The Illawarra over the next 20 years: A discussion paper
Consultation Outcomes Report
February 2014
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1. Executive Summary

The release of a Discussion Paper for the Illawarra represents the first step in the development of a new Regional Growth Plan for the Illawarra. The Discussion Paper was used to help prompt conversations about the future of the Illawarra which asked key questions about future jobs, housing, transport, infrastructure and the environment.

The public exhibition of the Discussion Paper was accompanied by an extensive engagement process which resulted in a letter box drop to 118,619 homes and businesses in the Illawarra, 7 published editorials in local newspapers, 3 radio interviews, and a total reach on facebook of 8,086 people.

This report is a summary of the feedback received during the public exhibition of the Illawarra over the next 20 years: A Discussion Paper, which occurred from 19 August to 11 November 2013. Feedback was received through a variety of methods including formal submissions, online forums, community forums, ‘Talkabout’ community event, photo competition, survey and market coffee stands.

A total of 111 written submissions were received, 199 online forum and ideas jam comments posted, and 324 community surveys completed, while 96 people attended the community forums.

At the time of the release of the Discussion Paper, the Illawarra region included the Local Government Areas of Wollongong, Shellharbour and Kiama. Since then, the Shoalhaven has been recognised for its important economic and housing connections and has been included in the Illawarra region. This report summarises the feedback received from the communities in the Wollongong, Shellharbour and Kiama LGAs.
The following is a high level summary of the most common themes of feedback received.

**Housing our growing population**
- Population and dwelling projections.
- Affordable housing, including social housing and student accommodation.
- Support for infill and higher densities.

**Providing jobs and economic opportunities**
- Economic growth and diversification.
- Centres growth, including support for Wollongong City Centre as a major city.
- The availability of Industrial lands.

**Providing efficient transport networks**
- Increasing the use of public transport.
- Improvements to the region’s road and rail infrastructure.
- Getting more freight onto rail.
- Providing attractive, safe and accessible pedestrian and cycling networks.

**Providing the infrastructure we need**
- The need to identify key infrastructure projects, prioritised in order of greatest economic impact.
- Greater planning and investment into social infrastructure – community, cultural, recreational.
- Challenges relating to the funding of infrastructure.

**Providing access to a great lifestyle**
- The need to address disadvantage by providing fair and equitable access to services and facilities, employment opportunities and transport.
- Public transport and community facilities require greater accessibility for the elderly and people living with a disability.

**Protecting our environment and building resilience to natural hazards**
- Climate change and natural hazards.
- Waste management.
- Protection of significant assets such as the Illawarra escarpment, and Endangered Ecological Communities such as the Illawarra lowlands grassy woodlands.

**Strengthening the region’s cultural heritage**
- Integration of cultural heritage with economic and tourism opportunities.
- Support for a more strategic approach to Aboriginal cultural heritage.

**Maximising the productivity of rural and resource lands**
- Importance of agricultural lands for food security, visual amenity and agri-tourism.
- Mining and resources play an important economic role however, there was significant community concern regarding coal seam gas activities.
- Protection of the drinking water catchments.

**Connecting with other regions**
- Important connections were identified with Sydney, specifically the CBD, South West Sydney and Southern Sydney, Shoalhaven, South Coast, Canberra and the Southern Highlands.
- It is important to upgrade the road and rail systems that connect these regions.

**Delivering the plan**
- Support for clear timeframes for delivery.
- The establishment of benchmarks and key performance indicators.
- There should be a published annual update report.
- Governance structures to drive outcomes.
Introduction

The Discussion Paper for the Illawarra was the first step in the development of a new Illawarra Regional Growth Plan and was on public exhibition from 19 August 2013 until 11 November 2013.

The new Illawarra Regional Growth Plan will guide future planning and investment decisions covering housing, economic development and jobs, open space and the transport to connect our homes, jobs education and recreation facilities. The outcomes and objectives of the new Plan will be shaped not only by the community, but also by:

- NSW 2021, the Government’s 10 year plan to rebuild the economy, provide quality services, renovate infrastructure, restore government accountability and strengthen out local environment and communities
- the State Infrastructure Strategy
- the Long Term Transport Master Plan
- Regional Action Plan for the Illawarra/South Coast

The Discussion Paper was structured around a range of challenges facing the region and encouraged the community and key stakeholders to provide their views on what strategies or actions will be needed to provide housing, employment and natural resource management to achieve balanced growth for the region.

All feedback received in response to the Discussion Paper was read, summarised and categorised into a stakeholder management system that assisted in identifying common issues and comments.
3. Consultation methods

In an attempt to gather feedback from a wide cross section of the community, the consultation process adopted the following methods:

- Community forums
- Community surveys
- Online and social media – forums, facebook, twitter and Youtube
- Photo competition
- Written submissions
- Industry and business roundtable
- Community outreach program
- Talkabout: Your Future Illawarra

This section of the report provides a summary of each of the consultation methods described above.

A number of briefing sessions were also run with key stakeholders including:

- Local government and council staff
- State government agencies
- Illawarra Aboriginal Community Based Working Group
- Economic development committees

### 3.1 Community forums

Community forums were held in five locations across the Illawarra to give people an opportunity to ask questions and provide direct feedback. The sessions were facilitated by Department staff in a round table setting where comments were captured and posted on the Department’s website.

A total of 96 people attended the community forums with the most raised issue across all forums being transport, followed by housing and jobs. This can be seen in Figure 1 below.

The five community forums were held throughout October 2013 in Warilla, Kiama, Wollongong, Woonona and Dapto. There were a number of common themes raised across all forums including housing affordability, support for well serviced higher densities, diversification of the economy, and improved public transport.

Information about the top issues raised at each of the forums is shown in Figure 2.

![Figure 1: Most raised issues at community forums](image)

These briefing sessions provided stakeholders the opportunity to have discussion and interaction about what issues are important to them. The majority of stakeholders invited to the briefing sessions also made written submissions, either individually or as representatives of organisations.
### FIGURE 2:
Top issues raised at each community forum

<table>
<thead>
<tr>
<th>FORUM LOCATION</th>
<th>TOP ISSUES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Warilla</td>
<td>Housing affordability – including social housing</td>
</tr>
<tr>
<td></td>
<td>Public transport</td>
</tr>
<tr>
<td></td>
<td>Agricultural land</td>
</tr>
<tr>
<td></td>
<td>Youth unemployment</td>
</tr>
<tr>
<td>Kiama</td>
<td>Population and dwelling projections</td>
</tr>
<tr>
<td></td>
<td>Agricultural land</td>
</tr>
<tr>
<td></td>
<td>Biodiversity</td>
</tr>
<tr>
<td></td>
<td>Aged Care</td>
</tr>
<tr>
<td>Wollongong</td>
<td>Revitalisation/Infill and higher densities</td>
</tr>
<tr>
<td></td>
<td>Social inclusion</td>
</tr>
<tr>
<td></td>
<td>Healthy living/liveable centres</td>
</tr>
<tr>
<td></td>
<td>Public transport</td>
</tr>
<tr>
<td></td>
<td>Economic development and jobs growth</td>
</tr>
<tr>
<td>Woonona</td>
<td>Economic development and jobs growth</td>
</tr>
<tr>
<td></td>
<td>Revitalisation/Infill and higher densities</td>
</tr>
<tr>
<td></td>
<td>Transport – roads</td>
</tr>
<tr>
<td></td>
<td>Housing affordability – including social housing</td>
</tr>
<tr>
<td>Dapto</td>
<td>Urban design</td>
</tr>
<tr>
<td></td>
<td>Infrastructure and servicing</td>
</tr>
<tr>
<td></td>
<td>Public transport</td>
</tr>
<tr>
<td></td>
<td>Transport – roads</td>
</tr>
</tbody>
</table>

### 3.2 Community Surveys
The community survey was used to drive awareness of the Discussion Paper and encourage a range of feedback from the community, asking questions about housing, jobs, infrastructure, transport and the environment in the region.

Coffee pop-ups were used where a ‘coffee for a survey’ was offered to community members in exchange for a completed survey. Four coffee pop-ups were held in September across the Illawarra:

- 8th September – Spring into Corrimal
- 15th September – Kiama Seaside Markets
- 20th September – Wollongong Produce Markets
- 22nd September – Shellharbour Village Markets

A total of 173 surveys were completed at the coffee pop-ups, with Department staff talking with over 250 community members.

The survey was also available online. A total of 151 surveys were completed online, resulting in a total of 324 surveys completed. A summary of the top responses is shown in Figure 3.
### FIGURE 3
Top responses to community surveys

<table>
<thead>
<tr>
<th>QUESTION</th>
<th>TOP RESPONSE</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>What are your priorities when choosing a home?</td>
<td>Affordability</td>
<td>52%</td>
</tr>
<tr>
<td>What type of housing do you think the Illawarra needs most?</td>
<td>Affordable rental housing</td>
<td>53%</td>
</tr>
<tr>
<td>Where do you think new housing in the Illawarra should be built?</td>
<td>In existing suburbs close to jobs, school and local centres</td>
<td>39%</td>
</tr>
<tr>
<td>What do you think are the most important industries for jobs growth?</td>
<td>Education and training</td>
<td>58%</td>
</tr>
<tr>
<td>Which of the following areas should be the main location for job growth in the Illawarra?</td>
<td>Existing town centres</td>
<td>60%</td>
</tr>
<tr>
<td>What infrastructure would make the biggest difference to supporting local jobs?</td>
<td>Social infrastructure (schools, hospitals, cultural venues)</td>
<td>53%</td>
</tr>
<tr>
<td>What is your main form of transport?</td>
<td>Car</td>
<td>80%</td>
</tr>
<tr>
<td>What would you like to see more of in your local area?</td>
<td>Parks</td>
<td>41%</td>
</tr>
<tr>
<td>What do you think should be the main priorities for protecting the Illawarra’s environment?</td>
<td>Avoiding development near environmentally sensitive areas</td>
<td>57%</td>
</tr>
</tbody>
</table>

### 3.3 Online and social media

A number of online methods were used to encourage feedback and raise awareness of the Discussion Paper including Twitter, Facebook, Youtube, and an online forum and ‘ideas jam’. The results of the online and social media campaign are shown in Figure 4.

The online forum and ideas jam tended to raise similar topics to those mentioned at the community forums, with the most raised issue being transport, followed by housing. A breakdown of the number of comments in each theme is shown in Figure 5.
A number of online methods were used to encourage feedback and raise awareness of the Discussion Paper including Twitter, Facebook, Youtube, and an online forum and ‘ideas jam’. The results of the online and social media campaign are shown in Figure 4.

The online forum and ideas jam tended to raise similar topics to those mentioned at the community forums, with the most raised issue being transport, followed by housing.

A breakdown of the number of comments in each theme is shown in Figure 5.
3.4 Photo competition

A photo competition was run during the exhibition period which encouraged community members to take a photo that captures their vision for the future of the Illawarra. Each photo was required to be accompanied by a short description of why the subject of the image works well, or how they would like to improve it.

There were 12 entries for the photo competition and two winners under the categories of best photograph and best planning idea.

The best photograph was judged by professional photographers and awarded to Geoff Payne for his photo ‘Rockpool’ (Wollongong rock pool).

The photograph for best planning idea was judged by planning professionals from the Department and was awarded to Fiona McLauchlan for her idea ‘Coalcliff rock platform near Seacliff Bridge’.

“Focus on health and fitness”
Geoff Payne’s North Wollongong Rockpool
This is one of my favourite spots in the Illawarra. It’s a little bit hidden if you aren’t a rock fisherman but it’s definitely worth the trek. I love this view because you get to experience the beauty of the northern Illawarra coastline along with the remarkable Seacliff bridge. The construction of the bridge typifies my vision for the Illawarra. The idea to construct the bridge was an innovative solution – it is beautiful from an engineering perspective but it also connects communities and encourages visitors from across the country and overseas.

I’m encouraged by the work that has already gone into the Discussion Paper. My vision for the Illawarra is the development of innovative solutions to support balanced growth. I’m particularly interested in seeing connectivity – both physical infrastructure and information technology – high on the agenda.

Fiona McLauchlan
3.5 Written submissions

A total of 111 written submissions were received from a number of individuals and stakeholders. A review and analysis of all written submissions was undertaken which entailed summarising, categorising and classifying the issues raised. Submissions were categorised by group for reporting purposes. Figure 6 shows the breakdown of these submissions. The largest proportion of submissions were from individuals (60), followed by State government (14) and industry groups (10). More detail on these groups is provided in Appendix A.

The most common issues raised in the written submissions related to social housing, population projections, and the tourism industry. The most popular issues raised in submissions are summarised in Figure 7, while Figure 8 shows the top issues raise by each of the categorised groups.
**FIGURE 7**
Frequency of issues raised in written submissions

<table>
<thead>
<tr>
<th>ISSUE</th>
<th>NUMBER OF SUBMISSIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Social housing – inc Aboriginal housing</td>
<td>36</td>
</tr>
<tr>
<td>Population and dwelling projections</td>
<td>34</td>
</tr>
<tr>
<td>Jobs – tourism</td>
<td>34</td>
</tr>
<tr>
<td>Social infrastructure</td>
<td>33</td>
</tr>
<tr>
<td>Economic growth and diversification</td>
<td>33</td>
</tr>
<tr>
<td>Infill and higher density</td>
<td>30</td>
</tr>
<tr>
<td>Greenfield</td>
<td>28</td>
</tr>
<tr>
<td>Agricultural lands</td>
<td>27</td>
</tr>
<tr>
<td>Centres</td>
<td>27</td>
</tr>
<tr>
<td>Public transport</td>
<td>25</td>
</tr>
<tr>
<td>Mining and resource lands</td>
<td>22</td>
</tr>
<tr>
<td>Transport – rail</td>
<td>21</td>
</tr>
<tr>
<td>Transport – road</td>
<td>19</td>
</tr>
<tr>
<td>Protection of significant assets</td>
<td>19</td>
</tr>
<tr>
<td>Employment lands</td>
<td>19</td>
</tr>
<tr>
<td>Climate change and natural hazards</td>
<td>17</td>
</tr>
<tr>
<td>Connecting with other regions</td>
<td>16</td>
</tr>
<tr>
<td>Transport – walking and cycling</td>
<td>16</td>
</tr>
<tr>
<td>Transport – freight</td>
<td>16</td>
</tr>
<tr>
<td>Infrastructure – funding</td>
<td>16</td>
</tr>
<tr>
<td>Delivering the plan</td>
<td>15</td>
</tr>
<tr>
<td>Cultural heritage</td>
<td>15</td>
</tr>
<tr>
<td>Ageing population, adaptable and seniors housing</td>
<td>15</td>
</tr>
</tbody>
</table>
### FIGURE 8
Top issues raised by each group

<table>
<thead>
<tr>
<th>GROUP</th>
<th>TOP ISSUES</th>
</tr>
</thead>
</table>
| COMMUNITY OR ENVIRONMENTAL   | Agricultural land protection  
Open space and parks  
Protection of significant environmental assets  
Jobs – tourism             |
| INDUSTRY                     | Transport – rail  
Freight – including Maldon to Dombarton rail line  
Centres  
Principles that guide our planning (from the Discussion Paper) |
| LOCAL GOVERNMENT             | Population and dwelling projections  
Affordable housing including social and Aboriginal housing  
Economic growth and diversification  
Agricultural land protection |
| NON GOVERNMENT ORGANISATIONS | Climate change  
Social inclusion  
Jobs – tourism  
Public transport             |
| PROFESSIONAL BODIES          | Delivering the plan  
Employment lands  
Infrastructure funding  
Economic growth and diversification  
Infill and higher density |
| STATE GOVERNMENT             | Delivering the plan  
Access to a great lifestyle  
Infill and higher density  
Social infrastructure  
Affordable housing including social and Aboriginal housing |
| INDIVIDUALS                 | Jobs – tourism  
Infill and higher density  
Agricultural land/Urban limit lines  
Economic growth and diversification  
Protection of significant assets  
Walking and cycling |
3.6 Industry and business roundtable

A facilitated roundtable session was held with key industry and business representatives across a large number of sectors in the Illawarra. A list of the organisations that were represented at the roundtable can be found in Appendix B.

The majority of stakeholders invited to the briefing session also made written submissions, either individually or as representatives of organisations.

During the workshop, regional strengths and key aspects that would help define a preferred future/narrative for the region was explored. Key regional strengths identified included ‘our people’ (e.g. creative, innovative, resilient), regional advantage (e.g. proximity to Sydney, education and training opportunities, relative housing affordability) and the natural environment and unique landscape.

In terms of utilising and building on these strengths, growth opportunities identified included the Innovation Campus, the growth of the University and Port of Port Kembla, and knowledge services such as the Unanderra data centre. A willingness to change and do something different, strategic planning work already underway and a focus on delivery were also identified. Initiatives for the protection of the natural environment were also identified as a key strength.

3.7 Community outreach program

The community outreach program was developed as part of the overall engagement process for the Discussion Paper and was targeted at engaging specific community groups that may not traditionally participate in consultation activities such as mothers with young children, people living with a disability, and non English speakers.

There were two sessions held under this program, one with the Multicultural Communities Council Illawarra – Mandarin Speakers, and one for people living with a disability. The main issues raised from these sessions are outlined in Figure 9.

FIGURE 9
Top issues raised at community outreach forums

<table>
<thead>
<tr>
<th>FORUM</th>
<th>TOP ISSUES</th>
</tr>
</thead>
<tbody>
<tr>
<td>MANDARIN SPEAKERS</td>
<td>Public transport – accessibility and signage</td>
</tr>
<tr>
<td></td>
<td>Access to culturally specific social services</td>
</tr>
<tr>
<td></td>
<td>Economic development – tourism</td>
</tr>
<tr>
<td></td>
<td>Strengthen Wollongong City Centre</td>
</tr>
<tr>
<td>PEOPLE LIVING WITH A DISABILITY</td>
<td>Affordable public housing</td>
</tr>
<tr>
<td></td>
<td>Better public transport</td>
</tr>
<tr>
<td></td>
<td>More hospitals and staff</td>
</tr>
<tr>
<td></td>
<td>Public domain and urban design for disabled</td>
</tr>
<tr>
<td></td>
<td>Job opportunities for people with a disability</td>
</tr>
</tbody>
</table>
3.8 Talkabout: Your Future Illawarra

On Friday, 1 November 2013, the Talkabout: Your Future Illawarra event was held at the Innovation Campus at the University of Wollongong. With guest speakers Dr Karl Kruszelnicki and Mark McCrindle, more than 180 people attended for a thought provoking night with inspirational ideas on new technology like the 3D printer, genetics and some fascinating insights into how our changing population will shape our future growth in the Illawarra.

Following the presentations from Dr Karl and Mark McCrindle, a networking opportunity was provided for attendees to discuss what is important for their future in the Illawarra.

Participants were asked to write their ideas onto post it notes which were categorised into six themes being housing, jobs, infrastructure, transport, environment, and general.

More than 260 comments were recorded on the night, with almost a quarter of them relating to transport. The main issues raised were common to the online forums and community forums and included:

- Housing affordability
- Higher densities around well serviced centres
- Aged care
- Job creation – research and innovation, tourism, IT
- Public transport
- Protection of agricultural land

![FIGURE 10](image)

Breakdown of Talkabout comments by theme
Overview of consultation outcomes

4.1 Regional Narrative

The development of a regional narrative, vision statement or economic vision for the future of the Illawarra formed an important part of the feedback. Calls for a clearer regional vision came from Wollongong and Kiama Councils, Property Council of Australia, i3net, Green Building Council of Australia and through the feedback received from the community forums, and industry and business roundtable.

The Green Building Council of Australia put forward that ‘effective engagement is necessary for the development of a vision that is shared by stakeholders across the community, industry, and government. To progress successfully towards such a vision, a project must build community capacity, assess performance, and encourage ownership and leadership in the realisation of goals and objectives.’

The most common theme when analysing the feedback relating to a regional vision was that the region has a number of scenically beautiful environments and lifestyles. Furthermore, it was suggested by many that one of the keys to economic growth in the region lies in defining an economic vision. In their submission, i3net stated that ‘we have an enviable quality of life offering and ties with the future employment in the Illawarra. The natural beauty of the area, the world class education facilities, the lack of congestion and vibrant communities make the Illawarra an ideal place for people to live. This liveability should be an important factor in encouraging businesses to invest in the region so long as there are no disincentives to do so.’

4.2 Principles that guide our planning

The Discussion Paper put forward 9 principles to guide and shape the new Illawarra Regional Growth Plan.

There was only a small number of submissions received relating to the principles, with a few expressing their support for them (GPT Group, Lend Lease), while others raised concerns. There were two main concerns raised from a small number of submitters calling for ecologically sustainable development principles to be included. This included concerns that environmental and biodiversity values were being placed second to growth which was also a common theme at the Kiama community forum.
4.3 Housing our growing population

Feedback relating to population and housing was a common topic of interest throughout all consultation activities with the most common themes being:

- Population and dwelling projections
- Affordable housing
- Infill and higher densities

This section will provide more detailed commentary on the feedback received for these common themes however, it is important to note that there were also a number of other themes raised through the consultation period including:

- Urban limit lines – this includes concepts such as green corridors, balancing urban expansion with rural lands, and maintaining the character of towns. These issues were raised as a significant issue by the Kiama community.
- Adaptable and seniors housing – with a significant ageing population, many submissions raised the need for more adaptable and seniors housing. There were also concerns raised about the lack of housing for people with a disability.
- Impediments to housing delivery in greenfield areas – it was acknowledged that there are a number of impediments to housing delivery such as fragmented land ownership, landowner expectations and the delivery of infrastructure and services.
- Urban renewal and revitalisation – the revitalisation of town centres (such as Wollongong City Centre, Unanderra and Corrimal) which incorporate good urban design and sustainable design principles.

Population and dwelling projections

In August 2013, the Department released preliminary 2013 population projections for NSW. These preliminary projections show that the Illawarra’s population is expected to increase by 64,600 people in 2031. This results in the need for an additional 35,000 dwellings.

There were a number of concerns raised regarding the population and dwelling projections from local government and the Kiama community. The major questions that were raised involved:

- Differences between the current projections and those contained in the 2006 Illawarra Regional Strategy.
- Methodology used to inform the current projections.

While a number of submitters argued that the projections were too high, there was support from Wollongong City Council for aspirational population targets, and Lend Lease argued that ‘an additional 20% of supply be added as a safety valve to aid production’. Wollongong City Council stated that “the draft Illawarra Regional Growth Plan should include aspirational population figures for Wollongong LGA and the wider Illawarra Region, in attempt to stimulate economic and employment growth within the region through net migration increases and government relocation strategies from Sydney to the Illawarra”.

Kiama Municipal Council:

One of the fundamental issues Council is having in regard to the IRS figures is that Council anticipated that a large percentage of population and dwelling growth could be catered for in the form of urban infill and existing medium density zoned land. This also had the benefit of generally containing existing urban boundaries. However, the figures proposed in the IDP, would realistically require substantial new greenfield development, raising the issues of protection of coastal landscapes, placing a value on and retention of priority food producing lands, servicing, affordability and the extensive investigation required to even consider such an option.
Affordable Housing

The challenge of affordable housing was raised by over 20% of submissions, and was nominated by over 50% of survey respondents as being the highest priority when choosing a home.

Much of the feedback received about affordable housing indicated that the issue was significant not only for home buyers, but also renters and those in social housing. Wollongong City Council and the University of Wollongong also noted that student housing is also a discrete form of affordable housing that needs to be considered.

The overwhelming view expressed by submissions focused on the delivery of a range of housing choices in well serviced locations as a means to address housing affordability. These submissions were of the view that greater housing density and mix around transport hubs, focusing on the provision of a range of lot sizes, would result in not only an increase in affordability, but also provide greater accessibility to public transport, employment, services, and contribute to social inclusive communities.

Shellharbour City Council acknowledged that other impediments to providing affordable housing include:

- Difficulty in procuring investment finance
- Escalating development and servicing costs
- Limited availability of development sites in well serviced areas.

There were a number of specific mechanisms proposed to support affordable housing including:

- Preparation of housing strategies for each LGA and also for the region to ensure that housing issues are identified at an early stage
- Inclusion of a requirement for the submission of a social impact assessment for proposals that might impact on the housing market
- Planning controls should not unduly restrict development in areas where medium and higher densities are allowed
- Have benchmarks to track and provide certain number of affordable housing options, including public housing
- shared equity schemes and incentives.

It was a common theme that the delivery of affordable housing should be indistinguishable from other forms of housing and distributed throughout developments rather than concentrated in a cluster.

Infill and higher densities

There was overwhelming support for an increase in densities around well serviced centres to accommodate population growth. More than a quarter of submissions raised support for higher densities, while over 35% of respondents to the survey supported new housing in existing suburbs, and 30% supported new housing close to major transport corridors.

The support for higher densities was conditional that they be well serviced with access to public transport, employment opportunities, schools and recreation facilities. The support for higher densities around public transport nodes was in many cases, aimed at reducing dependency on motor vehicles in response to managing climate change and a reliance of fossil fuels.

The design of higher density housing was also a significant concern. Consistent feedback from the consultation was that urban design principles should be incorporated in new developments. This includes incorporating good design features that maximise social amenity, green space and encourage social inclusion. It was also suggested that new developments (both infill and greenfield) be sustainably designed to reduce energy consumption and enhance thermal performance.
4.4 Providing jobs and economic opportunities

The most common themes raised relating to jobs and economic opportunities during the consultation were:

- Economic growth and diversification
- Centres
- Industrial lands.

This section will provide more detailed commentary on the feedback received for these common themes however, it is important to note that there were also a number of other themes raised through the consultation period including:

- Youth unemployment – there was recognition of the significant level of youth unemployment in the region. One participant at the community forum suggested free train tickets for young people getting to job interviews in Sydney
- Skills and training – access to education and training was recognised as being important in addressing unemployment and social inclusion
- Decentralisation of government agencies – significant support for this concept was received at the community forums, and through a small number of submissions and community surveys as a measure to increase local employment opportunities.

Economic growth and diversification

A large focus of submissions and feedback received throughout the exhibition of the Discussion Paper was on economic growth. The majority of comments emphasised that employment and economic activity is the key driver to achieving growth in the region and that it should be a clear focus for the Illawarra Regional Growth Plan.

There were a number of submitters that suggested that the region needs a clear economic plan that supports other economic development plans (such as RDA Illawarra’s Transition Illawarra) and has:

- Strategies to attract businesses
- Incentives for investment
- A clear role for each council

Planning Institute of Australia:

The regions are not autonomous governing entities and for the realisation of strategy outcomes there is a need for State Government to collaborate with local councils and the private sector to take a proactive lead towards achieving job targets. It needs to include in the future strategy, economic incentives aimed at attracting investors to contribute to growth and to provide commitment and certainty to infrastructure and transport upgrades.

Many submitters, including local government and attendees at the community forums, commented that in order to achieve sustainable economic growth in the region, the focus should be on diversifying the regional economy from heavy industry to include services and knowledge based industries. There was a general consensus that in order to achieve economic diversification, the region should leverage off a number of industries and assets:

- University of Wollongong – including its high number of ICT graduates
- Innovation Campus
- Connections to high speed broadband
- Proximity to Sydney
- Port of Port Kembla
- Health and aged care
- Tourism – including eco-tourism and agri-tourism

While diversification from the region’s traditional heavy industrial base was a common theme, there were also a number of comments raised supporting the role that manufacturing will continue to play in the regional economy. The Illawarra Innovative Industry Network (i3net) commented that “the manufacturing and heavy industry sector is adapting to a rapidly changing world and macro-economic factors, and the strength of skills and experience will ensure that the industry remains a viable sector and regional employer into the future”. It was then suggested that the focus for manufacturing in the region should be on “technology innovation to service the emerging industries of the modern world which include waste/recycling, agriculture and renewable energy (gas, wind and hydro)”. 
Approximately 30% of submissions supported greater focus on the tourism industry as a means to creating more local employment opportunities. There was acknowledgement of the role the region’s natural environment (including beaches, the escarpment, National Parks, rural lands) plays in supporting tourism, and suggestions that this should be leveraged to develop greater opportunities in tourism markets such as:

- Recreation – including walking, cycling, and surfing
- Music, arts and cultural festivals
- Agricultural – including farm gate trails and markets
- Health
- Entertainment

NSW Department of Trade and Investment, Regional Infrastructure and Services:
The RGP needs to support the sustainable operation (and new investment) in existing commercial, tourism and events operations, mineral and energy projects, and agriculture and aquaculture in the Illawarra.

Centres
There was significant support for Wollongong City Centre as a major city not only for the Illawarra, but also for communities further including the South Coast. Shellharbour City Council argued however, that Shellharbour City Centre should also be a major focus for the region as a major regional centre. There was also support for Dapto as a major regional centre, servicing the expanding population at West Dapto and Calderwood.

In its submission, the Urban Development Institute of Australia argued that ‘Wollongong City Centre should be maintained as the Illawarra’s main commercial centre for the region, while the Innovation Campus can be a focus for education and technological innovation’. The University of Wollongong meanwhile argued that the Wollongong City Centre and the Innovation Campus are complementary commercial investment hubs with each providing different locational attributes.

There was a call from the GPT Group and ALDI to review available commercial and retail floor space in the region’s centres. There was also concern from ALDI that locating appropriately zoned and sized land for small scale
supermarkets in centres is increasingly difficult due to the lack of permissibility for them in a number of the Business Zones.

In its submission, the University of Wollongong puts forward the concept of an education and innovation precinct. This concept would link the University, Innovation campus, and TAFE with the Wollongong City Centre. More detail is provided in Table 1 below.

**Industrial lands**

It was acknowledged in a number of submissions (notably – Property Council of Australia, Wollongong City Council, Australian Industry Group) that the provision of a sufficient supply of industrial lands which is market ready is a significant challenge facing the Illawarra.

While it is important to monitor the supply of zoned industrial land, it was made clear in submissions that it is equally important to monitor the constraints and serviceability of these lands in order to translate the demand for industrial land into jobs growth.

In developing an evidence base to monitor industrial land, support was given by the Property Council of Australia and i3net for a comprehensive audit of all existing and proposed industrial lands, assessing grade, servicing, hazards, lot size, ownership and buffers.

**4.5 Providing efficient transport networks**

Feedback from all forms of consultation commented heavily on transport issues. The most common themes were:

- Public transport
- Improvements to road and rail
- Freight
- Walking and cycling

This section will provide more detailed commentary on the feedback received for these common themes however, it is important to note that there were also a number of other themes raised through the consultation period including:

- Improved signage – support for improved signage in the region was directed at supporting tourism, and includes signage on roads, buses, trains, walking paths and cycleways.
- Greater use of the Illawarra Regional Airport – Feedback was supporting of using the airport for domestic flights to Melbourne, and to utilise the airport for economic development purposes.
- Carparking – this was raised particularly as an issue around hospitals and in Wollongong City Centre.

**TABLE 1**

**Wollongong Education and Innovation Precinct.**

<table>
<thead>
<tr>
<th>A SUBMISSION FROM THE UNIVERSITY OF WOLLONGONG</th>
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<tbody>
<tr>
<td>There would appear to be considerable merit supporting a potential Urban Activation Precinct incorporating the UOW main campus, the Illawarra TAFE Wollongong Campus, the adjoining high schools, continuing east to pick up the Montague Street light industrial area and the Innovation Campus. This ‘corridor’ could be considered as the Wollongong Education and Innovation Precinct, or similar.</td>
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<tr>
<td>Important attributes of the conceptual precinct include:</td>
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<td>Three higher education campuses one of which includes business/technology park components, and two secondary education sites; Keira Technology High School and Wollongong High School for the Performing Arts;</td>
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<tr>
<td>An intervening light industrial area which is already seeing numerous premises transforming to office and business support type establishments in part due to proximity to the growing Innovation Campus (soon to be directly linked by a road bridge);</td>
</tr>
<tr>
<td>The precinct straddles the intercity railway line (including two railway stations) as well as two motorways (M1 Princes Motorway and Memorial Drive) including the existing Gwynneville Interchange and the UOW’s proposed Mt Ousley Interchange (on the north-east fringe of UOW Main Campus);</td>
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<tr>
<td>Straddles major fibre-optic and other utility trunk infrastructure; and</td>
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<tr>
<td>Encompasses two hubs of active urban redevelopment being the Fairy Meadow Town Centre and the Flinders Street ‘northern gateway’ to the Wollongong City Centre.</td>
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</tbody>
</table>
A large proportion of feedback received regarding transport expressed overwhelming support for the integrated approach that links transport planning in the Regional Transport Plan with land use strategies such as the new Illawarra Regional Growth Plan.

**Public Transport**

Almost a quarter of all submissions commented on public transport in the region. There was also significant feedback regarding public transport at the community forums, in the online forums and through the community survey.

A common piece of feedback from submitters was that to encourage greater public transport usage, greater investment is required by government, but it must also be as convenient as it is to use a motor vehicle, given that 87% of respondents to the community survey stated their main form of transport was a car.

There was widespread support for the retention of the free 'gong shuttle bus. In fact, most people would like to see the shuttle expanded to connect other areas such as Dapto and Shellharbour.

A number of ideas to encourage public transport use were suggested including:

- More express bus services connecting the southern part of the region to Wollongong City Centre
- Amendments to the rail timetable
- Creation of transport hubs
- Investment into park and ride facilities
- Introduction of a multi-pass option to use across different modes

It was also acknowledged that developing higher densities around accessible transport is critical to encourage greater public transport use.

**Walking and cycling**

Almost 15% of submissions commented on walking and cycling, with most suggestions focusing on the need for attractive, safe and accessible pedestrian and cycle networks. Many suggestions emphasised the need for bicycle related infrastructure in new developments, including bicycle parking, end of trip facilities in commercial development, lighting, signage and the ability to carry bikes on buses.

Several submissions commented that the focus of efforts relating to walking and cycling in the region should be centred on creating an integrated cycling network that safely integrates centres and employment hubs. This was consistent with the feedback received through the community surveys.

**Road and rail**

The issues raised most frequency regarding roads and rail focussed on taking freight off the roads and improving capacities, especially the connections to Sydney. Decreasing travel time by all transport modes between Sydney and the Illawarra was a concern raised not only by the community, but also by local government, industry groups and professional bodies.

The specific upgrades to road and rail projects that were mentioned the most included:

- Mount Ousley
- F6 extension (into Sutherland)
- Albion park rail bypass
- Additional freight capacity on the Moss Vale – Unanderra rail line
- Duplication of the South Coast rail line.

Concerns were raised that the railway lines connecting the Illawarra to Sydney are unable to cope with current passenger demands let alone an increase in demand cause by the identified population increase. A large number of Illawarra residents drive to Sutherland Shire in order to access city trains which places considerable pressure on local roads and parking availability. Sutherland Shire Council therefore suggests that greater upfront commitment to infrastructure provision needs to be made to ensure a sufficient capacity on the arterial roads and rail services.

There were also a small number of submissions, including from Wollongong City Council, which raised the prospect of considering the provision of light rail across the region.
Many submissions and feedback through community forums, surveys and online methods, commented on the movement of freight in the region, with a particular emphasis on getting trucks off the roads. The majority of these submissions (including PCA, i3net, Lend Lease, BHP, UDIA, Wollongong Council, AIG) emphasised the need to complete the Maldon to Dombarton rail line as a mechanism to address freight related transport issues, but to also unlock the potential of the Port of Port Kembla.

While the Maldon to Dombarton rail line project was heavily supported, others such as the National Parks Association expressed environmental concerns of the project, particularly as it passes through lands held for drinking water catchment purposes.

### 4.6 Providing the infrastructure we need

Infrastructure funding, social infrastructure and priority infrastructure projects were the most common issues raised in relation to infrastructure.

The need to link the provision of infrastructure with development of new dwelling stock was a sentiment generally supported across a number of submissions, and there was also support from local government, industry groups and peak bodies for the preparation and implementation of infrastructure plans at a regional level.

### Priority Infrastructure Projects

A number of stakeholders stressed the need for the new Regional Growth Plan to identify key infrastructure projects, prioritised in order of greatest economic impact to the region. Illawarra Business Chamber (IBC) stated that ‘the plan should identify infrastructure projects which are important to the economic development of the Illawarra which will require innovative financing including the private sector’. This was similar to the submissions put forward by Wollongong City Council, Shellharbour City Council, UDIA, i3net, and Australian Industry Group (AIG).

### Social Infrastructure

The vast majority of comments relating to social infrastructure called for greater planning and investment into community facilities to encourage a healthy lifestyle – cultural, sporting and recreational infrastructure, community gardens, museums, and theatres. These facilities were said to support liveable, inclusive and active communities.

Participants at the community forums raised concerns over the future of Shellharbour, Kiama and Bulli hospitals. It was suggested that there continues to be an ongoing role for them to play in the region, and in fact they should be upgraded to cater for the region’s ageing population.

### NSW Health – Illawarra Shoalhaven Local Health District

Consider social infrastructure as an important part of the community in the physical planning process. There is a need to be anticipatory and to strategically plan for social infrastructure provision and not assume that provision of facilities and services will necessarily follow development. Inclusion of amenities and provision of facilities where primary and community healthcare services can be delivered within community hubs will significantly promote equity of access to services.
Funding

Almost 15% of submissions commented specifically on issues related to the funding of infrastructure. Wollongong and Shellharbour City Council emphasised that there are significant financial constraints on local councils to provide infrastructure to support new urban development. The two councils also argued that the plan should be tied to a complementary infrastructure contributions plan such as the Draft Illawarra Special Infrastructure Contributions Plan or similar.

Wollongong City Council also argued for greater involvement from the private sector in infrastructure provision. It stated that “the private sector will have the ability to provide an infrastructure item at a time that is better aligned to their development programs. Lend Lease also stated that “the private sector has a lot to offer for infrastructure provision, however, it is not necessarily the place of the new Plan to provide such guidance as alternative State Government policy announcements, levers and frameworks are considered likely to be more effective”.

In its submission, UDIA described the challenges in delivering affordable housing to the market when faced with increasing infrastructure contributions – “At present the cost of funding infrastructure to developers is so great that in the worst case it is affecting the viability of projects to the point where development does not proceed. In the best case, it is driving up the cost of development, costs which invariably get passed on to the consumer, diminishing housing affordability”.

It was raised that a whole of government approach is required to identify the essential infrastructure, delivery schedule and funding mechanisms to ensure the delivery of infrastructure to support new developments. The Planning Institute of Australia (PIA) went on to state that ‘there is a need for a comprehensive review of local infrastructure especially focussing on areas like the Illawarra, where the residential population is growing rapidly. This review should look critically at how to better balance the costs between the private sector, local councils and state government’.

4.7 Providing access to a great lifestyle

Submissions regarding access to a great lifestyle focussed on issues such as accessibility, connectivity and social inclusion.

Submissions from Wollongong City Council, NSW Health and Healthy Cities Illawarra stressed the importance of addressing disadvantage by providing fair and equitable access to services and facilities, employment opportunities and transport. Central to their submissions was creating regular and accessible public transport options in key disadvantaged areas, ensuring people can be linked to major centres, services and other transport hubs.

There was also feedback generated from submissions, the community forums and through the community outreach program that suggested public transport, and community and recreation facilities require greater accessibility for people living with a disability and the elderly.

A few submissions discussed accessibility for people who don’t own or drive a car, suggesting that new community and recreation facilities be located and designed with accessibility to public transport.

A number of other submitters provided suggestions regarding social inclusion, accessibility and connectivity including:

■ Reduced/free train tickets for young unemployed people to access employment markets in Sydney
■ Prioritise public open space and public domain, providing child friendly design of parks and recreation
■ Providing a range of housing choices to support diversity and density around centres
■ Provision of key worker housing
■ Provision of a program for guaranteeing the supply of shared equity or social housing within new developments
■ Delivery of affordable housing
■ Ensure transport systems are connecting the community to centres where fresh food is available
■ Promote and practice strong community engagement with local Aboriginal population
■ Recognise cultural diversity
■ Identify the specific needs of culturally sensitive communities and their need for specific and culturally appropriate aged care facilities.
WE NEED A BIKE TRACK IN BALGOWNIE

#planilla warrq
Shellharbour City Council:
The Plan can identify housing providers such as the Illawarra Local Aboriginal Land Council as a stakeholder in land release and housing development. Funds generated from housing developments can then be used to build the economic base for the Local Aboriginal Land Council to fulfil their objectives in their "community land and business plan".

There was also support, particularly from Shellharbour City Council and Aboriginal Affairs NSW for the Regional Growth Plan to include reference to OCHRE, the NSW Government Plan for Aboriginal Affairs which aims to focus on creating opportunities for economic empowerment and support more Aboriginal young people to get jobs that are fulfilling and sustainable.

4.8 Protecting our environment and building resilience to natural hazards

Many submissions addressed the issues of climate change, natural hazards, and the protection of significant environmental assets. There were also a number of other themes raised through the consultation period including:

- Waste – Many of the submissions and feedback regarding waste management noted that any increase in population in the Illawarra will have a significant impact on the existing waste facilities.
- Noise pollution – a small number of submissions and feedback from the community forums commented on the impact that trucks on the region’s roads have on noise pollution.

Climate change and natural hazards

Approximately 15% of submissions provided commentary on climate change and natural hazards. Issues included management of floodplains, coastal hazards, acid sulphate soils, erosion, bushfire, landslip and sea level rise. Wollongong and Shellharbour Councils argued that the State government is better placed to set climate change policy than local government, particularly around sea level rise. Lend Lease states that the State Government has an important role to play in setting the technical guidelines to assist local communities assess the impacts of a changing climate.

The NRMA’s submission provided suggestions on how new developments should occur to avoid areas of unacceptable risk by establishing “acceptable or tolerable levels of risk through consultation with an informed community and other stakeholders and then mitigating the risk to meet that threshold”.

Protection of significant assets

19 submissions strongly suggested that the new Regional Growth Plan could conserve and protect significant environmental assets in the Illawarra. This included areas of high biodiversity value, high visual amenity, water catchments and culturally sensitive sites.

Some of the specific examples provided include:

- Protection of the escarpment for its landscape, visual and biodiversity value.
- Endangered Ecological Communities such as the Illawarra lowlands grassy woodlands.
- An area on Seven Mile beach which is home to a wetland complex and a transition of endangered flora and fauna habitats. This area is currently at threat to sand mining and was raised as a concern in submissions from the Kiama community and at the Kiama community forum.

There was also support from professional bodies for the process of bio-certification for the West Dapto land release area.
4.9 Strengthening the Region’s cultural heritage

The key theme arising from submissions on cultural heritage related to the integration of cultural heritage with economic and tourism opportunities.

Recognise aboriginal culture

There were suggestions to use culture in a broader sense – design playgrounds on Aboriginal themes, stencil Aboriginal stories into pathways – to not only strengthen the region’s cultural heritage, but also act as an educational tool. Specifically, Shellharbour City Council identified that the Bass Point Aboriginal Interpretive Centre is expected to generate sustainable employment and genuine career opportunities for Aboriginal community members.

In its submission, Aboriginal Affairs NSW pointed out that the Regional Growth Plan “should recognise and respect the centrality of the region’s Aboriginal people as the source of their culture and heritage, and the key factor in its ongoing identification, conservation and management”.

It was also noted from a small number of submissions that the Regional Growth Plan should acknowledge the role that the Illawarra LALC has in regard to Aboriginal culture and heritage issues.

Aboriginal heritage assessment

Wollongong City Council argued that a complete review of the present Aboriginal heritage management system is required to ensure the conservation of significant Aboriginal archaeological and cultural heritage sites is better integrated with land use decision making.

Shellharbour City Council noted that Aboriginal cultural heritage provisions in the current National Parks and Wildlife Act 1974 are currently being reviewed and once finalised, reference should be made to it in the new Regional Growth Plan.

NTSCORP, a Native Title Service Provider, noted that there is a key gap in the current Aboriginal cultural heritage assessment and management framework. Its submission stated that “the most effective strategy to protect and manage cultural heritage in the Illawarra region must incorporate methods of identifying, assessing and managing a broad range of cultural heritage values. This would make use of assessment tool with the ability to capture intangible cultural heritage values, along with archaeological modes of assessment”.

To provide a more regional strategic approach to Aboriginal heritage, Shellharbour City Council suggested that “the State can assist by contributing to the funding of broad Aboriginal heritage studies for the region that will assist in identifying the likelihood of areas to contain sites of cultural importance to the Aboriginal community”.

4.10 Maximising the productivity of rural and resource lands

Issues relating to rural and resource lands were raised frequently through all consultation methods during the exhibition phase with the general viewpoint being the need to protect agricultural lands and water catchments.

Agriculture lands

Over 25 submissions commented on agricultural lands in the region, in addition to significant interest being raised at the community forums. The overwhelming majority of comments emphasised the importance of agricultural land for food security, visual amenity and agri-tourism.

There was support expressed for the biophysical strategic agricultural land (BSAL) mapping that has been completed by the NSW Government, however, many thought that the criteria used were too broad for use at a regional scale. Many submissions, including one from Kiama Municipal Council, commented that it would be useful to have some direction on the issue of valuing rural lands on a regional scale, having regard to:

■ Current viability and economic value of rural lands
■ Assessment of character/visual importance
■ Future food demand and economic potential
■ The impact of climate change.
Shellharbour City Council recognised that technology and agricultural practices are changing and emerging technologies and practices may make current unproductive land productive.

There were also concerns about the loss of agricultural land in West Dapto and Calderwood.

Planning Institute of Australia:
The greatest challenge to the future of agriculture is the ever increasing pressure on existing resources. This is particularly evident in terms of agricultural land supply, access to water and the capacity to increase food production (hectare yield).

Mining and resources
Submissions from industry groups acknowledged the role that mining and resource activity plays in providing direct employment for the region as well as indirect employment in logistics, maintenance, consumables and use of other local and regional support services.

Regarding the framework governing the mining industry, the NSW Minerals council and BHP Billiton argued that there is no need for new mechanisms to manage coal extraction and exploration in the Illawarra region. Their submissions argue that the current federal and State legislation, regulation and policies comprehensively address the various environmental and social concerns related to the exploration, development, operation and rehabilitation of mining leases across the State.

The feedback from community however, suggested that mining and resource extraction should be prohibited or restricted due to impacts on biodiversity and the environment. Coal seam gas exploration and extraction was significantly opposed, particularly in the drinking water catchments.

The Sydney Catchment Authority provided a detailed submission, which included 3 key policy issues relating to Sydney’s drinking water catchment. These issues relate to the:

- Protection of water quality and water quantity in the Sydney drinking water catchment
- Protection of the ecological integrity of the Metropolitan and Woronora Special Areas
- Management of coal mining and coal seam gas extraction in the Metropolitan Special Area

4.11 Connecting with other regions
The importance of the connections that the Illawarra has with other regions was emphasised by a large number of comments from submissions, community forums and the online forums.

Important connections were identified with Sydney, specifically CBD, south west Sydney and southern Sydney, the Shoalhaven, South Coast, Canberra and the Southern Highlands.

Since the release of the Discussion Paper, in recognition of the strong settlement and employment connections that the Shoalhaven has with the Illawarra, the Shoalhaven has been included in the Illawarra region. This was supported by Shoalhaven City Council in its submission.

Shoalhaven City Council:
We strongly request the inclusion of the Shoalhaven Local Government Area in the Illawarra Region and the proposed Regional Growth Plan for that region in recognition of the role that Shoalhaven, and specifically Nowra-Bomaderry, plays in the settlement and employment options for the Illawarra.

Most of the feedback focussed on the important economic role of these connections, however, there were also comments on the importance of connecting with other regions when looking at food security.

The main focus for the feedback was on upgrading the road and rail systems that connect the Illawarra to other regions. A number of upgrades to transport networks were suggested and these are discussed in chapter 3.5 providing efficient transport networks.
Upgrades to transport infrastructure were seen as critical to ensure safety for passenger movements and to increase capacity with some of the main considerations supporting more freight movements, supporting the tourism industry and emphasising the role Sydney plays in providing employment opportunities – there was strong support to reduce the travel time from Illawarra to Sydney as a means to boost economic and population growth.

Regarding airport linkages, there was some support for assessing the commercial viability of operating flights to Melbourne from the Illawarra Regional Airport, while there were also 2 submissions from individuals that proposed locating Sydney’s second airport at Port Kembla.

4.12 Delivering the plan

PCA commented that “the most challenging component of any planning document is its implementation and this is crucial to this important Regional Growth Plan”.

There were 15 submissions received regarding the delivery of the plan including governance, reporting and monitoring and integrated planning.

In the submissions, there was support for:

- Clear timeframes for delivery in terms of agency responsible and agreed timeframes
- The establishment of benchmarks and key performance indicators
- A published annual update report

It was also clear that the integrated planning framework proposed by the NSW Government was supported. A number of submissions emphasised the importance of this, particularly the integration with the Illawarra Regional Transport Plan and councils’ Community Strategic Plans.

There was also strong support, especially from local government, to establish a governance arrangement to formalise the shared responsibility and cooperation between the State and local governments in the development and delivery of the Regional Growth Plan. This was a clear message from submissions and from workshops held with key stakeholders. The important role that industry plays in delivering the outcomes of the Regional Growth Plan was also noted.

There was significant support from the industry groups and professional bodies for a development corporation or regional body of ‘doers’. It was suggested that this body could help to provide strong governance and leadership and be a key driver in the development and renewal required to meet the growing demand for jobs and homes. In its submission, Australian Industry Group commented that “through facilitation of development by the private sector of key land holdings under its control it (a development corporation) would ensure certainty of investment to the private sector and provide a new era of industrial activity, new residential and employment opportunities, the delivery of environmental outcomes as well as recreational and social benefits”.

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This report has described and analysed the outcomes of the consultation process associated with the release of the Illawarra Discussion Paper entitled Illawarra over the next 20 years: A Discussion Paper. The outcomes of this consultation will inform the preparation of a new Illawarra Regional Growth Plan.

The next step in the preparation of the Regional Growth Plan is the release of a draft Illawarra Regional Growth Plan which will be exhibited for public comment. The draft Regional Growth Plan will incorporate the ideals and principles contained in the NSW Government’s White Paper for a new planning system for NSW to create a strategic vision and a framework that will set the foundations for balanced growth in the Illawarra.
Your job.
Your home.
Your lifestyle.

Your future
Illawarra
# Appendix A

## List of written submissions by group

<table>
<thead>
<tr>
<th>GROUP</th>
<th>NAME OR ORGANISATION</th>
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<tbody>
<tr>
<td>COMMUNITY OR ENVIRONMENTAL</td>
<td>Gerroa Environmental Protection Society</td>
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<td>Concerned Residents Group</td>
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<td>Save Gerringong Action Group</td>
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<td>Food Fairness Illawarra</td>
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<td>South West Community Connect</td>
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<td>Wollongong City Council Neighbourhood Forums 5, 6, 8</td>
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<td>INDUSTRY</td>
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<td>BHP Billiton</td>
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<td>NSW Health – Illawarra Shoalhaven Local Health District</td>
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<td>NSW Land and Housing Corporation</td>
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<td></td>
<td>NSW Department of Trade and Investment, Regional Infrastructure and Services</td>
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<td>NSW Department of Family and Communities Services – Housing NSW</td>
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<td>NSW Department of Primary Industries – Cemetery Reform Group</td>
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<td>NSW Department of Education and Communities</td>
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<tr>
<td>INDIVIDUALS</td>
<td>Names withheld</td>
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## Appendix B

Organisations represented at the industry and business roundtable event

<table>
<thead>
<tr>
<th>NAME OF ORGANISATION</th>
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<tr>
<td>Illawarra Business Chamber</td>
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<tr>
<td>Venues NSW</td>
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<tr>
<td>NSW Ports Port Kembla</td>
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<tr>
<td>Wollongong City Council</td>
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<tr>
<td>Property Council of Australia</td>
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<tr>
<td>Department of Infrastructure and Regional Development</td>
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<tr>
<td>Illawarra Retirement Trust</td>
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<tr>
<td>Urban Development Institute of Australia</td>
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<td>Australian Industry Group</td>
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<td>AusIndustry</td>
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<td>NSW Department of Premier and Cabinet</td>
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<td>NSW Trade and Investment</td>
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<td>The GPT Group</td>
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<tr>
<td>Shellharbour City Council</td>
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<tr>
<td>Kiama Municipal Council</td>
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<td>Innovation Campus</td>
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<td>Tourism Wollongong Executive Committee</td>
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<td>Destination Wollongong</td>
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<td>Internetrix</td>
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