



Planning &  
Environment



# Illawarra Shoalhaven

REGIONAL PLAN

*ILLAWARRA-SHOALHAVEN REGIONAL PLAN*  
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## PARLIAMENTARY SECRETARY'S FOREWORD

Having grown up, lived and worked in the Illawarra and Shoalhaven my entire life, I know our region's greatest asset is our local people. But Governments have an obligation to look beyond the horizon to identify the opportunities and challenges that will confront the future of our region.

By 2050 the population of the Illawarra-Shoalhaven will be around half a million people. The region is home to one of Australia's top 10 universities and an international trading port, comprises a landscape of significant biodiversity value, and delivered \$16.2 billion in economic output to the State in 2013 – the Illawarra and Shoalhaven is a region of national significance.

Over 40 per cent of the region has recognised high environmental value, and agricultural productivity and resources are economically and environmentally important to the region. The community has a strong attachment to the landscape as it allows residents to experience some of the most enviable lifestyles in the State.

Together with productive and diligent businesses, thriving centres, a skilled workforce, and proximity to the nation's only global city of Sydney make the region an attractive place to live for current residents and a contributing factor in the forecast growth of this region over the next 20 years.

The Regional Plan for the Illawarra-Shoalhaven is a plan for a sustainable future, founded on a strong, diversified economy that will generate high quality jobs; housing that meets the changing needs of the community; a healthy, resilient environment capable of meeting challenges such as climate change; and a well-connected and socially cohesive community. It aims to build a resilient community that is capable of adapting to changing social, economic and environmental circumstances as well as embracing innovation and future growth and development.

A distinct difference for this new Plan for the region is the partnership between the NSW Government and the local community through the Illawarra Pilot Joint Organisation. This partnership will oversee the Plan's implementation and delivery.

This is an evidence-based plan, predicated on a sound understanding of both the historical and current development of the region and the demands of population growth. It will deliver on community expectations that growth should be matched by more housing, jobs, business development and growth, infrastructure and services whilst balancing the need to protect what's special about the environment of our region.

I want to thank community members and stakeholders for their contributions and participation in the discussion that accompanied the Discussion Paper, the draft Plan and now this final Plan. The next phase of work is equally critical and I hope all levels of government, the community and stakeholders will work collaboratively to implement the Plan. We all share a common goal for a prosperous future for the community of the Illawarra-Shoalhaven with this plan to serve as a vehicle to help harness the potential of a vibrant, diverse and aspirational region.

**Gareth Ward**

Parliamentary Secretary for the Illawarra and South Coast

Top:  
North Beach,  
Wollongong

Centre:  
Kiama Lighthouse

Bottom:  
Princes Highway  
bridge over the  
Shoalhaven River,  
Nowra



# INTRODUCTION

The Illawarra-Shoalhaven Regional Plan applies to the Local Government Areas of Kiama, Shellharbour, Shoalhaven and Wollongong.

The defining feature of this region is the landscape. The spectacular escarpment, coastline, waterways, lakes and rural hinterlands have contributed to the region's rich biological diversity and natural resources.

The region is home to an estimated 1,800 native plant species, including over 60 threatened plant species and over 100 threatened animal species. Biodiversity corridors extend from the Woronora Plateau in the north, along the eastern escarpment and south along the coastal forests – interconnecting at intervals with other high-value areas, such as Jervis Bay.

Underlying the social, economic and environmental importance of the escarpment is that it also contains the water catchment that provides the drinking water for almost 60 per cent of the State's population.

The Aboriginal communities of the Illawarra-Shoalhaven retain strong cultural connections to the region's coastline, hinterland and escarpment.

The landscape has concentrated settlement into a narrow strip of suburban communities and coastal towns, focused on the transport corridors in the north of the region. The combined urban area of Wollongong and Shellharbour represents one of the top 10 largest urban areas in Australia. In the Shoalhaven, settlement is more dispersed – across 49 towns and villages.

By 2036, the population of the Illawarra-Shoalhaven is forecast to grow to 463,150 – an increase of 60,400 from 2016. Population growth will result from natural increase as well as the sustained migration of young families and retirees looking to take advantage of the lifestyles on offer.

The make-up of the population will change over the next 20 years. Growth will be moderate in most age groups, except in the 65-and-over group, particularly in Kiama and Shoalhaven. There will also be more one- and two-person households. Growth will necessitate at least 35,400 new homes.

This Regional Plan for the Illawarra-Shoalhaven provides the strategic policy, planning and decision-making framework to guide the region to sustainable growth over the next 20 years. The Plan will be used to drive economic growth in the region. It integrates economic, social and environmental considerations in the interests of achieving ecologically sustainable development for the region.

The Plan makes developing a strong, diverse and competitive economy central to building prosperity and resilience in the region, to meet any economic, social and environmental challenges that arise.

It focuses on a sustainable built environment that requires urban areas to be designed, planned and managed to improve their environmental performance. In doing so, it will make efficient use of urban lands, promote energy efficiency and support healthy and vital communities.

The Plan adopts a balanced approach to growth that maximises development in both existing urban areas with their access to jobs, services and transport, and new urban areas that will be designed to support sustainability and healthy communities.

Underpinning the planning framework for this Plan are the following key principles:

- identify and protect land with high environmental value and recognise cultural heritage values;

FIGURE 1: ILLAWARRA - SHOALHAVEN'S ENVIRONMENTAL VALUES



**DISCLAIMER:**  
 The map is recommended for use at a regional planning level and gives an indication of relative biodiversity values at this scale. While this data may provide an indication of relative biodiversity significance at the local level, users should be aware that the data has limitations including those of scale and positional accuracy of attributes. The environmental values on the map is an amalgam of available data at the time of preparation. It is envisaged that the map will continue to evolve as ongoing work and identified mapping actions in the Plan are progressed.

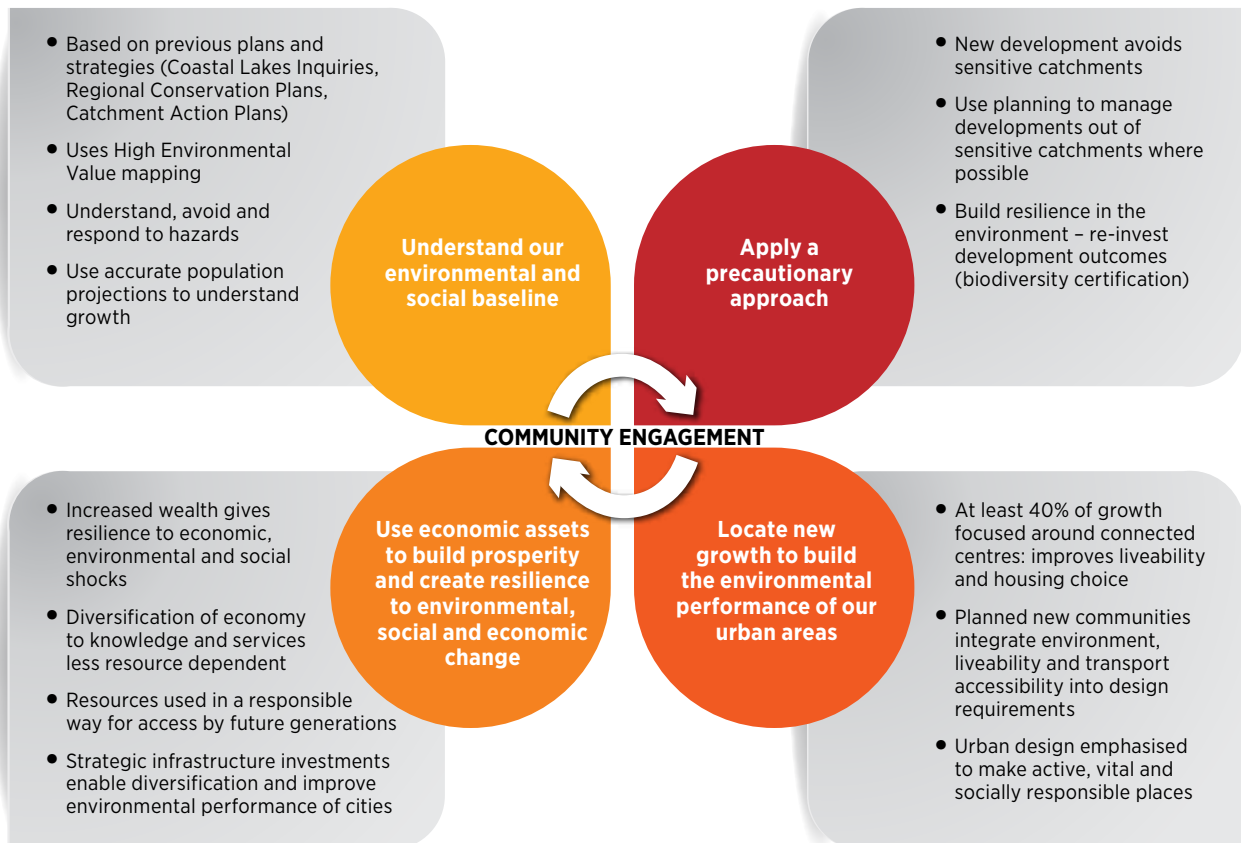




Wollongong Private Hospital Construction

- support the sustainable use of land and water resources and build resilience to natural hazards and climate change;
- support a strong, resilient and diversified economy that will enable the community to respond to environmental, economic and social challenges;
- integrate transport and land use planning, and support improvements in active transport (walking and cycling), public transport and transport infrastructure (including freight);
- take a balanced approach to housing that provides choice, affordability, and supports the orderly supply of land for development;
- increase housing density around centres that have access to jobs and transport and are already appealing to residents;
- encourage urban design that reduces car dependency, improves the public domain, promotes energy efficiency and supports healthier environments; and
- improve infrastructure coordination.

FIGURE 2: BUILDING THE PLAN







## Developing the Plan

The Plan is the product of comprehensive community engagement and a strong evidence base. Wide-ranging engagement activities helped to identify community, Council and stakeholder issues and aspirations for the future of the region. The feedback from stakeholder workshops, community forums, community surveys, social media, and online and written submissions from the exhibition of the Discussion Paper in 2013 and the draft Plan in 2014 have been invaluable in informing the Plan.

The implementation of the goals, directions and actions outlined in the Plan will require the ongoing cooperation and collaboration of the community and all stakeholders.

The Plan is also underpinned by a strong evidence base. Data and evidence has been gathered and analysed about population growth and change, the regional economy, the housing and employment market, the location of important environmental and resource areas, and natural hazards.

Inputs to the Plan included:

- previous strategies and plans for the region, such as the Illawarra and South Coast Regional Strategies and the *South Coast Regional Conservation Plan (2010)*;
- *Illawarra Biodiversity Strategy (2011)* and *Action Plan (2011)*;
- mapping of regional biodiversity corridors and 'high environmental value' land in the Illawarra-Shoalhaven, prepared by the Office of Environment and Heritage (see Figure 1: Illawarra-Shoalhaven's Environmental Values Map);

- *Urban Feasibility Model - Illawarra (2014)*;
- *Review of Illawarra Housing Markets (2014)*;
- *Housing Submarkets in the Illawarra (2014)*;
- *Review of Illawarra Retail Centres Final Report (2014)*;
- *Illawarra Industrial Lands Study (2014)*;
- *Illawarra Urban Development Program: Update Report 2014*; and
- *Infrastructure for Illawarra's economic future (2014)*.

A range of Government plans have helped to inform the Plan, including the *State Infrastructure Strategy (2012)*, the *NSW Long Term Transport Master Plan (2012)*, the *NSW Freight and Ports Strategy (2013)* and the *Illawarra Regional Transport Plan (2014)*, as well as specific agency plans like Sydney Water's *West Dapto Urban Release Area and Adjacent Growth Areas (2012)*.

The work of other stakeholders has also been of value, including Councils' Community Strategic Plans and Regional Development Australia Illawarra's Transition Illawarra Project, and the *Regional Development Australia Far South Coast Strategic Regional Plan 2012-2017 (2010)*.

Left:  
New housing release,  
Brooks Reach, Dapto

Top centre:  
Friday produce market,  
Metro Wollongong

Top right:  
Small business,  
Shellharbour Centre

FIGURE 3: ILLAWARRA - SHOALHAVEN REGIONAL PLAN STRATEGY MAP



- Motorway
- Commercial Port
- Metro Wollongong
- Military Facility
- Major Regional Centre
- Harbour
- Major Urban Centre
- Airports
- Regional Centre
- Marine Park
- Urban Centre
- Sydney Drinking Water Catchment
- Regionally Significant Release Area
- State Forest
- Maldon - Dombarton Rail Corridor
- National Park
- Heavy Rail Network
- Waterway



# VISION

The vision for the Illawarra-Shoalhaven region is for a sustainable future and a resilient community, capable of adapting to changing economic, social and environmental circumstances.

Residents will be able to access a range of lifestyle choices; connect with the stunning landscapes and biodiversity; access well-established and emerging work opportunities; enjoy a strong network of centres; and experience high-quality education and health facilities.

At the economic and cultural heart of the region is Metro Wollongong – a nationally significant city. Much of the future prosperity of the region will be built on the potential to generate jobs from the integration of education, health care, business and tourism precincts in Metro Wollongong.

Building a strong, diversified economy is a priority because it will enable the community to respond to environmental, economic and social challenges. A strong economy will generate the high-quality jobs that will retain and attract young people and university graduates. It will enhance the region's centres and public spaces and offer interesting cultural and recreational experiences that will increase the appeal of the region as a place to live, work and invest.

Delivering more diverse housing in sustainable locations will meet the needs of singles, families and the aged, help to satisfy the demand for student and visitor accommodation, and contribute to greater housing affordability. Energy- and water-efficient house design, and neighbourhood design that encompasses landscaping, and walking and cycling paths, will be prioritised to promote social inclusion, community wellbeing and environmental sustainability.

The funding and timely delivery of infrastructure will be critical to underpinning economic and housing growth across the region. The introduction of high-speed broadband will promote employment opportunities at home, enhance the efficiency of business, and improve the region's connections to Sydney and other markets. Community infrastructure such as parks, cycle paths and public transport will make moving around the region and enjoying its recreational opportunities much easier.

Positive regulatory settings and policies that overcome barriers to investment will help the region to grow and flourish. The benefits of growth will be used to protect and restore the environment and build its resilience to cope with challenges from natural hazards and climate change, and to rebuild disadvantaged communities.

## To achieve this vision, we have set down goals for:

- a prosperous Illawarra-Shoalhaven;
- a region with a variety of housing choices, with homes that meet needs and lifestyles;
- a region with communities that are strong, healthy and well-connected;
- a region that makes appropriate use of agricultural and resource lands; and
- a region that protects and enhances the natural environment.

This vision will be achieved through this Plan and is encapsulated in Figure 3: Illawarra-Shoalhaven Regional Plan Strategy Map.



# DELIVERING THE PLAN

Achieving the vision and goals of the Plan requires leadership and commitment, and ongoing collaboration with all stakeholders, as well as a clear delivery framework.

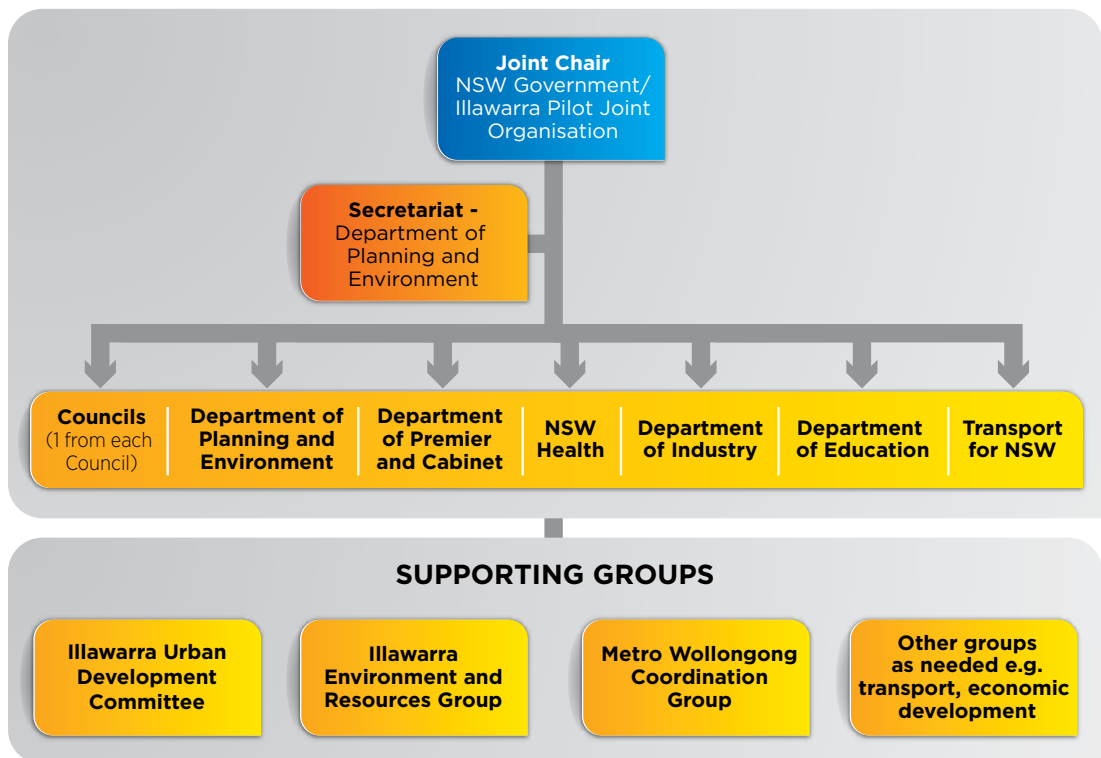
The delivery of the Plan will be overseen by a Coordinating and Monitoring Committee (see Figure 4) to be jointly chaired by the Department of Planning and Environment and the Illawarra Pilot Joint Organisation (JO). The Illawarra Pilot Joint Organisation, as a uniquely placed regional authority will use the plan to argue for the achievement of its goals and directions across Government.

The Coordinating and Monitoring Committee will oversee and coordinate the implementation of the Plan. It will also have representatives from the four local councils, the Department of Premier and Cabinet, Transport for NSW, NSW Health, Department of Industry and the Department of Education. This brings together the agencies and organisations responsible for delivering the majority of proposed outcomes under the Plan. A summary of the Plan’s actions and responsibility is provided in Appendix B.

The Committee will be supported by:

- **outcome-specific groups** that bring together appropriate personnel to provide advice on particular issues or projects;

FIGURE 4: COORDINATING AND MONITORING COMMITTEE





Princes Highway upgrades

- **an Annual Monitoring Report** to provide detailed reporting against the outcomes in the Plan; and
- **a five-year review of the Plan** or as necessary, to update and revise it, if necessary.

### Infrastructure for the region's growth

The infrastructure context in this Regional Plan is drawn from the *NSW State Infrastructure Strategy*, *NSW Long Term Transport Master Plan*, *Illawarra Regional Transport Plan*, *NSW Freight and Ports Strategy*, Shoalhaven Water's servicing plans, and Sydney Water's integrated water-servicing strategy for West Dapto and adjacent growth areas (including Calderwood and Tallawarra) and its *Growth Servicing Plans*.

Work done by both Infrastructure NSW and Regional Development Australia Illawarra on the economic growth sectors in the region has also informed infrastructure planning.

The Plan aligns regional economic and housing outcomes to existing and planned infrastructure investments, so that State funding through the budget process continues to align with priorities and opportunities that support regional growth. Opportunities for private sector delivery of infrastructure will also be investigated to encourage innovation in the provision of growth infrastructure.

### Illawarra-Shoalhaven infrastructure coordination

The NSW Government will continue to work with infrastructure providers to coordinate delivery of infrastructure that meets community needs.

This includes:

- monitoring the roll-out of catalyst infrastructure projects required to deliver growth over the life of the Regional Plan; and
- coordinating the roll-out of the infrastructure required to support development of priority growth areas, such as West Dapto and Nowra-Bomaderry.

### Implementing the actions in the Regional Plan

This Regional Plan will be implemented through a mix of mechanisms including local planning controls (for example, capacity for housing), regional collaboration (for example, supporting priority growth sectors) and specific projects (for example, infrastructure coordination). The implementation of these actions will be the responsibility of the NSW Government, the four local Councils and the Illawarra Pilot Joint Organisation (JO).

The Minister for Planning will issue a local planning direction under section 117 of the *Environmental Planning and Assessment Act 1979* to require that planning proposals and reviews of existing planning controls are consistent with the requirements of this Plan.

A number of actions require a regional approach and collaboration on projects and/or processes; for example, biodiversity certification, sustainable development of centres and whole-of-government policy alignment. Councils will be expected to lead and/or participate in relevant initiatives such as urban design and public domain improvement projects.

The NSW Government will use the Regional Plan, along with the annual monitoring of development activity through the Illawarra Urban Development Program, to advise infrastructure agencies about the timing of new investments.



# GOAL 1 - A PROSPEROUS ILLAWARRA-SHOALHAVEN

In 2013, the Illawarra-Shoalhaven region generated \$16.2 billion in Gross Regional Product (GRP), making it the third-largest economic contributor to regional growth in NSW.<sup>1</sup> Manufacturing was the largest contributor to regional output, contributing \$1.9 billion and employing nearly 10 per cent of local jobs.

While the region continues to transition to a knowledge-based economy, its manufacturing and steel-making activities remain a critical industry sector, with BlueScope Steel a particularly significant employer and contributor to the regional economy. The diverse industrial capabilities and skills base involved with this sector has helped build a competitive advantage for the region, which in turn helps create new opportunities in advanced manufacturing.

The Regional Plan aims to capitalise on the region's 'knowledge based' assets such as the University of Wollongong (one of Australia's top 10 universities), the Innovation Campus and the defence industries at Nowra. The region also has a skilled workforce - the number of residents with a bachelor's degree was 56.8 per cent of the working-age population in 2011, higher than the regional NSW equivalent of 53.7 per cent.<sup>2</sup>

The Plan builds on the region's existing economic strengths, and identifies the following priority growth sectors:

- tourism;
- health, disability and aged care;
- ICT/knowledge services;
- education and training;
- aviation, defence and advanced manufacturing; and
- freight and logistics.

Growing these sectors will help to grow a 21st century economy and, importantly, generate local jobs. Figure 5 outlines the role of the Regional Plan and regional stakeholders in supporting these sectors.

The Plan aims to:

- grow the national competitiveness of Metro Wollongong to provide jobs and housing;
- grow the capacity of the port of Port Kembla as an international trade gateway;
- drive diversity and innovation in the economy through growth in priority growth sectors;
- grow strategic assets in key locations to help drive economic growth across the region;
- support new and expanded industrial activity by providing well-located and well-serviced supplies of industrial land; and
- strengthen the economic self-determination of Aboriginal communities.

It builds on the NSW Government's five goals for regional economic development:

- promote key regional sectors and regional competitiveness;
- drive regional employment and regional business growth;
- invest in economic infrastructure and connectivity;
- maximise government efficiency and enhance regional governance; and
- improve information sharing and build the evidence-base.

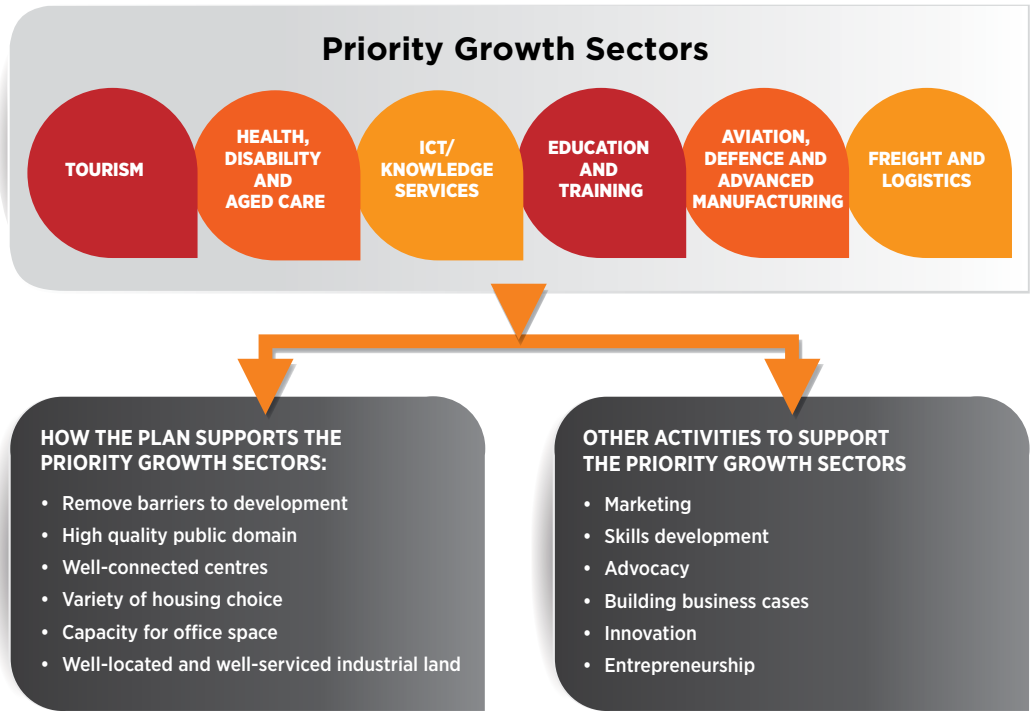
The region's proximity to Sydney allows businesses and residents to tap into the globally significant activities of metropolitan Sydney. Currently, 13 per cent of the region's workforce commutes to Sydney - the majority from the north of the region.

The Plan aims to enhance connections to Sydney, and a number of strategic infrastructure projects will deliver on this objective.



New housing construction

FIGURE 5: SUPPORTING PRIORITY GROWTH SECTORS



### Strategic infrastructure - Connections to other places

The Illawarra-Shoalhaven’s proximity to Sydney provides good opportunities for infrastructure-led growth. Collectively, the transport investments listed below have the potential to inject \$4.4 billion into the economy over the period to 2050 and increase employment by 12,732 full-time equivalent positions.<sup>3</sup> These investments would also deliver significant economic and employment benefits to Sydney. Inter-regional transport infrastructure that could support growth includes:

- improvements to rail travel times between Sydney and Wollongong;
- extension of the M1 Princes Motorway from Waterfall to Alexandria;
- completion of the Maldon to Dombarton freight line (in addition to improved rail freight connections between Port Kembla and the Main Southern Rail Line through an upgraded Unanderra to Moss Vale line); and
- duplication of Picton Road in the long term.

In the 2015-16 Budget, the NSW Government committed over \$350 million to 20 infrastructure projects benefiting the Illawarra-Shoalhaven. They include a range of road, health, emergency services and transport

projects, such as committing \$140 million towards the Princes Highway Foxground and Berry bypass, \$19.3 million for the Bulli Hospital Aged Care Centre of Excellence and \$94 million for new state-of-the-art trains that will service the Illawarra.<sup>4</sup>

## Priority growth sectors

The region is traditionally known for its industrial production and mining, but it has a diverse economy that includes manufacturing, retail, health, education and training, public administration and safety, and construction. The Plan will help further diversify the region's economy through a focus on the six priority growth sectors discussed below:

**Tourism** – Regional assets such as the Illawarra Escarpment; the Illawarra Regional Airport; The Waterfront, Shell Cove; the Wollongong Entertainment Centre; Lake Illawarra; and Jervis Bay can drive growth opportunities in the tourism industry through trails and experiences, marine-based tourism, and events-based visitation.

**Health, disability and aged care** – The region can leverage the significant Government investment in health infrastructure; the expertise of the University of Wollongong; the Dementia Training Study Centre and two of Australia's largest community-based aged care providers; and encourage health education, training and employment opportunities in residential care, allied health and community sectors.

**ICT/knowledge services** – The ICT and knowledge services sector, in a broader sense, has the potential to provide significant advances in health, education, telework, e-commerce, business services, financial services, and information and communications technology. Key enablers include the University of Wollongong ICT graduates (largest

in NSW), the university's Innovation Campus, the National Broadband Network and Wollongong's proximity to Sydney (encouraging telework).

**Education and training** – The education sector is expected to grow due to the appeal of the region's vocational and tertiary offerings. This is led by the University of Wollongong and its Innovation Campus, which is designed to bridge the gap between pure and applied research. There is also a strong health-related education presence in the region. Wollongong and Nowra hospitals are both teaching hospitals with close links with the University of Wollongong's Graduate School of Medicine campuses in those centres.

**Aviation, defence and advanced manufacturing** – The region can leverage the innovation and research expertise of the University, access to the international trade gateway at Port Kembla, an increasingly strong defence industry cluster focused around HMAS Albatross and HMAS Creswell in the Shoalhaven, and a growing light aeronautics and training industry cluster, located at the Illawarra Regional Airport.

**Freight and logistics (port-related activities)** – Logistics-related industry is predicted to grow in the region as the port of Port Kembla expands into containerised trade and other exports. The growth of the port is already creating demand for industries such as shipping, warehousing, distribution and support services to cater for the expanding trade in vehicle importation.

### **DIRECTION 1.1** Grow the national competitiveness of Metro Wollongong to provide jobs and housing

The urban areas of Wollongong and Shellharbour form a contiguous community that is likely to be home to around half a million people by 2050. Metro Wollongong is at the heart of this urban area and will drive the economic growth, employment and diversification of the region's economy. It currently supports 34,000 jobs in sectors as diverse as tertiary health and education, business, the public sector, innovation, and research and development.<sup>5</sup>

Metro Wollongong comprises five distinct precincts – health, education, the commercial

core, the waterfront and the Innovation Campus (see Figure 6). Creating an urban identity for Metro Wollongong that integrates the economic, cultural and intellectual elements of each precinct is a priority as it will boost the potential for economic and civic growth, and consolidate its position as a nationally significant city. It can also provide a foundation for innovation and the cross-fertilisation of ideas.

Metro Wollongong is a prime location for greater housing choice, and particularly high density apartment living that can take advantage of the services and transport already available. There is strong demand from students, medical interns and key health workers for low-cost housing, and from seniors who want to access health care, cultural activities and other services.



Night life in Metro Wollongong

Wollongong City Council's *Evening Economy Policy* has helped to bolster a burgeoning urban lifestyle in Metro Wollongong, including a growing coffee culture and small bar scene that is creating a more vibrant and diverse centre between 5pm and midnight. The city's growing vitality is enhancing its appeal to tourists and as a place to host events and exhibitions.

More high quality office space is needed in the commercial core<sup>6</sup> to build Metro Wollongong's reputation as a nationally significant city and as a location to do business – one that can capitalise on its proximity to global markets in Sydney and an increasing number of skilled workers.<sup>7</sup>

The University of Wollongong, rated among the top 10 universities in Australia<sup>8</sup>, estimates that it contributes \$659 million to the gross regional product of Wollongong, and provides 4,825 full-time equivalent jobs.<sup>9</sup> Issues such as traffic congestion and the provision of student accommodation both on and off campus must be assessed and managed for the university to achieve its growth potential.

The commercial core and health precincts are connected to the broader region by Wollongong railway station, while the 'Gong Shuttle' bus provides an important public transport link between precincts (on average, 260,000 patrons use the service each month).

As growth increases the demand for transport, improved walkways and cycleways will make it easier for people to move around the city, and for businesses to link up. It will also improve the safety of, and access to, public spaces, particularly along west Crown Street towards Wollongong Hospital.

There are already a range of local initiatives aimed at enhancing the growth potential and functionality of Metro Wollongong, including:

- Wollongong City Council's *Public Spaces Public Life Study*, the *West Crown Street Precinct Review*, and the *Access and Movement Strategy*;
- *Illawarra Shoalhaven Local Health District's Health Care Services Plan*;
- the University of Wollongong's *Strategic Plan 2013-2018* and *Innovation Campus Master Plan*; and

- Shaping Wollongong<sup>10</sup> – a collaborative process led by industry that identified the need for a vision and opportunities to re-energise the city.

The challenge is to bring these initiatives together so that all stakeholders are working towards a shared vision for Metro Wollongong

## Recent activity in Metro Wollongong

Metro Wollongong is being enhanced by major developments and investments including:

- Wollongong Public Hospital Expansion – \$136 million;\*
- University of Wollongong's iAccelerate building – \$20 million;\*
- Wollongong Commuter Car Park – \$11 million;\*
- Wollongong Central Shopping Centre expansion (GPT Group) – \$200 million;
- Wollongong City Council Crown Street Mall refurbishment – \$19.4 million; and
- Wollongong Private Hospital – \$120 million.

\*NSW Government investments

### **ACTION 1.1.1** Create new and innovative opportunities for commercial development in the commercial core by making it more attractive for investment and business

The commercial core supports almost 14,000 jobs and over 40 per cent of the jobs within Metro Wollongong. The priority is to make more high quality office space available and increase the quality of public spaces in the commercial core so that it becomes more attractive for investment and as a place to do business.

The NSW Government will work with Wollongong City Council to:

- grow the residential and commercial markets in the commercial core by:
  - examining opportunities to change planning and development controls to create more flexibility, to attract commercial investment and business activity; and
  - improving the public domain through planning contributions and by investigating other potential funding opportunities.

### **ACTION 1.1.2 Increase the residential population of Metro Wollongong by making it a more attractive place to live, work and play**

The commercial core already houses 650 residents<sup>11</sup> but there is potential to increase this number to add to the vitality of the city; build the resilience of local businesses; improve safety; and promote more events and attractions.

The priorities are to facilitate the growth of residential communities within the precincts of Metro Wollongong that accommodate 34,000 jobs and improve the public domain to make it easier to walk and cycle between homes and jobs.

The NSW Government will work with Wollongong City Council to:

- review and update local planning and development controls to make Metro Wollongong more attractive for residential development.

### **ACTION 1.1.3 Improve the productivity and liveability of Metro Wollongong by connecting and integrating the individual precincts**

Connecting and integrating the individual precincts of Metro Wollongong is central to growing its national competitiveness to provide jobs and housing. The priorities are an efficient road network in and around Metro Wollongong and better traffic management through the centre, integrated with reliable bus services and pedestrian

and cycle networks that allow people to easily move from one precinct to another.

Pedestrian and cycle routes have already been provided along the waterfront precinct as part of Council's Blue Mile project. The Council has proposed an additional 11 kilometres of cycling links through Metro Wollongong.

The NSW Government will work with Wollongong City Council to:

- improve transport opportunities (including walking and cycling, public transport and the road network) in Metro Wollongong to better connect and integrate the different precincts.

### **ACTION 1.1.4 Revitalise west Crown Street by enhancing the amenity and investment opportunities between the health precinct and the commercial core**

West Crown Street links the health precinct and the commercial core and links both precincts to Wollongong railway station. It has high volumes of motor vehicle and pedestrian traffic with more than 20,000 vehicles per day passing through west Crown Street and 5,170 people coming and going from the railway station.<sup>12</sup>

The priorities are to revitalise this area and improve safety and access to the railway station to encourage more development opportunities.

The NSW Government will work with Wollongong City Council to:

- remove barriers to investment and make west Crown Street more attractive for investment by:
  - identifying under-used sites (including Government-owned sites and smaller sites that require amalgamation) around the railway station and west Crown Street, and determining if changes to planning and development controls (including car-parking requirements) are required to deliver development outcomes; and
  - improve public domain infrastructure such as pavement, lighting, signage and tree planting between the railway, commercial core, the hospital and beyond to the waterfront precinct, through planning contributions and other potential funding.



Engineering research and development at Wollongong University

### **ACTION 1.1.5 Enhance the growth potential of the University of Wollongong to drive innovation in the region**

The university has considerable growth potential but needs to resolve issues to do with congestion, the public domain (providing safe and accessible public spaces) and accommodation.

The university has identified a need for 1,200 beds for student accommodation by 2020.<sup>13</sup> Accommodating the demand for student housing, both onsite and offsite, will benefit the campus and the broader area.

Resolving these issues will help to shore up opportunities for development at both the main campus and the Innovation Campus, as well as integrate developments like the university's \$30 million Illawarra Health and Medical Research Institute, \$20 million iAccelerate incubator program and \$35 million SMART Infrastructure Facility.

The NSW Government will work with the university to finalise its Master Plan to:

- facilitate its growth and accommodation requirements;
- manage its student accommodation needs, including both onsite and private offsite investment opportunities;
- coordinate infrastructure and access arrangements to the university and support Wollongong City Council's proposed access and movement strategy for the university; and
- better use the research and development capacity of the Innovation Campus.

### **ACTION 1.1.6 Establish a governance framework to guide the ongoing delivery of the Plan's vision for Metro Wollongong**

The priority is to coordinate the action of State and Local Governments; health and education institutions; and the private sector to achieve Metro Wollongong's growth potential. This will build upon individual initiatives and introduce a consistent approach to the consideration of new proposals.

The NSW Government will:

- establish a Metro Wollongong Coordination Group including representatives from Government, Council, institutions and the private sector.

## **DIRECTION 1.2 Grow the capacity of the port of Port Kembla as an international trade gateway**

The port of Port Kembla is one of the State's five deepwater freight ports and therefore has an important competitive advantage. The port connects the Illawarra-Shoalhaven to the rest of the world through its export of bulk commodities and import of motor vehicles. The port also continues to support steelmaking operations within the Port Kembla Steelworks.

The port directly and indirectly supports over 3,500 jobs and contributes \$418 million to the regional economy each year.<sup>14</sup> It is currently the only port in NSW capable of receiving motor vehicles, and it continues to play an important role in the export of coal (13.4 million tonnes in 2012-13) and grain (2.6 million tonnes in 2012-13), the carriage of iron ore, and the shipment of steel and associated products.<sup>15</sup>

Recent investments, such as the \$170 million inner harbour upgrade<sup>16</sup>, have given the port the capability to handle break-bulk cargoes as well as motor vehicle imports. Approvals have been given to expand the capacity of the outer harbour, and a \$700 million redevelopment is already under way.<sup>17</sup> The three-stage expansion will include the construction of a bulk berth and a container berth, new road and rail links, and reclamation of 42 hectares of land.

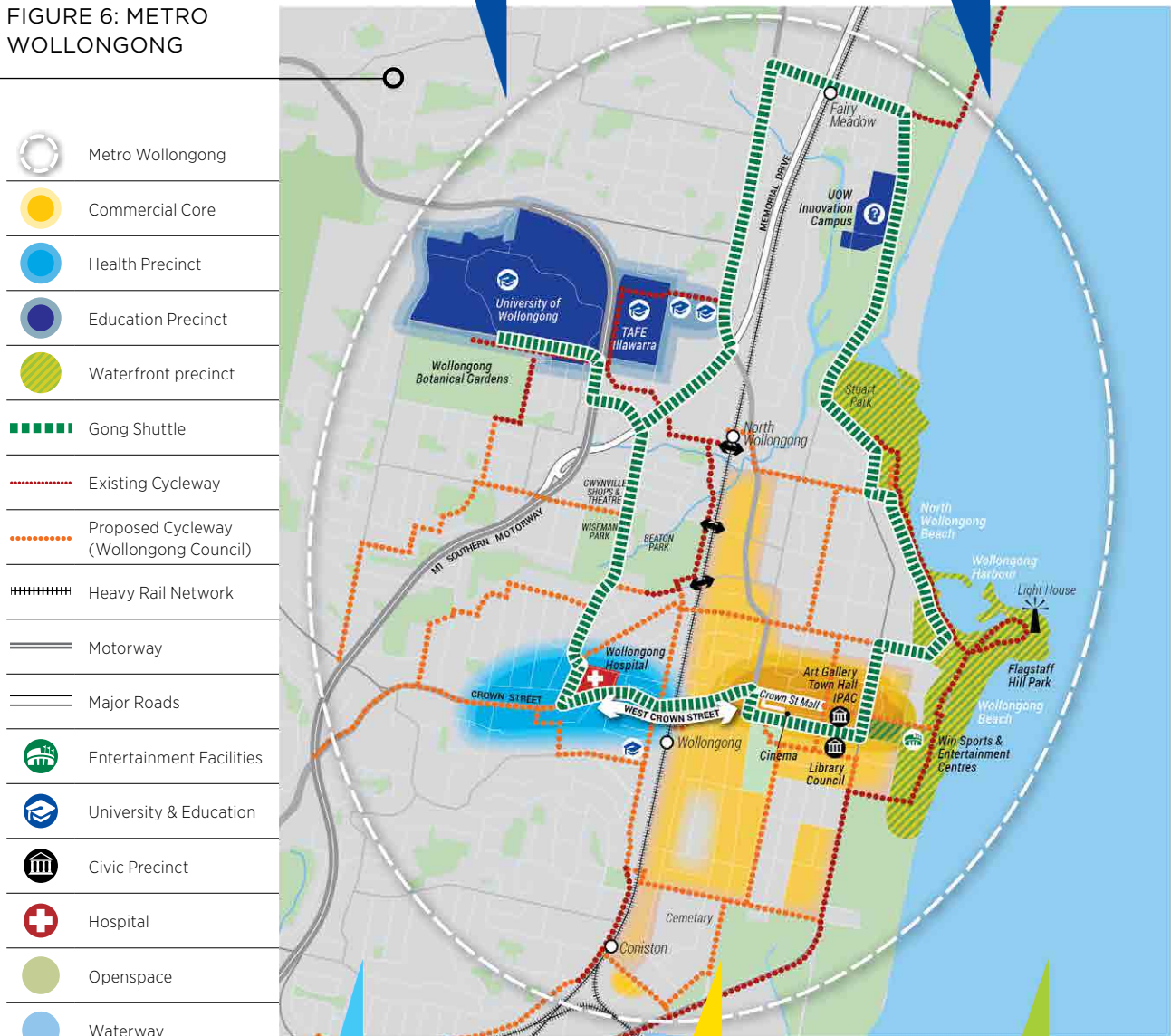
A key priority for longer-term expansion of the port is to preserve the option of a new freight rail connection to Sydney via the Maldon-Dombarton corridor. This will support the expanding resources sector in the Illawarra-Shoalhaven by providing alternative access to Port Kembla; enable Port Kembla to accommodate overflow from Port Botany's container business; and provide a more reliable link between the southwest and western coal mines and the rest of the eastern seaboard.

The availability of industrial land to support the port of Port Kembla is discussed in more detail in Direction 1.4.

**Education Precinct** - The University of Wollongong, the Institute of TAFE Illawarra and two high schools, form an Education Precinct which offers potential economic and employment opportunities, particularly around the education and training sectors. The University is also closely linked to health education through the Wollongong and Shoalhaven hospitals.

**Innovation Campus** - The Innovation Campus is a centre of innovation and research excellence as well as being home to a number of leading research institutes working to develop solutions to scientific, engineering and social issues. Some of the research projects include the development of “intelligent” innovative materials with the potential to regenerate damaged human nerves, new techniques for sustainable building design, and the latest developments in digital media.

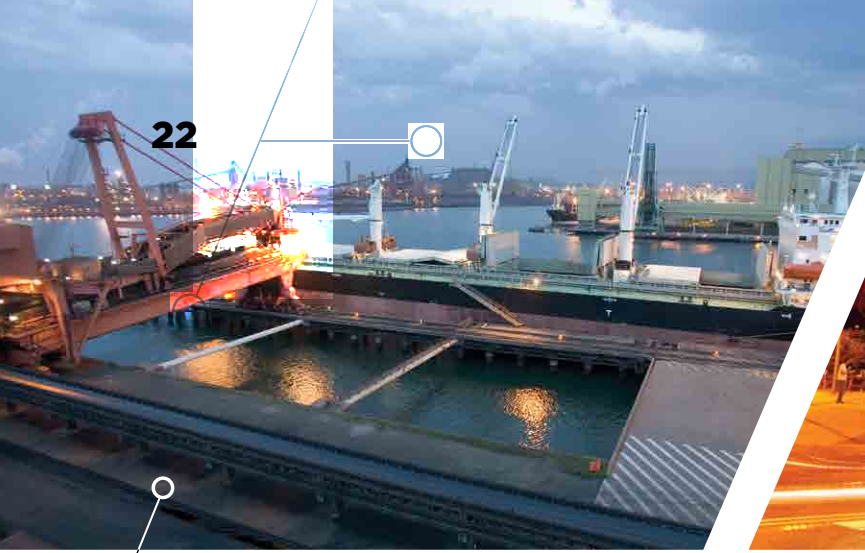
FIGURE 6: METRO WOLLONGONG



**Health Precinct** - This precinct incorporates a cluster of major health and medical facilities including medical suites, laboratories, training and rehabilitation centres. At the core of the precinct is Wollongong Public Hospital which is the Illawarra’s major tertiary referral and teaching hospital.

**Commercial Core** - The commercial core of Metro Wollongong is a vibrant and diverse place for commercial, retail, cultural, tourism, housing, recreation and entertainment activity. Commercial activity is focused around Crown St Mall, with the surrounding land uses supporting some residential, and smaller commercial and light industrial uses.

**Waterfront Precinct** - This precinct encompasses beaches, parks, Wollongong Harbour, the Novotel Hotel, and a number of restaurants and cafés. It also has major recreation and entertainment facilities including the Wollongong Entertainment Centre and WIN Stadium. This area is an important cultural centre for the region and has the potential to encourage more tourists.



Left: Port of Port Kembla  
Right: Wollongong Entertainment Centre

The NSW Government will:

- require that Councils continue to protect the corridor for the proposed Maldon-Dombarton freight rail line in local planning controls.

### **ACTION 1.2.1 Reduce land use conflicts by managing buffers around the port and its supporting freight network**

The carriage of freight to and from the port currently relies on existing road and rail corridors such as the M1 Princes Motorway (Mount Ousley Road) and Picton Road (the primary freight network), Appin Road (the secondary freight network), as well as the South Coast Rail Line. Curfews on freight operations mean that freight movements are often forced into peak traffic periods when there is greater pressure on the road network.

The priorities are to protect the port and the freight network from potential encroachment by the expansion of residential areas and other sensitive land uses, and to create connections between heavy vehicle routes that do not involve local roads.

The NSW Government will work with Wollongong City Council and the port of Port Kembla to:

- identify and reduce land use conflicts between growing residential areas and the freight network and, where appropriate, include buffer measures in local planning controls to minimise the impact of development on the efficient functioning of the port and the freight industry.

## **DIRECTION 1.3 Grow regional strategic assets to support economic growth across the region**

Metro Wollongong (Direction 1.1) and the port of Port Kembla (Direction 1.2) are key drivers of economic growth in the region. The region's economic prosperity will also be supported by growing the economic competitiveness of:

- Nowra Centre;
- Shellharbour Centre;
- Albatross Aviation Technology Park;
- Illawarra Regional Airport; and
- The Waterfront, Shell Cove.

Maximising the growth potential of these places will require further investment, coordination and, in some cases, the review of planning and development controls.

These places can be used to encourage growth closer to areas where population growth is already occurring.

### **ACTION 1.3.1 Renew and revitalise Nowra Centre by coordinating State agency input into precinct planning and reviewing capacity for expanded health-related uses**

Nowra Centre is the business, retail and services hub of the Shoalhaven. It has retail and commercial offerings, civic and government services catering for the local community, and tourism functions.

The Nowra Centre supports 9,200 jobs, concentrated in health care (2,600 jobs), retail (1,650) and public administration



(1,100).<sup>18</sup> Major employers include Shoalhaven City Council and the Shoalhaven District Memorial Hospital. Planning for the growth of the health care sector in Nowra will help to diversify and strengthen the Centre.

Shoalhaven City Council is already working to renew and revitalise the Centre to encourage new business opportunities through the:

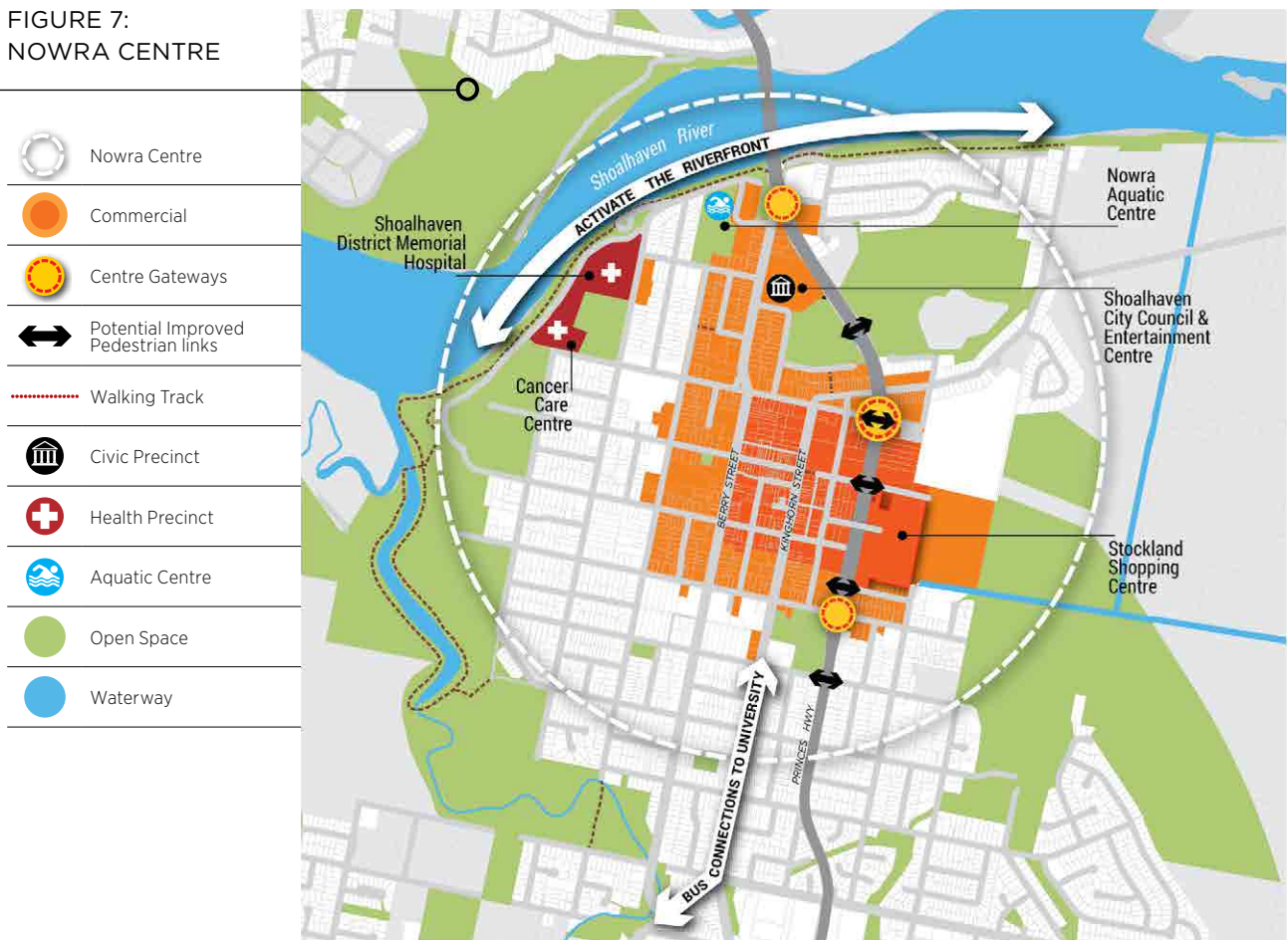
- *CBD Urban Design Masterplan*;
- Nowra CBD height and floor space ratio planning controls; and
- *Nowra CBD Revitalisation Strategy*.

The priorities are to increase public transport use, better integrate walkways and cycleways, improve pedestrian connections across the highway, and better integrate recreational uses around the Shoalhaven River and the commercial activity in the Centre. As Nowra Centre grows it will be important to coordinate local and State infrastructure.

The NSW Government will:

- coordinate State agency input into precinct planning activities; and
- identify Shoalhaven District Memorial Hospital's capacity for growth, and consider opportunities to accommodate future expansion.

FIGURE 7:  
NOWRA CENTRE



**ACTION 1.3.2 Diversify and grow local employment opportunities in the Shellharbour Centre by attracting complementary health and education activities**

Shellharbour Centre increasingly provides goods and services for the central parts of the region. Retail is currently the major source of economic activity, although there are opportunities to build on the health and education presence in the Centre, which contribute 30 per cent of the jobs in this area.<sup>19</sup>

The NSW Government has recently released plans for the expansion of Shellharbour Hospital into a major metropolitan hospital, to become an acute hub for the central part of the region.<sup>20</sup>

Shellharbour TAFE offers programs in business and administration services; nursing, engineering and automotive trade courses; and basic adult education and general education.

Growth in the central part of the region, including at West Lake Illawarra, will increase the demand on existing health and education institutions. To enable these institutions to take advantage of these increased demands and to use their land to grow and attract complementary activity, the priorities are public transport connections and opportunities for expansion.

The Oak Flats Railway Station is the main public transport link to the Shellharbour Centre. Another priority is to improve bus services providing southern connections around Lake Illawarra to make it easier to access the centre.

As Shellharbour Centre grows it will be important to coordinate local and state infrastructure.

The NSW Government will work with Shellharbour City Council to deliver a Shellharbour Centre Investment Plan that will:

- identify and prioritise actions that remove barriers to investment and enhance the public realm;

FIGURE 8: SHELLHARBOUR CENTRE





Left: Illawarra Regional Airport  
Right: Albatross Aviation and Technology Park



- put in place planning controls that facilitate the growth of health and education uses; and
- identify and prioritise improved public transport connections.

### **ACTION 1.3.3** Support the growth of defence-related industries at the Albatross Aviation Technology Park

Shoalhaven incorporates two naval bases – HMAS *Albatross*, which is Australia's only Naval Air Station (10 kilometres southwest of Nowra), and HMAS *Creswell* (within Jervis Bay Territory). A number of other military facilities in the area support the bases and help to underpin a defence sector that employs more than 2,500 people, and contributes in excess of \$295 million to the Shoalhaven economy.

The Albatross Aviation Technology Park is being developed adjacent to HMAS *Albatross*. The park is Shoalhaven City Council's initiative and has already resulted in a cluster of electronics, IT, logistics and aviation businesses. It provides technology companies operating in the aviation domain with the opportunity to locate near one of Australia's major military aviation bases. It houses more than 10 defence and defence-related industries and is expected to provide 1,500 jobs when fully developed.

Supporting the growth of the defence sector will further diversify the regional economy, spread the benefits of increased economic activity and help to revitalise Nowra Centre. The priorities are to provide well-located and well-serviced land to attract new industries; protect the air space around the defence facilities consistent with the current Australian Noise Exposure Forecast mapping; and provide quality accommodation (including serviced apartments), and attractive cultural facilities and destinations to attract new residents.

The NSW Government will work with Shoalhaven City Council to:

- review zoning and development controls at the Albatross Aviation Technology Park to facilitate high-tech development; and

- continue to protect the air space around HMAS *Albatross*.

### **ACTION 1.3.4** Grow the tourism and light aeronautics industries, and the emergency services roles of the Illawarra Regional Airport

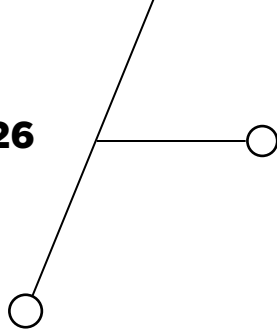
The Illawarra Regional Airport is a licensed airport, owned and operated by Shellharbour City Council. The catchment area for the airport extends south to Nowra, west to Bowral and north to the southern suburbs of Sydney. In excess of 300 people are either employed full-time or are regular volunteers at businesses located in the airport.

Core functions of the airport include:

- **tourism** – it is home to a number of tourism operators, and an onsite museum provides the international aviation industry with historical aircraft designs and component manufacturing facilities;
- **light aeronautics industry** – it is the base for a healthy light aeronautics industry that provides tourism, maintenance, training and engineering services for aircraft ranging from ultra-light to medium-sized turbo prop and jet aircraft; and
- **emergency services** – the airport precinct includes the NSW Rural Fire Service Regional Control Centre, the NSW Fire Brigade training facility, the NSW Ambulance helicopter rescue service, and the Australian Aerial Patrol search and rescue and summer beach/shark patrol services.

The NSW Government will work with Shellharbour City Council to:

- prepare and implement an Illawarra Regional Airport Strategic Business Plan; and
- grow the tourism and light aeronautics industries, and emergency services roles of the Illawarra Regional Airport to generate further economic growth through the Strategic Business Plan.



## Tourism in the Illawarra

Destination NSW estimates that the visitor economy is worth almost \$1.3 billion per year to the Illawarra-Shoalhaven, and brings in over 6.7 million visitors each year, representing over 8 per cent of total visitors to NSW. Total overnight visitors in Shoalhaven alone reached, on average, over one million per year between 2010 and 2014.

The tourism industry has an opportunity to make a significant contribution to jobs growth in the Illawarra-Shoalhaven by increasing the number of visitors to the region and encouraging day trippers to stay overnight or take longer holidays in the area. Regional assets such as the Illawarra Escarpment; the Illawarra Regional Airport; The Waterfront, Shell Cove; the Wollongong Entertainment Centre; Lake Illawarra; and Jervis Bay provide tourism growth opportunities such as those listed below.

- Trails and experiences – Sustainable use of National Parks, Crown lands, agricultural lands, and other assets to promote trails and activity experiences such as nature and eco-based; food and wine (including agri-tourism); adventure-based (canoeing, kayaking, sky diving mountain bike trails); and arts and cultural-based;
- Marine-based tourism – The Waterfront, Shellcove has the potential to anchor further marine-based tourism to capitalise

on the region's numerous small ports, boating harbours, marine parks and aquatic reserves. Activities include cruise ship visits (at Port Kembla and Jervis Bay), recreational boating, water sports, fishing, and commercial charters and touring (for example, for whale and dolphin watching).

- Events-based visitation – There will be opportunities to build on the region's ability to cater for events, leveraging existing meeting, conference, entertainment and sporting venues, and University of Wollongong activities.

To capitalise on these opportunities, it will be necessary to boost the amount of accommodation (such as hotels in Nowra and Shellharbour, and serviced apartments in Wollongong). This will position the region as a year-round destination.

Crown Lands are important tourism, recreational and environmental assets that can support growth in the tourism sector.

The South Coast Regional Tourism Organisation's Destination Management Plan outlines elements required to grow the visitor economy. These include enhancing regional assets; building relationships, attractions, and activities; market diversification; infrastructure provision; and skills development.

### **ACTION 1.3.5** Develop a stronger marine-based tourism industry, capitalising on the region's numerous small ports and building on The Waterfront, Shell Cove marine facility

Located just south of Shellharbour Village at Shell Cove, The Waterfront is being developed as a boating, tourist and lifestyle destination. It provides a safe harbour purpose-designed for private boating, and is a starting point to connect visiting boats, or to hire a boat to take advantage of the network of harbours along the NSW South Coast, including Kiama, Huskisson and Ulladulla,

as well as harbours further south and the numerous marine parks along the coast.

On completion, The Waterfront, Shell Cove will generate more than 2,000 long term employment opportunities. It will include a floating pontoon to berth 300 boats, associated marine facilities, boat maintenance businesses and docking facilities for re-fuelling. The precinct is expected to contribute an additional \$514 million to the economy from construction, residential and tourism spending.

The NSW Government will:

- develop a strategy to encourage marine-based tourism activities.

## **DIRECTION 1.4 Support new and expanded industrial activity by providing well-located and serviced supplies of industrial land**

With access to a deep-water port, road and rail connections, and a skilled workforce, the region is a highly sought after location for industrial land for the expansion of existing industrial activity and for new industries.

The growth of Port Kembla is driving demand from port-related industries for large industrial land sites and warehousing facilities, such as the new logistics and freight handling facilities at Kembla Grange. Demand is expected to continue as the development plans for the outer harbour precinct are realised and the Port opens up to containerised trade.

An industrial lands audit in 2014 revealed that 3,110 hectares of land has been zoned for industrial development (see Figure 9). Of this total, 604 hectares are vacant; with the majority located in either the Wollongong or Shoalhaven Local Government Areas.<sup>21</sup> Over 1,000 hectares of industrial land, comprising roughly one-third of all industrial zoned land in the region, is associated with the steel making sector. The majority of this land is located at Port Kembla and Kembla Grange, some of which has been identified as being available for other uses that can help contribute to the region's growth.

Supply of industrial land is projected to be sufficient to meet long term demands in the region. As the Bombo Quarry in Kiama nears the end of its extractive life, there will be an opportunity to secure more land for residential, commercial and/or industrial purposes in the future as part of a master plan covering a range of uses for the area.

### **ACTION 1.4.1 Investigate opportunities to better utilise industrial landholdings at Port Kembla**

The refocusing of steel-making operations at Port Kembla has resulted in the identification of sites that are surplus to current operations

and can be made available for alternative uses. Properties within and adjacent to the main Port Kembla industrial complex offer a mix of buildings and sites, while Kembla Grange offers the potential for new greenfield employment land opportunities. Before redevelopment or alternative uses of these areas can occur, a better understanding of issues such as access, servicing, land constraints, statutory, land use conflict and tenure is required.

Taking a strategic approach to the consideration of appropriate alternative land uses at these sites, including the resolution of barriers, will facilitate these lands being used for new employment generating developments. This will enhance the economic diversification of the region by supporting the development of port-related activities in and around Port Kembla.

The NSW Government will work with Wollongong City Council and major landholders at Port Kembla to better:

- understand the matters to be resolved before surplus lands can be made available for alternative uses including access, servicing, land constraints, statutory, land use conflict and tenure issues; and
- utilise surplus lands, which may involve infrastructure planning and/or master planning of key sites.

### **ACTION 1.4.2 Support the development of new industrial land through ongoing collaboration between State and Local Government and servicing authorities, to coordinate infrastructure delivery**

The supply of industrial land depends on a number of factors including servicing; location and size; and constraints such as flooding, bushfire and the location of biodiversity. The industrial lands audit (see above) revealed that certain physical constraints affect the Illawarra-Shoalhaven's industrial land supply, including bushfire (60 per cent of vacant land) and flooding (35 per cent). While not absolute constraints, they add additional complexity in bringing industrial land to market and create the risk of a long term shortfall in employment land.

FIGURE 9: ILLAWARRA - SHOALHAVEN'S INDUSTRIAL LAND AND FREIGHT TRANSPORT NETWORK

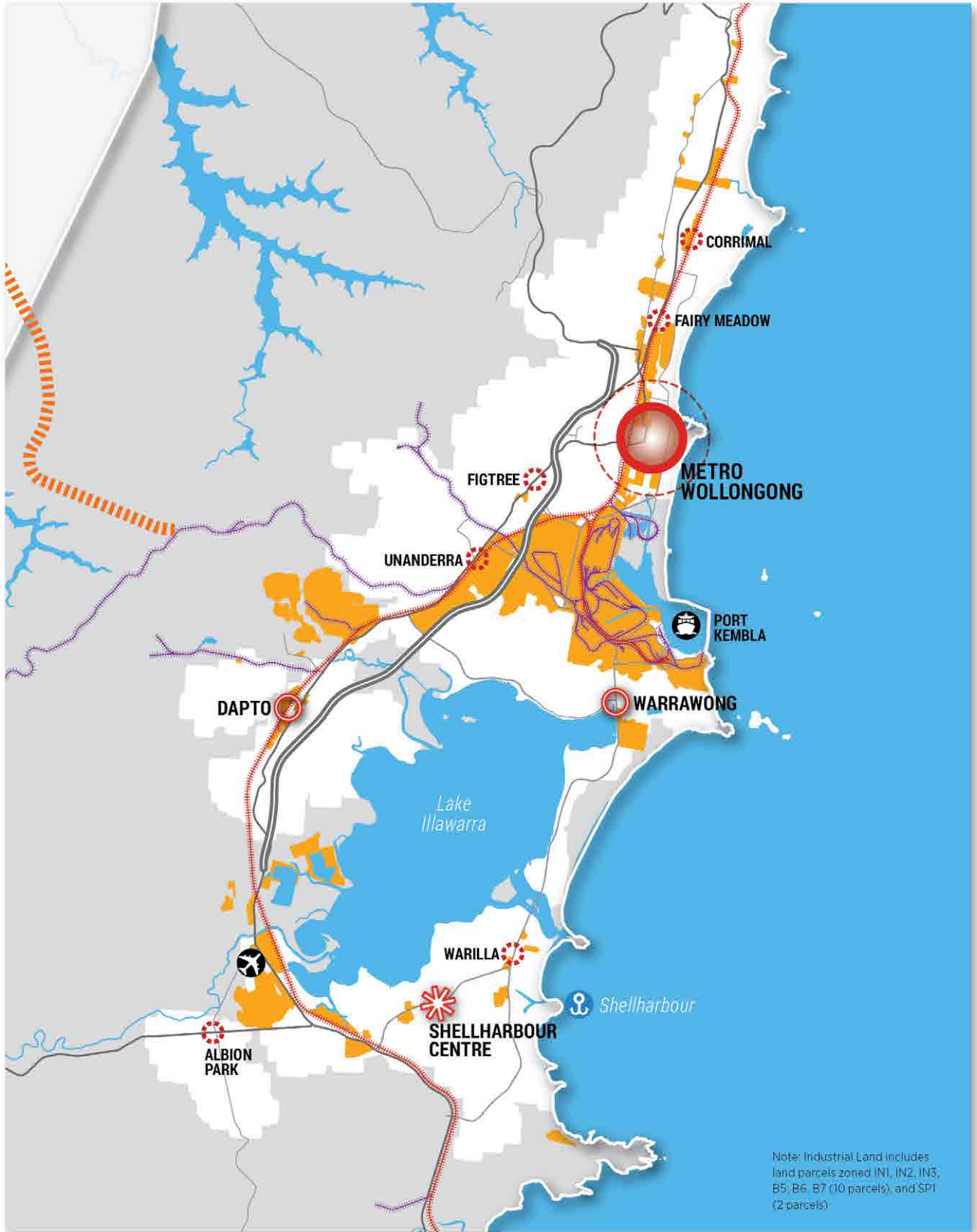
- |  |   |  |                      |
|--|---|--|----------------------|
|  | Metro Wollongong                                  |  | Freight Rail Network |
|  | Major Regional Centre                             |  | Motorway             |
|  | Major Urban Centre                                |  | Commercial Port      |
|  | Regional Centre                                   |  | Military Facility    |
|  | Urban Centre                                      |  | Harbour              |
|  | Industrial Land                                   |  | Airports             |
|  | Bombo Quarry (Employment land Investigation Area) |  | Waterway             |
|  | Maldon - Dombarton Rail Corridor                  |  |                      |
|  | Shared Rail Network                               |  |                      |



FIGURE 9 INSET



FIGURE 9 INSET: WOLLONGONG AND SURROUNDS





|                       |        |              |               |              |
|-----------------------|--------|--------------|---------------|--------------|
| FLAT WHITE            | \$3.70 | \$4.20       | \$4.70        | SOLD         |
| LUNGO/LONG BLACK      | \$3.70 | \$4.20       | \$4.70        | DOP          |
| MOCHA                 | \$4.20 | \$4.70       | \$5.20        | MAC          |
| LATTE                 | \$3.70 | \$4.20       | \$4.70        | PICC         |
| VANILLA LATTE         | \$4.60 | \$5.10       | \$5.60        | AFFO         |
| VIENNA COFFEE         | \$4.20 | \$4.70       | \$5.20        | CAFE         |
| <i>Tea</i>            |        | <i>Small</i> | <i>Medium</i> | <i>Large</i> |
| TEA - TAKEAWAY        | \$3.70 | \$4.20       | \$4.70        | Flav         |
| PLUNGER TEA - DINE IN | \$3.70 |              |               | PLUNG        |
| CHAI LATTE            | \$4.20 | \$4.70       | \$5.20        | Extra        |
|                       |        | <i>Small</i> | <i>Medium</i> | <i>Large</i> |
| HOT CHOCOLATE         | \$4.20 | \$4.70       | \$5.20        | SHOT         |
| WHITE HOT CHOCOLATE   | \$4.20 | \$4.70       | \$5.20        | SOY          |
| VIENNA CHOCOLATE      | \$4.70 | \$5.40       | \$5.90        | DECA         |
| BABYCHINO             | \$1.70 |              |               | FLAVO        |



The servicing of water, sewer, gas and electricity infrastructure also presents challenges that can affect the take-up of land. Fifty-eight per cent of vacant industrial land in the region is serviced by water; 33 per cent is serviced by sewer; and 78 per cent is serviced by electricity.

As a regionally important industrial land area, Kembla Grange would benefit from additional infrastructure to support development. The area is experiencing an increase in demand because of the ongoing demand from the port as an off-site industrial area.

The NSW Government will:

- monitor the take-up and availability of industrial land through the Employment Lands Development Program; and
- work with Councils and servicing agencies to coordinate infrastructure planning and delivery for regionally important industrial-zoned land.

### **ACTION 1.4.3 Support growth in the priority growth sectors through flexible employment lands guidelines for the Illawarra-Shoalhaven**

The *Employment Lands Guidelines for the Illawarra* (2008) provide guidance about managing future industrial, commercial and other employment-related development.<sup>22</sup> They are primarily focused on traditional industries such as heavy industrial, light industrial and retail, which will continue to play a significant part in the regional economy.

Aided by a number of regional trends, including the ageing of the population, technological change and the increasing prosperity of Asia, the region's economic base has started to shift away from traditional industries and into service-based industries such as health care, education and knowledge-based services.

Updating the *Employment Lands Guidelines* for the Illawarra and Shoalhaven keeps the principles relevant so that the planning system is not a barrier to investment and supports the priority growth sectors as they become the focus for economic growth in the region.

The NSW Government will:

- review and update the *Employment Lands Guidelines* for the Illawarra and Shoalhaven.

## **DIRECTION 1.5 Strengthen the economic self-determination of Aboriginal communities**

OCHRE (Opportunity, Choice, Healing, Responsibility, Empowerment) is the NSW Government's plan for Aboriginal affairs. It focuses on revitalising and promoting Aboriginal languages and culture; creating opportunities; increasing the Aboriginal community's capacity; providing choice; and empowering Aboriginal people to exercise that choice, as well as giving them the tools to take responsibility for their own future.

### **ACTION 1.5.1 Conduct a strategic assessment of land held by the region's Local Aboriginal Land Councils to identify priority sites for further investigation of their economic opportunities**

Many of the OCHRE actions are outside the planning system, but there is an opportunity to look at the landholdings of Aboriginal Land Councils to see how they can best be planned, managed and developed for the benefit of the local Aboriginal community. This will allow Aboriginal people to gain economic benefit from their land and provide greater opportunities for economic independence.

Together, Aboriginal Affairs NSW, Crown Lands and the Department of Planning and Environment, will work with the Local Aboriginal Land Councils to identify their landholdings and to map the level of constraint at a strategic scale for each site. This information can be used to develop options for the potential commercial use of the land; for example, for Aboriginal housing and employment opportunities. It has potential to provide economic returns to the Local Aboriginal Land Councils that can be invested in assistance programs in the region.

The NSW Government will:

- work with the LALCs to identify priority sites so that each Local Aboriginal Land Council can create a pipeline of potential projects.

Top:  
Bluescope Steel,  
Port Kembla Steelworks

Bottom:  
Small business at  
Stocklands Mall,  
Shellharbour



## GOAL 2 - A VARIETY OF HOUSING CHOICES, WITH HOMES THAT MEET NEEDS AND LIFESTYLES

Providing housing choice to meet the community's needs into the future, in locations that can sustain housing is a key objective of the Plan.

The region will need at least 35,400 new homes between 2016 and 2036 to meet the demands of population growth and change – this is an average of 1,770 each year. With one in four residents aged 65 years or older, and more one- and two-person households, decisions about the types of housing available, and the locations of new housing, as well as the environmental impact of development, are all important.

During 2014, housing supply in the region totalled 1,675. In the Wollongong, Shellharbour and Kiama Local Government Areas, the average housing supply over the past 10 years has been almost 1,100 dwellings. This has ranged from a maximum of 1,442 in 2004 to a minimum of 583 in 2010. Housing completions have increased in each of the past three years. In the Shoalhaven, average annual housing supply over the period from 2010-2014 was 400.

The Plan aims to create sufficient housing supply to allow the region to meet the market's demand for new housing. The timely delivery of infrastructure and investment, as well as enabling planning controls, will be pivotal to achieving this objective.

### **DIRECTION 2.1 Provide sufficient housing supply to suit the changing demands of the region**

Evidence from the Urban Feasibility Model, *Illawarra Urban Development Program* and *Shoalhaven Growth Management Strategy* show there is enough potential for the market to supply housing across a range of locations and housing types for the long term. Therefore, no new release areas are required for Wollongong, Shellharbour and Shoalhaven beyond those already identified under the *Illawarra Urban Development Program* and *Shoalhaven Growth Management Strategy*. In Kiama, the need for an additional greenfield land release to accommodate growth will have to be determined.

The combined demands from tourism and the nature of the housing market, particularly in coastal towns, may require new housing development. These opportunities will be considered as part of the strategic assessment about where future development should be located.

Councils are to plan for the mix of housing that suits the projected growth, changing demographics (such as an ageing population) and market demand particular to their area. This means that zonings and planning controls maintain, or in some cases, increase capacity for housing, as well as other Council activities (such as streamlining assessment processes and planning for local infrastructure and town centre revitalisation) to promote development opportunities.

Top:  
Single dwelling housing  
at Brooks Reach, Dapto

Bottom:  
Apartments in Metro  
Wollongong



Left: Elambra Estate, Gerringong  
Right: Tullimbar Village, Albion Park

TABLE 1: PROJECTED HOUSING NEED BY LOCAL GOVERNMENT AREA 2016-36

| LOCAL GOVERNMENT AREA | PROJECTED HOUSING NEED |
|-----------------------|------------------------|
| Wollongong            | 14,600                 |
| Shellharbour          | 9,350                  |
| Kiama                 | 2,850                  |
| Shoalhaven            | 8,600                  |

**ACTION 2.1.1 Collaborate with Kiama Municipal Council to review housing opportunities within the Kiama Local Government Area so it can respond to changing housing needs**

Kiama and its hinterland sit between the more urbanised parts of Shellharbour and Wollongong and the more rural Shoalhaven. Kiama should be able to accommodate 2,850 new homes up to 2036, to meet expectations for greater housing choice. However, analysis indicates that there is not enough land or ‘market ready’ infill development in the planning pipeline to meet this demand, and this may constrain the mix of housing available to first-home buyers, young families and retirees, and to people who want to age in their homes.

The NSW Government will:

- work with Kiama Municipal Council to monitor and review the potential of the area to accommodate housing demand.



## **DIRECTION 2.2 Support housing opportunities close to existing services, jobs and infrastructure in the region's centres**

Making more housing available in existing urban areas is a sustainable option because it takes advantage of existing job markets, infrastructure, commercial and retail opportunities, public transport, and facilities for pedestrians and cyclists.

Centres identified as the focus for increased housing activity (see Figure 10) include the:

- Northern corridor –Thirroul, Corrimal and Fairy Meadow;
- West Lake Illawarra corridor –Figtree, Unanderra, Dapto and Oak Flats;
- East Lake Illawarra corridor –Warrawong, Warilla and Shellharbour Centre;
- Metro Wollongong; and
- Southern centres –Kiama, Gerringong, Berry, Nowra-Bomaderry, Huskisson and Ulladulla.

An analysis of current planning controls in the region shows capacity for 24,100 new homes in existing urban areas, based on current market conditions, including:

- villas, townhouses and other multi-unit dwellings in Thirroul, Bulli, Fairy Meadow, Metro Wollongong (West Wollongong) and Kiama;
- apartments in Metro Wollongong and to a lesser extent in Kiama; and
- dual occupancies in Huskisson and Berry.

Opportunities for new housing and urban revitalisation exist across the region although the demand for multi-unit housing is uneven. A place-based planning approach will be adopted to consider these opportunities for centres that have access to transport. This is covered in more detail in Goal 3.

### **Affordability**

Housing stress occurs when lower-income households spend more than 30 per cent of their income on rent or mortgage costs. Based on 2011 Australian Bureau of Statistics data, 27 per cent of all households in the region are experiencing housing stress, while 35 per cent of households on moderate, low and very low incomes are experiencing housing stress.

There is strong demand in the region for housing for rent or purchase by lower-income residents, students, single-person households and seniors. This is coupled with a lack of one-, two- and three- bedroom homes, due to an increase in the number of larger four-bedroom homes.

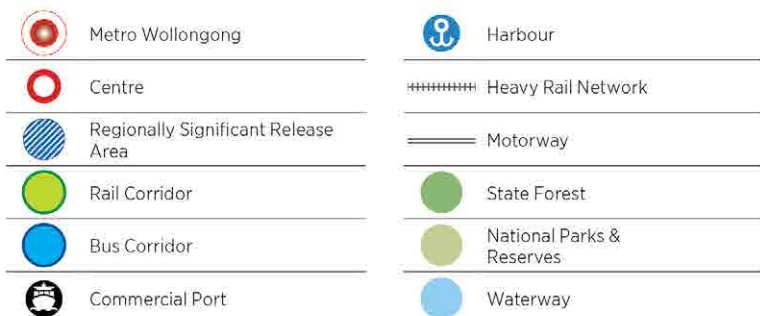
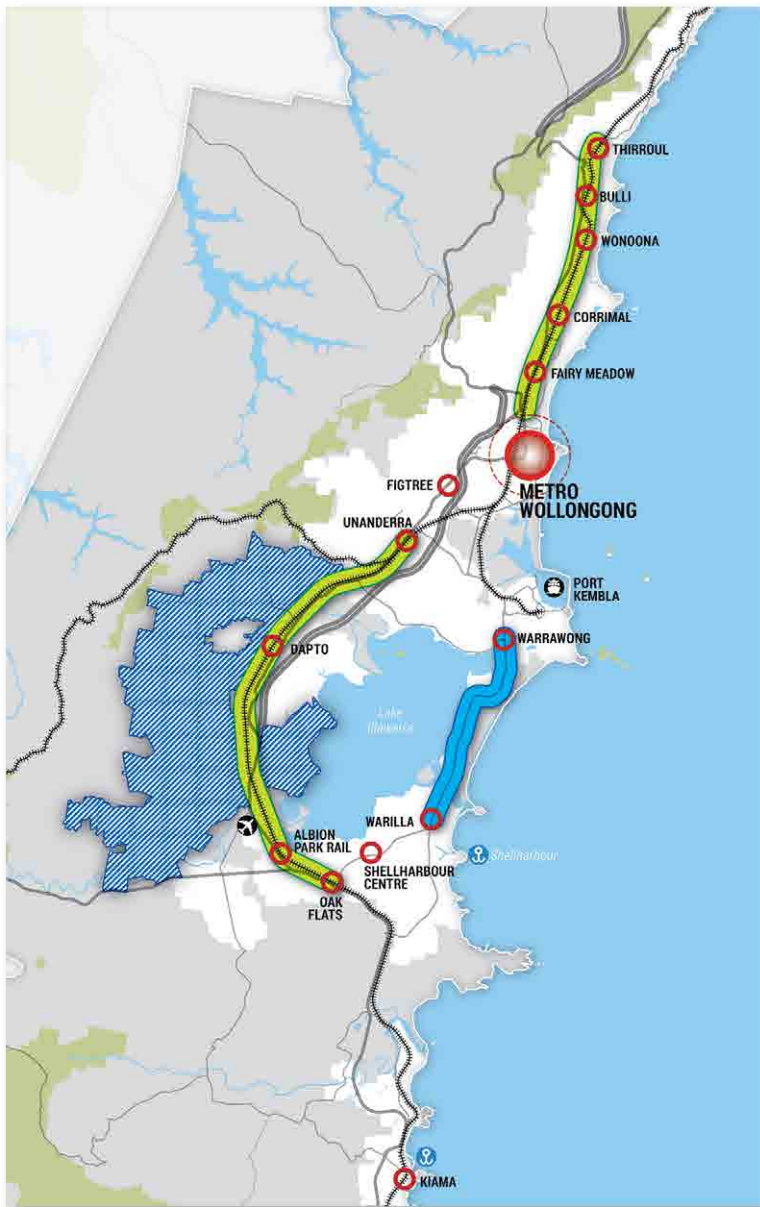
The NSW Government aims to develop a comprehensive approach to this issue that involves all stakeholders – the Government, local Councils, and the private and community sectors.

The NSW Land and Housing Corporation is currently reviewing public housing estates across NSW. The Regional Plan will provide input about the affordability issues relevant to this region.

FIGURE 10: ILLAWARRA - SHOALHAVEN'S KEY HOUSING LOCATIONS



FIGURE 10 INSET: WOLLONGONG AND SURROUNDS



**ACTION 2.2.1 Investigate the policies, plans and investments that would support greater housing diversity in centres**

Analysis has identified locations in centres such as Thirroul, Corrimal, Oak Flats, Kiama, Gerringong and Nowra-Bomaderry where a wider range of housing options are feasible, and where changes to planning controls could facilitate this outcome. As indicated in Goal 1, Metro Wollongong has potential for higher density apartments, as well as housing suitable for students, health workers and seniors.

Additional residential development in these locations could also act as a catalyst to enhance their existing recreational and environmental features.

The NSW Government will:

- investigate any barriers that may be preventing development by:
  - exploring the types of infrastructure and public domain investments that would increase the capacity for growth;
  - identifying policies and more detailed planning that would improve certainty and streamline development processes; and
  - identifying urban design outcomes that support active and vital communities once development occurs; and
- work with Councils to review planning controls in existing urban areas to identify opportunities to increase the range of housing types.

## **DIRECTION 2.3 Deliver housing in new release areas best suited to build new communities, provide housing choice and avoid environmental impact**

The major regional release areas of West Lake Illawarra and Nowra-Bomaderry will continue to be the long term focus for greenfield housing in the region. Other established and smaller release areas will add to the diversity of supply such as Shell Cove, Tullimbar, Haywards Bay, South Kiama, West Culburra, Vincentia, Sussex Inlet, Manyana and Milton-Ulladulla.

West Lake Illawarra and Nowra-Bomaderry alone have a combined capacity of 37,600 lots, representing a 30- to 40-year supply of housing. This means that Wollongong, Shellharbour and Shoalhaven Councils have the capacity to meet their projected housing needs for greenfield land supply well beyond 2036.

Of the 37,600-lot capacity in West Lake Illawarra and Nowra-Bomaderry release areas, 19,200 have now been zoned for development:

- the initial stages of West Dapto, with capacity for 6,900 lots (rezoned in 2010);
- a majority of Calderwood, with capacity for 4,800 lots (rezoned in 2010);
- the Tallawarra site, with capacity for 1,000 lots (rezoned in 2010); and
- six precincts in Nowra-Bomaderry, with capacity for 6,400 lots (rezoned in 2014).

Since the 10-year low of 218 dwellings in 2009-10, there were three consecutive increases in annual greenfield housing production to 2013-14. Seven neighbourhood plans have now been endorsed in West Dapto with approval for 2,250 housing lots, with 1,140 lots under construction.

Urban design principles that support sustainability and liveability will be embedded into the design of subdivisions in new release areas. The land use planning process will identify and protect natural corridors and waterways; provide walking and cycling paths; and offer diverse housing types focused around local centres.

The NSW Government will continue to:

- work with Councils to resolve development impediments and focus on infrastructure coordination in new release areas at West Dapto and Nowra-Bomaderry.

### **ACTION 2.3.1 Coordinate infrastructure delivery to support West Lake Illawarra and Nowra-Bomaderry release areas**

Councils, infrastructure agencies and utility providers will continue to identify the strategic infrastructure investments needed to support housing delivery at West Lake Illawarra and Nowra-Bomaderry.

Having identified the overall infrastructure needs to support growth of the new release areas, the priority for State agencies and other key stakeholders is to focus on coordinating new infrastructure to achieve development outcomes in the short to medium term.

The NSW Government will:

- coordinate delivery of infrastructure required to support West Lake Illawarra and Nowra-Bomaderry release areas.

## **DIRECTION 2.4 Identify and conserve biodiversity values when planning new communities**

Protecting terrestrial biodiversity assets is important, particularly in new release areas such as West Lake Illawarra and Nowra-Bomaderry but also in other development areas that may arise over time. Understanding the general degree of biodiversity loss upfront will assist proponents and Councils to work out practical offsetting solutions to avoid or minimise impacts; for example, by locating new development away from areas of high conservation value.

The biodiversity certification process gives planning authorities the option to integrate biodiversity conservation with proposed development outcomes at the strategic





Elambra Estate, Gerringong

planning stage. At this point, a landscape approach to new development designed to improve or maintain biodiversity values can be 'locked into' development assessment.

#### **ACTION 2.4.1 Finalise biodiversity certification for West Dapto**

The NSW Government will:

- work with Wollongong City Council to progress biodiversity certification for the West Dapto urban release area over the next 12 months to determine which areas are available for development and for protection, and the offset areas and potential funding mechanisms (including a levy).

### **DIRECTION 2.5 Monitor the delivery of housing to match supply with demand**

Since 1982, the Illawarra Urban Development Program has been the NSW Government's tool for managing land and housing supply in the Illawarra. It monitors the planning, servicing and development of new urban areas in Wollongong, Shellharbour and Kiama, as well as the provision of housing in existing urban areas.

#### **ACTION 2.5.1 Monitor land and housing supply through the Illawarra Urban Development Program and incorporate the Shoalhaven Local Government Area**

The NSW Government will:

- continue to monitor and coordinate the development of regional land releases through the Illawarra Urban Development Program; and
- extend the Illawarra Urban Development Program to include urban areas in the Shoalhaven.



# GOAL 3 - A REGION WITH COMMUNITIES THAT ARE STRONG, HEALTHY AND WELL-CONNECTED

People come to the region because of the lifestyle opportunities available from the stunning coastal landscape. The NSW Government will use the appeal of the coast to grow its economy but not at the expense of this landscape.

The NSW Government's place-based approach to planning aims to ensure that future generations are able to enjoy the same coastal landscape as residents today. It will take advantage of the region's natural and built landscapes to create high quality neighbourhoods and centres that contribute to social cohesion and community wellbeing.

The built environment of neighbourhoods will be integrated with the landscape, open space, public transport, and walkways and cycleways to encourage healthy living and community interaction.

Improvements in transport will enable more people to move between and within centres so they can connect to jobs, services, the arts, and cultural and recreational activities. This will make centres livelier, more appealing places to work, live and visit, and will help to maximise the use of parks, civic squares, sporting and cultural facilities, and other public spaces.

The benefits of economic growth can be reinvested to restore the natural assets of the region and allow communities to reconnect to the coast and experience one of the defining features of the region - the coastal lifestyle.

## **DIRECTION 3.1** Grow the opportunities for investment and activity in the region's network of centres

Centres concentrate retailing, commercial, business and government functions in one place, which makes public investment in transport and the public domain (public spaces) more viable.

The Illawarra-Shoalhaven region has a network of centres (see Appendix A) that are categorised according to their functions. Higher order functions such as business, office and retail uses, along with arts, culture, recreation and entertainment facilities, are located in the larger centres (for example, Wollongong, Shellharbour and Nowra) while suburban centres have stronger local/district retail functions (for example, Corrimal, Warilla and Albion Park).

Allowing centres to grow to accommodate jobs and services is integral to their resilience. Currently, there is capacity for an additional 606,000 square metres of retail activity across the region, which exceeds the forecast demand of 475,000 square metres to meet population growth.<sup>23</sup> The potential for growth is a key factor for the Government when considering investment in infrastructure.



Above: Gong Shuttle at the University  
Right: Kiama centre

The NSW Government's preference is to put retail activity into centres. Proposals for new retail centres (including retail proposals) will be assessed against the region's network of centres. These proposals should demonstrate how they:

- respond to retail supply and demand;
- respond to innovations in the retail sector;
- maximise the use of existing infrastructure (including public transport and community facilities) commensurate with the scale of the proposal; and
- enhance the value of the public realm.

The net community benefit should be a factor when assessing these proposals.

### **DIRECTION 3.2 Enhance community access to jobs, goods and services by improving connections between centres and growth areas**

Good transport connections are essential to move people to and from centres and the jobs, shops, entertainment, education facilities and health care services they provide.

The *Illawarra Regional Transport Plan* is the NSW Government's plan for the provision of transport in the region, and is informed by the *NSW Long Term Transport Master Plan*. The *Illawarra Regional Transport Plan* and this Regional Plan aim to improve the connections between the region's centres. They outline an approach to dealing with seasonal tourism that generates peak transport demands, reducing the travel time between Wollongong and Sydney, and improving

the use of community transport services in more dispersed areas of the region.

#### **ACTION 3.2.1 Investigate options to improve public transport service levels which better link centres, corridors and growth areas to Metro Wollongong**

Metro Wollongong is the economic heart of the region and home to 23 per cent of all jobs.<sup>24</sup>

Given expected employment and housing growth in Metro Wollongong, and the significant growth identified for the West Lake Illawarra release areas, improving the links between these areas and other parts of the region is a high priority.

The NSW Government will develop strategies to better link centres, corridors and growth areas to Metro Wollongong building on:

- a network of bus services during peak periods to improve access to work and education;
- regular day, evening and weekend bus services throughout the week, supported by local taxis; and
- integrated local rail services with high quality bus services, supported by pedestrian and cycling networks.

#### **ACTION 3.2.2 Improve access to centres, particularly in the northern corridor, to encourage development**

The proximity of the northern corridor to Sydney means that there is considerable scope to support commuters and also attract business to the region relocating from Sydney. Over 21 per cent of the workforce in the



northern corridor commutes to Sydney for work, compared to 3 per cent in the Shoalhaven and 13 per cent in the region overall.<sup>25</sup>

The *Illawarra Regional Transport Plan* identifies reducing public transport travel time between Wollongong and Sydney as an important action by focusing on integrating services and improving service connections and frequency.

To capitalise on improved public transport, new housing will be focused in and around centres in the rail corridor.

The NSW Government will:

- enhance rail passenger services through timetable, fleet and track improvements; and
- work with local bus operators to improve bus services, with routes and timetables that meet passenger needs.

### **ACTION 3.2.3 Investigate tourism-related transport services in Kiama and Shoalhaven**

The influx of visitors during holiday periods puts temporary pressure on transport systems and services, particularly in the southern part of the region, including Kiama, Nowra and Ulladulla. A range of options are available to deal with this issue, such as better connecting tourist areas in the Shoalhaven (especially around Jervis Bay) to the railway station at Bomaderry; infrastructure improvements such as bus stops and bus shelters; branding and awareness activities; summer and special event timetables; town shuttles; pricing options; and park and ride services.

The NSW Government will:

- investigate opportunities to improve tourism-related transport services in Kiama and Shoalhaven.

## **DIRECTION 3.3 Build socially inclusive, safe and healthy communities**

In both existing urban areas such as Metro Wollongong and new release areas such as West Dapto and Nowra-Bomaderry, new neighbourhoods and centres will be designed to offer a high quality lifestyle and to be environmentally sustainable, socially inclusive, easy to get to, healthy and safe.

Opportunities for people to be physically active where they work and in their neighbourhoods will be accommodated through the design and location of recreational facilities, sporting infrastructure, parks and public buildings. Opportunities will also be taken, wherever possible, to reconnect neighbourhood communities with the surrounding landscape. Walkways, cycle ways and public transport will be provided to make access to these places easier.

The NSW Government will encourage Councils to use the Neighbourhood Planning Principles:

- when preparing their local environmental plans and development control plans for new release areas; and
- in strategic planning to revitalise town centres, where appropriate, to use an urban design approach to restore ecological function, particularly along waterways and creeks.

## Neighbourhood Planning Principles (NPP)

- Provide public transport networks that integrate frequent buses services with rail timetables.
- Ensure a range of land uses to provide the right mix of houses, jobs, open space, recreational space and green space.
- Ensure easy access to major town centres with a full range of shops, recreational facilities and services, along with smaller village centres and neighbourhood shops.
- Focus on building the job market locally and regionally, reducing the demand for transport services.
- Plan streets and suburbs so that residents can walk to shops for their daily needs.
- Provide a wide range of housing for different needs and different incomes, including traditional houses on individual blocks and smaller, lower-maintenance homes, units and terraces for older people and young singles or couples.
- Facilitate housing diversity by providing a range of purpose-designed smaller lots and dwellings.
- Ensure new housing developments provide a proportion of adaptable housing to further increase housing choice across the region to cater for the ever changing needs of residents.
- Maintain conservation lands in and around development sites to protect biodiversity and provide open space for recreation.
- Minimise negative impacts on the natural water cycles and protect the health of aquatic systems; for example, through Water Sensitive Urban Design principles.

### ACTION 3.3.1 Review and update the Neighbourhood Planning Principles

There is significant support for the Neighbourhood Planning Principles. Updates that include outcomes for active transport (walking and cycling); water-sensitive urban design; efficient energy and water use; and the urban design and public domain of centres will increase their relevance.

The NSW Government will:

- consult with Councils, agencies and industry representatives on a review and update of the Neighbourhood Planning Principles.

### ACTION 3.3.2 Support Council-led revitalisation of centres

The region's Councils are progressing a number of town centre plans to integrate land use and transport planning, improve the quality of the public domain, and encourage more environmentally sustainable development.

Wollongong City Council has already exhibited the *Draft Corrimal Town Centre Revitalisation Strategy*, with other centres in the northern corridor to follow suit. Shellharbour City Council has completed town centre plans for Albion Park, Oak Flats and Shellharbour Village, while Shoalhaven City Council has finalised revitalisation strategies for Nowra Centre.

The NSW Government will:

- improve coordination between State agencies, Councils and the private sector to support council-led revitalisation projects.



Left: WIN Stadium, Wollongong  
Right: Kiama heritage precinct



### **ACTION 3.3.3** Develop and implement strategies to invest in sporting and recreational infrastructure

The redevelopment and expansion of sporting and active recreation infrastructure will be necessary as the region grows so that it retains its appeal as an attractive place to live, work and visit.

There are opportunities to modernise existing ageing infrastructure; redevelop under-used single-sport facilities into multipurpose facilities with extended hours year-round; and to reduce water and energy consumption in sporting and recreational infrastructure by installing artificial turfs, and through more sustainable building design.

The NSW Government will:

- work with stakeholders such as the Illawarra Pilot Joint Organisation and sports industries to review current and potential future sporting and recreational infrastructure; and
- coordinate strategies for joint resourcing of new and redeveloped sporting and recreational infrastructure.

### **DIRECTION 3.4** Protect the region's cultural heritage

The Illawarra- Shoalhaven has a rich and diverse heritage reflected in the strong links between the Aboriginal people and the region's coastline and escarpment - which are important cultural landscapes - and in the historic sites and townships associated with early European settlement, such as Mount Kembla.

Protecting this cultural heritage is important to the region's communities, identity and character, and contributes to the visitor economy.

### **ACTION 3.4.1** Conserve heritage sites when preparing local planning controls

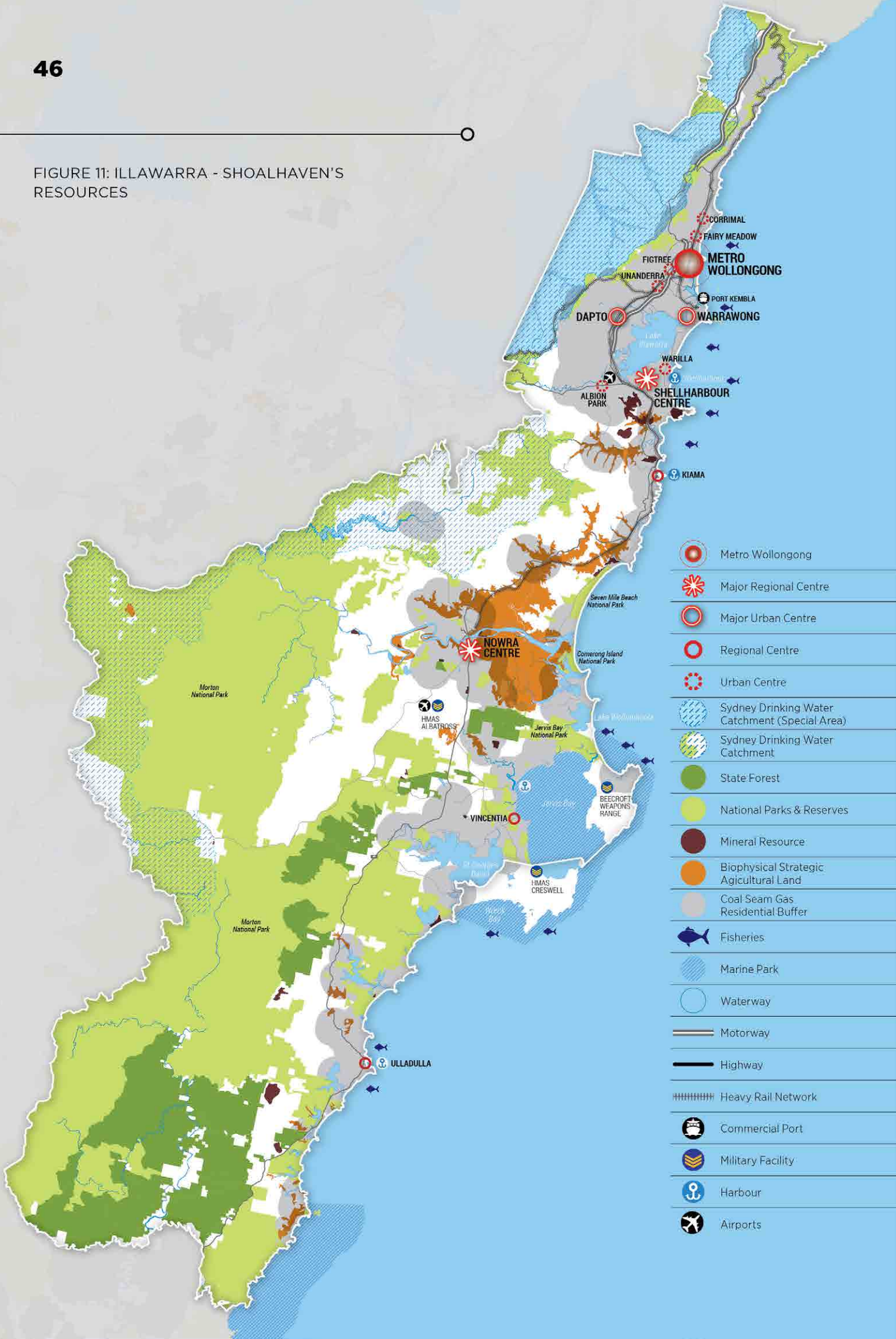
The development of new release areas such as West Lake Illawarra and Nowra-Bomaderry have the potential to impact on cultural heritage, so it is important that Councils' growth management strategies and local environmental plans are consistent with heritage legislative processes, including:

- directions issued under the planning legislation - for example, Local Planning Direction 2.3 Heritage Conservation;
- the *National Parks and Wildlife Act 1974* (and any outcomes from the NSW Government's Aboriginal cultural heritage reform); and
- guidelines and principles for heritage protection, released by the NSW Heritage Council.

The NSW Government will require that:

- Councils conserve heritage assets when undertaking local strategic planning and development.

FIGURE 11: ILLAWARRA - SHOALHAVEN'S RESOURCES





# GOAL 4 - A REGION THAT MAKES APPROPRIATE USE OF AGRICULTURAL AND RESOURCE LANDS

The Illawarra-Shoalhaven region contains valuable natural resources including minerals, water, coal and construction materials. Drinking water for around 60 per cent of the State's population is sourced from catchments partly located within the Illawarra-Shoalhaven. Approximately 21 per cent of the region is located within the Sydney Drinking Water Catchment Area. The safety and reliability of water in this catchment is essential for the health and security of more than 4.5 million people, as well as businesses and industry across the Sydney and Illawarra-Shoalhaven regions.

The region has agricultural and natural resources that make an economic and environmental contribution to the region and to Sydney.

The Regional Plan confirms the long term importance to the economy of maintaining agricultural and resource production. It aims to minimise potential land use conflict and encourage continued investment in land for agriculture and resources, and value-adding services.

The *Metropolitan Water Plan (2010)* provides the framework for water management in the Sydney region, including the Illawarra-Shoalhaven. The Plan ensures that there will be sufficient water in drought and for the longer term growth of the Sydney region. The Plan is currently under review, and will consider the implications of growth projections for the Illawarra- Shoalhaven region.

## **DIRECTION 4.1 Protect regionally important agricultural lands as an asset to food and fibre production**

The value of agricultural production in the region is estimated at \$94 million. The region is home to a range of rural enterprises including organic produce, beef, cut flowers, fruit, and dairy farming, which is the greatest contributor to agricultural production, accounting for 57 per cent.<sup>26</sup>

These agricultural industries also support a range of other value-adding industries, such as milk and cheese factories, abattoirs and wineries (some of which operate in the Illawarra-Shoalhaven or in adjacent regions).

Agricultural land, particularly in areas such as Gerringong, Jamberoo, Berry and Kangaroo Valley, is one of the features of the landscape that attracts both residents and tourists.

Aquaculture, which is dominated by oyster farming within the Shoalhaven-Crookhaven estuary, is also a significant contributor to agricultural output. The NSW Government has recently approved three aquaculture leases in Jervis Bay (two off Callala Beach and one off Vincentia) with a combined area of 50 hectares. Port facilities and adjacent commercial land could support the development of a marine aquaculture industry at Greenwell Point and Huskisson.



Kiama hinterland

Greater investment in agriculture requires the application of consistent land use policies and development assessment processes for settlement and housing in rural areas.

#### **ACTION 4.1.1 Identify regionally important agricultural lands and reflect the outcomes in local planning controls**

In January 2014, Biophysical Strategic Agricultural Land maps for the State were released that identified land with high quality soils and water resources capable of sustaining high levels of productivity. These maps were produced to support the assessment of mining and petroleum resource applications.

Developing regionally specific data will help to identify the agricultural lands that are important to regional industry, which can then be reflected in local planning. This will expand on the State-level mapping and incorporate industry data, as well as information about soils and water availability, to support a general assessment of the productivity of agricultural lands.

The NSW Government will:

- map land that is highly suitable for agriculture and industries to better inform strategic and local planning processes; and
- develop profiles of the leading agricultural industries to guide future investment decisions.

### **DIRECTION 4.2 Secure the productivity and capacity of resource lands**

Coal mining in the region is largely concentrated in the western and northern parts of the Wollongong Local Government Area. There are five colliery holdings (all underground) – three with planning approvals beyond 2030.

The region lies partly within the Southern Coalfield which provides the only hard coking coal in NSW. This coal is in high demand for steel production around the world. In 2014, 16.8 million tonnes of coal was produced in the

Southern Coalfield, up by 10.1 per cent (from 15.3 million tonnes) on the previous year.<sup>27</sup> The State Government earned royalties in excess of \$71 million from these activities in 2012-13.<sup>28</sup>

The region also has valuable hard rock resource lands such as the Dunmore – Shellharbour Hills area, and Bass Point and Bombo Quarries. In 2010-11, the quarries produced approximately 5.2 million tonnes of hard rock and sand, which represented 23 per cent of construction material produced in the State that year.<sup>29</sup>

More than 84 per cent of the region's petroleum and gas resources are covered by the NSW Government's two-kilometre coal seam gas (CSG) residential exclusion zone, the Sydney Drinking Water Catchment, Special Areas and/or national parks. The Government has also announced the cancellation and buy-back of all petroleum exploration licences covering the Sydney Drinking Water Catchment, including the Special Areas.

#### **ACTION 4.2.1 Sequence release areas, in the vicinity of mineral resources, to allow the continuation of working extraction activities**

Shellharbour City Council has undertaken an extensive planning exercise to identify appropriate land in its urban fringe lands, taking into account a range of issues, including the importance of the Dunmore Hills extractive resource. As Council evaluates planning proposals to rezone lands identified under this process, the potential impact on the continued extraction of resources needs to be considered.

In addition, identified release areas such as Shell Cove (near Bass Point Quarry) and Spring Creek (near Bombo Quarry) have sequenced development so that working quarries can continue to operate. This approach to the staged rollout of new release areas in the vicinity of extractive operations should continue.

The Dendrobium, Wongawilli, Russell Vale and Metropolitan collieries are located near current and future residential developments. Balancing the ability of these mines to continue to operate, and any future extraction of resources, with the expectations of current and future residents remains an ongoing challenge.

The NSW Government will:

- work with Shellharbour and Kiama Councils to coordinate new development with the continued extraction of hard rock resources; and
- consider the need to protect the ongoing operation of existing collieries and future development of known resources in assessing rezoning proposals.

#### **ACTION 4.2.2 Investigate opportunities for biodiversity certification and/or bio-banking agreements in the Dunmore – Shellharbour Hills area to allow ongoing extraction of hard rock**

The Dunmore – Shellharbour Hills quarries need to be safeguarded against pressure from residential encroachment and managed to deliver certainty around extraction and biodiversity outcomes.

This area contains 830 hectares of native vegetation including State and nationally listed threatened species and endangered ecological communities, for example, *Melaleuca armillaris*, Illawarra Subtropical Rainforest and Illawarra Lowlands Grassy Woodland. These are only known to occur in the Illawarra-Shoalhaven region.

In the past, conservation outcomes associated with extraction activities have been negotiated on an application-by-application basis resulting in poor outcomes for both quarry operations and biodiversity.

The *Strategy for the Conservation and Management of Biodiversity in the Dunmore – Shellharbour Hills Area* (2011) establishes a framework that can be used to identify long term biodiversity outcomes, to provide certainty for the continued extraction of the hard rock resource. Resolving biodiversity outcomes through a strategic process will provide certainty, and streamline development assessment processes for future extraction activities.

The NSW Government will:

- investigate opportunities for either biodiversity certification and/or bio-banking agreements in the Dunmore – Shellharbour

Hills area to allow ongoing extraction of hard rock and the long term protection of threatened ecological communities.

### **DIRECTION 4.3 Manage and protect the Sydney Drinking Water Catchment**

Drinking water for almost 60 per cent of the State's population is sourced from the Illawarra-Shoalhaven – approximately 20 per cent of the region is located within the Sydney Drinking Water Catchment Area. Protecting water quality and quantity in this catchment is essential for the health and security of these communities.

Rigorous planning and development controls apply to proposals within the Sydney Drinking Water Catchment. Developments must have a neutral or beneficial effect on water quality and should not reduce the quantity of water reaching reservoirs. These protections form part of a suite of legislation that protects the catchment areas, including:

- *State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011*;
- Local Planning Direction 5.2 Sydney Drinking Water Catchments, issued under section 117(2) of the *Environmental Planning and Assessment Act 1979*;
- the *Water NSW Act 2014* and the *Water NSW Regulation 2013*; and
- the *Water Management Act 2000*.

Under the *Water NSW Act 2014* and *Water NSW Regulation 2013*, areas of land have been declared as Special Areas. The region contains parts of the Metropolitan, Woronora and Shoalhaven Special Areas that perform a critical role in protecting the water quality in the storages.

As with other industries, coal mining and coal seam gas extraction have the potential to affect water supply, security and infrastructure, and the ecological integrity of the Sydney Drinking Water Catchment Special Areas. These risks can be managed and it is important that these proposals continue to be assessed and regulated, informed by the best available science.



# GOAL 5 - A REGION THAT PROTECTS AND ENHANCES THE NATURAL ENVIRONMENT

The Illawarra-Shoalhaven is home to an estimated 1,800 native plant species, including over 60 threatened plant species. Surveys have identified over 100 threatened animal species, 26 endangered ecological communities and 19,120 hectares of wetlands.<sup>30</sup>

National parks and the Sydney Drinking Water Catchment are significant landscapes in the Illawarra-Shoalhaven. More than 250,000 hectares (43 per cent of the region) have high environmental value or form part of a biodiversity corridor (see Figure 1).

Important environmental marine values are conserved in the Jervis Bay Marine Park, showcasing distinctive wildlife and providing opportunities for the scientific study of marine biodiversity in a relatively untouched state.

This Plan takes a landscape-based approach to regional planning that understands the importance of these unique environmental features to residents, and as tourist and recreational attractions that help to enhance the economy.

The Plan identifies regional landscape values and connections, and management challenges, and sets directions for regional growth. It aims not just to protect but also restore environmental values and connections, support clean air and water, and contribute to healthy, engaged communities.

## **DIRECTION 5.1** Protect the region's environmental values by focusing development in locations with the capacity to absorb development

The region's 'high environmental value' lands have been mapped (see Figure 1). This mapping identifies land with significant environmental value, such as the Illawarra Escarpment, lands at Seven Mile Beach and the network of biodiversity corridors that link high environmental value lands.

The mapping criteria for these lands of high environmental value are set out below:

- existing conservation areas, including national parks and reserves, declared wilderness areas, marine parks, Crown reserves dedicated for environmental protection and conservation, and flora reserves;
- native vegetation of high conservation value, including vegetation types that have been over-cleared or occur within over-cleared landscapes; old growth forest; and rainforest;
- threatened ecological communities and key habitats; and
- important wetlands, coastal lakes and estuaries.



Seven Mile Beach,  
Gerroa

Groundwater resources (including high priority, groundwater dependent ecosystems), aquatic and marine habitats also have high environmental value. Maps of these areas are available from the Department of Primary Industries.

### **ACTION 5.1.1** Avoid, minimise and mitigate the impact of development on significant environmental assets

Councils will use the high environmental values map; high environmental values criteria (established by the Office of Environment and Heritage); fish community status and aquatic threatened species distributions; key fish habitat maps; and marine protected areas maps (from the Department of Primary Industries), during strategic planning and when developing planning proposals. They will be used to identify environmental assets and areas of important environmental value that need to be protected. New or more intensive developments in areas of environmental value can then be located to avoid or mitigate potential impacts on these values.

Where it is not possible to avoid impacts, Councils will be required to consider how the impacts can be managed through particular planning controls or other environmental management mechanisms.

Councils are also encouraged to review and update existing local environmental plans to determine if existing environmental protections for areas of high environmental value are appropriate or need to be enhanced.

The NSW Government will:

- require Councils and development proponents to apply high environmental value mapping and criteria to rezoning decisions.

### **ACTION 5.1.2** Protect high environmental value land at Seven Mile Beach, Gerroa

Land at Seven Mile Beach, Gerroa has both a potential sand resource and high conservation value. The land supports a vast array of flora and fauna, including endangered ecological communities, numerous threatened species

and areas mapped under *State Environmental Planning Policy No 26 – Littoral Rainforests, 1988*. The land has also been identified as an important regional corridor between Seven Mile Beach and Barren Grounds Nature Reserve and has been mapped as part of the Berry Corridor – one of 10 priority corridors identified in the region. Extraction would have considerable impact on this sensitive habitat and ecological link.

The NSW Government will:

- retain the area zoned E2 Environmental Conservation under the Kiama Local Environmental Plan, which prohibits further sand mining.

### **ACTION 5.1.3** Protect the region's biodiversity corridors in local planning controls

The *Illawarra Biodiversity Action Plan 2011* and the *South Coast Regional Conservation Plan* have identified regional biodiversity corridors in the Illawarra-Shoalhaven. The corridors run south from the Woronora Special Area, along the escarpment connecting to the corridor around Jervis Bay and further south to Ulladulla. These corridors include important east-west links between coastal parks and forests, and the hinterland. Maintaining and improving these corridors will protect and enhance the ecology of the region and the movement of plants and animals.

The biodiversity corridors shown in Figure 1 link areas of high environmental value. Identifying environmental corridors that expand upon and link different habitats is a critical step towards securing ecological connections and long term viability.

Councils will need to clarify the location of a biodiversity corridor when planning new development and consider other appropriate land uses within the corridor to maintain and, where possible, enhance ecological connectivity.

The biodiversity corridors identified within the region can support mixed uses if impacts can protect or improve the values of the corridor. For example, the areas at Dunmore Hills and Yallah Corridor are identified for both extraction and urban development.

The NSW Government will:

- look for opportunities to improve the functioning and resilience of corridors in strategic planning.

#### **ACTION 5.1.4 Create a consistent approach to protect important riparian areas in planning and development controls**

Riparian lands help to stabilise banks, maintain water quality, and provide habitat and links for native species and communities. In 2004, the NSW Government undertook a program of strategic assessments and mapping of riparian corridors in the region. This information, however, has not been consistently applied in Council local environmental plans.

The NSW Government will:

- review riparian management outcomes to deliver greater consistency and certainty in the way they are applied in development controls.

### **DIRECTION 5.2 Build the Illawarra-Shoalhaven's resilience to natural hazards and climate change**

Major hazards such as flooding, sea-level rise and shoreline recession are already a challenge for the region and are expected to be exacerbated by climate change.

A number of waterways run from the escarpment to the ocean through low-lying coastal floodplains, major river systems and lakes. Rainfall events can trigger floodwater so quickly there is limited opportunity for flood warning and evacuation. By 2070, rainfall is predicted to increase by 6.5 per cent on current levels.<sup>31</sup>

Substantial work has been done by State agencies, Councils and the community to develop natural resource management policies, plans and guidelines. Council growth management strategies, local environmental plans and development control plans will implement the principles and recommendations of these initiatives, in particular the:

- *NSW Coastal Policy* (NSW Government 1997);
- *State Environmental Planning Policy No. 71 – Coastal Protection*;
- *NSW Government Water Quality and River Flow Objectives* (1999);
- *South East Catchment Action Plan* (2014);
- *Southern Rivers Catchment Action Plan 2013-2023*;
- local stormwater management controls;
- floodplain risk management plans, prepared in accordance with the *Floodplain Development Manual* (NSW Government 2005);
- coastal zone management plans under the *Coastal Protection Act 1979* No. 13;
- *Coastal Zone and Estuary Management Plans* prepared in accordance with NSW Government policy;
- soil landscape mapping;
- *Planning for Bushfire Protection 2006* (Rural Fire Service in coordination with the NSW Department of Planning and Environment);
- *Planning Guidelines for Acid Sulphate Soils* (NSW Government 1998);
- Local Planning Directions 2.2 (Coastal Protection), 4.1 (Acid Sulphate Soils), 4.3 (Flood Prone Land) and 4.4 (Planning for Bushfire Protection) under section 117(2) of the *Environmental Planning and Assessment Act 1979*; and
- water-sharing plans.

#### **ACTION: 5.2.1 Apply contemporary risk management to coastal and other hazards**

Flood risk and coastal zone management is currently managed by floodplain risk and coastal zone management plans.

Other hazards include bushfires, storm events and landslip, some of which are predicted to occur more frequently and possibly with greater intensity in the future. These events are associated with some of the areas experiencing the greatest development pressure.



Kiama Blowhole,  
Kiama

The NSW Government will:

- work with Councils so that planning controls incorporate the best available hazard information to build resilience to natural hazards; and
- require that Councils review and update their floodplain risk and coastal management plans, particularly where new growth opportunities are being considered that may be affected by natural hazards.

## **DIRECTION 5.3 Improve the environmental outcomes for waste management and air quality**

The Regional Plan is focused on restoring environmental values, supporting clean air and waste management, and giving direction to Councils about managing these issues at the local level.

Planning processes will be used to encourage sustainable urban design requirements, and best-practice energy-efficiency standards for development and investment in public transport.

## **An overview of coastal reforms**

The NSW Government is responding to community concerns about coastal hazards through a coastal reform process. The reforms include:

### **A new Coastal Management Act**

The NSW Government aims to replace the *Coastal Protection Act 1979* with a new Coastal Management Act that is less complex, and a better fit with land use planning and local government legislation. The new Act will establish requirements for State, regional and local land use planning instruments that deliver on the Act's objectives; and new provisions requiring Councils to undertake coastal zone management planning within the local government Integrated Planning and Reporting framework.

### **Improving support to councils**

The second element of the coastal reform package is focused on improving the way NSW Government agencies, and particularly the Office of Environment and Heritage, support council decision-making.

The NSW Government will work in partnership with Councils to co-design a new coastal management manual that will provide a single, consolidated source of Government-endorsed guidance on the full suite of tools that Councils need for coastal management to meet local circumstances.

### **Sustainable funding and financing arrangements**

The third element of the reform package identifies more sustainable funding and financing arrangements for coastal management strategies. This will be based on a set of cost-sharing principles to fairly and transparently identify who benefits from proposed coastal management actions, and therefore who should contribute to the costs. To support the new approach, the Office of Environment and Heritage will review various funding and financing mechanisms to see if they can be better used by Councils.



### **ACTION 5.3.1** Develop long term waste-management capacity as the population and development of the region increases

In 2011-12, over 210,000 tonnes of domestic waste was generated in the region – 50 per cent of which was recycled. Waste generated between 2005 and 2012 increased by 11 per cent, consistent with the rate of population growth over the same period. Recycling for the same period increased by 14 per cent.<sup>32</sup>

The *Regional Waste Avoidance and Resource Strategy*, developed by the Southern Councils Group, provides a framework for Councils to work together on managing cross-regional issues such as littering and illegal dumping; securing waste and recovery contracts; and joint waste infrastructure, where appropriate.

The NSW Government will:

- work with Councils and the Illawarra Pilot Joint Organisation to develop a long term capacity to manage waste as the population and development of the region grows.

### **ACTION 5.3.2** Finalise and implement the Illawarra Air Quality Action Plan

An Illawarra Air Quality Action Plan is being developed by the NSW Environment Protection Authority to improve air quality in the region. It will be achieved by engaging communities, improving planning and regulatory decisions, conducting programs targeting key air pollution sources and improving the evidence base.

The NSW Environment Protection Authority will support Councils to implement the Illawarra Air Quality Action Plan via their planning instruments.

The NSW Government will:

- finalise and implement the Illawarra Air Quality Action Plan.

## **DIRECTION 5.4** Secure the health of coastal landscapes by managing land uses and water quality

The region encompasses important coastal lakes and lagoons, significant coastal wetlands, sensitive estuaries and the protected waters of Jervis Bay. The environmental, social and economic values of these environments can be affected by over-extraction of water, contamination and conflicting land uses such as urban expansion.

The agreed environmental values and goals for the State's surface waters are set out in the NSW Water Quality Objectives. They express:

- the uses and the values the community places on our rivers, creeks, estuaries and lakes (for example, healthy aquatic life, water suitable for recreational activities like swimming and boating, and drinking water; and
- a range of water-quality indicators for assessing whether the current condition of our waterways supports these uses and values.

As the region grows, coastal landscapes such as Lake Illawarra and Lake Wollumboola will need to be protected. A strategic approach will be adopted to provide certainty about future land use and to preserve the unique characteristics of the natural environment.

### **ACTION 5.4.1** Protect sensitive estuaries and coastal lakes

Systems that are particularly susceptible to the impacts of land use development are identified as sensitive estuaries. A higher level of management intervention is needed to protect, maintain and/or restore the water quality and ecological condition of these sensitive estuaries.

Based on recent data from the NSW *Natural Resources Monitoring, Evaluation and Reporting Strategy 2010-2015*, more than half of the 46 estuaries in the region have been identified as sensitive (see Table 2) as they met characteristics associated with flushing, dilution capacity and retention of



Currumbeen Creek, Huskisson

runoff. Typically, the most sensitive estuaries are shallow, poorly flushed and from poorly diluted creeks, lakes and lagoons.

Other significant water bodies are protected under *State Environmental Planning Policy No. 14 – Coastal Wetlands 1985* and the *Directory of Important Wetlands in Australia*. They are also mapped in Figure 1 under the high environmental values layer.

The NSW Government will:

- protect these sensitive estuaries from inappropriate development that affects water quality or ecological function.

TABLE 2: SENSITIVE ESTUARIES IN THE ILLAWARRA-SHOALHAVEN

| LGA                 | SENSITIVE ESTUARY   |
|---------------------|---|
| <b>Wollongong</b>   | Towradgi Creek, Fairy Creek, Lake Illawarra, Bellambi Gully, Bellambi Lake  |
| <b>Shellharbour</b> | Lake Illawarra, Elliot Lake   |
| <b>Kiama</b>        | Spring Creek, Werri Lagoon  |
| <b>Shoalhaven</b>   | Lake Wollumboola, Shoalhaven River, Durras Lake, Tabourie Lake, Wowly Gully, Willinga Lake, Swan Lake, Narrawallee Inlet, Captains Beach Lagoon, Butlers Creek, Nerrindillah Creek, St Georges Basin, Moona Moona Creek, Berrara Creek, Meroo Lake, Termeil Lake, Currarong Creek |

## Protecting sensitive urban lands in Shoalhaven

The Sensitive Urban Lands Panel was set up by the NSW Government in 2006 to guide the planning outcomes for seven potential urban development sites in sensitive coastal locations within the Shoalhaven (Culburra Beach, Badgee Lagoon, Comberton Grange, Berrara, North Bendalong, Bendalong and Berringer Lake/Manyana). The Panel's recommendations have been reflected in planning that is either finalised or substantially progressed for all but one site – Culburra Beach.

The Culburra Beach site contains land within the catchment of Lake Wollumboola. This lake is considered an ecological jewel that must be protected. A planning proposal for development was lodged with the Department of Planning and Environment in November 2014. The lands within the catchment are considered unsuitable for urban development because of potential negative impacts on the lake, which is a sensitive, intermittently closing and opening lake with very high conservation values.

The NSW Government has also completed a joint agency study entitled the Environmental Sensitivity of Lake Wollumboola.<sup>33</sup> The outcomes and recommendations of the Sensitive Urban Lands Review and the joint agency study will guide protection and conservation of the Lake Wollumboola catchment, and future land use planning decisions such as that for the Culburra Beach site.



Top: Ulladulla Harbour Bottom: Lake Wollumboola  
Right: Jervis Bay National Park

#### **ACTION 5.4.2** Implement a risk-based decision-making framework to manage water quality and waterway health outcomes for Lake Illawarra

To help support and manage potential water quality impacts, the Environment Protection Authority and the Office of Environment and Heritage have developed a risk-based decision-making framework to integrate NSW Water Quality Objectives into the strategic planning process. This framework follows the risk-based methodology outlined in the *Australian and New Zealand Guidelines for Fresh and Marine Water Quality* (2000 ANZECC guidelines), and focuses on setting management targets that meet the community's expectations of estuary health.

The Lake Illawarra catchment is a priority for this framework, given the planned urban growth in the lake's catchment, and increased pressure for recreational uses and foreshore access, particularly on the western side.

The NSW Government will:

- apply the framework through planning and infrastructure programming of development sites within Lake Illawarra catchment; and
- work with Councils on implementation with support from the Office of Environment and Heritage and other stakeholders.

#### **ACTION 5.4.3** Implement a risk-based decision-making framework to manage water quality and waterway health for all coastal lakes and estuaries in the region where development is planned, with priority given to listed sensitive lakes and estuaries

The risk-based decision-making framework for Lake Illawarra, formulated by the Office of Environment and Heritage, can be used as a model for managing all coastal lakes and estuaries in the region where there is planned development. It will inform consideration of water quality outcomes in all strategic planning decisions for the region, consistent with the methodology in the ANZECC Guidelines.

The NSW Government will:

- apply a risk-based decision-making framework for all coastal lakes and estuaries. In the medium term, priority will be given to sensitive estuaries, which are susceptible to the impacts of land use developments (see Table 2).

# GLOSSARY

## **Affordability**

Housing for very low, low and moderate income households where:

- rent or mortgage payments are below 30 per cent of gross household income; or
- the household is eligible to occupy rental accommodation under the National Rental Affordability Scheme.

## **Apartment**

A building containing three or more dwellings, including flats, units or dwellings attached to a shop or office. It does not include an attached dwelling or multi-dwelling house.

## **Biodiversity corridor**

An identified area of land that connects flora and fauna populations, separated by human developments and activities, for the purpose of increasing the biodiversity of an area.

## **Biodiversity certification**

A streamlined biodiversity assessment of areas marked for development at the strategic planning stage, including a range of options for offsetting impacts on biodiversity.

## **Employment Lands Development Program**

The Employment Lands Development Program (ELDP) is the NSW Government's key program for managing the supply of employment lands in the region.

## **Existing urban areas**

Land zoned for an urban purpose, excluding greenfield release areas and future employment lands.

## **Greenfield development**

Urban development of new release areas identified by the NSW Government that has not been previously developed or used for other purposes.

## **Gross regional product (GRP)**

A measure of the size of a regional economy and productivity. GRP is the market value of all final goods and services produced in a region within a given period of time.

## **Innovation Campus**

A research and commercial precinct developed by the University of Wollongong. The Campus is a centre of innovation, research and education, located in close proximity to Wollongong's commercial core and the main campus of the university.

## **Illawarra-Shoalhaven**

The Local Government Areas (LGAs) of Wollongong, Kiama, Shellharbour and Shoalhaven.

## **Multi-dwelling development**

A development containing two or more dwellings (whether attached or detached) on one lot of land that is accessed at the ground level. It includes dual occupancy, townhouses, villas, terraces and other semi-detached dwellings. This definition differs from the Standard Instrument Local Environmental Plan definition so as to capture dual occupancies as a form of multi-dwelling housing.

## **Public Domain**

Public spaces, used with little or no restriction on a daily basis by the community, including parks, plazas, streets and public infrastructure.

## **Urban Feasibility Model (UFM)**

A strategic planning tool that calculates the dwelling potential of each Local Government Area in the region, based on current local environmental plans and development control plans and the economic feasibility of developing housing potential, based on development costs and local property markets.

## **Single-dwelling housing**

A single dwelling is a building that contains only one dwelling.

## **Social infrastructure**

Includes a wide range of built facilities, services and networks of organisations. It includes community facilities such as schools, hospitals, police stations, libraries and child-care centres, and community services such as health services, disability services, and youth development and aged-care services.

# APPENDIX A -

## The Illawarra-Shoalhaven's network of centres

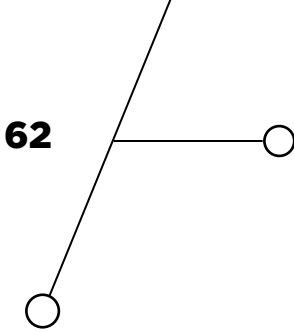
| CENTRES HIERARCHY            | CENTRES SERVICING THE ILLAWARRA-SHOALHAVEN                          | KEY FUNCTIONS OF THE CENTRE   |
|------------------------------|---|---|
| <b>METROPOLITAN CENTRE</b>   | Wollongong  | Provides a full range of higher order services and activities including business, office and retail uses, along with arts, culture, recreation and entertainment facilities to serve the wider community and broader region. Contains major tertiary education and health facilities and incorporates high density commercial and residential development.  |
| <b>MAJOR REGIONAL CENTRE</b> | Shellharbour Centre and Nowra Centre                                | Larger scale centres that service a number of districts, providing a wide range of business, retail and entertainment uses, including discount department stores, warehouses, and transport logistics and bulky goods operations. Includes higher density residential development in the centre.<br><br>Focal points for subregional road and transport networks and servicing for a number of districts. |
| <b>MAJOR URBAN CENTRE</b>    | Warrawong and Dapto   | Larger suburban centres that service a broad catchment of communities, providing a range of business, retail and entertainment uses, including discount department stores and bulky goods operations.   |
| <b>REGIONAL CENTRE</b>       | Kiama, Milton-Ulladulla and Vincentia district                      | Major town centres servicing the local area and surrounding suburbs, providing a range of business, retail and entertainment uses, including supermarkets, health and other services. They include some higher density residential development.   |
| <b>URBAN CENTRE</b>          | Corrimal, Fairy Meadow, Figtree, Unanderra, Warilla and Albion Park | Suburban centres servicing the local area and surrounding suburbs, providing a range of business, retail and entertainment uses, including supermarkets, health and other services.   |

## APPENDIX B – SUMMARY OF ACTIONS

TIMING: Short term: 0–5 years Medium term: 5–10 years Long term: 10+ years

| DIRECTION  | ACTION NUMBER | ACTION   | LEAD AGENCY                            | KEY STAKEHOLDER  | TIMING      |
|--|---------------|--|--|--|-------------|
| <b>1.1 Grow the national competitiveness of Metro Wollongong to provide housing and jobs</b> | <b>1.1.1</b>  | Create new and innovative opportunities for commercial development in the commercial core by making it more attractive for investment and business | Department of Planning and Environment | Wollongong City Council  | Short term  |
|  | <b>1.1.2</b>  | Increase the residential population of Metro Wollongong by making it a more attractive place to live, work and play                                | Department of Planning and Environment | Wollongong City Council  | Short term  |
|  | <b>1.1.3</b>  | Improve the productivity and liveability of Metro Wollongong by connecting and integrating the individual precincts                                | Department of Planning and Environment | Wollongong City Council; NSW Health; Transport for NSW; TAFE Illawarra; University of Wollongong | Short term  |
|  | <b>1.1.4</b>  | Revitalise west Crown Street by enhancing the amenity and investment opportunities between the health precinct and the commercial core             | Department of Planning and Environment | Wollongong City Council  | Medium term |
|  | <b>1.1.5</b>  | Enhance the growth potential of the University of Wollongong to drive innovation in the region   | Department of Planning and Environment | Wollongong City Council; University of Wollongong; Transport for NSW                             | Medium term |
|  | <b>1.1.6</b>  | Establish a governance framework to guide the ongoing delivery of the Plan's vision for Metro Wollongong   | Department of Planning and Environment | Wollongong City Council; NSW Health; Transport for NSW; TAFE Illawarra; University of Wollongong | Short term  |
| <b>1.2 Grow the capacity of the port of Port Kembla as an international trade gateway</b>    | <b>1.2.1</b>  | Reduce land use conflicts by managing buffers around the port and its supporting freight network   | Department of Planning and Environment | Councils; Transport for NSW; NSW Ports   | Short term  |

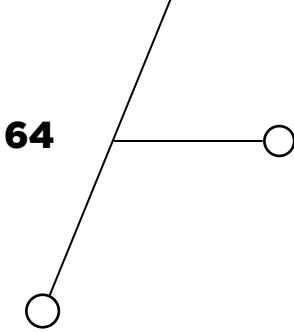
| DIRECTION   | ACTION NUMBER | ACTION   | LEAD AGENCY                            | KEY STAKEHOLDER   | TIMING      |
|---|---------------|--|--|---|-------------|
| <b>1.3 Grow regional strategic assets to support economic growth across the region</b>                                      | <b>1.3.1</b>  | Renew and revitalise Nowra Centre by coordinating State agency input into precinct planning and reviewing capacity for expanded health uses                                      | Department of Planning and Environment | Shoalhaven City Council; NSW Health; Transport for NSW            | Medium term |
|   | <b>1.3.2</b>  | Diversify and grow local employment opportunities in the Shellharbour Centre by attracting complementary health and education activities   | Department of Planning and Environment | Shellharbour City Council; NSW Health                             | Medium term |
|   | <b>1.3.3</b>  | Support the growth of defence-related industries at the Albatross Aviation Technology Park   | Department of Planning and Environment | Shoalhaven City Council; Shoalhaven Water; Endeavour Energy       | Medium term |
|   | <b>1.3.4</b>  | Grow the tourism and light aeronautics industries, and the emergency services roles of the Illawarra Regional Airport  | Department of Planning and Environment | Shellharbour City Council   | Short term  |
|   | <b>1.3.5</b>  | Develop a stronger marine-based tourism industry, capitalising on the region's numerous small ports and building on The Waterfront, Shell Cove marine facility                   | Department of Planning and Environment | Councils; South Coast Regional Tourism Organisation               | Medium term |
| <b>1.4 Support new and expanded industrial activity by providing well-located and -serviced supplies of industrial land</b> | <b>1.4.1</b>  | Investigate opportunities to better utilise industrial landholdings at Port Kembla   | Department of Planning and Environment | Wollongong City Council; Department of Industry                   | Short term  |
|   | <b>1.4.2</b>  | Support the development of new industrial land through ongoing collaboration between State and Local Government and servicing authorities, to coordinate infrastructure delivery | Department of Planning and Environment | Councils; Sydney Water; Endeavour Energy                          | Ongoing     |
|   | <b>1.4.3</b>  | Support growth in the priority growth sectors through flexible employment lands guidelines for the Illawarra-Shoalhaven  | Department of Planning and Environment | Councils; Department of Industry, Skills and Regional Development | Short term  |



| DIRECTION   | ACTION NUMBER | ACTION  | LEAD AGENCY  | KEY STAKEHOLDER  | TIMING      |
|---|---------------|---|--|--|-------------|
| <b>1.5 Strengthen the economic self-determination of Aboriginal communities</b>   | <b>1.5.1</b>  | Conduct a strategic assessment of land held by the region's Local Aboriginal Land Councils to identify priority sites for further investigation of their economic opportunities | Department of Planning and Environment   | NSW Aboriginal Affairs; Councils; Local Aboriginal Land Councils   | Short term  |
| <b>2.1 Provide sufficient housing to suit the changing demands of the region</b>  | <b>2.1.1</b>  | Collaborate with Kiama Municipal Council to review housing opportunities within the Kiama Local Government Area so it can respond to changing housing needs                     | Department of Planning and Environment   | Kiama Municipal Council  | Medium term |
| <b>2.2 Support housing opportunities close to existing services, jobs and infrastructure in the region's centres</b>                        | <b>2.2.1</b>  | Investigate the policies, plans and investments that would support greater housing diversity in centres   | Department of Planning and Environment   | Councils   | Medium term |
| <b>2.3 Deliver housing in new release areas best suited to build new communities, provide housing choice and avoid environmental impact</b> | <b>2.3.1</b>  | Coordinate infrastructure delivery to support West Lake Illawarra and Nowra-Bomaderry release areas   | Department of Planning and Environment   | Wollongong City Council; Shoalhaven City Council; Shellharbour City Council; Transport for NSW; Sydney Water; Shoalhaven Water; Endeavour Energy | Short term  |
| <b>2.4 Identify and conserve biodiversity values when planning new communities</b>  | <b>2.4.1</b>  | Finalise biodiversity certification for West Dapto  | Department of Planning and Environment; NSW Office of Environment and Heritage | Wollongong City Council  | Short term  |



| DIRECTION   | ACTION NUMBER | ACTION   | LEAD AGENCY   | KEY STAKEHOLDER  | TIMING      |
|---|---------------|--|---|--|-------------|
| <b>2.5 Monitor the delivery of housing to match supply with demand</b>  | <b>2.5.1</b>  | Monitor land and housing supply through the Illawarra Urban Development Program and incorporate the Shoalhaven Local Government Area     | Department of Planning and Environment                    | Councils   | Ongoing     |
| <b>3.2 Enhance community access to jobs, goods and services by improving connections between centres and growth areas</b> | <b>3.2.1</b>  | Investigate options to improve public transport service levels which better link centres, corridors and growth areas to Metro Wollongong | Department of Planning and Environment; Transport for NSW | Councils   | Short term  |
|   | <b>3.2.2</b>  | Improve access to centres, particularly in the northern corridor, to encourage development   | Transport for NSW   | Department of Planning and Environment; Councils   | Medium term |
|   | <b>3.2.3</b>  | Investigate tourism-related transport services in Kiama and Shoalhaven   | Transport for NSW   | Department of Planning and Environment; Shoalhaven City Council; Kiama Municipal Council | Medium term |
| <b>3.3 Build socially inclusive, safe and healthy communities</b>   | <b>3.3.1</b>  | Review and update the Neighbourhood Planning Principles  | Department of Planning and Environment                    | Councils   | Medium term |
|   | <b>3.3.2</b>  | Support Council-led revitalisation of centres  | Department of Planning and Environment                    | Councils   | Ongoing     |
|   | <b>3.3.3</b>  | Develop and implement strategies to invest in sporting and recreational infrastructure   | Office of Sport   | NSW Office of Communities  | Long term   |
| <b>3.4 Protect the region's cultural heritage</b>   | <b>3.4.1</b>  | Conserve heritage sites when preparing local planning controls   | NSW Office of Environment and Heritage                    | Councils   | Ongoing     |



| DIRECTION   | ACTION NUMBER | ACTION   | LEAD AGENCY  | KEY STAKEHOLDER   | TIMING      |
|---|---------------|--|--|---|-------------|
| 4.1 Protect regionally important agricultural lands as an asset to food and fibre production                              | 4.1.1         | Identify regionally important agricultural lands and reflect the outcomes in local planning controls   | Department of Primary Industries   | Department of Planning and Environment; Councils  | Medium term |
|   | 4.2.1         | Sequence release areas, in the vicinity of mineral resources, to allow the continuation of working extraction activities   | Department of Planning and Environment   | Department of Industry; NSW Office of Environment and Heritage; Shellharbour City Council | Ongoing     |
| 4.2 Secure the productivity and capacity of resource lands  | 4.2.2         | Investigate opportunities for biodiversity certification and/or bio-banking agreements in the Dunmore – Shellharbour Hills area to allow ongoing extraction of hard rock | Department of Planning and Environment   | NSW Office of Environment and Heritage; Shellharbour City Council                         | Medium term |
|   | 5.1.1         | Avoid, minimise and mitigate the impact of development on significant environmental assets   | NSW Office of Environment and Heritage   | Councils  | Ongoing     |
| 5.1 Protect the region's environmental value by focusing development in locations with the capacity to absorb development | 5.1.2         | Protect high environmental value land at Seven Mile Beach, Gerroa  | NSW Office of Environment and Heritage; Department of Planning and Environment | Kiama Municipal Council   | Ongoing     |
|   | 5.1.3         | Protect the region's biodiversity corridors in local planning controls   | NSW Office of Environment and Heritage   | Councils  | Ongoing     |
|   | 5.1.4         | Create a consistent approach to protect important riparian areas in planning and development controls  | Department of Planning and Environment   | NSW Office of Environment and Heritage; Councils  | Short term  |

| DIRECTION   | ACTION NUMBER | ACTION  | LEAD AGENCY  | KEY STAKEHOLDER  | TIMING      |
|---|---------------|---|--|--|-------------|
| 5.2 Build the Illawarra-Shoalhaven's resilience to natural hazards and climate change | 5.2.1         | Apply contemporary risk management to coastal and other hazards   | NSW Office of Environment and Heritage; Department of Planning and Environment | Councils   | Ongoing     |
| 5.3 Improve the environmental outcomes for waste management and air quality           | 5.3.1         | Develop long term waste-management capacity as the population and development of the region increases   | NSW Office of Environment and Heritage   | Councils   | Short term  |
|   | 5.3.2         | Finalise and implement the Illawarra Air Quality Action Plan  | Environment Protection Authority   | NSW Office of Environment and Heritage; Councils; Department of Planning and Environment; NSW Health | Medium term |
| 5.4 Secure the health of coastal landscapes by managing land uses and water quality   | 5.4.1         | Protect sensitive estuaries and coastal lakes   | NSW Office of Environment and Heritage   | Councils; NSW Environment Protection Authority; NSW Department of Industry                           | Ongoing     |
|   | 5.4.2         | Implement a risk-based decision-making framework to manage water quality and waterway health outcomes for Lake Illawarra  | NSW Office of Environment and Heritage   | NSW Environment Protection Authority; Wollongong City Council; Shellharbour City Council             | Ongoing     |
|   | 5.4.3         | Implement a risk-based decision-making framework to manage water quality and waterway health for all coastal lakes and estuaries in the region where development is planned, with priority given to sensitive lakes and estuaries | NSW Office of Environment and Heritage   | NSW Environment Protection Authority; Councils; NSW Department of Industry                           | Ongoing     |

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## PHOTOGRAPHY CREDITS

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