Housing Development Contributions Scheme 10. Preparation of a draft Planning Proposal for changes to the general housing controls 11. Preparation of a draft Planning Proposal for areas proposed to be rezoned to permit additional residential development 12. Preparation of updated suburb Character Statements to include in DCP Chapter D1 Character Statements				
6f. Monitoring				
<ul style="list-style-type: none"> the progression of the program and completion of implementation projects 	1	0	0	Progress
<ul style="list-style-type: none"> The NSW Department of Planning and Environment's Illawarra Shoalhaven Urban Development Program dashboard (updated annually) 	0	0	0	Progress
<ul style="list-style-type: none"> The Housing Monitor (updated every 6 months) 	0	0	0	Progress
<ul style="list-style-type: none"> ABS census data (undertaken every 5 years) 	0	0	0	Progress
<ul style="list-style-type: none"> Council's Development Application approval data – for key locations and housing types 	0	0	0	Progress



Wollongong City Council

Wollongong Housing Strategy 2023

WOLLONGONG HOUSING STRATEGY

Delivering Growth, Diversity and Affordable Housing



February 2023

Wollongong City Council

ACKNOWLEDGEMENT OF COUNTRY

Wollongong City Council would like to show their respect and acknowledge the Traditional Custodians of the Land, of Elders past and present, and extend that respect to other Aboriginal and Torres Strait Islander people.

Contents

1. Introduction	5
2. Existing housing situation snapshot.....	7
3. Future housing requirements	9
4. State and regional policies	10
5. Housing Strategy	11
a. Housing vision	11
b. Overall City-wide strategies	12
c. Housing Needs strategies – helping people find a home	13
i. Homelessness and Emergency housing	13
ii. Social housing.....	14
iii. Seniors Housing.....	15
iv. Accessible Housing.....	15
v. Affordable Rental Housing	16
d. Housing diversity, mix and choice strategies - housing product changes	18
e. Key location changes – Housing growth in the right locations	19
f. Site specific changes	20
g. Partnerships and Advocacy.....	21
h. Education	21
6. Implementation	22
a. Planning Studies.....	22
b. Wollongong LEP 2009 amendments	22
c. Review and update DCP controls.....	25
d. Review and update Development Contribution Plans.....	26
e. Review and update Fees and Charges	28
f. Program.....	28
g. Monitoring	29
7. References	30

Figures

Figure 1 Wollongong Structure Plan	6
Figure 2 Dwelling approvals 1991-2021 (source DPE)	7
Figure 3 National CPI changes 2013-2022	8
Figure 4 Dwelling target.....	9

VERSION CONTROL

Draft Wollongong Housing Strategy 2022	22/8/22 Reported to Council for endorsement to exhibit
Draft Wollongong Housing Strategy 2022 – updated for exhibition	22/8/22 Endorsed by Council for exhibition with minor amendments. 10/10/22- 2/12/22 Exhibition
Wollongong Housing Strategy 2023 – post exhibition amended version	27/2/23 – Reported to Council for adoption, showing tracked changes. This document.
Wollongong Housing Strategy 2023 - adopted	XX/XX/23 – adopted by Council. Tracked changes removed.

1. Introduction

In 2005, Council endorsed the *Wollongong City Housing Study 2005*. This study examined key demographic trends to determine the future housing needs of the Wollongong Local Government Area (LGA). This study informed the preparation of the draft Wollongong Local Environmental Plan 2009 (LEP).

The Wollongong Housing Strategy has been prepared to guide the future housing directions within the Wollongong Local Government Area for the next 10-20 years. The Strategy builds on the previous work, including the *Housing Our Community discussion paper*, the *Housing and Affordable Housing Options Paper* and community input.

The Housing Strategy addresses overall housing supply and demand, as well as examining various housing sectors that are in need of support, including the homeless, social housing, affordable housing and accessible or supportive housing.

Council is committed to ensuring our community has access to appropriate housing opportunities now and into the future. Council has a role to play in the local housing market, through planning controls, development assessment, local infrastructure provision, community services and advocacy. The rising cost of living, higher interest rates, Federal and State taxation settings and the provision of State enabling infrastructure, are outside Council's control.

Significant analysis has been undertaken and consultation with our communities and stakeholders has helped inform the development of the draft and final Strategy.

This strategy has been deliberately prepared as a succinct action plan to guide Council's programs and activities to support improved housing outcomes.

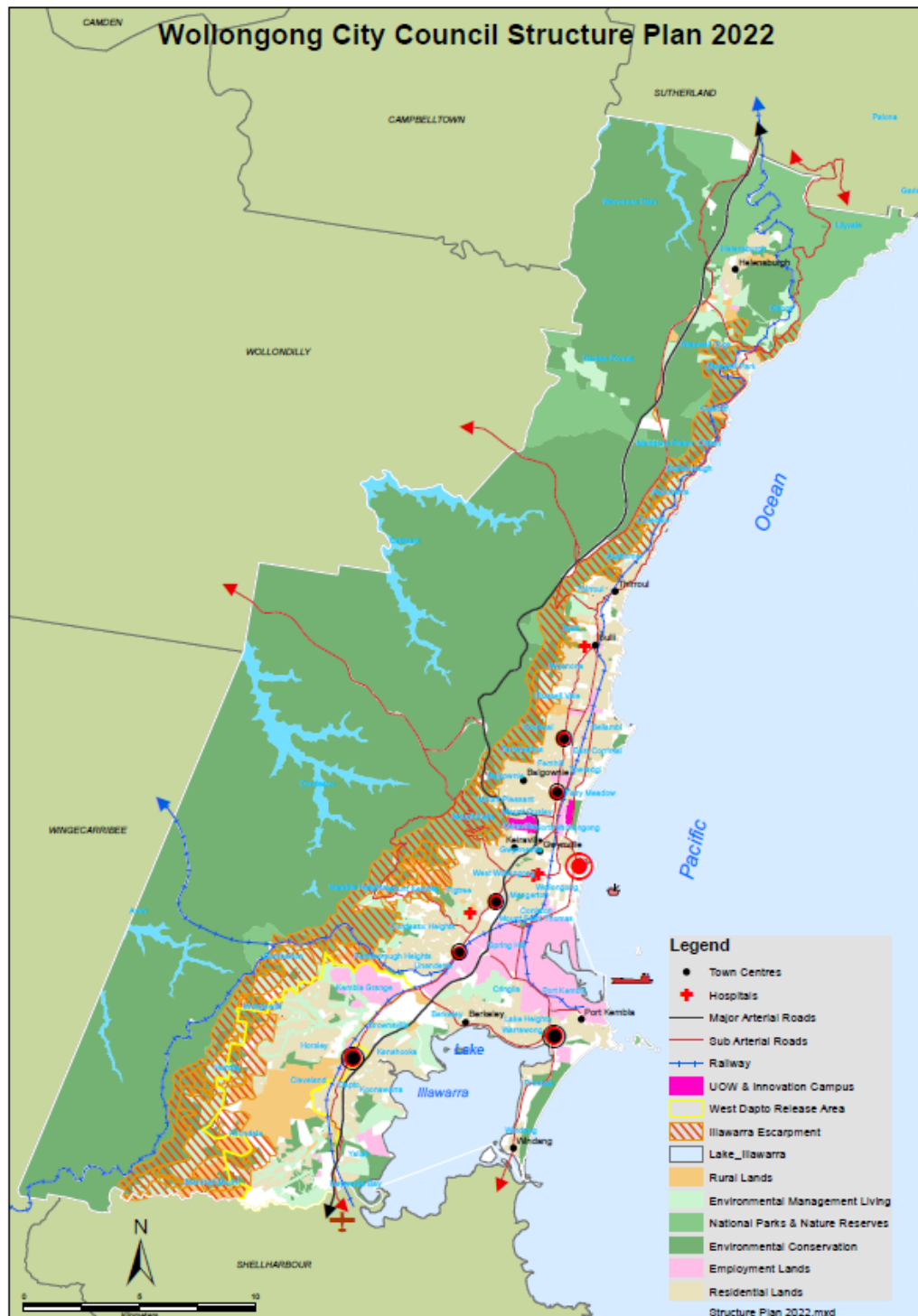


Figure 1 Wollongong Structure Plan

2. Existing housing situation snapshot

The Wollongong Local Government Area (LGA) currently has an estimated population of 214,657 persons who live in 89,337 dwellings (ABS 2021 census). The majority of dwellings are single detached dwelling houses (66%), with 20.5% medium density and 12.3% high density. The full results of the 2021 census will be available later in 2022.

The NSW Department of Planning and Environment's Illawarra Shoalhaven Urban Development Program Dashboard shows that over the 30 year period 1991-2021, Wollongong has on average approved 1,048 dwellings. Of which, 50% were dwelling houses, and 28% Medium Density and 21% High Density Apartment Buildings and Shop top housing, and 1% other (Figure 2).

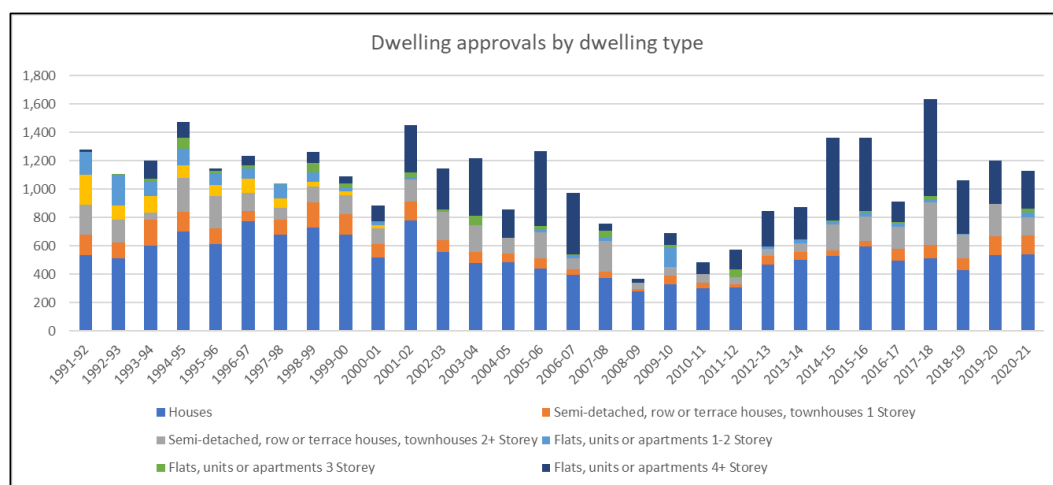


Figure 2 Dwelling approvals 1991-2021 (source DPE)

The 2021 Census data indicates that the size of dwelling is getting larger over time – with most of the increase in housing stock being in 4+ bedroom detached houses and 3+ bedroom medium density housing.

Wollongong has a large supply of social housing dwellings with some 6,700 dwellings owned and managed by NSW Land and Housing Corporation which represents 7.5% of our housing stock.

There is also an estimated 613 Affordable Rental dwellings manage by Community Housing Providers.

House prices have increased an average of 7.8% p.a. over the past 5 years, and unit prices 4.3%. In one year house prices have increased dramatically by over 30% which has had significant impact on housing affordability and affordable housing (for person on very low, low and moderate incomes). In May 2022 it was reported that the average house price in the Wollongong LGA exceeded \$1m. In July 2022 Domain reported that the median rental in the Wollongong LGA exceeded \$600 per week. Since the peak in April-May 2022, the average Wollongong house price has reportedly fallen some 10%.

The high dwelling prices has a flow on effect to higher rental prices. Rental stress is 36.9% which is higher than the Regional NSW average of 35.5%.

The cost of living is also increasing which is placing additional pressure on household budgets. Over the last 12 months, the ABS has reported inflation at **7.8% the highest since 1990 (Figure 3)**. **Housing costs have increased by 10.7%, transport by 8% (including fuel), fruit and vegetables by 8.45%, and education by 4.6%** (ABS CPI Dec 2022 ¹). Council is aware of these broad household pressures and takes a holistic approach to supporting our communities. The increases are also leading to increases in the cost of materials and labour, and supply chain issues for the development and building sectors.

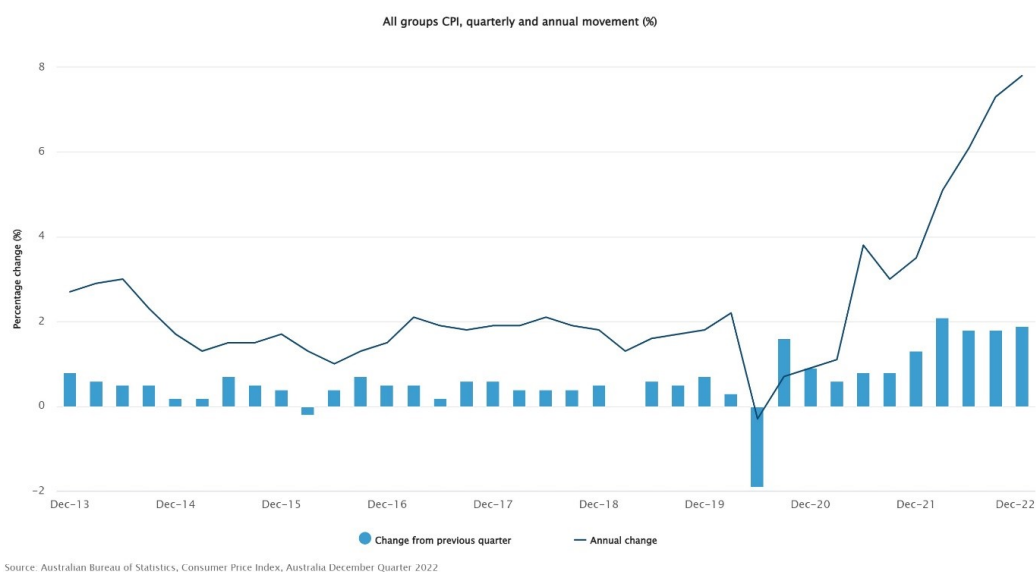


Figure 3 National CPI changes 2013-2022 (ABS CPI December 2022 quarter)

In February 2023 the Reserve Bank of Australia raised the Cash Interest Rate to 3.35%, an increase of **325 basis points** since April 2022², which is being passed on through increased household mortgage interest rates. The effect has been a slight decrease in housing prices from record levels, a softening in demand for housing, accompanied by an increased demand for support services, social housing and more affordable housing.

¹ <https://www.abs.gov.au/statistics/economy/price-indexes-and-inflation/consumer-price-index-australia/latest-release>

² <https://www.rba.gov.au/statistics/cash-rate/>

3. Future housing requirements

The NSW Government, through the Illawarra Shoalhaven Regional Plan 2041 (Department of Planning and Environment 2021) indicates that Wollongong will need to house an additional 55,375 persons by 2041, in an additional 28,000 dwellings. The Department of Planning and Environment's 2022 population projections slightly increases the forecast population increase in 2041 from 55,375 to an additional 56,661 persons.

Based on forecast capacity and opportunities, this equates to an addition 3,088 dwellings in Ward 1, 10,520 dwellings in Ward 2 (largely Wollongong City Centre) and 14,500 dwellings in Ward 3 (largely West Dapto) (id Forecast)

Demonstrating how Council can satisfy the target is a requirement of the Housing Strategy.

In April 2022, the State Government incorporated Wollongong, and the three other Illawarra-Shoalhaven Council areas, into the Greater Cities Commission as one of the Six Cities. The Greater Cities Commission covers the Six Cities, stretching between Newcastle and the Illawarra-Shoalhaven. It is understood that in 2023, the Greater Cities Commission will prepare a new Region Plan covering the Six Cities and then in 2024 prepare City Plans for each of the Six Cities. The new Illawarra Shoalhaven City Plan will replace the Illawarra Shoalhaven Regional Plan 2041. A requirement of the new planning regime will be the inclusion of 5, 10 and 20 year dwelling targets for development to be granted for net additional dwellings. On average this is 1,400 dwellings per year, which is greater than the long-term average of 1,048 dwellings approved annually. Applying the 20-year projection this would equate to the following for Wollongong:

- 5 year (2026) 7,000 additional dwellings from 2021
- 10 year (2031) 14,000 additional dwellings from 2021
- 20 year (2041) 28,000 additional dwellings from 2021 (Figure 4)

As the Regional and City Plans are developed, targets for dwelling mix and / or affordable housing may also be considered. As shown in the historic dwelling approval data, future approval data will vary from year to year, and won't be a straight line.

Sustainability of housing is also a focus for Council - both as a response to climate change and to reduce on-going energy costs for households.

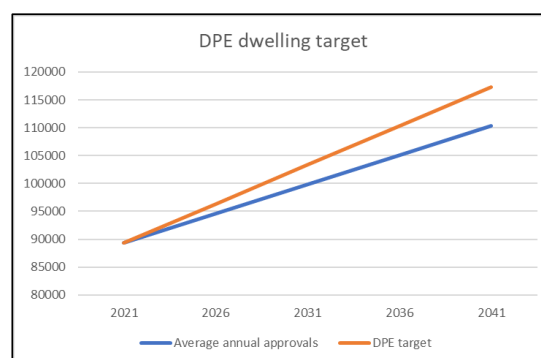


Figure 4 Dwelling target

4. State and regional policies

The State has introduced many State-wide and regional planning policies which influence how residential development occurs in the LGA, including:

- SEPP (Exempt and Complying Development) 2008 – which include the Housing Code, Low Rise Medium Density Code, Greenfield Housing Code. The SEPP overrides the Wollongong LEP 2009.
- SEPP (Housing) 2021 – which incorporated SEPP 70 Affordable Rental Housing Schemes, SEPP Affordable Rental Housing (including Short-term Rental Accommodation), SEPP No 21—Caravan Parks and SEPP No 36—Manufactured Home Estates into a single policy. The SEPP overrides the Wollongong LEP 2009.
- Housing 2041 (2021) – a State-wide Housing Strategy. It aims to deliver housing in the right locations, housing that suits diverse needs and housing that feels like home.
- Illawarra Shoalhaven Regional Plan 2041 (2021), which identifies that Wollongong needs to provide an additional 28,000 dwellings by 2041.
- In April 2022, the State Government incorporated Wollongong and the three other Illawarra-Shoalhaven Council areas, into the Greater Cities Commission (GCC) as one of the Six Cities. On 8 September 2022 the GCC released the Six Cities Region Discussion Paper.
- State Environmental Planning Policy (Sustainable Buildings) 2022, which updates the BASIX's requirements, and sets out a framework for buildings in NSW to contribute to NSW's target of achieving net zero by 2050 (notified 29 August 2022, to commence 1 October 2023)
- Response to major flooding across NSW in 2022. NSW Legislative Council Select Committee on the response to major flooding across NSW in 2022 (report published 9 August 2022)
- NSW Independent 2022 Flood Inquiry, and NSW Government Response (reports published 17 August 2022)
- Options to improve access to existing and alternate accommodation to address social housing shortage. NSW Legislative Assembly Committee on Community Services (report published 18 August 2022)
- Future Transport Strategy 2022 – released 7 September 2022

5. Housing Strategy

The Housing Strategy has been developed over several years. A number of documents have informed the development of the draft strategy, including:

- Review of 2005 Housing Strategy (WCC 2013)
- Review of Medium Density precincts (WCC 2013)
- Wollongong Residential Density Study (Hames Sharley 2014)
- Housing Our Community Discussion Paper (WCC 2017)
- Review of Low Rise Medium Density controls (Kennedy Associates 2019, updated 2022)
- West Dapto Housing Study (SGS 2019)
- Draft Housing and Affordable Housing Options Study (WCC 2020)
- Draft Housing and Affordable Housing Options Study – feedback report (2021)

This information remains publicly available as background to this Strategy.

The draft Housing and Affordable Housing Options study found:

- There is sufficient projected housing supply to meet the projected housing demand
- A greater mix of housing choice needs to be provided – more smaller dwellings are required
- More take-up of the R3 Medium Density Residential Zone with medium density residential development is required
- More Affordable Housing needs to be provided
- There needs to be limits to additional housing in some parts of the LGA due to environmental and infrastructure constraints.

The feedback provided through the 2020 exhibition of the draft Housing Options Study, supported many of the initiative options presented.

a. Housing vision

The draft Housing and Affordable Housing Options Paper has shown that there is a need to:

- Provide more diverse housing to address housing demand, household size and affordability.
- Provide more housing in places that have high amenity and access to shops, jobs, transport. This means that some places will experience growth and changing character over time – this may be challenging but necessary.
- Provide less housing in locations with environmental or infrastructure constraints.

Based on the feedback from the draft Housing Options Paper and draft Housing Strategy, the following vision for Housing in the LGA is adopted:

- *Housing will respond to Wollongong's unique environmental setting and heritage.*
- *New housing will continue to diversify supply and provide choice for residents. Diversity will be provided through a variety of housing types, sizes, configurations, and features, to cater for a wide range of residential needs and price-points. Focus for diversity will be on affordable, smaller, and/ or adaptable housing located throughout the Wollongong LGA to cater for a range of incomes and abilities.*

- *Wollongong City Centre will deliver a range of higher density housing options in appropriate locations having regard to retail and commercial outcomes. It will be a thriving and unique regional city, delivering a diverse economy and offering a high quality lifestyle. It will be liveable and a place where people will want to live, learn, work and play.*
- *Urban Release Areas such as West Dapto, will deliver the largest proportion of new housing supply and will be adequately serviced with essential infrastructure.*
- *Town and village centres, and land zoned for medium density residential development will promote their distinctive character, whilst planning for and facilitating growth and high quality design in desired locations.*
- *Wollongong will strive to increase affordability in the housing market, and to ensure housing provides for a wide range of incomes, people with a disability and for our ageing population.*

b. Overall City-wide strategies

The Housing Strategy endorses the continuation of the following strategies:

- CW1. Enable housing of the appropriate type in appropriate locations, with suitable landform, access to public transport, town centres, supporting infrastructure
- CW2. Provide sufficient zoned land and housing approvals to meet the 5 year (+7000 dwellings), 10 year (+14,000 dwellings) and 20 year (+28,000 dwellings) overall targets that will be required by Greater Cities Commission based on the Department of Planning and Environment's projections
- CW3. Provide predominantly detached dwelling houses in Urban Release Areas, supplemented by increased densities and housing mix around planned town centres - West Dapto Release Area, Tallawarra and Calderwood (the part within the Wollongong LGA)
- CW4. Encourage land owners and developers of zoned and serviced land in the release areas to release land for housing development to increase supply
- CW5. Provide residential units in the Wollongong City Centre, appropriately designed and located, having regard to other functions of the City Centre
- CW6. Retain Industrial zoned land for employment opportunities, and not for residential outcomes.
- CW7. Retain the Illawarra Escarpment as a conservation area, with very limited opportunity for additional dwellings
- CW8. Retain the Sydney Drinking Water Catchment area as a conservation area, with no additional housing opportunities
- CW9. Protect the Illawarra Escarpment, Hacking River catchment, significant bushland and ecological areas, floodplains, coast line and other sensitive locations from inappropriate housing development
- CW10. Review the opportunity to provide of additional housing in key Town Centres, to be undertaken following the completion of the Retail and Business Centres Strategy
- CW11. Review development controls to increase the sustainability and energy efficiency of dwellings. Council has recently exhibited the Climate Friendly Planning Framework Discussion Paper and is considering feedback received.

c. Housing Needs strategies – helping people find a home

The Housing Strategy endorses the following strategies to assist persons who require assistance. Whilst this is not a legislative responsibility for Council, we will continue to support and promote measures that improve housing outcomes for our community.

i. Homelessness and Emergency housing

The ABS defines homelessness as: “When a person does not have suitable accommodation alternatives they are considered homeless if their current living arrangement:

- is in a dwelling that is inadequate; or
- has no tenure, or if their initial tenure is short and not extendable; or
- does not allow them to have control of, and access to space for social relations.”

In recognition of the diversity of homelessness, three categories can be considered:

- Primary homelessness is experienced by people without conventional accommodation (e.g. sleeping rough or in improvised dwellings);
- Secondary homelessness is experienced by people who frequently move from one temporary shelter to another (e.g. emergency accommodation, youth refuges, “couch surfing”);
- Tertiary homelessness is experienced by people staying in accommodation that falls below minimum community standards (e.g. boarding housing and caravan parks) (Chamberlain and Mackenzie’s 1992).

The NSW Government is responsible for housing and homelessness, and the Commonwealth Government is responsible for significant financial assistance to improve housing and homelessness outcomes.

Council is involved in responding to and managing homelessness through:

- maintaining public space amenity and facilities
- planning decisions on development applications and rezoning proposals
- provision of community services / facilities, such as libraries and public toilets
- advocacy
- management of community concerns and complaints about rough sleeping
- clean-ups and public safety initiatives (eg syringe disposal)
- lobbying for additional funding for social housing and support services.
- As part of the launch of the Housing 2041 - NSW Housing Strategy, Council offered the NSW Department of Planning and Environment the use of 2 sites for Meanwhile Use and temporary accommodation as part of a pilot scheme to provide additional crisis housing. At this stage the offer has not been taken-up, but we will remain supportive of the initiative.

Council also works closely with a range of housing and homeless services, domestic violence agencies, NSW Police and specialist homelessness service providers.

The Housing Strategy proposes:

- H1. The Fees and Charges Policy be amended to waive Development Application fees for emergency and temporary housing dwellings within a development, on development applications lodged by registered providers of emergency housing, on sites owned by the provider and where 100% of the dwellings are available for emergency housing for a minimum period of 15 years.
- H2. The Wollongong City-wide Development Contributions Plan 2022 and West Dapto Development Contributions Plan 2020 be amended to waive development contributions for future development applications lodged by registered providers of emergency housing for emergency and temporary housing dwellings projects, on sites owned by the provider and where 100% of the dwellings are available for emergency housing for a minimum period of 15 years.
- H3. Council will advocate for additional State funding to be directed to the emergency housing sector.
- H4. Council will continue to support the use of the nominated 2 sites for Meanwhile Use and Temporary Accommodation, and will consider whether any other sites are suitable
- H5. Landowners and developers to consider whether their vacant sites and buildings can be used for Meanwhile Use and Temporary Accommodation
- H6. Council will consider whether any Council operational land parcels are suitable to be leased for the provision of emergency or temporary housing.

ii. Social housing

Wollongong has over 6,700 social housing dwellings which represents 7.5% of our housing stock. There is a high need for additional social housing in the LGA and elsewhere in NSW. There is an estimated 3,000 persons on the Illawarra social housing waiting list, which could take 5-10 years for a dwelling to be made available.

In 2020 Council signed a Collaboration Agreement with NSW Land and Housing Corporation to work together to renew and improve the performance of their portfolio of social housing stock in the LGA. NSW Land and Housing Corporation is self-funded and needs to leverage its existing assets to construct new dwellings, and uses a mixed tenure model to improve the viability of projects and fund additional dwellings. This means that the Corporation needs to sell existing social housing stock to fund the construction of new dwellings. In some renewal locations, the funding model may require significant upscaling of overall development outcomes to maintain current social housing yields. This may not be appropriate in all circumstances, given environmental and infrastructure constraints.

The Housing Strategy proposes:

- SH1. Council will advocate for the number of social housing dwellings to be increased so that the 7.5% proportion of housing stock is at least maintained in line with overall growth
- SH2. Consistent with the Collaboration Agreement, Council will continue to work with NSW Land and Housing Corporation to renew and increase the social housing stock in the LGA
- SH3. Collaboration include agreement in principle to resolve the tenure of 6-8 Grandview Parade, Lake Heights, and that the rezoning of this property be considered for inclusion in one of the proposed draft planning proposals to implement the Housing Strategy.

- SH4. Council will advocate for additional State funding to be directed to NSW Land and Housing Corporation for the construction of new social housing dwellings.

iii. Seniors Housing

As the population ages the proportion of housing required for seniors also increases. Wollongong is fortunate to have a number of quality providers of aged care accommodation, who provide self-contained units and residential care facilities (nursing homes). The planning controls for seniors living is managed by the State through SEPP (Housing) 2021. Council's role is to assess development applications.

The Housing Strategy does not propose any new specific strategies for seniors housing.

iv. Accessible Housing

There is an increasing need to provide specialist accommodation to house people with a disability. In 2016, Wollongong LGA had 6.4% of residents recorded as needing assistance with day to day living (ABS Census, 2016). The "need for assistance" is a measure of the number of people with profound or severe disability, defined as people who need assistance in their day to day lives with any or all of the following core activities: self-care; mobility; or communication because of disability, long-term health condition or old age.

Social Futures Australia and the Summer Foundation prepared the Specialist Disability Accommodation in Australia report released in March 2019. This report indicated that the shortfall in specialist disability accommodation in the Illawarra is 93 places. The SDA housing market is new and is expected to create new dwellings for people with disability over the next few years. Since 2019, the demand for specialist disability accommodation would have increased.

The planning controls for housing for disabled persons is managed by the State through SEPP (Housing) 2021. Council has recently reviewed and updated the Wollongong DCP 2009 Chapter E1 Access for people with disability, to align with State planning policy.

A number of service providers operate within the LGA, some own properties build specialist accommodation, and others lease properties which are adapted for their clients.

The Housing Strategy proposes:

- AH1. The Fees and Charges Policy be amended to waive Development Application fees for accessible housing dwellings within a development for supported accommodation housing projects, on sites owned by the Provider and where the dwellings are available for accessible housing for a minimum period of 15 years. (Note - excludes the 20% Accessible dwellings in Residential Flat Buildings and Shop top housing required under strategy AH4)
- AH2. The Wollongong City-wide Development Contributions Plan 2022 and West Dapto Development Contributions Plan 2020 be amended to waive development contributions for future development applications lodged by registered providers of accessible housing for supportive accommodation housing projects, on sites owned by the Provider and where ~~100%~~ of the dwellings are available for accessible housing for a minimum period of 15 years.
- AH3. Council will lobby for additional State funding to be directed the accessible housing sector.

- AH4. The Wollongong DCP 2009 Chapter B2 Residential Development be amended to increase the proportion of accessible dwellings in larger residential flat building or shop top housing developments, from 10% to 20% in developments containing more than 60 units.
- AH5. Council will consider whether any Council operational land parcels are suitable to be leased for the provision of accessible housing.

v. Affordable Rental Housing

There is no legislative requirement for Council, the State Government or the Federal Government to provide Affordable Housing. Many of the State's housing initiatives are aimed at increasing housing supply which is seen as improving housing affordability as more housing is on the market to cater for demand. However this is dependent on the timing of land release and only assists the proportion of the community that can afford to purchase a dwelling.

Affordable Housing is defined as *housing for very low income households, low income households or moderate income households, being such households as are prescribed by the regulations or as are provided for in an environmental planning instrument.* (Environmental Planning and Assessment Act 1979). Clause 13 of SEPP (Housing) 2021 indicates that *a household is taken to be a very low income household, low income household or moderate income household if—*

- (a) *the household—*
 - (i) *has a gross income within the following ranges of percentages of the median household income for Greater Sydney or the Rest of NSW*—*
 - (A) *very low income household—less than 50%,*
 - (B) *low income household—50–less than 80%,*
 - (C) *moderate income household—80–120%, and*
 - (ii) *pays no more than 30% of the gross income in rent, or*
- (b) *the household—*
 - (i) *is eligible to occupy rental accommodation under the National Rental Affordability Scheme, and*
 - (ii) *pays no more rent than the rent that would be charged if the household were to occupy rental accommodation under the Scheme.*

[* Wollongong is defined as being part of the Rest of NSW]

There can be a range of reasons that people and households require affordable housing, related to loss of employment, low wages, family relationship breakdowns, study, health issues and other factors. Affordable housing can be required by the young (eg student accommodation or workers), key workers (eg nurses, police) or the elderly.

Council has long considered it has a social responsibility to assist members of the community into appropriate housing. In the 1980s, Council in conjunction with Shellharbour and Kiama Councils and the Emergency Accommodation Group established the Illawarra Community Housing Trust, now known as the Housing Trust.

Council has considered a wide range of options to support the provisions of additional affordable rental housing.

The Housing Strategy proposes:

- ARH1. The Fees and Charges Policy be amended to waive Development Application fees for Affordable Housing dwellings within a development lodged by registered Tier 1 or Tier 2 Community Housing Providers for Affordable Rental Housing Projects, on sites owned by the Provider and where the dwellings are available for affordable rental housing for a minimum period of 15 years.
- ARH2. The Wollongong City-wide Development Contributions Plan 2022 and West Dapto Development Contributions Plan 2020 be amended to waive development contributions for future development applications lodged by registered Tier 1 or Tier 2 Community Housing Providers for Affordable Rental Housing Projects, on sites owned by the Provider and where ~~100% of~~ the dwellings are available for affordable rental housing for a minimum period of 15 years.
- ARH3. Council will lobby for additional State funding to be directed the Affordable housing sector.
- ARH4. As part of submitted Planning Proposals requests seeking to permit residential development or increase the residential density, a minimum of 5% of the Gross Floor Area of proposed residential developments will be required to be provided as Affordable Rental Housing. A Financial Feasibility study will be required to accompany the draft Planning Proposal to determine the appropriate development contribution based on the uplift value being sought. Developers may choose to pay the equivalent value which will be collected and transferred to a not-for-profit Tier 1 or Tier 2 Community Housing Provider for the provision of affordable housing (mechanism to be determined). This will also apply to the West Dapto Urban Release Area where draft Planning Proposals propose residential development in a medium density zone or with a minimum lot size less than 300m2 is proposed. Excludes Planning Proposals from NSW Land and Housing Commission for social housing.
- ARH5. An Affordable Housing Development Contribution Scheme will be introduced and the Wollongong LEP 2009 amended, for precincts proposed to be rezoned to permit increase the residential density or significant residential development, a minimum of 5% of the Gross Floor Area of proposed residential developments will be required to be provided as Affordable Rental Housing. Developers may choose to pay the equivalent value which will be collected and transferred to a not-for-profit Tier 1 or Tier 2 Community Housing Provider for the provision of affordable housing. This will also apply to the West Dapto Urban Release Area where draft Planning Proposals propose residential development in a medium density zone or with a minimum lot size less than 300m2 is proposed.
- ARH6. As part of the proposed Affordable Housing Development Contribution Scheme, commencing in 3 years (1/1/2026), residential developments containing more than 20 dwellings will be required to have a minimum of 3% Floor Space as Affordable Rental dwellings to be managed by a Tier 1 or Tier 2 Community Housing provider, or equivalent funding provided. The size of the dwellings is to be proportional to the overall dwelling mix in the development. The percentage rate will increase by 1% each year (on 1 January) to be 10% on 1/1/2033. The scheme will not apply to dwellings provided under SH1, ARH4 and ARH5.
- ARH7. Council will consider whether any Council operational land parcels are suitable to be leased for the provision of affordable housing.
- ARH8. An Affordable Housing target will be guided by the Greater Cities Commission City Plan.

ARH9. Continue to request the NSW Department of Planning and Environment to amend the Standard LEP Instrument to include Affordable Housing clause, so that it is available to all NSW Councils.

ARH10. Council remains open to investigating and considering innovative partnership opportunities.

Key Workers

KW1 Proponents of developments that rely on Key Workers are encouraged to consider options to provide housing for their Key Workers on low incomes.

KW2 Major infrastructure projects proponents are encouraged to consider options to provide temporary housing (if required) for skilled workers as part of significant construction projects.

d. Housing diversity, mix and choice strategies - housing product changes

Housing diversity is provided in the medium density precincts where multi dwelling housing is permitted and high density precincts, like the Wollongong City Centre where shop top housing units are permitted. Proposed locational changes are detailed in the following section. Since 2011 there have been an additional 2,066 medium density dwellings and 3,714 high density dwelling constructed in the LGA, increasing the proportion from 29.2% to 32.8% of the total dwellings.

The Housing Strategy proposes that:

- D1. the mix of dwellings sizes in residential flat buildings and shop top housing developments be amended to increase the proportion of single bedroom / studio dwellings from 10% to 20% in developments containing more than 20 dwellings

The Housing Strategy proposes the introduction of planning controls for new smaller housing products that will increase housing choice:

- D2. Villas (a form of Multi Dwelling Housing) – three small single storey dwellings on a lot, with a floor space ratio of 0.3:1
- D3. Fonzie flats (a form of secondary dwelling) – a second dwelling on a lot located above the garage with rear lane access or secondary frontage
- D4. Amend the R2 Low Density Residential zone to remove Residential Flat Buildings as a permissible land use which is not an appropriate built form in the low density zone, and is not achievable with a 0.5:1 FSR and 9m height limit
- ~~D5. In the R3 Medium Density Residential zone, removing the opportunity to replace a single dwelling house with another single dwelling house. The number of dwellings on each property needs to increase.~~
- D6. Review the planning controls for dual occupancy and multi-unit housing development, including FSR, building height, site area and site width in the R2 and R3 zones

The amenity of neighbourhoods is also a consideration for development. The Housing Strategy proposes:

- D7. A building height limit on rear dual occupancy dwellings in the R2 Low Density Residential zone to be single storey

- D8. Review and updating the suburb character statements contained in Wollongong DCP 2009 Chapter D1 Character Statements.

e. Key location changes – Housing growth in the right locations

The Housing Strategy proposes to align residential development controls to environmental and infrastructure constraints, and to the retail / business centres hierarchy.

The draft Housing Strategy proposes the modification of the planning controls for housing in the following locations due to environmental and infrastructure constraints:

- L1. Illawarra Escarpment Foothills (Farmborough Heights to Stanwell Park) – decrease residential development potential due to environmental constraints. An ancillary review of large residential lots in the escarpment foothills is in preparation.
- L2. Northern Villages (north of Thirroul to Stanwell Tops) – decrease residential development potential due to environmental and infrastructure constraints
- L3. Windang – decrease residential development potential in high and medium flood risk precincts, and subject to coastal and lake inundation, as identified in the Lake Illawarra Floodplain Management Study and Plan 2012, and Lake Illawarra Coastal Management Program 2020
- L4. Fairy Meadow - decrease residential development potential in high and medium flood risk precincts, as identified in the Fairy and Cabbage Tree Creek Floodplain Management Study and Plan 2010 (currently being revised based on the 2020 Flood Study).

The Housing Strategy proposes the modification of the planning controls for housing in the following locations where there is more capacity for development:

- L5. Existing R3 Medium Density Residential zones – review the floor space ratio and height controls and whether the precincts should be expanded
- L6. Wollongong – increase development potential in some locations surrounding the existing Wollongong City Centre. The boundaries are to be defined.
- L7. Review the R1 General Residential zone which surrounds the Wollongong City Centre – rezone to a mix of R2, R3 and R4
- L8. South Wollongong – a review of the planning controls for the South Wollongong precinct is scheduled to occur following the completion of the Wollongong City Floodplain Management Study and Plan. Noting that this precinct is also important for light industrial and employment uses.
- L9. Review the SP1 Hospital zone at Wollongong – consider rezoning to R3 Medium Density Residential and R4 High Density Residential zones (following the completion of the Department of Planning and Environment / NSW Health master plan)
- L10. Warrawong – increase development potential around the town centre. The boundaries are to be defined.
- L11. Corrimal – increase development potential around the town centre (excluding Illawarra Escarpment Foothills and constrained locations). The boundaries are to be defined.
- L12. Flinders Street, North Wollongong precinct – rezone parts of B6 Enterprise Corridor zone along Bourke Street, Edward Street and Gipps Street to a residential or mixed-use zone. The boundaries are to be defined.

- L13. Town Centres – review the floor space ratio and building height limits to increase the opportunity for shop top housing. The floor space ratio and building height will need to be defined for each centre. Centres with adequate public transport will be a higher priority for review.
- L14. As part of the finalisation of the Tourism Accommodation Review, review the permissibility of Short-term Rental Accommodation and options to reduce the impact on the rental market.

Detailed analysis will be undertaken for these actions to define boundaries and determine appropriate development standards before changes are made to planning controls. Any proposed changes will be exhibited through draft Planning Proposals and amendments to the Wollongong DCP 2009.

The net results of the proposed changes will still enable Council to meet the Regional Plan's housing target of an additional 28,000 dwellings by 2041.

Importantly, the changes will encourage a greater supply of medium density housing, which provides housing choice, can be more affordable and makes the more efficient use of land and existing supporting infrastructure.

f. Site specific changes

Council is currently assessing and processing draft Planning Proposal requests for locations that will provide additional housing, including:

- PP-2016/3 - Former Port Kembla School site – estimated 110 dwellings, incorporating 5% Affordable Rental Housing via a draft Planning Agreement
- PP-2019/8 - West Dapto Urban Release Area – stage 3 – Cleveland West – estimated 700 lots
- PP-2020/4 - West Dapto Urban Release Area – Stage 1 Bluescope holdings minor review – estimated additional 50 dwellings
- PP-2020/6 - West Dapto Urban Release Area – Stage 3 Cleveland Road precinct – estimated 3000 lots.

The assessment of these draft Planning Proposals will continue.

The Housing Strategy has not identified the need for significant additional greenfield or brownfield residential release areas, beyond those already identified. There is sufficient land already identified to meet the future housing needs without the rezoning of more sensitive and constrained locations.

Should Council receive other draft Planning Proposal requests, they will need to demonstrate consistency with:

- the draft Wollongong Housing Strategy
- the Illawarra Shoalhaven Regional Plan 2041 (and future City Plan)
- the Wollongong Local Strategic Planning Statement
- Council's Planning Proposal Policy
- other adopted strategies, such as Town and Village Plans, the Illawarra Escarpment Strategic Management Plan, West Dapto Vision, Wollongong City Centre Urban Design Framework.

g. Partnerships and Advocacy

A large range of housing issues are outside Council's direct control, however Council can seek to influence other organisations through advocacy and partnerships.

The Housing Strategy proposes that Council:

- P1. Work with the NSW Land and Housing Commission (L&HC) to renew and increase social housing and maintain at least the 7.5% proportion of social housing in the LGA.
- P2. Work with Illawarra Local Aboriginal Land Council (ILALC) and Illawarra Housing Corporation (IHC) to develop and conserve their lands, as determined by their boards and members
- P3. Remains open to investigating innovative partnership opportunities
- P4. Work with the Greater Cities Commission to define housing targets for the City, which would be identified through the proposed City Plan.
- P5. Advocate to the State Government and infrastructure agencies to forward fund the provision of infrastructure to service the West Dapto Release Area
- P6. Continue to request the NSW Department of Planning and Environment to amend the Standard LEP Instrument to include Affordable Housing clause, so that it is available to all NSW Councils.
- P7. Lobby the State Government, including local Members of Parliament, for the allocation of funds to:
 - o The Emergency Housing sector to increase emergency and temporary accommodation
 - o NSW Land and Housing Corporation to increase the provision of new social housing dwellings
 - o The Disability or Supportive Accommodation sector to increase the provision of supportive accommodation
 - o The Community Housing sector to increase the provision of affordable rental housing
- P8. Lobby the Federal Government, including local Members of Parliament, for the allocation of funds to the State Government, or direct to Local Government for the increased provision of emergency, social, accessible and affordable rental housing.
- P9. Work with peak development organisations, such as the Property Council of Australia (NSW), Urban Development Institute of Australia (NSW) on the implementation of the draft Housing Strategy.

h. Education

Council has a role to educate the community on the local housing needs and issues. Council can provide clarity about future housing outcomes to manage expectations around development decisions. This can be undertaken through the exhibition of the draft Housing Strategy and on-going social media and other communication.

Council has subscribed to Informed Decisions (id) Housing Monitor to provide independent and on-going data on housing and affordable housing issues <http://housing.id.com.au/wollongong>

6. Implementation

The implementation of the Housing Strategy will require the amendment of Planning controls through the preparation and exhibition of draft Planning Proposals, to amend the Wollongong LEP 2009, and amendments to various chapters in the Wollongong DCP 2009, Development Contribution Plans and Council's Fees and Charges Policy.

Other actions such as the proposed partnerships, education and lobbying (identified above) will also occur as on-going actions.

Council will continue to progress existing initiatives that support housing, such as the West Dapto Urban Release Area, draft Wollongong City Centre Planning Strategy and town and village plans. The adopted strategies and plans have informed the draft Housing Strategy. The draft and future studies and plans will be informed by the draft Housing Strategy.

a. Planning Studies

A number of the strategies require additional studies and investigations to occur before they can be implemented.

No.	Action	Strategy
S1	Wollongong City Centre surrounding precincts – review planning controls	L6
S2	South Wollongong Planning Review	L8
S3	Review of Council owned public reserves – a number of public reserves are zoned R2 Low Density Residential and could be rezoned to RE1 Public Recreation, or a Conservation zone depending on constraints. This amendment would clarify that the public reserves are not available for housing developments and identify any land that may be available for housing or other opportunities. A draft Planning Proposal may be required to reclassify land.	H5, AH5, ARH6
S3	Review of SP2 Infrastructure - Road corridors – a number of privately owned properties are still affected by historical road reserves, where the road project has been completed and the adjoining land is no longer required. The land could be rezoned to the adjoining R2 or R3 zone to remove the reservation constraint and would enable development to occur. This amendment would remove the restriction and enable the lots to be developed for housing.	L5

b. Wollongong LEP 2009 amendments

To implement the draft Housing Strategy the modification of the following planning controls are required through the preparation and exhibition of draft Planning Proposals to amend the Wollongong LEP 2009. It is likely that a number of draft Planning Proposals will be prepared to address high priority issues or implement place-based outcomes. All draft Planning Proposals will have detailed information about the proposed changes and be accompanied by maps identifying the location of proposed changes. All draft Planning Proposals will be reported to Council for endorsement, review by the State, and then exhibited for community and stakeholder input and comment.

Land Use tables:

No.	Action	Strategy
LUT1	Amend the R2 Low Density Residential zone to remove Residential Flat Buildings as a permissible land use which is not an appropriate built form in the low density zone, and is not achievable with a 0.5:1 FSR and 9m height limit	D4
LUT2	Amend R3 Medium Density Residential zone to remove dwelling houses as a permissible land use, to encourage additional residential development, rather than a 1:1 dwelling replacement	D5

Clauses:

No.	Action	Strategy
C1	New clause 4.4B R3 Medium Density Residential zone Floor Space ratio – introduce an increased FSR on amalgamated sites / larger sites greater than 1100m ² with a minimum frontage width of 24m of 1:1 (base FSR would remain 0.75:1 on FSR map)	D6
C2	New clause - Introduce development controls for Villas – 3 single storey small dwellings with an FSR of 0.3:1, single garage, common driveway, strata titled, minimum lot width of 14m	D2
C3	<p>New clause – Minimum site areas:</p> <ul style="list-style-type: none"> Introduce a Minimum site area per dwelling standard for the purpose of calculating the number of dwellings in dual occupancy and multi dwelling housing developments (does not apply to detached dwelling houses, secondary dwellings and side by side dual occupancies) of: <ul style="list-style-type: none"> 300m² in the R2 Low Density Residential zone in the coastal areas, 400m² in the R2 Low Density Residential zone in the Escarpment Foothills 200m² in the R3 Medium Density Residential zone Introduce a dual occupancy (battle axe style development) minimum site area of: <ul style="list-style-type: none"> 600m² in the R2 Low Density Residential zone coastal plain area with a floor space ratio of 0.4:1, 800m² in the R2 Low Density Residential zone in the Escarpment Foothills with a floor space ratio of 0.4:1 and 400m² in the R3 Medium Density Residential zone with a floor space ratio of 0.5:1 Note - attached side-by-side dual occupancy would remain permissible under the Code SEPP on 400m² lots. Introduce a Multi dwelling housing minimum site area standard of: <ul style="list-style-type: none"> 900m² in the R2 Low Density Residential zone coastal plain area for 3 single storey small dwellings (villas) 	D6

	<ul style="list-style-type: none"> with an FSR of 0.3:1 1000m² in the R2 Low Density Residential zone coastal plain area with a floor space ratio of 0.4:1, 1200m² in the R2 Low Density Residential zone in the Escarpment Foothills with a floor space ratio of 0.4:1 and 600m² in the R3 Medium Density Residential zone with a floor space ratio of 1:1 (3 or more dwellings), Introduce a Residential Flat Building minimum site area of 1000m² in the R3 Medium Density Residential and R4 High Density Residential zones 	
C4	New clause – Introduce Rear building height limit for single storey dwellings, to encourage smaller dwellings and to reduce overlooking, overshadowing and amenity issues	D7
C5	New clause – introduce the Affordable Housing clause to enable the collection of development contributions to contribute to the provision of affordable rental housing.	AH4, AH5
C6	Clause 7.14 – Maintain the minimum lot width requirement for multi dwelling housing (18m) (excluding 3 villas) and residential flat buildings (24m) developments.	D6

Zoning Map:

No.	Action	Strategy
LZN1	Windang – review residential development potential in high and medium flood risk precincts and subject to coastal inundation	L3
LZN2	Fairy Meadow - review residential development potential in high and medium flood risk precincts	L4
LZN3	Review R1 General Residential zone which surrounds the Wollongong City Centre – rezone to a mix of R2, R3 and R4	L7
LZN4	Expand R3 Medium Density Residential zone in some locations	L5
LZN5	Review the zoning of town centres which could result in changes to both the Business and Residential zones	CW10, L10, L11, L13
LZN6	Review the rezoning of large lots in the Illawarra Escarpment foothills to reduce development potential (review commenced)	L1
LZN7	Review the SP1 Hospital zone at Wollongong – consider rezoning to R3 Medium Density Residential and R4 High Density Residential zones (following the completion of the Department of Planning and Environment / NSW Health master plan)	L9
LZN8	Review the zoning of 6-8 Grandview Parade, Lake Heights from R2 Low Density Residential to RE1 Public Recreation	SH3
LZN9	Flinders Street, North Wollongong – review parts of the B6 Enterprise Corridor which have a residential function	L12

Floor Space Ratio (FSR) Map:

No.	Action	Strategy
FSR1	Review FSR for the R3 Medium Density Residential zone - increase from 0.75:1 to 1:1 or 1.2:1 in appropriate locations for larger sites	D6
FSR2	Review the FSR in town centres to encourage additional residential	CW10, L10,

	development, without reducing retail and employment opportunities	L11, L13
FSR3	Review the FSR in small isolated B1 Neighbourhood Centres to be consistent with surrounding residential development	CW10
FSR4	Consequential amendments from zoning changes above	

Minimum Lot Size Map:

No.	Action	Strategy
MLS1	Review minimum lot size for subdivision in the Illawarra Escarpment foothills – increase from 449m2 to 800m2 per lot	L1
MLS2	Review minimum lot size for subdivision in the Northern Villages (north of Thirroul to Stanwell Tops) – increase from 449m2 to 800m2 per lot	L2
MLS3	Consequential amendments from zoning changes above	

Height of Buildings Map:

No.	Action	Strategy
HOB1	Review the building heights in R3 Medium Density Residential zone and increase where appropriate	D6
HOB2	Review the building height in town centres to encourage additional development	CW10, L10, L11, L13
HOB3	Review the building heights in small isolated B1 Neighbourhood Centres to be consistent with surrounding residential development	CW10
HOB4	Consequential amendments from zoning changes above	

c. Review and update DCP controls

To implement the Housing Strategy the modification of the following chapters of the Wollongong Development Control Plan 2009 (DCP) are required:

No.	Action	Strategy
DCP1	DCP chapter B1 Subdivision – update to include the new subdivision standards for dual occupancy, multi dwelling housing, Illawarra Escarpment foothills and Northern Villages	L1, L2
DCP2	<p>DCP chapter B2 Residential development Review and update</p> <ul style="list-style-type: none"> ○ Dual Occupancy <ul style="list-style-type: none"> ▪ indicate rear dwellings to be single story (consistent with LEP amendment) ○ Multi dwelling housing <ul style="list-style-type: none"> ▪ Clause 5.13 – specify a minimum dwelling size mix, of 10% 1 bedroom, 30% 2 bedroom, to encourage more smaller dwellings, with the remaining 60% unspecified ▪ Clause 5.14 – maintain the 10% adaptable housing requirement. ○ Residential Flat Buildings and Shop top housing <ul style="list-style-type: none"> ▪ To reflect the NSW Apartment Design Guide (2015) ▪ Clause 6.15 - Increase proportion of adaptable 	<p>D6</p> <p>AH4</p>

	<p>dwellings from 10% to 20% in developments containing 60 or more dwellings</p> <ul style="list-style-type: none"> ▪ Clause 6.17 - Increase proportion of single bedroom / studio dwellings from 10% to 20% in developments containing more than 20 dwellings ▪ Require EV charging spaces in larger developments ○ Introduce development controls for Villas ○ Introduce development controls for Fonzie Flats ○ Update controls to increase the sustainability and energy efficiency of dwellings 	<p>D1</p> <p>D2</p> <p>D3</p> <p>CW11</p>
DCP3	DCP chapter D1 Character Statements - Review and update the character statements for each suburb, including where required statements for precincts within each suburb. Scheduled to occur following the completion of the Housing Strategy and Retail and Business Centres Strategy. Staged approach. Commence with Gwynneville and Keiraville	D8
DCP4	<p>DCP Chapter E3 Car parking, Access, Servicing / Loading facilities and Traffic Management</p> <ul style="list-style-type: none"> ○ Introduce car parking requirement for villa developments – 1 space per <100m² unit ○ Introduce car parking requirement for Fonzie flat – 1 space per dwelling ○ Reduce the car parking requirement for small units (<70m²) within Residential Flat Buildings and Shop top housing developments located within the Wollongong City Centre or 400m of a railway station (footpath distance) from 0.75 spaces per dwelling to 0.5 spaces per dwelling ○ Require EV charging spaces in larger developments 	
DCP5	Consider application of best practice sustainability controls across relevant DCP chapters.	CW11

d. Review and update Development Contribution Plans

To implement the Housing Strategy the modification of the following Development Control Plans are required:

No.	Action	Strategy
CP1	Wollongong City-wide Development Contributions Plan 2022 – to exclude the payment of development contributions for emergency housing, accessible housing and affordable rental housing by registered providers	H2, AH2, ARH2
CP2	West Dapto Development Contributions Plan 2020 – to exclude the payment of development contributions for emergency housing, accessible housing and affordable rental housing by registered providers	H2, AH2, ARH2
CP3	A new draft Affordable Housing Development Contributions Plan will be required to be prepared, exhibited and adopted to support the introduction of an Affordable Housing Contributions Scheme.	ARH4, ARH5

e. Review and update Fees and Charges

To implement the Housing Strategy an amendment to Council's Fees and Charges Policy will be required:

No.	Action	Strategy
FC1	Waive the payment of development application fees for emergency housing, accessible housing and affordable rental housing by registered providers (or part thereof for mixed use developments)	H1, AH1, ARH1

f. Program

The implementation of the Housing Strategy actions will need to be prioritised and will occur over multiple years. The following program is proposed:

Priority	Project (Implementation Action number)	Indicative Timing
1	Assessment of existing draft Planning Proposals	On-going
2	Review of large R2 lots in the Illawarra Escarpment foothills and preparation of a draft Planning Proposal (LZN4)	Commenced 2022-24
3	Amend Fees and Charges Policy to waive the payment of development application fees for emergency housing, accessible housing and affordable rental housing by registered providers (FC1)	2022-23 as part of draft Annual Plan (to commence 1/7/23)
4	Amend the City-Wide and West Dapto Development Contribution Plans to waive the payment of development contributions for emergency housing, accessible housing and affordable rental housing by registered providers (CP1, CP2)	2022-24 – as part of scheduled reviews
5	Review of Transport Corridors to tidy up the zoning of private land zoned SP2 Infrastructure – Road Corridors and preparation of a draft Planning Proposal (Housekeeping amendment) (S3)	Commenced 2022-24
6	Review of Council owned public reserves currently zoned R2 Low Density Residential and preparation of a draft Planning Proposal (Housekeeping amendment) (S4)	Commenced 2022-24
7	Preparation of a draft Planning Proposal for amendments to the Minimum Lot Size standards in the Illawarra Escarpment foothills and the Northern Villages (north of Thirroul to Stanwell Tops) (C3)	2023-24
8	Preparation of a draft Affordable Housing Policy and draft Affordable Housing Development Contributions Scheme (CP3)	2023-24
9	Preparation of a draft DCP amendments to Chapter B2 Residential Development	2023-24
10	Preparation of updated suburb Character Statements to include in DCP Chapter D1 Character Statements (DCP3) – Staged approach. Commence with Gwynneville and Keiraville	Commencing 2023-24 3-5 years
11	Preparation of a draft Planning Proposal for changes to the general housing controls, including review medium density controls and the R3 precincts	TBD

12	Preparation of a draft Planning Proposal for areas proposed to be rezoned to permit additional residential development	TBD
13	Preparation of a draft DCP amendments to Chapter B1 Subdivision	TBD
14	Preparation of a draft DCP amendments to Chapter E3 Car Parking	TBD
15	Preparation of a draft Planning Proposal for medium and high flood hazard risk precincts	TDB

g. Monitoring

Council will monitor the implementation of the Housing Strategy actions, through:

- the progression of the program and completion of implementation projects
- The NSW Department of Planning and Environment's Illawarra Shoalhaven Urban Development Program dashboard (updated annually)³
- The Housing Monitor (updated every 6 months) <http://housing.id.com.au/wollongong>
- ABS census data (undertaken every 5 years)
- Council's Development Application approval data – for key locations and housing types

Change will take time and may not be apparent for some years. Given the existing housing stock of over 89,000 dwellings, percentage changes will be small. Historic annual dwelling approval data shows that housing delivery fluctuates, and this is likely to continue based on a range of local, State and National factors. A one-year dip or peak in approval data should not be regarded as a trend or that delivery is behind or ahead of targets.

If required, further changes and refinements will be made to the strategy to improve housing outcomes.

³

<https://app.powerbi.com/view?r=eyJrIjoieYzlyNDQ5NzYtNjliMy00ZDcxLThtNmQtOWJINGNkMDFIM2I1liwidCI6IjYkZWY4ODIxLTJhMzktNDcxYy1iODIhLTU3YjA4MzNkZDNiOSJ9>

7. References

Australian Bureau of Statistics (ABS) 2016 and 2021 census data

Chamberlain and Mackenzie's (1992) Understanding Contemporary Homelessness: Issues of definition and meaning. Australian Journal of Social Issues November 1992

Department of Planning and Environment (2021) Illawarra Shoalhaven Regional Plan 2041

Hames Sharley (2014) Wollongong Residential Density Study

Kennedy Associates (2019, updated 2022) Review of Low Rise Medium Density controls

SGS (2019) West Dapto Housing Study

Wollongong City Council (2005) Wollongong Housing Strategy

Wollongong City Council (2013) Review of Medium Density Precincts

Wollongong City Council (2017) Housing Our Community discussion paper

Wollongong City Council (2020) Draft Housing and Affordable Housing Options Paper

Wollongong City Council (2021) Draft Housing and Affordable Housing Options Study – feedback report (Council meeting 19/7/2021)



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 - DRAFT PLANNING PROPOSAL AND DRAFT SITE-SPECIFIC DCP CHAPTER - FORMER PORT KEMBLA PUBLIC SCHOOL SITE, MILITARY ROAD, PORT KEMBLA

On 10 May 2021, Council considered a report on a revised draft Planning Proposal for the former Port Kembla Public School site, located on Military Road Port Kembla, that addressed the concerns raised by the NSW Department of Planning and Environment on the previous draft Planning Proposal that was not supported. This report also outlined recommendations from the Wollongong Local Planning Panel (WLPP). Council resolved to support the preparation of a revised draft Planning Proposal for the site and seek a Gateway Determination to enable exhibition. A Gateway Determination was granted on 19 December 2021, with one of the conditions being the preparation of a site-specific Development Control Plan (DCP).

On 12 September 2022, Council resolved to endorse a draft site-specific DCP Chapter for exhibition in conjunction with the draft Planning Proposal, to allow community and stakeholder feedback. The draft Planning Proposal, draft DCP Chapter and supporting studies were exhibited between 12 October and 11 November 2022.

The purpose of this report is to provide feedback on the outcomes of the public exhibition and recommend that Council resolve to finalise the draft Planning Proposal to rezone the site and endorse an accompanying site-specific Development Control Plan chapter to guide future development. A draft Planning Agreement is being prepared in relation to the provision of affordable housing on site, which will be reported to Council separately.

RECOMMENDATION

- 1 The draft Planning Proposal for Lot 1 DP811699 Military Road Port Kembla, known as the former Port Kembla Public School site, be progressed to finalisation, to enable residential development as follows –
 - a Rezone the site from B4 Mixed Use to part R3 Medium Density Residential and part RE2 Private Recreation, with the amended boundaries proposed by this report.
 - b Amend the Height of Buildings Map from 9 metres for the entire site to part 11 metres and part 9 metres.
 - c Update the Schedule 5 Heritage listing to refer to the site as “Site of former Port Kembla Public School”.
 - d Delete clause 7.17 Former Port Kembla School – which enabled the now demolished school building to be used for tourist and visitor accommodation.
 - e Amend the LEP Key Site Map to identify the site as a Key Site under Clause 7.18 Design Excellence.
 - f No amendment be made to the Floor Space Ratio Map (0.5:1), Minimum Lot Size map (1999m²), Acid Sulfate Soils Map.
- 2 Wollongong Development Control Plan chapter D20 Former Port Kembla School site be adopted as a site-specific DCP Chapter to guide future development on the site.
- 3 A separate report be submitted to Council on the proposed draft Planning Agreement containing provision of at least 5% Affordable Rental Housing within the development.
- 4 A notation be included on Section 10.7 Planning Certificates for the site so it is clear for future owners/occupiers that they may be subject to Port/Industrial noise and other amenity impacts, and to advise of the location of any on site containment of contamination.

REPORT AUTHORISATIONS

Report of: Chris Stewart, Manager City Strategy

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

ATTACHMENTS

- 1 Location Map
- 2 Current Zoning Map
- 3 Summary Table of Submissions
- 4 Proposed Zoning: Pre and Post Exhibition
- 5 Recommended Final Wollongong LEP 2009 Mapping Amendments
- 6 Final site-specific DCP Chapter D20 - Former Port Kembla School Site

BACKGROUND

Subject Site

The site is known as Lot 1 DP 811699 Military Road, Port Kembla and was previously occupied by the Port Kembla Public School from 1890 until 1999, although has been vacant for many years. The site is bounded by Military Road, Marne Street, Reservoir Street and Electrolytic Street, has an area of 2.195 hectares and is somewhat trapezoidal in shape. The site has a width of 97m and a length of 301m along Military Road and 143m along Reservoir Street (Attachment 1).

The site slopes to both the north and the south, from a crest that runs from near Third Avenue to Marne Street / Reservoir Street. The elevation at the crest is some 33m above sea level, sloping down to 28m at Marne Street / Military Road and to 26m at Electrolytic Street. At 33m above sea level, the site has views in all directions. To the west, the site looks over Port Kembla and Warrawong to the escarpment. It captures views of the ocean to the east, and Hill 60 to the south.

The site is located within an established suburban area in the heart of Port Kembla in close proximity to the Port Kembla Town Centre, community facilities, recreation areas, schools, public transport, and the ocean foreshore area. Public bus transport is available in front of the site off Military Road, and Port Kembla Railway Station is approximately 1.2kms to the north. Surrounding traditional low density detached housing is slowly being replaced by infill medium density housing products (such as dual occupancies and townhouses). In the wider context, the property is in proximity to the Warrawong Town Centre area with retail, commercial and recreational offerings and access to services.

The current zoning of the site is B4 Mixed Use (Attachment 2). The site is located to the south of the former Port Kembla Copper (PKC) site (zoned IN3 Heavy Industrial), and to the east of the Port Kembla Town Centre (zoned B2 Local Centre). To the south and east of the site is low density residential development (zoned R2 Low Density Residential with a 9m height limit). Land on the western side of Military Road north of Church Street is zoned IN2 Light Industry. There is a strip of RE2 Private Recreation zoned land separating (buffering) the Residential R2 land along Marne Street from the Heavy Industry zoned land. The site adjoins the land covered by the State Environmental Planning Policy (SEPP) Transport and Infrastructure 2021 – Chapter 5 Three Ports, however is not subject to any of the SEPP provisions.

The B4 Mixed Use zoning currently permits a variety of residential development with consent. This zoning however requires commercial uses on the ground floor. The B4 zoning reflects a previous rezoning proposal to enable a variety of uses on the site, including cultural use and artist accommodation in the former school buildings.

The former Port Kembla Public School site has social and cultural value as the school site and buildings served an important function in the community for more than 100 years. There is a series of demolished structures on site, relating to a former use as a primary school. These include footings of the Primary School building erected in 1916, and an Infants building erected in 1953, along with associated buildings on site. There is also evidence remaining of playground facilities such as game courts and concrete pathways.

Council considerations

On 28 May 2018 Council resolved to prepare a draft Planning Proposal to rezone the former Port Kembla Public School site to permit residential development. In November 2018 the (then) NSW Department of Planning, Industry and Environment advised that it would not issue a Gateway Determination to allow the proposal to progress to exhibition. The Department considered that the future expansion of the Port of Port Kembla (proposed to be 24 hours/day, seven days/week) would result in increased noise, dust, odour, traffic, visual, hazard/risk issues and other amenity impacts that would be

unlikely to be tolerated by incoming residents, and was concerned this could threaten future industrial development within the Port.

In response to the Department's November 2018 decision, the applicant submitted a revised Concept Plan and draft Planning Proposal request on 20 July 2020, supported by the following additional studies -

- Urban Design Analysis Report (Studio GL July 2020).
- Acoustic Feasibility Study (Wilkinson Murray July 2020).

On 10 May 2021 Council considered a report outlining a revised draft Planning Proposal request prepared to address the prior concerns raised by the Department. The Council report also discussed recommendations made by the Wollongong Local Planning Panel (WLPP) that the proposed building heights and floor space ratios be reduced. Council resolved at that meeting to support the preparation of a revised draft Planning Proposal for the site and seek a Gateway Determination to enable exhibition.

Council resolved that -

- 1 *A revised draft Planning Proposal be prepared to amend the Wollongong Local Environmental Plan 2009 for Lot 1 DP811699 Military Road, Port Kembla (the former Port Kembla Public School site) to enable medium density residential development, including -*
 - a *Rezone the southern part of the site (majority) from B4 Mixed Use to R3 Medium Density Residential;*
 - b *Rezone the northern point of the site from B4 Mixed Use to RE2 Private Recreation;*
 - c *The Floor Space Ratio of 0.5:1 be retained on the site;*
 - d *The Height of Buildings be increased to 11m on the proposed R3 Medium Density Residential land, excluding the frontage to Marne Street and Reservoir Street, which is to remain at 9m;*
 - e *Amend the Key Site Map to identify the site as a Key Site under Clause 7.18 Design Excellence;*
 - f *Delete clause 7.17 Former Port Kembla School – which enabled the now demolished school building to be used for tourist and visitor accommodation;*
 - g *At least 5% of the proposed dwellings be made available for Affordable Rental Housing through a Planning Agreement with details of the proposed management arrangements of the dwellings and proposed housing needs sector to be targeted.*
- 2 *The draft Planning Proposal be referred to the NSW Department of Planning, Industry and Environment for a Gateway determination to enable a minimum exhibition period of 28 days.*
- 3 *Should a Gateway determination be issued, consultation be undertaken with the following agencies and stakeholders during public exhibition -*
 - a *EPA;*
 - b *NSW Department of Planning, Industry & Environment – Environment, Energy and Science;*
 - c *Department of Premier & Cabinet – Heritage;*
 - d *NSW Heritage Council;*
 - e *Endeavour Energy;*
 - f *Transport for NSW – Roads and Maritime Services;*
 - g *Sydney Water;*
 - h *Illawarra Local Aboriginal Land Council; and*
 - i *NSW Ports.*

- 4 *The applicant prepare a Heritage Interpretation Management Strategy which is to comprise of the following and will inform the design guidelines of the site, and which is to be exhibited with the draft Planning Proposal -*
 - i *Key views and site lines into and out of the site;*
 - ii *Historic built form locations and building siting, access points etc;*
 - iii *Social History of the site and the significance of past debates over conflicts with adjacent industrial development and the school and school activism in this space which eventually led to the relocation of the school;*
 - iv *The role of the school in providing education to the local Aboriginal community;*
 - v *Appropriate means for providing on site interpretation and recognition of historic significance of the site; and*
 - vi *Consideration of any special Aboriginal Cultural Significance, and/or archaeological significance attached to the site.*
- 5 *A further Acoustic Feasibility Assessment be prepared by the applicant and submitted reflecting the proposed lower built form.*
- 6 *The NSW Department of Planning, Industry and Environment be requested to issue authority to the General Manager to exercise Plan making delegations, in accordance with Council's resolution of 26 November 2012*

A Heritage Interpretation Management Strategy was submitted in 2020 (John Oultram Heritage & Design 2020), with an updated version submitted in December 2021. An updated Urban Design Analysis Report (Studio GL) was prepared for the site and submitted in December 2021, to reflect the recommendations in the latest Heritage Interpretation Management Strategy. An updated Acoustic Feasibility Study (RWDI Group June 2021) was also submitted.

The draft Planning Proposal was referred to the NSW Department of Planning and Environment and a Gateway Determination was received on 19 December 2021. One condition of the Gateway Determination was the preparation of a site-specific Development Control Plan (DCP) chapter prior to exhibition of the Planning Proposal to ensure that appropriate mitigation measures are integrated into the redevelopment of the site, in recognition of the potential amenity impacts associated with the proximity to the Port operations.

In response to the Gateway Determination, a draft DCP Chapter was prepared for the site by the applicant. The purpose of the site-specific DCP Chapter is to guide the implementation of the Master Plan, respond to site opportunities and constraints, and to provide guidance and a tool in the assessment of future Development Applications. On 12 September 2022 Council considered a report on the draft site-specific DCP Chapter and resolved to exhibit the draft DCP Chapter with the draft Planning Proposal, already endorsed for exhibition. Council resolved –

- 1 *The draft site-specific Wollongong DCP 2009 Chapter Former Port Kembla Public School Site be exhibited for a minimum period of 28 days, in conjunction with the draft Planning Proposal for Lot 1 DP 811699 Military Road, Port Kembla.*
- 2 *A post exhibition report be prepared outlining the feedback received for Council to consider.*

A draft Planning Agreement is being prepared for the provision of affordable rental housing on site and will be reported to Council separately for endorsement prior to exhibition.

PROPOSAL

The draft Planning Proposal, draft DCP Chapter and supporting studies were exhibited between 12 October and 11 November 2022. As a result of the public exhibition, 26 submissions were received, as detailed below –

Table 1: Submissions Received

	Support Residential Development on site	Oppose Residential Development on site	No objection	Support Residential Development but one or more concerns/suggestions	Oppose Residential Development on site but possible suggestions if goes ahead	One or more concerns raised
10 Agency/ Business/ Interest Group submissions	-	3	3	2	1	1
16 Community submissions (“Our Wollongong” website and email)	4	1	-	8	-	3

A summary of submissions and Council Officer responses is included as Attachment 3. The following tables illustrate the issues raised, with a discussion of the key issues provided in the following section of this report.

Table 2: Agency/Business/Interest Group Submissions (10 submissions)

Agency/Business/ Interest Group	Issues Raised
NSW Ports	<p>Objects to the draft Planning Proposal and Draft DCP</p> <p>The site immediately adjoins land covered by SEPP Transport and Infrastructure 2021 – Three Ports.</p> <p>Development that is incompatible with port operations should not be located in areas that are potentially subject to both current and future port operation impacts.</p> <p>Long term strategic documentation identifies Port Kembla as the next container port for NSW.</p> <p>Port Kembla 2505 Revitalisation Plan contains a vision to “grow with the Port and industry”. Development that increases the potential for land use conflict is not consistent with this vision.</p> <p>Illawarra Shoalhaven Regional Plan 2041 contains an objective to “grow the Port of Port Kembla as an international trade hub”. The objective identifies that “increased development within the Port and in surrounding areas could constrain the Port’s future operating capacity and efficiency if not managed appropriately”.</p> <p>Growth of Rail: existing and future operations of Port Kembla rely on 24/7 rail access, including cargo train shunting, which commonly occurs at night. The site will be susceptible to rail related noise emissions.</p>

Agency/Business/ Interest Group	Issues Raised
	<p>A key objective of NSW Ports (navigating the Future: NSW Ports' 30 Year Master Plan) is to protect Port Kembla from urban encroachment in order to operate efficiently. Sensitive residential development close to ports and freight corridors will result in restriction of opportunity for trade growth and long term employment due to land use conflict – the use of the port and surrounding industrial lands will intensify into the future. Urban development could result in sterilisation of existing industrial land, such as the Port Kembla Copper site. NSW Ports advocates to maintain open space and business buffers between port and industrial lands and residential areas.</p> <p>Rezoning the site and increasing building height will exacerbate urban encroachment on port and industrial lands. The proposal will result in almost double the number of dwellings allowed under current planning development controls (from approx 46 to 85-110 dwellings). Would increase likelihood and magnitude of conflict by exposing residents to potential impacts of industrial, port and logistics operations, including noise, air emissions and light spill. Would set a potential precedent or rezoning of other lands such as R2 Low Density Residential.</p> <p>Acoustic Feasibility Study (RWDI 2021) concludes that “Modelling has confirmed that a proportion of the development will be affected by Port and industrial noise at a level higher than desirable for many people but not all”. The statement highlights that the site is not appropriate for residential development.</p> <p>Proposed 10m setback along Electrolytic Street is considered inadequate due to the scale of the site, the type of development proposed and proximity to operational port and industrial land. The setback may assist in reducing the acoustic impact from surrounding land uses but will not eliminate the acoustic impact.</p> <p>The planning system cannot solely rely on design mitigation measures as the only solution to addressing land use conflict matters and allow industrial and sensitive uses to be developed side by side. Physical land separation and protection of industrial lands from sensitive uses is required as a fundamental principal of good land use planning.</p>
Transport for NSW (collective submission including Sydney Trains / Transport Asset Holding Entity and TfNSW Property - Roads)	<p>No objection to draft Planning Proposal.</p> <p>Draft DCP:</p> <ul style="list-style-type: none"> • Suggestions for local infrastructure improvements to facilitate DCP connectivity objectives • clarifying that TfNSW requirements are generally Australian Guide to Road Design including its associated supplements and relevant Australian Standards. • to be updated to acknowledge that the future design of the roundabout will need to cater for the existing and future cycle and pedestrian network provided within Military Road road reserve and should ensure compliance with the NSW Government Road User Space Allocation Policy and Procedure as well as the NSW Government Movement and Place Framework.
Endeavour Energy	<p>No objection.</p> <p>Attached resources to share with applicant, including Standard conditions for development applications and planning proposals.</p>

Agency/Business/ Interest Group	Issues Raised
NSW Environment Protection Authority (EPA)	<p>The site is adjacent the former Port Kembla Copper smelter site zoned IN3 Heavy Industrial and less than 100m from land zoned IN2 Light Industrial. Industrial activities have the potential to produce noise, dust and odour which may impact nearby receivers. While the EPA regulates activities associated with the operation of the environment protection licences by industries surrounding the site, placing sensitive residential land uses next to areas undergoing such activities has the potential to cause land use conflict. The EPA recommends that the potential for land use conflict in this location be carefully considered prior to any rezoning.</p> <p>An EPA accredited site auditor should be engaged throughout the contamination assessment and management process, including the provision of a Site Audit Statement certifying that the land is suitable for the proposed use(s) prior to occupation.</p> <p>As part of any land use change process the key considerations identified in SEPP 55 Remediation of Land should be addressed. Investigations, remediation and validation work should be carried out in accordance with the guidelines made or approved by the EPA under the Contaminated Land Management Act 1997. There may also be a duty to report contamination under the Contaminated Land Management Act 1997.</p> <p>The aims of the SEPP (Three Ports) include the protection and efficient development of land at Port Kembla and to ensure that surrounding land is maintained for port-related and industrial uses.</p> <p>The Illawarra Shoalhaven Regional Plan (2015) recognises the economic importance of Port Kembla lands. The NSW Ports 30 Year Masterplan (2015) also recognises that the Ports and intermodal terminals require protection from urban encroachment in order to operate efficiently. The operation of industrial land can come with a range of potential environmental and amenity issues, that can give rise to land use conflict and community complaints. This includes noise, air and odour complaints. There can be limitations to control pollution and unforeseen environmental incidents can occur. They may be better avoided through effective land use planning considerations.</p> <p>New developments should be planned to avoid land use conflicts up front through spatial separation, best practice building design and construction, and the use of appropriate mitigation measures at appropriate locations. Concern is raised that increasing residential densities at the site as proposed may be inconsistent with the strategic planning for this location.</p>
Sydney Water	<p>No objection.</p> <p>Information provided to assist in planning the servicing needs of the proposed development.</p>
National Trust Illawarra Shoalhaven Branch	<p>Supports in principle the Locality based Precinct Plan.</p> <p>Value in -</p> <ul style="list-style-type: none"> • Integrated heritage interpretation across the site; • Ensuring the built form respects surrounding low scale residential areas and adjacent heritage items; • Encouraging the built forms to frame and enhance views; • Ensuring a range of permeable open spaces; • Increasing vegetation to assist in mitigating against noise, light spill and other impacts; and

Agency/Business/ Interest Group	Issues Raised
	<ul style="list-style-type: none"> Designing and siting the residential buildings in order to mitigate against noise, light spill and other impacts <p>Contamination concerns – assume strict controls and monitoring will be in place should any proposed residential development proceed.</p>
<p>Cement Australia</p>	<p>The former school site adjoins strategically important port-side industrial land in Port Kembla. The NSW Ports' 30 Year Master Plan <i>Navigating the Future</i> identifies Port Kembla as a home to NSW's second container port.</p> <p>The majority of the site is not suitable for residential uses due to the existing impacts from the Port operations and its close proximity to the Port area. At a minimum, any future residential uses on the site should be restricted to those areas where it can be demonstrated that impacts do not exceed maximum thresholds, and no mitigation would be required to achieve compliance with relevant noise and air standards for residential development.</p> <p>Planning Proposal is inconsistent with Illawarra Shoalhaven Regional Plan 2041 objectives and actions including -</p> <ul style="list-style-type: none"> Objective 3: Grow the Port of Port Kembla as an international trade hub – introducing new residents in close proximity to the operational area of the port has potential to limit growth and expansion of the Port area due to land use conflict with current and future heavy industry uses due to noise, air, dust, odour and traffic emissions, visual amenity and health and safety concerns; Objective 18: Provide sufficient housing supply in the right locations – amenity and usability of future dwellings jeopardised by impacts from the Port, being noise, traffic and contamination impacts; and Objective 19: Deliver housing that is more diverse and affordable – future housing unlikely to be affordable due to the amount of mitigation required to achieve acoustic compliance and remediation. <p>Planning Proposal is inconsistent with Council's Community Strategic Plan (Our Wollongong Our Future 2032) including Goal 5 – We have a healthy community in a liveable city. Due to site's proximity to the Port area any future housing on site would be adversely impacted by existing and future port activity (unable to open windows or doors or use private outdoor areas) and is likely to be unaffordable due to the costs associated with appropriate mitigation measures to minimise adverse impacts.</p> <p>Does not properly align with Council's Port Kembla 2505 Revitalisation Plan.</p> <p>Proposal lacks strategic and site specific merit – proposal has not demonstrated the site is suitable for future residential development, including with respect to noise, air, dust, odour and traffic impacts, visual amenity and health and safety concerns. The required mitigation on the site to achieve a residential outcome is considered excessive and indicates the land is not suitable for residential uses. The impacts will potentially increase with any future expansion of the port area, especially the outer harbour area. Poor strategic outcome – irreversible land use conflict. Further information should be provided in the form of updated acoustic and traffic assessments.</p> <p>The proposal has the potential to limit the growth and expansion of the Port area by introducing new residents in an area in close proximity to the operational area of the port. This could potentially jeopardise the operation of an exceptionally important piece of infrastructure in NSW that is an international trade gateway for bulk agricultural, construction and mining industries. Potential increase in traffic on roads surrounding port area has potential to impact CA site efficiency and</p>

**Agency/Business/
Interest Group**

Issues Raised

operations, including production and storage capacities on site. The increase in residences in general close to the Port area may decrease the overall safety and security of the CA site.

CA would like consideration of the following -

- Maintain B4 zoning or introduce a mixed light industrial/business zone with an adequate buffer to the Port Lands maintained; or
- Rezone site for recreation/public open space with intention of maintaining an uninhabited or low use buffer area to the Port; or
- If rezoning is pursued, removal of residential zoning from those areas unable to meet required acoustic standards and unable to achieve natural ventilation;
- Further information to be provided in the form of updated acoustic assessments that provide an assessment of vibration impacts on the site from the port and industry, along with a quantitative assessment of the cost of required mitigation measures. Updated assessments should look at worst case scenario for port expansion, including increased truck and rail movements, and expansion of uses in outer harbour (eg Manildra bulk terminal), current approvals and proposals within the port area;
- Fig 3-1 of the Acoustic Feasibility Study (RWDI 2021) should be adopted in Planning Proposal and DCP as the industrial interface and maintained as a buffer to the port area, with topographical interventions investigated to reduce noise impacts further;
- An Air Quality Impact Assessment should also be prepared to provide a comprehensive understanding of all air quality impacts on the site from the adjoining port area, as well as the impacts associated with any potential future expansion of current port activity.

Draft DCP -

- Section 2 Aims and Objectives – objectives J & K should be higher priority re design considerations
- Section 4 Master Plan – should be amended to adopt Fig 3-1 (industrial interface) from Acoustic Feasibility Study (RWDI 2021) as the suitable setback from Electrolytic and Reservoir Street. This would further reduce mitigation measures. Topographical, vegetation or barrier intervention should also be explored within the interface to further lessen impacts from the Port.
- Desired Future Character – this section should acknowledge the potential for future expansion of the Port and the potential for impacts associated with the Port to increase and change over time.
- Section 5.2 Setbacks - should be amended to adopt Fig 3-1 (industrial interface) from Acoustic Feasibility Study (RWDI 2021) as the suitable setback from Electrolytic and Reservoir Street.
- Section 5.3 Building Design – Control 11 should note that north facing living areas closer to the interface area are likely to be impacted by noise, including areas of private open space. Control suggested requiring all fencing to be acoustic fencing to further reduce noise impacts.
- Section 5.5 Private Open Space - Control suggested requiring acoustic fencing for private open space to further reduce noise impacts.

Agency/Business/ Interest Group	Issues Raised
Port Kembla Gateway	<p>Opposes the proposed redevelopment of the site, primarily because of its proximity to the port of Port Kembla and ancillary industries.</p> <ul style="list-style-type: none"> • Site overlooks Port Kembla – an example of inappropriate urban encroachment which will ultimately negatively impact the port, its users and the thousands of jobs it supports. • The port has viable plans in place to expand in the future – the expansion is expected to increase noise, traffic hazards, dust and odour which is likely to be considered a nuisance by residents in the new housing development. It is well known that residential housing cannot co-exist in close proximity to heavy industry. Complaints from the residents will certainly be forthcoming from disturbances caused by port operations. • The port operates 24/7 and must not be restricted by housing encroachment into industrial land. There is a need for a significant buffer zone between any future housing development and the future footprint of the port and the proposal offers no concession to this necessity. • The proposed housing development will adversely impact efficient functioning of the port and hinder future development of the port as strategic and vital state infrastructure – therefore the development proposal should be rejected by Council.
Operational Port Tenant	<p>As an operational port tenant, we raise the following concerns -</p> <ul style="list-style-type: none"> • Urban encroachment has potential to restrict current and future port and business operations including the introduction of curfews and limits on use of freight rail -our business relies on 24 hour access • Proposal to almost double the number of allowable dwellings from 46 to 85-110 would increase the likelihood and scale of conflict between port users and residents – noise, air emissions and light spill • The site is not appropriate for residential development – the acoustic report concludes that a proportion of the development will be affected by port and industrial noise “at a level higher than desirable by many people” • The proposal is inconsistent with strategic priorities for the region and the port.
Port Kembla Pollution Committee	<p>Support residential development however given the history of the site and the legacy of industry the proposed alterations to the zoning should be limited to R2.</p> <p>R2 development -</p> <ul style="list-style-type: none"> • May be able to be effectively environmentally managed • Assists with maintaining character of Port Kembla • Limits disturbance (by extraction) of very toxic substances and release into community. <p>Development of the land must engage the EPA - given contents of Golder document, the site should be declared significantly contaminated land and is therefore subject to management orders, site audits and financial assurances. Legislative requirements must be complied with. The whole site should be capped and sealed and then built on as is the case of the old Port Kembla Copper site.</p> <p>WLPP (19/3/21) noted no strategic merit for significant FSR and height increases – how is it possible for the proposal to contain an increase in height limits. The height limit alteration sets a precedent for future R3 zoning applications.</p>

Table 3: Community Submissions (16 submissions)

Key Issues Raised	Number of Submissions
Support residential use of the land. This will increase the suburb population which will help support services and businesses, particularly on Wentworth Street.	7
Design excellence/amenity comments – development should include wide footpaths/bike track, retention of big trees, green zones, playground for all people – not a concrete jungle, modern attractive/quality buildings.	7
Exhibited plan did not show any parking on site. Concerned about the amount of traffic that will be generated - the impact of our loss of parking at our home is not acceptable/noise. Need infrastructure upgrade to support an increase in vehicles and foot traffic is provided.	6
Will provide additional housing as we are in a housing shortage crisis.	4
Apartments need to be affordable/mix of housing. Should be minimum 20% affordable housing provision. The mix of housing in this proposal is ideal as it will provide opportunities for both tenants and buyers.	4
The Military Road/Church St intersection is very busy and visibility is average - will there be traffic lights and crossings installed? Intersection of Church St and Military Rd already problematic with poor sight lines - with 45 degree angle parking impeding views the proposal will introduce increased traffic exacerbating congestion and likelihood of accidents.	3
In general support more housing for this area but too many dwellings crammed into this development. Overly developed and in contradiction to principles of enhancing amenity and keeping in line with design of existing neighbourhood. Medium and high density out of character for neighbourhood and suburb. Potential for a new ghetto when people are packed into an area – people need space around them.	3
Concerned about shadowing/block sunlight.	2
Support apartments.	1
Minimal roads through the site – include bike parking and make the development focus on people and not car access. Improve public transport connection to Wollongong with a more frequent train service.	1
Contamination concerns – school relocated.	1
Proposal for child care facility within the development requires deeper consideration – will add to traffic congestion and pressure on allocated parking. Wentworth St retail precinct under utilised and should be considered for child care facility.	1
Potential for aged care residences (Design Concept 2) is worthy of consideration.	1
Views and vistas for existing residents are obliterated – impossible to see how key public view corridors (e.g., escarpment) will be sustained with the scale of proposed medium and high density structures.	1
Proposed open green space insufficient – required for amenity and wellbeing. Existing landscape provides habitat for range of native fauna – appropriate	1

Key Issues Raised	Number of Submissions
habitat must be sustained.	
Proximity to steelworks, port and historical contamination pose health and wellbeing issues to potential residents.	1
Site has sat derelict and/or vacant for such a long period of time.	1
Need playground linked to streetscape – there are no good playgrounds until the beach.	1
There could be a much more interesting and creative solution for the space as an extension of the Port Kembla CBD – with nod to history.	1
Should as part of the development include other items included in the Port Kembla Revitalisation Plan and support Wentworth St to have bike racks, water stations, improved gardens, lighting and all access public toilets.	1
The vegetated berm will be insufficient as a noise barrier from neighbouring industries.	1
Industrial noise from the port will be echoed back on us by any taller buildings just across the road.	1

Following is a discussion of the key issues raised in the submissions in relation to the draft Panning Proposal and the draft site-specific DCP Chapter -

1 Draft Planning Proposal

1.1 Proximity to the Port of Port Kembla – potential land use conflict

The former school site adjoins strategically important port-side industrial land in Port Kembla. Port Kembla is recognised as a state significant employment precinct due to its importance to the NSW and Australian economies, and Port Kembla Port is included as one of three key ports in the State Environmental Planning Policy (SEPP) Transport and Infrastructure 2021. The Port of Port Kembla supports more than 3,500 jobs and contributes \$543 million to the regional economy each year. The NSW Ports' 30 Year Master Plan *Navigating the Future* identifies Port Kembla as a home to NSW's second container port to cater for future trade volumes as Port Botany reaches capacity. While traditional industrial and manufacturing will remain an important part of Port Kembla, advanced and smart manufacturing will play an increasingly significant role within the precinct.

Concern has been expressed by NSW Ports, the EPA and a number of port tenants that future development of the former Port Kembla school site could limit 24/7 operations and expansion of the Port area due to potential land use conflict with current and future heavy industry uses. The potential for community complaints in relation to possible noise, odour and other amenity impacts was raised.

The Illawarra Shoalhaven Regional Plan 2041 (ISRP) also recognises that there are key environmental and land use considerations that need to be carefully considered and managed to minimise potential land use conflicts and realise potential development opportunities in the Port Kembla precinct covered by the Ports SEPP. These include, but are not necessarily limited to, potential air quality, water quality, contamination and flora and fauna. The Regional Plan recognises that collaboration between NSW Government agencies, including the Environment Protection Authority, will be key to ensuring identified growth opportunities in Port Kembla can be realised without having significant adverse impacts on the local environment, and that new port related developments should aim to maintain, restore or improve the environment and comply with relevant regulatory requirements.

The Plan additionally addresses increasing residential development demand around the port which could conflict with current and future heavy industry uses and could constrain the Port's future operating capacity and efficiency if not managed appropriately. In addition to identifying the need for port operations to comply with relevant regulatory requirements to reduce conflict arising from potential amenity impacts, Strategy 3.1 *"Protect Port Kembla as an international gateway for freight and logistics"* also states that strategic planning should consider opportunities to reduce land use conflicts from

adjoining land uses and where appropriate include buffer measures to minimise the impact of development on the efficient functioning of the Port and the freight industry.

A key purpose of the State Environmental Planning Policy (SEPP) Transport and Infrastructure 2021 – Chapter 5 Three Ports is to define the port related activity boundaries and protect/reserve the land within those boundaries for port related uses and future port related development. The SEPP area buffer facilitates land use that complements and strengthens the role of the ports, confirming the land that forms an area of interest for the future. This strategic land-use planning preserves access to areas required to directly undertake port activities and provides the transport corridors required to link the port to the wider freight network.

NSW Ports advocates to maintain open space and business buffers between port and industrial lands and residential areas – a buffer zone between housing development and the future footprint of the port. As illustrated above, the SEPP area effectively serves this function. It should be noted that the SEPP was amended in 2022 and although it is recognised that there are plans to expand the Port of Port Kembla, no proposed rezoning of land surrounding the Port of Port Kembla to expand the SEPP mapped area was included in that amendment in this regard.

In addition to the SEPP area buffer, the draft Planning Proposal response to concern about urban encroachment has been the introduction of a land use and zone buffer restriction at the northern end of the site (i.e. proposed RE2 Private Recreation zoned land), thereby contributing to the overall objective of reducing potential interface issues. This restriction is currently not implemented for the site under the current zoning – the current B4 Mixed Use zone already permits various forms of medium density housing across the entire site. The exhibited draft Concept Plan also included the provision of a 10m wide green buffer/vegetated berm between the industrial lands to the north and north-west and potential land uses across the rest of the site as an additional measure to reduce noise impacts.

The EPA additionally advises new developments should be planned to avoid land use conflicts up front through spatial separation, best practice building design and construction, and the use of appropriate mitigation measures at appropriate locations. The “Key Site” designation provides a pathway to ensure best practice building design and construction methods are achieved for the site. Objectives and controls have also been included in the draft site-specific DCP Chapter in relation to mitigation measures to avoid potential adverse amenity impacts from port and industrial operations.

1.1.1 Legislative Requirements/Approvals for Port Operations

NSW Ports hold approvals for several Major Projects and is responsible for ensuring compliance with the Conditions of Approval that set out requirements for the environmental management of construction and facility operation, and ongoing community engagement. The environmental impacts of Port developments are thoroughly assessed prior to commencement of work. Impact assessments consider the likely effects of proposed port activities and developments on air and water quality, noise levels, terrestrial and aquatic ecosystems, traffic and transport systems, public access and amenity and sustainability principles. Once approved, project specific Environmental Management Plans are prepared to monitor and protect the environment during construction and operation, to ensure management practices are in accordance with applicable approvals, environmental licences and legislation, and community expectations. Reviews are undertaken regularly, along with independent environmental audits to verify compliance is achieved.

Additionally, a large number of Port tenants require an Environmental Impact Statement (EIS) and/or hold licenses for scheduled activities at the port and they are responsible for managing and operating in accordance with those licenses, ensuring safeguards to the surrounding community are put in place. The EIS provides information on the economic, environmental and social impacts of the project.

Relevant policy that must be adhered to include the Noise Policy for Industry (2017) which balances the need for industrial activity with the community’s desire to minimise intrusive sounds, and the Protection of the Environment Operations Act 1997 in relation to Environmental Protection Licences issued for port operations. Projects must be designed and operated with the objective of meeting noise and air quality limits as described in these policies and include mitigation and management measures to prevent adverse impact to sensitive receptors (including neighbouring residential properties).

The Port of Port Kembla currently operates within a community setting and is mindful of community amenity, which is an integral part of port planning and development. The Port of Port Kembla currently operates alongside some 14,500 residential properties within 2kms of the SEPP boundary (7,700 within 1km). As outlined above, safeguards in the form of legislation and conditions of consent/license are already built into the approval process in recognition of this neighbouring residential population. A recent example is the Planning approval granted for a container and multi-purpose facility Outer Harbour Development, which is subject to conditions of consent that acknowledge a large existing neighbouring residential community.

The development of the former Port Kembla School site wouldn't change the current requirements in this regard, given there is residential development on three sides of the site that currently need to be considered in any proposed port activity. Each approval or EPL acknowledges the adjoining local community and places limits/obligations on the operator in terms of noise levels, air quality etc. The site's current zoning permits residential development with consent. This Planning Proposal would not place any additional onus on the Port operator or tenants.

1.1.2 Proposed Site-specific Controls

The NSW Department of Planning and Environment (DPE) and Wollongong Local Planning Panel (WLPP) recommended that a site-specific DCP be developed to ensure that all appropriate mitigation measures are integrated into the redevelopment of the site in terms of the likely noise and light spill from the Port, and any built form outcomes are compatible with the surrounding low density residential character.

This recommendation is consistent with the EPA advice on the need for new developments to incorporate best practice building design and construction, and the use of appropriate mitigation measures.

Additionally, the Port Kembla Land Use Conflict Management Study (LUC study), commissioned by the DPE recognised that noise impacts are best mitigated by appropriate design and construction of buildings and provides the following design controls for consideration -

- Good building design and orientation so that sleeping areas are orientated away from the Port and surrounding industrial areas. The location of utility areas, such as laundries and bathrooms as noise buffers is a worthwhile strategy.
- Improved glazing to habitable rooms and windows to incorporate good seals.
- Provision of fresh air ventilation, which would ensure that windows can be closed when improved amenity is desired by occupants.
- Outdoor areas designed to take advantage of any acoustic shielding by the building structure or surrounding buildings.

The submitted acoustic assessments conclude that any future residential development is capable of achieving compliance with appropriate noise attenuation measures to manage potential land use conflicts. These recommendations have been incorporated into the site-specific DCP Chapter to ensure that the site achieves a suitable design for medium density residential development, and the future residential amenity is protected (Attachment 6).

1.2 Medium Density Development

The Urban Design Analysis Report (Studio GL 2021) indicates that potentially 110 dwellings could be built on the site.

Community submissions were divided in terms of support for increased density of residential use of the land. Those in support of the proposal cited the benefit of an increased suburb population to help support services and businesses, particularly on Wentworth Street. The addition of a mix of housing types (including affordable housing) to address a housing shortage crisis was also expressed as a positive of the proposal.

However, while there was general support for more housing for this area, concern was expressed that the draft Concept Plan exhibited represented over development of the site, with associated negative impacts on traffic congestion, parking, over shadowing etc. These submissions felt the scale of the development contradicted the principles of enhancing amenity and respecting the character of the existing neighbourhood and suburb and were seeking additional open space for the site as part of the development.

Council's Design Review Panel (DRP) was involved in an assessment of an earlier version of the proposal, which sought heights up to 5 storeys and increased floor space ratios (FSRs). As a result of the DRP findings that there wasn't strategic merit for a significant height and FSR increase, and a suggestion that a lower scale development is more appropriate for the site, Council endorsed for exhibition on 10 May 2021 a maximum building height of 11m (3 storeys) and retained the current 0.5:1 FSR for the site. The DRP additionally recommended that the site should be identified as a 'Key Site' under Clause 7.18 of the WLEP which requires a DCP to ensure that all appropriate mitigation measures are integrated into the redevelopment of the site, and any built form outcomes are compatible with the surrounding low density residential character. The Panel agreed with the open space allocation at the northern end of the site.

Residential development of a large site in close proximity to the Port Kembla Town Centre is consistent with Council's Port Kembla 2505 Revitalisation Plan to contribute to the commercial activity and support the economic viability of this centre. The proposal will increase residential population, increase housing choice on a site that is currently vacant/redundant and unlikely to be redeveloped for a land use directly associated with the current zoning, provide key linkages throughout the site, to the coast and to the Town Centre and highlight the heritage significance of the site whilst managing its interface with the Port area.

1.3 Contamination

The former school closed and was relocated due to the proximity to the former Port Kembla Copper (PKC) smelter and stack. Advice from the EPA reiterated that the key considerations identified in SEPP Remediation of Land should be addressed and that investigations, remediation and validation work should be carried out in accordance with the guidelines made or approved by the EPA under the Contaminated Land Management Act 1997. The proposed remediation works are considered to be classified as Category 1 remediation works, which require development consent.

With the intended medium density residential use and open space, a number of studies have been commissioned to identify the areas of the site requiring remediation activities to make the site suitable for the proposed land uses. These studies include -

- Detailed Site Investigation (Golder Associates 2013).
- Report on Conceptual Remediation Action Plan (2015 and revised 2016 Douglas Partners).
- Report on Data Re-assessment For Rezoning (2016 Douglas Partners).

The studies were designed to identify issues and potential areas of environmental concern associated with historical land uses. The assessment included collection and analysis of soil (test pits) and sediment samples, and sampling of surface water and groundwater from various locations across the site.

The scope of a Remediation Action Plan (RAP) is to provide a plan of activities, procedures and objectives to ensure the effective and controlled remediation of the site to a condition suitable for the proposed Medium Density Residential land use and open space. It describes the procedures and standards to be followed throughout the project to facilitate successful remediation/management of the site and ensure protection of human health and the environment. This includes the mitigation of any adverse impacts on surrounding land and waterways during the remediation works by the management of dust, water and noise emissions.

The reports concluded that the site is contaminated, although the contamination could be managed through implementation of an Environmental Management Plan, and that the site can be rehabilitated and rendered suitable for the proposed medium density residential development, subject to further data assessment following finalisation of the proposed development design, review of the conceptual remediation strategies and subsequent remediation of the identified contamination issues. A detailed asbestos investigation is required prior to remediation. These further investigations could be undertaken

as part of a future development application process. The reports indicated that potential management strategies for the heavy metal, total recoverable hydrocarbons and asbestos contamination could include off site disposal, on site treatment, off site treatment or on site containment.

The EPA submission confirms that an accredited site auditor should be engaged throughout the contamination assessment and management process, including the provision of a Site Audit Statement certifying that the land is suitable for the proposed use(s) prior to occupation. The NSW EPA accredited site auditors are the ultimate authority in relation to the Contaminated Land Management (CLM) Act and State Environmental Planning Policy– Remediation of Land matters. The site auditor independently reviews reports on assessment, remediation and validation actions to ensure that the methodology used by the consultants and their interpretation of data are consistent with current EPA regulations and guidelines. Council liaises with the appointed site auditor to ensure community concerns are addressed and also is involved in site remediation meetings according to the Health Investigation Level Soil Guidelines for sensitive uses.

The health based Investigation Levels (HIL) guidelines are very stringent for sensitive use (residential housing, childcare, aged care development) and assess the environmental risk such as water pollution. It is the role of engaged certified site contamination specialist consultants and the NSW EPA accredited site auditor to ensure the proposed remediation works meet these guidelines. The ultimate aim is to enable a site audit statement (SAS) and associated site audit report (SAR) to be prepared that confirms the suitability of the site for the proposed mixed residential land use development and open space.

A long-term Environmental Management Plan (EMP) is required to be notified on the planning certificate for on site management of any encapsulated contamination, promoting awareness of the contamination management and the requirements to avoid disturbance. Any on site containment would need to be placed under buildings under private ownership with appropriate s88B wording (and not in the open space areas, or under roadways, due to potential future problems when these areas may need to be disturbed/dug up for maintenance etc.). This requirement will also be included in the site-specific DCP Chapter. The long term EMP will require review and endorsement by a Site Auditor. The developer is responsible for site clean-up and long-term monitoring.

1.4 Traffic and Parking Impact

Some concern was expressed in community submissions that the development may result in unacceptable levels of additional traffic in the area, with submissions seeking clarification about the proposed parking for the development and reassurance that an on-site solution would be provided. The Military Road/Church St intersection was identified in some community submissions as being busy with limited visibility, and a request made to investigate the possibility of traffic lights and crossings being installed at this location in association with any future development of the site.

The Transport for NSW (TfNSW) submission and some community feedback also suggested the need to consider local infrastructure improvements to facilitate the connectivity objectives expressed in the draft site-specific DCP Chapter. Specifically, the following initiatives were suggested – provide new wider footpaths along the development site four road frontages to provide connectivity and a direct linkage, and improvements to adjoining public transport infrastructure (Stop ID 250522 and 250544) as part of the future development of the site to promote and cater for public transport usage by future residents. The TfNSW submission also noted that the DCP should be updated to acknowledge that the future design of the proposed roundabout will need to cater for the existing and future cycle and pedestrian network provided within Military Road road reserve and should ensure compliance with the NSW Government Road User Space Allocation Policy and Procedure as well as the NSW Government Movement and Place Framework.

The following studies were undertaken in support of the draft Planning Proposal -

- Traffic Impact Assessment (Bitzios 2018); and
- Traffic Noise Intrusion Assessment (Harwood Acoustics 2018).

At the Planning Proposal phase the design and layout of any potential future dwellings are indicative only. Both these studies were conducted on the basis of an earlier version of the exhibited Concept Plan, comprising approximately 110 dwellings consisting of residential flat buildings, terrace style (townhouse) buildings and small lot residences.

Traffic Impact Assessment (Bitzios 2018)

This study analysed current and projected traffic volumes at key intersections and concluded that the existing Military Road/Marne Street and Military Road/Church Street intersections could sufficiently cater for the proposed development traffic for the 10-year design horizon.

Council's Wollongong DCP 2009 Chapter E3: Car Parking, Access, Servicing/ Loading Facilities and Traffic Management provides requirements for the assessment and management of traffic impacts associated with development, and general requirements for the design and provision of car parking, motorcycle parking, bicycle parking and storage facilities. Key objectives of this Chapter are to ensure that transport networks are able to support the proposed development in a manner that maintains safe levels of service; provide adequate and safe vehicular access to sites without compromising streetscape qualities; incorporate provisions that manage the demand for parking; ensure that the design of access and parking areas meets relevant Australian Standards; and ensure that parking facilities are integrated into the design of developments and minimise visual impacts.

Any future development application will require the preparation of an up to date Car Parking / Traffic Impact Assessment. This assessment will involve further intersection and / or network modelling to analyse the potential traffic impacts of the proposed development upon the surrounding road network and key intersections in the locality.

The car parking, motorcycle and bicycle requirements for specific land uses / developments are contained in Schedule 1 to this chapter of the DCP. The following parking would need to be provided on site as part of any future residential development:

Table 4: Required On-Site Parking

Land Use	Car Parking Requirements	Bicycle Parking Requirements	Motorcycle Parking Requirements	Delivery/Service Truck Requirements
Residential flat building / Multi-dwelling housing / Shop top housing / Attached Dwelling	City Wide 1 car parking space per dwelling (<70m ²) or 1.5 car parking spaces per dwelling (70-110m ²) or 2 car parking spaces per dwelling (<110m ²), plus 0.2 car parking spaces per dwelling for visitors.	1 bicycle space per 3 dwellings (residents) and 1 bicycle space per 12 dwellings (visitors)	1 motorcycle space per 15 dwellings	Large Rigid Vehicle (Waste Contractor) <10 dwellings – side loading waste collection vehicle (refer to Chapter E7: Waste Management)

Traffic Noise Intrusion Assessment (Harwood Acoustics 2018)

A traffic and industrial noise intrusion assessment was undertaken for the proposed residential development to determine the potential for compliance with the noise limits set by the (former) SEPP Infrastructure 2007 (now referred to as SEPP (Transport and Infrastructure) 2021). The assessment concluded that some future dwellings in close proximity to Military Road and the northern end of the site overlooking the Port will require varying degrees of acoustical treatment to ensure that the internal noise limits set by the SEPP can be met. However, the assessment concluded that for even the closest dwellings to Military Road, the construction methods and materials required to ensure the internal noise limits set will not be onerous. The extent of acoustical treatment will depend on several factors including the size of rooms, portion of glazing, orientation of glazing, type of floor coverings, acoustical shielding from other buildings and boundary fences.

The assessment indicated that the required internal noise levels set by the SEPP can be met using the following construction methods and materials for dwellings close to Military Road (noting that updated assessments will be required as part of any future development application) –

Table 5: Recommended Construction Methods and Materials

Walls	<p>External walls may be of brick veneer or other masonry construction, or Cement composite external cladding</p> <p>Internal plasterboard wall lining may be of standard 13 mm thick plasterboard construction with standard thermal insulation in the external wall cavity</p>
Ceiling and Roof System	Concrete tile or metal deck roof with minimum 13 mm thick fire rated or sound rated plasterboard ceiling below the living area ceilings and thermal insulation in the ceiling cavity
Windows and Glazed Doors	<p>Windows and glazed doors may be fixed, sliding, awning, casement or double hung style in aluminium or timber frames;</p> <p>Windows in the living areas will require glazing with a minimum weighted sound reduction index (Rw) 32 – e.g. 6.38 mm thick laminated glass; and</p> <p>Windows in the bedroom will require glazing with a minimum weighted sound reduction index (Rw) 29 – e.g. 5 mm thick float glass.</p>

Living areas fronting Military Road may be required to be ventilated in accordance with the Building Code of Australia. A final assessment of individual dwellings will be required prior to the issue of a Construction Certificate.

The assessment additionally concluded that the level of noise emission from any future industrial premises or expansions within the Port will not increase the construction requirements for future dwellings providing the new premises comply with the EPA's Noise Policy for Industry 2017 as should be required. Therefore, from an acoustical impact perspective, there is no reason why future residential development could not be considered for the subject site.

1.5 Recommended Amendment to Draft Planning Proposal Post Exhibition

Submissions were received expressing concern that the majority of the Site may not be suitable for residential uses due to the existing impacts from the Port operations and its close proximity to the Port area. Submissions suggested that at a minimum any future residential uses on the site should be restricted to those areas where it can be demonstrated that impacts do not exceed maximum thresholds, and no mitigation would be required to achieve compliance with relevant noise and air standards for residential development.

Additionally, strategic documents such as the Illawarra Shoalhaven Regional Plan 2041 include the recommendation that Strategic planning and local plans should consider opportunities to where appropriate, include buffer measures to minimise the impact of development on the efficient functioning of the Port and the freight industry.

The current draft Planning Proposal is seeking R3 Medium Density zoning to develop the majority of the Site, with a proposed RE2 Private Recreation buffer in the north, and a 10m wide vegetated berm along Electrolytic Street as a suggested noise attenuation solution.

Feedback from Council officers experienced in the implementation of noise attenuation devices has indicated that vegetation berms, trees and hedges are typically not considered effective noise barriers by acoustic practitioners. In evaluating long term objectives and effectiveness of the vegetative berm there are issues such as -

- Maintenance of density and depth.
- Permanence (disease, damage, removal).
- Future changes in land use.
- Land clearing.
- Fire.

These considerations make vegetation a very unreliable/ inappropriate form of noise reduction/ acoustic barrier. Overall, the proposed residential site is elevated compared with the adjacent industrial land and is likely to require an engineered solid lapped acoustic barrier, with the design and height of any acoustic barrier required to respond to the proposed building heights and orientation.

There are two (2) options to consider -

- 1 Moving the proposed RE2 Private Recreation/R3 Medium Density Residential zone boundary located on the northern part further south to align with the southern side of Church Street intersection, which will provide a larger buffer to Port operations. The resultant larger buffer and minimising residential development on the Port side of the highest elevation on the Site will result in distance noise attenuation. Additionally, alignment of the R3 zoning boundary with the southern side of Church Street will ensure that the end of an apartment building does not terminate the view of Church Street, which will result in an improved urban design outcome for the wider community. The key implication of this minor zoning realignment is a loss of potential developable land – approximately 3,100m². (Attachment 4).
- 2 Retain the exhibited zoning boundary.

It is recommended that Council resolve to endorse the revised Wollongong LEP 2009 mapping amendments (Option 1) included as Attachment 5.

2 Draft site-specific DCP Chapter

A site-specific DCP Chapter was prepared and exhibited to guide the implementation of the vision for the site, respond to site opportunities and constraints, and to provide guidance and a tool in the assessment of future Development Applications. Feedback from the NSW Department of Planning and Environment (DPE), Wollongong Local Planning Panel (WLPP) and Council Officers was taken into consideration in the drafting of the DCP Chapter for public exhibition, along with the findings and recommendations contained in the technical studies submitted. The DPE and WLPP recommended that the site required a DCP to ensure that all appropriate mitigation measures are integrated into the redevelopment of the site in terms of the likely noise and light spill from the Port, and any built form outcomes are compatible with the surrounding low density residential character.

The site-specific draft DCP Chapter is intended to supplement the land use planning controls contained in Wollongong DCP 2009, to achieve the vision for the site while ensuring site specific aspects are acknowledged, protected and managed. The general chapters of Wollongong DCP still apply, such as subdivision, heritage, parking etc. The site-specific Chapter contains site specific provisions that override some of the generic development controls.

State Environmental Planning Policy (SEPP) (Housing) 2021 and the NSW Apartment Design Guide (ADG) are the key design controls for residential apartment buildings, and the SEPP (Exempt and Complying Development Codes) 2008 – Low Rise Housing Diversity Code may be applicable for any dual occupancy or multi dwelling houses (terraces, townhouses and villas) proposed for the site.

Wollongong LEP 2009 (Clause 7.18) allows for the designation of certain sites as “Key Sites”. These are sites which are of their nature reasonably large and have the potential to revitalise town centres and provide both significant economic or social return and significant public domain benefit. The LEP clause provides that Key Sites can only be developed if they deliver the highest standard of Architectural and Urban Design. Additionally, any development application must be referred to Council’s Design Review Panel. Council resolved that the site be listed as a “Key Site” under Clause 7.18 of the WLEP due to its prominence and heritage values.

2.1 Studies Submitted

The draft DCP Chapter was informed by the recommendations contained in the following studies submitted in support of the Planning Proposal –

Acoustic Feasibility Study (RWDI Group June 2021)

This study concludes that a proportion of the development at the northern end will be affected by Port and industrial noise at a level higher than desirable for many people. The report recommends that noise impacts be minimised by -

- The developer ensuring that the new dwellings incorporate appropriate noise attenuation measures to mitigate impacts from the Port to acceptable levels.
- Buildings and apartments being designed to orientate noise sensitive rooms away from the Port and nearby industry, and incorporate glazing and ventilation requirements in the design.
- The inclusion of a notation on Section 10.7 Planning Certificates on the title so it is clear for future owners / occupiers that they may be subject to Port / Industrial noise and other amenity impacts.

Heritage Interpretation Management Strategy (John Oultram Heritage & Design 2021)

The former Port Kembla Public School site has social and cultural value as the school site and buildings served an important function in the community for more than 100 years. There is a series of demolished structures on site, relating to a former use as a Primary School. These include footings of the Primary School building erected in 1916, and an Infants building erected in 1953, along with associated buildings on site. There is also evidence remaining of playground facilities such as game courts and concrete pathways. The site has been identified as a prominent location with potential to reflect its past social significance as a school.

A Heritage Interpretation Management Strategy was submitted, recommending interpretation in the form of the following -

- 1 Retention of Landscape: retention of mature trees.
- 2 Demolished Structures: introduced devices (the term introduced devices refers to features, sculptures plaques and the like that may demonstrate, describe or reflect an important aspect of the site); footing markings of main school building in public areas.
- 3 Introduced Devices - the suggested interpretation will take the form of -
 - Layout to reflect both Aboriginal occupation and Educational themes.
 - Artwork/structures to allow interpretation of Aboriginal themes.
 - Interpretation panels, with the following interpretive elements suggested -
 - Aboriginal Themes - Yarning circle; Totem poles with Aboriginal images and place names in the direction of views and connections to the physical context that are of importance for the site's connection to Country; Indigenous plantings; Plaques; Dreamtime stories of Mount Kembla, Mount Keira and the Five Islands. Any interpretation would require the input and involvement of the local indigenous community, as it would be a telling of their stories and a representation of their on-going connection to this Country.
 - Development of Port Kembla – Plaques; View references to the industrial development.
 - Port Kembla Public School – Art work and Plaques on the new building close to the former school and play equipment relating to the history of the school on this site; use of salvaged brickwork from the school site; Footing lines in public areas to show the location of the main school building; Retention of mature trees.

Urban Design Analysis Report (Studio GL December 2021)

The revised draft Planning Proposal is supported by an updated Urban Design Analysis Report which addresses the matters identified in prior Council reports. The Urban Design Analysis Report also incorporates the findings of the Acoustic Feasibility Study. The report outlines Urban design principles that will influence the built form so that it contributes positively to the character of the local area. The report indicates that potentially 110 dwellings could be built on the site, which would need to include 5% Affordable Rental dwellings.

2.2 Exhibited Draft Development Control Plan

The draft site-specific DCP Chapter exhibited included the following provisions -

- Key objectives for development of the site to achieve the vision for medium density residential development and heritage interpretation.
- A draft Concept Plan.
- Controls to preserve or create key views and vistas – there are extensive views from the site to the south, north and west.
- Building setback controls.
- Architectural diversity and building design controls.
- Movement network, street design and road width controls.
- Key heritage objectives and controls specific to the site, to ensure that future development creates opportunities for acknowledgment, storytelling and interpretation.
- Controls to protect the amenity of future residents, ensuring all appropriate mitigation measures in terms of noise, light spill etc are integrated into the redevelopment of the site, and to guide built form outcomes that are compatible with the surrounding low density residential character.

2.3 Recommended Amendments to Draft DCP Chapter Post Exhibition

The public exhibition provided the opportunity for further input from the wider community, state agencies and other key stakeholders. A key recommendation post exhibition is that further urban design analysis be undertaken to develop a final Master Plan/DA Concept Plan to better reflect the desired future character of the site in terms of achieving a quality design that incorporates shared heritage elements, respects key views, better integrates with the existing residential community and mitigates against potential amenity impacts associated with the location in proximity to the Port.

Retaining structures/embankments border the site along Electrolytic, Reservoir and Marne Streets. The site is approximately 3m higher than Electrolytic Street, approximately 1.8m higher near the intersection of Electrolytic and Reservoir Streets, and approximately 2m higher than the adjacent ground level along Marne Street. The site additionally contains contamination, although the supporting studies conclude that the site can be rehabilitated and rendered suitable for the proposed medium density residential development, subject to further data assessment following finalisation of the proposed development design, review of the conceptual remediation strategies and subsequent remediation of the identified contamination issues. These further investigations could be undertaken as part of a future development application process. It is unclear at this stage whether these works will involve off site disposal, on site treatment, off site treatment or on site containment, and whether this will result in changes to the current levels. Any future agreed Remediation Action Plan (RAP) with the EPA will establish final ground levels and hence inform the final Master Plan design for the site.

The exhibited draft Concept Plan proposed layout uses the built form of some buildings to 'shield' residential areas located further from the noise source. The taller built form located towards the north and west of the site, along Military Road, provides a generous front setback to allow for a high level of amenity for residential units located on the ground level, for vegetation planting in private open spaces, and for the preservation of existing street trees and planting of new ones. The setback provides visual privacy and noise mitigation for future residents, as well as for existing residents to the west of Military Road.

The proposed built form located to the south and east is of smaller scale and height in the form of terrace houses and townhouses, and proposes a 4.5m setback along Reservoir Street and 3m along Marne Street. A post exhibition recommendation is that these setbacks be adjusted to 4.5m with a 1m

articulation zone for both Reservoir and Marne Streets, compatible with the surrounding existing built form in the area. It is recommended to maintain the proposed 6m setback to Military Road.

The orientation and location of the site provides a high level of solar access for future residents. The exhibited Concept Plan includes taller buildings located to the west of the site, with the main façades facing north and east to enable the creation of sunny courtyards for the use of residents. The buildings are separated to maximise solar access to the residential units. This built form proposes setbacks of the top levels, as well as generous setbacks fronting Military Road, to minimise potential solar access impacts to residents on the western side of the road. The terrace houses along Reservoir Street have been positioned to the east of the site, and oriented to the north-east to maximise solar access. The compact scale and reduced height of the terrace houses allow for the townhouses located to the south to also receive generous amounts of natural light.

The site sits adjacent to three other heritage items - St Stephen's Anglican Church, former Fire Station and a dwelling house/shop on the corner of Third Avenue/Military Road. The heritage value and its context should also inform the future interpretative strategy of the site.

Further urban design, 3D modelling and graphic work is required to optimise -

- Integration of shared heritage interpretation across the site and a built form that respects adjacent heritage items.
- A built form compatible with surrounding low scale residential areas.
- Permeability through the site and the delivery of a range of useable open spaces.
- A built form that can preserve key views from public spaces and also frame and enhance views for future residents.
- The design and siting of the residential buildings and associated landscaping in order to mitigate against noise, light spill and other potential impacts and provide optimum solar access.

This further urban design work will deliver a Master Plan for the site and built form outcome to the highest standard of Architectural and Urban Design, as required by the WLEP 2009 "Key Site" designation.

The following are the key recommended edits/additions to the draft DCP exhibited -

Table 6: Recommended Edits/Additions to Draft DCP Chapter

	Recommended Edits / Additions
Master Plan and related figures	<p>Draft Concept Plan (Fig 2), Fig 3 Views and Vistas and Figs 4-12 setbacks and street cross sections removed.</p> <p>A key recommendation post exhibition is that further urban design analysis be undertaken to develop a final Master Plan/DA Concept Plan to better reflect the desired future character of the site in terms of achieving a quality design that incorporates shared heritage elements, respects key views, better integrates with the existing residential community and mitigates against potential amenity impacts associated with the location in proximity to the Port.</p> <p>Further urban design, 3D modelling and graphic work is required to optimise -</p> <ul style="list-style-type: none"> • Integration of shared heritage interpretation across the site and a built form that respects adjacent heritage items; • A built form compatible with surrounding low scale residential areas; • Permeability through the site and the delivery of a range of useable open spaces; • A built form that can preserve key views from public spaces and also frame and enhance views for future residents; and • The design and siting of the residential buildings and associated landscaping in order to mitigate against noise, light spill and other potential impacts and provide optimum solar access.

Recommended Edits / Additions	
	<p>This further urban design work will deliver a Master Plan for the site and built form outcome to the highest standard of Architectural and Urban Design, as required by the Wollongong LEP 2009 “Key Site” designation. Further view analysis work will be required as part of any future Development application to identify and respond to key views in the final Master Plan and built form. Updated street cross sections will be developed.</p>
2. Aims and Objectives	<p>References to the “Port Kembla School Site Master Plan” removed and replaced with “Design Principles for Development of the Site”.</p> <p>Objectives and controls generally: expanded and strengthened to reflect the above-mentioned vision for the site development, to guide further urban design work to develop a Master Plan/DA Concept Plan for the site.</p> <p>Chapter generally: reference to Three Ports SEPP updated to SEPP (Transport and Infrastructure) 2021 (Ports SEPP).</p>
4.1 Desired Future Character	<p>Reference to the proposed vegetated berm removed and replaced with “noise attenuation barrier”. A proposed vegetated berm was not considered a suitable solution and other alternatives will need to be investigated through the further urban design analysis work to be undertaken.</p>
5.1 Views and Vistas	<p>5.1.1 Objectives: reworded as follows -</p> <p>Ensure that development of the Site identifies and respects key public view corridors, cultural views and connections in the final built form/layout, for example to the Escarpment, coast, and Hill 60.</p> <p>5.1.2 Development Controls: reworded as follows -</p> <ol style="list-style-type: none"> 1 New development will maintain key view corridors, as guided by an updated View Analysis to be completed to inform built form design and siting. 2 Buildings are to be positioned, scaled and set back to ensure key views are maintained. <p>Further view analysis will be required to identify these key views to be retained.</p>
5.2 Built Form Setbacks	<p>5.2.2 Development Controls</p> <ol style="list-style-type: none"> 1 Reference to Figs 4-8 removed (further urban design analysis required to inform a final Master Plan for the site). <p>New control added: Development within the 9m height areas along Marne and Reservoir Streets is to be a maximum of 2 storeys.</p> <ol style="list-style-type: none"> 4 Minimum setback along Marne Street increased from 3m to 4.5m with a 1m articulation zone. 5 New control added: Any terrace housing is not to be continuous for the whole length of Reservoir or Marne Street – a break in the possible form is required. Development must respond to any slope of the land by stepping down the slope. 6 Requirement for minimum 8m street frontage width for terrace house development removed – guidelines exist. 9 Reference to “protected balconies” removed to avoid confusion with habitable floor area (which is not permitted in the articulation zone). 10 Reworded as follows: Basement levels are not to protrude into ground floor setbacks, including articulation zones. <p>New control: A minimum setback of 10m along Electrolytic Street to facilitate construction of a suitable noise attenuation barrier.</p>

Recommended Edits / Additions

5.3 Architectural Diversity and Building Design

5.3.2 Development Controls

- 4 Second sentence reworded as follows: A suitably qualified and accredited acoustic consultant shall be engaged to prepare an updated Acoustic Assessment and provide advice on construction methods and materials in relation to walls, ceilings and roof systems and windows/doors.

Reference to Fig 9 removed, noting there are a number of possible design solutions, and reference to updated Acoustic Assessment included.

- 5 Reference to landscaped berm removed and replaced with noise attenuation barrier. The design and height of the acoustic barrier will respond to the proposed building heights and orientation. It is anticipated that an engineered solid lapped acoustic barrier will be required. A satisfactory noise attenuation barrier will be a condition of approval for the first subdivision certificate.

- 11 Reference to Building Code of Australia added, and the following sentences: Measures such as draught and acoustic sealing, venting and window orientation should be considered and employed on a case-by-case basis to manage amenity impacts. A final assessment of individual dwellings will be required prior to the issue of a Construction Certificate.

- 15 Section 10.7 Planning Certificates to also reference any required long-term site management plan (SMP) in the case that on site encapsulation is the preferred strategy for the management of contamination.

New control: Any on site containment of contamination is to be placed under buildings under private ownership with appropriate s88B wording (and not in open space areas or under roadways, due to potential future problems when these areas may need to be disturbed/dug up for maintenance etc.).

5.4 Movement Network

5.4.2 Development Controls

- 1 Reference to the exhibited Master Plan removed.
- 2 Reworded as follows: Any proposed access to the site from Military Road will require the developer to provide a roundabout - the future design of the roundabout will need to cater for the existing and future cycle and pedestrian network provided within Military Road road reserve and should ensure compliance with the NSW Government Road User Space Allocation Policy and Procedure as well as the NSW Government Movement and Place Framework.
- 3 Reworded as follows: The final Master Plan is to create new streets that link to the existing grid to distribute traffic throughout the site, with footpaths and verge to both sides of the road to support pedestrian and cyclist safety and amenity.
- 5 Reworded as follows: For terrace housing car parking access must be from rear lanes only.

New control added: An updated Traffic Impact Assessment is to be undertaken, and on site parking provided in accordance with the requirements set out in WDCP 2009 Chapter E3: Car Parking, Access, Servicing/Loading Facilities and Traffic Management.

Recommended Edits / Additions	
5.5 Accessible Private Open Space and Natural Environment Public Domain	<p>Reference to exhibited Master Plan removed.</p> <p>5.5.1 Objectives</p> <p>a Reference to Fig 2 removed.</p> <p>b and e combined as one objective.</p> <p>c, d and f combined as one objective.</p> <p>5.5.2 Development Controls</p> <p>1 Table removed. Replaced with "Development of the Site is to incorporate a range of open spaces for the community and resident use".</p> <p>11 and 14 combined as one control</p> <p>15 Control and Fig 12 removed – references vegetated berm deemed not acceptable.</p>

It is recommended that Council resolve to adopt the revised Final site-specific DCP Chapter D20: Former Port Kembla School Site (Attachment 6).

3 Draft Planning Agreement - Affordable Rental Housing

Council officers and the applicant are negotiating the terms of a draft Planning Agreement for 5% Affordable Rental Housing to be provided on-site. A separate report on a draft Planning Agreement for 5% Affordable Rental Housing will be reported to Council.

CONSULTATION AND COMMUNICATION

The draft Planning Proposal, draft DCP Chapter and supporting documentation were exhibited between 12 October and 11 November 2022.

The Gateway Determination stipulated that consultation should occur with the following State agencies and other organisations -

- NSW Ports.
- Environment Protection Authority.
- DPE – Environment Energy and Science.
- Endeavour Energy.
- Sydney Water.
- Transport for NSW.
- Roads and Maritime Services.
- Department of Premier and Cabinet (Heritage NSW).
- National Trust of Australia, Illawarra Shoalhaven Regional Branch.

The draft Plans were also referred to Neighbourhood Forum 7, BlueScope, Port Kembla Copper, the Property Council of Australia, the Urban Development Institute of Australia and the Illawarra Local Aboriginal Lands Council.

328 letters were sent to surrounding residents/landowners/businesses and operators/tenants in the Port Kembla Three Ports SEPP area, and an ad placed in the Illawarra Mercury advising of exhibition dates and how to view the suite of documents.

Copies of the suite of documents were made available at -

- All Council libraries.
- Council's Customer Service Centre, Ground Floor Administration Building, 41 Burelli Street Wollongong.
- Council's website www.our.wollongong.nsw.gov.au

A social media post was arranged to appear on Facebook, which commenced 31 October 2022 and ran until 10 November 2022. The ad was targeted to Facebook users who live in the Port Kembla area and surrounds and have a particular interest in history, real estate, community, industry etc. This targeted approach, direct to their newsfeeds, gives a much higher impact than a general (unpaid) post. The ad reached 16,096 people, which is very high. A total of 901 clicks on the link to the engagement page were recorded.

As a result of the exhibition Council's exhibition web page received 1,350 views and 351 downloaded at least one document (a total of 780 documents were downloaded). As a result of the exhibition a total of 26 submissions were received.

PLANNING AND POLICY IMPACT

This report contributes to the delivery of [Our Wollongong 2032 - Community Strategic Plan](#) - Goal 5 "*We have a healthy community in a liveable city*". It specifically delivers on the following –

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

5.8 Housing choice in the Wollongong Local Government Area is improved, considering population growth, community needs and affordability.

FINANCIAL IMPLICATIONS

The preparation and exhibition of the draft Planning Proposal and draft Development Control Plan Chapter are managed within the Land Use Planning Service.

If the Planning Proposal, Development Control Plan and the development of the site is approved and constructed, it is proposed that any connecting roadways would be constructed by the developer at their cost and dedicated to Council upon completion.

A separate report on a draft Planning Agreement for 5% Affordable Rental Housing will be reported to Council.

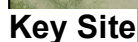
CONCLUSION

Council has received a Planning Proposal request to rezone the former Port Kembla Public School site to permit residential development. A site-specific DCP Chapter has also been prepared to guide any future development and provide a tool for the assessment of future Development Applications.

Council resolved to place a draft Planning Proposal and associated draft DCP Chapter for the former Port Kembla School site on public exhibition for community comment and feedback. As a result of the exhibition, the key changes recommended are -

- Residential boundary moved south to align with the southern side of Church Street intersection.
- Requirement for Master Plan to address outcomes in more detail.
- Noise mitigation barrier required and minimum setback of 10m along Electrolytic Street.
- Updated acoustic, traffic impact and view analysis reports required for DA.
- Any proposed access to the site from Military Road will require the developer to provide a roundabout.
- Setbacks adjusted to 4.5m with a 1m articulation zone for both Reservoir and Marne Streets, compatible with the surrounding existing built form.

It is recommended that Council resolve to finalise the draft Planning Proposal to rezone the site to part R3 Medium Density Residential Development and part RE2 Private Recreation to permit residential development, and to endorse the draft site-specific DCP Chapter to guide future development.





**WOLLONGONG LOCAL
ENVIRONMENTAL
PLAN 2009**

Planning Proposal
Lot 1 DP 811699 Military Road
Port Kembla
Existing Zoning Map

Zone

- B2 Subject Site
B4 Local Centre
E2 Mixed Use
IN2 Environmental Conservation
IN3 Light Industrial
R3 Heavy Industrial
R3 Low Density Residential
RE1 Medium Density Residential
RE2 Public Recreation
SP2 Private Recreation
 Infrastructure

Cadastre

☐ Cadastre 21.05.18 © Wollongong City Council



Projection: GDA 1994
MGA Zone 56

Map Identification number:
L_Military Road Existing_LZN.mxd



Summary of Submissions

Agency, Business and Interest Group Submissions (10)

Agency	Comment	Council Officer Response
NSW Ports	<p>NSW Ports objects to the draft Planning Proposal and Draft DCP Chapter for the following reasons:</p> <p>The site immediately adjoins land covered by SEPP Transport and Infrastructure 2021 – Three Ports. Approx. two thirds of the site overlooks the Outer Harbour of Port Kembla and surrounding industrial lands. Clause 5.1 lists the aims for Chapter 5 – Three Ports. Specifically Aims of Chapter – (d) to specify matters to be considered in determining whether to grant consent to development adjacent to development for port purposes; (g) to ensure that land around the Lease Area is maintained for port-related and industrial uses, including heavy industry on land around Port Kembla.</p> <p>Development that is incompatible with port operations should not be located in areas that are potentially subject to both current and future port operation impacts.</p> <p>Long term strategic documentation identifies Port Kembla as the next container port for NSW. Deep water port which currently imports and exports bulk commodities, motor vehicles and general cargo. Planning approval for a container and multi-purpose facility Outer Harbour Development – required before Port Botany reaches capacity.</p> <p>Port Kembla 2505 Revitalisation Plan contains a vision to “grow with the port and industry”. The regional significance and growth of the Port needs to be considered along with the cumulative impacts of residential development located within</p>	<p>Objection noted.</p> <p>Concern to protect Port operations, both current and future, and avoid land use conflict acknowledged.</p> <p>Recognition of the Port of Port Kembla as a state significant precinct due to importance to the NSW economy acknowledged.</p> <p>The State Environmental Planning Policy (SEPP) Transport and Infrastructure 2021 – Chapter 5 Three Ports is the principal environmental planning instrument that sets the land use planning and assessment framework for appropriate development at the three strategic ports – Port Botany, Port Kembla and Newcastle Port.</p> <p>A key purpose of the SEPP is to define the port related activity boundaries and protect/reserve the land within those boundaries for port related uses and future port related development. Maintaining appropriate threshold distances and preventing encroachment of sensitive use and development is important to the long-term sustainable development of ports. The SEPP area buffer facilitates land use that complements and strengthens the role of the ports, confirming the land that forms an area of interest for the future. This strategic land-use planning preserves access to areas required to directly undertake port activities and provides the transport corridors required to link the port to the wider freight network.</p> <p>The primary purpose of the SEPP policy is to enable essential, day-to-day development on land within the lease areas of the relevant ports to be undertaken by the port operator and port</p>

	<p>close proximity to the Port and industrial lands. Development that increases the potential for land use conflict is not consistent with this vision.</p> <p>Illawarra Shoalhaven Regional Plan 2041 contains an objective to “grow the Port of Port Kembla as an international trade hub”. The objective identifies that “increased development within the Port and in surrounding areas could constrain the Port’s future operating capacity and efficiency if not managed appropriately”. Strategy 3.1 states:</p> <p><i>“Strategic planning and local plans should consider opportunities to: Reduce land use conflicts from adjoining land uses including residential, commercial development and infrastructure use and, where appropriate, include buffer measures to minimise the impact of development on the efficient functioning of the Port and the freight industry”</i></p> <p>Greater Cities Commission: Six Cities Region Discussion Paper – “Port Kembla is planned to be the future second container terminal to support long-term demand and the resilience of the Six Cities Region’s freight network. Greater Sydney Region Plan – A Metropolis of Three Cities includes a number of planning policy directions in relation to industrial land and related port and freight uses, including the Region Plan Objective 17: Regional Connectivity is Enhanced. NSW Ports supports and advocates for improved north-south connections, particularly between the Illawarra and Sydney, including the new Western Parkland City, which the Illawarra is well placed to service.</p> <p>Growth of Rail: existing and future operations of Port Kembla rely on 24/7 rail access, including cargo train shunting, which commonly occurs at night. The Port Kembla Outer Harbour Development Concept Approval proposes to extend existing</p>	<p>tenants as exempt or complying development (subject to specified criteria and conditions), thereby promoting the efficient operation of the ports. Development of greater significance at the ports is expressly declared as either State Significant Development (SSD) or State Significant Infrastructure (SSI) under the Three Ports SEPP, or will be otherwise subject to the development assessment process under Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act) and determined by the Minister as the consent authority.</p> <p>NSW Ports hold approvals for several Major Projects and is responsible for ensuring compliance with the Conditions of Approval that set out requirements for the environmental management of construction and facility operation, and ongoing community engagement. The environmental impacts of port developments are thoroughly assessed prior to commencement of work. Impact assessments consider the likely effects of proposed port activities and developments on air and water quality, noise levels, terrestrial and aquatic ecosystems, traffic and transport systems, public access and amenity and sustainability principles. Once approved, project -specific Environmental Management Plans are prepared to monitor and protect the environment during construction and operation, to ensure management practices are in accordance with applicable approvals, environmental licences and legislation, and community expectations. Reviews are undertaken regularly , along with independent environmental audits to verify compliance is achieved.</p> <p>Additionally a large number of Port tenants require a EIS and/or hold licenses for scheduled activities at the port and they are responsible for managing and operating in</p>
--	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

	<p>rail infrastructure, and the conditions of approval require 90% of container movements to be via rail. The site will be susceptible to rail related noise emissions. NSW Ports is committed to growing rail capacity to ensure efficient freight rail connections.</p> <p>Strategic planning documentation emphasises the significance of the Port of Port Kembla, now and into the future. The Port needs to be considered when permitting changes to planning controls which have the potential to restrict current and future port operations.</p> <p>Urban Encroachment: a key objective of NSW Ports (navigating the Future: NSW Ports' 30 Year Master Plan) is to protect Port Kembla from urban encroachment in order to operate efficiently. Intensification of residential development in proximity to commercial ports facilities (White Bay/Glebe Island Precinct) has led to complaints, community protest and regulatory/policy interventions to restrict port operations. Sensitive residential development close to ports and freight corridors will result in restriction of opportunity for trade growth and long term employment due to land use conflict – the use of the port and surrounding industrial lands will intensify into the future. Urban development could result in sterilisation of existing industrial land, such as the Port Kembla Copper site. NSW Ports advocates to maintain open space and business buffers between port and industrial lands and residential areas.</p> <p>Draft Planning Proposal: The planning proposal will result in a potential prominent land use conflict, noting an adequate buffer between the subject site and port lands does not exist. Rezoning the site and increasing building height will exacerbate urban encroachment on port and industrial lands. The proposal will</p>	<p>accordance with those licenses, ensuring safeguards to the surrounding community are put in place.</p> <p>Relevant policy that must be adhered to include the Noise Policy for Industry (2017) which balances the need for industrial activity with the community's desire to minimise intrusive sounds, and the Protection of the Environment Operations Act 1997 in relation to Environmental Protection Licences issued for port operations.</p> <p>The Port of Port Kembla currently operates within a community setting and is mindful of community amenity, which is an integral part of port planning and development. The Port of Port Kembla currently operates alongside some 14,500 residential properties within 2kms of the SEPP boundary (7,700 within 1km).</p> <p>As outlined above, safeguards in the form of legislation and conditions of consent/license are already built into the approval process in recognition of this neighbouring residential population. A recent example is the Planning approval for a container and multi-purpose facility Outer Harbour Development, which is subject to conditions of consent that acknowledge a large existing neighbouring residential community.</p> <p>The development of the former Port Kembla School site wouldn't change the current requirements in this regard, given there is residential development on three sides of the site that currently need to be considered in any proposed port activity. Each approval or EPL acknowledges the adjoining local community and places limits/obligations on the operator in terms of noise levels, air quality etc . The site's current zoning permits residential development with consent. This Planning</p>
--	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

	<p>result in almost double the number of dwellings allowed under current planning development controls (from approx. 46 to 85 dwellings). Would increase likelihood and magnitude of conflict by exposing residents to potential impacts of industrial, port and logistics operations, including noise, air emissions and light spill.</p> <p>NSW Ports very concerned by any residential up zoning on and adjacent SEPP (Transport and Infrastructure) 2021 – Three Ports that would set a potential precedent or rezoning of other lands such as R2 Low Density Residential.</p> <p>Elevated topography of the site – approx. 30m above port land. Multi level residential development more susceptible to port operations and industrial impacts such as noise, air emissions and light spill due to direct line of site and no buffer land uses or built form between the port land and proposed residential development. The site directly overlooks the Outer Harbour and surrounding industry.</p> <p>Acoustic Feasibility Study (RWDI 2021) concludes that "Modelling has confirmed that a proportion of the development will be affected by Port and industrial noise at a level higher than desirable for many people but not all". The statement highlights that the site is not appropriate for residential development. Need to be able to achieve acceptable noise levels for all. Section 10.7 certificate notation – unrealistic for future occupants to grasp how impacted their dwelling will be. Putting responsibility on developer to appropriately mitigate the development from surrounding noise does not safeguard that this will be appropriately achieved and that noise complaints will not arise. Not known if modelling methodology includes future approved development within Port Kembla/future noise generation.</p>	<p>Proposal would not place any additional onus on the Port operator or tenants.</p> <p>It should also be additionally recognised that NSW Ports has expressed a commitment to operating in a responsible and sustainable manner to minimise adverse impacts, enhance the local environment and continue to be a good neighbour to the surrounding residents. Port operators around the world are working hard to reduce emissions, with the ongoing transition to more sustainable and environmentally friendly operations likely to accelerate as world economies progress towards carbon emission reduction commitments. This is expected to impact ship design and may have flow-on effects for port infrastructure and re-fuelling facilities. NSW Ports is committed to fostering whole of port operations towards sustainability.</p> <p>NSW Ports advocates to maintain open space and business buffers between the port and industrial lands and residential areas. The exhibited Planning Proposal proposes open space as a buffer in the north of the site – a post exhibition recommendation is to align the R3 zone with the southern side of Church Street, in order to ensure that the end of an apartment building does not terminate the view of Church Street and also to increase the extent of the current proposed buffer area.</p>
--	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

	<p>Draft Development Control Plan:</p> <ul style="list-style-type: none"> • Three Ports SEPP reference to be updated to SEPP (Transport and Infrastructure) 2021. • Proposed 10m setback along Electrolytic Street is considered inadequate due to the scale of the site, the type of development proposed and proximity to operational port and industrial land. The setback may assist in reducing the acoustic impact from surrounding land uses but will not eliminate the acoustic impact. • The planning system cannot solely rely on design mitigation measures as the only solution to addressing land use conflict matters and allow industrial and sensitive uses to be developed side by side. Physical land separation and protection of industrial lands from sensitive uses is required as a fundamental principal of good land use planning. 	
TfNSW (collective submission including Sydney Trains)	<p>No objection to draft Planning Proposal as the rezoning and future development will not have a significant impact on the state road network in terms of safety and efficiency (nearest state roads are Five Islands Road and Old Port Road to the north). Surrounding roads are managed by Council and hence the subject application is a matter for Council to assess and manage the traffic implications.</p> <p>Draft DCP: Section 4.1 Desired Future Character “providing connectivity and direct linkage to public transport” and “to facilitate integration and connection between future residents and the wider community”– suggest improvements to infrastructure to facilitate this e.g. provide new wider footpaths along the development site four road frontages to provide connectivity and a direct linkage; and detailing improvements to adjoining public transport infrastructure</p>	<p>No objection noted.</p> <p>Suggestions for local infrastructure improvements noted and shared with relevant Council divisions.</p> <p>DCP updated to acknowledge that the future design of the roundabout will need to cater for the existing and future cycle and pedestrian network provided within Military Road road reserve and should ensure compliance with the NSW Government Road User Space Allocation Policy and Procedure as well as the NSW Government Movement and Place Framework.</p>

	<p>(Stop ID 250522 and 250544) as part of the future development of the site to promote and cater for public transport usage by future residents.</p> <p>Draft DCP: Section 5.4.2 – “All roads and laneways will be consistent with TfNSW Roads and WCC engineering requirements” – clarifying that TfNSW requirements are generally Australian Guide to Road Design including its associated supplements and relevant Australian Standards.</p> <p>“A roundabout is to be provided at the connection to Military Road in line with Third Avenue” – DCP needs to acknowledge that the future design of the roundabout will need to cater for the existing and future cycle and pedestrian network provided within Military Road road reserve and should ensure compliance with the NSW Government Road User Space Allocation Policy and Procedure as well as the NSW Government Movement and Place Framework.</p> <p>General comments: Sydney Trains/Transport Asset Holding Entity (TAHE) raise no concerns. TfNSW Property (Roads) has no proposal which currently requires any part of this property.</p>	
Endeavour Energy	Attached resources to share with applicant, including Standard conditions for development applications and planning proposals.	Noted and forwarded to planning consultant (with request to share with applicant).
NSW Environment Protection Authority (EPA)	The site is adjacent the former Port Kembla Copper smelter site zoned IN3 Heavy Industrial and less than 100m from land zoned IN2 Light Industrial. Industrial activities have the potential to produce noise, dust and odour which may impact nearby receivers. While the EPA regulates activities associated with the operation of the environment protection	<p>Council obligations in relation to SEPP Resilience and Hazards 2021 (Remediation of Land) noted.</p> <p>The exhibited Planning Proposal proposes open space as a buffer in the north of the site – a post exhibition recommendation is to align the R3 zone with the southern side</p>

	<p>licences by industries surrounding the site, placing sensitive residential land uses next to areas undergoing such activities has the potential to cause land use conflict. The EPA recommends that the potential for land use conflict in this location be carefully considered prior to any rezoning.</p> <p>An EPA accredited site auditor should be engaged throughout the contamination assessment and management process, including the provision of a Site Audit Statement certifying that the land is suitable for the proposed use(s) prior to occupation.</p> <p>Previous EPA advice (1 February 2017):</p> <p>As part of any land use change process the key considerations identified in SEPP 55 Remediation of Land should be addressed. Investigations, remediation and validation work should be carried out in accordance with the guidelines made or approved by the EPA under the Contaminated Land Management Act 1997. There may also be a duty to report contamination under the Contaminated Land Management Act 1997.</p> <p>The proposal is seeking to allow higher residential densities adjacent the Port Kembla Copper site, which is zoned for industrial use under the SEPP (Three Ports). The aims of the SEPP include the protection and efficient development of land at Port Kembla and to ensure that surrounding land is maintained for port-related and industrial uses.</p> <p>The Illawarra Shoalhaven Regional Plan (2015) recognises the economic importance of Port Kembla lands. The NSW Ports 30 Year Masterplan (2015) also recognises that the Ports and intermodal terminals require protection from urban encroachment in order to operate efficiently. The operation</p>	<p>of Church Street to increase the extent of the current proposed buffer area. The draft site-specific DCP Chapter also incorporates a number of objectives and controls to protect residents from potential noise and other amenity impacts (noting that there are legislative requirements and obligations on the Port and industry to also operate in accordance with environmental conditions of consent/approvals in this regard – ie source control).</p> <p>The requirement for the appointment of an EPA accredited site auditor throughout the contamination assessment and management process is noted.</p>
--	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

	<p>of industrial land can come with a range of potential environmental and amenity issues, that can give rise to land use conflict and community complaints. This includes noise, air and odour complaints. There can be limitations to control pollution and unforeseen environmental incidents can occur. They may be better avoided through effective land use planning considerations.</p> <p>New developments should be planned to avoid land use conflicts up front through spatial separation, best practice building design and construction, and the use of appropriate mitigation measures at appropriate locations. Concern is raised that increasing residential densities at the site as proposed may be inconsistent with the strategic planning for this location.</p>	
Sydney Water	<p>Information provided to assist in planning the servicing needs of the proposed development:</p> <ul style="list-style-type: none"> • Potable water servicing should be available via watermain on Military Road. Amplifications, adjustments and/or minor extensions may be required. • Wastewater servicing should be available via a wastewater main within the property boundary. Amplifications, adjustments and/or minor extensions may be required. <p>Sydney Water requests updates on proposed development within the site via utilisation of the NSW OCRS planning Portal. Development servicing advice can change over time. Detailed requirements will be provided once the development is referred to Sydney Water for a Section 73 application.</p>	Noted.

<p>National Trust Illawarra Shoalhaven Branch</p>	<p>The Port Kembla Public School was relocated in 1999 amid concerns of contamination from the adjacent Port Kembla Copper Chimney, which has since been demolished. The draft Planning Proposal indicates a number of contamination reports have been prepared which conclude that while there is contamination on site it can be rehabilitated to enable residential development. Concerns about the amount of contamination that may be present on land where residential development is proposed, particularly when the Urban Design Analysis report indicates aged care and child care facilities could be incorporated. We assume relevant authorities have been engaged to provide comment and that strict controls and monitoring will be in place should any proposed residential development proceed.</p> <p>Since the relocation of the school the site has been subject to a number of rezoning requests. The current rezoning proposal will assist in ensuring the commercial/business enterprises of the area are focused on the Wentworth Street town centre as identified in Council's Port Kembla 2505 Revitalisation Plan. The Trust will support this rezoning in principle, as it restores the zoning/land use in part to what applied during the latter years of the Port Kembla school.</p> <p>The Trust supports in principle the Locality based Precinct Plan – seeing value in –</p> <ul style="list-style-type: none"> • Integrated heritage interpretation across the site in line with the Heritage Interpretation Management Strategy. This would extend to the design and siting of the residential buildings – sympathetically built forms that will acknowledge and respect both the materials and the arrangement of the former Port Kembla School buildings; • Ensuring the built form respects both the surrounding low scale residential areas and the adjacent heritage 	<p>Contamination assessment reports submitted have concluded that the site is contaminated, although the contamination could be managed through implementation of an Environmental Management Plan, and that the site can be rehabilitated and rendered suitable for the proposed medium density residential development, subject to further data assessment following finalisation of the proposed development design, review of the conceptual remediation strategies and subsequent remediation of the identified contamination issues. A detailed asbestos investigation is required prior to remediation. These further investigations could be undertaken as part of a future development application process. The reports indicated that potential management strategies for the heavy metal, total recoverable hydrocarbons and asbestos contamination could include off site disposal, on site treatment, off site treatment or on site containment.</p> <p>The EPA submission confirms that an accredited site auditor should be engaged throughout the contamination assessment and management process, including the provision of a Site Audit Statement certifying that the land is suitable for the proposed use(s) prior to occupation.</p> <p>Support for residential use of the land to assist economic viability of the town centre noted. Support for the vision for the site and adoption of measures to mitigate potential noise and other amenity impacts noted.</p>
----------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

	<p>items as outlined in the Historical Heritage Assessment report</p> <ul style="list-style-type: none"> • Maintaining the existing views to the coast and escarpment, Mt Keira and Hill 60, encouraging the built forms to frame and enhance views where possible • Ensuring a range of permeable open spaces across the site for both residents and general community – support concept of landscaped open space area at boundary of Military Road and Electrolytic Street and vegetated berm to assist noise mitigation from the adjacent port and industrial area • Maintaining the exiting mature plantings along the site boundaries and within the site along with incorporating new plantings – increasing vegetation cover is in line with Council's urban greening strategy and targets and will assist in mitigating against noise, light spill and other impacts associated with the industrial nature of the adjacent port and industrial area. • Designing and siting the residential buildings in order to mitigate against noise, light spill and other impacts associated with the port and industrial area. 	
Cement Australia	<p>Cement Australia (CA) is Australia's largest manufacturer and supplier of cement and cement related products and services. The Australian cement manufacturing sector is a critical component of Australia's economy. CA has several sites around Australia in operating ports. The Port Kembla Milling Facility operates 24 hours/7 days a week and is located in the Outer Harbour, surrounded by other industrial developments. To the north of the site is the Inner Harbour servicing BlueScope Steel, a Grain Terminal, a Coal Terminal and Australian Amalgamated Terminals.</p>	<p>Please see discussion above in response to the submission of NSW Ports.</p> <p>Any future Development application will require the preparation of an updated acoustic assessment and Air Quality Assessment.</p>

	<p>The former school site adjoins strategically important port-side industrial land in Port Kembla. The Port of Port Kembla supports more than 3,500 jobs and contributes \$543 million to the regional economy each year. The NSW Ports' 30 Year Master Plan <i>Navigating the Future</i> identifies Port Kembla as a home to NSW's second container port to cater for future trade volumes as Port Botany reaches capacity.</p> <p>Cement Australia (CA) maintains its position outlined to the Department of Planning and Environment in relation to the Port Kembla Land Use Conflicts Management Study and the original planning proposal for the site in 2018 – the site is unsuitable for future residential use. As a minimum CA maintains that the rezoning and controls for the site should prevent any land use conflicts with long term Port related activities.</p> <p>The proposal lacks strategic merit as there is no strategic “hook” (e.g. strategic direction or action) which identifies the site for future residential development.</p> <p>Proposal is inconsistent with key strategic documentation which seek to locate residential development in suitable locations and to protect and plan for the regional significance and growth of the Port. Planning Proposal is inconsistent with Illawarra Shoalhaven Regional Plan 2041 objectives and actions including:</p> <ul style="list-style-type: none"> • Objective 3: Grow the Port of Port Kembla as an international trade hub – introducing new residents in close proximity to the operational area of the port has potential to limit growth and expansion of the Port area due to land use conflict with current and future heavy industry uses due to noise, air, dust, odour and traffic emissions, visual amenity and health and safety concerns; 	
--	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--

	<ul style="list-style-type: none"> Objective 18: Provide sufficient housing supply in the right locations – amenity and usability of future dwellings jeopardised by impacts from the Port, being noise, traffic and contamination impacts; and Objective 19: Deliver housing that is more diverse and affordable – future housing unlikely to be affordable due to the amount of mitigation required to achieve acoustic compliance and remediation. <p>Inconsistent with Ministerial Direction 6.1 Residential Zones and Direction 7.1 Business and Industrial Zones. Site unsuitable due to heavily constrained nature being in close proximity to the nationally significant Port Kembla Harbour. The impacts will also potentially increase with any future expansion of the port area, especially the outer harbour area. The Planning proposal will result in the loss of employment lands and has the potential to constrain the current and future use of the significant port area. The site should be maintained as open space or rezoned to uses that do not include 24/7 habitation of the site.</p> <p>Planning Proposal is inconsistent with Council's Community Strategic Plan (Our Wollongong Our Future 2032) including Goal 5 – We have a healthy community in a liveable city. Due to site's proximity to the Port area any future housing on site would be adversely impacted by existing and future port activity (unable to open windows or doors or use private outdoor areas) and is likely to be unaffordable due to the costs associated with appropriate mitigation measures to minimise adverse impacts.</p> <p>Proposal does not properly align with Council's Port Kembla 2505 Revitalisation Plan which encourages that "the regional significance and growth of the Port is recognised and planned for, providing opportunities and benefits to the Region and</p>	
--	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--

	<p>suburb of Port Kembla, and more importantly – the needs of the growing Port and industry are balanced with those of the neighbouring resident population and managed proactively and transparently”.</p> <p>Proposal lacks site specific merit – proposal has not demonstrated the site is suitable for future residential development, including with respect to noise, air, dust, odour and traffic impacts, visual amenity and health and safety concerns. The required mitigation on the site to achieve a residential outcome is considered excessive and indicates the land is not suitable for residential uses. The impacts will potentially increase with any future expansion of the port area, especially the outer harbour area. Poor strategic outcome – irreversible land use conflict. Further information should be provided in the form of updated acoustic and traffic assessments.</p> <p>Key risks the proposal presents to CA's operations at Port Kembla and the current and potential future operations of the port more generally. The proposal has the potential to limit the growth and expansion of the Port area by introducing new residents in an area in close proximity to the operational area of the port. This could potentially jeopardise the operation of an exceptionally important piece of infrastructure in NSW that is an international trade gateway for bulk agricultural, construction and mining industries. Potential increase in traffic on roads surrounding port area has potential to impact CA site efficiency and operations, including production and storage capacities on site. The increase in residences in general close to the Port area may decrease the overall safety and security of the CA site.</p> <p>The majority of the site is not suitable for residential uses due to the existing impacts from the Port operations and its close</p>	
--	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--

	<p>proximity to the Port area. At a minimum any future residential uses on the site should be restricted to those areas where it can be demonstrated that impacts do not exceed maximum thresholds, and no mitigation would be required to achieve compliance with relevant noise and air standards for residential development.</p> <p>CA would like consideration of the following:</p> <ul style="list-style-type: none"> • Maintain B4 zoning or introduce a mixed light industrial/business zone with an adequate buffer to the Port Lands maintained; or • Rezone site for recreation/public open space with intention of maintaining an uninhabited or low use buffer area to the Port; or • If rezoning is pursued, removal of residential zoning from those areas unable to meet required acoustic standards and unable to achieve natural ventilation; • Further information to be provided in the form of updated acoustic assessments that provide an assessment of vibration impacts on the site from the port and industry, along with a quantitative assessment of the cost of required mitigation measures. Updated assessments should look at worst case scenario for port expansion, including increased truck and rail movements, and expansion of uses in outer harbour (e.g., Manildra bulk terminal), current approvals and proposals within the port area; • Fig 3-1 of the Acoustic Feasibility Study (RWDI 2021) should be adopted in Planning Proposal and DCP as the industrial interface and maintained as a buffer to the port area, with topographical interventions investigated to reduce noise impacts further; • An Air Quality Impact Assessment should also be prepared to provide a comprehensive understanding of all air quality impacts on the site from the adjoining 	
--	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--

	<p>port area, as well as the impacts associated with any potential future expansion of current port activity.</p> <p>Draft DCP:</p> <ul style="list-style-type: none"> • Section 2 Aims and Objectives – objectives J & K should be higher priority re design considerations • Section 4 Master Plan – should be amended to adopt Fig 3-1 (industrial interface) from Acoustic Feasibility Study (RWDI 2021) as the suitable setback from Electrolytic and Reservoir Street. This would further reduce mitigation measures. Topographical, vegetation or barrier intervention should also be explored within the interface to further lessen impacts from the Port. • Desired Future Character – this section should acknowledge the potential for future expansion of the Port and the potential for impacts associated with the Port to increase and change over time. • Section 5.2 Setbacks - should be amended to adopt Fig 3-1 (industrial interface) from Acoustic Feasibility Study (RWDI 2021) as the suitable setback from Electrolytic and Reservoir Street. • Section 5.3 Building Design – Control 11 should note that north facing living areas closer to the interface area are likely to be impacted by noise, including areas of private open space. Control suggested requiring all fencing to be acoustic fencing to further reduce noise impacts. • Section 5.5 Private Open Space - Control suggested requiring acoustic fencing for private open space to further reduce noise impacts. <p>We look forward to further engagement with Council and the Department of Planning on the matters raised in this submission.</p>	
--	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--

Port Kembla Gateway	<p>Our company opposes the proposed redevelopment of the site, primarily because of its proximity to the port of Port Kembla and ancillary industries.</p> <ul style="list-style-type: none"> • Site overlooks Port Kembla – an example of inappropriate urban encroachment which will ultimately negatively impact the port, its users and the thousands of jobs it supports. • The port has viable plans in place to expand in the future – the expansion is expected to increase noise, traffic hazards, dust and odour which is likely to be considered a nuisance by residents in the new housing development. It is well known that residential housing cannot co-exist in close proximity to heavy industry. Complaints from the residents will certainly be forthcoming from disturbances caused by port operations. • The port operates 24/7 and must not be restricted by housing encroachment into industrial land. There is a need for a significant buffer zone between any future housing development and the future footprint of the port and the proposal offers no concession to this necessity. • The proposed housing development will adversely impact efficient functioning of the port and hinder future development of the port as strategic and vital state infrastructure – therefore the development proposal should be rejected by Council. 	Please see discussion above in response to the submission of NSW Ports.
Operational Port Tenant	<p>As an operational port tenant we raise the following concerns:</p> <ul style="list-style-type: none"> • Urban encroachment has potential to restrict current and future port and business operations including the introduction of curfews and limits on use of freight rail -our business relies on 24 hour access • Proposal to almost double the number of allowable dwellings from 46 to 85 would increase the likelihood 	Please see discussion above in response to the submission of NSW Ports.

	<p>and scale of conflict between port users and residents – noise, air emissions and light spill</p> <ul style="list-style-type: none"> The site is not appropriate for residential development – the acoustic report concludes that a proportion of the development will be affected by port and industrial noise “at a level higher than desirable by many people” The proposal is inconsistent with strategic priorities for the region and the port 	
Port Kembla Pollution Committee	<p>Support residential development however given the history of the site and the legacy of industry the proposed alterations to the zoning should be limited to R2. Any alteration to R3 zoning be totally rejected.</p> <p>R2 development:</p> <ul style="list-style-type: none"> may be able to be effectively environmentally managed Assists with maintaining character of Port Kembla Limits disturbance (by extraction) of very toxic substances and release into community. <p>WCC duty of care to residents – unique site requiring unique solution. Any development needs to be sympathetic to the level of toxins and limit disturbance of the earth. Remediation is questionable.</p> <p>Support the development of the land but it must be in a fashion that engages the EPA and manages the problem without any exposure to the surrounding community and future home owners both now and into the future.</p> <p>Noted Contaminated Land Management Act 1997 and matters to be considered before the EPA declares land to be significantly contaminated land. Given contents of Golder document, the site should be declared significantly</p>	<p>Contamination assessment reports submitted have concluded that the site is contaminated, although the contamination could be managed through implementation of an Environmental Management Plan, and that the site can be rehabilitated and rendered suitable for the proposed medium density residential development, subject to further data assessment following finalisation of the proposed development design, review of the conceptual remediation strategies and subsequent remediation of the identified contamination issues. A detailed asbestos investigation is required prior to remediation. These further investigations could be undertaken as part of a future development application process. The reports indicated that potential management strategies for the heavy metal, total recoverable hydrocarbons and asbestos contamination could include off site disposal, on site treatment, off site treatment or on site containment.</p> <p>The EPA submission confirms that an accredited site auditor should be engaged throughout the contamination assessment and management process, including the provision of a Site Audit Statement certifying that the land is suitable for the proposed use(s) prior to occupation.</p>

	<p>contaminated land and is therefore subject to management orders, site audits and financial assurances.</p> <p>Noted WCC Asbestos Policy (2016) and WCC regulatory responsibilities under the Contaminated Land Management Act 1977. Noted that Council may issue contaminated land clean up notice and prevention notice under Protection of the Environment Operations Act 1997. Noted that Council must comply with relevant SEPPs and for sites that are significantly contaminated and require a major remediation program independent of any rezoning or development application, the EPA and Safe Work NSW are the lead regulatory authorities. SEPP Remediation of Land – land must not be developed if it is unsuitable for a proposed use because it is contaminated. This parcel of land is heavily contaminated.</p> <p>WLPP (19/3/21) noted no strategic merit for significant FSR and height increases – how is it possible for the proposal to contain an increase in height limits. The height limit alteration sets a precedent for future R3 zoning applications. The village feel of Port Kembla is what makes it appealing.</p> <p>The Planning Proposal is:</p> <ul style="list-style-type: none"> • Unsympathetic to the Port Kembla Village Character • Creates a storm water runoff environmental issue due to heavy metal contamination in the soil which when disturbed will be released • Does not sit within the Port Kembla revitalisation plan in that most residents made it known to the revitalisation survey committee that height limits were not to be altered. <p>WLPP meeting held 19/3/21 and it is only now (October 2022) that the community has a say in this planning proposal. Peculiar that WLPP who do not live in Port Kembla are tasked</p>	<p>Council obligations in relation to SEPP Resilience and Hazards 2021 (Remediation of Land) and other relevant legislation noted.</p> <p>The Design Review Panel (DRP) was involved in an assessment of an earlier version of the proposal, which sought heights up to 5 storeys and increased floor space ratios (FSRs). As a result of the DRP findings that there wasn't strategic merit for a significant height and FSR increase, and a suggestion that a lower scale development is more appropriate for the site, Council endorsed for exhibition on 10 May 2021 a maximum building height of 11m (3 storeys) and retained the current 0.5:1 FSR for the site. The DRP additionally recommended that the site should be identified as a 'Key Site' under Clause 7.18 of the WLEP which requires a DCP to ensure that all appropriate mitigation measures are integrated into the redevelopment of the site, and any built form outcomes are compatible with the surrounding low density residential character. The Panel agreed with the open space allocation at the northern end of the site.</p>
--	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

	<p>with the decision of determining what happens in Port Kembla before consulting the community. It appears that only one side of the argument – the developer’s side – was presented to the panel. Not “due process”.</p> <p>This site is not fit for development as a residential site given the high toxicity of the environment as detailed in the Golder report – asbestos, arsenic, copper, zinc, hydrocarbons. The soil is extremely toxic and cannot be disturbed. The proposed development seeks to excavate huge volumes of soil to allow for a fourth level underground. The excavation process will unlock huge volumes of very toxic materials and chemicals. The Golder report recommends that the material be sealed through onsite retention or through an EMP. Asbestos should not be exposed to the atmosphere by excavation or transport. The whole site should be capped and sealed and then built on as is the case of the old Port Kembla Copper site. WCC should consider the repercussions of granting permission for asbestos particles to be released in the atmosphere by way of excavation.</p>	
--	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--

Community Submissions (16)

Name/Origin	Comment	Officer Response
Social media enquiry	Wasn't the school closed because the land was contaminated? Did that just magic away when a developer with a fist full of dollars arrived?	<p>The following response was provided:</p> <p>This site has a long and complex history, and contamination is a key matter that would need be addressed before any draft Planning Proposal could be progressed. There's a range of information on our website that considers the site's contamination including a Detailed Site Investigation and a Remediation Action Plan as</p>

		part of the draft Planning Proposal process that is currently underway.
Our Wollongong submission	<p>I am a Port Kembla resident and support residential use of the land. This will increase the suburb population which will help support services and businesses, particularly on Wentworth Street.</p> <p>The following need to be part of the design:</p> <ol style="list-style-type: none"> 1. Attractive streetscape – wide footpaths/bike track, big trees, green zones, playground for all people – not a concrete jungle 2. Style – should be modern light-coloured attractive building – not dark brick box 3. Playground linked to streetscape – there are no good playgrounds until the beach 4. The Military Road/Church St intersection is very busy and visibility is average - will there be traffic lights and crossings installed? 	<p>Support for residential use of the land to assist economic viability of the town centre noted.</p> <p>The site has been identified as a “Key Site” in WLEP 2009 which will require a design excellence assessment by the Planning Panel.</p> <p>Any future DA will require further traffic impact assessment and potentially modelling to determine likely impacts on current intersections and the need for any upgrades.</p>
Our Wollongong submission	<ul style="list-style-type: none"> • Land should be used for medium density apartments – don’t allow them to be luxury apartments that cost over \$900K each • Utilise nature in the areas – lots of trees for natural shade • Minimal roads through the site – include bike parking and make the development focus on people and not car access • Improve public transport connection to Wollongong with a more frequent train service 	<p>Support for medium density residential use noted.</p> <p>Apartments will be provided in response to the developer’s assessment of market demand. However, there is a separate Voluntary Planning Agreement being negotiated (to be reported to Council separately for endorsement and public exhibition) to provide a minimum 5% of apartments as Affordable Rental Dwellings.</p> <p>WDCP 2009 includes parking requirements for residential apartment buildings, including the provision of bicycle parking.</p>

Our Wollongong submission	<ul style="list-style-type: none"> Apprehension, concern and disagreement with proposal to rezone to residential. Concerned that the development will affect his home and those of neighbours structurally and will minimise sunlight to his home. Would like the site to remain unchanged. Resided at Military Road for majority of life -the home his parents lived in since first arrived in Australia over 80 years ago. This home and area provide sense of belonging, identify and connection to deceased parents. 	<p>Opposition to development of the site noted.</p> <p>Any future DA will need to demonstrate that adjoining residential properties will not be adversely impacted by overshadowing.</p>
Our Wollongong submission	<ul style="list-style-type: none"> Must be adequate parking for 110 dwellings – 220 car parking spaces must be included in the plan (2 adults per dwelling, each with a car) – the exhibited plan did not show any parking. Concerned about the amount of traffic that will be generated - the impact of our loss of parking at our home is not acceptable. 	<p>On site parking is to be provided in accordance with the requirements set out in WDCP 2009 Chapter E3: Car Parking, Access, Servicing/Loading Facilities and Traffic Management.</p> <p>Any future DA will require further traffic impact assessment and potentially modelling to determine likely impacts on current intersections and the need for any upgrades.</p>
Our Wollongong submission	<ul style="list-style-type: none"> Encouraging growth in the area is great so long as the infrastructure to support an increase in vehicles and foot traffic is provided – too often developments are created without the inclusion of much needed roads, pathways, trees and traffic control. Should as part of the development include other items included in the Port Kembla Revitalisation Plan and support Wentworth St to have bike racks, water stations, improved gardens, lighting and all access public toilets. 	<p>Conditional support for residential use noted.</p> <p>Any future DA will require further traffic impact assessment and potentially modelling to determine likely impacts on current intersections and the need for any upgrades. Any future DA will require detailed landscaping plans, including protection of trees and requirements for new plantings.</p> <p>Comments relating to implementation of Port Kembla Revitalisation Plan passed on to relevant division within Council.</p>

Our Wollongong submission	<ul style="list-style-type: none"> • Would be a shame to see it become a basic development site without a nod to the history – it was a place of children’s play and learning – currently children still use it as a place of play and meeting – it would be good to continue this tradition in some way. • There could be a much more interesting and creative solution for the space as an extension of the Port Kembla CBD. 	<p>Comments noted.</p> <p>DCP Chapter references the need to include interpretive elements to allow the community to enjoy the shared history of the site.</p> <p>The Planning Proposal being considered is to allow residential development of the site.</p>
Our Wollongong submission	<ul style="list-style-type: none"> • In general support more housing for this area but too many dwellings crammed into this development. • Should be minimum 20% affordable housing provision in this development to help address housing crisis for low to middle incomes – young people locked out of market and key worker shortages in this busy industrial town. • Developer got land for a bargain from State government and there are very questionable circumstances in which the heritage building burnt down. Supplying a reasonable amount of affordable housing is not a big ask from a community that lost one of its treasured historical sites. • The 3 mature brush box trees in the centre of the site should be retained – Port Kembla has the third lowest canopy cover in the LGA and is a priority for urban greening. Easier to work around existing trees with nice form and good canopy cover than to cut them down and try to establish new plantings to replace the shade and amenity. 	<p>Conditional support for residential use noted.</p> <p>The site has been identified as a “Key Site” in WLEP 2009 which will require a design excellence assessment by the Planning Panel.</p> <p>Following a Council Resolution there is a separate Voluntary Planning Agreement being negotiated (to be reported to Council separately for endorsement and public exhibition) to provide a minimum 5% of apartments as Affordable Rental Dwellings.</p> <p>Proposed tree removal will be assessed in any future Development applications submitted for the site, in accordance with Council’s Development Control Plan and relevant legislation.</p>
Our Wollongong submission	Support the proposal – would provide Port Kembla more housing to support the town centre and provide additional housing as we are in a housing shortage crisis.	Support for residential use of the land to assist economic viability of the town centre and provide additional housing noted.
Our Wollongong submission	<ul style="list-style-type: none"> • Port Kembla is such a lovely area of the Illawarra however the town centre is quiet and underutilised. Also a limit on variations of properties and affordable housing. 	Support for residential use of the land to assist economic viability of the town centre noted – and for a mix of housing types.

	<ul style="list-style-type: none"> Introducing a mixture of apartments, terraces and townhouses and some affordable housing will provide greater opportunities for people to live, either by renting or owning and therefore will support the local area and town centre which hopefully will bring some more life back to this beautiful part of the world. 	Following a Council Resolution there is a separate Voluntary Planning Agreement being negotiated (to be reported to Council separately for endorsement and public exhibition) to provide a minimum 5% of apartments as Affordable Rental Dwellings.
Our Wollongong submission	<p>Fully support this proposal for a number of reasons:</p> <ul style="list-style-type: none"> More housing required in Illawarra and particularly Port Kembla Revitalisation of Port Kembla Town Centre has been attempted for a number of years without much success – more residents nearby is the key The mix of housing in this proposal is ideal as it will provide opportunities for both tenants and buyers in what is a desperately undersupplied marketplace. Would be nice to see a significant form of quality new residential development in an area that has really lacked it, particularly on a site that has sat derelict and/or vacant for such a long period of time. 	<p>Support for residential use of the land to assist economic viability of the town centre noted – and for a mix of housing types.</p> <p>The site has been identified as a “Key Site” in WLEP 2009 which will require a design excellence assessment by the Planning Panel.</p>
Our Wollongong submission	<ul style="list-style-type: none"> The Port Kembla area is in desperate need of more housing. Local businesses need the boost from 7 day a week residents nearby. Access and amenity in the area will support more people. This proposal looks strong. 	Support for residential use of the land to assist economic viability of the town centre and provide additional housing noted.
Our Wollongong submission	<ul style="list-style-type: none"> Draft DCP 5.4.2: “2 A roundabout is to be provided at the connection to Military Road in line with Third Road” – consider having the new internal connection/road to line up with Church St. Sight distance turning out of Church St onto Military Road is often blocked by cars parked – safety risk. 	Any future DA will require further traffic impact assessment and potentially modelling to determine likely impacts on current intersections and the need for any upgrades.

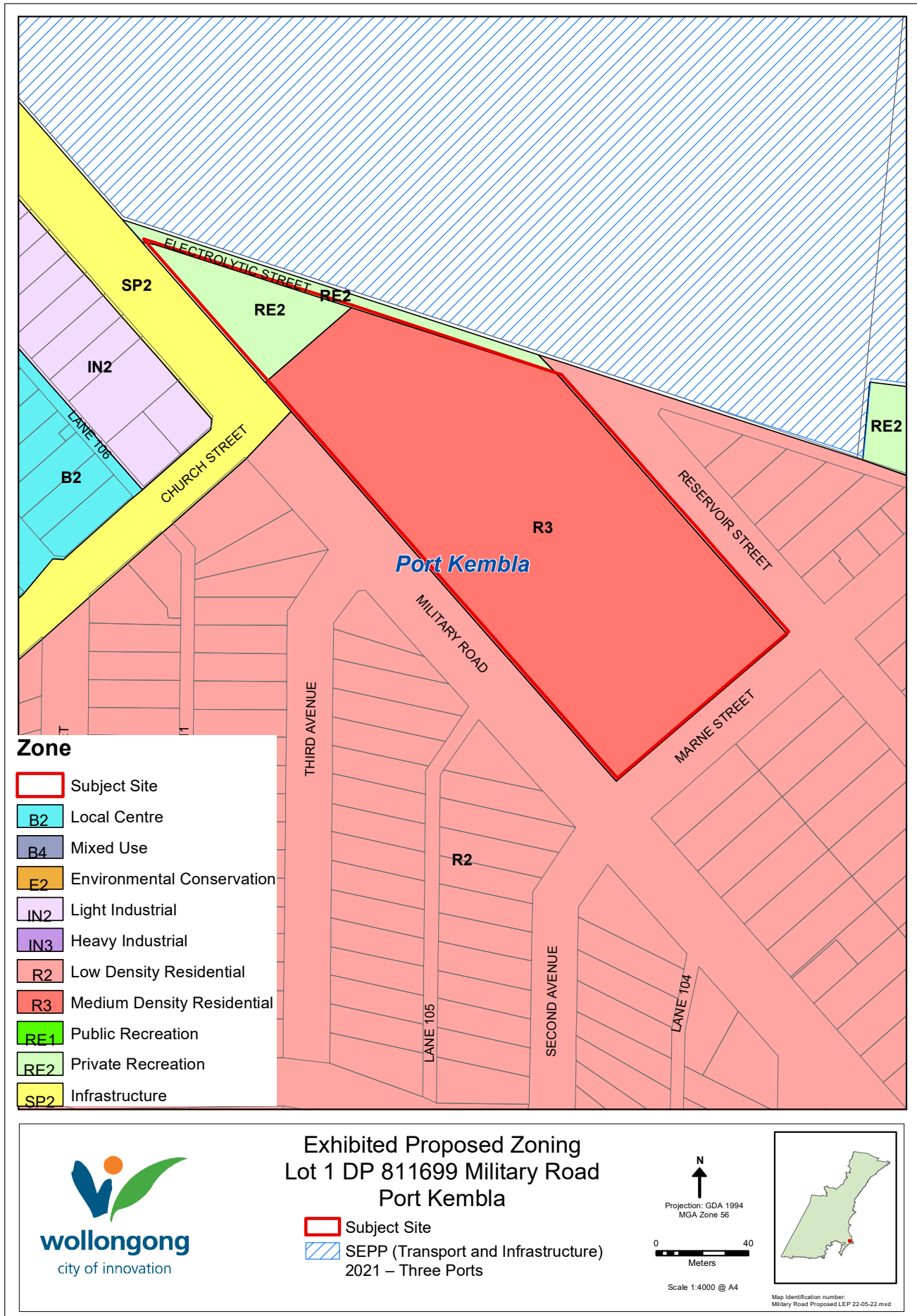
	<ul style="list-style-type: none"> • 3 Street Type 5 (modified) – consider a 2.5m shared path on one side of road to link up with potential future shared path along Military Road. • Planning Proposal: concerns with density of new dwellings as DCP does not specify on site parking provisions – enough parking needed for residents and visitors on site. • Also proximity to steelworks, port and historical contamination pose health and well being issues to potential residents. 	<p>On site parking is to be provided in accordance with the requirements set out in WDCP 2009 Chapter E3: Car Parking, Access, Servicing/Loading Facilities and Traffic Management.</p> <p>Further urban design work is recommended to develop a Master Plan/DA Concept Plan for the site – suggestions for road connections and street types noted.</p> <p>The draft site-specific DCP Chapter also incorporates a number of objectives and controls to protect residents from potential noise and other amenity impacts (noting that there are legislative requirements and obligations on the Port and industry to also operate in accordance with environmental conditions of consent/approvals in this regard – ie source control).</p>
Our Wollongong submission (2 submissions)	<p>Reject preferred concept (5-1):</p> <ul style="list-style-type: none"> • Will increase residential density significantly and is not accepted as desirable for the new residents or existing. • Overly developed and in contradiction to principles of enhancing amenity and keeping in line with design of existing neighbourhood. • No single dwellings – medium and high density out of character for neighbourhood and suburb. • Impossible to see how Chapter objective (c) “ensure that development of the site results in an open and welcoming urban environment to facilitate integration and connection between future residents and the wider community” is achieved – the proposal ring-fences the site building a barrier between the site and neighbouring dwellings and 	<p>Opposition to “preferred concept” noted.</p> <p>Conditional support for residential use noted.</p> <p>Development will be restricted to 9m (2 storeys) along Marne and Reservoir Streets in line with surrounding development, and 11m for apartment buildings in the centre of the site and along Military Road (medium density development not high density development).</p> <p>The site has been identified as a “Key Site” in WLEP 2009 which will require a design excellence assessment by the Planning Panel.</p>

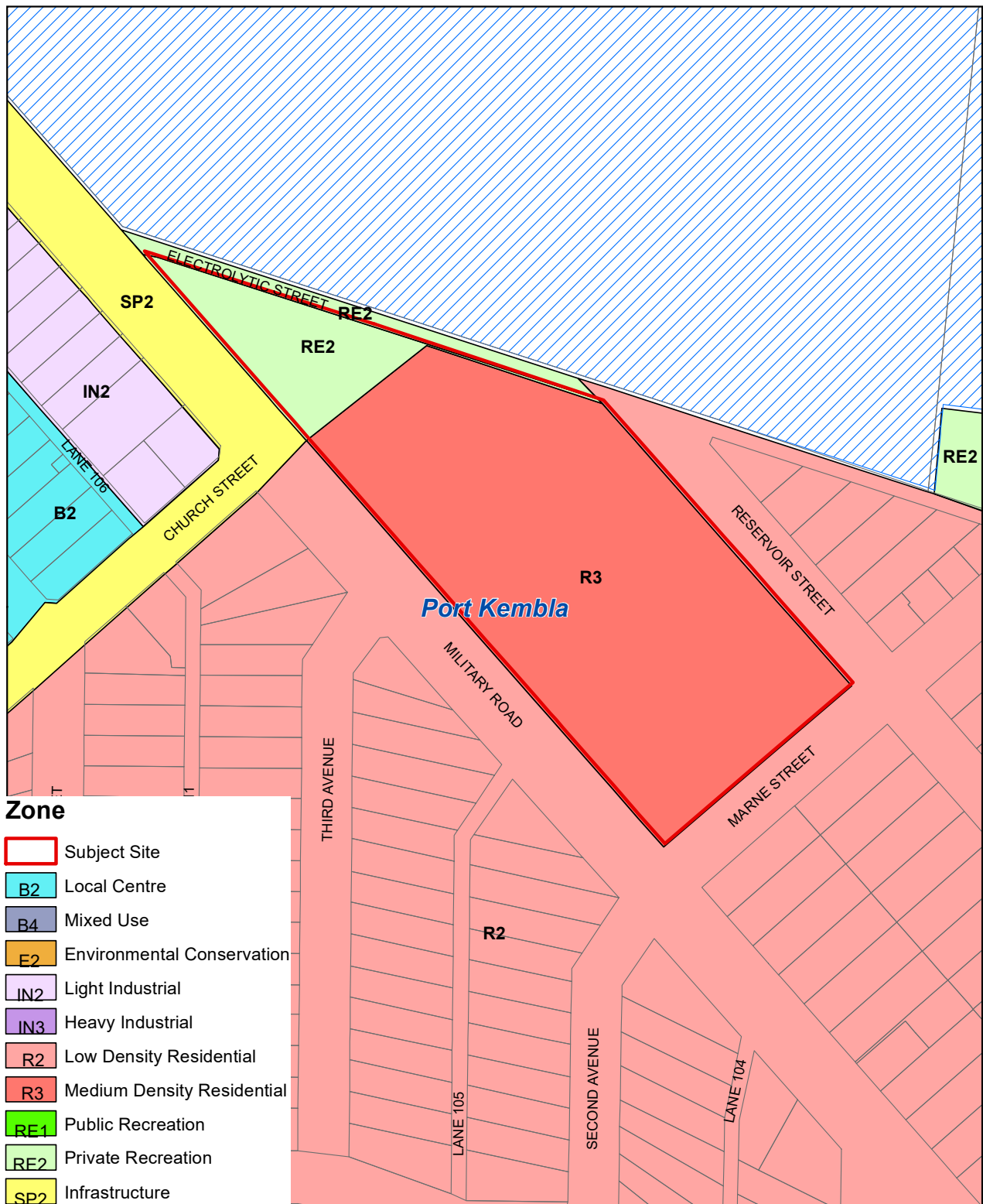
	<p>residents – hardly permeable to invite the broader community to use its public space.</p> <ul style="list-style-type: none"> Proposes 18 towns houses for Marne St – a significant increase from the 7 townhouses that were the basis for the Traffic Impact assessment (Biosis 2018). Contradicts objectives 5.2.1 e and 5.3.1 c – “ensure future development respects neighbouring properties by sensitively integrating new development with the existing residential buildings.” Views and vistas for existing residents are obliterated – impossible to see how key public view corridors (e.g., escarpment) will be sustained with the scale of proposed medium and high density structures. No provision for internal access to the second row of townhouses – contradiction to 5.3.2 (7) where multi dwelling and attached housing are to have direct frontage to a public road and consolidated access to all lots within the site. How is access enabled and how is traffic flow and parking to be managed? Marne St has not the capacity for the volume of anticipated vehicles for 18 townhouses. <p>Of the concepts available for consideration I have ranked my preferred concepts:</p> <ol style="list-style-type: none"> 4-1 Indicative Design Concept 1 – provides appropriate sensitive development. Offers needed transition from single to medium density, mixed residential options (including low cost), will encourage construction of quality housing and activate the suburb. The site for the former bowling club (Gallipoli St and Anzac Way) is an example of an appropriately scaled development supporting quality housing. 4-4 Indicative Design Concept 4 – comments as above 4-5 Indicative Design Concept 5 – comments as above <p>Road hierarchy:</p>	<p>Further urban design work is required to deliver a Master Plan for the site and built form outcome to the highest standard of Architectural and Urban Design, as required by the WLEP 2009 “Key Site” designation. Further urban design, 3D modelling and graphic work is required to optimise:</p> <ul style="list-style-type: none"> Integration of shared heritage interpretation across the site and a built form that respects adjacent heritage items; A built form compatible with surrounding low scale residential areas; Permeability through the site and the delivery of a range of useable open spaces; A built form that can preserve key views from public spaces and also frame and enhance views for future residents; and The design and siting of the residential buildings and associated landscaping in order to mitigate against noise, light spill and other potential impacts and provide optimum solar access. <p>Any future DA will require further traffic impact assessment and potentially modelling to determine likely impacts on current intersections and the need for any upgrades.</p> <p>On site parking is to be provided in accordance with the requirements set out in WDCP 2009 Chapter E3: Car Parking, Access,</p>
--	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

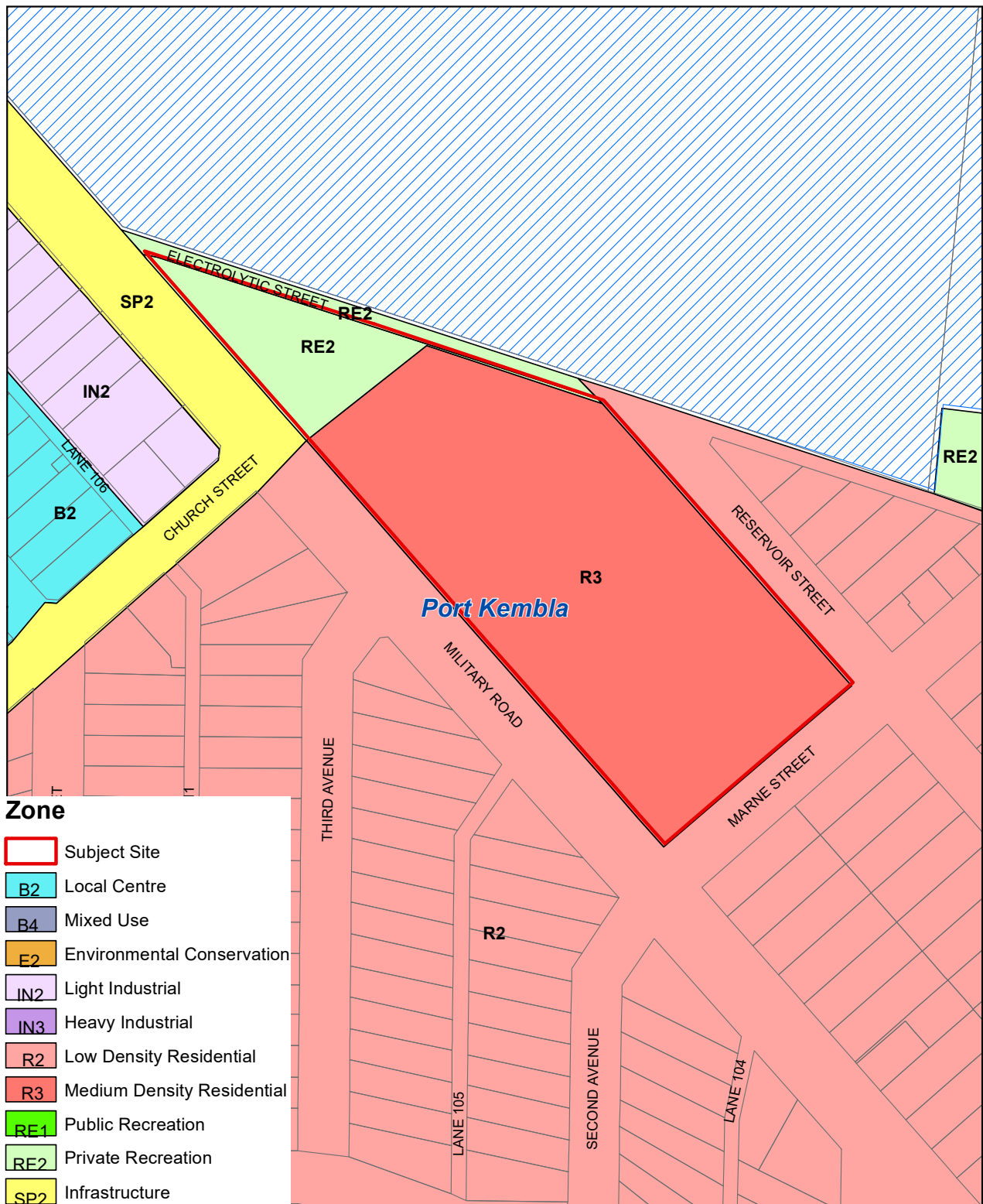
	<ul style="list-style-type: none"> proposal will create parking issues which will impact heavily on nearby residents and businesses. Intersection of Church St and Military Rd already problematic with poor sight lines with 45 degree angle parking impeding views – the proposal will introduce increased traffic exacerbating congestion and likelihood of accidents. Further traffic flow and calming interventions are required – e.g., roundabouts at both Church St and Third Ave to facilitate safe road speed and smoother traffic flow. Addition of internal roads within the development supported – indicative design concepts (4-1, 4-2, 4-4) are illustrative of preferred road infrastructure to meet objectives 5.3.2 (7) where multi dwelling and attached housing are to have direct frontage to a public road and consolidated vehicular access to all lots within the site. High quality housing and associated amenity for future residents and the wider community will require sufficient parking onsite to prevent negative impacts on the existing residential streets . <p>Green space/green corridors:</p> <ul style="list-style-type: none"> Proposed open green space insufficient – required for amenity and well being. Existing landscape provided habitat for range of native fauna – appropriate habitat must be sustained “Lean of the trees to the north may indicate strong prevailing winds from the south” – this is the case and occur frequently. The development proposal must consider impacts in exacerbating wind pressure through the creation of dense corridors of buildings – there must be no negative wind pressure impact to existing neighbouring residents. How will existing infrastructure on site (e.g., retaining walls) be managed and disposed of in an environmentally safe manner with minimal impact to the community and local fauna 	<p>Servicing/Loading Facilities and Traffic Management.</p> <p>Proposed zoning includes child care as a permitted use, subject to a satisfactory Development Application (DA). Any future DA will require further traffic impact assessment.</p>
--	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

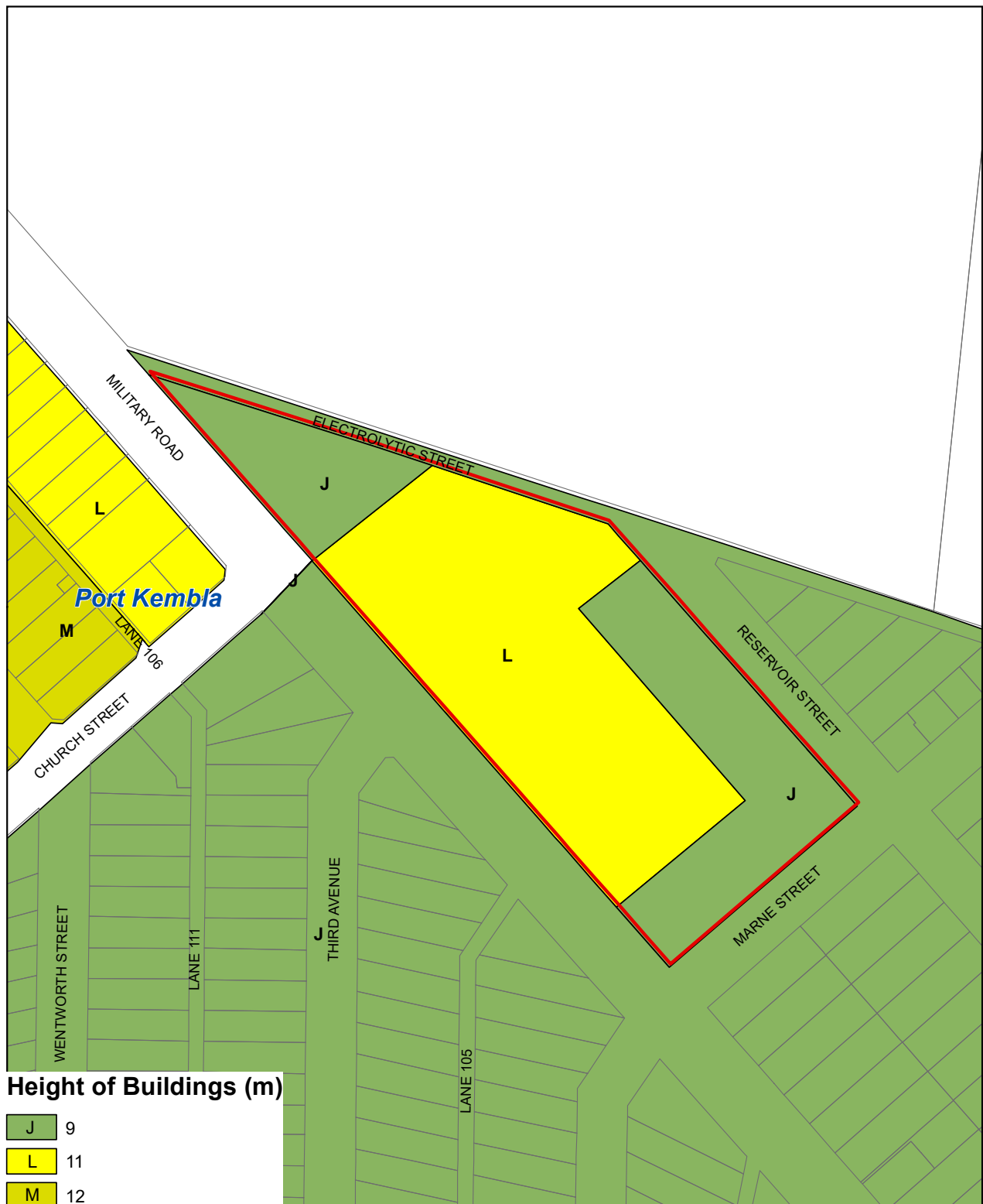
	<p>Noise mitigation:</p> <ul style="list-style-type: none"> The vegetated berm will be insufficient as a noise barrier from neighbouring industries. Volumes of anticipated vehicles will contribute to noise and other emissions and impact the amenity of neighbouring residents. <p>Parking:</p> <ul style="list-style-type: none"> Proposal is silent on parking – fails to illustrate parking allowances and plans for residents and visitors. Requires safe and accessible parking, minimising on street parking and congestion. Basement parking preferred – subterranean rock will add to difficulty and cost. <p>Aged Care/Child Care:</p> <ul style="list-style-type: none"> Potential for aged care residences (Design Concept 2) is worthy of consideration and can be integrated in Design Concepts 4-1, 4-3 and 4-4. Proposal for child care facility within the development requires deeper consideration – will add to traffic congestion and pressure on allocated parking. Wentworth St retail precinct under utilised and should be considered for child care facility. 	
Email	<p>Road hierarchy:</p> <ul style="list-style-type: none"> Negative impact on nearby residents and businesses with parking issues and increased traffic to Military Road, Reservoir, Electrolytic and Marne Streets. Propose installation of traffic lights where Church Street meets the new development on Military Road – logical point to enter and leave site safely. This Military Road “gateway” should be a loop road into and around the complex, that contains all the future parking for the new residents, Aged Care and Child Care. 	<p>Any future DA will require further traffic impact assessment and potentially modelling to determine likely impacts on current intersections and the need for any upgrades.</p> <p>On site parking is to be provided in accordance with the requirements set out in WDCP 2009 Chapter E3: Car Parking, Access, Servicing/Loading Facilities and Traffic Management.</p>

	<ul style="list-style-type: none"> High quality housing and high levels of amenity for future residents and the wider community must have enough parking onsite, not impacting negatively on existing residential streets. <p>Potential impacts:</p> <ul style="list-style-type: none"> Reject 2 storey dwellings across the road from us in Reservoir Street – doesn't respect existing neighbours/does not sensitively integrate with existing one storey dwellings. Afternoon shadowing would occur if buildings in the west were higher than us. Industrial noise from the port will be echoed back on us by any taller buildings just across the road. Design concepts 1,3 & 5 are all acceptable as single storey in Reservoir Street. <p>Reject preferred concept :</p> <ul style="list-style-type: none"> Will increase residential density significantly and is not accepted as desirable for the new residents or existing. Potential for a new ghetto when people are packed into an area – people need space around them. Many questions – will the current 150m long 2m high retaining wall on Reservoir St be retained? Or will the site slant towards us altering the flow of water towards us? Will there be fencing? Will there be an on site detention system? Will power poles be installed underground? 	<p>Suggestions noted and will be provided to the Traffic division of Council to aid in their assessment of any future DAs.</p> <p>Conditional support for residential use noted – single storey.</p> <p>Development will be restricted to 9m (2 storeys) along Marne and Reservoir Streets in line with surrounding development. Modelling suggests that overshadowing is unlikely to be an issue for either Marne or Reservoir Streets.</p>
--	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------











Part D – Locality Based/ Precinct Plans

Set ID 22470333



Contents

Part D – Locality Based/ Precinct Plans	i
Chapter D20: Former Port Kembla School Site	i
Contents	i
1 INTRODUCTION	1
2 AIMS AND OBJECTIVES	2
3 DEFINITIONS	2
4 MASTER PLAN DESIGN PRINCIPLES	2
4.1 Desired Future Character	3
5 DEVELOPMENT CONTROLS	3
5.1 Views and Vistas	3
5.2 Built Form Setbacks	3
5.3 Architectural Diversity and Building Design	4
5.4 Movement Network	6
5.5 Accessible Private Open Space and Natural Environment Public Domain	7

Document Control		
Document ID22470333: Wollongong DCP 2009 – D20 - Former Port Kembla School Site		
Adoption Date	In Force Date	Revision Details

1 INTRODUCTION

This Locality Chapter applies to land identified as the former Port Kembla School Site, located off Military Rd, Port Kembla (Lot 1 DP 811699), as shown in **Figure 1** below.

This Locality Chapter is intended to supplement the land use planning controls applied by Part B of the Wollongong Development Control Plan 2009 (WDCP) to guide development of the former Port Kembla school Site. This Chapter recognises the unique opportunity the former school site offers to provide a variety of housing types in a high amenity, open space setting, in close proximity to the Port Kembla Town Centre.

This Chapter should also be read in conjunction with Part A, B, C, D and E of WDCP, the Wollongong Local Environmental Plan 2009 (WLEP) and relevant State Environmental Planning Policies. In the event of any inconsistency between the provisions of this and any other chapters of WDCP, the provisions of this Chapter shall prevail to the extent of that inconsistency. In the event of any inconsistency between the provisions of this chapter of the WDCP 2009 and State Environmental Planning Policy 65 – Design Quality of Residential Apartment Development (SEPP 65) and the Apartment Design Guide (ADG), SEPP 65 and the ADG will prevail to the extent of that inconsistency

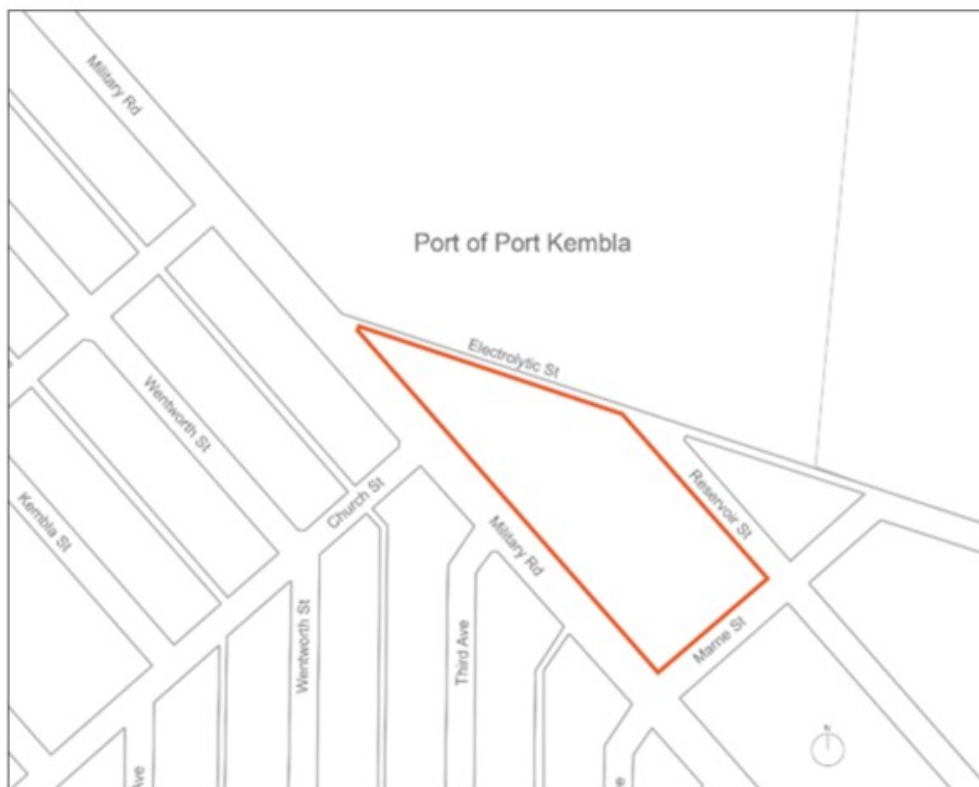


Figure 1- Land to which this plan applies

2 AIMS AND OBJECTIVES

The overall aim of this Locality Chapter is to provide supplementary planning controls to facilitate urban renewal of the former Port Kembla School Site.

The key objectives of this Chapter are to -

- a. Enable the development of the Site in a manner consistent with Wollongong Local Environmental Plan 2009 and the ~~former Port Kembla School Site Master Plan outlined in Section 4 of this Chapter~~; design principles outlined in this Chapter of WDCP 2009.
- b. Supplement the planning controls of Wollongong DCP 2009 to create a liveable and sustainable residential precinct that provides high quality housing and high levels of amenity for future residents and the wider community.
- c. Ensure that development of the Site results in an open and welcoming urban environment to facilitate integration and connection between future residents and the wider community.
- d. Ensure that future development acknowledges, respects and celebrates the shared cultural heritage significance of the Site, and provides opportunities for interpretation of the significant values and sympathetic built form design.
- e. Ensure that the site is developed to its potential whilst respecting neighbouring properties by sensitively integrating the new development with the existing adjacent residential buildings
- f. Retain the existing mature trees on the Site boundary as a green buffer to the development, and at the proposed public space bounded by Military Road and Electrolyte~~ic~~ Street. Provide suitable space to incorporate new tree plantings to support a future urban tree canopy.
- g. Create a high quality, safe and accessible public domain.
- h. Develop a clear and safe hierarchy of roads, lanes, pedestrian paths, and cycle ways to integrate the Site with the wider Port Kembla area and to encourage walking and cycling.
- i. Ensure the resultant built form and public domain optimises solar access and frames key views to the coast, Hill 60 and Illawarra Escarpment.
- j. Ensure future residential development and open space is located and designed to mitigate against noise and other impacts associated with current and future uses within the ~~Three Ports~~ SEPP (Transport and Infrastructure) 2021 (Ports SEPP) area.
- k. Provide a suitable buffer distance between development within the Site and uses within the ~~Three Ports~~ SEPP land through building design, materiality and landscaping for noise mitigation to protect residential development and open public domain space.

3 DEFINITIONS

For all definitions refer to **Appendix 4: Definitions of the Wollongong Development Control Plan 2009 (Wollongong DCP 2009).**

4 MASTER PLAN DESIGN PRINCIPLES

~~The former Port Kembla School Site Master Plan has been prepared to demonstrate the vision and urban design and A number of~~ planning principles ~~that~~ will guide the future character and development of the Site ~~(Figure 2)~~. All future development applications must demonstrate that the objectives and development controls in this DCP Chapter have been considered and will be achieved.

Figure 2 Former Port Kembla School Site Masterplan

4.1 Desired Future Character

The former Port Kembla School Site will be developed to provide a diversity of housing choice, including affordable housing, close to existing services offered by the Port Kembla Town Centre, providing connectivity and direct linkage to public transport, public facilities, and the coast. The residential development will be set within a high-quality public domain, integrated with heritage interpretation opportunities and pedestrian connections.

Development of the Site will acknowledge and respond to the arrangement of the former Port Kembla School buildings and celebrate the shared heritage significance of the Site through innovative and interactive interpretation outcomes.

In recognition of being listed as a Key Site in WLEP 2009 due to its prominence and heritage values, the Site will be developed to deliver the highest standard of Architectural and Urban Design. Built form will be designed and distributed to provide appropriately scaled interfaces to areas of heritage significance and the existing adjacent residential development; optimise key views from the site; maximise solar access; and mitigate against potential noise and other amenity impacts to future residents and the community in general from the Port at Port Kembla and associated industry. A landscaped buffer and ~~berm~~ noise attenuation barrier along the northern boundary (Electrolytic Street) will assist with attenuating the noise from the existing Port and industrial operations, and potential expansion of the Port activity.

The development will encourage walking through green streets and the Site will be open and permeable to invite the broader community to use its public space and appreciate its historical significance.

5 DEVELOPMENT CONTROLS

A diverse range of building types, sizes and built form is encouraged for the purpose of creating a vibrant urban setting, which respects the heritage value of the former Port Kembla School Site and surrounding suburb. Chapter B1 of Wollongong DCP 2009 provides general development controls which apply to residential development, and Chapter B2 (Section 6) provides development controls which apply to Subdivision Design. The following controls supplement WDCP 2009 providing controls specific to the former Port Kembla School Site.

5.1 Views and Vistas

5.1.1 Objectives

- Ensure that development of the Site ~~maintains and establishes~~ identifies and respects key public view corridors, ~~for example to the coast and Illawarra Escarpment, cultural views and connections to significant landscape elements in the final built form/layout, for example to the Escarpment, coast and Hill 60.~~
- ~~Ensure key cultural views and connections to significant landscape elements such as Mt Keira and Hill 60 are celebrated and enhanced through built form and design.~~

5.1.2 Development Controls

- New development will ~~establish or~~ maintain key view corridors, ~~as indicated in Figure 3, guided by an updated View Analysis to be completed to inform built form, design and siting.~~
- Buildings are to be positioned, scaled and set back to ensure key views ~~(as indicated in Figure 3)~~ are maintained ~~or created.~~

Figure 3 – Views and Vistas

5.2 Built Form Setbacks

5.2.1 Objectives

- Create an appropriate street interface and maximise contiguous areas of deep soil adjacent to the public domain through setbacks and articulation.
- Ensure development at highly visible sites, such as view terminations and street intersections, are of the highest architectural quality.

- c. Encourage façade both vertical and horizontal articulation and modulation, particularly on street facing elevations generally.
- d. Ensure setbacks provide space for landscaping ~~and canopy trees~~.
- e. Ensure future development respects neighbouring properties by sensitively integrating the new development with the existing adjacent residential buildings.
- f. Ensure that the built form acknowledges and responds to the arrangement of the former Port Kembla School Buildings.

5.2.2 Development Controls

1. ~~Building setbacks are to comply with Figures 4 – 8. Development within the 9m height limit areas along Marne and Reservoir Streets is to be a maximum of 2 storeys.~~
2. A minimum 6m setback to Military Road – to be vegetated to enhance the interface between the street and the new development. Build to alignment, along Military Road, is to be a minimum of 60% of ~~the each~~ building façade.
3. A minimum setback of 4.5m along Reservoir Street – sites facing this street are also to have a 1.5m ~~noise mitigation façade~~ articulation zone.
4. A minimum setback of ~~3~~ 4.5m along Marne Street – sites facing this street are also to have a 1.5m ~~façade~~ articulation zone to encourage facade modulation variety.
5. ~~Any~~ Terrace houses are to be built to the boundary on both sides, or one side where the terrace is the end of the row. ~~Terrace housing is not to be continuous for the whole length of Reservoir or Marne Streets – a break in the possible form is required. Development must respond to any slope of the land by stepping down the slope.~~
6. ~~The minimum street frontage width for terrace house development is to be no less than 8 metres. A minimum setback of 10m along Electrolytic Street to facilitate construction of a suitable noise attenuation barrier.~~
7. Up to 70% of the articulation zone can be occupied by architectural elements. Articulation zone means a zone forward of the main facade line that may include architectural features such as pergolas, roof elements, bay windows, sun shading and verandahs. The articulation zone may not include habitable floor area or basement levels above ground.
8. Maximum of 30% of façade length can ~~protrude into~~ located in the ~~façade~~ articulation zone.
9. Maximum of 60% of façade length of any individual building can ~~protrude into~~ be located in the ~~noise mitigation~~ articulation zone. ~~This zone is to be used for the provision of protected balconies.~~
10. ~~Ground floor setbacks, including articulation zones, are not to incorporate b~~Basement levels ~~are not to protrude into ground floor setbacks, including articulation zones.~~
11. Setbacks must provide a street wall that provides sympathetic integration and transition in form to surrounding buildings.

5.3 Architectural Diversity and Building Design

5.3.1 Objectives

- a. Ensure quality and innovative architectural designs that reflect the desired future character of the Site, interpret shared heritage cultural values, and avoid a bland and monotonous architectural style.
- b. Design and locate buildings to mitigate against noise impacts including low frequency noise from adjacent heavy industries associated with the current and future uses within the ~~Three~~ Ports SEPP area surrounding the Port of Port Kembla.
- c. Ensure that the site is developed to its potential whilst respecting neighbouring properties by sensitively integrating the new development with the existing adjacent residential buildings.
- d. Ensure the resultant-built form and public domain optimises key views to the coast, Illawarra Escarpment and significant cultural landscape elements.
- e. Locate dwellings to encourage optimal amenity (visual privacy, solar access and functional amenity) and passive surveillance of communal and public spaces, including streets.

5.3.2 Development Controls

1. The Subdivision layout is to respond to and utilise the site's topography, and promote appropriate lot orientation to maximise the northern aspect.
2. The Site layout is to respond appropriately to potential noise and other amenity impacts resulting from the Port of Port Kembla and any future heavy industrial or Port related development within the ~~Three~~ Ports SEPP area, and where possible use the built form of buildings to shield residential areas located further from the noise source.
3. Future development and architecture is to be of the highest quality, respond to the heritage significance of the Site and the former school buildings, and be sympathetic to the existing surrounding local character.
4. Buildings are to be designed to reduce the level of potential disturbance from the Port activities, including orientation of buildings, materials selection and noise attenuation. A suitably qualified and accredited acoustic consultant ~~should shall~~ be ~~consulted to advise engaged to prepare an updated Acoustic Assessment and provide advice on façade construction methods and materials in relation to walls, ceiling and roof systems and windows/doors~~, noting that masonry style faced construction performs well at low noise frequencies. Noise mitigation façade treatments are to be employed as ~~per Figure 9 below indicated by the updated Acoustic Assessment~~.
5. A ~~landscaped berm (minimum 10m wide) noise attenuation barrier~~ is to be created along the north-eastern boundary ~~(Electrolytic Street)~~, designed ~~in conjunction with an by a suitably qualified and accredited~~ Acoustic Engineer, to reduce the impact of noise generated by port activities on properties within the development. ~~It is anticipated that an engineered solid lapped acoustic barrier will be required. The design and height of the acoustic barrier will respond to the proposed building heights and orientation.~~
6. The design of buildings is to achieve architectural diversity ~~reflecting the typologies outlined in Figure 2~~. A diverse range of housing types, sizes and built form is to be delivered, including affordable rental dwellings subject to a Voluntary Planning Agreement (VPA). Housing types are to cater for a diversity of household types and demographic profiles, and include townhouses/terraces, villas and apartments.
7. Multi dwelling and attached housing are to have direct frontage to a public road ~~with access from the footpath to a front door~~ (i.e., are not to be built on battle-axe lots)
8. The design of new built form located on the footprint of former school buildings should allow for interpretation of former use of the site and reflect the setback, scale, form, and proportions of the former school buildings.
9. Materiality should respond to the desired future character statement of the site and setting of the development. A suitable mix of materials that are sympathetic to the former school buildings should be utilised ~~in any new development, specifically timber cladding, corrugated iron and reclaimed brick.~~
10. Design of new buildings should minimise the overall sense of bulk and scale and maximise building separation. The modulation of the components of the buildings and the composition and detailing of their facades will also contribute to their perceived scale. Designs must demonstrate consideration of all of these elements. Landscaping, articulation, upper floor setbacks, balconies, sun shading devices and awnings should be used to help reduce the apparent bulk of buildings. Limit blank walls to 30% of any façade facing a boundary.
11. Living areas and balconies are to be oriented to the north, with bedroom areas ~~facing south oriented away from the Port and surrounding industrial areas~~, to mitigate from noise sources in the north. Apartment layouts which extend from one side of the building to the other, or use internal light wells, are to provide shielding from ~~P~~port noise. Glazing ~~to windows and doors~~ is to be provided for apartment layouts such that when windows are closed, low internal noise levels can be achieved. Fresh air ventilation and thermal comfort measures are to be provided to ensure windows can be closed to improve amenity ~~in accordance with the Building Code of Australia. Measures such as draught and acoustic sealing, venting and window orientation should be considered and employed on a case by~~

case basis to minimise amenity impacts. A final assessment of individual dwellings will be required prior to the issue of a construction certificate.

12. Locate dwellings to encourage optimal amenity (visual privacy, solar access and functional amenity) and passive surveillance of communal and public spaces, including streets. Buildings directly adjoining open space must be designed with an appropriate interface and frontage to the open space. An appropriate interface will include buildings which front the open space, clear entries to residential lobbies and/or individual dwelling entries at the ground floor, sufficient landscaped setbacks to create a transition and delineation between public and private space, landscaped verge and shared paths and/or roads clearly defining the extent of public domain. Dwellings on the ground floor facing the street are to have individual entries from the street. Outdoor areas are to be designed to take advantage of any acoustic shielding by the building structure or surrounding buildings.
13. ~~Ensure opportunities for outlook and maintenance of views through blocks.~~ Buildings are to be located to provide an outlook to and passive surveillance of the public domain where possible. Apartment setbacks to the side and rear boundaries should be a minimum 6m ~~up to 4 storeys.~~
14. Residential development should comply with the Development Near Rail Corridors and Busy Roads Interim Guideline, NSW Government and any other relevant State Environmental Planning Policy (i.e., SEPP (State Environmental Planning Policy (Transport and Infrastructure) 2021)) and NSW EPA Noise Guidelines for Local Government.
15. Section 10.7 Planning Certificates are to include a notation that the property is affected by impacts of a 24-hour operating port (noise, light, air/dust etc) and also reference any required long-term site management plan (SMP) in the case that on site encapsulation is the preferred strategy for the management of contamination.
- ~~16. Any on site containment of contamination is to be placed under buildings under private ownership with appropriate S88B wording, and not in open space areas or under roadways, due to potential future problems when these areas may need to be disturbed/dug up for maintenance etc.~~

5.4 Movement Network

5.4.1 Objectives

- a. Deliver a clear and safe hierarchy of roads, lanes, pedestrian paths and cycle ways to integrate the site with the wider Port Kembla community and established Port Kembla Town Centre.
- b. Ensure people can move through and within the site including pedestrians, cyclists and traffic by creating new streets that link into the existing grid.
- c. Ensure a safe and functional internal road network, including the provision of on street parking.
- d. Provide consolidated vehicular access to all lots within the site.
- e. Provide continuous footpaths within the site.
- f. Ensure no vehicular access to individual lots directly off Military Road and Reservoir Street.
- g. ~~Create a number of blocks that increase street frontage~~

5.4.2 Development Controls

1. All roads and laneways will be consistent with Transport for NSW Roads and Wollongong City Council engineering requirements, ~~and provided as per the Master Plan in Section 4. The Master Plan provides for a connection to Military Road, in line with Third Road, which connects through to Electrolytic Street and Reservoir Street; and a laneway connector from the new through road, to Reservoir Street, providing rear lane access to the terraces and driveway access to the apartment buildings, independent of Military Road.~~
2. Any proposed access to the Site from Military Road will require the developer to provide a

~~roundabout – the future design of the roundabout will need to cater for the existing and future cycle and pedestrian network provided within Military Road road reserve and should ensure compliance with the NSW Government Road User Space Allocation Policy and Procedures as well as the NSW Government Movement and Place Framework. A roundabout is to be provided at the connection to Military Road in line with Third Road.~~

3. ~~Street Type 5 (modified): 20 metre wide road reserve (1.5m footpath – 3.6m verge – 9.8m carriageway – 3.6m verge – 1.5m footpath) The final Master Plan is to create new streets that link to the existing grid to distribute traffic throughout the site, with footpaths and verge to both sides of the road to support pedestrian and cyclist safety and amenity.~~
4. ~~Laneway Type 8: 8.4 metre wide road reserve (1.45m footpath – 5.5m carriageway – 1.45m footpath) to distribute traffic to carparking located on individual lots, with footpath to both sides to support pedestrian and cyclist safety and amenity.~~
5. ~~For lot frontages six (6) metres or less terrace housing~~ car parking access must be from rear lanes only.
- 5.6. ~~An updated Traffic Impact Study and onsite parking is to be provided according to the requirements of WDCP 2009 Chapter E3: Car Parking, Access, Servicing/Loading Facilities and Traffic Management.~~

5.5 Accessible Private Open Space and Natural Environment Public Domain

The former Port Kembla School ~~Site Master Plan in Section 4 of this Chapter~~ development is to provide a range of open spaces for the community and residents, integrated with heritage interpretation opportunities, pedestrian connections and residential development.

5.5.1 Objectives

- a. Provide multiple high quality, safe and accessible open spaces of various scales ~~as identified in Figure 2~~ to cater for a wide range of user needs, including both future residents and the wider community.
- b. Create a safe and accessible open space network that provides connectivity to Port Kembla Town Centre and other recreation spaces such as Gallipoli Park and King George V Oval.
- b-c. ~~Ensure publicly accessible areas~~ private open spaces are activated with passive surveillance to provide a sense of security and safety.
- e-d. Celebrate and acknowledge the shared heritage significance of the Site through innovative and interactive interpretation outcomes guided by the recommendations of an endorsed Heritage Interpretation Plan ~~and Designing with Country Guidelines (2019).~~
- d-e. ~~Ensure the integration of interpretation of shared cultural heritage values associated with the Site, including Aboriginal Cultural Heritage values and the history of the former Port Kembla School Site, as well as key views through open space and natural environment outcomes in line with the Designing with Country Guidelines (2019).~~
- e-f. ~~Promote passive surveillance between private open space and publicly accessible areas within the development.~~
- f-g. ~~Ensure that future built development acknowledges, respects and celebrates the shared heritage significance of the Site, and provides opportunities to integrate interpretation of cultural values with open space, built form and retention of views.~~
- g-h. Retain the existing mature trees on the Site boundary as a green buffer to the development, and at the proposed public open space bounded by Military Road and Electrolyte Street.

5.5.2 Development Controls

- ~~1. New open spaces are to be provided in accordance with Table 1 – Development of the Site is to incorporate a range of open spaces for the community and resident use.~~
- ~~2. A landscaped setting is to be created within the area of open space in the north of the Site to provide passive recreation opportunities and a location for interpretation of the shared cultural heritage and history of the Site. This prominent public open space located in close proximity to the existing Port Kembla Town Centre will be accessible, attractive and welcoming to the wider community.~~
- ~~2.3. A landscaping plan is to be submitted to Council for approval with the relevant development application for any of the open space and public realm areas.~~
- ~~3.4. The identified public and private open spaces are to be landscaped in a manner in keeping with the former ecological nature of the Site, including native and endemic plant species.~~
- ~~4.5. The existing mature trees on the Site boundary, and at the proposed public open space bounded by Military Road and Electrolytic Street, are to be retained as a green buffer to the development.~~
- ~~5.6. An updated Heritage Interpretation Plan is to be submitted to Council for approval for the whole Site with the first development application or subdivision application for the site.~~
- ~~6.7. The updated Heritage Interpretation Plan should consider the archaeology on the site including school building footings and how these can be included in on-site interpretation.~~
- ~~7.8. A historic archaeological assessment report is required to be submitted with any future Development Application and a section 140 excavation permit obtained under the NSW Heritage Act 1977 where required.~~
- ~~8.9. The landscaping plan is to detail any proposed public art in accordance with Council's Public Art Strategy and Guidelines 2016-2021 and other interactive elements developed with the local Aboriginal community to celebrate the history of the Site, as endorsed by the Heritage Interpretation Plan. Public art should be considered at selected locations within the proposed public open space public domain. Any public art should be robust and low maintenance and designed with consideration of public safety.~~
- ~~9.10. Locational and appropriate lighting shall be provided as part of the open space system in line with Crime Prevention Through Urban Design (CPTED) principles.~~
- ~~11. Design of the public open space and the elements within it is to be undertaken in consultation with the local Indigenous Aboriginal community, in accordance with the principles set out in the NSW Government Architect Draft Connecting with Country guidelines. This should form part of the landscaping plan and be guided by an updated Heritage Interpretation Plan to be endorsed by Council.~~
- ~~10.12. Any servicing facilities are to be located to minimise impacts on the public domain. Any substation located within this public open space e-public domain is to be positioned to minimise its functional and visual impact, and appropriately screened.~~
- ~~11.13. The prominent public open space is located in close proximity to the existing Port Kembla Town Centre must be accessible and welcoming to the Community. This space shall provide an attractive and comfortable community space that can be activated by adjoining neighbourhood scale retail and business uses.~~
- ~~12.14. Open space to be activated by interfacing residential development, and where possible, abutted by the local road network. Direct and accessible access to the open spaces is to be maximised.~~
- ~~13.15. Interpretative elements, including introduced devices and signage and built form outcomes, should be included throughout the landscape setting of the Site, responding to the siting, location and materiality of the former School Buildings.~~
- ~~14.16. A landscaped setting is to be created within an area of open space to the north of the residential development, to provide passive recreation opportunities and a location for interpretation of the shared cultural heritage and history of the Site.~~

~~15.17. A landscaped/vegetated berm is to be created along the north-eastern boundary (minimum 10m in width), designed in conjunction with an Acoustic Engineer, to reduce the impact of noise generated by port activities on properties within the development (Figure 12).~~

ITEM 5 DRAFT QUARTERLY REVIEW STATEMENT DECEMBER 2022

The Quarterly Review Statement outlines progress towards the achievement of Council's Strategic Planning documents, in particular, the Delivery Program 2022-2026 and Operational Plan 2022-2023. The Statement addresses the financial and operational performance of Council and includes the Budget Review Statement.

RECOMMENDATION

- 1 The draft Quarterly Review Statement December 2022 be adopted.
- 2 The Budget Review Statement as at December 2022 be adopted and revised totals of income and expenditure be approved and voted.

REPORT AUTHORISATIONS

Report of: Brian Jenkins, Chief Financial Officer

Authorised by: Renee Campbell, Director Corporate Services - Connected + Engaged City

ATTACHMENTS

- 1 Draft Quarterly Review Statement December 2022

BACKGROUND

Council's draft Quarterly Review Statement December 2022 outlines the operational and financial performance of Council's Strategic Planning documents - the Delivery Program 2022-2026 and Operational Plan 2022-2023.

This report also provides an overview of achievements against priority areas and demonstrates the organisation's performance through the inclusion of performance indicators and details of Council's performance against its budgets.

Significant highlights during the quarter include:

- Completion of the realignment of outdoor netball courts at Fred Finch Park (stage one) and opened for community use
- Delivery of New Year's Eve community event and fireworks
- Council endorsed the draft West Dapto Social Infrastructure Needs Assessment for public exhibition
- Council's Aboriginal Engagement Framework was recognised by winning an International Association for Public Participation (IAP2) Australasian Core Values Award
- The free Luminous Culture Fest was held in October 2022, showing local artists and creatives
- Animating Wollongong – Public Art Strategy 2022-2032 was adopted by Council in November 2022
- Council signed a power purchase agreement in November 2022. The city's streetlights and 17 largest facilities will operate on 100% renewable energy from 1 January 2023.

CONSULTATION AND COMMUNICATION

Executive Management Committee

Senior Leadership Team

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 2032	Delivery Program 2022-2026
Strategy	Service
4.1 Provide our community with equitable access to information and opportunities to inform decision- making.	Corporate Strategy

FINANCIAL IMPLICATIONS

The review of the financial estimates proposes a range of adjustments that impact on the Operational Result and the Funds Result. The revised Funds Results forecasts an improvement of \$0.2M while the revised Operating Result [pre capital] proposes a deterioration of \$2.7M compared to the original budget that is comprised as follows:

Non-Funds Variations (no Fund impact) \$2.9M (U)

• Developer Contributions	\$1.8M (F)
• Waste	\$0.9M (F)
• Depreciation	\$2.6M (U)
• Funded Projects	\$1.2M (U)
• Domestic Waste	\$0.9M (U)
• Transfer from capital to operating	\$0.4M (U)
• Other minor variations	\$0.5M (U)

Funds Variations \$0.2M (F)

• Investment Revenue	\$1.4M (F)
• Workers Compensation	\$1.0M (U)
• Other minor variations	\$0.2M (U)

A more detailed analysis is provided in the attachment to this report.

CONCLUSION

This draft Quarterly Review Statement December 2022 has been prepared following input and assistance from all Divisions. It is submitted for consideration and adoption by Council.



Image: Children on Corrimal Beach

Wollongong City Council

Quarterly Review Delivery Program 2022-2026 and Operational Plan 2022-2023

October - December 2022



Contents

General Managers Message	3
About this Report	4
Reporting against the Delivery Program 2022-2026 and Operational Plan 2022-2023	7
Summary of Progress by Goal.....	8
GOAL 1 WE VALUE AND PROTECT OUR ENVIRONMENT	9
GOAL 2 WE HAVE AN INNOVATIVE AND SUSTAINABLE ECONOMY	25
GOAL 3 WOLLONGONG IS A CREATIVE, VIBRANT CITY	33
GOAL 4 WE ARE A CONNECTED AND ENGAGED COMMUNITY.....	40
GOAL 5 WE HAVE A HEALTHY COMMUNITY IN A LIVEABLE CITY.....	53
GOAL 6 WE HAVE AFFORDABLE AND ACCESSIBLE TRANSPORT	67
SUPPORT SERVICES	71
Quarterly Budget Review Statement	79



Image: North Beach, Wollongong
Photo Caitlyn Phanith (Unsplash)

General Managers Message

This Quarterly Review Statement (October to December 2022) reports on progress towards achieving the five Councillor Strategic Priorities from the Delivery Program 2022-2026 and Operational Plan 2022-2023.

Actions and updates from the Operational Plan 2022-2023 and 33 Council Services, which form the Delivery Program, are reported by the six Community Goals from the Our Wollongong 2032 Community Strategic Plan. Highlights from this quarter include:

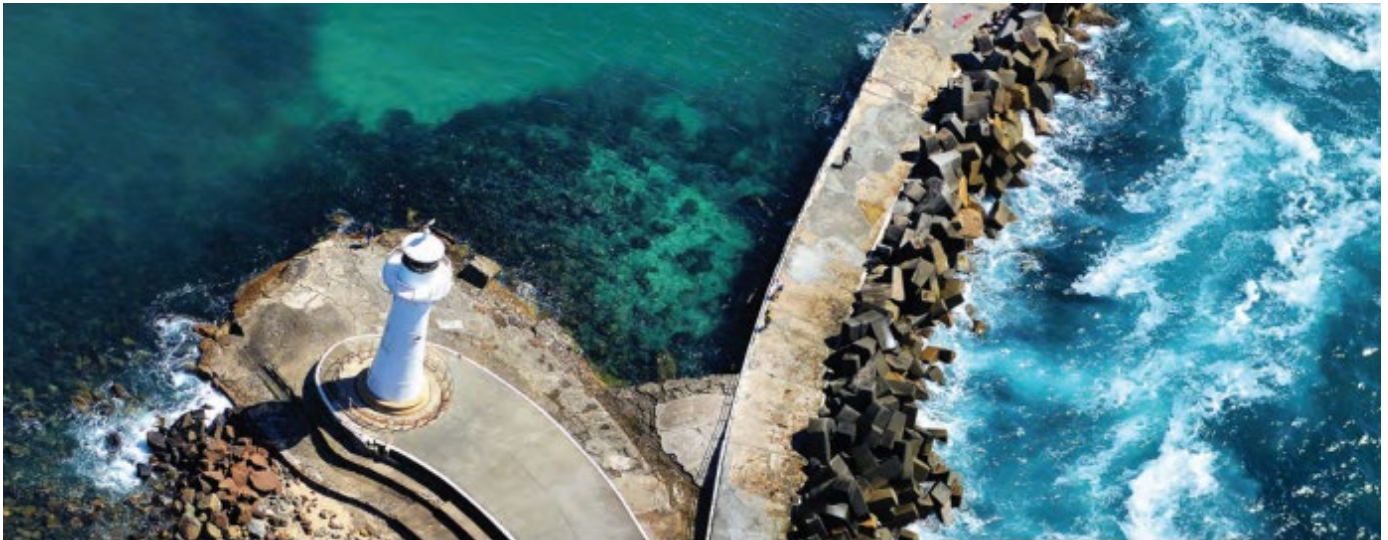
- 1 Completion of the realignment of outdoor netball courts at Fred Finch Park (stage one) and opened for community use.
- 2 Delivery of New Year's Eve community event and fireworks.
- 3 Council endorsed the draft West Dapto Social Infrastructure Needs Assessment for public exhibition.
- 4 Council's Aboriginal Engagement Framework was recognised by winning an International Association for Public Participation (IAP2) Australasian Core Values Award.
- 5 The free *Luminous Culture Fest* was held in October 2022, showing local artists and creatives.
- 6 Animating Wollongong – Public Art Strategy 2022-2032 was adopted by Council in November 2022.
- 7 Council signed a power purchase agreement in November 2022. The city's streetlights and 17 largest facilities will operate on 100% renewable energy from 1 January 2023.

This Delivery Program includes a \$400M investment for major projects and maintaining our existing infrastructure and will continue to provide employment opportunities to local contractors, suppliers and businesses. As the community transitions into a new phase of the COVID-19 pandemic, measures to continue in 2022-2023 include outdoor dining fee waivers and supporting our creative community with the artist in residence and mentorship program and events re-emergence support as well as enhanced city centre marketing and activation. Council will also continue to apply the Debt Recovery and Hardship Policy where required.

We continue to focus on improving our customer service to best serve our community and are committed to being the best possible local government authority we can be to deliver on our promise of creating an extraordinary Wollongong.

I would like to thank all staff and the community for their contributions to the achievements identified in this Quarterly Review and Budget Review Statement. This Review will inform the Annual Report due in November 2023.

Greg Doyle
General Manager



About this Report

The Quarterly Review reports on Council's progress and outcomes against services and actions from the Delivery Program and Operational Plan. It presents Council's financials and budget and provides the community with the original and revised annual budgets with explanations if any significant adjustments have occurred.

It is important to present regular updates to the community to provide communication on the progress of Council's Plans, including achievements, delays or changes. While Council works to deliver all Services as planned, there can be changes required due to a number of factors, that may impact on Council's Services and their delivery. The Quarterly Review Report provides a regular opportunity to provide updates to our community.

This Quarterly Progress Review reports outcomes against Council's Delivery Program and Operational Plan 2022-2023 for the September quarter.

Council's 33 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 services as part of a continuous improvement approach based on community feedback with the aim of creating efficiencies and improving service

delivery to the community.

Wollongong City Council regularly tracks and monitors the Delivery Program and Operational Plan, and reports to the community on progress through this Quarterly Report as well as on an 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.





Our Councillors have made a commitment to support our organisation and community in making Wollongong a better place to live, work, visit and play. To focus Council's attention to achieve this, Councillors have agreed to five Strategic Priorities. These are outlined in the Delivery Program 2022-2026. A summary of progress made in the December quarter has been outlined below:



Children and young people helped create Tiny Forests in Dapto, Tarrawanna and Wollongong Botanic Gardens.

Community connecting events were held at Wongawilli and Kembla Grange Estates.

Children from Cringila Public School participated in building a Gunyah (traditional Aboriginal hut) at Cringila Hills playground.

Older people were encouraged to try outdoor fitness equipment in Helensburgh.

The *Artward* artist in residence program continues. This quarter the new Corrimal Storytellers created from this project hosted a book launch and a mosaic was installed at Windang Senior Citizens Centre.



Council has retained full compliance and achieved all associated badges from the Global Covenant of Mayors for action on climate change. As part of the reporting process Council received an A- overall score.

Council entered into a Power Purchasing Agreement. This means from January 2023, 85% of Council's electricity will be sourced from renewable energy.

Community engagement was undertaken to inform the development of the draft Climate Change Mitigation Plan 2023-27. This included the completion of 400 community survey submissions, 200 business survey submissions, targeted stakeholder workshops and community pop-up events.

Policy and procedures associated with environmental sustainability matters have been reviewed including; Development Control Plan, Chapters E17 and E18 with draft amendments endorsed by Council for public exhibition. A review of Council's Electric Vehicle Charging Infrastructure on Public Lands policy completed and reported to Council to be exhibited for public comment during the March 2023 quarter.

As a part of the *Luv the Lake Program*, the *Seaside Scavenge Event* was held in partnership with Shellharbour Council at key locations around the lake. The event resulted in 4,162 pieces of litter being removed from the environment and 56 kilograms of second-hand clothing, books and accessories were recycled.

STRATEGIC PRIORITIES

Active Transport and Connectivity

A consultant has been engaged to deliver the Integrated Transport Strategy, due to commence in January 2023.

Council is continuing to work with Transport for New South Wales to participate in the New South Wales E-scooter Shared Scheme Trial.

Submissions for the Active Transport and Mobility Plan are being considered.

Implementation of priority pedestrian and cyclist links are being delivered through the Infrastructure Delivery Program for new footpath and shared paths, including Transport for New South Wales *Get Active* projects. Additional grant applications have been submitted for this year's funding round.

The Lake Illawarra Shared Path Masterplan has been scoped and a brief is being finalised to go to market.

Cycling and pedestrian counts were undertaken at key locations to inform usage and future priorities. Evaluation of pop up cycleways is in progress and a public survey on Council's website is open.

A bus stop accessibility audit is underway to develop a program of works to provide better accessibility to bus stops.

The *Safer Routes to School* program and educational program with schools to promote walk to school were conducted at priority schools.

Business and Investment

The buy local campaign, *We Shop the Gong* was relaunched to encourage the community to support local businesses and the local economy.

Council's business newsletter was released bi-monthly to share information and opportunities with local businesses.

Invest Wollongong held an end of year event on 13 December which included a wrap up of *Invest Wollongong*' 2022 initiatives and a Questions & Answers panel. The event was jointly hosted by Mercer in the Lang's Corner building, the largest A-grade office building in the CBD. *Invest Wollongong* launched its newest case study video profiling *FinoComp* at the event.

Events that emphasise Wollongong as a key region for business and investment that were hosted this quarter include *WIN More Work: Industry Capability Network New South Wales*, and the annual i3Net Illawarra Industry Showcase.

West Dapto

Progress continued on infrastructure planning, design and funding to deliver the West Dapto Urban Release Area. Priority construction of infrastructure continues to focus in the area of Wongawilli Road/West Dapto Road urban upgrades.

Council staff continue to liaise with the New South Wales Department of Planning and Environment to progress exhibition of Council's revised Biodiversity Certification application for West Dapto.

The proposed new suburb Stream Hill was endorsed by the Geographical Names Board and the Minister for Customer Service. All relevant stakeholders, including landowners and residents, will be informed of the new suburb arrangements. The formal gazette of the new suburb and refined Kembla Grange boundary is expected to occur in March 2023.

On 28 November 2022, Council endorsed the draft West Dapto Social Infrastructure Needs Assessment for public exhibition. An initial draft of the West Dapto Green Network Masterplan is also being reviewed by Council staff.

Staff continue to assess applications and facilitate pre-lodgement meetings for planning proposals, neighbourhood plans and development applications within the release area.






Reporting against the Delivery Program 2022-2026 and Operational Plan 2022-2023

This Quarterly Review reports on progress of activities and actions within Council's 33 Services. 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.





Summary of Progress by Goal Status of Actions for December Quarter

Status		Goal 1	Goal 2	Goal 3	Goal 4	Goal 5	Goal 6	Support Services	Total
On-Track		93%	92%	80%	97%	87%	86%	83%	90%
Action is progressing as planned									
Complete		0%	0%	20%	3%	2%	0%	0%	2%
Action or project achieved as planned									
Deferred		3%	0%	0%	0%	2%	0%	6%	2%
A decision has been made to reschedule the timing of the project or action									
Not scheduled to commence		2%	0%	0%	0%	0%	0%	0%	1%
The action was not due to commence during the reporting quarter									
Delayed		2%	8%	0%	0%	9%	14%	11%	5%
Unforeseen event has changed the timing of a project or action									

GOAL 1 | WE VALUE AND PROTECT OUR ENVIRONMENT

December Quarter Highlights



Hooka Point, Berkeley. Volunteers from across Council's volunteering programs, teamed up with Hooka Point Bushcare, Council staff and contractors to plant 2,000 native trees at Hooka Point. The project has involved numerous stakeholders and aims to reinstate native vegetation throughout the reserve, with the plan to plant 10,000 further trees over the next year.



December 2022 marks two years since launching the Food Organics Garden Organics Program. Wollongong community has helped make this initiative a success, with over 72,000 tonnes of FOGO material collected and achieving a low contamination rate of 0.94%, below the national average of 2%.



Nareena Hills Public School students creating posters of a greener future for Wollongong, as part of the Global Climate Change Week poster competition. Ideas from the students will be used to inform the Draft Climate Change Mitigation Plan 2023-2027.

GOAL 1 | WE VALUE AND PROTECT OUR ENVIRONMENT

Development Assessment

Responsibility Manager Development Assessment and Certification

About this Service

The service undertakes assessment and determination of planning matters to facilitate balanced planning outcomes to serve the current and future community. This 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.





Quarterly Progress Update

The quarter saw Council continue to assess a diverse range of development applications and provide pre-lodgement advice to a variety of stakeholders. Council also continued to provide a service as a Principal Certifying Authority for building and subdivisions.

Council worked with the Design Review Panel to achieve design excellence through providing advice on 11 matters.

The Wollongong Local Planning panel considered eight matters, Southern Regional Planning Panel determine three matters and was briefed on a further three applications during the quarter.

Operational Plan 2022-2023 Update

Actions	Status	Comment
Engage with NSW Government, agencies, development/building industry and the broader community to achieve improved development outcomes	On-Track 	Council continues to engage with all levels of government and industry for improved development outcomes. Engagement continued with Planning for New South Wales on 'Faster Local Assessments' and the evolution of the planning portal integration with Council systems, as well as various meetings with the Southern Regional Planning Panel on pending and current applications and potential process improvements.
Administer Design Review Panel in relation to key sites or significant development	On-Track 	Council continues to work with the Design Review Panel to achieve design excellence in the assessment and determination of Development Applications. The Panel provided advice on 11 matters during the quarter.
Administer the Wollongong Local Planning Panel	On-Track 	Council continues to work with the Wollongong Local Planning Panels to finalise the assessment and determination of Development Applications. The Panel considered eight matters during the quarter.
In conjunction with the Department of Planning, Industry and Environment administer the Southern Regional Planning Panel	On-Track 	Council continues to work with the Southern Regional Planning Panel to finalise the assessment and determination of significant Development Applications. The Panel determined three matters and was briefed on a further three applications during the quarter.

GOAL 1 | WE VALUE AND PROTECT OUR ENVIRONMENT

Emergency Management

Responsibility *Manager Infrastructure Strategy and Planning*




About this Service

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. This involves Council's operational response to support Emergency Service Agencies during incidents and emergencies.

Quarterly Progress Update

Council's core business in emergency management is to provide executive support to the Illawarra Local Emergency Management Committee in line with the Illawarra Emergency Management's Memorandum of Understanding (MOU). 'After Action Reviews' of events in the last quarter have been completed and registered. The Emergency Operations Centre was not activated during the quarter.

Operational Plan 2022-2023 Update

Actions	Status	Comment
Collaborate with Shellharbour City Council and Kiama Municipal Council under the Illawarra Emergency Management Memorandum of Understanding	On-Track 	Council continues to collaborate with Shellharbour City and Kiama Municipal councils per the current Illawarra Memorandum of Understanding (MOU). The MOU outlines the collaboration to support the Illawarra Local Emergency Management Committee (LEMC) by providing the services of LEMC chair, executive support to the committee and Local Emergency Management Officer (LEMO) duties.
Prepare resilience and response plans to respond to unforeseen events	On-Track 	Council is actively engaged with the preparation of resilience and response plans through providing executive support to the Illawarra Emergency Management Committee. The first meeting of the dam safety exercise working group has been held, and a draft for both the desktop and practical exercises are being drafted using feedback from the working group. The exercise is scheduled for June 2023.
Continue to progress design and construction of a new Wollongong State Emergency Services unit	On-Track 	The State Emergency Service (SES) and Council are working together to consider the requirements of the SES across the Local Government Area and the location and function required for buildings. Suitable site locations continue to be assessed for the Dapto, Wollongong, Northern Suburbs units. Discussions with SES are continuing to determine the design scope for the proposed units.

GOAL 1 | WE VALUE AND PROTECT OUR ENVIRONMENT

Regulatory Compliance

Responsibility Manager Regulation + Enforcement

About this Service

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.

Quarterly Progress Update

Council's Regulatory Compliance services were delivered throughout the December quarter with various programs being implemented including companion animal management, parking compliance, illegal dumping, onsite sewage management system compliance, food premise compliance inspections and general development compliance functions including a focus on swimming pool safety barrier inspections and education leading into summer.



Staff responded to high volumes of customer service requests and delivered proactive compliance services regarding the above programs during the quarter with a focus on environmental protection, community safety and education.

A continued focus this quarter was the provision of animal pound services for care and management of companion animals. Council has partnered with Shellharbour City Council to procure future pound services.

The Building Sites Compliance Officer trial continued this quarter with a proactive focus on sediment and erosion control. The trial has had a positive impact with building site compliance and education.



Planning for service delivery during the Christmas and New Year period occurred with parking, animal and public place compliance services (including illegal camping) programmed.

Operational Plan 2022-2023 Update

Actions	Status	Comment
Maintain a proactive surveillance and inspection program of known dumping hot-spots and implement education and awareness raising programs aimed at reducing illegally dumped waste	On-Track 	Council Officers investigated 143 illegal dumping incidents and following investigation issued four fines, conducted four interviews and issued five verbal clean up notices. A hotspot inspection program was implemented, with frequent illegal dumping locations inspected weekly. Covert surveillance cameras are also in place at known illegal dumping sites across the Wollongong Local Government Area. Council continued to work closely with New South Wales Department of Communities and Justice Housing to educate their tenants and reduce the amount of kerbside dumping that is occurring adjacent to properties.
Maintain a proactive compliance program for companion animals in public places	On-Track 	The proactive companion animal compliance program included a proactive beach patrol program to educate dog owners of their responsibilities under Council's Dogs on Beaches and Parks Policy and the Companion Animals Act. As part of the program, a radio and social media messaging campaign commenced in December 2022 and will run through summer. The campaign promotes responsible pet ownership and key Policy requirements.

GOAL 1 | WE VALUE AND PROTECT OUR ENVIRONMENT

Regulatory Compliance Continued

Operational Plan 2022-2023 Update		
Actions	Status	Comment
Develop and implement an education and awareness raising program regarding swimming pool barriers	On-Track 	An online social media campaign commenced in December 2022, and Council's revised Swimming Safety Barrier Policy and Inspection Program Procedure was adopted by Council on 28 of November 2022 and published on Council's website.
Undertake targeted compliance of subdivision and residential building sites for sediment and erosion control, hours of operation, waste management and dust control	On-Track 	<p>To provide additional focus in this area Council recruited a Building Sites Compliance Officer for a 12 month trial that commenced in October 2022.</p> <p>Council's compliance officers investigate all complaints regarding sediment and erosion control matters, non-compliance with development consent conditions specific to hours of operation, waste management and dust control.</p>

GOAL 1 | WE VALUE AND PROTECT OUR ENVIRONMENT

Stormwater Services

Responsibility Manager Infrastructure Strategy and Planning

About this Service

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.



Quarterly Progress Update

The review of Floodplain Risk Management Studies and Plans has progressed well. Public exhibition was held for two catchments (Mullet Creek and Towradgi Creek). Floodplain Committees were held for the North and Central areas. The Southern Floodplain Committee is planned to be held in early 2023. Delays in some catchment studies have been experienced due to the availability of flood consultants who has been redirecting their resources to flood recovery assistance for a significant number of flood affected communities throughout New South Wales and Queensland.

Educational videos for our community have been finalised that provide useful information responding to the most common stormwater and flood related enquiries. We are currently working on the associated public website which will provide additional information to complement the videos.

The planned stormwater maintenance program is currently being delivered as planned. The assessment and design of mitigation measures for high priority stormwater inlets is well progressed, with the remaining work to address draft New South Wales Government guidelines on the approach regarding inlet safety. The delivery of stormwater programs has been reprioritised and programmed to address high priority issues including damage related to the consistent rainfall over the year.



Operational Plan 2022-2023 Update

Actions	Status	Comment
Develop and implement the Floodplain Risk Management Plans including Voluntary Purchase Scheme	On-Track 	<p>The review of Floodplain Risk Management Studies and Plans is underway for ten catchments. Community exhibition has been recently undertaken for Mullet Creek and Towradgi Creek, with both nearing completion for adoption by Council.</p> <p>Funding has been received for review of the Lake Illawarra Flood Study and Floodplain Risk Management Study and Plan which will commence in 2023.</p> <p>Ongoing funding opportunities for voluntary purchase are being explored, however no current offers have been accepted.</p>
Plan and deliver stormwater maintenance, renewal and upgrade works	On-Track 	<p>Identified stormwater maintenance projects have been approved and allocated with works are underway.</p> <p>Additional stormwater maintenance actions identified through the ongoing camera inspection program are being reviewed for environmental approval and inclusion on future maintenance lists.</p> <p>The stormwater reline tender has been finalised with works to commence shortly.</p> <p>Of the 26 stormwater & floodplain projects identified for construction, or added to, the Infrastructure Delivery Program in 2022-2023 two are complete, two are under construction, two have designs completed, seven have been delayed and the remaining are on track for design or construction.</p>

GOAL 1 | WE VALUE AND PROTECT OUR ENVIRONMENT

Stormwater Services Continued

Operational Plan 2022-2023 Update

Actions	Status	Comment
Deliver rolling program of flood and stormwater infrastructure condition and safety inspections	On-Track 	Stormwater pipe Closed Circuit Television (CCTV) and pit inspections continued during the December quarter. Inspections undertaken were a combination of scheduled and ad hoc inspections required to investigate issues raised by the community. Routine monthly surveillance inspections of Council's declared dams were completed as scheduled.
Enhance the management of Council owned water and wastewater assets	On-Track 	Water management plans for Sublime Point and Mount Keira have been completed and approved. Managed water systems are now monitored via telemetry and early warning alerts mitigate potential events. The Water management plan for Darkes Forest has commenced.

GOAL 1 | WE VALUE AND PROTECT OUR ENVIRONMENT

Environmental Services

Responsibility *Manager City Strategy*

About this Service

This service involves Council working with the community in relation to local climate change mitigation, adaptation, monitoring and reporting, environmental education, volunteer management and partnerships, waste minimisation and environmental advocacy.

Quarterly Progress Update

100 Development applications assessed for their environmental impacts, with 60% of referrals were completed within 14 days



November marked the start of the beach watch monitoring season that sees Council and partners monitor water quality at 16 sites across the Local Government Area to determine their health for recreational activities such as swimming.

The Lake Illawarra Implementation Group met, and members were presented with information on the draft Bank Management Strategy for Lake Illawarra and the Lake Illawarra Water Quality Report and Report Card 2022.

The latest climate emergency update was released showcasing Council's actions to respond to climate change and emissions reduction. During the quarter, Council entered into a Power Purchasing Agreement. This means from January 2023, 85% of Council's electricity will be sourced from renewable energy.






In October Council partnered with the University of Wollongong to celebrate *Global Climate Change Week*. A variety of events were held to raise awareness and increase understanding of climate change and how we can adapt and combat the issue. Events included film screenings, a poster competition, tree plantings, an op shop ball and panel discussions.

Operational Plan 2022-2023 Update

Actions	Status	Comment
Deliver commitments made under the Global Covenant of Mayors and support Council's climate emergency declaration	On-Track 	Council has retained full compliance and achieved all associated badges from the Global Covenant of Mayors initiative for action on climate change. As part of the recent reporting process, Council received an A- in terms of the overall score. This was higher than the regional average of reporting cities. Council continues to collaborate with and work towards achieving Wollongong's Cities Power Partnership pledges. Actions continue to be implementing within the existing Climate Change Mitigation Plan 2020-22 include working with Endeavour Energy on Light Emitting Diode efficient street light upgrades and endorsement of Council's Electric Vehicle Charging infrastructure on Public Land Policy.
Prepare the Climate Change Mitigation Plan 2022-2026	On-Track 	The external engagement phase for development of the draft Climate Change Mitigation Plan 2023-27 has been completed. This engagement work resulted in 400 community and 200 business survey responses. The engagement phase was also informed by targeted stakeholder workshops and community pop-up events. The collected data will be collated and analysed to develop a draft CCMP in during the March 2023 quarter.

GOAL 1 | WE VALUE AND PROTECT OUR ENVIRONMENT

Environmental Services Continued

Operational Plan 2022-2023 Update		
Implement priority actions from the Climate Change Adaptation Plan 2022	On-Track 	A key action in the Plan is to develop a draft Urban Heat Strategy for Wollongong. This project has commenced with work undertaken on reviewing the adequacy of community facilities to support our response to extreme weather events. Work has also commenced on updating Council's bushfire risk planning.
Coordinate Council's waste, volunteer, environmental and conservation programs, activities and events	On-Track 	<p>The summer foreshore parks enhanced cleansing and public place recycling education program commenced in December 2022.</p> <p>21 workshops were delivered in the quarter covering reusable nappies, food waste, plastic free, worm farming and composting.</p> <p>Other initiatives included Food Organics Garden Organics talks targeting local Culturally and Linguistically Diverse groups, two community connection events and a <i>Luv the Lake</i> event.</p> <p>The <i>Garage Sale Trail</i> event had 162 total sales registered, 1,666 visits and 5,719 estimated participants. The natural areas program ran a successful cultural workshop at Bellambi covering bush care and regeneration.</p> <p>All <i>Bushcare</i>, <i>Fiready</i>, <i>Dunecare</i> and <i>Rise & Shine</i> volunteers were recognised at the annual volunteer recognition event held at Beaton Park Tennis Club.</p>
Implement priority actions of the certified Coastal Management Program for Lake Illawarra	On-Track 	<p>The Coastal Management Program continued with 18 actions on track, four delayed and two not started.</p> <p>Key projects across the quarter include a 12-month trial of a Building Sites Compliance Officer, ongoing work associated with the Entrance Options Study and finalisation of the Bank Management Strategy.</p> <p>As a part of the <i>Luv the Lake</i> program, the Seaside Scavenge Event was held in partnership with Shellharbour City Council at key locations. The event resulted in 4,162 pieces of litter being removed from the environment and 56 kilograms of second-hand clothing, books and accessories were recycled.</p>
Develop a Coastal Management Program for the Open Coast	On-Track 	A scoping study is being prepared to identify the priorities and focus of a Coastal Management Program for the Wollongong coastline. Reports were prepared summarising the outcomes of community engagement and the first pass risk assessment workshops. These outcomes, along with a review of previous studies, data and existing coastal and estuary management arrangements, will inform development of the draft scoping study.
Council support local food security outcomes through advocacy, sponsorship, partnering and local initiatives	On-Track 	<p>Council continues to deliver a range of services to promote food security within Wollongong. These include delivery of education on food waste avoidance, facilitation of enquiries relating to community gardens, and publication of the low cost and free meals directory.</p> <p>A review of the Community Gardens Policy has commenced. It is anticipated an updated draft will be reported to Council in early 2023.</p>

GOAL 1 | WE VALUE AND PROTECT OUR ENVIRONMENT

Natural Area Management

Responsibility *Manager Open Space + Environmental Services*




About this Service

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, pest 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.

Quarterly Progress Update

There were 184 volunteers working at *Bushcare*, *Dunecare* and *Fiready* sites. 'Dirt Crew' volunteers have commenced to assist with the maintenance of newly installed dirt bike tracks. 34 contracts were awarded during the quarter for natural area management restoration projects along with inductions. 8,000 tubes of native plants were installed by volunteers and contractors across the programs. Funding has been received from Sydney Water to commence four key projects with Vegetation Management plans.

Operational Plan 2022-2023 Update

Actions	Status	Comment
Coordinate natural area restoration works at priority sites	On-Track 	34 Contracts were awarded for natural area restoration during the quarter along with inductions. 8,000 tubes of native plants were installed by volunteers and contractors across the programs. Sydney Water funding was received to commence four key projects with Vegetation Management Plans. 95 natural area and 27 pest action requests was received and 27 pest action requests received, three of which were in relation to deer.
Continue implementation of priority actions from the Dune Management Strategy	On-Track 	Vegetation clearance for safe visual access was undertaken on Woonona Beach throughout November 2022. 125 Accessways along the coast were reviewed and maintained in time for the summer surf season. Contract weed removal was scoped and planned to commence in January 2023 across all major beaches in the Local Government Area. A Vegetation Management Plan has been prepared to commence in 2023 along with a five year bitou bush/ dune revegetation program from the Bellambi sand dunes through to Corrimal Beach.
Implement annual bushfire hazard reduction works program for Asset Protection Zones on Council managed lands	On-Track 	The Rural Fire Service grant was received for eight sites, with works to commence in the March 2023 quarter. A procurement process is underway for bushfire risk review, with funds provided by Resilience New South Wales. Eight customer requests were received along with burn piles undertaken across the Local Government Area by New South Wales Fire and Rescue Service.

GOAL 1 | WE VALUE AND PROTECT OUR ENVIRONMENT

Waste Management

Responsibility *Manager Open Space + Environmental Services*

About this Service

Waste management includes the environmentally responsible, customer focused resource recovery, recycling and solid waste management. 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.

Quarterly Progress Update

Waste services continue to be delivered in line with Wollongong's Waste and Resource Recovery Strategy.





An extension of the current collections services contract and decision to go to joint Tender with Shellharbour City Council has been undertaken during the quarter which aims to secure domestic waste collection service delivery in the short term.

Targeted Food Organics Garden Organics communications continue to be delivered with positive results reflected in a very low contamination rate.

The volume of commercial waste received at Whytes Gully increased from the previous quarter.



Planning for the stormwater detention basin upgrade has commenced, which will support Council's on site water management effort.

Operational Plan 2022-2023 Update

Actions	Status	Comment
Continue to monitor environmentally sustainable actions for charitable waste	On-Track 	The removal of waste fee exemptions for charities this year has continued to see adjustment for these services with encouragement from Council in pre-sorting and diverting waste to landfill to ensure minimal cost to charities and maximum environmental benefit to the landfill facility. Two charities during the period requirement support in adjustment with this service.
Implement a research and development program targeting waste diversion from landfill with the University of Wollongong	On-Track 	Council, Remondis and the University of Wollongong have continued with the research and development program using cameras and artificial intelligence to identify contamination and dangerous goods from the kerbside domestic recycling collection.
Deliver options for a Food Organics Garden Organics (FOGO) trial for multi-unit dwellings	Delayed 	<p>The Food Organics Garden Organics Trial for multi-unit dwellings has had further delays post COVID-19 pandemic with challenges in securing partner buildings to install the garden organics systems.</p> <p>The search for suitable trial sites has expanded from multi-unit dwellings to education and health facilities however trial sites are still yet to be confirmed.</p> <p>A review of the project will occur in June 2023 if suitable trial sites are not secured.</p>
Deliver a Food Organics Garden Organics (FOGO) program across the LGA	On-Track 	The FOGO service continues to perform well with a total 9,479 tonnes of material processed during the quarter. Contamination continues to perform well at 0.76%, well below the New South Wales Local Government average of 2.6%.

GOAL 1 | WE VALUE AND PROTECT OUR ENVIRONMENT

Waste Management Continued

Operational Plan 2022-2023 Update		
Actions	Status	Comment
Continue to educate the community on waste principles – avoid, reduce, reuse, recycle to increase waste diversion from household waste streams	On-Track 	<p>The summer foreshore parks enhanced cleansing and public place recycling education program kicked off mid-December 2022, with the waste education team undertaking interactions with visitors at our beaches.</p> <p>21 workshops were delivered in the quarter covering reusable nappies, food waste, plastic free, worm farming and composting.</p> <p>Food Organics Garden Organics talks were delivered to Illawarra Aboriginal Service, Portuguese and Cringila Associations to target local culturally and linguistically diverse groups.</p> <p>The <i>Garage Sale Trail</i> event had 162 total sales registered, 1,666 visits to the microsite with an estimated 5,719 participants.</p> <p>Council ran enhanced waste service activities during the quarter including green waste drop-off, chemical clean out and Christmas cardboard recycling events across the Local Government Area.</p>
Continue to develop and implement the landfill gas management system at Whytes Gully	On-Track 	<p>Landfill gas management system continued throughout the quarter, with consistent gas flaring and carbon dioxide combustion expected for the period to be in line with previous quarters.</p> <p>Approximately 600,000 tonnes of gas were flared during the quarter. This is approximately 4,500 tonnes of carbon dioxide equivalent methane combusted.</p>

GOAL 1 | WE VALUE AND PROTECT OUR ENVIRONMENT

Land Use Planning

Responsibility *Manager City Strategy*

About this Service

Land Use Planning manages the plans, policies and certificates that help our community understand the role and function of land within Wollongong. The team undertakes detailed studies to make long term plans for how we can live, work and play sustainably, protecting what we value and ensuring development contributes to great places for our community.

Quarterly Progress Update

During the quarter, the draft Wollongong Housing Strategy and draft Retail and Business Centres Strategy were publicly exhibited for community comment from 10 October to 2 December 2022.



A draft Planning Proposal to rezone the former Port Kembla School site and draft site specific Development Control Plan (DCP) chapter have been exhibited for community comment.

A draft Planning Proposal to amend the foreshore building line at the former Corrimall Coke Works site has been exhibited.

A revised draft DCP chapter 'E17 Preservation and Management of Trees' has been exhibited with Council's updated Tree Management Policy.






The Heritage Reference Group has been reformed and meet on two occasions.

Operational Plan 2022-2023 Update

Actions	Status	Comment
Local Government Area Wide Retail Centres Study and South West Sydney Development Impacts Study	On-Track 	The draft Retail and Business Centres Strategy was placed on public exhibition during the quarter with submissions now being reviewed. The draft Strategy has reviewed the current and forecasted retail demand in our centres and makes recommendations to ensure planning controls and policy settings support active, vibrant and sustainable commercial places that fit the needs of our community. The South-West Sydney Development Impacts Study has progressed with stage 1 completed. Work has progressed to develop an index of 106 of Wollongong's key visitor locations. The next step is to use this base data to generate estimated visitor numbers now and into the future based upon forecast population growth.
Prepare a Local Government Area Industrial Lands Study	On-Track 	The Industrial Lands Study is progressing. Data on employment zones has been compiled and relevant literature reviewed. Interviews with stakeholders continued during the quarter. The results of a survey of landowners and stakeholders is being used to inform the Study parameters and focus areas. The draft Study is expected to be reported to Council in the March-April 2023, and if endorsed exhibited for community input.
Review the Local Strategic Planning Statement	Not Scheduled to commence 	The preparation of a new draft Local Strategic Planning Statement is scheduled to commence in early 2023. It will be informed by the finalisation of the draft Housing Strategy and Retail and Business Centre Strategy, both of which were publicly exhibited during the quarter.


GOAL 1 | WE VALUE AND PROTECT OUR ENVIRONMENT

Land Use Planning Continued

Operational Plan 2022-2023 Update		
Actions	Status	Comment
Continue the review of West Dapto Land Release Area by developing a Local Infrastructure Plan	On-Track 	West Dapto Local Infrastructure Plan work continues with preparations of the revised West Dapto Development Contributions Plan 2023 progressing. The informing documents, Social Infrastructure Needs Assessment for West Dapto and a Green Network Masterplan continue to be developed. On 28 November 2022, Council endorsed the draft West Dapto Social Infrastructure Needs Assessment for public exhibition in early 2023.
In collaboration with key agencies, facilitate the West Dapto Review Committee to deliver the West Dapto Urban Release Area	On-Track 	The West Dapto Review Committee is a component of Council's governance arrangements for delivery of the West Dapto Urban Release Area. The Committee is Chaired by the Lord Mayor and includes ward three Councillors. The New South Wales Department of Planning and Environment has an ongoing invitation to attend committee meetings. Meetings are held quarterly. The next meeting of the Review Committee will be held in early January 2023.
Review West Dapto recreation needs in line with the bi-annual review of the West Dapto Development Contribution Plan	On-Track 	On 28 November 2022, Council endorsed the draft West Dapto Social Infrastructure Needs Assessment for public exhibition. The draft study identifies the open space and recreation needs for the release area once fully developed. The draft needs assessment also informs development of the updated West Dapto Development Contributions Plan (2023).
Progress the City Centre Planning Strategy	Deferred 	In December 2020, Council resolved to defer progression of the draft City Centre Planning Strategy pending progression of other informing projects. One of the supporting strategies, the draft Retail and Business Centres Strategy has been publicly exhibited. Appointment of a consultant is also underway to prepare the City Centre Movement and Place Study in association with the development of the Wollongong Integrated Transport Plan.
Develop and install the Sandon Point Aboriginal Place Interpretive Strategy and Indigenous Art Project	On-Track 	The Sandon Point Interpretation Strategy has been completed in consultation with the joint management partners and broader Aboriginal community. Four interpretative signs have been installed. Consultation is ongoing with stakeholders on the installation of Aboriginal artworks that tell appropriate stories.

GOAL 1 | WE VALUE AND PROTECT OUR ENVIRONMENT

Land Use Planning Continued

Operational Plan 2022-2023 Update		
Actions	Status	Comment
Finalise the development of the Housing Strategy and commence implementation on initial priorities	On-Track 	<p>The draft Strategy was exhibited from 10 October to 2 December 2022, with approximately 140 submissions received.</p> <p>Council staff are considering the issues raised in submissions. The outcomes of the exhibition process and recommendations regarding finalisation of the Strategy will be reported to a future Council meeting.</p> <p>The Strategy once adopted, will be implemented via staged amendments to planning controls contained in the Wollongong Local Environmental Plan 2009 and Wollongong Development Control Plan 2009, Development Contribution Plans and Fees and Charges. The draft changes will be exhibited for community input. The effect of the changes will be monitored, and if necessary further refinements will be made.</p>

GOAL 1 | WE VALUE AND PROTECT OUR ENVIRONMENT

Measuring Success

Measure	Target/Desired Trend	Comparative Data Where Available – December 2021	Result
Development Assessment			
Outstanding DAs < 90 days	200	251	246
Outstanding DAs >90 days	50	106	104
Average net determination days	50	New Measure	41
Environmental Services			
Participation Rate in Education Programs	Increase	New Measure	1221
Tonnes of waste collected from clean up activities	Decrease	13	4.1
Natural Area Management			
Participation rate in environmental programs	Increase	1,386*	9,914
Number of volunteers worked at Bushcare, Dunecare and FIREReady sites	Increase	0*	184
*Comparative result impacted by COVID-19.			
Waste Services			
Waste diverted from landfill	Decrease	New Measure	54
Waste Education Workshops and Events - number	Increase	New Measure	29
Waste Education Workshops and Events - Participants	Increase	New Measure	6,510
Waste Removed from Our Creek and Waterway SQIDs and Trash Racks	Decrease	Not Applicable (Annual)	-
Recycling Contamination In Public Waste Bins	Decrease	Not Applicable (Annual)	-

Performance measures from the Delivery Program are reported in the Quarterly Review where data is available on a quarterly or annual basis. Performance measures that are tracked every two years will be reported in the State of the City Report.

GOAL 2 | WE HAVE AN INNOVATIVE AND SUSTAINABLE ECONOMY

December Quarter Highlights



Buy local campaign, 'We Shop The Gong' launched in the lead up to the holiday season to support local businesses and local economy.



All-night fan zone for the 2022 FIFA World Cup, Globe Lane, Wollongong.



2022 Christmas display in Crown Street Mall, Wollongong.

GOAL 2 | WE HAVE AN INNOVATIVE AND SUSTAINABLE ECONOMY

City Centre Management

Responsibility Manager Community Cultural and Economic Development

About this Service

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. This includes day-to-day management, security, CCTV operations, graffiti removal, events and activation opportunities and marketing.

Quarterly Progress Update


Wollongong CBD celebrated the Christmas season with regular programming since COVID-19 restrictions. To attract visitors back into the CBD in the lead-up to the Christmas period, there was a strong focus on amenity and dressing of the Crown Street Mall to create an inviting and festive community space.

An ongoing focus has been working with businesses to increase the number and quality of outdoor dining options continued with the CBD recording the largest ever spend during October in the dining and entertainment category, achieving \$22 million (39% increase on 2019). Data on overall CBD spending shows continued monthly increases, reaching a spend of \$94 million in October 2022. This reflects a 21% increase on pre-COVID-19 spending during October 2019.

The review of the Crown Street Mall Activity Policy commenced. This Policy addresses the guiding principles for short and medium-term activity in the Crown Street Mall and aims to encourage activity that delivers a sense of place for the community and maintains public amenity for the comfort and enjoyment of all.

City Centre operations, cleanliness, maintenance, and security continued to be delivered throughout the quarter.




Operational Plan 2022-2023 Update

Actions	Status	Comment
Deliver increased City Centre marketing and activation initiatives to support local and regional economic recovery in response to COVID-19	On-Track 	<p>The Luminous Festival saw a week of activation across the Wollongong Art Gallery, Youth Centre, City Library and Arts Precinct, featuring light projections, live music, markets, a community festival and participatory activations.</p> <p>A focus on working with businesses to increase the number and quality of outdoor dining options throughout the CBD to support local economic recovery.</p> <p>A Christmas activation program showcased the Crown Street Mall. At the centre of the program was an 8.5m traditional Christmas tree. Christmas decorations were extended onto business shopfronts, with 25 Mall businesses participating in a decorative window sticker program.</p> <p>Entertainment over the period included live music and roving performances in Crown Street Mall, the launch of the City of Wollongong Giving Tree, Santa's Arrival, Bikers Toy Run and the St Michael's Cathedral Christmas Carols event.</p> <p>The <i>We Shop the Gong</i> buy local campaign was reactivated in November 2022 and was promoted via radio, outdoor signage, social media and digital advertising.</p>

GOAL 2 | WE HAVE AN INNOVATIVE AND SUSTAINABLE ECONOMY

City Centre Management Continued

Operational Plan 2022-2023 Update

Actions	Status	Comment
Implement a range of pilot projects and activation initiatives across the City Centre precincts	On-Track 	Council worked with local businesses to support the Globe Lane world cup soccer 'fan zone' to pilot this type of activity for the Globe Lane precinct. Through the New South Wales Government <i>Streets as Shared Spaces</i> initiative, outdoor dining spaces are being piloted in Lower Crown Street and Crown Street Mall.
Deliver an integrated marketing campaign that reflects the 'city experience'	On-Track 	<i>Wollongong CBD</i> website received over 29,000 site visits between 1 October to 12 December 2022 with content performing strongly for CBD businesses. Social media followers and engagement have continued to grow, with social content reaching over 184,000 people. Key communication themes included the <i>Luminous Culture Fest</i> , Christmas season, <i>what's on in Wollongong</i> and multiple new business openings to encourage visitation. Digital communications have been supported by i98FM radio advertising and media releases.
Develop and implement City Centre Wayfinding	Delayed 	Final designs for the creative wayfinding project in Globe Lane were approved and include an entry sign and two bespoke seats. Construction was unable to commence during the quarter as originally planned, however, will commence in early 2023.

GOAL 2 | WE HAVE AN INNOVATIVE AND SUSTAINABLE ECONOMY

Economic Development

Responsibility Manager Community Cultural and Economic Development




About this Service

This service promotes sustainable economic development across 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.

Quarterly Progress Update




Council facilitated 16 new business and investment enquiries during the December quarter. Council continues to facilitate many longer-term ongoing projects, via Council's Major Project process.

Operational Plan 2022-2023 Update

Actions	Status	Comment
Deliver the Economic Development Strategy 2019-2029	On-Track 	Council re-launched the buy local campaign <i>We Shop the Gong</i> to encourage the community to support local businesses and the economy. A survey was released to local businesses to gain further insight into Wollongong's business community given recent challenges associated with the COVID-19 pandemic. The survey also included questions about how Council might assist businesses reduce carbon emissions and support environment sustainability. This quarter saw 16 business/investor enquiries ranging from business support and information to facilitating larger projects through <i>Invest Wollongong</i> .
Continue to support growth of our local small business sector	On-Track 	Council released two editions of the bi-monthly Business newsletter during the quarter. Council was a sponsor of the 2022 IMB Bank Illawarra Business Awards on 14 October for the Excellence in Innovation category. Several outdoor dining initiatives continued to be piloted within the Wollongong CBD to support local economic recovery post COVID-19, providing additional dining areas outdoors and adjacent to local businesses.
Work with other levels of government and the business community to respond to the post COVID-19 pandemic economic recovery	On-Track 	Council reactivated the buy local campaign, <i>We Shop the Gong</i> to encourage residents to support local businesses in the lead up to Christmas. The campaign used assets including graphics, posters, social media tiles, website, and social media accounts. The campaign was also advertised through radio, digital banner advertisements, outdoor digital advertisements and window signage. Local businesses were able to participate by accessing free merchandise, graphics for download and by submitting their business story through the website.

GOAL 2 | WE HAVE AN INNOVATIVE AND SUSTAINABLE ECONOMY

Economic Development Continued

Operational Plan 2022-2023 Update		
Actions	Status	Comment
In partnership with NSW Government and the University of Wollongong, deliver the Invest Wollongong program	On-Track 	<p><i>Invest Wollongong</i> held an end of year event on 13 December which included a wrap up of 2022 initiatives and a Questions and Answers Panel featuring the Illawarra Shoalhaven Commissioner from the Greater Cities Commission, Jacki Johnson; CEO of Hysata, Paul Barratt; and Client Services Manager at Mercer, Matthew Bailey. The event was jointly hosted by Mercer in the Lang's Corner building, the largest ever A-grade office building in the heart of the CBD.</p> <p><i>Invest Wollongong</i> launched its newest case study video profiling FinoComp, a software development company in the wealth management industry .</p> <p>A number of LinkedIn posts over the quarter have generated positive engagement, including a post about Mercer's move into Lang's Corner, generating one of the highest engagement rates of <i>Invest Wollongong</i>' LinkedIn posts so far.</p>
Deliver 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.	On-Track 	Destination Wollongong have continued to deliver work regarding the Grand Pacific Drive, Wollongong as a Bike City, business events and conferencing and social media campaigns highlighting the Wollongong Local Government Area.
Seek funding for key iconic tourism infrastructure	On-Track 	<p>Council has submitted a range of funding applications during the quarter. Three applications were made to the New South Wales Office of Sport for Fred Finch netball courts refurbishment stage 2 and female friendly facilities and lighting upgrade program for Lindsay Maynes Park and Figtree Oval.</p> <p>Two applications were made to the New South Wales Department of Planning and Environment in relation to caring for State heritage grant to complete water leak/parapet repairs and the open spaces program (places to play) for the Wollongong Botanic Garden rainforest walk stage 2A project.</p> <p>Council is using an external grants system to identify upcoming opportunities.</p>

GOAL 2 | WE HAVE AN INNOVATIVE AND SUSTAINABLE ECONOMY

Economic Development Continued

Operational Plan 2022-2023 Update

Actions	Status	Comment
Support the ongoing development of key target sectors	On-Track 	<p>In collaboration with Industry Capability Network New South Wales, Council hosted the WIN More Work: Industry Capability Network New South Wales workshop during November as part of New South Wales Small Business Month.</p> <p>Council was the major sponsor of the 20th Anniversary of the Annual Illawarra Industry Showcase, hosted by i3Net. The showcase brought together businesses and key decision-makers, to highlight the industry capability in the Illawarra region over a two day period.</p>

GOAL 2 | WE HAVE AN INNOVATIVE AND SUSTAINABLE ECONOMY

Tourist Parks

Responsibility *Manager Property + Recreation*

About this Service

Wollongong City Tourist Parks provide beachside accommodation for visitors to the Wollongong Local Government Area. Our Tourist Parks are located at Bulli, Corrimal and Windang, and include annual sites and tourist accommodation. 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.


Quarterly Progress Update

October saw the very successful Stay New South Wales and Parents New South Wales Vouchers' schemes come to end. In the six months they were available, the tourist parks received over 7,000 vouchers equating to \$350,000 in income.

Bookings continued to be strong leading into the busy Christmas and New Year period.

A review of compliance and occupation agreements with over 200 holiday van owners has seen a significant transformation of the vans that are left at the park. A number of vans received a good face lift by their owners which has lifted the standard across all parks.

Operational Plan 2022-2023 Update

Actions	Status	Comment
Contribute to the promotion of tourism in the Wollongong Local Government Area through the management of Council's three tourist parks at Bulli, Corrimal and Windang	On-Track 	The Tourist Parks continued to enjoy high visitation throughout the quarter with a sharp increase in occupancy compared to recent years. The resumption in events and activities taking place across the city and a reduction in COVID-19 disruptions has seen an increase in visitors to the region and guests at the Tourist Parks.

GOAL 2 | WE HAVE AN INNOVATIVE AND SUSTAINABLE ECONOMY

Measuring Success

Measure	Target/Desired Trend	Comparative Data Where Available – December 2021	Result December 2022
City Centre Management			
Number of People Movements Within Crown Street Mall	1,000,000 (annual)	New Measure	548,670
Economic Development			
Business Enquiries Facilitated	Increase	20	13
Tourist Parks			
Tourist Park occupancy rate of cabins	Greater than 60%	48%*	81%
Tourist parks occupancy rate of powered sites	Greater than 50%	35%*	61%

*Comparative result impacted by COVID-19.

Performance measures from the Delivery Program are reported in the Quarterly Review where data is available on a quarterly or annual basis. Performance measures that are tracked every two years will be reported in the State of the City Report.

GOAL 3 | WOLLONGONG IS A CREATIVE, VIBRANT CITY

December Quarter Highlights



Pioneering molecular biologist and Motor Neurone Disease researcher, Professor Justin Yerbury AM, honoured at a Presentation of Keys to the City.



*Wollongong Art Gallery during the Luminous Culture Festival.
Photo credit: Lorraine Brown & Narelle Thomas.
Artwork: Heritage of the Blue Edge, 2009 by Lorraine Brown.*



New Year's Eve celebrations at Belmore Basin, Wollongong.

GOAL 3 | WOLLONGONG IS A CREATIVE, VIBRANT CITY

Engagement, Communication and Events

Responsibility Manager Community Cultural and Economic Development

About this Service

The service is responsible for internal and external communications including media, community engagement, delivery of major community events (in particular, New Year's Eve and Australia Day), 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.

Quarterly Progress Update

The engagement website has been updated to make key topics easier for people to find. Further changes are planned with how information is organised and labelled to improve the user experience.



Council's Aboriginal Engagement Framework was recognised by winning an International Association for Public Participation (IAP2) Australasian Core Values Award.

A civic reception was held for the Consul General of India and Council participated in an online ceremony hosted by sister city Kawasaki, Japan. The Keys to the City were presented to Professor Yerbury AM.

Our New Year's Eve community celebration was held at Wollongong Harbour precinct. Major events were held in the Cycling, Arts and Technology and Sport sectors.

Council continued to service events and filming enquiries and delivered the concierge service.




Operational Plan 2022-2023 Update

Actions	Status	Comment
In conjunction with the Local Organising Committee, prepare for and support the delivery of the 2022 UCI Road World Championships – September 2022	Complete 	In partnership with Wollongong 2022, Council supported and delivered the 2022 UCI Road World Championships – Wollongong NSW. Alongside the event, Council delivered Spin Fest, a city wide celebration. Legacy outcomes from hosting the event include attraction of funding to support active transport infrastructure, increasing opportunities for participation in cycling and sport, developing education programs for cyclists and tourism opportunities.
Host six major events reflecting priority sectors and contribute to the acquisition and management of signature events	On-Track 	One tier two event (Crossfit Down Under) and five tier three events (Spring Loaded, New South Wales Police Games, MS Gong Ride, Thirroul Music Festival, Project B Robotics) were held during the quarter. Three events were secured for 2023 as part of negotiations throughout the quarter; Australian Surf Rowers League, Australian Beach Volleyball Grand Prix and Stihl Timbersports Championships. A formal tender bid was also lodged for the New South Wales Touch Football State Championships.

GOAL 3 | WOLLONGONG IS A CREATIVE, VIBRANT CITY

Engagement, Communication and Events Continued


Operational Plan 2022-2023 Update

Actions	Status	Comment
Deliver civic activities which recognise and celebrate the city's people	On-Track 	<p>In October 2022, Council participated in a cultural exchange celebrating the winners of the Kawasaki Junior Art and Culture competition. The online exchange was hosted by the Kawasaki, Japan government.</p> <p>In November 2022 Council hosted a Presentation of Keys to the City to Professor Yerbury AM acknowledging his extraordinary contribution to research into Motor Neurone Disease. Also in November, Council welcomed the crew of His Majesty's Australian Ship (HMAS) Wollongong with a Freedom of Entry march as part of the ship's final voyage before being decommissioned.</p> <p>Trade and investment were the focus at the civic welcome for the Consul General of India when he visited the city on 28 November.</p> <p>As part of the City of Wollongong Giving Tree, Council welcomed the annual Bikers Toy Run into the City Centre on 3 November 2022. Over 100 bikes converged on the mall to donate gifts to children in need.</p> <p>Council staff also coordinated and delivered the New Year's Eve community celebration at Wollongong Harbour.</p> <p>Council displayed city pride by raising flags for National Breast Cancer awareness month, United Nations Day and Transgender Awareness Week and marked Remembrance Day by lowering of flags to half-mast.</p>
Deliver a diverse range of community engagement opportunities to receive feedback and guide Council's services	On-Track 	<p>Opportunity for input was provided for a number of projects including the draft Mullet and Towradgi Creeks' floodplain risk management studies and plans, Retail and Business Centres Strategy and the pop-up cycleways final survey.</p> <p>Several plans and policies were placed on public exhibition during the quarter, including the draft Tree Management Policy, draft Housing Strategy and the draft Asbestos Policy.</p> <p>Targeted engagement was undertaken with local Aboriginal communities about a range of projects. Project updates were provided for Wongawilli access, West Dapto Road works and Helensburgh Library opening hours.</p>
Engage with the local community regarding the Draft Illawarra Escarpment Mountain Bike Strategy	Complete 	<p>The Illawarra Escarpment Mountain Bike Strategy has been finalised.</p> <p>Updated plans for Council amenities and infrastructure to support the trail network will be shared in early 2023.</p>

GOAL 3 | WOLLONGONG IS A CREATIVE, VIBRANT CITY

Engagement, Communication and Events Continued

Operational Plan 2022-2023 Update

Actions	Status	Comment
Develop and deliver an organisational marketing framework and Council-wide marketing and branding strategic objectives.	On-Track 	A plan is being developed following internal and external marketing research. It proposes actions to build and manage marketing campaigns, channels and strategic communication to capitalise on Council's engagement with our community. The project will also look at longer term vision and framework for the organisation's brand identity and the relationship to Council's services.

GOAL 3 | WOLLONGONG IS A CREATIVE, VIBRANT CITY

Cultural Services

Responsibility *Manager Community Cultural and Economic Development*



About this Service

This service delivers cultural programs, infrastructure such as public art, exhibitions and events to the community. The service also engages in community cultural development programs, including advocacy for and support of the creative industries sector, development of artists and performers funding opportunities.

Quarterly Progress Update



During the quarter, Wollongong CBD was host to the Luminous Culture Festival, showcasing the region's artists and cultural life. *Luminous* encouraged the active participation of diverse people through varied program of events which saw over twelve thousand visitors to the city over a five-day period. A twilight art market, Afro-Latino festival and *Hexadeca* a family friendly light and play installation were delivered in the Arts Precinct. The Wollongong Art Gallery featured *Waterways* a digital exhibition on the Gallery's façade and a Gallery after dark live music program with *Yours and Owls*.

Operational Plan 2022-2023 Update

Actions	Status	Comment
Deliver annual community cultural development festival	On-Track 	As part of the Luminous Festival, a community arts and cultural program was developed and delivered. Located in the Arts Precinct, the program included a night market for local artists and makers, an interactive public art installation by Hexadeca and a dynamic Afro-Latino Festival. Council partnered with the South American and Latina Organisation to develop the event, which was attended by approximately 2,000 people and had a program of diverse acts including African Drumming, Samba Dancing and the local Latin power band.
Deliver key strategies from Creative Wollongong Implementation Plan 2019–2024	On-Track 	<p>Animating Wollongong – Public Art Strategy 2022-2032 was adopted by Council in November setting a strategy and framework for the delivery and maintenance of public art across the city for the next ten years.</p> <p>Outcomes from the <i>Artward</i> artist in residence program continued with a book launch by the newly formed Corrimal Storytellers, and the installation of a new mosaic at Windang Senior Citizens Centre.</p> <p>The Creative Container was installed in the Arts precinct for four months, with programming scheduled and delivered.</p> <p>Merrigong Theatre Company ended a successful 2022 season with <i>A Practical Guide to Self Defence</i> followed by a busy December with 25 local dance schools staging end-of year performances.</p> <p>Merrigong' 2023 Season launched in November with an innovative program scheduled into the Wollongong Town Hall during the closure of Illawarra Performing Arts Centre while heating, ventilation and air conditioning replacement and building upgrades take place.</p>

GOAL 3 | WOLLONGONG IS A CREATIVE, VIBRANT CITY

Cultural Services Continued

Operational Plan 2022-2023 Update		
Actions	Status	Comment
Facilitate the Lower Town Hall as a creative space	On-Track 	Ten artists have been residents in the Creative Wollongong studios since March 2022, selected via an open invitation Expression of Interest (EOI) process. An Expression of Interest for the next cohort of artists will be advertised in January 2023.
Implement priorities from Framing our Future: Wollongong Art Gallery Strategic Plan 2020-2025	On-Track 	<p>Wollongong Art Gallery delivered 66 diverse education and public programs during the quarter including children and adult art workshops, free guided tours, artist and curator talks, emerging artists concerts, after school art program for primary school children, art enrichment programs primary and secondary school students, an art trail program for preschool children and their carers and programs for people with disability.</p> <p>The Gallery worked with <i>Yours and Owls</i> to deliver four evenings of after dark activities as part of the Luminous Culture Festival including 13 performances by bands and musicians.</p> <p>Ten exhibitions included work by local and community artists in the Community Access Gallery and seven exhibitions in the main program this quarter.</p> <p>Three new contemporary ceramic works by artist Ebony Russell were acquired alongside four ceramic objects by artists Kirsten Coelho and Juz Kitson through the cultural gift program. A further four Aboriginal artworks were gifted by private collector Angela Bamber.</p> <p>The Gallery was successful in several funding applications during the quarter including from the Gordon Darling Foundation, BlueScopeWIN Community Partners, Dulux and sponsorship from benefactor Ian Dickson.</p>

GOAL 3 | WOLLONGONG IS A CREATIVE, VIBRANT CITY

Measuring Success

Measure	Target/Desired Trend	Comparative Data Where Available – December 2021	Result December 2022
Cultural Services			
Wollongong Art Gallery Partnership Projects Engaging With First Nations And CALD Communities	2 per annum	New Measure	12
Subsidised Artist Studio Space - Opportunities Accessed	6 per annum	New Measure	10
Wollongong City Gallery visitation	Increase	4,703*	16,414
IPAC and Town Hall Visitation	Increase	New Measure	41,372

*Comparative result impacted by COVID-19.

Engagement, Communications and Events			
Followers, Reach and Engagement Across Council's Social Media Channels	Increase	New Measure	68,609

Performance measures from the Delivery Program are reported in the Quarterly Review where data is available on a quarterly or annual basis. Performance measures that are tracked every two years will be reported in the State of the City Report.

GOAL 4 | WE ARE A CONNECTED AND ENGAGED COMMUNITY

December Quarter Highlights



Wollongong Lord Mayor Gordon Bradbery AM with the 2022 Local History Prize 2022 winner, Michael Samaras.



Pink collages created by members of the Deaf community in workshops held at Wollongong Art Gallery using Aslan Interprets as part of International Day of People with Disability.



Aboriginal Flag installed at Wollongong Memorial Gardens, Unanderra.

GOAL 4 | WE ARE A CONNECTED AND ENGAGED COMMUNITY

Integrated Customer Service

Responsibility *Manager Governance + Customer Service*

About this Service




Provision of a professional and efficient customer service experiences with Council through a variety of methods.

Quarterly Progress Update

Recruitment for the Customer Experience Manager is currently being undertaken.

The highest call volumes throughout the quarter were for rate enquiries. This is due to the migration of Property and Rating to the new OneCouncil system. Customer service verified a further 2,000 users of Council's online customer portal registrations and continued to promote the service and looked for new ways to interact with our customers.

Operational Plan 2022-2023 Update

Actions	Status	Comment
Upgrade Customer Contact Centre System	On-Track 	Development of system requirements and specifications is complete. It is intended to issue an open tender to market in early 2023.
Review and enhance Council's digital customer service and engagement channels with a focus on inclusion and participation	On-Track 	A total of five manual process forms have been identified to be converted to online forms to increase efficiency, access and expand the digital offering for customers.
Identify and implement customer service improvement opportunities	On-Track 	Customer service improvement opportunities continue with promotion of our contact and service centres to increase user traffic and the online experience. Council modified it's 'On Hold' messaging in response to customer trends.

GOAL 4 | WE ARE A CONNECTED AND ENGAGED COMMUNITY

Property Services

Responsibility *Manager Property + Recreation*




About this Service

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.

Quarterly Progress Update

The core business of Property Services has been ongoing throughout the quarter with a view to constantly striving for improvement. Functions such as leasing, licencing, acquisition and disposal of lands, acting as roads authority, provision of landowner's consent, managing Council's CBD parking contracts and outdoor dining are progressing well. Property Services continued to prioritise a customer focused approach in terms of day to day work.

Operational Plan 2022-2023 Update

Actions	Status	Comment
Review, update and deliver the Property Strategy	On-Track 	Council staff continue to review Council's property portfolio, policies and procedures which will lead into the review and progression of the broader Property Strategy.
Finalise Land Title requirements for the transfer of private land occupied by Russell Vale Golf Course	On-Track 	Council staff continue to consider all options available while taking a risk-based approach prior to reaching any agreement. It is important any future implications or liabilities in relation to the parcels of land are considered. Staff will continue to liaise with relevant stakeholders to progress this matter.
Continue to undertake Council's surplus land review	On-Track 	Council staff are progressing through the parcels of land on Council's surplus land list, including parcels that have been reclassified and ready for sale and those that are seeking to be the next stage of parcels to be reclassified. Staff have been liaising with various interested parties in relation to the surplus lands ready for sale and expect to reach transaction stage on these shortly. Staff are also working to progress the reclassification process in relation to a number of other parcels following a review of these.

GOAL 4 | WE ARE A CONNECTED AND ENGAGED COMMUNITY

Aged and Disability Services

Responsibility *Manager Library and Community Services*

About this Service





Council works in partnership with government, community and business organisations to 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. This includes 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. Council also directly delivers Social Support Services, including respite, home maintenance, group and individual support programs, which enhance the quality of life of older people living in our community.

Quarterly Progress Update

Aged and Disability Services continues to focus on rebuilding service participation following the COVID-19 pandemic. This is reflected in the increased number of outputs delivered during the quarter. Highlights include the trial of new fortnightly bus outings to various destinations to enable customers to socialise with their peers. Feedback from participants has been positive.

On 2 December 2022, a luncheon was organised for Community Support Services and Home Library Services volunteers, to celebrate International Volunteer Day (5 December) and to recognise and acknowledge the contribution volunteers make to our services and their community, with some serving for more than 20 years.

Operational Plan 2022-2023 Update

Actions	Status	Comment
Support the delivery of programs providing social connection for frail aged people and their carers	On-Track 	A new program of activities that included bus outings to shopping malls, shows at the Wollongong Town Hall and lunch at local clubs was delivered. Feedback from those participating in these new activities has been positive. A cottage respite weekend at the Stanwell Tops Conference centre was delivered to provide respite for carers and support them in their caring role.
Deliver Community Transport Services across the Wollongong and Shellharbour Local Government Areas to connect older people to social and recreational activities	On-Track 	Community Transport continues to focus on rebuilding its customer base post the COVID-19 pandemic, seeing a steady increase in the number of trips delivered. Highlights include the introduction of new bus trips to connect older people with social events and outings.
Promote access to community transport services to meet the needs of eligible consumers	On-Track 	Several social media posts and the updating of promotional material were deployed to promote the service. A project to review the promotion and marketing of community transport services continues. A review of the Community Transport website commenced and will continue in the next quarter.
Continue to investigate options for alternative service delivery models for Community Transport, in response to Commonwealth and NSW Government policy	On-Track 	Confirmation was received of the extension of funding for Community Transport until June 2024 to allow more time to finalise and implement a new model of aged care service delivery. Council participated in a meeting of local government organisations and senior Department of Health staff in December to gain further advice and direction regarding future policy directions.

GOAL 4 | WE ARE A CONNECTED AND ENGAGED COMMUNITY

Community Programs

Responsibility *Manager Community, Cultural and Economic Development*

About this Service

Community programs deliver support to people living in the Wollongong Local Government Area. These services deliver community programs, building community capacity and wellbeing related to target groups and communities. Language Services (Interpreter service and Language Aides), volunteer services, placemaking, community safety and social planning.

Quarterly Progress Update

A range of community development activities and programs were delivered focussing on diversity, access, inclusion, capacity building and community safety.




Key documents were translated including beach safety and prevention of older person abuse resources.

Children and young people were engaged on the draft Stuart Park Master Plan, Tiny Forests and climate change.

Internal advice was provided on social impact and crime prevention through environmental design on a range of development, pre-lodgement and event applications.




Council supported organisations within the sector to deliver high quality services to the community. This includes convening the Children and Family Services' sector interagency and Illawarra Refugee Issues Forums meetings.

Operational Plan 2022-2023 Update

Actions	Status	Comment
Continue to review and adapt the Volunteering Illawarra program in line with changes to funding contracts and the volunteering sector	Complete 	The Volunteering Illawarra Service ceased operations and closed on 26 August 2022, following a resolution of Council on 27 June 2022.
Initiate opportunities and projects to support the community specifically in response to COVID-19 pandemic	On-Track 	A community of practice has been established to address the digital disadvantage highlighted during COVID-19 pandemic restrictions. Research into the impacts of COVID-19 on local services has been undertaken. The findings will inform initiatives to support community members and services.
Implement the Child Safe Implementation Plan	On-Track 	An organisational risk assessment and guidelines for online interactions with children and young people are in development. Council is working with Office of the Children's Guardian to develop a local government training program.






GOAL 4 | WE ARE A CONNECTED AND ENGAGED COMMUNITY

Community Programs Continued

Operational Plan 2022-2023 Update		
Actions	Status	Comment
Deliver the Reconciliation Action Plan 2021-2023	On-Track 	<p>Culturally appropriate end of life information sessions are being developed and the Aboriginal flag was installed at Wollongong Memorial Gardens.</p> <p>The Aboriginal Reference Group was appointed.</p> <p>A social procurement workshop was held with Council staff and Aboriginal businesses. Social procurement videos and a social enterprise directory have been made available for staff.</p> <p>A Gunya (temporary shelter) is being built at Cringila Hills Playground.</p> <p>Council's Aboriginal Engagement Framework was recognised by winning an International Association for Public Participation (IAP2) Australasian Core Values Award.</p>
Deliver a range of community development activities and programs that focus on diversity, access, inclusion, and capacity building	On-Track 	<p>The Lord Mayor's School Starters Picnic was held for children and their families. The inclusive event included a social story, accessible portable toilet, Australian Sign Language interpreter and sensory activities.</p> <p>Children and young people were involved in conversations to inform Tiny Forests, Living Books, the Illawarra Refugee Challenge, ideas for Bellambi and a Civic Welcome Tour.</p> <p>A program of activities aimed at reducing seniors' social isolation was co-designed and delivered with older men.</p> <p>A six week program was delivered to encourage older people to try outdoor fitness equipment in Helensburgh.</p> <p>A video to promote Wollongong Art Gallery's 'Art and Dementia' and 'Care for the Carer' tours was developed. It will be shared across various platforms and dementia networks.</p>
Deliver the Disability Inclusion Action Plan 2020-2025	On-Track 	<p>To celebrate International Day of People with Disability, workshops and an exhibition launch with an Australian Sign Language interpreter were delivered with the Deaf community at Wollongong Art Gallery.</p> <p>Flagstaff School Leavers' Employment Support Unit visited various Council teams to develop an understanding of the work they do.</p> <p>A social procurement workshop was held with Council staff and Aboriginal businesses.</p> <p>Social procurement videos and a contact list of social enterprises has been made available for staff.</p>

GOAL 4 | WE ARE A CONNECTED AND ENGAGED COMMUNITY

Community Programs Continued

Operational Plan 2022-2023 Update		
Actions	Status	Comment
Provide support and participate in the Illawarra Domestic and Family Violence Trauma Recovery Centre Consultative Working Group	On-Track 	Council continues to support and participate in the Illawarra Domestic and Family Violence Trauma Recovery Centre Consultative Working Group.
Deliver the Council Resolution for Affordable Housing (targeting of commonwealth funding)	On-Track 	The tender for round two of the Affordable Housing Grant has been reported to Council and contract execution is in progress. A third round is currently being prepared for release in early 2023 to allocate remaining funding.
Explore opportunities to work in partnership with other relevant agencies that provide services for the homeless	On-Track 	Planning is underway for the Rough Sleeper count in February 2023. Council staff worked with Housing New South Wales, Wollongong Homeless Hub, Mental Health Assessment Team and New South Wales Police to connect homeless people with accommodation service providers to meet their needs.
Deliver the Community Safety Action Plan 2021-2025	On-Track 	As part of <i>Reclaim the Night</i> , the Flagstaff Hill lighthouse was lit purple, and a march was held to raise awareness of violence against women. Information on domestic violence support services were made available at libraries. A graffiti prevention education program was held at local schools. Resources to prevent the abuse of older people were developed in 16 languages.
Advocate for accessible and appropriate medical services are available to the community	On-Track 	Council meets on a biannual basis with Illawarra Shoalhaven Local Health District representatives to provide advocacy on behalf of the community, updates on relevant projects and strengthen networks and working relationships. A meeting was held in November 2022 with Council and Illawarra Shoalhaven Local Health District staff to share project updates including the urban heat study; social inclusion initiatives; Council's Climate Mitigation Plan and discussed draft Council strategies on public exhibition. Illawarra Shoalhaven Local Health District gave a presentation on the health risks associated with vaping and the impacts on local schools and youth, as well as a COVID-19 update.

GOAL 4 | WE ARE A CONNECTED AND ENGAGED COMMUNITY

Libraries

Responsibility *Manager Library and Community Services*

About this Service




Wollongong City Libraries deliver 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 ten street libraries, across the city, and through the Home Library Service, and a range of online services.

Quarterly Progress Update

The Luminous Culture Festival provided Wollongong City Libraries with an opportunity to present cultural activities over five days. With grant funding from the New South Wales Government, WCL presented diverse, inclusive events ranging from a jazz trio, Samba percussion workshop, Bollywood dance workshop, sensory concert, didgeridoo playing workshop and a concert from the Steel City Strings.






A project to review opening hours at Helensburgh Library, involving broad community consultation, resulted in hours being extended by 2.5 hours per week to enable the library to open through the lunch hour.

Operational Plan 2022-2023 Update

Actions	Status	Comment
Deliver the annual Comic Gong Festival	On-Track 	Planning has commenced for Comic Gong Festival 2023. 2023 marks 10 years since the festival began, with plans for an anniversary event with Comic Art workshops at Corrimal Community Centre and Library, where the first Comic Gong was held. Plans are underway for a Cosplay Ball to be held the following weekend at the Wollongong Town Hall.
Implement the Wollongong Learning City Project based on the United Nations Educational, Scientific and Cultural Organization framework and principles	On-Track 	Council staff worked on outcomes from the pilot of the Community Education Evaluation Framework that was developed and trialled between July-September 2022. Two papers were presented, 'Libraries and Learning Cities' at the PASCAL Global Learning Conference and on the community engagement approach developed to inform the Wollongong Learning City Project at the New South Wales Department of Communities and Justice Multicultural Engagement Conference. Council contributed to the University of Wollongong's Global Climate Change Week program in November 2022 by curating a catalogue of climate change resources, hosting a climate change film night and hosted the <i>Act Now For a Plastic Free Future</i> event at Thirroul Library.
Deliver learning programs for employment, digital inclusion, innovation and creativity from 'The Lab' digital learning space	On-Track 	In addition to the Lab's regular events, focused learning programs included a panel event marking Suicide Prevention Day, Multicultural Mental Health talks delivered in partnership with Illawarra Shoalhaven Local Health District, a series of Cultural Humility workshops and <i>Tech Savvy</i> sessions to enhance digital inclusion for the Burmese community.

GOAL 4 | WE ARE A CONNECTED AND ENGAGED COMMUNITY



Libraries Continued

Operational Plan 2022-2023 Update		
Actions	Status	Comment
Deliver customer driven, evolving library collections	On-Track 	Online collections have continued to be prioritised and marketed to customers, with additional budget allocated resulting in more content and extra copies of high-demand titles purchased. A new online customer voting interactive website has been introduced with instant customer uptake and a significant increase in customers suggesting titles for purchase.
Investigate opportunities to enhance Library opening hours	On-Track 	An extension to opening hours at Helensburgh Library by 2.5 hours per week was approved in December. Extensive community consultation and data analysis were undertaken to inform this service change. Community feedback has also supported a further project to investigate the introduction of customer self-access to Helensburgh Library.
Deliver tailored library programs to facilitate access and participation of people with disability	On-Track 	<i>Knit, Stitch, Yarn</i> sessions have been extended. The <i>Young Gamers</i> gaming group for young people with disability has been established in partnership with a local community group. The group plays PlayStation and Xbox games together. Communication boards to support people who need help expressing themselves have been introduced at each Wollongong City Library site.
Review and deliver the Wollongong City Libraries Marketing Strategy	On-Track 	A Wollongong City Libraries eNewsletter has been developed, with open and click rates significantly above industry benchmarks. Subscription has increased by 20% (from 8,212 to 9,851 subscribers) since the first edition in May 2022. A social media plan was developed to better align the Comic Gong brand within the overarching Wollongong City Libraries' brand, increase utilisation of the libraries' comics/pop culture collections, and better service community members who have an interest in comics, graphic novels, gaming and cosplay year-round.
Investigate and deploy enhancements to library multimedia, and digital services, and technology	On-Track 	Council continues to enhance digital library services with the acquisition of a new camera, deployed Office 365 to replace the previous public inbox, changes to the Wollongong City Libraries website structure, Canva Teams upgrade and staff training to optimise technology enhancements.

GOAL 4 | WE ARE A CONNECTED AND ENGAGED COMMUNITY

Libraries Continued

Responsibility *Manager Library and Community Services*

Operational Plan 2022-2023 Update		
Actions	Status	Comment
Collect, analyse and review customer feedback to continually improve the Wollongong City Library customer experience	On-Track 	Suggestions raised through customer feedback are being added to new service improvement software 'We Want Your Ideas', which has been introduced within Wollongong City Libraries. Suggestions will be reviewed and investigated in early 2023. Customer feedback survey tablets located in each library are being upgraded, ready for launching in 2023.
Deliver library programs that recognise and reflect the cultural diversity of our community	On-Track 	Wollongong City Libraries contributed a suite of programs to the Luminous Culture Festival. Events included a Samba percussion workshop, Bollywood dance workshop, a sensory concert and installation and a didgeridoo playing workshop, reflected the cultural diversity of the local community.

GOAL 4 | WE ARE A CONNECTED AND ENGAGED COMMUNITY

Youth Services

Responsibility *Manager Community Cultural and Economic Development*

About this Service

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. These programs build social connections and inclusion, community engagement, information and referrals. Council funds the Neighbourhood Youth Work Program (NYWP) in three areas (Port Kembla, Berkeley and Dapto and surrounds) to support the needs of young people in the community.

Quarterly Progress Update

A program of recreation, cultural and education activities continued to be provided for young people aged 12- 24 at Wollongong Youth Centre and across the Wollongong Local Government Area.



A range of engagement initiatives were offered such as world cafes with Bellambi young people.

Planning is underway for Youth Week 2023.

Youth Services staff visited local high schools to provide information about programs and activities.

Wollongong Youth Centre was hired by various local service providers to deliver programs for young people from the space.

Operational Plan 2022-2023 Update

Actions	Status	Comment
Deliver a range of youth development opportunities with a focus on engagement, inclusion, skill development, sector development and support.	On-Track 	A range of youth development opportunities were delivered including Rainbow League – healthy relationship workshops, Girls Café for young women from culturally and linguistically diverse background, Dungeons and Dragons, Bundaleer Connect; <i>Teen Connect</i> , and workshops on mental health, circus skills and cooking.
Provide opportunities for young people to develop skills, experience and exposure in creative industries	On-Track 	A weekly performance space for young people hosted bands, open mic nights, world music nights and DJ workshops. Guitar lessons for beginners were provided and the music rehearsal space was reactivated. A new <i>I love Wollongong because...</i> exhibition was launched featuring artworks by Keira High School Support Unit. <i>Team Ignite</i> provided a platform for young people to inform live music, production activities and events at Wollongong Youth Centre. This quarter featured <i>Music for the Mind</i> , and all abilities party and <i>Holigays</i> .

GOAL 4 | WE ARE A CONNECTED AND ENGAGED COMMUNITY

Corporate Strategy

Responsibility *Corporate Strategy Manager*

About this Service

This service facilitates the development of the ten year Community Strategic Plan and Council's four year Delivery Program and Operational Plan.



Corporate Strategy monitors and reports on progress to our community, coordinates research and performance measurement and carries out strategic and business improvement projects.

Quarterly Progress Update

During the December quarter, the September Quarterly Review Statement was finalised and adopted by Council on the 28 November. The Statement was first Quarterly Review prepared in the new format, which was developed to improve the accessibility of information shared with the community, and the first progress report of the new 2022-2026 Delivery Program. Council's 2021-2022 Annual Report, which includes the audited financial statements, were endorsed by Council at the 28 November meeting.

The review and update of Council's Project Management Framework was completed during the quarter. The revised Framework is now being rolled out and promoted throughout the organisation, with training and support currently being deployed to support staff.

Operational Plan 2022-2023 Update

Actions	Status	Comment
Coordinate the preparation and review of Council's Operational Plan	On-Track 	A strategic planning workshop was held with Councillors during the quarter to progress the development of the 2023-2024 Operational Plan. Preparations are underway for a second Councillor planning workshop in February 2023 and community engagement for the public exhibition period (April-May 2023). The 2023-2024 Operational Plan remains on track to be adopted by Council by 30 June 2023 per legislative requirements.
Develop a Service Review methodology	On-Track 	During the quarter, there was significant progress on the development of Council's proposed Service Review Program. The program approach was drafted. Training is being scoped and the prioritisation of Services to be reviewed is under consideration. Development of the program is on track to be finalised by 30 June 2023 and the Services to be reviewed included in the 2023-2024 Operational Plan.

GOAL 4 | WE ARE A CONNECTED AND ENGAGED COMMUNITY

Measuring Success

Measure	Target/Desired Trend	Comparative Data Where Available – December 2021	Result December 2022
Aged and Disability Services			
People Over 65 Using Community Transport - Number	Increase	New Measure	1,242
Hours of Social Support Provided to People Aged Over 65	Maintain	1,217*	5,459
*Comparative figures impacted by COVID-19.			
Integrated Customer Service			
Telephone calls are answered within 30 seconds	80%	89%	71%
Correspondence Met to Target	80%	93%	89%
Libraries			
Library visitations	Increase	222,113*	233,891
Library - membership	Increase	New Measure	88,101
Library – total number of loans	Increase	144,498*	284,851
Library programs: number of programs	Increase	127	482
Library programs: number of participants	Increase	853	9,387
*Comparative figures impacted by COVID-19.			
Property Services			
Occupancy rates of commercial buildings	90%	98%	96%
Youth Services			
Wollongong Youth Services - participation of young people in programs and projects	24,000	New Measure	7,032

Performance measures from the Delivery Program are reported in the Quarterly Review where data is available on a quarterly or annual basis. Performance measures that are tracked every two years will be reported in the State of the City Report.

GOAL 5 | WE HAVE A HEALTHY COMMUNITY IN A LIVEABLE CITY

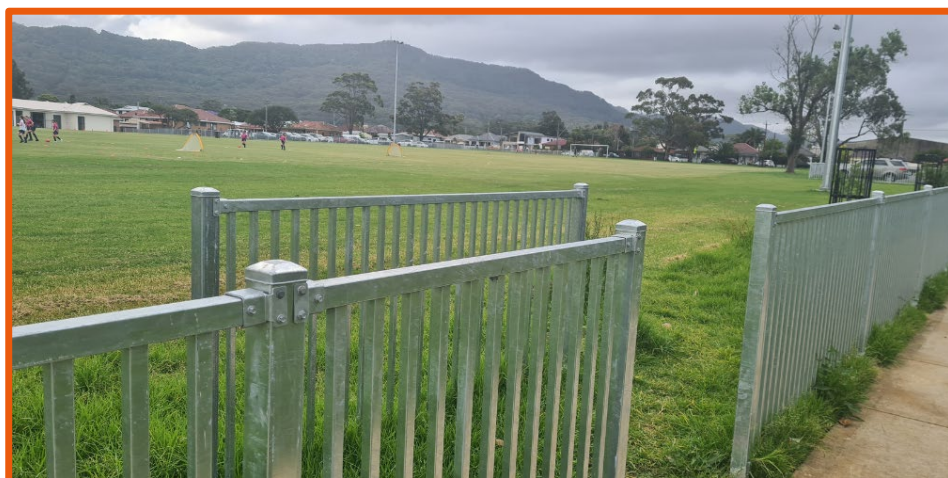
December Quarter Highlights



*Cringila Hills Playground
official opening
celebrations.*



*Kembla Heights
Community Hall
reopening celebration
following the
refurbishment of
kitchen and bathroom
facilities and access
improvements.*



New perimeter fencing installed at Guest Park, Fairy Meadow.

GOAL 5 | WE HAVE A HEALTHY COMMUNITY IN A LIVEABLE CITY

Public Health and Safety

Responsibility Manager Regulation + Enforcement

About this Service

This service conducts and manages the registration, inspections and monitoring of regulated public and environmental health premises including public swimming pools and On-site Sewage Management systems with the aim of ensuring compliance. The service provides environmental and public health related assessment and referrals as part of the development assessment process. It also involves the development of environmental and public health policies, community education programs and customer information.




Quarterly Progress Update

Council continues fulfill obligations under the Food and Public Health Acts by carrying out ongoing surveillance of food and skin penetration premises, mortuaries, public swimming pools, boarding houses, sex premises and cooling water systems.

Council is progressing the onsite wastewater program to ensure all onsite sewage management systems in the Local Government Area are approved and operating in an environmentally safe and healthy manner.

Staff are currently participating in a food allergen survey with local businesses in conjunction with the New South Wales Food Authority and has recently joined a mosquito trapping project coordinated by the New South Wales Environmental Health branch. The project involves deploying and collecting mosquito traps for analysis to monitor the prevalence of vector-borne diseases including Japanese Encephalitis.

Operational Plan 2022-2023 Update

Actions	Status	Comment
Inspect all medium and high-risk food premises annually	On-Track 	The food surveillance program remains on track, with over 400 fixed and mobile food premises inspected. While compliance remains generally high, there were seven improvement notices issued to food businesses for breaches of the Food Safety Standards including cleanliness, pest issues, food handling and temperature control. Council investigated six complaints relating to alleged foodborne illness, foreign matter in food and pests on premises.
Maintain inspection programs for public swimming pools, places of shared accommodation and mortuaries	On-Track 	Council continues to carry out routine monitoring of public swimming pools, places of shared accommodation and mortuaries while responding to customer requests as they arise.
Implement a community safety and parking awareness raising programs based on scheduled patrols of schools and identified high risk areas	On-Track 	Council implemented a proactive school zone parking compliance Program throughout the quarter focusing on creating awareness of requirements for parents and care givers. Staff completed proactive patrols during the morning and afternoon on each school day with 50 primary schools being patrolled during the quarter. Clearways and mobility parking spaces were also patrolled proactively to ensure traffic flow and accessibility.

GOAL 5 | WE HAVE A HEALTHY COMMUNITY IN A LIVEABLE CITY

Community Facilities

Responsibility *Manager Library and Community Services*

About this Service

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. The service provides accessible community spaces to support the delivery of a diverse range of community programs, activities and events. 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.

Quarterly Progress Update

Community Facilities continue to re-build community participation and hire post the COVID-19 pandemic. Bookings for 2022 were opened for all Council run facilities.

Community centres hosted a range of events during the quarter. Dapto Ribbonwood Centre celebrated 21 years since opening and a community market day was held as part of the annual Garage Sale Trail. Dapto also hosted The Wollongong Dolls Club, Urimbirra Bonsai Society & Illawarra Lapidary Club events.

Thirroul Community Centre provided a pop-up venue for the annual Thirroul Music Festival and hosted meetings for various community groups.



Facility upgrades and improvements included installation of hearing loop technology at Coalcliff Community Hall, new art installation and replacement of the floor at Darkes Forest Community Hall, upgrade of intercom system and installation of a new sunshade at Helensburgh Community Preschool, installation of new audio visual equipment at Bellambi Neighbourhood Centre, Acknowledgement of Country signs installed at the entrance of all community facilities and the Big Fat Smile - Cobblers Hill Community Preschool installed a creative and inviting mural in the entry corridor.

A key highlight was the upgrade of kitchen and bathroom facilities and access improvements for people with disability at Kembla Heights Hall and a re-opening celebration held in partnership with the licensee (South Coast Music Association).

District community centres supported Council's Food Organics Garden Organics (FOGO) program by acting as the community pick-up point for FOGO caddies and liners.






Engagement was undertaken in Thirroul for feedback on the public artwork display at Thirroul District Community Centre and Library.

Operational Plan 2022-2023 Update

Actions	Status	Comment
Plan for a new Community Centre and Library at Warrawong to serve Wollongong's southern suburbs	On-Track 	The Warrawong Community Centre and Library project reached a milestone with the approval of a development application in October 2022. Work continues on completing the detailed design phase of the project, reviewing and refining interior design, fixtures and fittings. An advocacy program to seek funding support from the New South Wales and Commonwealth Government commenced in November.
Plan for a new Community Centre and Library to meet the needs of the community in Helensburgh and surrounding suburbs	Delayed 	Council plans for the new Helensburgh Community Centre and Library continues pending approval of the draft Plan of Management lodged with New South Wales Crown Lands. Progress includes confirmation of the preferred site and delivery of a facility that integrates amenities for Helensburgh Pool within the Community Centre and Library structure.

GOAL 5 | WE HAVE A HEALTHY COMMUNITY IN A LIVEABLE CITY

Community Facilities Continued

Operational Plan 2022-2023 Update		
Actions	Status	Comment
Progress planning and construction of Wongawilli Hall extension and refurbishment	On-Track 	The upgrade of Wongawilli Hall is progressing. An application for project funding was submitted to the New South Wales Department of Planning Accelerated Infrastructure Program.
Complete Community Needs Analysis for City Centre Social Infrastructure	Complete 	Community needs analysis to understand the social infrastructure needs of people living in the Wollongong CBD was completed in October 2022. Findings of this assessment have informed the development of the Places for the Future Social Infrastructure Future Directions Plan: 2022-2036.
Complete Social Infrastructure Feasibility Studies at Bong Bong Road, Yallah/Marshall Mount and Figtree	On-Track 	<p>The project to complete a needs analysis study for Planning Area 7 (Figtree, Unanderra, Kembla Grange and Cordeaux Heights) commenced in September 2022. A consultant's brief has been prepared with a request for quotation by 31 January 2023.</p> <p>Studies for social infrastructure at Bong Bong Road and Yallah/Marshall Mount will be informed by the West Dapto needs analysis study completed in November 2022. These studies are scheduled to be completed in 2023-2024 (Bong Bong Road) and 2024-2025 (Yallah/Marshall Mount).</p>
Develop and deploy 'Places for People' Forward Directions Plan 2022-2036 (Implementation Plan)	On-Track 	The Draft Forward Directions Plan was endorsed by Council on 12 December 2022 for public exhibition during January–February 2023. Several projects identified within the Draft Plan for the 2022-2023 (Wongawilli Hall, Thirroul Library) are in progress.
Complete Community Needs Analysis for social, cultural and recreational infrastructure for emerging West Dapto communities	On-Track 	The Draft West Dapto Community Facilities and Open Space community needs analysis was endorsed by Council in November. It is scheduled to be placed on public exhibition in January–February 2023.

GOAL 5 | WE HAVE A HEALTHY COMMUNITY IN A LIVEABLE CITY

Memorial Gardens and Cemeteries

Responsibility *Manager Property + Recreation*

About this Service

This service provides memorial, burial and funeral service facilities at six sites across the Local Government Area.



Quarterly Progress Update

Scarborough Cemetery has been reopened for 'at need' burials following the establishment of 20 new sites, providing the local community with the ability to bury within their community.

Work at Helensburgh Cemetery to restore an internal roadway and graves damaged due to the storm in March and July were also completed.

Staff are progressing the development of a 'Friends of the Cemetery' program for all sites following the success of Scarborough and Berkeley Pioneer Groups and interest from the community at Helensburgh.

Operational Plan 2022-2023 Update

Actions	Status	Comment
Manage Council's commercial businesses to optimise service delivery at Wollongong Memorial Gardens and cemeteries	On-Track 	Twenty new sites identified at Scarborough Cemetery have been opened for 'at need' sales. This cemetery was previously closed to any new burials. The sites identified ensure the local community can now be buried in the area where they live. A similar project is underway at Bulli Cemetery, also a closed cemetery, to identify new sites for their community. Planning continues across all our cemeteries with a concept plan for the children's section finalised at Wollongong Lawn Cemetery and the Aboriginal design has commenced. Development of a vegetation management plan and the creation of a 'Friends of the Cemetery' group has also commenced for Helensburgh Cemetery.
Reinstate the Cemetery at Waterfall (Garrawarra)	Deferred 	This project is currently on hold pending a decision by the New South Wales National Parks and Wildlife Service in relation to taking ownership of the site from Council.

GOAL 5 | WE HAVE A HEALTHY COMMUNITY IN A LIVEABLE CITY

Aquatic Services

Responsibility *Manager Property + Recreation*






About this Service

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.

Quarterly Progress Update




Council had a total of 273,000 visitations across the free entry facilities with an additional 73,000 visits across Corrimal and Dapto heated pools during the quarter. During this period all eight facilities were officially opened for the 2022-2023 summer period for operations.

Operational Plan 2022-2023 Update

Actions	Status	Comment
Plan, design and complete the renewal of the downstairs Lifesaving building of North Wollongong Surf Life Saving Club	On-Track 	Works are currently being finalised and minor rectification works are being completed. Further works will be undertaken as part of future tenancy requirements on the site.
Plan, design and undertake renewal works at Council's Community, Commercial Pools and Ocean Rock Pools in accordance with the Infrastructure Delivery Program	On-Track 	Work is continuing on a number of projects within Council's delivery program. Work is complete on the construction of an accessible ramp from the Port Kembla pool to the beach to improve accessibility for all users. Council has been unable to procure a specialist contractor to replace the failed toddlers pool at Western Suburbs Pool with a water play space and will re-tender this work in early 2023.
Implement funded actions from The Future of Our Pools Strategy 2014-2024	On-Track 	Council successfully applied for funding for the improvement and renewal of Helensburgh Swimming Pool. This funding will support the delivery of renewal of the pool filtration system, pool shell and providing a zero-depth splash area for children.
Implement funded actions from the Beach and Foreshore Access Strategy 2019-2032	On-Track 	The beach access ramp project at Port Kembla Beach is now complete and operational, providing access to the wet sand. The ramp improves accessibility from the promenade and accessible amenities located externally to Port Kembla Swimming Pool.
Design and construct a boat storage shed for North Wollongong Surf Life Saving Club	On-Track 	Council staff have arranged for short term boat storage for North Wollongong Surf Lifesaving Club and continue to investigate longer term options.

GOAL 5 | WE HAVE A HEALTHY COMMUNITY IN A LIVEABLE CITY

Aquatic Services Continued

Operational Plan 2022-2023 Update		
Actions	Status	Comment
Explore and deploy Smart Technology options to better obtain and utilise attendance and event data to inform Lifeguard services provision	On-Track 	Council continued to work with the Coastal Safety Group. An announcement was made that Council, along with other New South Wales Councils, will be trialling new technology at a number of beaches that will help inform and support Council in its decisions around water safety and the management of its beaches. This includes the installation of two Smart Camera's that will be located at Woonona and North Wollongong Beaches from January 2023.
Progress concept plans, investigations, and detailed designs for a Community Recreation & Aquatic Centre at Cleveland to service the Southern Suburbs	On-Track 	Council continues to progress the development of a Community Recreation and Aquatic Centre at Cleveland to support the growth of the Southern Suburbs. Staff are currently working through current constraints on the site to progress the delivery of the facility.
Design and implement the North Wollongong Beach Seawall Renewal	Delayed 	Work is continuing on the construction of Stage 1 of the seawall at North Wollongong Beach, which has been a challenging site due to weather and sea conditions. The foundation system, buried rock armouring and reinforced concrete support system which underpins the final precast seating bleachers is complete. Work has commenced on the precast bleachers off site with installation planned after the busy summer season.

GOAL 5 | WE HAVE A HEALTHY COMMUNITY IN A LIVEABLE CITY

Botanic Garden and Annexes

Responsibility *Manager Open Space + Environmental Services*


About this Service

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 Korringulla Wetland. Environmental education programs and interpretation are conducted at the Discovery Centre.

Quarterly Progress Update

During the quarter public safety, maintenance services and projects continued for the Botanic Garden site including the natural area annexes at Djeera Mt Keira Summit Park, Puckeys Estate and Korringulla wetland. There were 50 volunteers engaged with this service, and 1,186 people participated in events/workshops and with overall visitation at 78,187.






Operational Plan 2022-2023 Update

Actions	Status	Comment
Deliver priority actions from the Urban Greening Strategy Implementation Plan 2017-2021	On-Track 	<p>During the quarter, the Draft Public Tree Management Policy and easy read Customer Guide was placed on public exhibition. The Policy and Guide are currently being reviewed to incorporate community feedback and are proposed to go to a Council meeting in early 2023 for adoption.</p> <p>Tiny Forests continue to create opportunity for meaningful grass roots engagement with local communities and the third forest installed at Dapto was done in partnership with students from Dapto High School.</p> <p>Tree planting activities previously hampered by heavy rain and waterlogged soil progressed, with 500 trees planted across the Local Government Area during the quarter.</p>

GOAL 5 | WE HAVE A HEALTHY COMMUNITY IN A LIVEABLE CITY

Botanic Garden and Annexes Continued

Operational Plan 2022-2023 Update

Actions	Status	Comment
Enhance Botanic Garden visitor experience with programs, interpretation, education and events	On-Track 	<p>The Botanic Garden partnered with New South Wales National Parks and Wildlife Service, Department of Primary Industries and other Botanic Gardens to produce plants for translocation to help conserve the endangered Sublime Point Pomaderris adnata species.</p> <p>The living collections database at the Botanic Garden now has 3,910 plants listed covering 932 taxa, making the living collections more accessible to our visitors and supporting the scientific and conservation work.</p> <p>Over 3,500 trees produced by the Botanic Garden Nursery were planted back into Guula Ngurra National Park in partnership with National Parks and the Illawarra Local Indigenous Land Council to restore Koala habitat.</p> <p>A successful Saturday 'pop-up' Greenplan sale was trialed at Dapto Ribbonwood Centre as part of the Garage Sale Trail event. Over the quarter, the Nursery distributed over 25,000 plants including 9,211 plants to 814 Greenplan customers.</p> <p>Botanic Gardens staff and volunteers gathered with the Lord Mayor to plant a ceremonial 50th Birthday Tree (delayed from last year) and view the time capsule to be opened in 2071.</p>
Finalise the review of the Botanic Garden Plan of Management and Masterplan	On-Track 	The Botanic Garden Plan of Management has been adopted by Council. The Botanic Garden Masterplan will be presented to Council for adoption with the Gleniffer Brae Conservation Management Plan following endorsement by Heritage New South Wales.
Implement priority actions from the Botanic Garden Masterplan	On-Track 	<p>Two capital projects continued in design phase during the quarter for a new fully accessible amenities block and new rainforest boardwalk and accessible pathway.</p> <p>A grant application was submitted to fund a section of the new rainforest walk.</p>
Facilitate future uses of Gleniffer Brae	On-Track 	Council is awaiting endorsement of the Gleniffer Brae Conservation Management Plan from Heritage New South Wales.
Implement actions arising from the Mt Keira Summit Park Plan of Management	On-Track 	During the quarter, Council's partnership with The Illawarra Aboriginal Land Council continued at Djeera/Mount Keira Summit Park.

GOAL 5 | WE HAVE A HEALTHY COMMUNITY IN A LIVEABLE CITY

Leisure Centres

Responsibility *Manager Property + Recreation*





About this Service

This service involves the provision of commercially operated recreation centres at Beaton Park Wollongong and Lakeside Leisure Kanahooka.

Quarterly Progress Update

Leisure Centres continue to recover post COVID-19 with new members joining and attendance gradually increasing. The leisure centres commenced community talks to educate people on the importance of healthy eating and exercise. The talks were complemented by free exercise classes held at Lang Park.

Operational Plan 2022-2023 Update

Actions	Status	Comment
Provide a variety of affordable senior programs at the Leisure Centres	On-Track 	A variety of classes continue to be offered at both leisure centres that are well attended. This quarter also saw classes taken to the community with local groups benefiting from healthy lifestyle talks and fun group classes.
Develop a concept plan for the Beaton Park Regional Precinct	Delayed 	The finalisation of the Beaton Park Regional Precinct concept plan has been placed on hold to facilitate the renewal of the regional tennis facility on site. A review of documentation completed to date is currently underway with the aim to finalise the masterplan in 2023.
Pursue the renewal and relocation of Beaton Park Tennis Courts in accordance with the Beaton Park Masterplan	On-Track 	Following a competitive tender process, negotiations are underway to select an appropriate contractor to undertake works. Works are anticipated to commence in April 2023.
Increase utilisation of Council's recreation and leisure assets	On-Track 	Attendance at the leisure centres continues to recover, with visitation now at 75% of pre-COVID-19 levels. Promotions continue to be rolled out to attract new members with 453 people joining in October.

GOAL 5 | WE HAVE A HEALTHY COMMUNITY IN A LIVEABLE CITY

Parks and Sports Fields

Responsibility *Manager Property + Recreation*





About this Service

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. Service planning for the creation of enhanced public amenity and recreational opportunities. These services are supported through facilitating casual hire and bookings of parks and sports fields. Twenty-two sports fields are licensed by volunteer or semi-professional sporting clubs.

Quarterly Progress Update








Council received 1,087 sportsfield bookings and an additional 283 park bookings during the quarter. In the same period, 146 bookings were cancelled.

Operational Plan 2022-2023 Update

Actions	Status	Comment
Involve children in the design of public art features within key regional play space renewals	On-Track 	As part of Council's development of the Stuart Park and JP Galvin Park Master Plan, staff facilitated workshops with students from Wollongong Public School, Towradgi Public School and Coniston Public School. A total of 144 students from Year 3-6 participated across three workshops. These workshops focused on what the students would like to see in the draft plan. Public art featured as part of this discussion, with the overall feedback supporting delivery of new public art as part of the overall design of the park.
Collaborate with Destination Wollongong to encourage local sporting associations to host and facilitate events	On-Track 	Destination Wollongong continue to work with Council staff on encouraging and supporting events within the city. A number of events are continuing to progress through Destination Wollongong including the Australian Surf Boat League and Australian Beach Volleyball event. Council staff met with representatives from Destination Wollongong on key future projects including Bulli Showground Master Plan and Lang Park to provide initial feedback on future site uses in regard to events.
Implement the Figtree Oval Recreational Masterplan 2016-2029	On-Track 	Council staff supported the application by Figtree Football Club as part of the New South Wales Football Legacy Fund to install irrigation complete the upgrade of floodlights to light emitting diode (LED). Council applied for funding to support the renewal of Figtree Oval amenities.
Finalise the Bulli Showground Masterplan	On-Track 	Finalisation of the Bulli Showground Masterplan progressed with Council staff meeting with various external stakeholders including Destination Wollongong to support future uses of the site and associated infrastructure.



GOAL 5 | WE HAVE A HEALTHY COMMUNITY IN A LIVEABLE CITY

Parks and Sports Fields Continued

Operational Plan 2022-2023 Update		
Actions	Status	Comment
Implement the Landscape Masterplan recommendations for Hill 60 Reserve, Port Kembla	On-Track 	Council staff presented to the Local Emergency Management Committee in relation to the location of access gates to ensure access is not impeded through the delivery of the Landscape Masterplan.
Develop and implement the Landscape Masterplan for Stuart and Galvin Parks, North Wollongong	On-Track 	Community consultation has been completed as part of the development of the Landscape Master Plan for Stuart and Galvin Park. Council staff are currently reviewing feedback and making changes to the draft from comments received during the exhibition period. A further report will be presented to Council in the March 2023 quarter for adoption.
Progress the staged realignment of the outdoor netball courts at Fred Finch Park, Berkeley	On-Track 	Stage one of the realignment of outdoor netball courts at Fred Finch Park were completed during the quarter. All 16 courts are now available for community use. A grant application under the New South Wales Sport Infrastructure Recovery Fund has been submitted to support delivery of stage two.
Implement the Landscape Masterplan for King George V Oval, Port Kembla	On-Track 	Council continues to implement the adopted Landscape Masterplan and investigate grant opportunities that would be suitable for the delivery of elements of the Masterplan.
Provide in principle support to the Illawarra United Stingrays in their planning for a home ground location	On-Track 	Council is committed to continually working with the Stingrays in planning for a home ground location located in the Illawarra. Council staff have worked closely with the Stingrays in regard to the use of Guest Park. Agreement of a five year licence was announced in December 2022.
Collaborate with Destination Wollongong and the Australian Baseball League to establish Wollongong as a home base location for a National Baseball League team	On-Track 	Council staff are continuing to work with Destination Wollongong on opportunities to support the home base location for the National Baseball League.
Progress the planning and development of a Wollongong City Centre Skate Park	On-Track 	Staff are finalising site investigations to support the delivery of a skate park in the Wollongong City Centre and a grant application was submitted to support the project during the quarter.

GOAL 5 | WE HAVE A HEALTHY COMMUNITY IN A LIVEABLE CITY

Parks and Sports Fields Continued

Operational Plan 2022-2023 Update		
Actions	Status	Comment
Preparation of the Bellambi Foreshore Precinct Plan	Delayed 	Investigations have continued into land ownership and planning constraints. Council has engaged with stakeholders regarding the cultural significance of the area to inform the development of the masterplan. Council has prepared plans for the renewal of the amenities at Bellambi Boat Ramp and is now undertaking procurement for these works.
Implement key projects identified in the Cringila Hills Recreation Masterplan	On-Track 	Key projects identified in the Cringila Hills Recreation Masterplan continue to be implemented. This includes the scoping of a safety net and improvements to the amenities building which are currently being planned for delivery in 2023.
Develop and implement the Sportsgrounds and Sporting Facilities Strategy 2022-2026	On-Track 	Engagement occurred throughout the quarter, with key stakeholders and the community notified through a variety of channels including the creation of a project page on the Our Wollongong website with links to the draft Sportsgrounds and Sporting Facilities Strategy and an online survey. Corflute signs with Quick Response (QR) codes linking to the engagement page were placed at 15 sites across the Local Government Area near sportsgrounds and outdoor recreation areas. Meetings and presentations were held with specific sporting groups. Fifteen submissions were received from the community with the project page having 446 unique views. Sessions with stakeholder groups showed general support the draft Strategy with some of the Strategic Directions receiving strong support from both the community and sporting organisations. Respondents identified which sports and recreation activities they wanted to see more funding and investment in for improved and additional infrastructure.
Manage the multi-use criterium cycle track at Lindsay Maynes Park, Unanderra	On-Track 	Council continues to manage and operate the now complete Lindsay Mayne criterium cycle track. Council applied for funding through the New South Wales Female Friendly Community Sports Facilities and Lighting program for the amenities building construction.
Undertake feasibility assessments for sports fields drainage and irrigation across priority sites	On-Track 	Council has submitted three grant applications through the New South Wales Football Legacy Fund to support delivery of sportsfield drainage. Applications were submitted for Cawley Park, Russell Vale, Judy Masters Oval, Balgownie and Lakelands Oval, Dapto.
Implement recommendations of the Public Toilets Strategy 2019-2029 to improve accessibility	On-Track 	Work is continuing on the improvement of amenities at Cringila Hills Mountain Bike Park, with works scheduled to be undertaken in 2023.

GOAL 5 | WE HAVE A HEALTHY COMMUNITY IN A LIVEABLE CITY

Measuring Success

Measure	Target/Desired Trend	Comparative Data Where Available – December 2021	Result December 2022
Aquatic Services			
Total Visits commercial heated pools: Corrimal	At least 180,000 per annum	32,089*	53,627
Total Visits commercial heated pools: Dapto	At least 180,000 per annum	19,101*	22,160
*Comparative figures impacted by COVID-19.			
Botanic Garden and Annexes			
Wollongong Botanic Garden - Visitation	At least 400,000 per annum	New Measure	78,187
Community Facilities			
Utilisation of Direct-Run District Level Community Facilities (hours)	Increase	5,467*	7,784
Direct-Run District Level Community Facilities visitation	Increase	33,205*	47,019
Community Hall/ Centre - Hours of Use	Increase	New Measure	2,512
Community Halls/Centres - Visitation	Increase	New Measure	10,850

*Comparative figures impacted by COVID-19.

Performance measures from the Delivery Program are reported in the Quarterly Review where data is available on a quarterly or annual basis. Performance measures that are tracked every two years will be reported in the State of the City Report.

GOAL 6 | WE HAVE AFFORDABLE AND ACCESSIBLE TRANSPORT

December Quarter Highlights



Works underway on the West Dapto Road upgrade project.



An embankment rehabilitation project before and after, Belfour Road, Austinmer.

GOAL 6 | WE HAVE AFFORDABLE AND ACCESSIBLE TRANSPORT

Transport Services

Responsibility Manager Infrastructure Strategy and Planning

About this Service

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.

Quarterly Progress Update

An approach to market for the Draft Wollongong Integrated Transport Strategy has been completed and a contractor engaged to commence in January 2023.

Council has awarded a contract to undertake an inspection of the entire road network that will commence in January 2023. This will inform future programs for maintenance and renewal of the road network.

The Local Traffic Committee has considered a significant number of items over the quarter to respond to community concerns.


A funding application for the Cleveland Road upgrade project was submitted to the funding body to support the delivery of this project. Council is awaiting the response to the application which will provide significant community benefits.

Delivery of the *Streets As Shared Space* program in Lower Crown Street was completed and has been well used, providing a great space for the community to move and enjoy. Council is currently undertaking a public survey for the outdoor dining trial with feedback collected to inform the future of these spaces.

Council's transport data collection has continued using the three smart Variable Message Signs and rolling tube count program.






Community members for the Walking Cycling Access and Mobility Reference Group have been finalised and meetings resumed, with the first meeting held in December 2022.

Operational Plan 2022-2023 Update

Actions	Status	Comment
Collaborate with the New South Wales Government to fund and deliver the Safe Routes to School Program	On-Track 	Safer Routes to School Working Group have completed assessments at four schools and worked with the group to respond to four customer requests related to safety around schools. The group will continue to meet to carry out assessments and implement identified actions.


GOAL 6 | WE HAVE AFFORDABLE AND ACCESSIBLE TRANSPORT

Transport Services Continued

Operational Plan 2022-2023 Update		
Actions	Status	Comment
Implement actions from the Wollongong Cycling Strategy 2030	On-Track 	<p>The CBD pop up cycleway project has been ongoing and a survey is open for public comment closing 30 January 2023. The future of this project will include consideration of the feedback received.</p> <p>Construction works have been undertaken as part of the Grand Pacific Walk at Clifton. Planning, design and grant funding are being progressed for other sections of the Grand Pacific Walk.</p> <p>Council has been liaising with Transport for New South Wales regarding outcomes, learning and opportunities following the success of the 2022 UCI Road World Championships – Wollongong NSW event.</p> <p>Audits have been carried out on the Cringila Hills bike trails following the operation of the trails and tracks.</p>
Subject to funding, explore the installation of tactile and braille street signage to support navigation and wayfinding throughout the Wollongong Local Government Area	Delayed 	Progress on this is subject to funding. Opportunities are being explored for appropriate funding that would allow this action to progress.
Develop and implement the Integrated Transport Strategy	On-Track 	The tender for the development of the Draft Integrated Transport Strategy has been awarded and will progress from January 2023.
Advocate for the provision of expanded public transport services and support the provision of existing services	On-Track 	Council maintains ongoing dialogue with Transport for New South Wales related to the extended provision of public transport services in Wollongong and the Illawarra Region. Council continues to emphasise comments provided to the Draft Shoalhaven Illawarra Regional Transport Plan that public transport services need to be enhanced so that it becomes an attractive proposition when compared to driving. More train services and efficient bus route planning will be critical to achieve this outcome.
Work with key agencies and partners to progress the Illawarra Regional Transport Plan	On-Track 	Council has been working on the objectives of the Regional Transport Plan, including investigating and proposing solutions to road risks as part of the Traffic Committee, working with Transport for New South Wales (TfNSW) on requests for speed zone reviews and is using new variable message boards and traffic counters to collect information to enable road safety outcomes. Council has continued to provide comment and work with TfNSW regarding the proposed Mount Ousley Interchange.

GOAL 6 | WE HAVE AFFORDABLE AND ACCESSIBLE TRANSPORT

Transport Services Continued

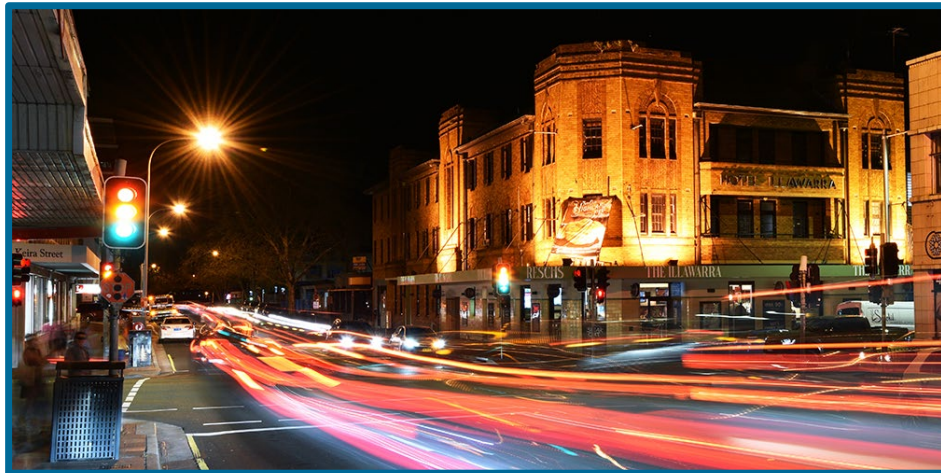
Operational Plan 2022-2023 Update		
Actions	Status	Comment
Develop road safety programs, education and promotion of sustainable multimodal transport options	On-Track 	Council held events during the last quarter include Ride to Work Day, learner driver logbook run, an older driver program in partnership with the Men's shed, breakfast <i>TORQUE</i> for motorcycle information and safety with Sutherland and Georges River Councils and a school fence banner program with rangers.

Goal 6 | We Have Affordable and Accessible Transport | Measuring Success

Performance measures from the Delivery Program are reported in the Quarterly Review where data is available on a quarterly or annual basis. Performance measures in Goal 6 are tracked every two years via the Community Survey and will be reported in the State of the City Report.

SUPPORT SERVICES

December Quarter Highlights



Council signed a power purchase agreement in November 2022 following a joint tender process with seven New South Wales councils. The city's streetlights and 17 largest facilities will operate on 100% renewable energy from 1 January 2023. The initiative will save up to 11,500 tonnes of carbon dioxide emissions per year and contribute to Council's net zero emissions target.



The road artificial intelligence trial collecting defect data.



The 2021-2022 audited Annual Financial Statements, approved by Council in November 2022.

SUPPORT SERVICES

Financial Services

Responsibility *Chief Financial Officer*

About this Service

Wollongong City Council is a large and diverse organisation that provides services from the funding it receives from its community through rates, fees, and charges. Financial Sustainability and 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. Council's primary source of income is property rates and sundry debtors systems used for billing and recovery, and customer service relating to these areas.




Quarterly Progress Update

Financial Services have continued to provide services internally and externally during the quarter. The audit of the Annual Financial Statements has been completed with the statements being presented and approved by Council. Annual Rates were levied and issued in accordance with the Revenue Policy and second quarter instalment receipts were in line with forecasts.

Transition to Council's new Bank (Commonwealth Bank) has been progressed with improved security and controls to banking systems leading up to the finalisation of the transition in December 2022.

A competitive tender process, in line with Council's procurement framework, was completed for Council's independent investment advisor.

Operational Plan 2022-2023 Update

Actions	Status	Comment
Manage and further develop a compliance program to promote awareness of Council's Procurement Policies and Procedures and other related policies	On-Track 	Council's procurement compliance has been progressed under existing frameworks. Enhancements have been identified through internal audit of procurement and credit cards, as well as management observations that are under development with a view to introduction prior to the March 2023 quarter.
Review Financial Strategy to include goals and actions aimed to improve financial capacity to respond to increased service demands	On-Track 	This item will be progressed through the strategic planning process.
Continue the review of the rating structure to align to legislative changes	Deferred 	This project was initiated to review proposed changes to rating legislation and determine opportunities to improve Council's rating policy and structures. While some changes have been introduced to legislation and have been proclaimed, many others have not yet been proclaimed, do not have regulations, and cannot be implemented at this stage. It is now anticipated that these changes will not be able to be implemented for 2023-2024 as anticipated.

SUPPORT SERVICES

Governance and Administration

Responsibility *Manager Governance + Customer Service*



About this Service

The Governance and Administration Service includes policy, internal audit, legal, insurance, claims management, supply chain, risk management, business paper 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.

Quarterly Progress Update

Ongoing support was provided to the organisation via the procurement, governance, councillor support and risk management functions. Support was provided for four ordinary council meetings during the quarter.

Operational Plan 2022-2023 Update

Actions	Status	Comment
Continue to collaborate with NSW Government and partners to help the Wollongong community navigate COVID-19 pandemic	On-Track 	Council continued to communicate with employees and the community regarding COVID-19 requirements. COVID-19 transmission significantly reduced during the quarter and minimal interaction with New South Wales Government agencies was required.
Deliver the Internal Audit Program	On-Track 	Council has adopted a rolling three-year Internal Audit Program that is reviewed on an annual basis. In the December 2022 quarter, three internal audits were completed on planning certificates, disaster recovery and fraud risk assessment.

SUPPORT SERVICES

Employee Services

Responsibility *Manager Organisational Development*



About this Service

Council's Employee Services provides support, advice and information to staff, work, health and safety, attracting and engaging staff, and employee learning and development. This service also fosters a safe and equitable work environment where people are skilled, valued and supported.

Quarterly Progress Update




The quarterly review of the collaborative Business Plan was undertaken. The Business Plan was developed with the primary focus being the assurance of fundamental Human Resource practices to support efficiency, reporting and transparency. Actions have been updated to reflect resource capacity along with a People Manager checklist to assist in further supporting people managers while uplifting service delivery efficiency. A future Business Planning Day will be in early 2023.

Operational Plan 2022-2023 Update

Actions	Status	Comment
Implement the Workforce Strategy 2022-2026	On-Track 	Council's 24 Month Extraordinary Leadership Program was launched. A focus group workshop was established and facilitated by academics from the University of Wollongong to craft the first program topic for governance and ethics. Training delivered during the quarter included Council's Code of Conduct for all staff (refresher) and Custodians of Culture: Anti-discrimination, Bullying and Harassment for Leaders. Training focused on anti-discrimination, harassment and bullying in the workplace and will be rolled out to the broader organisation in 2023.
Refresh Council's Attraction and Retention Strategies	On-Track 	The Reward Strategy Project has delivered a new Employee Performance and Recognition program which is inclusive of a new performance management system. A review of Council's recruitment processes has been undertaken and work is underway to ensure recruitment strategies match the needs of each role.

SUPPORT SERVICES

Employee Services Continued

Operational Plan 2022-2023 Update		
Actions	Status	Comment
Support Council's Cadet, Apprentice and Trainee program	On-Track 	<p>Council has appointed four Cadets, Apprentices and Trainees to commence in January 2023. Along with the assessment of an additional trainee, advertising for an additional cadet and trainee opportunity will commence in the New Year. Seven School Based Trainees were recruited and commenced in December 2022.</p> <p>A Job Applicants Workshop was held in November 2022 for Cadets, Apprentices and Trainees 2023.</p> <p>Ten Cadets, Apprentices and Trainees are due to finish their placement at the end of January 2023. Of these employees, to date, five have been appointed to permanent roles. Ten school-based Trainees are due to complete in December 2022. Seven will be included on ongoing casual lists.</p>
Enhance Council's Diversity, Inclusion and Belonging Programs	On-Track 	<p>Council's Diversity Council Australia membership launched across the organisation.</p> <p>The updated Equal Employment Opportunity Management Policy and Employment Opportunity Management Plan have been finalised for endorsement in January 2023.</p> <p>Peer Collectives were launched during the quarter (Women, First Nations, Disability and LGBTQIA+). The purpose of these collectives is to provide a forum for conversations about staff experiences to support improvement in these areas.</p>
Implement Safety and Wellbeing Programs	On-Track 	<p>In December 2022, Council's Executive endorsed the 'Our Safety Commitment'. Proposed updated Our Safety key performance indicators were also presented to the group.</p>

SUPPORT SERVICES

Information Management and Technology

Responsibility *Chief Information Officer*






About this Service

This service delivers digitally enabled, information driven and secure services that empower our customer community.

Quarterly Progress Update

During the quarter, Information Management and Technology initiated a change freeze to maintain stability over the Information Communications Technology environment over the Christmas period. Cyber security business as usual activities were enhanced due to the increased risk of cybercrime over this period.

Operational Plan 2022-2023 Update

Actions	Status	Comment
Implement the Cyber Security Strategy	On-Track 	Council continues to improve cyber security with the Strategy project progressing well. Procurement steps are in progress.
Finalise the Information Technology Cloud Transformation Program	Delayed 	Work continues to decommission Council's legacy Information Technology solutions. Council staff are reviewing the implications of decommissioning to determine ongoing requirements and how the data should be stored.
Implement the CCTV Strategy	On-Track 	An upgrade to Closed Circuit Television equipment at Whytes Gully has been completed and scoping works are in progress for Lakeside and Beaton Park. A tender is being evaluated to appoint a specialist supplier to provide support to Council for ongoing maintenance and support of its Closed Circuit Television network.
Continue to consolidate information technology systems and platforms	Delayed 	Council has continued work to consolidate information technology systems into the Technology One enterprise resource platform. During the quarter, unit testing of the Human Resources and Payroll module progressed. Human Resources and Payroll will digitalise the capture and processing of payroll information, as well as recruitment, selection and performance management. Capital Planning and Delivery is the next phase of consolidation with the project currently being scoped for delivery in 2023-2024.
Pilot and expand the use of robust SMART technologies across Council	On-Track 	The road artificial intelligence trial which uses smart technologies automating the collection of road defect data was tested for loading into production. The introduction of smart technology into road maintenance will allow the streamlining of processes and efficiencies and will reduce the reliance on the community to alert Council of issues.

SUPPORT SERVICES

Infrastructure Strategy and Support

Responsibility *Manager Infrastructure Strategy and Planning*




About this Service

This service includes the strategic management and technical planning of Council's infrastructure that supports all Council Services. It also includes the development and review of Council's Asset Management Strategy, Asset Management Plans, the development and delivery of rolling capital works and planned annual maintenance programs.

Quarterly Progress Update

Infrastructure Strategy and Support continued its role in investigating and responding to enquiries from Councillors and Member of Parliament relating to infrastructure. The team supported the delivery of a briefing to Councillors on the current challenges and priorities in infrastructure management.

Operational Plan 2022-2023 Update

Actions	Status	Comment
Develop and regularly review Asset Management Plans to ensure appropriate investment in Council's asset base	On-Track 	Summary Asset Management Plans have been drafted to support Council's Asset Management Strategy and include proposed asset management performance indicators.
Progressively implement the Asset Management Improvement Program	On-Track 	Priority actions identified in Council's Asset Management Strategy and Plans are underway.
Review Asset Management Plans to include latest methodology, asset condition and performance data	On-Track 	Summary asset management plans have been updated to include latest data from Stormwater and Transport revaluation.

SUPPORTING SERVICES

Measuring Success

Measure	Target/Desired Trend	Comparative Data Where Available – December 2021	Result December 2022
Financial Services			
Available funds	3.5% to 5.5% of Operating Revenue (Pre-Capital)	\$25M or 9%	\$23.2M or 8.2%
Operating result pre capital income, including depreciation	Small Operational Surplus (average over 3 years)	-\$6.1M	-\$11.9M
Information Management and Technology			
Formal Government Information Public Access (GIPA) Applications Processed Within 20 Days	100%	New Measure	100%

Performance measures from the Delivery Program are reported in the Quarterly Review where data is available on a quarterly or annual basis. Performance measures that are tracked every two years will be reported in the State of the City Report.



Image: Coledale Beach

Quarterly Budget Review Statement

October 2022 – December 2022

Introduction

This Quarterly Review Statement is the second review of the Operational Plan 2022-2023.

The Quarterly Budget Review Statement provides financial information and updates to the Council and the community on income and expenditure in comparison with the approved annual budget. It outlines the Original budget, approved Current Budget, and year to date spend, as well as proposed variations to the budget that have been identified in the Quarter.

Changes to Council's income and expenditure occur throughout the financial year due to both external and internal factors. This report provides the mechanism to communicate such changes to the Councillors and community in a transparent manner. The Quarterly Budget Review Statement is composed of the following budget review components:

- 1 Income and Expenses and Capital Budget Commentary
- 2 Combined Income and Expenses Statement
- 3 Summary of Variations – Operational and Capital
- 4 Budget Review Cash and Investments Position
- 5 Budget Review Key Performance Indicators
- 6 Contracts and Other Expenses; and
- 7 Statement by the Responsible Accounting Officer

Appendix 1 – Supporting Documents Report

Appendix 2 – Detailed Capital Project Reports by Asset Class

Income and Expenses Statement

This Budget Review Statement includes revised estimates of income and expenditure for 2022-2023 financial year. The Income and Expenses Statement can be found in Table 1.

Commentary: The proposed Operating Result [pre capital] deficit of \$29.5M indicates a deterioration of \$2.7M compared to current budget which mainly relates to increased depreciation expense, increased workers compensation expenditure, increased domestic waste expenditure, and a transfer of funds from capital to operating partly offset by increased anticipated interest on investments and waste income.

Improvements in the Waste & Resource Recovery budget are proposed to be transferred to the Waste Facility restricted asset to support funding shortfalls in future capital works at the facility. Additional expenditure in the Domestic Waste budget is proposed to be funded from the Domestic Waste restricted asset.

The proposed Funds Result deficit of \$17.6M indicates an improvement of \$0.2M compared to current budget. Further details are provided in the summary of variations.

Supporting Documents

Council Supporting Documents (strategy and plan development) are prioritised in the development of the Delivery Program and Operational Plan. They therefore have an important role in planning for the community. Through the December Quarterly Review, several Supporting Documents that were proposed to be re-phased into future financial years. Refer to Appendix 1 for the detailed report.

Capital Budget Statement

The capital budget review statement provides the Original, Current and Revised Capital Budget that has been varied through monthly resolution of Council. The changes against the Operational Plan 2022-2023 have been included for information to reflect the adjustments over the quarter. The Capital Budget can be found in Table 1. Additional Project Capital Budget Reports outlining variations by asset classes are provided in Appendix 2.

Commentary: During this Quarter, the capital budget expenditure projections were increased by \$0.2M through monthly adjustments. These adjustments have been reported and approved by Council through the monthly reporting process. In addition to these changes, through the December Quarterly review \$0.4M of capital has been proposed to be transferred to operational works related to the Performing Arts Centre maintenance.

Table 1

Wollongong City Council
December Quarter 2022
Income and Expense Statement

	2022/23 Original Budget \$'000	2022/23 Current Budget \$'000	Proposed v Current Variance \$'000	2022/23 Proposed Budget \$'000	2022/23 Actual YTD \$'000
Income From Continuing Operations					
Rates and Annual Charges	221,315	221,315	750	222,064	111,074
User Charges and Fees	33,841	33,965	2,374	36,339	19,009
Interest and Investment Revenues	2,333	2,603	1,786	4,390	2,078
Other Revenues	5,977	5,956	198	6,154	2,532
Rental Income	5,874	5,868	0	5,868	2,986
Grants & Contributions provided for Operating Purposes	13,818	16,969	71	17,039	11,850
Grants & Contributions provided for Capital Purposes	40,442	40,442	1,768	42,210	15,325
Other Income:					
	0	0	0	0	0
Profit/Loss on Disposal of Assets	0	0	0	0	401
Total Income from Continuing Operations	323,601	327,118	6,947	334,065	165,255
Expenses From Continuing Operations					
Employee Costs	145,502	147,420	2,463	149,883	76,169
Borrowing Costs	242	609	0	609	319
Materials & Services	88,796	91,794	1,554	93,348	43,345
Other Expenses	19,155	19,677	1,298	20,975	11,339
Depreciation, Amortisation + Impairment	75,642	75,422	2,556	77,977	39,182
Labour Internal Charges	(19,578)	(19,549)	0	(19,549)	(7,685)
Non-Labour Internal Charges	(1,795)	(1,927)	0	(1,927)	(777)
Total Expenses From Continuing Operations	307,964	313,447	7,870	321,317	161,892
Operating Result	15,637	13,671	(923)	12,748	3,363
Operating Result [pre capital]	(24,806)	(26,771)	(2,691)	(29,462)	(11,962)
Funding Statement					
Net Operating Result for the Year	15,637	13,671	(923)	12,748	3,363
Add back :					
- Non-cash Operating Transactions	92,764	93,305	2,578	95,883	47,539
- Restricted cash used for operations	15,710	19,017	1,222	20,239	7,390
- Income transferred to Restricted Cash	(57,120)	(59,806)	(3,036)	(62,841)	(27,003)
Leases Repaid	(413)	(413)	0	(413)	(185)
Terminations	(14,354)	(14,562)	(0)	(14,562)	(7,591)
	0	0	0	0	0
	0	0	0	0	0
Funds Available from Operations	52,224	51,213	(159)	51,054	23,512
Loans Repaid	(3,702)	(3,702)	0	(3,702)	(2,172)
Advances (made by) / repaid to Council	0	0	0	0	0
Operational Funds Available for Capital Budget	48,522	47,511	(159)	47,352	21,340
Capital Budget Statement					
Assets Acquired	(101,916)	(106,145)	380	(105,765)	(45,692)
Contributed Assets	(10,056)	(10,056)	0	(10,056)	0
Transfers to Restricted Cash	(2,367)	(2,367)	0	(2,367)	(1,187)
Funded From :-					
- Operational Funds	48,522	47,511	(159)	47,352	21,340
- Sale of Assets	1,885	1,885	0	1,885	609
- Internally Restricted Cash	6,310	7,148	0	7,148	3,323
- Borrowings	0	0	0	0	0
- Capital Grants	22,825	22,184	0	22,184	7,350
- Developer Contributions (Section 94)	6,834	10,936	0	10,936	4,840
- Other Externally Restricted Cash	0	0	0	0	0
- Other Capital Contributions	11,031	11,134	0	11,134	1,907
TOTAL FUNDS SURPLUS / (DEFICIT)	(16,931)	(17,769)	221	(17,548)	(7,510)

Summary of Variations

Budget variations being recommended include the following material items:

Variations	Net by Type \$000's
Rates and Annual Charges	750
Increase in the budget for annual charges related to Domestic Waste Collection Services.	
User Fees and Charges	2,374
Increases in fees and charges related to Waste (\$1,814K), Tourist Parks (\$422K), Development Assessment & Certification (\$110K) and Work Zone signage (\$28K).	
Interest and Investment Revenues	1,786
Increased interest and investment revenues based on performance of the investment portfolio throughout the first half of the financial year.	
Other Revenues	198
The increase in other revenues budget relates to Parking Infringements (\$100K), contributions from ISJO Councils for a shared position (\$49K) and Waste (\$49K).	
Rental Income	0
No changes are proposed to the Rental Income budget.	
Grants & Contributions (Operating)	71
The increase in operating grants and contributions mainly relates to Community Program funding (\$42K), Cultural Services funding (\$20K) and the 2022/23 funding for RFS (\$8K).	
Employee Costs	(2,463)
The increase in employee costs relates to workers compensation (\$1,000K), movements between employee costs and materials, services and other expenses (\$737K), OneCouncil implementation (\$218K), the introduction of external funding (\$157K), Development Assessment & Certification (\$110K), Parking Infringements (\$100K), Tourist Parks (\$103K) and other minor variations.	
Borrowing Costs	0
No changes are proposed to the borrowing costs budget.	
Materials, Services & Other Expenses	(2,852)
The increase in materials and contracts is associated with adjustments to Domestic Waste contracts (\$1,657K), EPA levy (\$809K), funded projects (\$444K), Performing Arts Centre (\$380K) maintenance, Cringila Hills maintenance (\$176K), external audit fees (\$101K) and other minor variations partly offset by movements between materials, services & other expenses and other employee costs (\$737K).	
Depreciation	(2,556)
Increased depreciation associated with increased valuations of assets as at 30 June 2022.	
Internal Charges	0
Reduced internal charges associated with marketing and printing.	
Operating Variation (pre capital)	(2,691)

Variations	Net by Type \$000's
Grants & Contributions (Capital) The increase in capital grants & contributions relates to developer contributions for Planning Agreements (\$696K), City Centre (\$572K) and City Wide (\$500K).	1,768
Non-cash operating transactions Non-cash operating transactions include depreciation (\$2,556K) and adjustments to labour oncosts.	2,578
Restricted Cash used for operations The increase in restricted cash used for operations mainly relates to Domestic Waste (\$861K), Festival of Sport (\$135K), Snakepit Amenities Refurbishment (\$103K), Mount Kembla & Kembla Heights Planning Project (\$100K) and other minor funding variations partly offset by projects rephased to future financial years.	1,222
Income transferred to Restricted Cash This adjustment mainly relates to Developer Contributions (\$1,768K), Waste (\$862K), interest on restricted assets (\$343K) and funding associated with Community Programs (\$43K) and Cultural Services (\$20K).	(3,036)
Funds Available from Operations	(159)
Capital Budget* \$380K is proposed to be transferred from the capital budget to the operating budget to support the works at the Performing Arts Centre.	380
Funds Result	(221)

*Adjustments to the Capital Budget that have been adopted by Council through Monthly Financial Reports are outlined in Appendix 2.

Cash and Investments Position

The Budget Review Cash and Investments Position (Table 2) shows the Original, Current, and proposed estimates for cash and investment positions, Available Cash and Available Funds.

Cash and Investment holdings forecasts have increased by \$1.7M compared to the adopted Current Budget. The Available Funds forecast has decreased by \$0.6M as changes in grant income and deferred projects are offset by corresponding changes in restricted cash.

The following table shows the movements in the projections of available funds for the 2022-2023 financial year as a result of the proposed changes through the December Quarterly Review.

Table 2

Wollongong City Council 30 December 2022 Cash, Investments and Available Funds				
	Original Budget 2022/23 \$M	Current Budget 2022/23 \$M	Proposed Budget 2022/23 \$M	2022/23 Actual YTD \$M
Total Cash and Investments	130.9	134.5	136.2	153.8
Less Restrictions:				
External	75.1	73.6	73.6	85.5
Internal	48.4	56.7	58.8	61.0
CivicRisk Investment				2.5
Total Restrictions	123.5	130.3	132.4	149.0
Available Cash	7.4	4.1	3.8	4.8
Adjusted for :				
Payables	(27.9)	(28.1)	(28.9)	(19.4)
Receivables	34.0	25.5	26.1	22.1
Other	0.0	13.1	13.1	15.7
Net Payables & Receivables	6.1	10.5	10.3	18.4
Available Funds	13.5	14.7	14.1	23.2

All investments held at 30 December 2022 were invested in accordance with Council's Investment Policy. Bank reconciliations have been completed as at 30 December 2022. Year to date cash and investments are reconciled with funds invested and cash at bank.

Table 3

WOLLONGONG CITY COUNCIL		
Cash Flows and Investments		
as at 30 December 2022		
	YTD Actual 2022/23 \$ '000	Actual 2021/22 \$ '000
Cash Flows From Operating Activities		
Receipts		
Rates & Annual Charges	115,222	215,632
User Charges & Fees	25,772	31,914
Interest & Interest Received	2,134	1,549
Grants & Contributions	30,994	64,618
Bonds, deposits and retention amounts received	128	1,201
Other	3,565	21,387
Payments		
Employee Benefits & On-costs	(68,428)	(131,464)
Materials & Contracts	(46,145)	(86,914)
Borrowing Costs	(126)	(442)
Bonds, deposits and retention amounts refunded	-	(755)
Other	(19,169)	(28,808)
Net Cash provided (or used in) Operating Activities	43,948	87,918
Cash Flows From Investing Activities		
Receipts		
Sale of Investments	20,756	54,491
Sale of Infrastructure, Property, Plant & Equipment	609	2,161
Payments:		
Purchase of Investments	(2,736)	(59,990)
Purchase of Investment Property	-	-
Purchase of Infrastructure, Property, Plant & Equipment	(50,090)	(96,906)
Net Cash provided (or used in) Investing Activities	(31,461)	(100,244)
Cash Flows From Financing Activities		
Payments:		
Repayment of Borrowings & Advances	(2,172)	(5,496)
Repayment of Finance Lease Liabilities	(167)	(380)
Net Cash Flow provided (used in) Financing Activities	(2,339)	(5,876)
Net Increase/(Decrease) in Cash & Cash Equivalents	10,148	(18,202)
plus: Cash & Cash Equivalents - beginning of year	34,118	52,320
plus: Investments on hand - end of year	109,515	127,915
Cash & Cash Equivalents and Investments - year to date	153,781	162,033

WOLLONGONG CITY COUNCIL

Cash Flows and Investments

as at 30 December 2022

	YTD Actual 2022/23 \$ '000	Actual 2021/22 \$ '000
Total Cash & Cash Equivalents and Investments - year to date	153,781	162,033
<i>Attributable to:</i>		
External Restrictions (refer below)	85,481	75,344
Internal Restrictions (refer below)	60,979	62,886
Unrestricted	7,321	23,803
	153,781	162,033
External Restrictions		
Developer Contributions	43,167	40,065
RMS Contributions	832	205
Specific Purpose Unexpended Grants	13,461	8,378
Special Rates Levy Wollongong Mall	453	407
Special Rates Levy Wollongong City Centre	78	88
Local Infrastructure Renewal Scheme	-	-
Unexpended Loans	908	907
Domestic Waste Management	7,007	7,604
Private Subsidies	7,010	5,708
Housing Affordability	9,576	9,604
Stormwater Management Service Charge	2,989	2,378
Total External Restrictions	85,481	75,344
Internal Restrictions		
Property Investment Fund	9,396	9,388
Strategic Projects	30,431	34,962
Flood Mitigation Works	-	-
Sports Priority Program	680	671
Car Parking Strategy	1,277	1,189
MacCabe Park Development	1,815	1,740
Darcy Wentworth Park	171	171
Garbage Disposal Facility	7,500	5,831
West Dapto Development Additional Rates	9,108	8,281
Natural Areas	173	173
Lake Illawarra Estuary Management Fund	428	480
Total Internal Restrictions	60,979	62,886

Key Performance Indicators

The long term forecasts presented below are indicative of our 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.

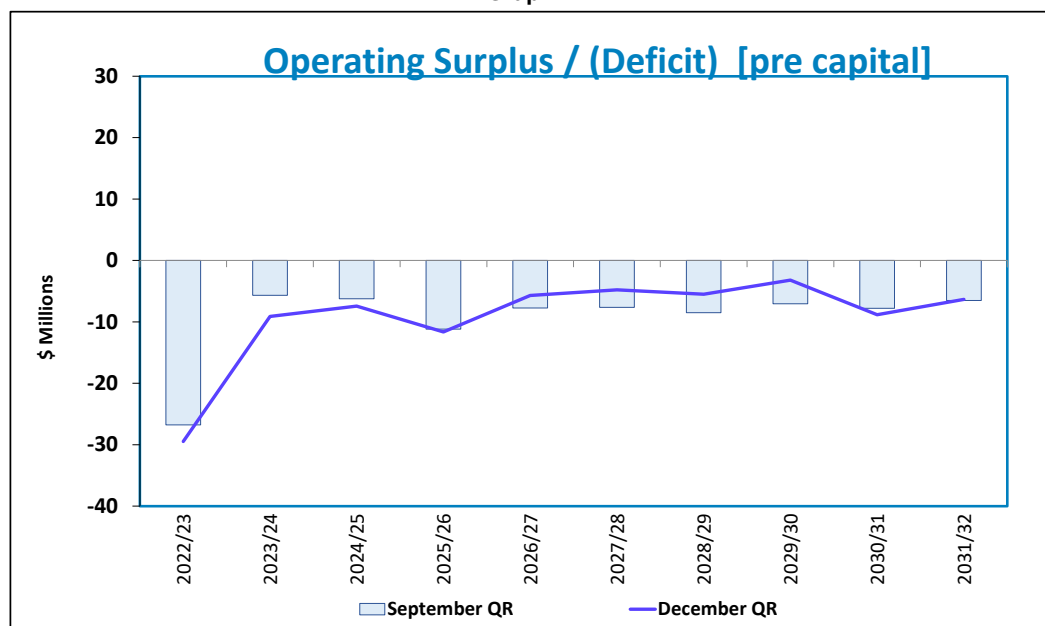
The projected long term indicators are primarily based on exiting assumptions and indices from Community Strategic Plan, Delivery Plan and Resource Strategy and the Long Term Financial Plan.

Indicator 1 - Long Term Operating Surplus/(Deficit) [pre capital]

Definition: 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 over the longer term. While this measure is important, it does include timing issues and impacts from specific transactions and operations which make it less accurate in demonstrating current performance. The Funds Available from Operations below is a more accurate indicator of current financial performance.

Commentary on Current Result: The deterioration in the 2022-2023 result has been discussed throughout this report. The future years have been impacted by the application of revised indices based on the forecast economic conditions.

Graph 1

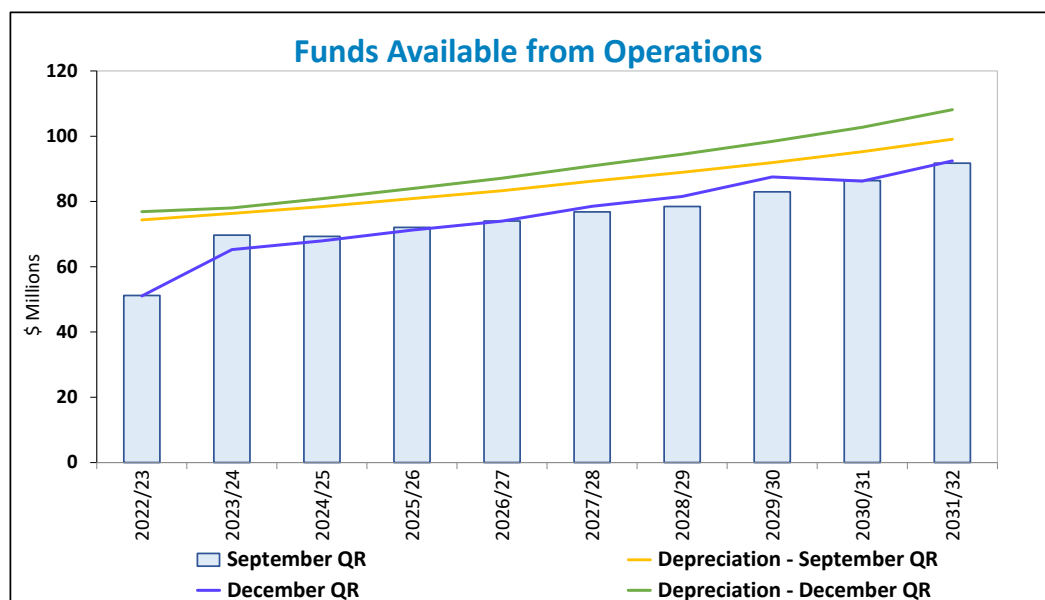


Indicator 2 - Funds Available from Operations

Definition: The matching of Funds Available from Operations with Council's asset renewal target (currently depreciation over the long term) is a primary target of Council to provide for effective renewal of assets and growth in assets.

Commentary on Current Result: The following graph shows the forecast depreciation expenses compared to Funds Available from Operations. This indicator demonstrates a shortfall in capacity to generate sufficient funds from operations to meet the current depreciation level used as a proxy for asset renewal requirement. The shortfall became apparent as assets were revalued at the end of 2021-2022. Work is continuing to develop Asset Management Plans to determine better estimates of funding needs and proposals to bridge any gap over the longer term. The forecasts for the next two years have deteriorated, at this stage, due to future income and expenditure indices, particularly the Rate Peg for 2023-2024 that is well below cost indexation.

Graph 2



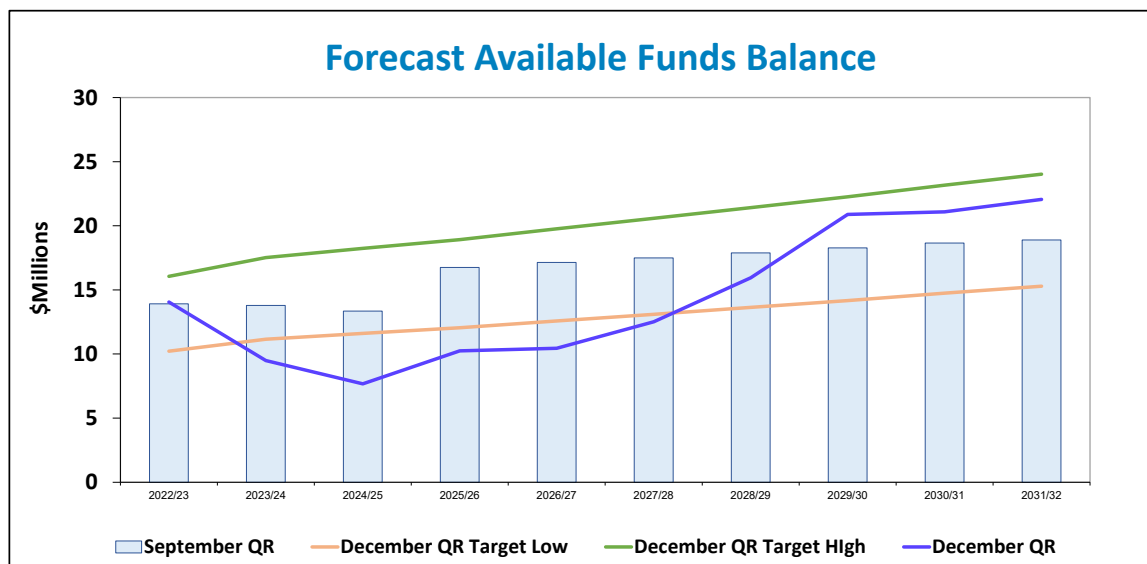
Note: The depreciation figures in the diagram above exclude the depreciation on Waste Remediation, SES & RFS vehicles, right-of-use assets and HACC vehicles that have specific funding sources outside Funds Available from Operations.

Indicator 3 - Available Funds

Definition: 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.

Commentary on Current Result: 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 target range for Available Funds at December 2022 is between \$10.2M and \$15.1M (lower range) and between \$16.1M and \$23.7M (upper range) over the life of the Long Term Financial Plan. The revised forecast indicates that Council would remain within the target range over time based on existing estimates. The Available Funds are forecast to drop below the target in the coming years due to shortfalls in funding created by the Rate Peg and additional expected costs. These estimates do not include actions to be taken through the Operational Plan development for 2022-2023, that may include improvements and/or consideration of additional imposts.

Graph 3



6 Contracts and Other Expenses

The following list of contracts have been entered into during the Quarter that have yet to be fully performed. Details of contracts, other than contractors that are on a council's preferred supplier list that have a value equivalent of 1% of estimated income from continuing operations or \$50K, whichever is the lesser, are provided.

Wollongong City Council December Quarter 2022 Contract Listing					
Contractor	Contract Detail and Purpose	Contract Value \$'000	Commencement Date	Duration of Contract	Budgeted Y/N
The Green Horticultural Group, The Green Horticultural Group Horticultural Contracting	Guest Park Sportsfield Drainage Design and Construct	215	22-Nov-22	2022/23	Y
Flick Anticimex Pty Ltd	Provision of Sanitary & Nappy Disposal & Cleaning Services	340	1-Oct-22	2022/23 - 2027/28	Y
Dynamic Civil Pty Ltd	Hooka Point Footbridge and Jetty Refurbishment	672	3-Nov-22	2022/23 - 2023/24	Y
Cadifern Pty Ltd	Grand Pacific Walk Clifton	1,648	24-Oct-22	2022/23 - 2023/24	Y
Laminar Capital Pty Ltd	Investment Advisory Services	130	8-Oct-22	2022/23 - 2025/26	Y
Attura Data & Integration	ePlanning Portal Integration into Technology One	180	15-Nov-22	2022/23 - 2024/25	Y
GCM Enviro Pty Ltd	Dry Hire - Compactor	235	23-Dec-22	2022/23	Y
Green Connect Illawarra	Summer Foreshore maintenance	60	23-Dec-22	2022/23	Y
Conex Group Pty Ltd	Russell Vale Golf Course footpaths	110	7-Dec-22	2022/23	Y
Matrix Traffic & Transport Data Pty Ltd	Traffic Study - Foreshore	77	29-Nov-22	2022/23	Y
Stowe Australia	Pole Audit	54	29-Nov-22	2022/23	Y
C R Kennedy & Co Pty Ltd	Survey Technical Equipment	69	31-Dec-22	2022/23	Y
Yours and Owls Events Pty Ltd	Luminous Festival	55	17-Oct-22	2022/23	Y
Roejen Services	Beaton Park Pool replace UV unit.	64	14-Oct-22	2022/23	Y
The Electric Canvas	Architectural projections onto Wollongong Art Gallery for Luminous 26-30 Oct	55	12-Oct-22	2022/23	Y
MakeShift Creative	Luminous 2022 - Antidote Exhibition	88	5-Oct-22	2022/23	Y

The following tender was approved by the General Manager during the December Quarter of 2022-2023:

- T1000074 ITS and WCC Movement & Place Plan

The following table identifies the amount expended on consultancies and legal fees for the financial year.

Definition: Consultants are defined as a person or organisation that is engaged under contract on a temporary basis to provide recommendations or high level specialist or professional advice to assist decision making by management. Generally, it is the advisory nature of the work that differentiates a consultant from other contractors.

Wollongong City Council December Quarter 2022		
Consultancy and Legal Expenses		
Expense	Expenditure YTD \$ 000's	Budgeted Y/N
Consultants	1,133	Y
Legal Fees	238	Y



Responsible Accounting Officer Statement

The following statement is made in accordance with Clause 203(2) of the Local Government (General) Regulations 2005.

There have been continuing and varying economic changes since the adoption of the 2022-2023 budget that have impacted and have further potential to impact the delivery of the services within budget. Inflation, particularly in construction costs, energy, and fuel, will require careful monitoring into the next quarter and may require further adjustment in future reviews. It is envisaged that these costs together with the impact of a Rate Peg of 3.7%, which is well below cost that will require funding in 2023-2024, will create tensions on considerations for the future. It is expected that funding mismatches will impact the next two years more significantly with some longer term improvements.

Notwithstanding the above, at this stage it is my opinion that the Quarterly Budget Review Statement for Wollongong City Council of the quarter ended 30 December 2022 indicates that Council's projected financial position at 30 June 2023 will be *satisfactory* at year end, having regard to the projected estimates of income and expenditure and the original budgeted income and expenditure.

Brian Jenkins
Responsible Accounting Officer
Wollongong City Council

Appendix 1 – Supporting Documents Report

Supporting Documents - Planning Studies & Investigations								
Service & Project	2022/2023			2023/2024			2024/2025	2025/2026
	Current Budget	Proposed Budget	Variance	Current Budget	Proposed Budget	Variance	Proposed Budget	Proposed Budget
	\$'000s	\$'000s	\$'000s	\$'000s	\$'000s	\$'000s	\$'000s	\$'000s
Corporate Strategy	-	-	-	27	-	27	77	484
Centralised Studies & Plans	-	-	-	27	-	27	-	484
Community Strategic Plan Review	-	-	-	-	-	-	77	-
Infrastructure Strategy & Support	311	311	-	-	-	-	-	-
Management of Councils Water Supply & Waterwaste Infrastructure	311	311	-	-	-	-	-	-
Land Use Planning	893	709	184	500	681	(182)	412	80
West Dapto Flood Risk Review	89	89	0.00	-	-	-	-	-
West Dapto Review Structure Plan	3	3	-	-	-	-	-	-
West Dapto Review WaterCycle Masterplan	75	-	75	-	75	(75)	-	-
Housing Study	-	3	(3)	-	-	-	-	-
Tourism Accommodation Review Planning Controls	5	5	-	-	-	-	-	-
Industrial Land Planning Controls Review	60	60	-	-	-	-	-	-
City Centre Planning Review	40	30	10	-	5	(5)	-	-
City Wide Local Environment Planning Review	-	-	-	100	100	-	100	-
Development of Crown Land Plans of Management	119	119	-	2	2	-	2	2
Landscape development plan for West Dapto - for riparian corridors	120	120	(0)	-	-	-	-	-
Battery Park, Smiths Hill & Flagstaff Hill Forts Heritage Consultant	-	-	-	120	120	-	-	-
LGA Wide Retail Centres Study	50	50	-	-	-	-	-	-
Review Riparian Corridor Management Study & Policy	102	-	102	-	102	(102)	-	-
West Dapto Open Space and Community Facilities Needs Assessment	90	90	-	-	-	-	-	-
Western Sydney Development Impacts Study	70	70	0.00	-	-	-	-	-
Review Planning Controls - Wilga St, Corrimal	69	69	0.00	-	-	-	-	-
Planning Controls for South Wollongong	-	-	-	103	103	-	105	1
Built Form Testing Development Control Plan Ch B4 Development in Business Zones	-	-	-	150	150	-	103	1
Thirroul Village - Character and Heritage Study	-	-	-	-	-	-	75	77
West Dapto Vision Implementation - Infrastructure and Development Strategy, including Performance Indicators	-	-	-	25	25	-	26	0.13
Stormwater Services	806	804	2	300	301	(1)	398	401
Floodplain Management Studies	-	-	-	-	-	-	120	120
Review of Towradgi Creek Floodplain Risk Management Study	40	40	-	-	-	-	-	-
Review of Hewitts Creek Floodplain Risk Management Study	31	31	-	-	-	-	-	-
Review of Flood Studies & Floodplain Risk Management Plans	2	-	2	2	-	2	-	-
Flood Risk Management Studies Best Practice	104	104	(0)	79	81	(2)	228	231
Review of Allans Creek Floodplain Risk Management Study	87	87	-	60	60	-	-	-
Review of Fairy Cabbage Creeks Floodplain Risk Management Study	100	100	-	50	50	-	-	-
Community Education	25	25	-	-	-	-	-	-
Development Controls Plan Review	30	30	-	-	-	-	-	-
Flood Level Information Advice Automation	50	50	-	-	-	-	-	-
Review of Duck Creek Floodplain Risk Management Study	70	70	-	-	-	-	-	-
Review of Collins Creek Floodplain Risk Management Study	53	53	-	-	-	-	-	-
Review of Wollongong City Floodplain Risk Management Study	50	50	-	30	30	-	-	-
Review of Brooks Creek Floodplain Risk Management Study	90	90	-	30	30	-	-	-
Review of Minnegang Creek Floodplain Risk Management Study	75	75	-	50	50	-	50	50

Appendix 1 – Supporting Documents Report Continued

Supporting Documents - Planning Studies & Investigations									
Service & Project	Current Budget	2022/2023 Proposed Budget	Variance	Current Budget	2023/2024 Proposed Budget	Variance	2024/2025 Proposed Budget	2025/2026 Proposed Budget	
	\$'000s	\$'000s	\$'000s	\$'000s	\$'000s	\$'000s	\$'000s	\$'000s	
Environmental Services	0	0	0	0	0	-	0	-	
Biocertification for West Dapto	0	0	0	0	0	-	0	-	
Urban Greening Strategy	0	0	0	0	0	-	0	-	
Biodiversity Strategy	64	64	-	-	-	-	-	-	
City Beach Dune Contamination Management	24	24	-	-	-	-	-	-	
Climate Change Risk Assessment & Adaptation Plan	9	9	0.00	-	-	-	-	-	
Climate Change Mitigation Plan Implementation	0	0	0	0	0	-	0	-	
Environment & Climate Change Community Education Study	0	0	0	0	0	-	0	-	
Coastal Management Program for the Open Coast	532	62	470	471	471	-	470	-	
Prepare Subsequent Climate Change Mitigation Plan	101	101	-	-	-	-	-	-	
Climate Change Adaptation Plan - Assessment of Heat Impact	80	80	-	-	-	-	-	-	
Develop design guidelines for green roofs, green walls and facades	-	-	-	-	-	-	158	-	
Natural Area Management	32	32	-	33	34	(1)	35	36	
Vegetation Management Plans for High Priority Natural Areas	32	32	-	33	34	(1)	35	36	
Transport Services	493	438	55	220	275	(55)	15	113	
Accessible Car Parking and Bus Stops audit	22	22	-	-	-	-	-	-	
Access and Movement Strategy Review	175	175	-	-	-	-	-	-	
City Centre Parking Surveys - EMS Report	69	69	-	-	-	-	-	73	
Integrated Transport Strategy	80	80	-	79	79	-	-	-	
Wollongong LGA Feasibility Studies	17	17	-	15	15	-	15	15	
Lake Illawarra Shared Path Masterplan	55	-	55	55	110	(55)	-	-	
Towradgi Creek Shared Path Feasibility Investigations	56	56	-	-	-	-	-	-	
Bald Hill to Stanwell Park Pathway Feasibility	-	-	-	-	-	-	-	25	
Pedestrian Bridge Thurston Av - Feasibility Study	-	-	-	30	30	-	-	-	
Implement Keiraville Gwynneville Access & Movement Strategy	20	20	-	41	41	-	-	-	
Community Facilities	56	56	-	100	100	-	-	-	
Facilities Planning Development	6	6	-	-	-	-	-	-	
Social Infrastructure Planning Framework	50	50	-	100	100	-	-	-	
Cultural Services	-	-	-	-	-	-	-	172	
Art Gallery 2nd Entrance Design	-	-	-	-	-	-	-	120	
West Dapto Vision Implementation - Cultural Strategy & Plan	-	-	-	-	-	-	-	52	
Aquatic Services	65	65	-	-	-	-	100	-	
Community Recreation & Aquatic Centre Concept Plan West Dapto	53	53	-	-	-	-	-	-	
Coalcliff Surf Club Proposed Refurbishment Works - Feasibility	12	12	-	-	-	-	-	-	
Surf Club Strategy	-	-	-	-	-	-	100	-	
Botanic Garden and Annexes	9	9	-	-	-	-	60	196	
Mt Keira Summit Park	9	9	-	-	-	-	-	-	
Mt Keira Summit Park Interpretation Design Guide	-	-	-	-	-	-	-	50	
Botanic Gardens Design Investigation for Asset Improvement	-	-	-	-	-	-	60	146	
Parks and Sportsfields	492	283	209	253	402	(149)	61	-	
Bellambi Foreshore Precinct Plan	151	30	121	51	112	(61)	61	-	
Fred Finch Park - Landscape Masterplan	35	35	-	-	-	-	-	-	
Hill 60 Tunnels Reopening- Detailed Concept Plans	25	25	-	125	125	-	-	-	
Feasibility Study Synthetic Football Pitch in Planning Area	46	8	38	-	38	(38)	-	-	
Stuart Park Masterplan	145	145	-	77	77	-	-	-	
Fred Finch Park Lighting Feasibility	40	40	-	-	-	-	-	-	
Synthetic Football Pitch in Planning Area 1 (North) - Site Investigation	50	-	50	-	50	(50)	-	-	
Financial Services	(1,314)	(482)	(833)	-	-	-	-	-	
Supporting Documents - Projects in Progress	(1,314)	(482)	(833)	-	-	-	-	-	
Property Services	39	39	-	103	103	-	-	1	
Bull Showground Masterplan	39	39	-	-	-	-	-	-	
Draft Bull Showground Masterplan - Feasibility Assessment and Community Consultation Phase	-	-	-	103	103	-	-	1	
Total Expenditure *	2,692	2,605	87	2,006	2,367	(360)	1,785	1,483	

*Expenditure shown above is for full project cost. A number of projects are supported from external grant funds or internal restrictions

Appendix 2 – Detailed Capital Project Reports by Asset Class

Wollongong City Council December 2022 Quarterly Review Capital Project Report								
Asset Class Programme	\$'000 Current Budget		\$'000 Proposed Budget		YTD Expenditure	\$'000 Variation		
	Expenditure	Other Funding	Expenditure	Other Funding		Expenditure	Other Funding	
Traffic Facilities	4,058	(3,097)	3,693	(2,731)	1,152	(366)		366
Public Transport Facilities	370	0	370	0	122	0		0
Roadworks	16,513	(6,168)	17,781	(6,436)	14,230	1,269		(269)
Bridges, Boardwalks and Jetties	1,875	(40)	1,875	(40)	997	(0)		0
TOTAL Roads And Related Assets	22,816	(9,304)	23,719	(9,207)	16,501	903		97
West Dapto Infrastructure Expansion	5,724	(5,724)	7,169	(7,169)	4,211	1,445		(1,445)
TOTAL West Dapto	5,724	(5,724)	7,169	(7,169)	4,211	1,445		(1,445)
Footpaths	13,032	(4,943)	14,055	(4,224)	7,059	1,024		719
Cycle/Shared Paths	4,915	(3,290)	5,257	(3,632)	2,129	342		(342)
Commercial Centre Upgrades - Footpaths and Cycleways	2,775	(200)	3,043	(411)	1,161	268		(211)
TOTAL Footpaths And Cycleways	20,721	(8,433)	22,355	(8,267)	10,348	1,634		166
Carpark Construction/Formalising	340	0	340	0	291	(0)		0
Carpark Reconstruction or Upgrading	1,060	0	1,060	0	115	0		0
TOTAL Carparks	1,400	0	1,400	0	406	0		0
Floodplain Management	2,375	(650)	2,375	(650)	90	(0)		(0)
Stormwater Management	4,500	(75)	4,500	(75)	952	(0)		(0)
Stormwater Treatment Devices	120	0	120	0	21	(0)		0
TOTAL Stormwater And Floodplain Management	6,995	(725)	6,995	(725)	1,063	(0)		(0)
Cultural Centres (IPAC, Gallery, Townhall)	9,900	0	11,100	(2,421)	1,274	1,200		(2,421)
Administration Buildings	360	0	360	0	127	0		0
Community Buildings	6,500	(1,500)	6,850	(1,500)	3,202	350		0
Public Facilities (Shelters, Toilets etc.)	150	0	150	0	16	(0)		0
TOTAL Buildings	16,910	(1,500)	18,460	(3,921)	4,619	1,550		(2,421)
Tourist Park - Upgrades and Renewal	175	0	175	0	143	(0)		0
Crematorium/Cemetery - Upgrades and Renewal	195	0	195	0	55	0		0
Leisure Centres & RVGC	100	0	100	0	90	(0)		0
TOTAL Commercial Operations	470	0	470	0	287	(0)		0
Play Facilities	1,990	(800)	1,990	(800)	115	(0)		0
Recreation Facilities	2,893	(1,763)	2,022	(1,342)	1,529	(871)		421
Sporting Facilities	11,640	(7,905)	8,495	(4,760)	2,271	(3,145)		3,145
TOTAL Parks Gardens And Sportfields	16,522	(10,468)	12,506	(6,901)	3,915	(4,016)		3,566
Beach Facilities	600	(600)	650	(600)	586	50		0
Rock/Tidal Pools	0	0	101	0	101	101		0
Treated Water Pools	2,900	0	1,000	0	628	(1,900)		0
TOTAL Beaches And Pools	3,500	(600)	1,751	(600)	1,315	(1,749)		0
Whytes Gully New Cells	1,555	(1,555)	1,608	(1,608)	505	53		(53)
TOTAL Waste Facilities	1,555	(1,555)	1,608	(1,608)	505	53		(53)
Motor Vehicles	1,800	(949)	1,800	(949)	272	(0)		0
TOTAL Fleet	1,800	(949)	1,800	(949)	272	(0)		0
Mobile Plant (trucks, backhoes etc.)	3,800	(937)	3,800	(937)	579	(0)		0
TOTAL Plant And Equipment	3,800	(937)	3,800	(937)	579	(0)		0
Information Technology	1,350	0	1,350	0	272	0		0
TOTAL Information Technology	1,350	0	1,350	0	272	0		0
Library Books	1,315	0	1,315	0	643	(0)		0
TOTAL Library Books	1,315	0	1,315	0	643	(0)		0
Art Gallery Acquisitions	100	0	100	0	42	0		0
TOTAL Public Art	100	0	100	0	42	0		0
Land Acquisitions	200	(200)	732	(474)	714	532		(274)
TOTAL Land Acquisitions	200	(200)	732	(474)	714	532		(274)
Capital Project Contingency	776	0	614	0	0	(162)		0
TOTAL Non-Project Allocations	776	0	614	0	0	(162)		0
GRAND TOTAL	105,955	(40,395)	106,145	(40,758)	45,692	190		(363)

Budget variations being recommended include the following capital items:

Variations - Capital	Net by Type \$ 000's
Traffic Facilities Rephase funding from NSW Office of Sport for UCI event infrastructure modifications Returned unspent TFNSW Funding for traffic facilities upgrade projects which were completed under budget. Rephase Sect 7:12 funding for existing projects. Rephase Strategic Projects funding from existing project.	(366)
Roadworks Introduce additional TfNSW Regional Road Repair program for existing projects. Introduce additional Roads to Recovery (Federal Govt) funding for existing project. Reallocate additional Section 7:12 from Recreation Facilities Program for existing project in Roadworks Program. Reallocate budget from Capital Budget Contingency to Roadworks Program Introduced additional Roads to Recovery funding for existing project.	1,269
West Dapto Infrastructure Expansion Introduce additional Sect 7.11 West Dapto Developer contributions funding for existing projects	1,445
Footpaths Rephase NSW Govt DPE Coastal Estuaries Grants funding for stage 2 of North Wollongong Beach seawall. Introduce NSW Govt Get Active funding for existing new footpath project. Introduce additional Strategic Projects Reserve funding for existing project Reallocate Budget from Contingency for North Wollongong Beach, Seawall Renewal Stage 1. Reallocate Budget from Footpaths to Commercial Centre Upgrades - Footpaths and Cycleways.	1,024
Cycle/Shared Paths Introduce NSW Govt Public Spaces Legacy funding for existing project Fairy Creek Shareway. Introduce additional NSW Govt Public Spaces Legacy funding for existing project Fairy Creek Shareway. Remove Section 7.12 Developers contribution funding from project where construction costs were less than allocated budget. Reallocate NSW Govt Public Spaces Legacy funding from Recreational Facilities (Cringila Hills Amenities renew/upgrade) to Cycle/Share Paths Program (Cringila Community Park Footpath Stage 2 project.). Rephased Sect 7.12 funding for existing project. Adjustment of allocation of Public Spaces Legacy funding.	342
Commercial Centre Upgrades – Footpaths and Cycleways Introduce additional Sect 7:12 City Centre funding for existing project. Reallocate Budget to Commercial Centre Upgrades - Footpaths and Cycleways from Footpaths.	268
Cultural Centres Reallocate budget from Community Buildings Program to Cultural Centres (IPAC, Gallery, Townhall) Program. Introduce recently awarded Resources for Regions (Round 9) Funding for IPAC Air Conditioning Plant and Equipment. Reallocate budget from Cultural Centres (IPAC, Gallery, Townhall) to Capital Budget Contingency.	1,200

Variations - Capital	Net by Type \$ 000's
Community Buildings Reallocate budget from Recreation Facilities Program to Community Buildings Program. Reallocate budget from Community Buildings Program to Cultural Centres (IPAC, Gallery, Townhall) Program.	350
Recreation Facilities Reallocate NSW Govt Public Spaces Legacy funding from Recreational Facilities (Cringila Hills Amenities renew/upgrade) to Cycle/Share Paths Program (Cringila Community Park Footpath Stage 2 project). Introduce Sect 7:12 Developer contributions funding for existing project. Reallocate budget from Recreation Facilities Program to Community Buildings Program. Reallocate Sect 7:12 Developer contributions funding from Recreation Facilities Program to Roadworks Program.	(871)
Sporting Facilities Introduce Sports Reserve Funding for existing project. Rephase Strategic Projects Reserve and Tennis NSW Funding for Beaton Park Tennis Court Relocation and Upgrade project.	(3,145)
Beach Facilities Reallocate budget from Treated Water Pools Program to Beach Facilities Program.	50
Rock/Tidal Pools Reallocate budget to Rock/Tidal Pools from Capital Budget Contingency.	101
Treated Water Pools Reallocate budget from Treated Water Pools Program to both Beach Facilities Program and Capital Budget Contingency	(1,900)
Whytes Gully New Cells Addition of Garbage Disposal Facility Funding for existing project.	53
Land Acquisitions Introduce additional Strategic Projects Reserve funding for Warrawong CC&L land acquisitions Reallocate budget from Capital Budget Contingency to Helensburgh Library + Community Centre Land Acquisition	532
Contingency Reallocate budget to and from the Capital Budget Contingency to/from various capital programs detailed above.	(162)
Variation	190

Glossary and Naming Conventions

Term	Definition or Explanation
Current Budget	Current Budget, as revised and adopted by Council.
Original Budget	Adopted Budget as at the adoption of the Operational Plan in June (adoption of Attachment 1 - Budget).
Proposed Budget	Revised budget proposed before Council at the current quarterly budget review. Once adopted by Council, this will become 'Current Budget'

ITEM 6

APPROVAL FOR COUNCILLOR TRAVEL - CR CATH BLAKEY - PROFESSIONAL DEVELOPMENT OPPORTUNITY

Councillor Cath Blakey has requested approval for travel to Melbourne to undertake a professional development opportunity in accordance with the *Councillors Expenses and Facilities Policy*.

RECOMMENDATION

That Council approve the travel costs of Councillor Blakey to attend a Professional Development opportunity at the University of Melbourne in May 2023.

REPORT AUTHORISATIONS

Report of: Todd Hopwood, Manager Governance and Customer Service
Authorised by: Renee Campbell, Director Corporate Services - Connected + Engaged City

ATTACHMENTS

There are no attachments for this report.

BACKGROUND

Councillor Cath Blakey has been successful in being awarded a fee-waivered position to undertake the *Shared Pathways to COP28 City Diplomacy Masterclass* at the University of Melbourne. The Masterclass is delivered in two portions, the first is an online program delivered from 27 March to 21 April 2023, followed by an in-person intensive workshop to be held in Melbourne from 15 to 19 May 2023.

The funding support provided to Cr Blakey by the University of Melbourne covers full course fees, materials and accommodation during the one-week intensive in-person workshop in Melbourne. Under the funding support, travel costs to Melbourne are not covered.

PROPOSAL

Cr Blakey has submitted a request to the General Manager for approval for the travel costs of this professional development opportunity to be funded by Council.

Clause 6.28 of the *Councillor Expenses and Facilities Policy* (Expenses Policy) states the following must be considered in assessing a Councillor request for professional development

6.28. Approval for professional development activities is subject to a prior written request to the General Manager outlining the:

- *details of the proposed professional development*
- *relevance to Council priorities and business*
- *relevance to the exercise of the Councillor's civic duties.*

The proposed professional development opportunity is consistent with the requirements of the Expenses Policy as the Shared Pathways program is designed to strengthen the influence of city diplomacy in tackling climate change, which is a key Council priority. All Councillors play a part in the city's approach to climate change and the course summary indicates that the Masterclass will not only cover international relations, but also a learning experience on how other cities are approaching the key issue of climate change.

As Cr Blakey has received a scholarship which covers the cost of the course and accommodation, the only financial contribution required by Council to facilitate this professional development opportunity is the costs associated with return travel to Melbourne.

Clause 6.9. of the Expenses Policy states that Councillors seeking approval for any interstate travel must obtain the approval of a full Council meeting prior to travel.

FINANCIAL IMPLICATIONS

Exact costs would not be known until the time of booking, however the maximum cost of the proposed travel is approximately \$350-\$400 for return travel to Melbourne.

CONCLUSION

The proposed professional development opportunity to be undertaken by Cr Blakey is consistent with the requirements of the Councillors Expenses and Facilities Policy, however approval for any interstate travel must obtain the approval of a full Council meeting prior to travel.

ITEM 7 TENDER T1000079 - HIRE OF PLANT AND EQUIPMENT SERVICES

This report recommends acceptance of a tender for the Hire of Plant and Equipment Services in accordance with the requirements of the Local Government Act 1993 and the Local Government (General) Regulation 2021.

Council will use the panel to select the most appropriate contractor/s to provide wet and/or dry hire plant and equipment services as required for an initial term of 5 years with the option to extend for 2 further periods of 1 year each for a maximum of 7 years. Such options to extend are exercisable at the sole discretion of Council.

RECOMMEDATION

- 1 In accordance with Section 178(1)(a) of the Local Government (General) Regulation 2021, Council accepts the successful tenders as identified in tables 1- 23, 25 and 27-28 in this report for the Hire of Plant and Equipment Services as per Tender T1000079, for the rates as set out in each tenderer's Form of Tender.
- 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.

REPORT AUTHORISATIONS

Report of: Todd Hopwood, Manager Governance and Customer Service

Authorised by: Renee Campbell, Director Corporate Services - Connected + Engaged City

ATTACHMENTS

There are no attachments for this report.

BACKGROUND

Council uses a range of suppliers to hire plant and equipment services within the Wollongong LGA in situations where operational requirements cannot be serviced by internal plant and equipment and day labour crews. The panel will enhance Council's ability to engage contractors for the provision of both wet and dry hire of plant and equipment and ensure competitive pricing, availability and a number of contractors with appropriate experience levels and service personnel are procured.

Tenders were invited for this project by the Open tender method with a close of tenders of 10.00 am on 15 November 2022.

Thirty-two tenders were received by the close of tenders, one tender was received after the closing time. This tender was deemed a late tender and was given no further consideration. The remaining tenders have been scrutinised and assessed by a Tender Evaluation Panel constituted in accordance with Council's Procurement Framework, and related policies and procedures. The evaluating members of the panel comprised representatives of the Governance and Customer Service and City Works Divisions. The panel also sought technical advice from a representative from the City Strategy Division.

The Tender Evaluation Panel assessed all 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 assessment acceptable to Council which demonstrates the tenderer's financial capacity to undertake the works
- 3 Workplace Health and Safety, Environmental Management and Quality Management Systems/Plans

Assessable Criteria

- 1 Cost to Council – 60%
- 2 Demonstrated strengthening of local economic capacity – 10%
- 3 Demonstrated experience and satisfactory performance in servicing organisations of similar size, scope and risk profile – 20%
- 4 Capability and capacity to service Council requirements – 10%

The mandatory assessment criteria have been met by the recommended panel of successful tenderers. There were nine tender submissions which were assessed as non-conforming which were from A and C Plant Hire Pty Ltd, Action Cranes, A-Plant Equipment, Camden Hire Pty Ltd, Daymakers Pty Ltd, Go Hire Site Rentals, Litemore Pty Ltd, Matt James Pty Ltd and PremiAir Services Pty Ltd

The Tender Assessment Panel utilised a weighted scoring method for the assessment 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 assessment criteria as specified in the tender documentation. The method then considers pre-determined weightings for each of the assessment 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.

Prior to engaging a contractor for this service, the Contractor's location, availability and ability to provide the hire of plant and equipment service will be considered. This assessment can be achieved by referring to the schedule of rates submitted for this contract agreement.

Tables below summarise the results of the tender assessment and the tenderers to be appointed to each schedule in alphabetical order. Tables 1 to 9 represent the hire of plant and equipment services with operators. Tables 10 to 28 represent the hire of plant and equipment services without operators. Those tender submissions which were unsuccessful or deemed non-conforming are outlined within Table 29.

TABLE 1 – SUMMARY OF TENDER ASSESSMENT FOR BACKHOES

Name of Tenderer	Acceptable / Reserve
Donnelley Hire Pty Ltd	Acceptable
Roadworx Group Pty Ltd	Acceptable
TK Sons Excavation Pty Ltd	Acceptable

TABLE 2 – SUMMARY OF TENDER ASSESSMENT FOR CRANES

Name of Tenderer	Acceptable / Reserve
Cleary Bros (Bombo) Pty Ltd	Acceptable
Tolleno Hire Pty Ltd	Acceptable
Two Way Cranes Pty Ltd	Acceptable

TABLE 3 – SUMMARY OF TENDER ASSESSMENT FOR DOZERS

Name of Tenderer	Acceptable / Reserve
Cleary Bros (Bombo) Pty Ltd	Acceptable

TABLE 4 – SUMMARY OF TENDER ASSESSMENT FOR EXCAVATORS

Name of Tenderer	Acceptable / Reserve
Affective Services Australia Pty Ltd	Acceptable
Asplundh Tree Expert	Acceptable
City Coast Services	Acceptable
Donnelley Hire Pty Ltd	Acceptable
Do More Equipment Pty Ltd	Acceptable
Lynch Construction Pty Ltd	Acceptable
Roadworx Group Pty Ltd	Acceptable
TK Sons Excavations Pty Ltd	Acceptable

TABLE 5 – SUMMARY OF TENDER ASSESSMENT FOR GRADERS

Name of Tenderer	Acceptable / Reserve
Cleary Bros Bombo Pty Ltd	Acceptable
Roadworx Group Pty Ltd	Acceptable
TK Sons Excavations Pty Ltd	Acceptable

TABLE 6 – SUMMARY OF TENDER ASSESSMENT FOR PROFILERS

Name of Tenderer	Acceptable / Reserve
Roadworx Group Pty Ltd	Acceptable
TK Sons Excavation Pty Ltd	Acceptable

TABLE 7 – SUMMARY OF TENDER ASSESSMENT FOR TRAVEL TOWERS

Name of Tenderer	Acceptable / Reserve
Asplundh Tree Expert	Acceptable

TABLE 8 – SUMMARY OF TENDER ASSESSMENT FOR TRUCKS

Name of Tenderer	Acceptable / Reserve
Affective Services Australia Pty Ltd	Acceptable
Cleary Bros Bombo Pty Ltd	Acceptable
Donnelley Hire Pty Ltd	Acceptable
Do More Equipment Pty Ltd	Acceptable
Roadworx Group Pty Ltd	Acceptable
TK Sons Excavation Pty Ltd	Acceptable
Two Way Cranes Pty Ltd	Acceptable

TABLE 9 – SUMMARY OF TENDER ASSESSMENT FOR WATER CARTS

Name of Tenderer	Acceptable / Reserve
City Coast Services	Acceptable
Cleary Bros Bombo Pty Ltd	Acceptable
Lynchby Constructions Pty Ltd	Acceptable

TABLE 10 – SUMMARY OF TENDER ASSESSMENT FOR BOOMS

Name of Tenderer	Acceptable / Reserve
Allcott Hire Pty Ltd	Acceptable
Brooks Hire Service Pty Ltd	Acceptable
Coates Hire Operations Pty Ltd	Acceptable
Kennards Hire Pty Ltd	Acceptable

TABLE 11 – SUMMARY OF TENDER ASSESSMENT FOR CONTAINERS

Name of Tenderer	Acceptable / Reserve
Allcott Hire Pty Ltd	Acceptable
Brooks Hire Service Pty Ltd	Acceptable
Coates Hire Operations Pty Ltd	Acceptable
Kennards Hire Pty Ltd	Acceptable
TK Sons Excavation Pty Ltd	Acceptable

TABLE 12 – SUMMARY OF TENDER ASSESSMENT FOR EXCAVATORS

Name of Tenderer	Acceptable / Reserve
Allcott Hire Pty Ltd	Acceptable
Brooks Hire Service Pty Ltd	Acceptable
City Coast Services Pty Ltd	Acceptable
Cleary Bros Bombo Pty Ltd	Acceptable
Coates Hire Operations Pty Ltd	Acceptable
Donnelley Hire Pty Ltd	Acceptable
Kennards Hire Pty Ltd	Acceptable
TK Sons Excavation Pty Ltd	Acceptable

TABLE 13 – SUMMARY OF TENDER ASSESSMENT FOR TEMPORARY FENCING

Name of Tenderer	Acceptable / Reserve
A Plus Temporary Fence Hire Pty Ltd	Acceptable
Brooks Hire Service Pty Ltd	Acceptable

TABLE 14 – SUMMARY OF TENDER ASSESSMENT FOR BARRIERS

Name of Tenderer	Acceptable / Reserve
Brooks Hire Service Pty Ltd	Acceptable
Coates Hire Operations Pty Ltd	Acceptable
Kennards Hire Pty Ltd	Acceptable

TABLE 15 – SUMMARY OF TENDER ASSESSMENT FOR LIFTS

Name of Tenderer	Acceptable / Reserve
Allcott Hire Pty Ltd	Acceptable
Brooks Hire Service Pty Ltd	Acceptable
Coates Hire Operations Pty Ltd	Acceptable
Kennards Hire Pty Ltd	Acceptable

TABLE 16 – SUMMARY OF TENDER ASSESSMENT FOR LIGHTING TOWERS

Name of Tenderer	Acceptable / Reserve
Allcott Hire Pty Ltd	Acceptable
Coates Hire Operations Pty Ltd	Acceptable
Kennards Hire Pty Ltd	Acceptable

TABLE 17 – SUMMARY OF TENDER ASSESSMENT FOR LOADER / SKID STEERS

Name of Tenderer	Acceptable / Reserve
City Coast Services Pty Ltd	Acceptable
Coates Hire Operations Pty Ltd	Acceptable
Donnelley Hire Pty Ltd	Acceptable
Kennards Hire Pty Ltd	Acceptable

TABLE 18 – SUMMARY OF TENDER ASSESSMENT FOR PORTABLE BUILDINGS

Name of Tenderer	Acceptable / Reserve
Allcott Hire Pty Ltd	Acceptable
Coates Hire Operations Pty Ltd	Acceptable
Kennards Hire Pty Ltd	Acceptable

TABLE 19 – SUMMARY OF TENDER ASSESSMENT FOR TOILETS

Name of Tenderer	Acceptable / Reserve
Allcott Hire Pty Ltd	Acceptable
Coates Hire Operations Pty Ltd	Acceptable
Kennards Hire Pty Ltd	Acceptable

TABLE 20 – SUMMARY OF TENDER ASSESSMENT FOR PUMPS/PUMP HOSES

Name of Tenderer	Acceptable / Reserve
Coates Hire Operations Pty Ltd	Acceptable
Kennards Hire Pty Ltd	Acceptable

TABLE 21 – SUMMARY OF TENDER ASSESSMENT FOR ROLLERS

Name of Tenderer	Acceptable / Reserve
Allcott Hire Pty Ltd	Acceptable
Coates Hire Operations Pty Ltd	Acceptable
Donnelley Hire Pty Ltd	Acceptable
Kennards Hire Pty Ltd	Acceptable

TABLE 22 – SUMMARY OF TENDER ASSESSMENT FOR SHORING EQUIPMENT

Name of Tenderer	Acceptable / Reserve
Coates Hire Operations Pty Ltd	Acceptable

TABLE 23 – SUMMARY OF TENDER ASSESSMENT FOR TRAFFIC EQUIPMENT

Name of Tenderer	Acceptable / Reserve
Coates Hire Operations Pty Ltd	Acceptable
Kennards Hire Pty Ltd	Acceptable

TABLE 24 – SUMMARY OF TENDER ASSESSMENT FOR TRAVEL TOWERS

Name of Tenderer	Acceptable / Reserve
No Submissions received	

TABLE 25 – SUMMARY OF TENDER ASSESSMENT FOR TRUCKS / UTES

Name of Tenderer	Acceptable / Reserve
City Coast Services Pty Ltd	Acceptable
Coates Hire Operations Pty Ltd	Acceptable
Kennards Hire Pty Ltd	Acceptable

TABLE 26 – SUMMARY OF TENDER ASSESSMENT FOR WASTE SERVICES

Name of Tenderer	Acceptable / Reserve
No submissions received	

TABLE 27 – SUMMARY OF TENDER ASSESSMENT FOR WATER CARTS

Name of Tenderer	Acceptable / Reserve
Cleary Bros Bombo Pty Ltd	Acceptable
Coates Hire Operations Pty Ltd	Acceptable
Kennards Hire Pty Ltd	Acceptable

TABLE 28 – SUMMARY OF TENDER ASSESSMENT FOR ADDITIONAL EQUIPMENT

Name of Tenderer	Acceptable / Reserve
Allcott Hire Pty Ltd	Acceptable
Coates Hire Operations Pty Ltd	Acceptable
Kennards Hire Pty Ltd	Acceptable
TK Sons Excavation Pty Ltd	Acceptable

TABLE 29 – SUMMARY OF TENDER ASSESSMENTS NOT PROGRESSING

Name of Tenderer	Ranking
Avijohn Contracting Pty Ltd	UNSUCCESSFUL
Aqua Assets Pty Ltd	UNSUCCESSFUL
Conplant Pty Ltd	UNSUCCESSFUL
Rollers Australia Pty Ltd	UNSUCCESSFUL
Saferoads Pty Ltd	UNSUCCESSFUL
Sitex Rentals and Sales Pty Ltd	UNSUCCESSFUL
Solution Plant Hire Pty Ltd	UNSUCCESSFUL
A and C Plant Hire Pty Ltd	NON CONFORMING
Action Cranes	NON CONFORMING
A-Plant Equipment	NON CONFORMING
Camden Hire Pty Ltd	NON CONFORMING
Daymakers Pty Ltd	NON CONFORMING
Go Hire Pty Ltd	NON CONFORMING
Litemore Pty Ltd	NON CONFORMING
Matt James Pty Ltd	NON CONFORMING
PremiAir Services Pty Ltd	NON CONFORMING

PROPOSAL

It is recommended that Council authorise the engagement of the above identified panel of successful tenderers to provide “Hire of Plant and Equipment Services” in accordance with the scope of works and technical specifications developed for the project.

The recommended tenderers have satisfied the Tender Assessment Panel that they are capable of undertaking the works to Council’s standards and in accordance with the technical specification.

Referees nominated by recommended tenderers, that are not current suppliers to Council, have been contacted by the Evaluation Panel and expressed satisfaction with the standard of work and methods of operation undertaken on their behalf. Tenderers that fall under this category include Asplundh Tree Expert, TK Sons Excavation Pty Ltd, Allcott Hire Pty Ltd, Brooks Hire Service Pty Ltd, Two Way Cranes Pty Ltd and City Coast Services.

CONSULTATION AND COMMUNICATION

- 1 Members of the Tender Assessment Panel
- 2 Nominated Referees
- 3 Internal Consultation with Environmental Sustainability Officer

PLANNING AND POLICY IMPACT

This report relates to the commitment of Council as contained within the Strategic Management Plans.

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

Community Strategic Plan		Delivery Program 2022-2026
Strategy		Service
4.8	Council’s resources are managed effectively to ensure long term financial sustainability.	Governance and Administration

It specifically delivers on core business activities as detailed in the Governance and Administration Service Plan 2022-2026 and Governance and Customer Service Divisional Business Plan

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 Framework and the Local Government Act 1993.

The risk of the project works, or services is considered moderate based upon Council’s risk assessment matrix and appropriate risk management strategies will be implemented.

Council’s operational risk is also considerably reduced as the organisation has conducted business with a large percentage of these suppliers on previous tenders for the hire of plant and equipment except for six new suppliers.

SUSTAINABILITY IMPLICATIONS

The proposed tenderers have been selected in part for their capacity to include local businesses for areas such as the purpose of sourcing equipment, maintenance and cleaning of plant and equipment and sourcing labour to operate plant and equipment.

FINANCIAL IMPLICATIONS

It is proposed that the cost of the hire of plant and equipment services purchased through this tender will be funded from the individual project allocations within the annual capital budget. There has been a strong response from suppliers to this tender and the competition has ensured our pricing will be competitive. We use the tendered rates to determine the supplier for each individual request that comes through, providing the best possible value.

The estimated cost of these materials per year is \$2,000,000 (including GST).

CONCLUSION

The recommended tenderers have submitted acceptable tenders to carry out the Hire of Plant and Equipment Services requirements, and it is recommended Council endorse the recommendations.

ITEM 8 TENDER T1000084 - LINEMARKING SERVICES - PRIMARY SUPPLIER

This report recommends acceptance of tenders for the provision of Line marking services to Council in accordance with the requirements of the Local Government Act 1993 and the Local Government (General) Regulation 2021. A Primary and Two Secondary Suppliers will be engaged for an initial period of two years with options of 3 x 1 year, with such extensions exercisable at Council's sole discretion.

Council restores and renews the line marking on roads and carparks throughout the Local Government Area.

RECOMMENDATION

- 1 In accordance with Section 178(1)(a) of the Local Government (General) Regulation 2021, Council accept the tenders shown in Table 1 for the provision of Line marking Services, with Primary and Secondary Suppliers, for an initial two (2) year contract term, with options to extend for periods of 3 x 1 year, at the sole discretion of Council.
- 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.

REPORT AUTHORISATIONS

Report of: Roger Stewardson, Manager City Works
Authorised by: Joanne Page, Director Infrastructure + Works

ATTACHMENTS

There are no attachments for this report.

BACKGROUND

Council has over 1,000 km of road assets and car parks which require regular maintenance and renewal; to allow safe and accessible travel and parking for the public. This maintenance includes line marking, which is a critical component of road and carpark safety and must be maintained and restored throughout the life cycle of the asset. It is important that line marking services are procured, engaged, and delivered to a high standard in a time effective way.

Council currently sources contractors for these works using the Local Government Procurement Contract - LGP120 - Line/Road Marking Works & Services (which expires on 31 July 2023). Council has sourced suppliers through the LGP contract for approximately 3 years and while good overall outcomes have been achieved, several shortcomings have been identified over that period which include:

- The current LGP contract has a limited number of competent suppliers with the number of suppliers providing quotations reducing over time.
- Council staff are required to undertake quotations for individual project (small and large). This has proven to be time consuming for Council staff in adhering to procurement policies and procedures.
- Contractors invest time in preparing quotations without knowing the possibility of success.
- Council has identified inconsistency in quality and performance amongst the variety of contractors that have been engaged and the rectification of defective work has been a challenge.
- Timeframes for the delivery of works is variable and inconsistent, with low value projects being delayed by contractors who are prioritising larger works with other clients.

Council has identified the following benefits in using a primary (and secondary if needed) supplier over a longer contract period (with exercisable extensions at the discretion of Council):

- We were able to develop our own contract terms and detailed specification based on our requirements considering previous learnings.
- There are many current and proposed road infrastructure projects across NSW which compete for resources, and line marking is required on all of them. This tender will improve Council's negotiating position in determining availability of resources to suit our project timeframes.
- The longer contract timeframe will provide increased stability for suppliers to provide a better value proposition for their employees enabling retention of skilled line marking employees in the current jobs market.
- Council will be able to enforce rectification of works, and service level agreements due to longer term relationship and ongoing work subject to meeting performance requirements.
- Council can work with the Primary Supplier to plan projects well ahead of the programmed delivery date. This should improve the customer notification experience and interaction with the community.

This tender has been undertaken to develop a primary and secondary panel of suppliers for the delivery of Line marking Services works. The tender has established a Schedule of Rates for all aspects of Line marking Services and looks to appoint a Primary and two Secondary suppliers as part of this panel.

Tenders were invited for this project by the Open tender method with a close of tenders of 10.00 am on 17 January 2023.

Five tenders were received by the close of tenders and all tenders have been scrutinised and assessed by a Tender Assessment Panel constituted in accordance with Council's Procurement Policies and Procedures and comprising representatives of the City Works, Infrastructure Strategy and Planning and Governance + Customer Service Divisions.

The Tender Assessment Panel assessed all tenders in accordance with the following assessment 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 assessment acceptable to Council which demonstrates the tenderer's financial capacity to undertake the works
- 3 Workplace Health & Safety Management system Tenderers have as a minimum a Health & Safety Policy and WHS Management System Manual or Plan.
- 4 PCCP Certification. Tenderer must be certified under the Painting Contractor Certification program. Certification must be for Category B "Pavement Markings" to the specified Classes.

Assessable Criteria

- 1 Cost to Council – 50%
- 2 Appreciation of scope of works and construction methodology – 15%
- 3 Experience and satisfactory performance in undertaking projects of similar size, scope and risk profile, including staff qualifications and experience – 20%
- 4 Demonstrated strengthening of local economic capacity -10%
- 5 Workplace health and safety management system – 5%

The mandatory assessment criteria have been met by the recommended tenderers.

The Tender Assessment Panel utilised a weighted scoring method for the assessment 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 assessment criteria as specified in the tender documentation. The method then takes into account pre-determined weightings for each of the assessment 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 assessment and the ranking of tenders.

TABLE 1 – SUMMARY OF TENDER ASSESSMENT

Name of Tenderer	Ranking
Wollongong Linemarking Services Pty Ltd	Primary (1)
Complete Linemarking Services Pty Ltd	Secondary (2)
Oz Linemarking Services NSW Pty Ltd	Secondary (3)
ACT Linemarking Pty Ltd	Not recommended **
Avante Linemarking	NON-CONFORMING

** ACT Line marking has submitted a schedule of rates which are not considered to be acceptable to Council.

PROPOSAL

Council should authorise the engagement of the listed service providers to carry out line marking in accordance with the specifications developed for these services.

The recommended tenders have satisfied the Tender Assessment Panel that they can undertake the works to Council's standards and in accordance with the specification.

The panel has reviewed the contractor performance reports, and the 3 recommended suppliers had demonstrated satisfactory performance with respect to standards of work, safety, work management and completion.

CONSULTATION AND COMMUNICATION

Members of the Tender Assessment Panel

PLANNING AND POLICY IMPACT

This report contributes to the delivery of Our Wollongong 2028 Goal 6 "We have affordable and accessible transport". It specifically delivers on the following:

Community Strategic Plan 2032	Delivery Program 2022-2026
Strategy	4 Year Action
6.3 Provide connected and accessible places and spaced.	6.3.2 Maintain the service levels of our roads, footpaths and cycleways to an acceptable standard.

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 line marking services is considered medium based upon Council's risk assessment matrix and appropriate risk management strategies will be implemented.

SUSTAINABILITY IMPLICATIONS

The use of a panel and primary supplier model will enable more efficient and improved service delivery for road reconstruction and maintenance activities.

The use of Wollongong Line marking Services Pty Ltd as Primary supplier, being a local provider with local employees and engagement of local subcontractors reduces the carbon footprint associated with fleet and equipment compared with suppliers not located within the Wollongong Local Government Area.

FINANCIAL IMPLICATIONS

It is proposed that the works will be funded from the following source as identified in the Operational Plan under a schedule of rates –

Annual Capital Budget

Regional Roads Traffic Facilities (component of the Regional Roads Block Grant)

Annual Maintenance Budget – Roads, Bridges, Car parks

All engagements under this contract will occur via Councils roads maintenance budgets and Infrastructure Delivery Program (Capital). Engagements are, this will aid council in ensuring sufficient budget is allocated for services, as the costs of services will be known and controlled under the schedule.

CONCLUSION

The recommended tenderers have submitted acceptable tenders and Council should endorse the recommendations of this report.

ITEM 9

CITY OF WOLLONGONG TRAFFIC COMMITTEE MINUTES OF MEETING HELD 14 FEBRUARY 2023

The City of Wollongong Traffic Committee meeting has been held on 14 February 2023. The recommendations of items listed in Section 3 and 5 of the Traffic Committee Minutes, relating to temporary road closures, are referred to Council for consideration. Temporary road closures, in accordance with the Regulations on public roads for works or events by independent parties, must be considered by Council. Road closures are not considered under delegated authority to the General Manager.

The items in Section 2, 4 and 6 of Local Traffic Committee Minutes are endorsed under delegated Authority of the General Manager and do not require referral to Council. Items that appear in sections 2 and 4 to 5 of previous Wollongong Traffic Committee will for part of the published minutes.

RECOMMENDATION

In accordance with the delegated authority to Council, the Minutes and Recommendations of the Wollongong Traffic Committee held on 14 February 2023 in relation to regulation of Traffic as outlined within this report, be adopted.

REPORT AUTHORISATIONS

Report of: Jeremy Morgan, Manager Infrastructure, Strategy + Planning
Authorised by: Joanne Page, Director Infrastructure + Works

ATTACHMENTS

- 1 TriTheGong - Attachment 1
- 2 TriTheGong - Attachment 2
- 3 TriTheGong - Attachment 3
- 4 TriTheGong - Attachment 4
- 5 TriTheGong - Attachment 5
- 6 TriTheGong - Attachment 6
- 7 TriTheGong - Attachment 7
- 8 TriTheGong - Attachment 8
- 9 TriTheGong - Attachment 9
- 10 TriTheGong - Attachment 10
- 11 TriTheGong - Attachment 11
- 12 TriTheGong - Attachment 12
- 13 TriTheGong - Attachment 13
- 14 TriTheGong - Attachment 14
- 15 TriTheGong - Attachment 15
- 16 TriTheGong - Attachment 16
- 17 Crane Installation Kembla St

BACKGROUND

1 WOLLONGONG, Various Streets – Ward 2 – TriTheGong, 23 April 2023

Council has received an application for the annual TriTheGong Triathlon Festival, which is proposed to take place at Lang Park, Wollongong on Sunday, 23 April 2023. The festival will consist of 5 triathlon events. The events will take part within Wollongong Harbour (swim), Lang Park (transition – bike compound) and registration/expo site, with the cycle within the closed route heading out to Towradgi Road, Towradgi via Cliff Road, Squires Way and Pioneer Road. The run is held within Lang Park and on the walking path heading south towards Wollongong Golf Club.

It is proposed to prevent parking on both sides of Cliff Rd from approximately 5pm Saturday 22nd April 2023 through to 2pm Sunday 23rd April 2023.

The following full road closures (TGS-TTGTF-2023) are required from approximately 7am to 2pm Sunday 23rd April 2023:

- 1 Cliff Rd from Marine Dr to George Hanley Dr
- 2 Bourke St from Cliff Rd to the entry of the Novotel North Beach
- 3 Corrimal St from Blacket St to George Hanley Dr
- 4 George Hanley Dr from Cliff Rd to Squires Way
- 5 Squires Way from George Hanley Dr to Pioneer Rd
- 6 Pioneer Rd from Squires Way to Towradgi Rd

Traffic lights required to be changed to flashing amber at the following intersections from approx. 6am – 1pm

- 1 Traffic lights at Squires Way/Innovation Campus
- 2 Traffic lights at Squires Way/Elliotts Rd
- 3 Traffic lights at Pioneer Rd/Towradgi Rd

Roads north of Elliotts Rd are to be opened approx.11:30am all other roads will be opened approx.2:00pm.

PROPOSAL

- 1 The Traffic Committee endorse the road closures subject to the submitted Traffic Control Plans and Council's Standard Conditions for Road Closures.
- 2 A Road Occupancy Licence (ROL) is required for this event

CONSULTATION AND COMMUNICATION

Notification plan has been provided indicating community consultation being undertaken in line with the Foreshore DA. Residents and businesses in and around Wollongong will receive a letterbox notice with a minimum 14 days notice, with road closures and alternate routes outlined. All access for residents will be maintained throughout the day when it's safe to do so. Access to businesses will be maintained via Traffic Controlled Access. All traffic will be advised to give way to cyclists and follow speed limits. Arrangements have been made with TNSW & local bus companies. Traffic Control measures are included in this document as a result of consultation undertaken by Elite Energy, Wollongong City Council, NSW Police & TfNSW (if required).

BACKGROUND

2 WOLLONONG, 71 – 77 Kembla Street – Ward 2 – Set up of Crane to install Tower Crane

Council has received an application from Traffic Management Services for a full road closure of Kembla Street between Stewart Street and Burelli Street to enable the set-up of a crane to install a tower crane at 71-77 Kembla Street. To mitigate the impact on the road network it was requested that the closure occur on a weekend.

The installation is proposed to occur in daylight hours, as nightworks are not advised due to the impact on residents due to noise and increased safety concerns. The proposed date for the tower cranes installation is for Saturday 4 March 2023 with a backup date of Sunday 5 March 2023.

Further backup dates are provided below:

- Saturday 11.03.2023
- Sunday 12.03.2023
- Saturday 18.03.2023
- Sunday 19.03.2023

PROPOSAL

The Traffic Committee endorse the road closure subject to the submitted Traffic Control Plans and Council's Standard Conditions for Road Closures.

CONSULTATION AND COMMUNICATION

The applicant is required to complete consultation requirements in [Council's Standard Conditions for Road Closures](#). Council has contacted bus operators and confirmed there is no impact to bus routes associated with this closure.

BACKGROUND

3 PORT KEMBLA ANZAC March Road Closure

At the Traffic Committee meeting of 29 March 2022, a request had been received and granted for the ANZAC march in Allan St Port Kembla (the request was the same as in past years). The request sought approval to provide road closure for the ANZAC march up to 2026; however, the Minutes did not properly reflect this.

PROPOSAL

- 1 The road closure be approved for the ANZAC march up to 2026 subject to Council's Standard Conditions for Road Closures and the submitted Traffic Control Plans.
- 2 Hostile vehicle mitigation through parked vehicles at either end of the closed section is to be included as part of traffic control measures.

Note: ANZAC Day road closures for following years are to be notified to Council's Event team two months in advance informing that the event will or will not take place and whether in the current approved format. The applicant must contact NSW Police if it is an on-road event.

CONSULTATION AND COMMUNICATION

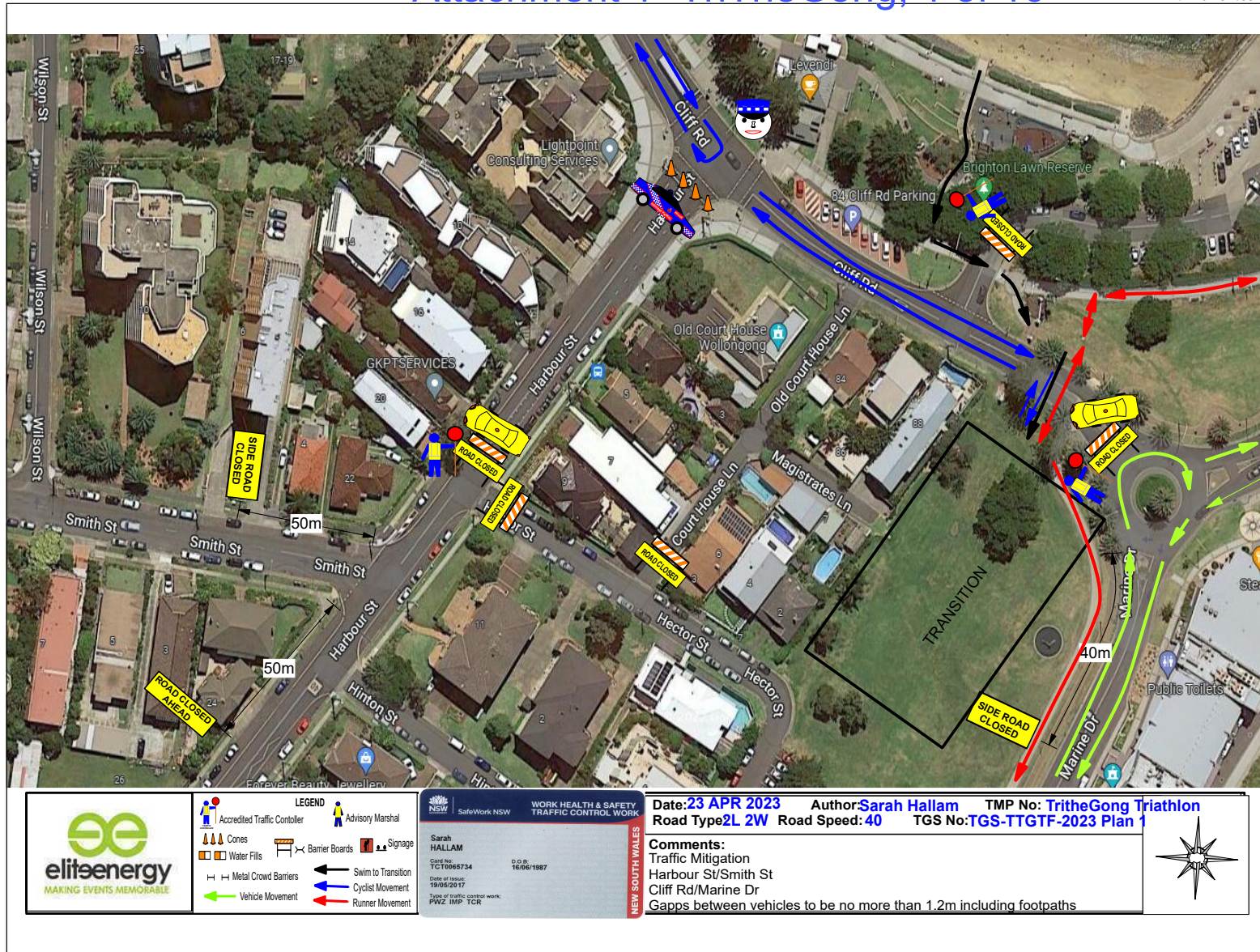
It is a condition of approval that the applicant consult with residents and businesses who may be affected by the road closure.

PLANNING AND POLICY IMPACT

This report contributes to the delivery of Our Wollongong 2032 Goal "We have affordable and accessible transport". It specifically delivers on core business activities as detailed in the Transport Services.

Attachment 1- TriTheGong, 1 of 16

www.invarion.com



Attachment 2 - TriTheGong, 2 of 16

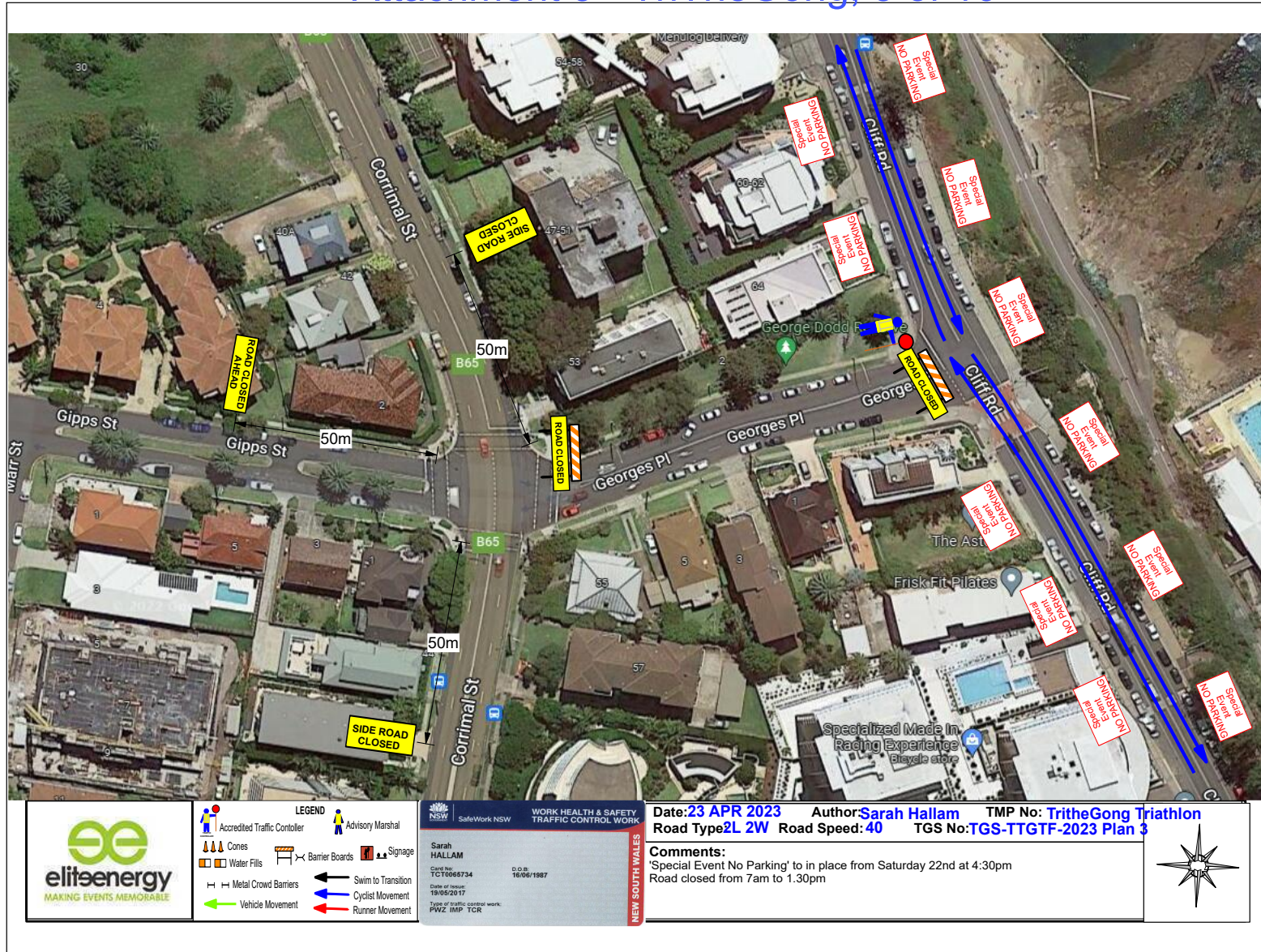
www.invarion.com



<p>elitenergy MAKING EVENTS MEMORABLE</p>	<p>LEGEND</p> <ul style="list-style-type: none"> Accredited Traffic Controller Advisory Marshal Cones Water Fills Barrier Boards Signage Metal Crowd Barriers Swim to Transition Cyclist Movement Vehicle Movement Runner Movement 	<p>NSW SafeWork NSW WORK HEALTH & SAFETY TRAFFIC CONTROL WORK</p> <p>Sarah HALLAM Card No: TCT0068734 Date of Issue: 18/06/2017 Type of traffic control work: PWZ IMP TCR</p>	<p>Date: 23 APR 2023 Author: Sarah Hallam TMP No: TriTheGong Triathlon Road Type: 2L 2W Road Speed: 40 TGS No: TGS-TTGTF-2023 Plan 2</p> <p>Comments: Marshals to direct runners ONLY</p>	
	<p>NEW SOUTH WALES</p>			

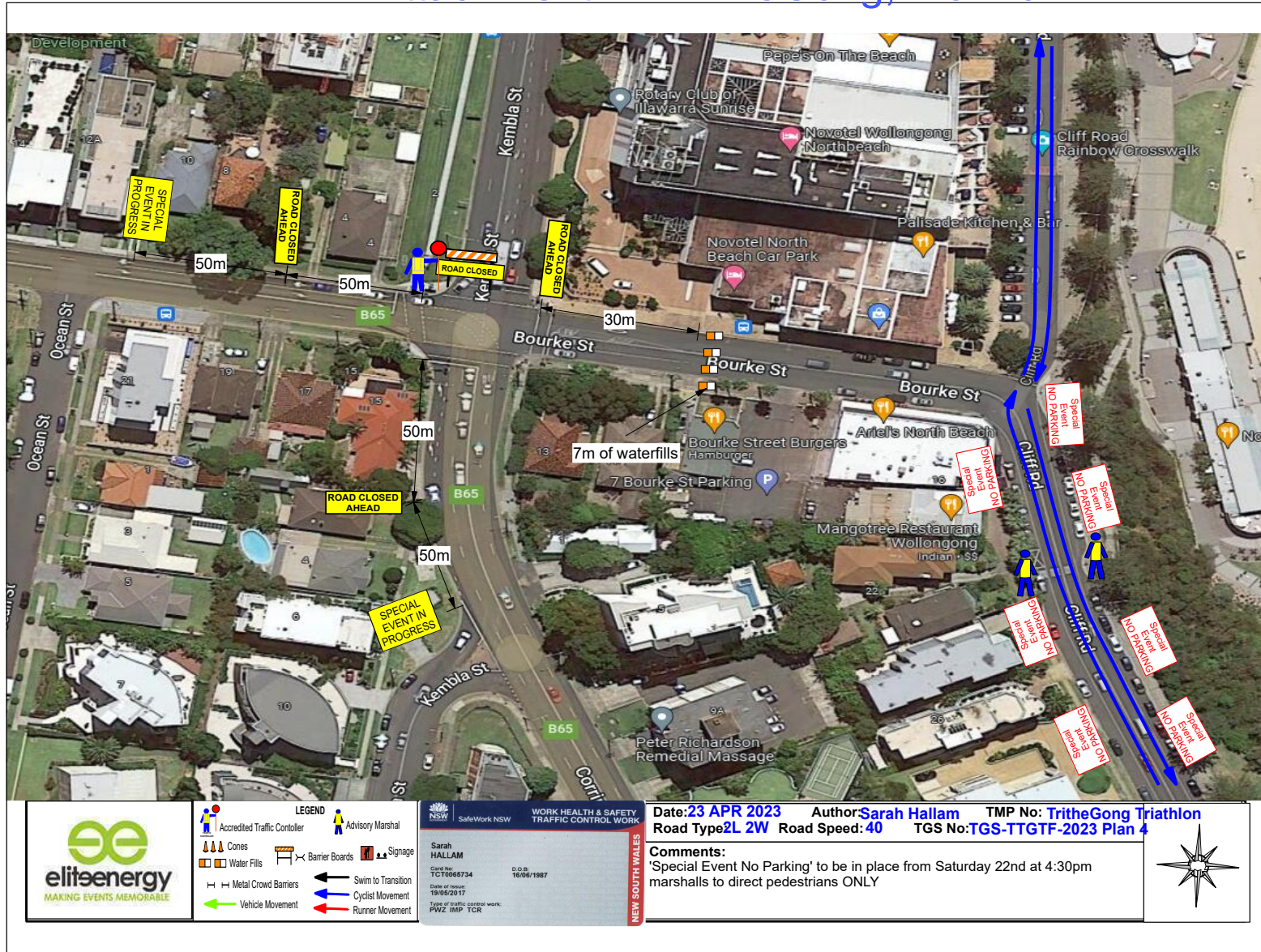
Attachment 3 - TriTheGong, 3 of 16

www.invarion.com



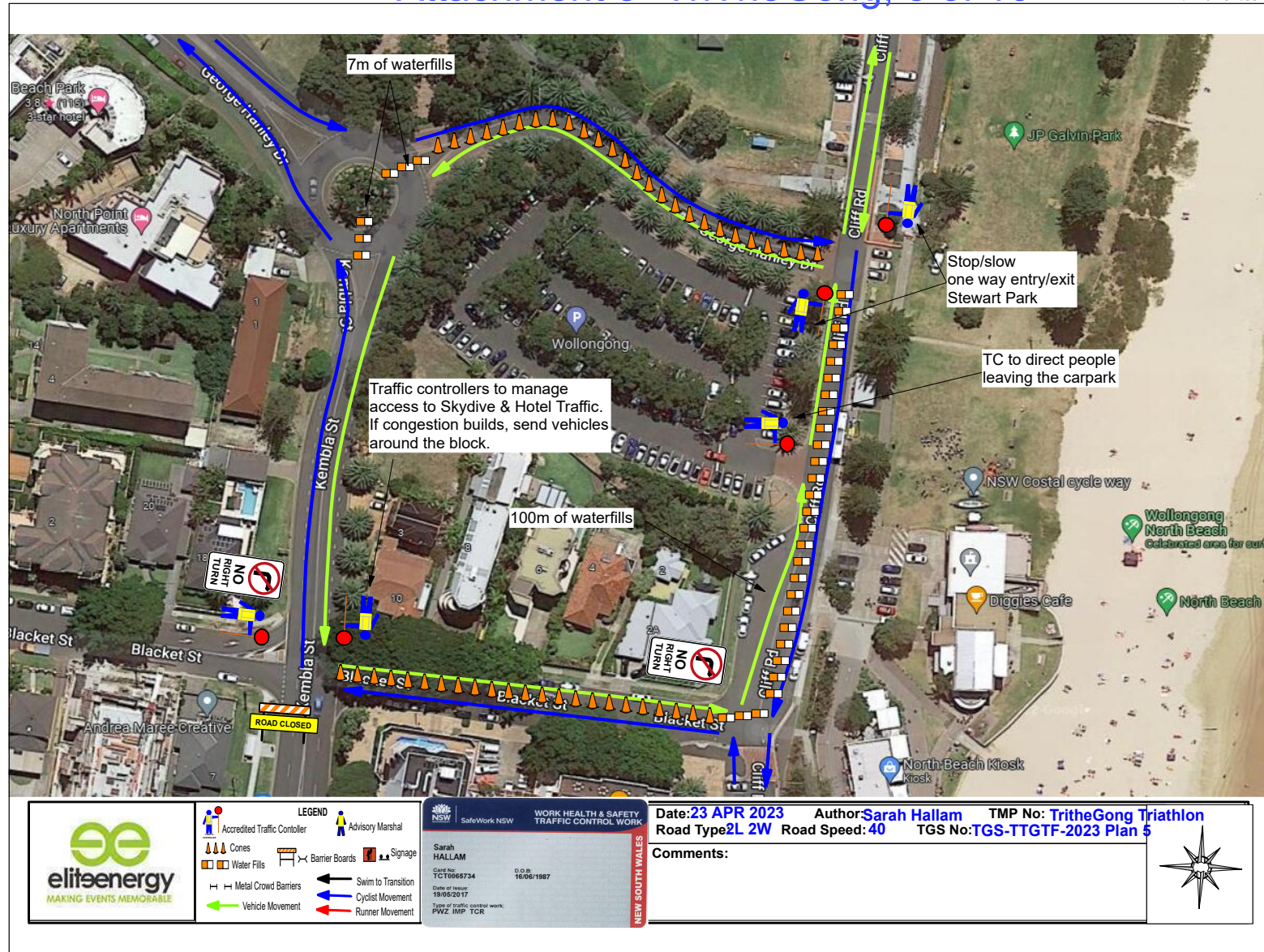
Attachment 4- TriTheGong, 4 of 16

www.invarion.com



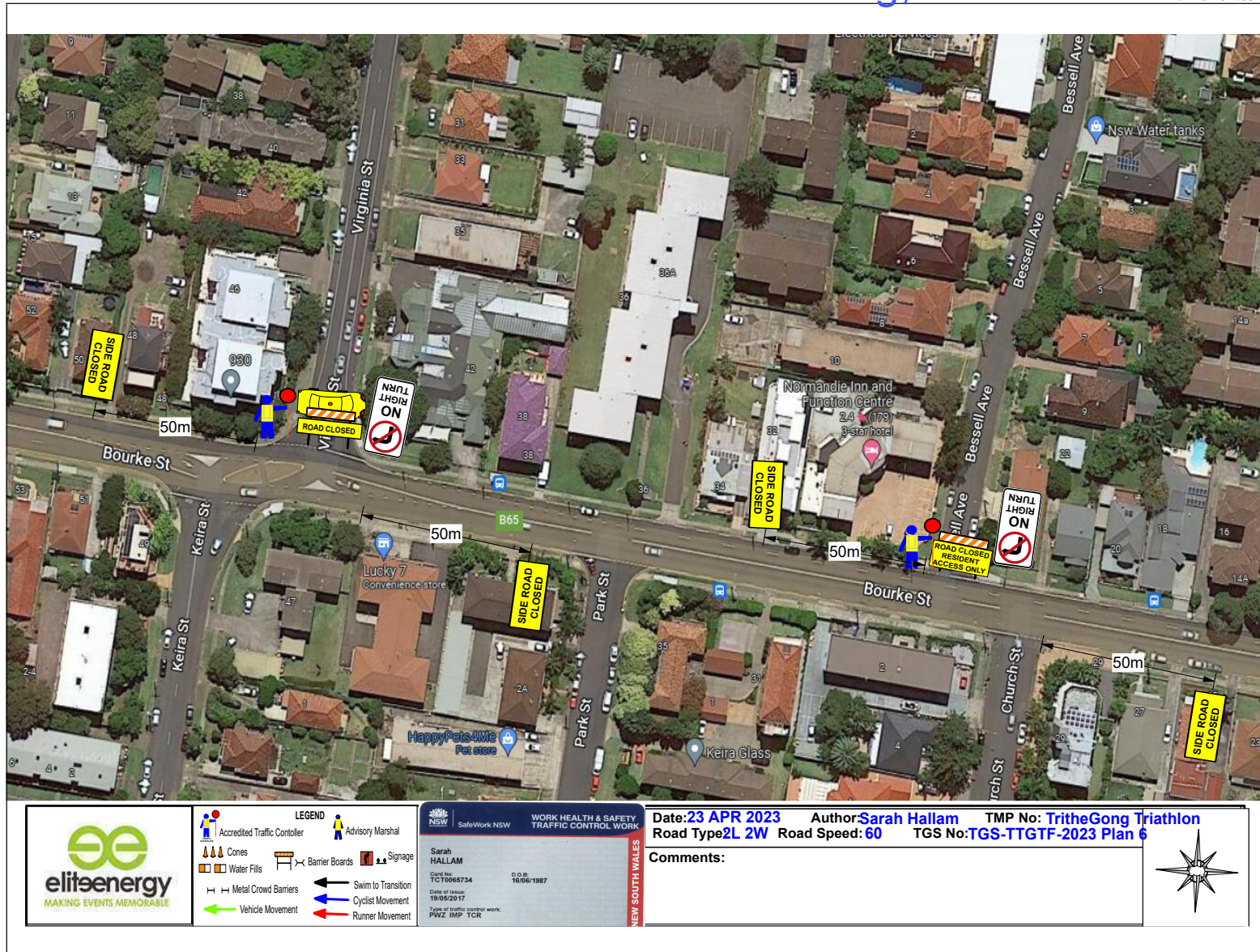
Attachment 5- TriTheGong, 5 of 16

www.invarion.com



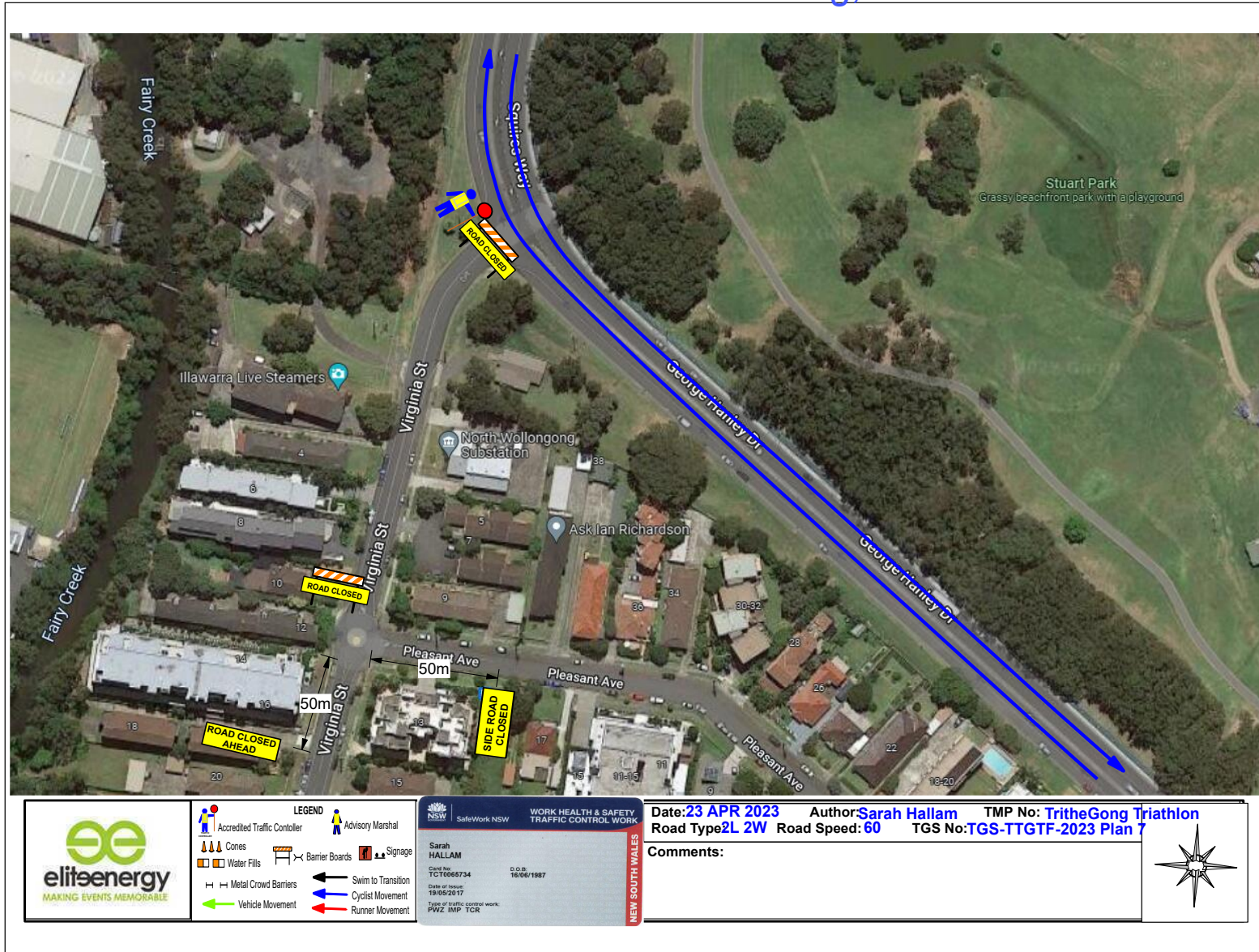
Attachment 6 - TriTheGong, 6 of 16

www.invarion.com



Attachment 7- TriTheGong, 7 of 16

www.invarion.com



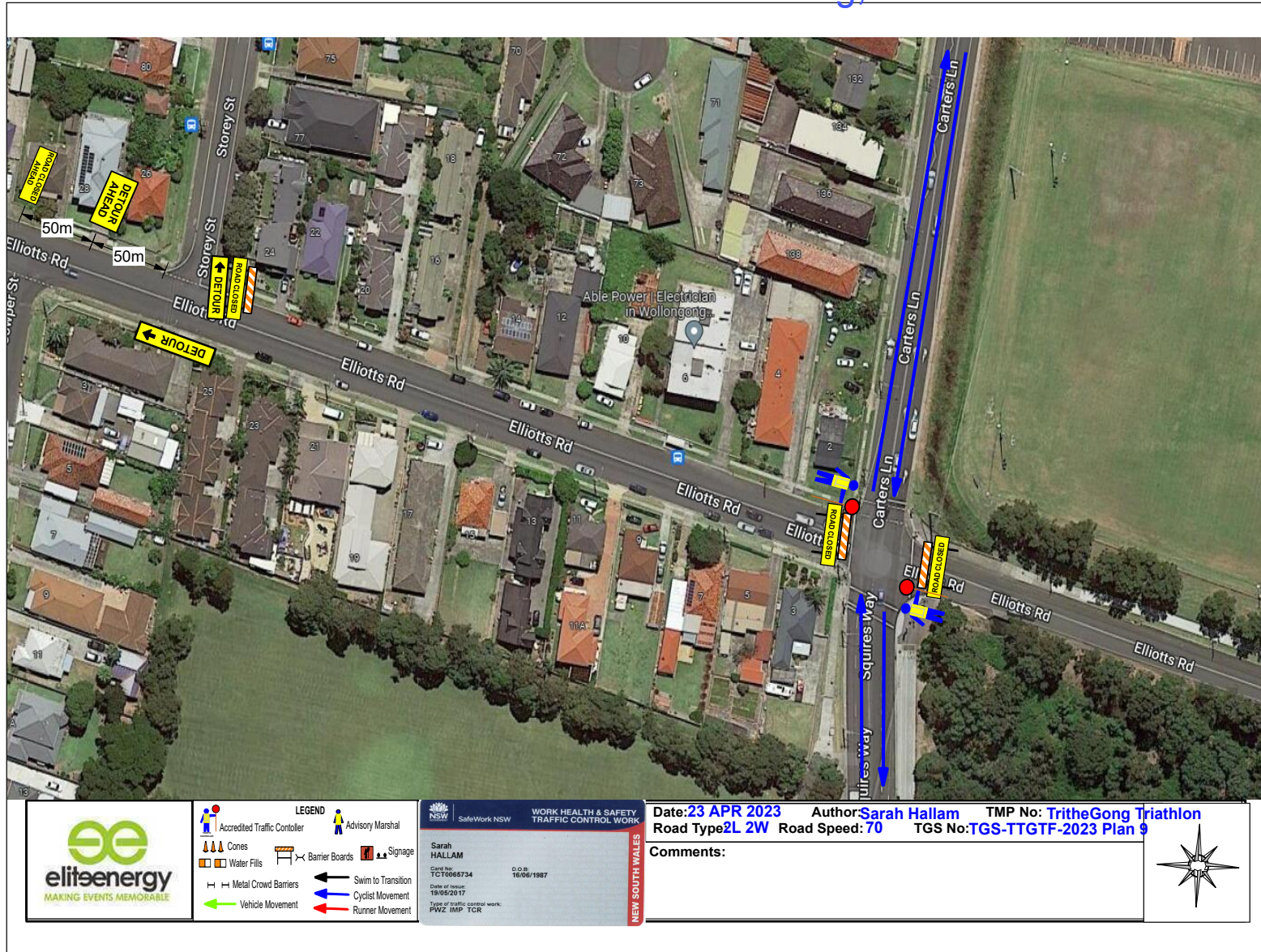
Attachment 8 - TriTheGong, 8 of 16

www.invarion.com



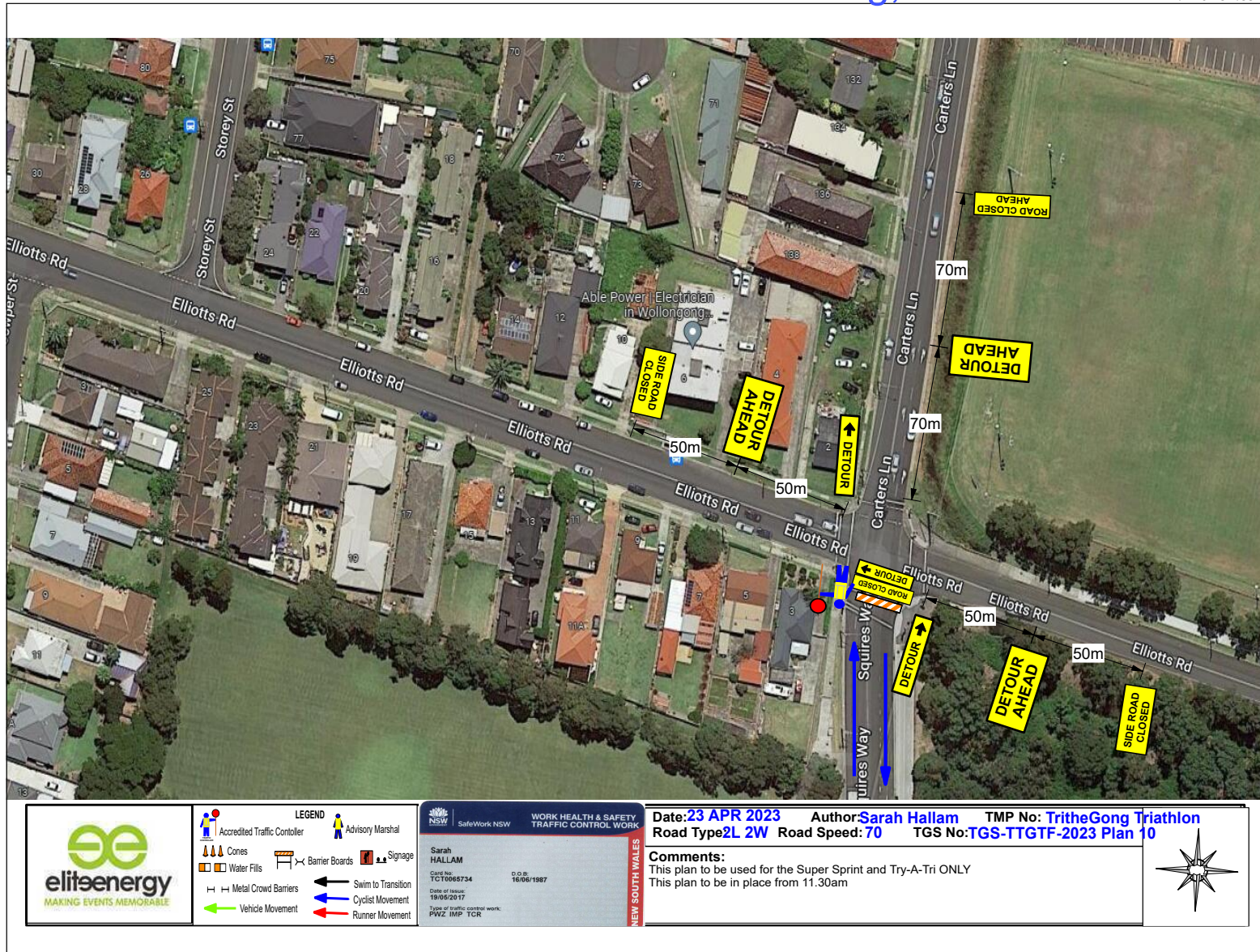
Attachment 9 - TriTheGong, 9 of 16

www.invarion.com



Attachment 10 - TriTheGong, 10 of 16

www.invarion.com



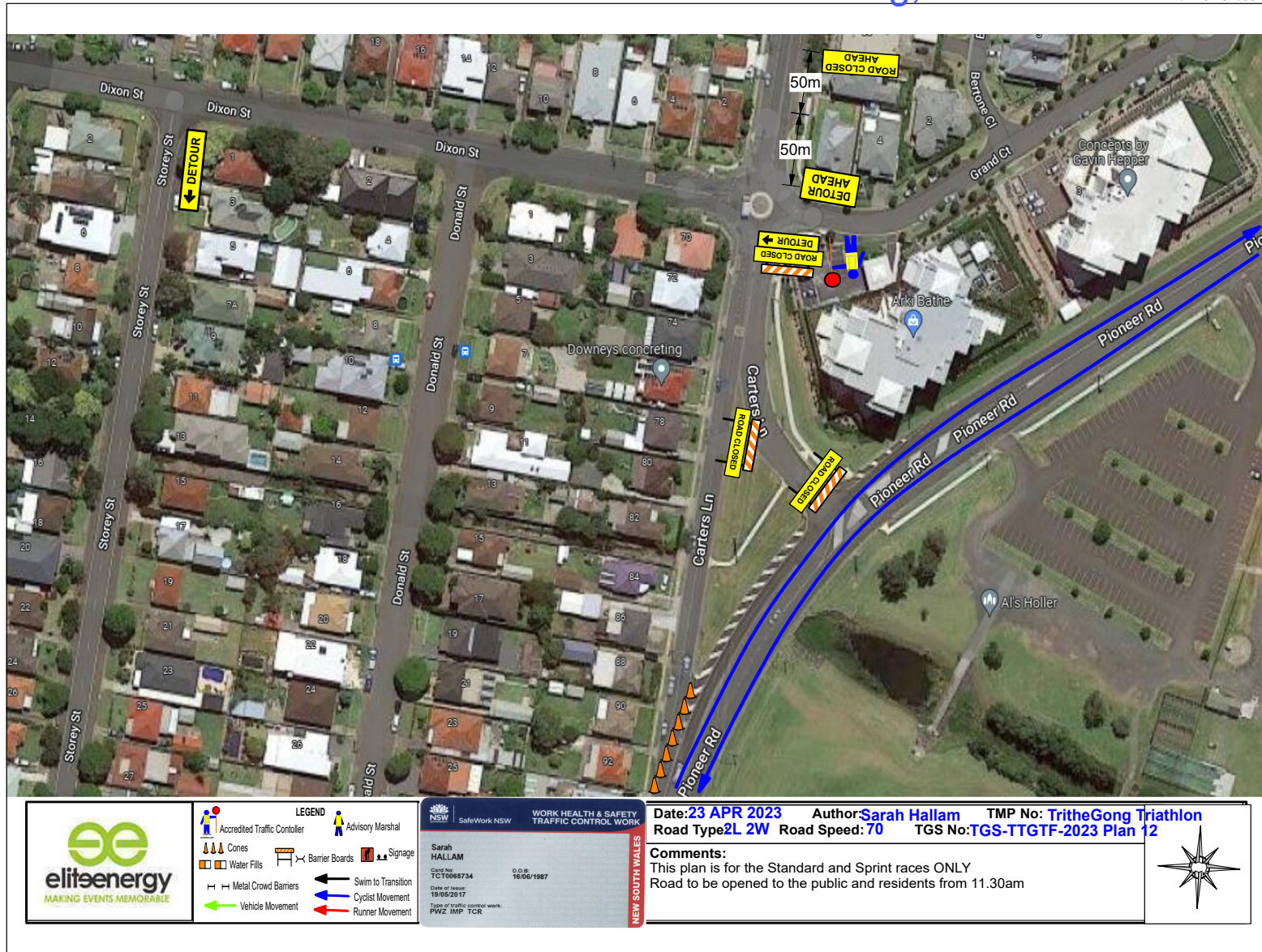
Attachment 11 - TriTheGong, 11 of 16

www.invarion.com



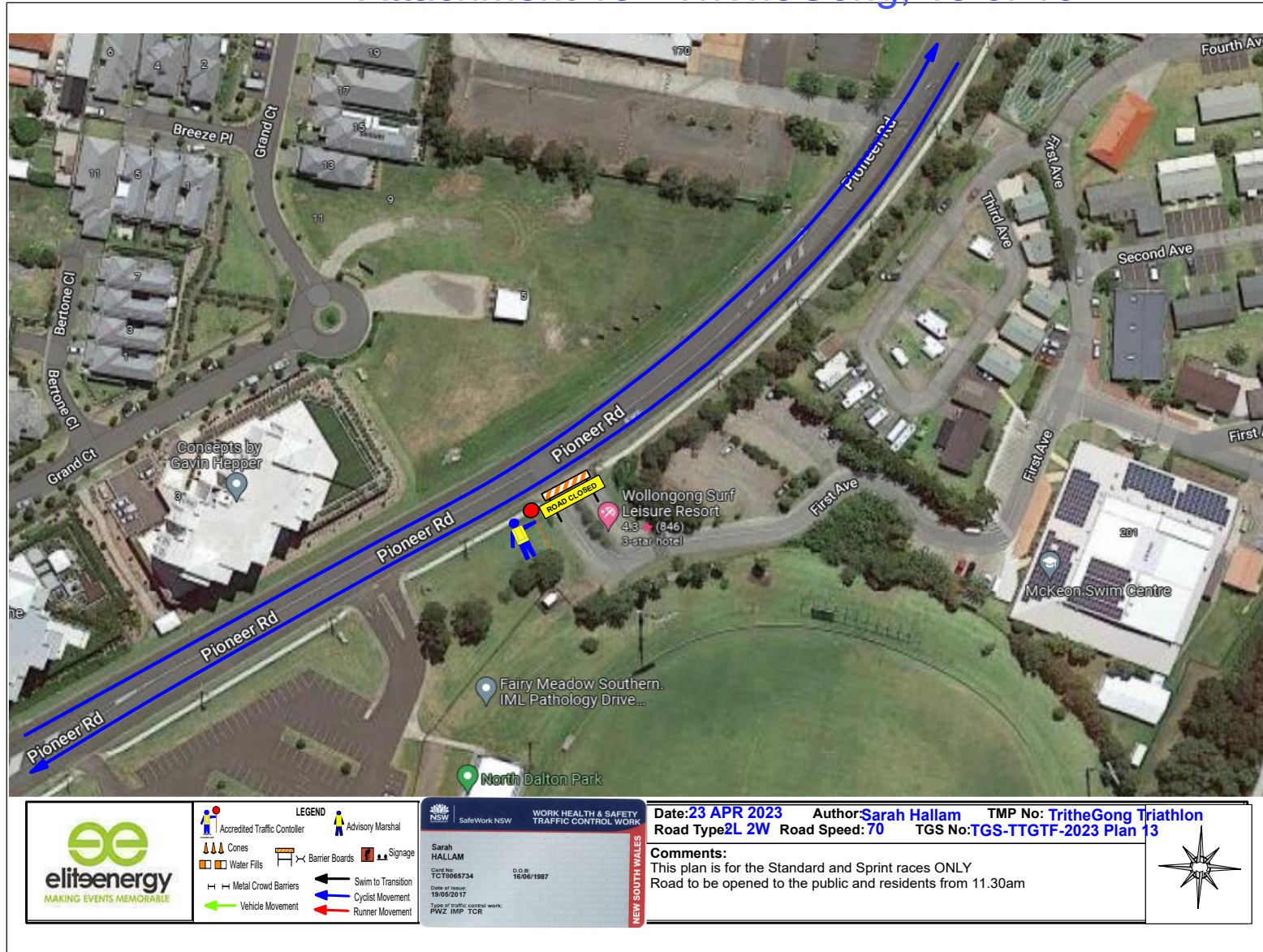
Attachment 12 - TriTheGong, 12 of 16

www.invarion.com



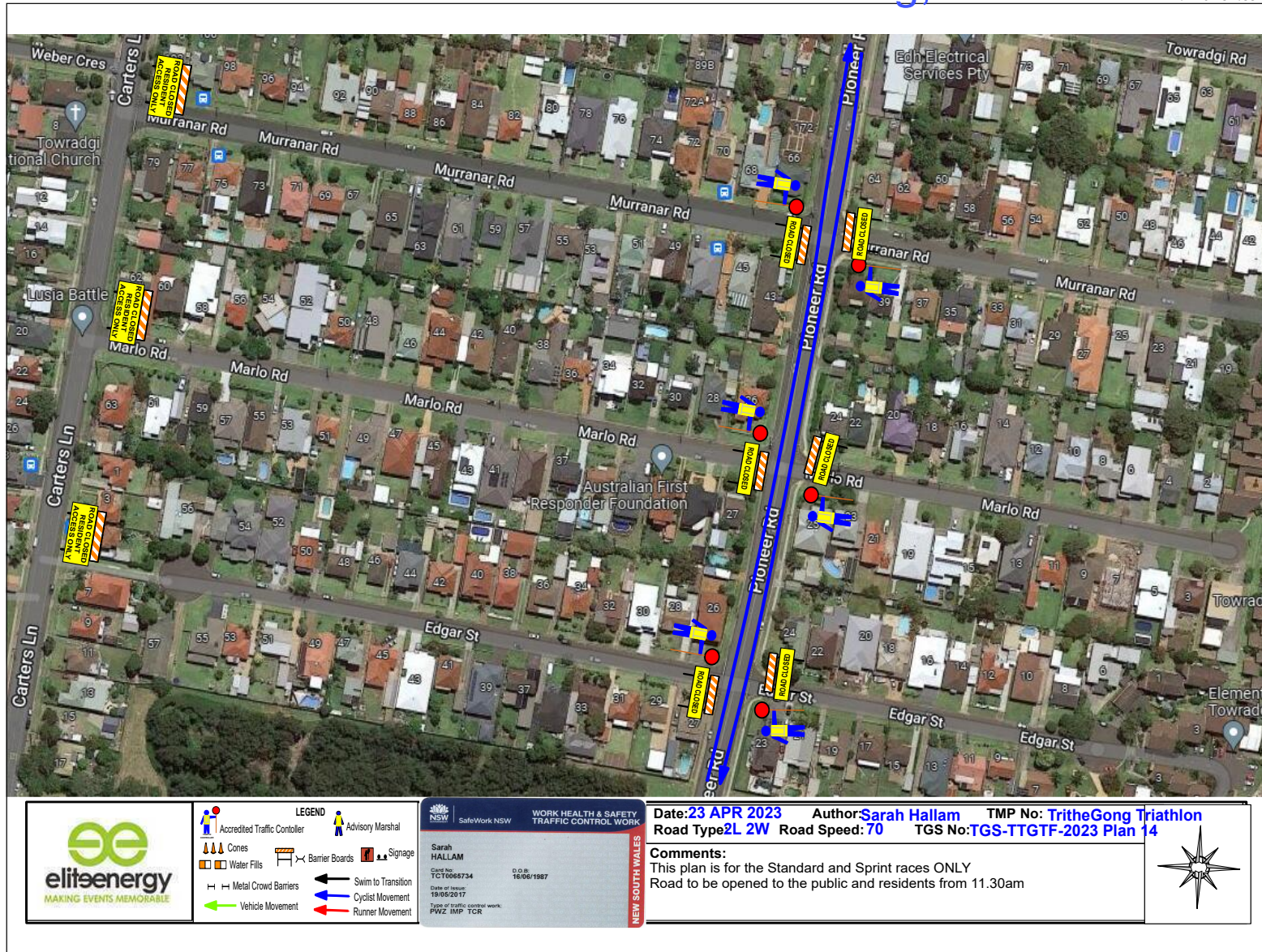
Attachment 13 - TriTheGong, 13 of 16

www.invarion.com



Attachment 14 - TriTheGong, 14 of 16

www.invarion.com



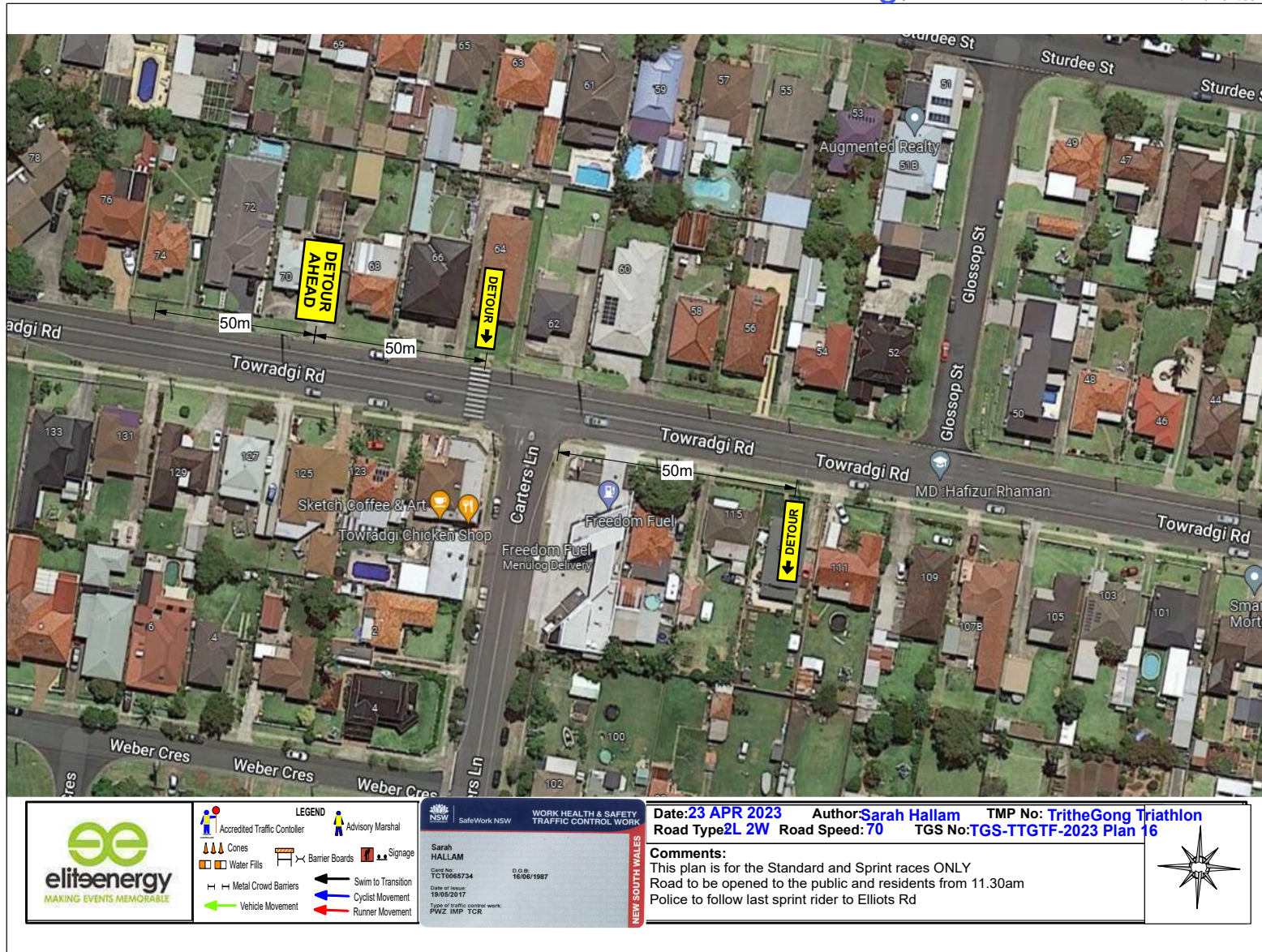
Attachment 15 - TriTheGong, 15 of 16

www.invarion.com



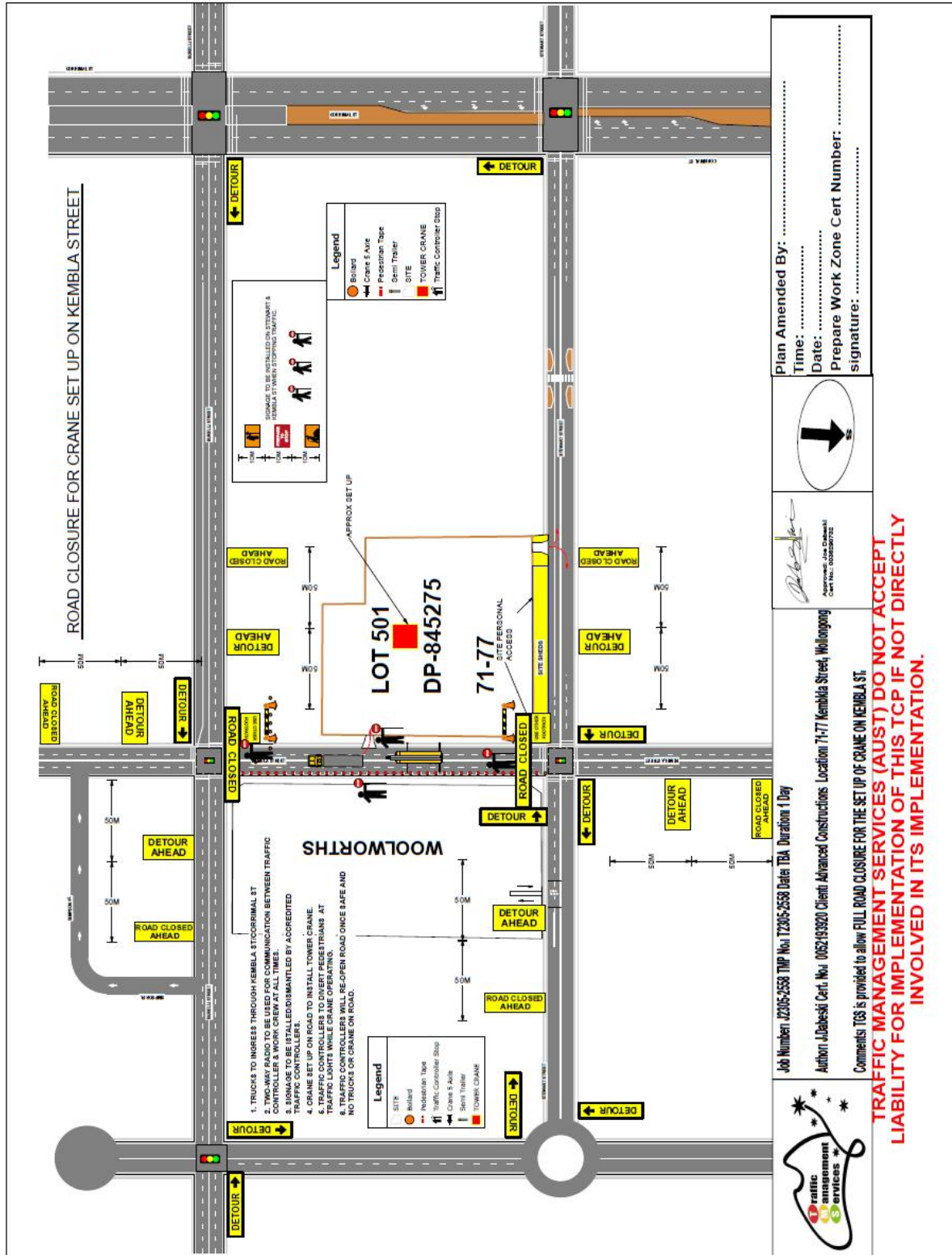
Attachment 16 - TriTheGong, 16 of 16

www.invarion.com



Attachment 17- Crane Installation, Kembla St

Item 3.3 – WOLLONGONG, 71-77 Kembla Street – Set up of Crane to install Tower Crane



ITEM 10 NOTICE OF MOTION - COUNCILLOR CATH BLAKEY - GARIE BEACH SHARK NET REMOVAL

Councillor Cath Blakey has submitted the following Notice of Motion –

“I formally move that Council –

- 1 Write to the Hon. Dugald Saunders MP, NSW Minister for Agriculture requesting –
 - a The shark net at Garie Beach be removed immediately as the beach is not accessible to ocean users due to extensive damage to Garie Road.
 - b Shark nets be permanently removed from Wollongong’s Local Government Area (LGA) in 2023 and replaced with modern shark mitigation measures that effectively protect beach users without damaging marine wildlife, as laid out in attachment A.
- 2 Write to the Hon. James Griffin MP, NSW Minister for Environment and Heritage, requesting the Joint Management Agreement which governs the shark meshing program be terminated as it is not meeting its objectives to reduce the risk of a shark interaction and minimise the impact to threatened and non-target species, as laid out in attachment B.”

Background provided by Councillor Cath Blakey:

Requesting removal of shark net at Garie Beach immediately

Due to damage at Garie Road, the road has been closed since April 2022. This is the only road that can be used to access Garie Beach. The beach is now only accessible via an hour and a half grade 4 hike. Garie Beach is extremely inaccessible to ocean users.

Given the damage to Garie Road is extensive, it is expected that Garie Beach will not be accessible for the foreseeable future. Furthermore, Garie Beach Surf Life Saving Club is not patrolling the beach given this road closure.

There is a shark net installed at Garie Beach during this shark meshing season. As ocean users cannot access Garie Beach, there is no justification for keeping the shark net installed at this location. As such, it is prudent that Council sends a letter to the Minister for Agriculture requesting that the Garie Beach shark net be removed immediately. See Attachment A.



Image: Landslip damage on Garie Road in the Royal National Park

Shark management in Wollongong

Shark management in Wollongong includes effective scientifically supported shark mitigation measures, such as two drones operated by Surf Life Saving NSW, two shark listening stations and beach patrol at populated beaches.¹

However, shark management in Wollongong has one key deficiency – the continued use of shark nets. Shark nets are designed to entangle “target species” of shark (bull, white and tiger) over 2 metres in length.² Scientific evidence shows that shark nets are ineffective at reducing shark interactions or protecting ocean users and indiscriminately harm marine wildlife.³

Shark nets remain at six beaches in the Wollongong local government area (LGA) - Garie, Coledale, Austinmer, Thirroul, North Wollongong and City Beach (South Wollongong). Between the 2000/01 and 2021/22 shark meshing seasons, shark nets in Wollongong caught 984 marine wildlife. Only 63 (6%) of the marine wildlife caught were the bull, tiger and white sharks being targeted, with just 18 (1.8%) of these sharks over 2m in length, as meant to be targeted by the program.

Reiterating submission to remove shark nets from Wollongong

In 2021, Council made a submission to the NSW Government’s review of the Shark Management Strategy. Council supported the phasing out of shark nets in favour of replacing them with a combination of alternative modern shark mitigation measures.⁴

On average, members of the Wollongong LGA who made a submission to the same review shared that they do not prefer shark nets as a form of shark management.⁵

In 2022 - at Wollongong City Council’s request - NSW Local Governments unanimously passed a motion calling on the NSW State Government to phase out the use of shark nets and replace them with a combination of alternative shark mitigation strategies that more effectively protect the beach without damaging marine wildlife.⁶

Despite continued calls for the NSW Government to phase out shark nets, they remain in Wollongong LGA’s waters.

It is timely to send a letter to the Minister for Agriculture requesting that shark nets be permanently removed from our LGA in 2023 and replaced with additional modern shark mitigation measures that protect ocean users without harming marine life. See Attachment A.

¹ NSW Government, Department of Primary Industries, Shark Smart, *Current Program*, <https://www.sharksmart.nsw.gov.au/current-program>.

² NSW Government, Department of Primary Industries, Shark Smart, *Shark Nets Key results from 1 September 2009 - 30 April 2019*, https://www.sharksmart.nsw.gov.au/data/assets/pdf_file/0018/1237014/sms-factsheet-nets.pdf.

³ Gibbs et al, *Effects and effectiveness of lethal shark hazard management: The Shark Meshing (Bather Protection) Program*, NSW, Australia, People and Nature Journal, <https://besjournals.onlinelibrary.wiley.com/doi/full/10.1002/pan3.10063>.

⁴ NSW Government, Department of Primary Industries and University of Wollongong Australia (June 2021), *Preferred Shark Mitigation Measures of NSW coastal councils and their communities*, pp 69 - 70, https://www.sharksmart.nsw.gov.au/data/assets/pdf_file/0015/1327200/preferred-shark-mitigation-measures-of-NSW-Coastal-Councils-and-Communities-2021.pdf.

⁵ Ibid.

⁶ LGNSW Special Conference 2022 (2022), *Record of Decisions, Request to phase out shark nets* https://lgnsw.org.au/common/Uploaded%20files/Annual%20Conference%20documents/Special_Conference/LGNSW_2022_Special_Conference-Records_of_Decisions.pdf.

Recommending the shark meshing program governing agreement be terminated

Shark nets in NSW are governed by a Joint Management Agreement between the Minister for Agriculture and the Chief Executive of the Office of Environment and Heritage - which is part of the Department of Planning and Environment (now titled Coordinator General of the Environment and Heritage Group which is part of this Department).⁷

Clause 6 of the Joint Management Agreement outlines the Agreement's objectives. The objectives are to minimise the impact of the NSW Government's shark meshing program on threatened species and not jeopardise the survival or conservation status of protected species. Clause 10 of the corresponding Management Plan states that the aim of the shark meshing program is to reduce the chances of shark interactions within the area of operation of the program whilst minimising impacts on non-target species.⁸

In their response to the 2021/2022 Annual Performance Report, the NSW Threatened Species Scientific Committee (TSSC) said it was "extremely concerned that the current management actions are not meeting either of the objectives [of the Joint Management Agreement or the Management Plan]".⁹

The TSSC stated that, "the consistent annual record of non-target species being caught in nets is of significant concern to the NSW TSSC," and that, "A large non-target catch has continued for many years with little effective actions to reduce the quantities."

Further, the TSSC said that the data "suggests that the impacts of current management practices could be dramatically reduced with a change in the management strategy and the NSW TSSC would support the use of drones, planes and drumline technology and the cessation or significant reduction in reliance on beach netting in the future. We also strongly support the trialling of emerging technologies such as VR4G stations with the aim to incorporate this into future programs if effective."

The Minister for Environment and Heritage has not yet provided a public response to the TSSC's report. However, the Department of Planning and Environment has confirmed that it is considering the TSSC's report and that a review of the Joint Management Agreement is being considered.

In this context, Council can seek to remove shark nets from Wollongong by appealing to the Minister for Environment and Heritage to terminate the Joint Management Agreement on the grounds that it is not meeting its stated objectives. This power is available to the Minister. Under clause 11.3 of the Joint Management Agreement, the "Agreement may be terminated by OEH giving 14 days written notice to DPI if the Agreement is not achieving the objectives in clause 6."

⁷ Joint Management Agreement between the Minister for Primary Industries and the Chief Executive of the Office of Environment and Heritage for the NSW Shark Meshing (Bather Protection) Program, July 2017,

https://www.sharksmart.nsw.gov.au/_data/assets/pdf_file/0007/855961/joint-management-agreement-smp-bather-protection-program.pdf.

⁸ Management Plan for the NSW Shark Meshing (Bather Protection) Program, July 2017,

https://www.sharksmart.nsw.gov.au/_data/assets/pdf_file/0008/855962/management-plan-shark-meshing-program.pdf.

⁹ NSW Threatened Species Scientific Committee Response to the Shark Meshing (Bather Protection) Program 2021/2022 Annual Performance Report,

https://www.sharksmart.nsw.gov.au/_data/assets/pdf_file/0003/1433469/9caae8f8c5bb0187413ec01b54fc9c09c8822ddb.pdf.

Attachment A - Letter to Minister for Agriculture

Minister Dugald Saunders MP

Minister for Agriculture, and Minister for Western New South Wales

52 Martin Place

SYDNEY NSW 2000

Dear Minister

Modernising NSW's Shark Management Program: Removing Shark Nets from Wollongong

Shark management in Wollongong includes effective scientifically supported shark mitigation measures, such as SLS drones operated by Surf Life Saving NSW, shark listening stations and beach patrol at populated beaches.

However, shark management in Wollongong requires one final step to run an entirely evidence-based shark mitigation program - the removal of shark nets. Shark nets remain at six beaches - Garie, Coledale, Austinmer, Thirroul, North Wollongong and City Beach (South Wollongong). Scientific evidence shows that shark nets are ineffective at reducing shark interactions or protecting ocean users.

Furthermore, shark nets indiscriminately harm marine wildlife. Between the 2000/01 and 2021/22 shark meshing seasons, shark nets in Wollongong caught 984 marine wildlife. Only 63 (6%) of the marine wildlife caught were the bull, tiger and white sharks (target species), with just 18 (1.8%) of these sharks over 2m in length, as meant to be targeted by the program.

Request to remove shark nets in Wollongong in 2023

In 2021, Wollongong City Council (Council) made a submission to the NSW Government's review of the Shark Management Strategy. Council supported the phasing out of shark nets and replacing them with a combination of alternative modern shark mitigation measures. Members of the Wollongong community align with this position, as outlined in the Department of Primary Industries' (DPI) report titled 'Preferred Shark Mitigation Measures of NSW coastal councils and their communities' and released in June 2021.

In 2022, NSW Local Governments unanimously called on the NSW State Government to phase out the use of shark nets and replace them with a combination of alternative shark mitigation strategies that more effectively protect the beach without damaging marine wildlife.

Despite continued calls for the NSW Government to phase out shark nets, they remain in Wollongong's waters.

Council is seeking confirmation from the Minister that shark nets will be permanently removed from Wollongong's Local Government Area (LGA) in 2023.

Removing shark net at Garie Beach immediately

Due to damage at Garie Road in the Royal National Park, the road has been closed since April 2022. This is the only road that can be used to access Garie Beach. The beach is now only accessible via an hour and a half hour grade 4 hike. Garie Beach is extremely inaccessible to ocean users.

Given the damage to Garie Road is extensive, it is expected that Garie Beach will not be accessible for the foreseeable future. Furthermore, Garie Beach Surf Life Saving Club is not patrolling the beach given this road closure.

There is a shark net installed at Garie Beach during this shark meshing season. The purpose of NSW's Shark Management Program is to protect ocean users from shark interactions while minimising harm to marine wildlife, particularly threatened species.

As ocean users cannot access Garie Beach, there is no justification for keeping the shark net installed at this location. As such, Council asks the Minister to remove the shark net at Garie Beach immediately.

In conclusion, Council is requesting that the Minister exercise his powers to permanently remove shark nets in Wollongong in favour of modern shark mitigation measures that protect ocean users without harming marine life. The Council is requesting that this be done immediately at Garie Beach, and by the end of the 2022/2023 meshing season for all other Wollongong beaches.

Attachment B - Letter to Minister for Environment and Heritage

Minister James Griffin MP

Minister for Environment and Heritage

52 Martin Place

SYDNEY NSW 2000

Dear Minister

Modernising NSW's Shark Management Program: Removing Shark Nets

Shark management in Wollongong includes effective scientifically supported shark mitigation measures, such as drones operated by Surf Life Saving NSW, shark listening stations and beach patrol at populated beaches.

However, shark management in Wollongong requires one final step to run an entirely evidence-based shark mitigation program - the removal of shark nets. Shark nets remain at six beaches - Garie, Coledale, Austinmer, Thirroul, North Wollongong and City Beach (South Wollongong).

Your portfolio is a party to the Joint Management Agreement for the Shark Meshing Program (Joint Management Agreement).

Clause 6 of the Joint Management Agreement outlines the Agreement's objectives - namely to minimise the impact of the NSW Government's shark meshing program on threatened species and not jeopardise the survival or conservation status of protected species. Clause 10 of the corresponding Management Plan states that the aim of the shark meshing program is to reduce the chances of shark interactions within the area of operation of the program whilst minimising impacts on non-target species.

In their response to the 2021/2022 Annual Performance Report, the NSW Threatened Species Scientific Committee (TSSC) said it was "extremely concerned that the current management actions are not meeting either of the objectives [of the Joint Management Agreement or the Management Plan]".

The TSSC stated that, "the consistent annual record of non-target species being caught in nets is of significant concern to the NSW TSSC," and that, "A large non-target catch has continued for many years with little effective actions to reduce the quantities." Furthermore, shark nets indiscriminately harm marine wildlife.

The data from the six shark nets in Wollongong correlate with the TSSC's views. Between the 2000/01 and 2021/22 shark meshing seasons, shark nets in Wollongong caught 984 marine wildlife. Only 63 (6%) of the marine wildlife caught were the bull, tiger and white sharks being targeted with just 18 (1.8%) of these sharks over 2m in length.

Furthermore, the TSSC said that the data "suggests that the impacts of current management practices could be dramatically reduced with a change in the management strategy and the NSW TSSC would support the use of drones, planes and drumline technology and the cessation or significant reduction in reliance on beach netting in the future. We also strongly support the trialling of emerging technologies such as VR4G stations with the aim to incorporate this into future programs if effective."

The TSSC's comments are supported by scientific research. For example, research from 2019 states that the claim that shark nets are the key factor for reducing shark interactions in NSW 'conflates correlation with causation, oversimplifying or overlooking key social factors. Scientific analysis finds that the key contributing factors for reduced shark interactions include the change in human behaviour with swimming in the ocean (swimming during the day instead of at night), the expansion of beach patrol programs at the same time nets were introduced, investment in public services and advances in medicine and medical response to incidents. (Gibbs et al, *Effects and effectiveness of lethal shark hazard management: The Shark Meshing (Bather Protection) Program, NSW, Australia*, People and Nature Journal).

In this context, Council is appealing to the Minister to exercise his termination rights under clause 11.3 of the Joint Management Agreement on the grounds that the Agreement is not meeting its stated objectives.

In conclusion, the Council is requesting that the Minister exercise his powers to permanently remove shark nets by terminating the Joint Management Agreement given there are modern shark mitigation measures being used that protect ocean users without harming marine life.