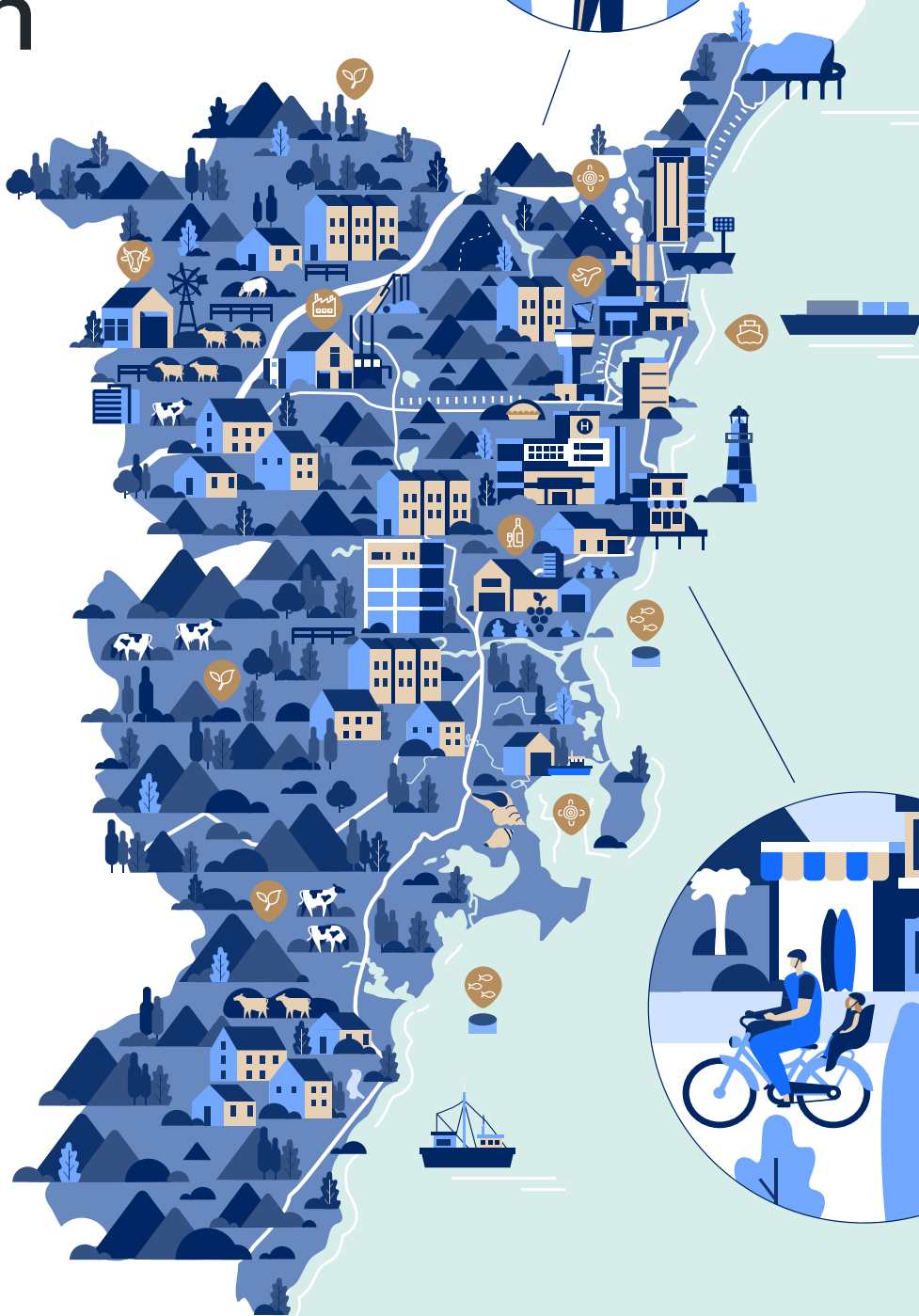


The Illawarra Shoalhaven Plan





Acknowledgement of Country

The NSW Department of Planning, Housing and Infrastructure recognises that, as part of the world's oldest living culture, Aboriginal and Torres Strait Islander peoples share a unique bond and custodianship of Country — forged through thousands of years travelling across lands and waterways for ceremony, religion, trading and seasonal migration.

Aboriginal and Torres Strait Islander people are the first peoples of Australia. Until the arrival of settlers, the economy was sustainable, threatened only by natural hazards that were met with resilience gained from generations of life on Country. The Aboriginal economy was tied to the land that provided spiritual, cultural and physical sustenance.

Land in the Illawarra Shoalhaven is of cultural and spiritual significance to the Dharawal, Gundungurra and Yuin nations, encompassing the various language and family groups who have lived and cared for this land for more than 65,000 years.

We will establish meaningful and collaborative relationships with Aboriginal people. We will shift our focus to a Country-centred approach, respecting, recognising and empowering Aboriginal knowledge in planning processes at a strategic level.

We show our respect for Elders past, present and future through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people feel included socially, culturally and economically.

We commit to helping support the health and wellbeing of Country by valuing, respecting, and being guided by Aboriginal people, who know that if we care for Country — it will care for us.¹

We acknowledge that further work is required to reflect how we care for Country and ensure Aboriginal people hold a strong voice in shaping the future for Aboriginal and non-Aboriginal communities.

Artwork by Kyara Fernando, Dunghutti (Dhanggati) artist.

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Housing and Infrastructure

The Illawarra Shoalhaven Plan

Version: Draft for public exhibition

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This document is a draft document and will be subject to the outcomes of a public exhibition.

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Illawarra coastline, including Sandon Point Aboriginal Place
Image credit: Nick Cubbin/DCCEEW



Minister's foreword



The Hon. Paul Scully

*Minister for Planning
and Public Spaces*

The Illawarra Shoalhaven region is entering a critical phase of growth. As one of NSW's fastest growing regions with more than 500,000 people calling the area home, the need for coordinated, long term planning has never been more crucial.

As someone born and raised in this region, and proud to represent it, I know its past and can see its future potential.

Since 2023, the NSW Government has taken significant steps to make sure the region is equipped for a dynamic future. The NSW planning reforms, including to the *Environmental Planning and Assessment Act 1979*, provide a powerful enabling framework. Reforms to streamline assessment processes and align strategy and delivery focusing on:

- regional planning being integrated with state priorities
- local councils being better equipped to guide and manage change
- communities benefitting from a planning system designed for transparency, certainty, and long term sustainability.

The NSW Government is delivering more homes in well located areas supported by services and jobs, as well as providing the transport that connects residents, workers and visitors to places of interest. The Transport Oriented Development program (TOD) at Corrimal, Dapto, and North Wollongong and the introduction of the Low and Mid-Rise (LMR) housing policy at many sites across the region demonstrates the start of this ambition to create vibrant, walkable communities around public transport hubs.

The NSW Government's priority is to increase the supply of new homes for young people, families, and key workers to live in the communities they choose.

As the region grows alongside southwest Sydney, its transport network must expand with it — supporting access to jobs, education, housing, and essential services. The Port Kembla industrial lands transformation, Wollongong Health Precinct, and the Nowra Riverfront redevelopment signal a once in a generation opportunity to reshape the region's industrial, healthcare and housing for this exciting future.

The Illawarra Shoalhaven region has always been a place of opportunity, and all levels of government, industry, the development sector, and communities have an important role to play in fulfilling its opportunities.

The *Illawarra Shoalhaven Plan* sets out a cohesive vision for the next two decades — one that aligns land use, infrastructure, and environmental stewardship to support and accommodate sustainable growth.

It recognises the region's unique strengths, from its coastal and environmental assets to its industrial capabilities and evolving job opportunities.

Most importantly, it places communities at the centre, reflecting the NSW Government's commitment to transparency, engagement, and shared responsibility for the Illawarra Shoalhaven region's future.

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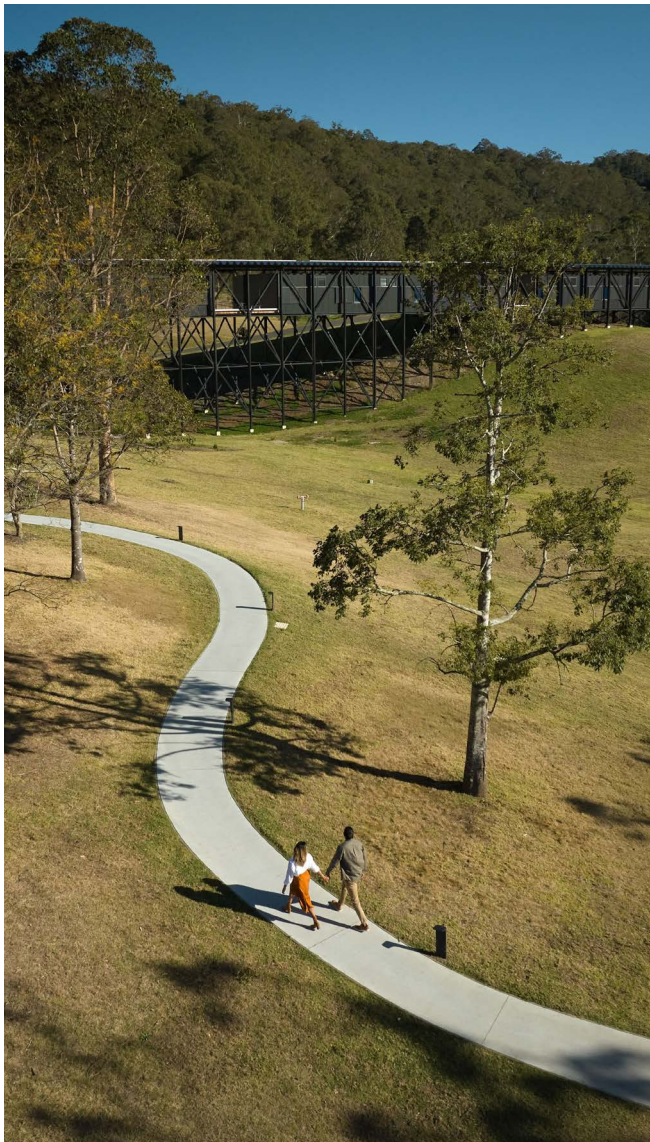
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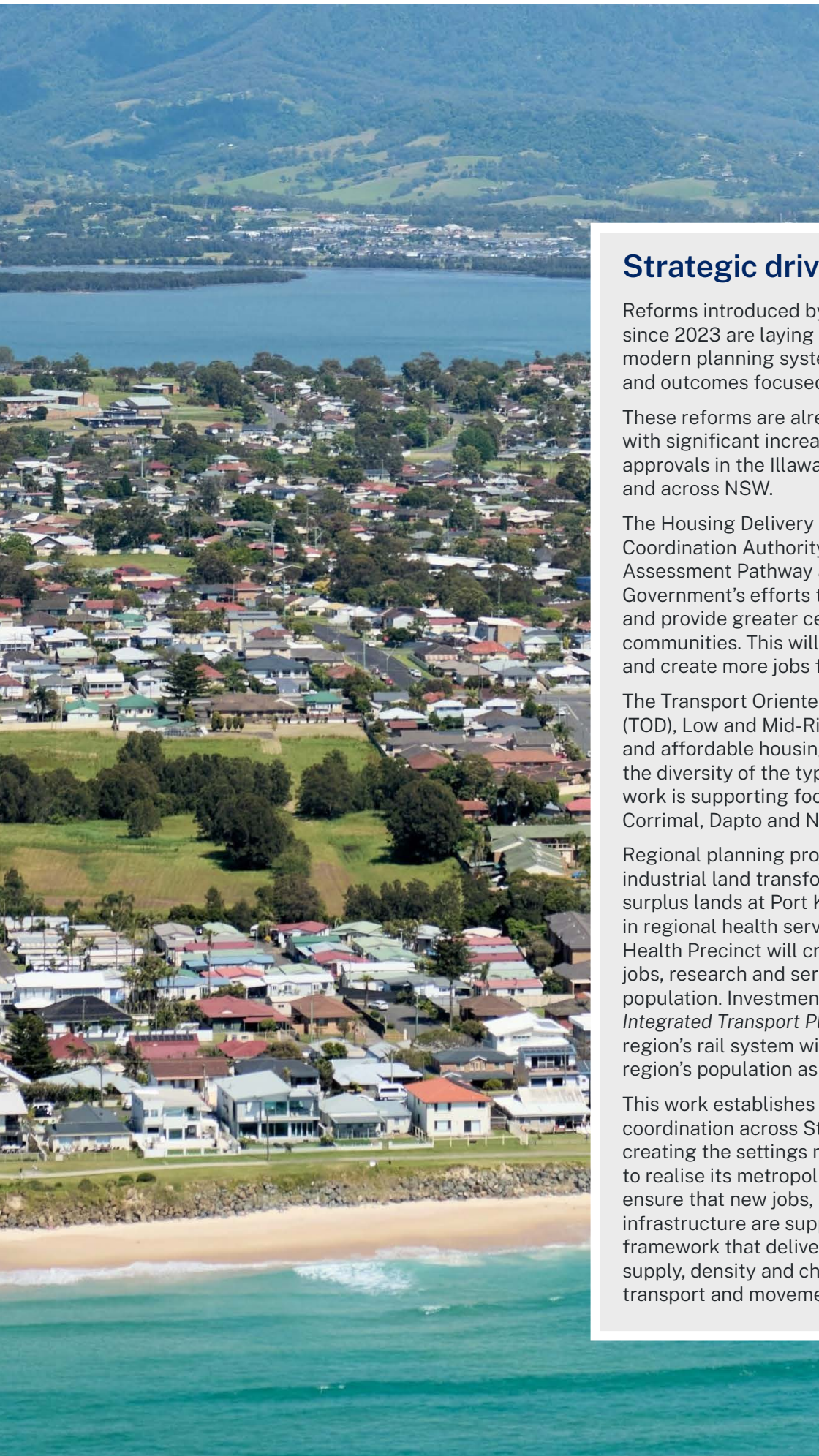
Introduction

The draft *Illawarra Shoalhaven Plan* (the Plan) sets the strategic land use framework for the Illawarra Shoalhaven region for the next 20 years.

The Plan has been prepared under the *Environmental Planning and Assessment Act 1979* (EP&A Act) and applies to the five local government areas (LGAs) of Wollongong, Shellharbour, Kiama, Shoalhaven and Wingecarribee.

(Below) Bundanon Art Museum, Illaroo
Image credit: Destination NSW





Strategic drivers

Reforms introduced by the NSW Government since 2023 are laying the foundation for a modern planning system that is faster, fairer and outcomes focused.

These reforms are already delivering results with significant increases in new home approvals in the Illawarra Shoalhaven region and across NSW.

The Housing Delivery Authority, Development Coordination Authority and Targeted Assessment Pathway are part of the Government's efforts to streamline processes and provide greater certainty for industry and communities. This will help to build more homes and create more jobs for generations to come.

The Transport Oriented Development program (TOD), Low and Mid-Rise housing policy (LMR) and affordable housing reforms have increased the diversity of the types of new homes. This work is supporting focused growth around Corrimal, Dapto and North Wollongong.

Regional planning projects such as the industrial land transformation of BlueScope's surplus lands at Port Kembla and investment in regional health services such as Wollongong Health Precinct will create a legacy for local jobs, research and services for a changing population. Investment in the *Strategic Integrated Transport Plan* and resilience of the region's rail system will better connect the region's population as it grows over time.

This work establishes a renewed focus on coordination across State and local government, creating the settings needed for the region to realise its metropolitan potential. This will ensure that new jobs, services, homes and infrastructure are supported by a planning framework that delivers appropriate land supply, density and choice, alongside efficient transport and movement networks.

(Left) The coastline, Lake Illawarra and the Escarpment
Image credit: Destination NSW

The opportunity

The Illawarra Shoalhaven region's growth, demographics, economy and culture have always been influenced by its connections to neighbouring metropolitan and regional areas. Today it is a region going through significant change.

- The Illawarra Shoalhaven region is **evolving into a metropolitan region**, with suburban areas growing into higher density locations off the back of the NSW Government's planning reforms, social housing being renewed, Transport Oriented Development and Low and Mid-Rise Housing Policies across the region helping to create new housing and jobs in places that benefit more people and lifestyles.
- The economy is **diversifying from traditional industries** to now be at the forefront of advanced manufacturing, clean energy, health, education and research. It offers the potential to be home to the State's first urban renewable energy zone that could set a new standard in net zero living.
- It will always be **a place of blended landscapes**, between urban areas to the softer regional landscapes of the Shoalhaven and Wingecarribee. The beaches, highlands and escarpment shape where people live and how people and goods move about.

This Plan aims to support the region by leveraging the locational advantages — the port of Port Kembla, the rail and road connections into Sydney and beyond, and the extensive natural landscapes.

The region has more than 36,000 hectares of urban land providing for more than 230,000 homes, 5,800 hectares of land for employment, and many places in centres for recreation, arts and culture, supporting vibrant communities.

Greater affordability and choice will be supported by delivering more diverse housing in well located areas, close to jobs and services.

Clear direction on where growth will occur will also help protect the region's network of biodiversity corridors, high environmental value land and sensitive water catchments, while supporting opportunities for nature-based tourism.

Figure 1: Illawarra Shoalhaven Region Local Government Areas



About the Plan

This Plan updates and replaces the *Illawarra Shoalhaven Regional Plan 2041*. It considers how the region's environmental values can contribute to building economic growth, liveability and healthy communities and sets priorities to:

- increase the supply of more affordable, well located and diverse housing in Wollongong and other centres
- maximise the unique economic opportunities offered by advanced manufacturing, defence and renewable energy, leveraging industrial lands such as those in Port Kembla
- strengthen the strategic relationship between the region and south west Sydney
- grow the number of service jobs across health, knowledge-intensive industries and the arts and cultural sectors
- celebrate the region's environmental identity and connections to the coast, escarpment and highlands, protecting these from urban uses by identifying an urban growth area.

This Plan includes the Wingecarribee LGA in the Illawarra Shoalhaven region. This recognises the economic, environmental and strategic connections between Wingecarribee LGA and the rest of the region, and the potential of these connections between the region and the growing areas in south west Sydney.

The Plan draws from State policies such as the *State Infrastructure Strategy*, *State Disaster Mitigation Plan* and *NSW Plan for Nature*, and council strategies such as community strategic plans and local strategic planning statements. Shared priorities in land use planning establish how the NSW Government and councils will work together to implement this Plan.

(Below) Huskisson
Image credit: Destination NSW



Figure 2: Structure overview



Responses: The Illawarra Shoalhaven Plan

*responds to the Illawarra Shoalhaven Priorities
with specific regional responses*

Response 1

Increase housing supply in the urban growth area



Response 2

Prioritise housing diversity and choice to meet changing household needs



Response 3

Align sequenced infrastructure delivery with growth priorities



Response 4

Support a vibrant centres network, anchored by Wollongong as the region's principal CBD



Response 5

Intensify and grow the region's industrial lands potential and capacity for future industries



Response 6

Deliver Australia's first Urban Renewable Energy Zone



Response 7

Unlock the productivity, economic and lifestyle benefits between the region and south west Sydney



Response 8

Define appropriate land use pathways to support Aboriginal outcomes



Response 9

Protect the region's natural places so both people and nature can thrive as the climate changes



Response 10

Connect and grow the network of regional public open space and events infrastructure



These priorities and responses then inform actions for Government and councils, as well as guides for practitioners

How to read the Plan

This Plan outlines the NSW Government's priorities for the region and provides practical responses sets out actions to achieve them. Technical appendices are also provided to support:

- local strategic planning and assessment processes
- infrastructure planning and sequencing
- public and private investment decisions.

This Plan's actions reflect:

- business-as-usual programs
- strategic planning led by the Department or councils
- collaborative tasks with councils and NSW Government agencies.

NSW Government actions are the responsibility of the Minister for Planning and Public Spaces.

The Plan should be read in conjunction with other NSW Government infrastructure and servicing plans, including the *NSW State Land Use Plan*, which aims to create a more consistent, agile and evidence-based planning framework across NSW.

To make it easier to navigate, the Plan uses icons to identify which of the priorities of the *NSW State Land Use Plan* apply. These include:



For the purposes of the EP&A Act, the Plan's priorities are 'objectives' and the responses are 'strategies'.

The Illawarra Shoalhaven Region

Climate positive, connected, and globally ambitious.



161,000
more people



117,000
more homes



101,850
more jobs

By 2046, the Illawarra Shoalhaven region is a globally connected, climate-positive region where innovation, culture and connections to Country drive prosperity.

More homes and more jobs are helping the region to thrive, creating more construction jobs, new parks, sports fields and outdoor spaces and a greater choice in shops and community services.

Stronger connections between the coastal cities of Wollongong, Shellharbour and Kiama to the Shoalhaven, Southern Highlands and south west Sydney promotes productivity and gives people more choice in where they live and work.

In urban areas, rapid public transport and an efficient freight network set the foundation for a clean energy and advanced manufacturing economy. Industrial land transformation at Port Kembla is guiding the future of steel making and advanced technology, creating the environment to establish a manufacturing centre of excellence. Capitalising on the export capabilities of the Port, connections to Western Sydney International Airport continue to expand.

The outer villages and communities throughout the Shoalhaven and Southern Highlands have attracted new workforces, leveraging the defence, aerospace and research capabilities showcased by industry leaders at the University of Wollongong and beyond.

The region's health and education network attracts a highly skilled workforce and provides world-

class services. Wollongong Health Precinct is a leader for the region's health services in conjunction with Shellharbour, Nowra and Milton, and acts as an enabler of innovation where sustainability and research are embedded in clinical health delivery.

Creative industries are a driver of cultural activity, building on local talent, cultural assets and strong connections to place. From established centres in Wollongong to emerging creative hubs across the region, arts, culture and creative enterprise contribute to vibrant communities, attract visitors and support local jobs.

The region's communities are connected, inclusive and resilient, supporting a strong sense of belonging and participation in community life. Aboriginal heritage and culture are recognised as foundational to the region's identity, with Country respected and cultural values embedded in planning and decision-making.

Residents have access to more diverse housing across a range of neighbourhoods or centres. It is a genuine region of choice based on its lifestyle offerings — from the highlands, to the escarpment and the sea.

The natural environment continues to shape the region's identity. The network of national parks along the escarpment, the backdrop of rolling hills and the coastline between Kiama and Jamberoo and Aboriginal culturally significant sites attract visitors from far and wide.

Beyond continued protection for environmental assets, the Illawarra Shoalhaven has a strong reputation for sustainability and resilience to natural hazards, such as bushfire, flooding and coastal risk. Communities and local economies are thriving as the population transitions to net zero through Australia's first urban renewable energy zone.



Kiama Blowhole
Image credit: Destination NSW

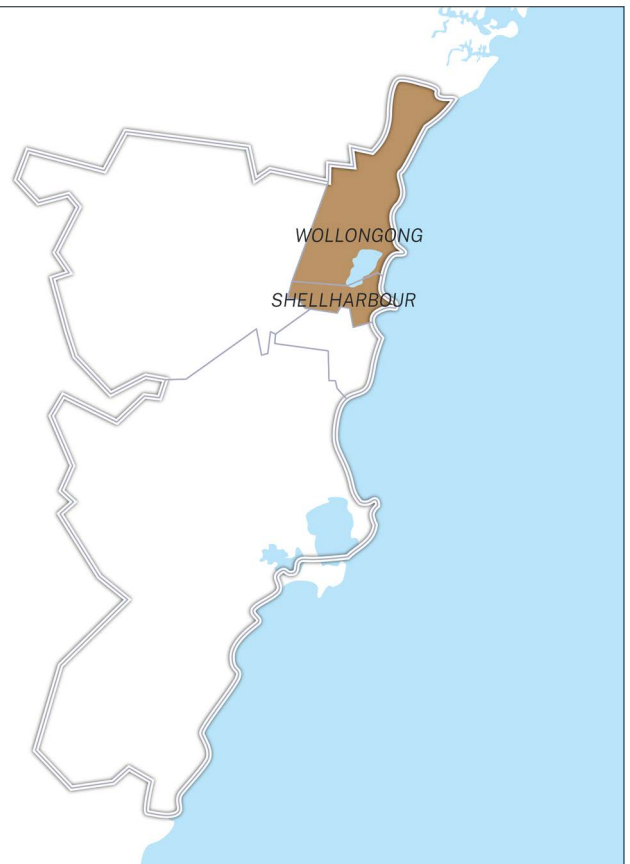
Region overview

Metropolitan urban areas

Wollongong, Shellharbour

Anchored by Wollongong and shaped by the Illawarra Escarpment and its coastline, the Wollongong and Shellharbour LGAs bring together urban centres, coastal communities, productive rural land and major industry. Growth is focused on transport oriented development at Corrimal, Dapto and North Wollongong, with infill development delivering most new housing over the next 20 years. Established areas such as Shellharbour and Wollongong City Centres alongside Warrawong and Warilla will continue to evolve to higher density living supported by public transport and open space.

These LGAs are also undergoing significant change through the transformation of industrial lands at Port Kembla and its leadership in clean energy, including the designation of NSW's first urban renewable energy zone.

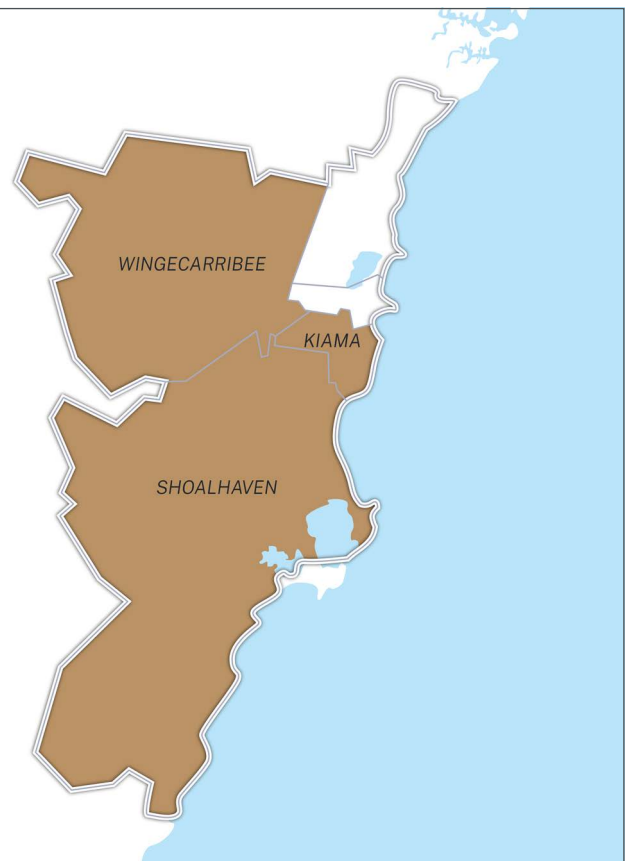


Urban fringe

Kiama, Shoalhaven and Wingecarribee

The Kiama, Shoalhaven and Wingecarribee LGAs together form the urban fringe of the Illawarra Shoalhaven region, marking the evolution from metropolitan and urban environments to the softer, more rural landscapes of regional NSW. Wingecarribee provides a cool climate highland setting with strong agricultural and rural industry foundations, Kiama bridges coastal urban settlement with surrounding farmland and a strong visitor economy, and the Shoalhaven supports a mix of rural industry, tourism and strategic defence functions, including major navy and aviation facilities, reinforcing its regional and State significance.

Growth across the urban fringe will be concentrated in existing centres such as Nowra, Kiama and the Southern Highlands centres cluster, with this approach reflected in increased Low and Mid-Rise housing. Its connections to south west Sydney, Canberra and the Far South Coast will continue to position the region as a highly desired place to live, work and visit.





Regional snapshot

Historic growth patterns



Aboriginal connections

Aboriginal people have cared for and sustained this land for tens of thousands of years. The Dharawal, Gundungurra and Yuin peoples maintain deep and enduring connections to Country, sustaining culture, knowledge and stewardship of the environment.



Late 19th and early 20th centuries

Industrial growth and port expansion established the region as a major employment centre, shaping surrounding settlements. Post-war migration and investment accelerated suburban growth, particularly in Wollongong and Shellharbour, supported by public housing and transport infrastructure.



Early 19th century

Coal mining, steel production and port activities in Wollongong started to drive increasing European settlement.



Current day

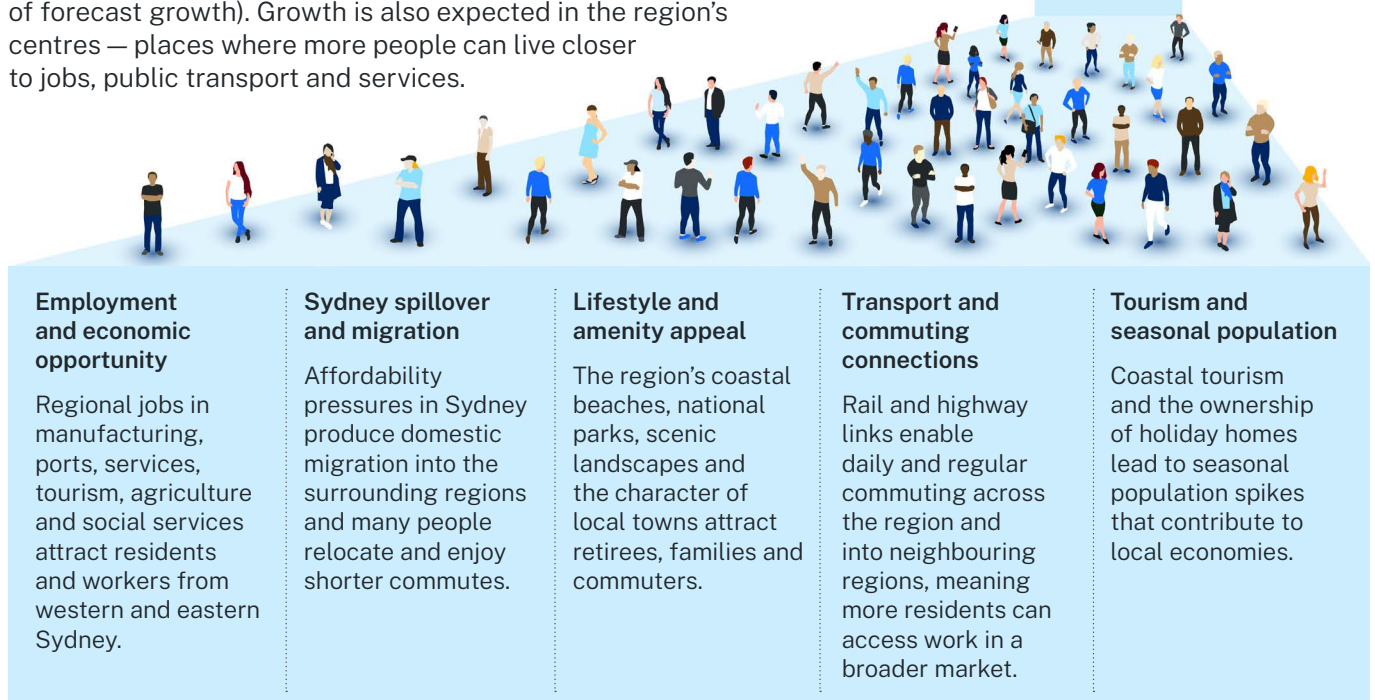
Coordinated, land use planning is balancing housing and industrial land with the region's environmental, heritage and natural hazard constraints.

Population growth

Today, the region is home to more than 500,000 people.² This will increase to more than 677,000 people by 2046² — the approximate equivalent of the population living in the cities of Washington DC or Boston, USA, or Gold Coast, Queensland today.

The region's population is growing at an approximate annual rate of 1.3 percent, compared to 1.1 percent for NSW as a whole, making it one of the fastest growing in NSW.²

Most population growth will occur in Wollongong LGA (45 percent of forecast growth). Growth is also expected in the region's centres — places where more people can live closer to jobs, public transport and services.



Industry changes

Based on current trends, resident workers and commuters work mainly in larger centres, producing a concentration of skills in health, engineering, defence, aviation, creative and professional services. Demand for trades and care workers will continue.

Figure 4: Industry changes

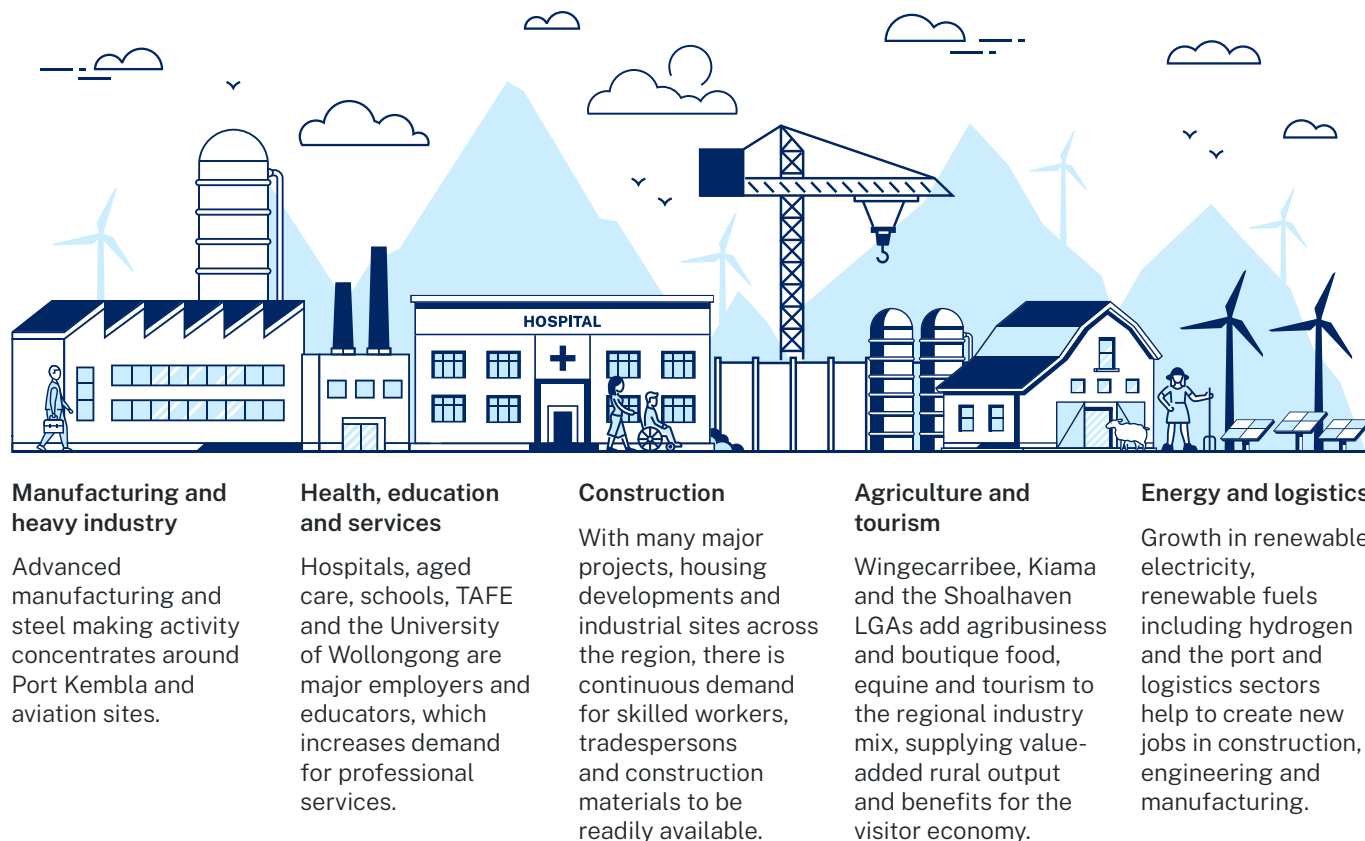
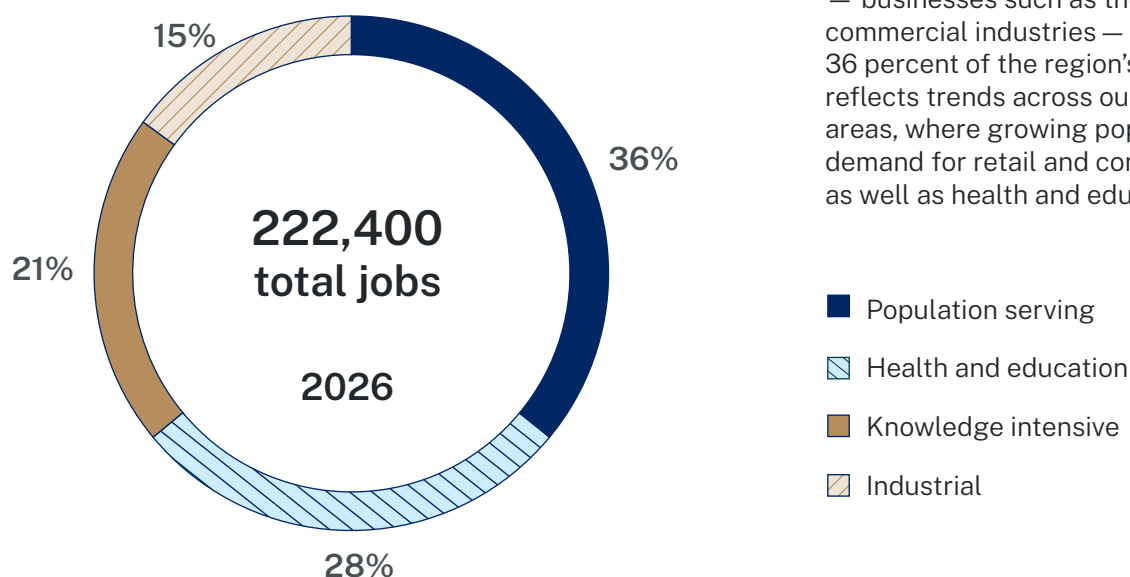


Figure 5: Employment by broad industry category³



The way people work in the region is shifting. Population-serving industries — businesses such as those in retail or commercial industries — now provide 36 percent of the region's jobs. This reflects trends across outer metropolitan areas, where growing populations drive demand for retail and commercial activity, as well as health and education services.

The region's workforce

Figure 6: Cross-regional commuting patterns⁴



The region functions as part of a two way labour market between south west Sydney and beyond.

Approximately 192,000 Illawarra Shoalhaven residents commute on an average workday within and outside of the region.⁴ This includes commutes to:

- Sydney Kingsford Smith Airport
- health services and construction markets in the growing south west Sydney
- business and professional based roles in Sydney CBD
- defence and public service roles in Canberra.

Residents from Wollondilly, Camden and Campbelltown LGAs travel into the Illawarra Shoalhaven region to jobs at Port Kembla, Shellharbour Airport, Wollongong and Shellharbour hospitals, the University of Wollongong and the arts and recreation services in Wollongong.

Housing and population

The region's population will continue to grow as people move here from other parts of Australia, particularly Sydney, and from overseas. Some areas will attract more young families while other places will appeal to older people moving for lifestyle reasons. While the population will generally get older as it gets bigger, the region has a relatively high proportion of young people (aged 0–20 years) in comparison.⁵

Different population structures across the region means essential services and infrastructure such as housing, schools, hospitals, transport, and community services need to be provided in the right locations. We may face tightening of the labour supply in certain sectors and locations.

These changes will also need different housing types. An older population will lead to more single person households and more households without any children. We will need to provide more diversity in our housing mix to accommodate this need.

Housing choice and affordability remain a challenge (Figure 8). Monthly rents and mortgage repayments exceed affordability benchmarks.

Figure 7: Percentage of detached dwellings in overall housing mix⁶

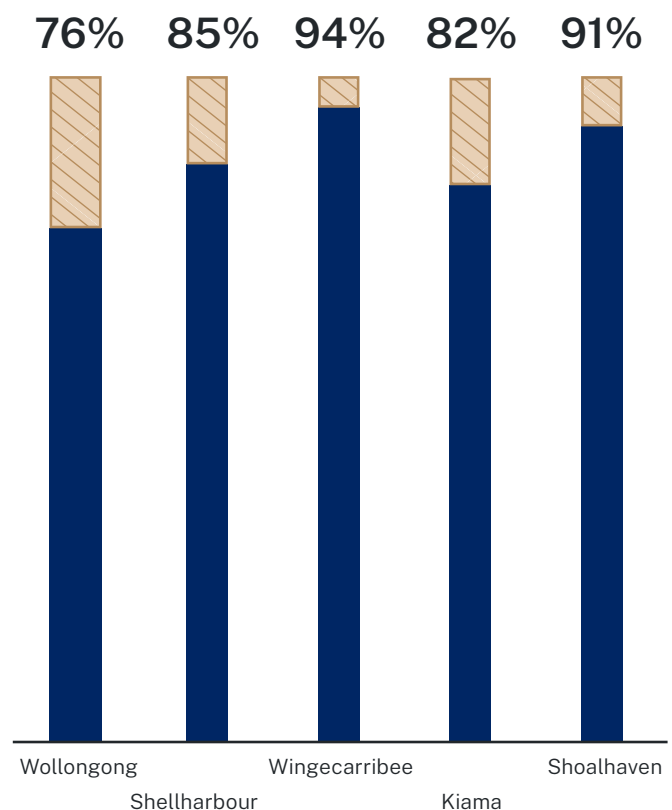
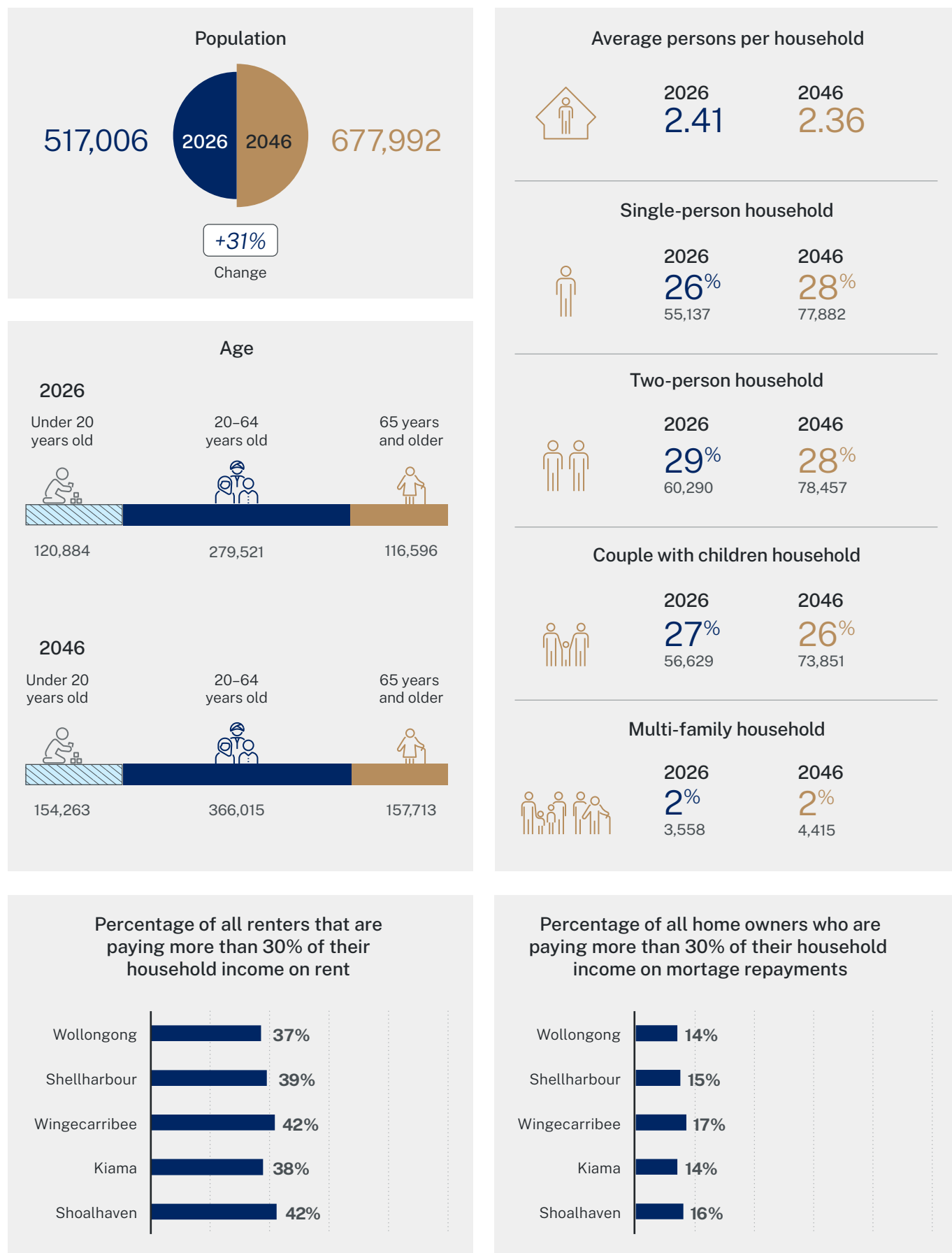


Figure 8: Regional snapshot^{2,4,5}

Priorities



Aboriginal outcomes

The Illawarra Shoalhaven holds deep cultural and spiritual significance for Dharawal, Gundungurra and Yuin nations located in the region. Each made up of many family groups and languages, including Wodi Wodi, Jerringa, Wandi Wandandian, Dhurga and Murramarang.

Aboriginal rights, aspirations and perspectives must shape planning from the outset.

The Department works with Peak Body Corporates, Aboriginal land managers and registered corporations, and Local Aboriginal Land Councils, including Illawarra, Nowra, Jerrinja, Ulladulla, Batemans Bay and Pejar to help achieve planning outcomes that promote self-determination and economic participation.

Collaboration with communities, Traditional Owners, Native Title claimants and holders, Peak Body Corporates, and LALCs means cultural knowledge and experiences can inform land use planning decisions across the region.

Embed Aboriginal knowledge, Country and culture in planning

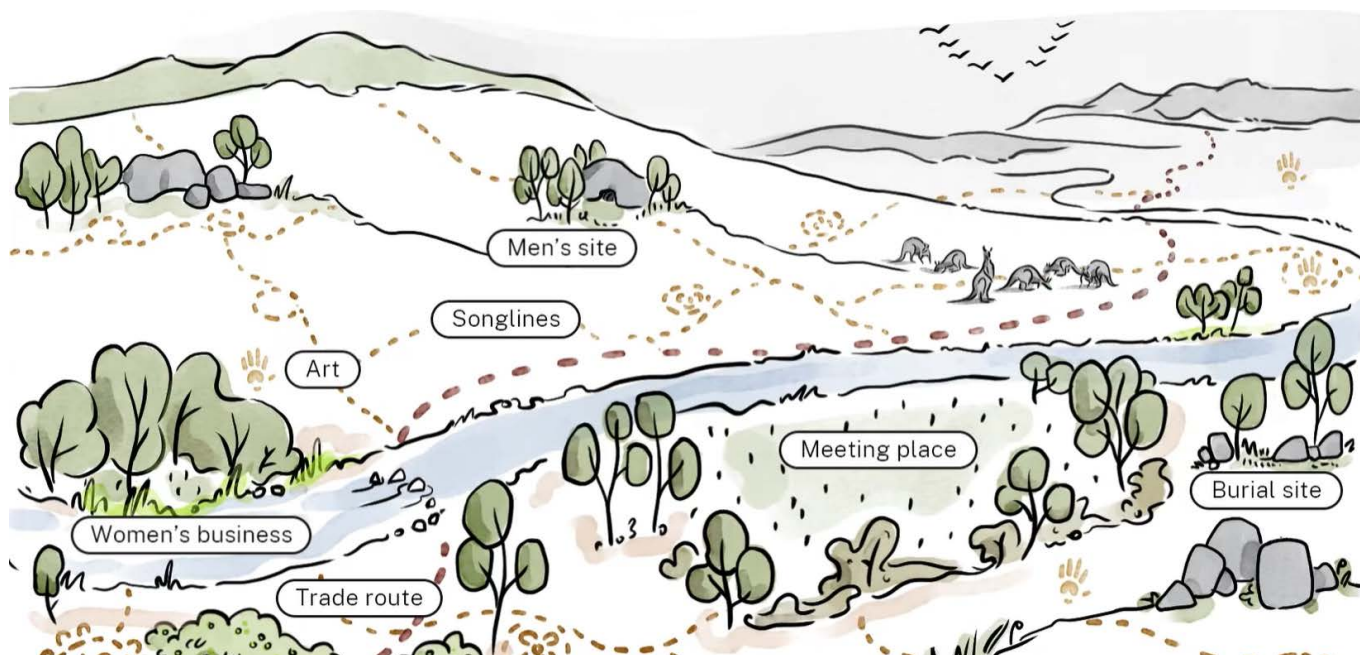
Land use planning is an opportunity to share knowledge across communities, drawing on more than 65,000 years of connection to the region's lands, waters and skies.

Prior to colonisation, local Aboriginal communities responded to seasonal changes with resilience, moving between the mountains and the coast and guided by the Songlines and stories passed down through generations.

At the time of colonisation, settlers treated the land as uninhabited, ignoring Aboriginal customs and cultural and spiritual connections to land and water. Native Title is legal recognition that Aboriginal people have rights and interests in land and water.

Across the region, active Native Title claims such as the South Coast People's Native Title Claim, and agreements like the Gundungurra Area Agreement, reinforce the importance of clear communication and respect for Aboriginal rights.

Figure 9: Still from the Department's *Understanding Native Title* video





Provide practical support to strengthen economic self-determination

The *Aboriginal Land Rights Act 1983* (ALRA) recognises that ‘as a result of past Government decisions the amount of land and waters set aside for Aboriginal persons has been progressively reduced without compensation’.

The NSW Government’s Aboriginal Land Planning Framework supports LALCs to achieve land use aspirations under the ALRA.

LALCs share aspirations to create sustainable economic and community outcomes grounded in connection to Country. Aspirations include more opportunities for housing, jobs and enterprise development and supporting Aboriginal-led businesses and entrepreneurs.

LALCs emphasise protecting and managing cultural heritage, improving access to Country and integrating traditional land management practices such as cultural burning.

These aspirations aim to build self-determination, improve housing and infrastructure and foster enduring cultural and environmental stewardship.

The ALRA enables LALCs to claim Crown Land in NSW. The NSW Government is committed to prompt, equitable and efficient resolution of land claims. However, many parcels of Crown Land cannot be used for economic development due to:

- uncertainty about ownership and control
- natural hazards or environmental sensitivities, and/or
- a lack of enabling infrastructure.

A long-term vision for economic self-determination, cultural practice and access to Country will help resolve uncertainties. This will pave the way for strategic and collaborative opportunities, including delivery of Closing the Gap commitments.

Provide certainty for Aboriginal land planning

The ALRA and Native Title are distinct pathways for Aboriginal communities to reclaim, manage and plan for Country. These pathways are an opportunity to increase Aboriginal participation in land use planning.

Building capacity and capability will help all parties to understand the best use of land to achieve Aboriginal aspirations for land while helping to meet NSW’s Closing the Gap commitments. This requires:

- a pipeline of scalable projects that draw from strategic plans such as community land and business plans
- access to the right information to:
 - prioritise Aboriginal land claims under the ALRA
 - determine pathways to activate land
 - identify potential collaborators
- resolve administrative errors and inappropriate planning controls before land is transferred
- create flexibility in environmental planning and legislative processes to achieve the intent of the ALRA.



Priorities: Housed

The region's population is projected to reach over 677,000 by 2046.² The increased population will need more homes to meet changing community needs.

The focus is not only on increasing housing supply. This Plan guides how and where homes can be built, focusing on affordability, diversity and accessibility.

As house prices increase and suitable housing supply is limited, people in each LGA face pressures unique to their location. Common themes include:

- inconsistent housing supply year on year
- varying levels of market take-up for medium and high-density development
- limited capacity within the infrastructure, such as utilities that enable new development.

This Plan provides guidance on the housing needs across the region for the first time so that councils, agencies and industry understand with more certainty where and when new housing is required over the next 20 years.

Planning for new housing must be coordinated with the planning for transport, services and employment hubs. Many places in the region have capacity for higher housing densities supported by investment to optimise existing infrastructure or deliver planned infrastructure such as public transport. This will support more equitable and sustainable growth aligned with the aspirations of the community.

Alongside the National Housing Accord 5-year housing targets, this Plan establishes an urban growth area. This means that urban development should only occur in identified locations.

Concentrating growth in the right locations will help protect the character of the region's cities, towns and villages and sustainably address environmental and infrastructure challenges.

Plan for a housing pipeline

A housing pipeline captures all housing from planning through to construction. It shows how demand for new homes will be met by existing and forecast housing supply.

The housing pipeline builds on strategic land use planning that balances environmental, industry and population needs. Under the National Housing Accord, housing targets were set to 2029. These targets will be updated over time to ensure housing supply aligns with housing needs.

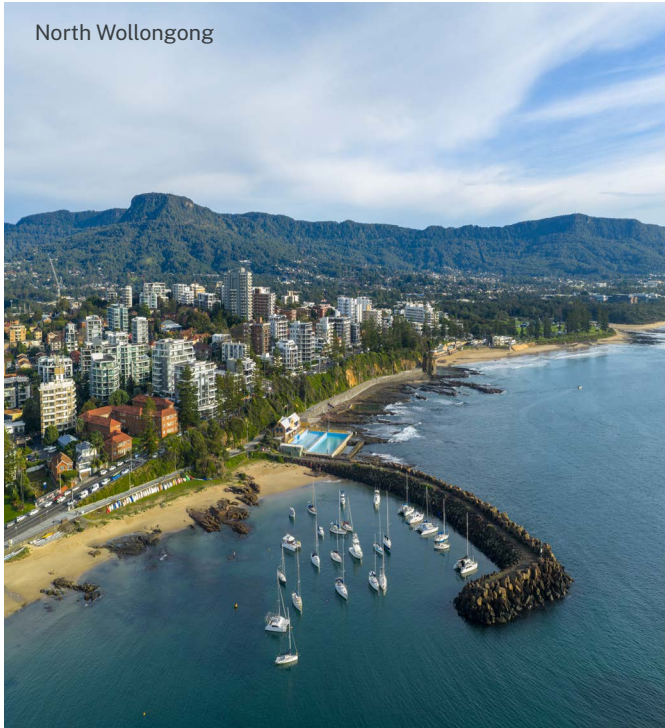
Around 38,000 new homes will be built in West Dapto and greenfield areas around Nowra Bomaderry over the next 20 years. This will account for a large portion of housing following many years of sequenced land and infrastructure development.

Infill development will be concentrated in the Wollongong, Shellharbour and Nowra city centres with state led rezonings now creating additional capacity for housing. Across these locations we will see some areas evolve from low density into mid-rise housing, and planned precincts go through large scale urban renewal. This includes the East Lake Illawarra Corridor, connecting Wollongong, Warrawong, Warilla and Shellharbour City Centre.

Additional development in the pipeline includes over 3,000 approvals for new dwellings or apartments received between June 2020–2025.⁷

Kiama Council's local housing strategy identifies capacity for housing, jobs and recreation uses in Bombo and West Kiama. Council is undertaking further strategic planning to align the housing and jobs needs across the LGA. Expanding infrastructure capacity to meet current demand for infill housing will help to increase housing supply.

Wingecarribee Shire Council is reviewing its local housing strategy. Any new growth needs to be focused on maximising the efficiency of infrastructure in existing urban settlements rather than new greenfield locations. Ongoing work will pinpoint the relevant supply of diverse housing in existing urban areas and centres in this part of the region.



North Wollongong

Case study: North Wollongong Transport Oriented Development (TOD)⁸

The NSW Government worked closely with Wollongong City Council to create a tailored approach to provide capacity for more than 5,300 homes within walking distance of North Wollongong train station, and close to shops and jobs in the Wollongong CBD.

Associated planning controls have carefully considered flood risks in parts of the precinct and now excludes the most flood-constrained land while capturing land within 900 metres south-east of the train station.

This collaborative approach between the NSW Government and council supports increased housing supply, choice and affordability, while directing development away from high hazard areas.



Wollongong
Image credit: Transport for NSW



Above: Shellharbour
Image credit: Destination NSW

Right: Bomaderry Affordable Housing
Project. Image credit: Shoalhaven City
Council





Across the region, a greater diversity is also being prioritised alongside supply. The NSW Government's Housing Delivery Authority helps to create new housing in existing areas and accelerate development approvals for higher density living. Its work is supported by reforms such as the Transport Oriented Development and Low-Mid Rise housing programs.

While approval rates have lifted, not all approvals result in completed development due to a variety of factors, including finance, construction material costs, and availability of skilled labour. Aligning land use and infrastructure planning helps determine the type, location and staging of infrastructure, ensuring it can be funded and delivered to convert approvals to development without unnecessary delays.

Respond to the housing needs of temporary and seasonal workforces

Seasonal shifts in housing demand occur with the influx of temporary workers as large-scale infrastructure is constructed and during peak seasons for the agriculture and tourism industries.

Seasonal housing demands can in some cases be met locally. However, it can also create impacts on affordability, and reduce the availability of housing for locals.

Holiday homes have long been a feature of the visitor economy in Shoalhaven, with the Kiama LGA also facing similar strains. It is estimated that there are approximately 3,500 single dwellings across the Shoalhaven that act as short term rental accommodation as reported by venue hosting services.⁹

Housing affordability has become an increasing issue in Shoalhaven, highlighting the potential impact of short term rental accommodation on the local housing market. Increasing the supply of new homes overall, as well as social and affordable housing, is a key planning priority for the Illawarra Shoalhaven region.

A better understanding of sustained construction or seasonal employment activities on local housing supply will help to maintain availability and affordability in local housing markets. Local strategies are best placed to provide this detail and context specific to their area.



Create opportunities for more diverse, affordable, low-cost and social housing

Housing diversity and choice is not just about different forms of housing; it is about dwelling mix, particularly in mid and high-rise development. As more families with children choose apartment living, larger scale developments need to offer more choice and a higher proportion of apartments with three or more bedrooms in a market driven response by home buyers.

At the same time, demand for affordable secure housing has increased with the cost of living and complexity of social needs that exist in the region. The social housing waitlist remains significant. While stocks of affordable rental housing in the region now exceed 500, they fall short of current demand.

The level of rental stress is higher in areas where there is limited access to jobs, services and transport. This is compounded by inconsistent affordable housing initiatives in the region.¹⁰

Homes NSW own and manage over 12,000 dwellings across the region, such as Bellambi, Shellharbour and East Nowra.¹¹ An opportunity exists to plan for and deliver more social housing to meet demand via an accelerated assessment pathway that is available for Homes NSW. The renewal of Bellambi Estate will deliver up to 2,500 new social, affordable and private homes, with a minimum of 30 percent dedicated to social housing.¹² Other priority areas will need to be identified to guide future planning for social housing estates, focused on dignity, stability and sustaining tenancies as well as increasing social housing supply.



Priorities: Prosperous

There are over 220,000 jobs across the Illawarra Shoalhaven region in a range of industries (Figure 10).¹³ This will increase by at least 45% by 2046 in a range of different job sectors as the region becomes more globally competitive. Land use planning will support jobs growth, as different industries have different requirements in terms of location, investment and infrastructure support.

The global gateway at Port Kembla is one of the State's five deep-water freight ports. It connects the Illawarra Shoalhaven to the world through its export of bulk commodities and import of goods such as motor vehicles. The port supports steelmaking operations at Port Kembla Steelworks and is Australia's first collaborative hydrogen hub.

Enhancements to the freight network will lead to more jobs, new businesses and diversification of industry. This Plan aims to leverage emerging growth areas in Western Sydney, including Western Sydney International Airport and the broader Western Sydney Aerotropolis.

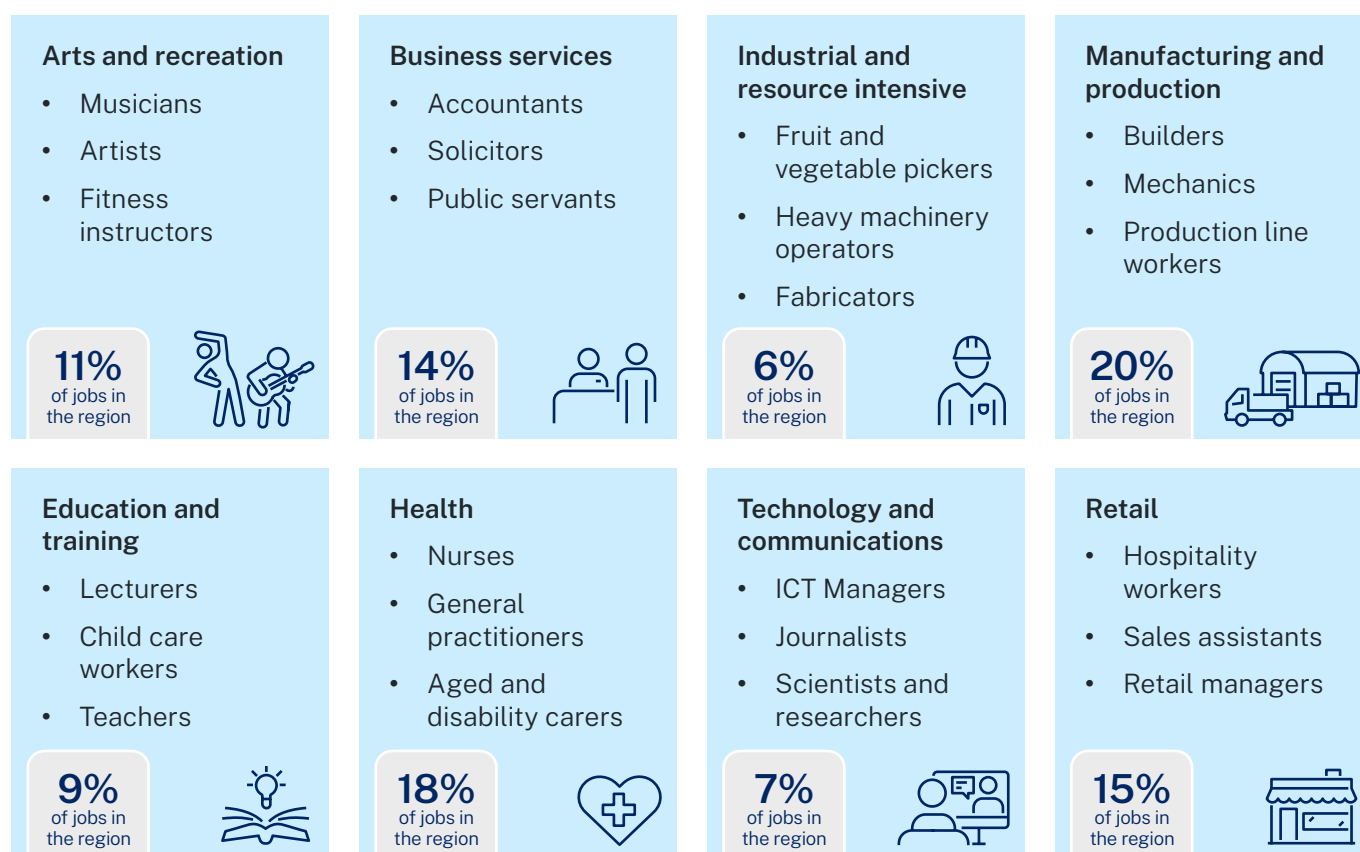
The skilled local workforce will support innovation. Tertiary institutions such as the University of Wollongong and TAFE NSW will continue to attract and provide a pipeline of skilled workers.

Activate a network of centres

Centres drive business activity and jobs growth. Businesses benefit when they operate near each other and have access to a highly skilled workforce. In turn, workers can make decisions around where to live based on their knowledge of the job locations pipeline.

The Illawarra Shoalhaven is principally served by a single CBD — Wollongong, which supports a network of centre types across the region. This places strategic importance on major centres such as Shellharbour, and activity centres such as Kiama and Bowral to protect population serving industries in easy to access locations. Public transport underpins the efficiency of this network of centres.

Figure 10: Illawarra's industry categories and percentage of total jobs in 2024



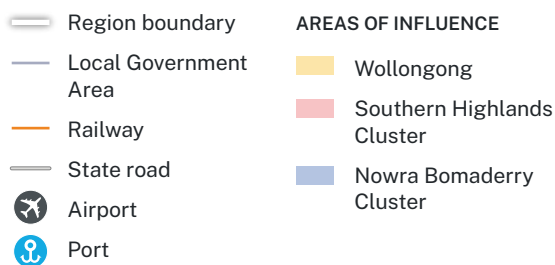
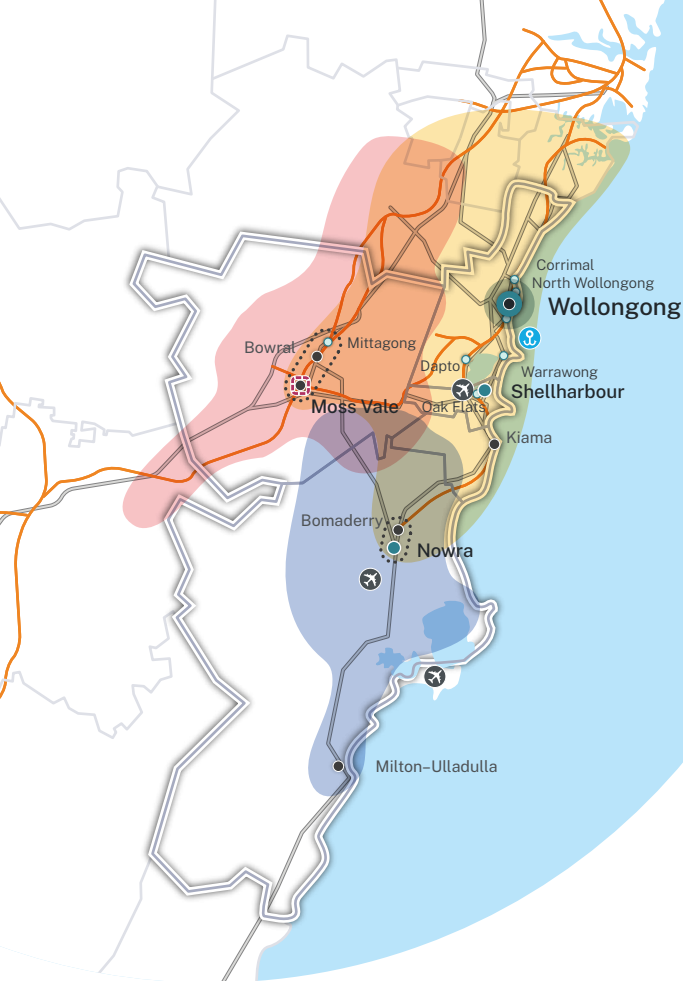
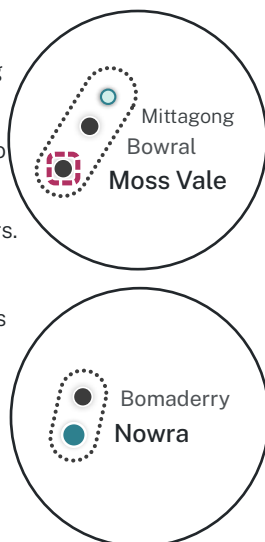


Figure 11: Centres

Clusters

Some centres are operating as a cluster, where the way they function and their capacity to grow is linked to other centres. This includes the Nowra Bomaderry and Southern Highlands clusters.

From a land use planning perspective, this means the distribution of services, jobs and housing interconnects between each centre, requiring coordinated strategic planning and investment to achieve the desired change.

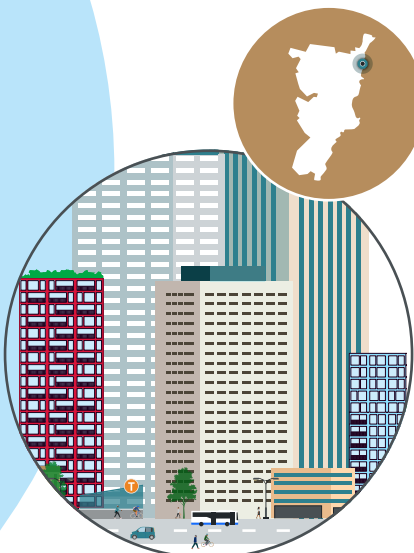


The region's centre types

CBD

Wollongong is the region's principal CBD. Wollongong has significant economic diversity, including retail, business, public administration, health, education and the arts. Its scale, proximity to eastern and south west Sydney, and growth has seen it mature and make the region a competitive location for investment and activity.

This Plan aims to create a stronger employment focus in the CBD to attract commercial and other specialised jobs. Specifically, this is about accommodating more than 50,000 jobs. To achieve this, the CBD needs improved public transport options and a higher concentration of social, cultural and civic infrastructure.



Major centre

Major centres at Shellharbour, Nowra and Moss Vale (emerging) offer a high volume of commercial and specialised jobs. They serve a wide catchment and accommodate around 20,000 jobs.

Each of the centres contain social, cultural, civic and transport infrastructure. Some have major health or education facilities.



Activity centre

Activity centres are major service-oriented centres such as Kiama, Bowral and Ulladulla. They offer on average, between 5,000 to 10,000 jobs.

These centres offer a range of social, cultural, civic and transport infrastructure that mostly services local residents and workers. Some activity centres may offer specialised services, such as health facilities.



Local centre

Local centres offer local service-oriented jobs alongside higher density housing. These centres offer plenty of shops and frequent buses within a short walk of suburban residential areas.





Grow the manufacturing sector through productive industrial lands

The Illawarra Shoalhaven's industrial lands support productivity, underpin supply chains and provide essential services such as last-mile delivery, data centres, warehousing and local manufacturing. Each location across the region will be central in how each place evolves into the future and connects to productive resources and agricultural industries in regional NSW.

The port of Port Kembla is a key anchor for the region's industrial land and jobs, logistics and manufacturing industry specialisation. Investment in port infrastructure has ranged from NSW's second container terminal, a cruise ship gateway and passenger terminal and technology to test production of green steel. Its capability as a major export destination will help the growth of the NSW economy into the future.

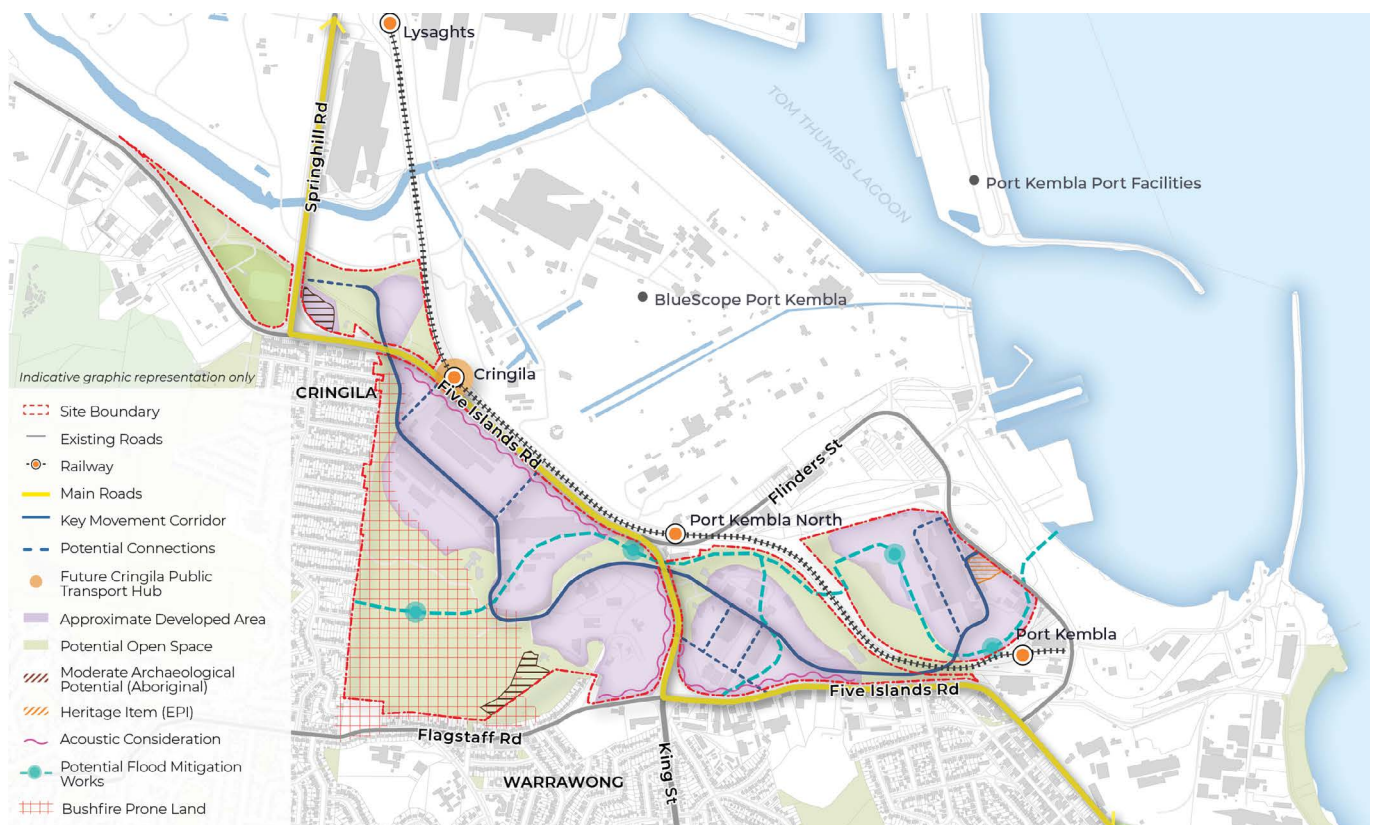
Shellharbour Airport and South Nowra have helped to diversify the region's manufacturing capabilities. Early advancements in new technology in these sectors are already supporting the energy transition. Each of these precincts have long term capacity for the region's future industrial needs, but requires the resolution of environmental and infrastructure constraints.

The defence industry holds a long standing and large role in the region. Defence activities rely on an efficient transport network between the east coast port at Jervis Bay Territory, surrounding defence lands, and Canberra. In this region, the defence industry generally encompass:

- businesses developing, manufacturing and servicing military equipment
- technology based businesses focused on engineering, cyber security, operational enhancements and advanced prototyping
- logistics and other administrative services that support the naval and aviation operations and capability of nationally significant infrastructure and surrounding industrial land at HMAS Albatross and HMAS Creswell.

Other industrial lands and those in the planning stage will capitalise on targeted and growing industries, particularly in the energy, technology, waste, manufacturing and logistics spaces. These industries provide a unique opportunity to contribute towards Australia's first urban renewable energy zone and will showcase how the energy transition can take place in established, land constrained regions.

Figure 12: Port Kembla structure plan





Case study: BlueScope's Port Kembla Land Transformation¹⁴

BlueScope's land transformation repurposes 200 hectares of surplus industrial land at Port Kembla to support the next generation of advanced manufacturing and clean energy industries.

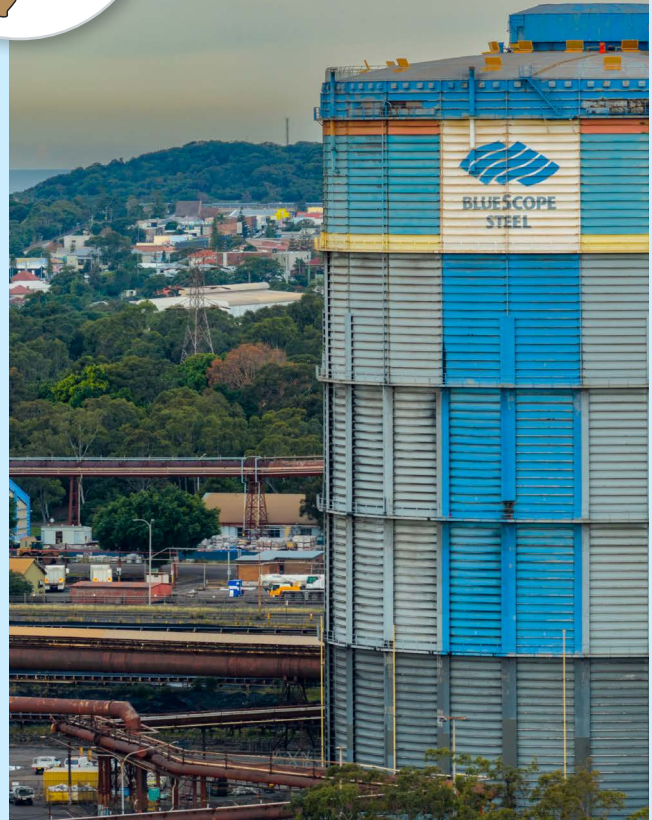
This investment will add to the region's traditional industries, while being able to be more productive, providing land for other uses. The project enables a more productive mix of manufacturing, research, logistics, education and innovation uses. It will unlock dormant land, modernise industrial precincts and attract high value, future-focused industries while retaining key heritage assets.

The transformation will strengthen the region's manufacturing base, support up to 30,000 jobs, drive long-term investment and enhance economic resilience through diversified, high-productivity industrial lands.

New creative industries, manufacturers and training providers will capitalise on this opportunity to provide the jobs for the future. This requires enhanced rail and road freight connections to boost productivity, build in resilience to the freight network and create local manufacturing efficiencies.



Port Kembla



Port Kembla





Protect the region's environmentally conscious and productive rural economy

Industries such as mining, agriculture, forestry and fishing contribute to the regional economy and provide food, raw materials and tourism experiences. These industries are diverse and capitalise on its geographical features.

Agriculture and aquaculture

The region's defining coastline forms part of the NSW marine estate which generates over \$1.3 billion to the NSW economy in industries such as tourism, recreational fishing and boat building.¹⁵

Agriculture in the region contributes more than \$491.3 million a year and employs more than 1,000 people. Dairy and beef are the largest producers alongside emerging industries such as organic farming, aquaculture and cut flowers.¹³

Jamberoo, Bowral, Gerringong, Berry, Kiama and Kangaroo Valley attract visitors to scenic landscapes and agritourism. The region is also home to 50 ha of aquaculture leases and 11 active oyster farms along the Oyster Trail that links business into the far South Coast.

Managing the rural-urban interface can be a challenge in the face of demand for urban development. This Plan aims to protect the viability of rural industries to keep down costs to consumers and manufacturers and improve access to export markets.

Resources

The coal mining industry contributed \$1.0 billion to the Illawarra region economy during 2024–25. In the same period, mining provided about 1,140 direct jobs and approximately 1,400 indirect jobs. The outputs from coal mining primarily support the steel making industry.¹³

Several of the region's coal mines are expected to close within the lifetime of this plan. Opportunities exist to re-purpose these sites and leverage their established infrastructure to create new employment opportunities.

While other extractive industries including quarries and mineral processing will continue, this Plan aims to balance the needs of extractive industries alongside human health, environmental sustainability and the energy transition.

This Plan recognises that water is a fundamental input into industrial processes and a key driver of economic growth. Water availability and water source protection needs to be considered upfront in land use decisions and land use planning processes.

Berry







Priorities: Connected

The Illawarra Shoalhaven region has contrasting urban and regional transport systems.

As metropolitan urban environments, Wollongong and Shellharbour LGA in the north can support public and active transport due to higher populations. As mainly urban fringe areas, Kiama and Shoalhaven LGAs have only limited public transport options.

People need to travel longer distances, so tend to rely on their private vehicles. While people living in Wingecarribee LGA can access rail services between Sydney and Canberra, other public transport options are limited due to low population densities.

The region currently has more than 25 transport infrastructure projects in planning and or the delivery stages.¹⁶ Many of these projects are addressing known problems in the transport network, prioritising safety and efficiency upgrades.

Coordinating existing and planned public transport upgrades with strategic urban growth will bring residents and visitors closer to jobs, education, natural assets and recreational activities.

Transport for NSW's *Illawarra Shoalhaven Strategic Regional Integrated Transport Plan (SRITP)* identifies the future transport network for the region. This includes services every 10 minutes in the Illawarra linking Wollongong City Centre, University of Wollongong, Shellharbour City Centre, Dapto, West Dapto Growth Area, Albion Park, Warrawong, Shell Cove, Corimal and Thirroul.¹⁶

The longer-distance connections between Nowra, Bomaderry and the broader Shoalhaven will be supported by services every 10 minutes.¹⁶ Rail improvements between Bomaderry, Wollongong and Sydney will enable passenger rail services every:

- 15 minutes between Shellharbour Junction and Thirroul
- 30 minutes between Kiama and Sydney
- 60 minutes between Bomaderry and Sydney (via Kiama).

These improvements will optimise the freight network, complementing the NSW Government's \$270 million investment in local roads and planned upgrades to Picton Road, the South Coast Rail Line and Mount Ousley Interchange.

Figure 14: Intraregional transport connections



Transport projects

In progress

- 1 Historic Nowra Bridge repurposing
- 2 Upgrade passenger rail fleet on South Coast Line
- 3 Rail Service Improvement Program – South Coast Line
- 4 Bulli town centre improvements
- 5 Princes Highway Hawken Road to Sussex Inlet Road upgrade
- 6 Princes Highway and Jervis Bay Road intersection
- 7 Princes Highway Milton Ulladulla bypass
- 8 Princes Motorway Mount Ousley interchange
- 9 Moss Vale transport improvements and station upgrades

Completed

- 1 Princes Highway Upgrade – Berry to Bomaderry
- 2 Nowra Bridge Project
- 3 16 Regional Cities Services Improvement Program – Nowra–Bomaderry
- 4 Transport Connected Bus (TCB) Program – Nowra–Bomaderry
- 5 Transport Access Program – Bellambi, Dapto, Towradgi and Unaderra Stations
- 6 Albion Park Rail bypass

There are other transport investments that in the planning stages for the region as referred to in the Strategic Regional Integrated Transport Plans.



Figure 15: In progress and completed transport projects

- Region boundary
- Local Government Area
- CBD
- Major centre
- Emerging major centre
- Activity centre
- Local centre
- Centres cluster
- Airport
- Port
- Harbour
- Defence
- Railway
- State road
- Regional road
- National Parks and Wildlife Service Estate
- State forest



Give people greater transport choice

It is anticipated that the existing suburbs in Wollongong and Shellharbour LGA accommodate much of the region's new housing. This means residents and workers in areas such as Oak Flats, Warilla and Warrawong need ready access to jobs in nearby centres and industrial land. However, there are limited public transport options.

Residents and workers want convenience, flexibility and connectivity, particularly in suburban and rural areas. Public transport accounts for just 4.6 percent of trips in the region.¹⁶ Travel by private vehicle is the most common form of travel for most of the region. In Shoalhaven LGA, for example, 79 percent of all trips are generally made by car.¹⁶

An efficient, accessible and inclusive transport network will give residents and workers more choice. While there will still be reliance on private vehicles, better public and active transport options in places like West Dapto will make every day travel safer, more reliable and more affordable.

Transport network resilience

The Illawarra Escarpment separates the region from Sydney to the north and the Southern Highlands to the west. The limited road and rail routes through the Escarpment, such as Bulli Pass, Mount Ousley Road, Moss Vale Road and the Illawarra Highway, are increasingly vulnerable to disruptions from accidents, road maintenance and adverse weather.

The South Coast Rail Line and the Unanderra–Moss Vale freight line also traverse through the Illawarra Escarpment. These link to Western Sydney and the wider rail network, yet there are challenges in terms of safety and access due to the geography.

The region's transport network is vulnerable to severe weather events which are likely to increase due to climate change. These routes require significant investment and planning to overcome limitations and support the region as the population and freight demand grows.

Nowra bridge
Image credit: Transport for NSW





Enhance the productivity of the freight network

The State's freight network contributes \$66 billion to the NSW economy each year. The port of Port Kembla is central to this network, generating \$543 million annually.

Over the next 20 years, inbound road freight volumes through the region will increase to over 11 million tonnes (approximately 22 percent increase from 2021). Outbound road freight will increase to over 15 million tonnes (approximately 36 percent increase from 2021).

Approximately 70 percent of regional rail freight uses the South Coast Rail Line, with the remaining 30 percent transported via the Moss Vale–Unanderra Line. Exports mainly travel via Port Kembla, contributing to a total outbound rail freight volume of 2.9 million tonnes in 2021.¹⁶

For this reason, Infrastructure Australia recognises freight rail access to Port Kembla as a national priority. Managing this freight demand requires road and rail networks that are integrated with the region's industrial lands.

Links to Western Sydney

Western Sydney International Airport will benefit both regions, especially when coupled with Port Kembla as an international trade gateway. Appropriate transport links from the airport to south west Sydney through to the Illawarra Shoalhaven will create economic opportunities for Wollongong and the entire region.

A 24-hour, 7-day a week supply chain is on the horizon. Issues such as urban sprawl, sensitive land uses and associated noise and air pollution impacts need to be mitigated to improve the network's future resilience.



(Above) Mount Ousley Interchange construction
Image credit: Transport for NSW



Priorities: Resilient

Most of the Illawarra Shoalhaven region is positioned between the Illawarra Escarpment, bushland and the coast and is prone to natural hazards including bushfires, floods, storms, coastal inundation, erosion and urban heat. Increasing urban development and the effects of climate change is increasing the exposure of the region's communities to natural hazard events.

The 2019–20 bushfires demonstrated the severe impact of natural hazards on access to vital services such as water, power, sewerage, telecommunications and digital connectivity.

These bushfires were followed by periods of heavy rain and flooding events in 2020 and 2023. The resulting runoff moved large amounts of debris and topsoil into waterways, degrading water quality and altering aquatic ecosystems. Communities were isolated for extended periods and rail and road infrastructure was significantly damaged.

As the climate continues to change, natural hazard events will be more frequent, prolonged and compounded. Planning for the likely impacts of these events requires an all-hazards approach.

The region's built environments need to be adaptable as the climate changes. Well planned urban land with the right infrastructure, affordable housing and safe public spaces to retreat will make it easier for people and businesses to cope with and recover from natural hazards and other disasters.

Celebrate and enhance the region's natural assets and biodiversity

The region's landscapes and rich biodiversity are central to community wellbeing. Local beaches, the Illawarra Escarpment, Lake Illawarra, the Shoalhaven River and everything in between provide attractive places and critical ecosystem services that buffer climatic impacts.

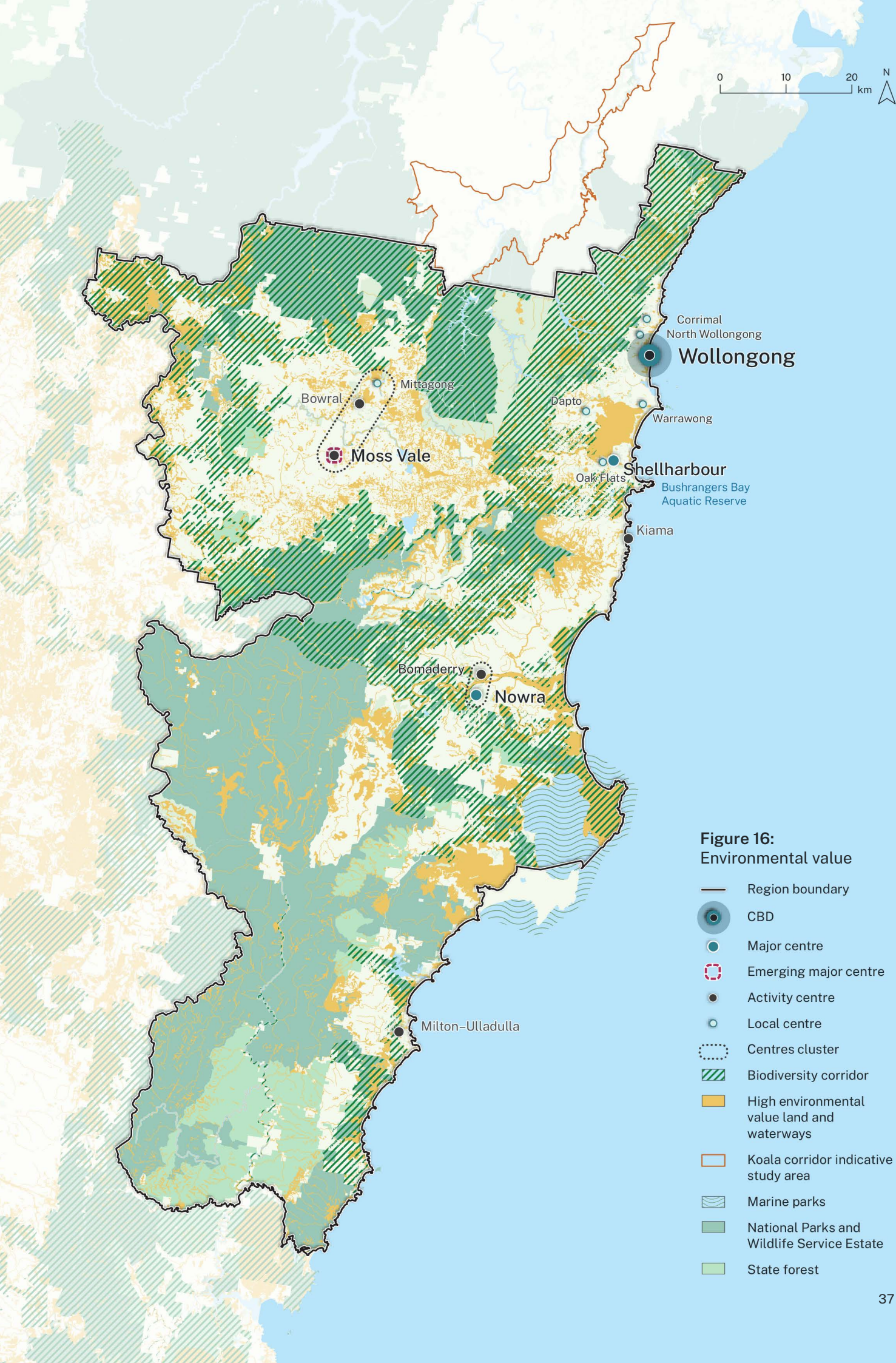
Prominent north-south and east-west biodiversity corridors support species movement, climate resilience and ecological connectivity. They also provide an important green buffer and physical transition to productive rural lands in the surrounding regional NSW councils.

The corridor through Wingecarribee LGA and the Illawarra Escarpment is one of the most important ecological links in NSW. It connects the Southern Highlands woodlands with Morton National Park and the Illawarra Escarpment forests. Regionally, this system is part of the Great Eastern Ranges, a 3,000 km biodiversity corridor from Queensland to Victoria.

The Illawarra Shoalhaven is home to 2,336 native plant species including 109 threatened plants. There are also 130 threatened animal species surveyed in the region.

As climate change intensifies many species will shift their range to cooler areas or higher elevations. Biodiversity corridors (Figure 16) enable this movement, especially as the rate of change is too rapid for natural adaptation. Prioritising investment in corridor protection rather than disconnected patches is one way to improve biodiversity outcomes. This should be matched with investment to conserve habitat for threatened species and to actively regenerate areas of high environmental value.

Upfront strategic planning and prioritisation of areas to avoid high environmental value land supports the streamlined delivery of housing, infrastructure and jobs, while protecting the region's biodiversity values, waterways, marine protected areas, rural land and industry growth long term. This is consistent with the NSW Government's NSW Plan for Nature which recognises biodiversity as a fundamental early planning consideration.





Increase resilience to natural hazards

Changes in the climate, driven by warming air and water temperatures, results in more frequent and intense extreme heat events, marine heatwaves and rainfall variability.

Climate variability associated with El Niño and La Niña is increasingly amplified by a warming climate. In Australia, El Niño events tend to bring hotter and drier conditions, increasing the risk of heatwaves, drought and bushfires, while La Niña events tend to bring wetter conditions, increasing the risk of extreme rainfall, flooding and severe storms. A warmer atmosphere and ocean can intensify these impacts by increasing heat and moisture available in the climate system. These extremes have had profound impacts on communities, ecosystems and the regional economy.

Locating new development within the existing urban area will reduce communities' exposure to natural hazards such as bushfire, which is most at risk along the urban fringe in national parks, Crown land, public reserves and rural properties. Bushfire risk is also present in existing and growing areas set among bushland. Strategic planning helps balance environmental conservation and community safety.

It is estimated that up to 1 in 10 residential urban properties in the region are vulnerable to flooding. The region's unique geography creates complex flooding challenges, with fast runoff from the Illawarra Escarpment and slow drainage on floodplains. This is combined with sandy, erosion-prone soils.

The region includes several water catchments where flooding is an ongoing challenge (Figure 18), particularly in areas with low-lying floodplains, urban development or coastal proximity. The Lower Shoalhaven River catchment is the region's highest risk catchment as it combines extensive flood plains, with larger populations and slower drainage.¹⁷ This can affect urban and agricultural areas.

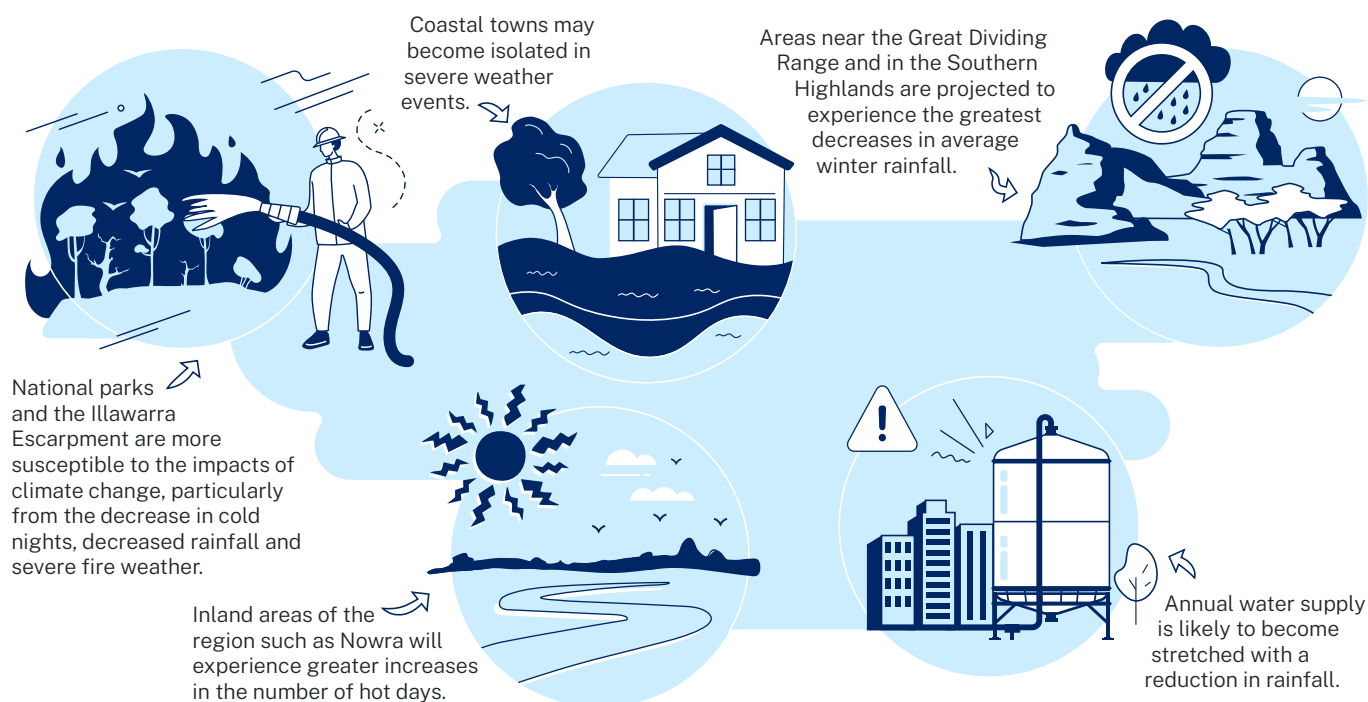
Sensitive water catchment areas (Figure 18) are ecologically sensitive and hold conservation significance. They incorporate threatened species habitat, endangered vegetation communities, wetlands, estuaries and sites of geological and Aboriginal cultural importance. These areas contribute to and enhance marine parks, riparian corridors and mapped areas of high environmental value.

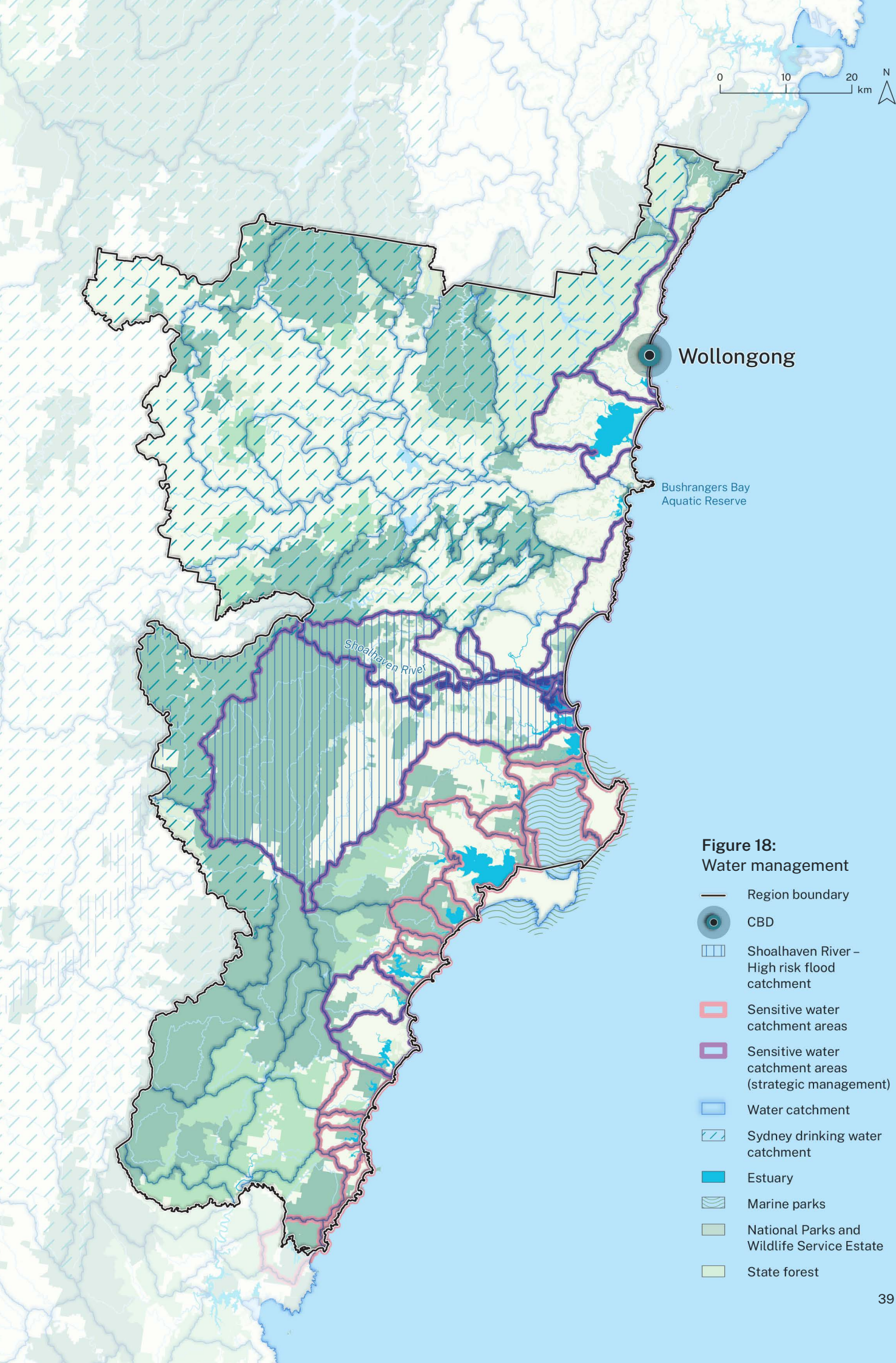
The NSW coastal management framework guides the management of the region's coastal areas, and sensitive water catchment areas that are susceptible to the impacts of land use development (Figure 18).

Some sensitive water catchment areas have existing urban development and require strategic management measures to protect water quality and healthy habitats. In these areas, the framework will be applied alongside relevant planning controls to ensure water quality and associated water infrastructure is fit for purpose and protects human and ecological health.

However, many catchment areas in the Shoalhaven LGA, such as the Lake Wollumboola catchment area, are unsuitable for urban development, and should not be more intensely developed, or expanded outside of the existing urban area in perpetuity.

Figure 17: Climate variability







Hanging Rock Lookout, Nowra
Image credit: Destination NSW



The Department's *Considering flooding in land use planning guideline (2026)* and associated flood principles apply to strategic planning, local and regional development applications, state significant development and state significant infrastructure decisions in the Illawarra Shoalhaven region. These principles can guide strategic planning and development decisions to acknowledge existing and future flood-related risks and avoid putting people in harm's way.

The *State Disaster Mitigation Plan* is a strategic State-level foundation to reduce disaster risk and notes the Illawarra Shoalhaven region at high risk of disasters caused by natural hazards. It helps councils to align local planning with hazard mitigation priorities. Using this Plan, alongside the relevant State Environmental Planning Policies and tools such as NARClIM (NSW and Australian Regional Climate Modelling) climate projections, risk planning principles, urban greening strategies, and bushfire planning guidance help decision-makers reduce exposure and build community and environmental resilience.

This Plan recognises the need for better data, clear priorities and community engagement to ensure all levels of government can proactively manage natural hazards. Land use planning will enable safer redevelopment and creates buffers that support long-term regional resilience.



Promote sustainable built environments

Built environments need to be designed and constructed to manage risk to natural hazards and be prepared for a changing climate. Smarter building design, energy-efficient homes, greener streets and quality public spaces can make communities safer, cooler and more affordable.

A combination of population growth, changing industry and community needs, and a more variable and changing climate are placing increased pressure on our water resources. We need to prepare now for a future where water sources and services may come under even greater stress.

Tools such as water-sensitive urban design or nature-based solutions help manage stormwater and protect waterways. Biodiversity-sensitive urban design keeps habitats and biodiversity corridors connected. These approaches reduce natural hazard risks, cut energy costs and create greener, healthier neighbourhoods.

Urban heat, extreme heat and heatwaves risk health, the economy and the environment. Urban greening, particularly increased tree canopy cover, can reduce urban heat, improve air quality, manage stormwater and create cooler, more liveable environments.

Greater tree canopy coverage helps buffer extreme weather impacts such as heatwaves and heavy rainfall. The region's councils have all commenced strategies to achieve a regional canopy coverage of more than 32 percent in urban areas.

Mitigation against urban heat requires green infrastructure, water in the landscape, cool building and paving materials, and passive cooling design of buildings and urban design. The Department's Cooler Places resources provides guidance to councils and industry that should be adopted in early planning and design alongside consideration of spatial data, urban context, local climate, and community vulnerability.

Sustainable transport — such as enhanced and shaded walking and cycling networks, greener public spaces, electric vehicle infrastructure and public transport — will reduce pollution and make travel safer, healthier and more efficient.

Localised energy generation at an individual site and precinct level is helping to make communities more resilient to vulnerabilities in the energy grid. It is also an important step in enabling the energy network to evolve from a reliance on coal-fired power stations into a more sustainable form of clean electricity supply.

The Illawarra Urban Renewable Energy Zone will make a major contribution to the State and region's energy security. As the first renewable energy zone in an urban area in NSW, it can provide an innovative demonstration of how residential communities, industrial precincts and community facilities can contribute to local energy generation, storage and transmission.

(Below) Macquarie Rivulet





Priorities: Liveable

The availability of housing, jobs and education, paired with opportunities to enjoy culture and the environment, shapes people's choice to call the Illawarra Shoalhaven region home.

This Plan aims to create neighbourhoods that are inclusive, well-serviced and connected, with access to social and cultural infrastructure, and vibrant green spaces.

Celebrate diverse and changing communities

The region's population is increasing in each age group. By 2046, residents aged under 20 years of age, and 65 and over will together make up almost half of the population.² Collectively, both age groups have unique needs for housing, health and community services as well as housing design and accessibility.

The region is also becoming more culturally and linguistically diverse. In 2021, approximately 21 percent of the region's population was born overseas, with most people migrating from Europe and Asia.⁵

Most people migrating to the region are settling in the Wollongong LGA. Community associations and social support programs such as the Multicultural Communities Council of Illawarra and Illawarra Multicultural Services support refugees, migrants and community cohesion.

People of different ages and cultures use places in different ways. It is essential to create inclusive, vibrant neighbourhoods. Fostering a sense of belonging through inclusive neighbourhood design, cultural recognition and opportunities to be part of community life will help people to enjoy better connections.

Build capacity for vibrant communities

The region's communities are rich in diversity, with coastal villages, rural towns and historic centres like Berry, Bowral and Gerringong. Each place has its own character, shaped by its landscapes, culture, history, people and built environments.

Wollongong's capacity to host major events, combined with its cultural and entertainment assets, attracts visitors from across and beyond the region. Major events such as the 2022 UCI Road World Championships and the 2025 World Triathlon Championship Finals have elevated the city's profile and supported local economic activity. Increasingly, visitors from south-west Sydney are choosing Wollongong and the South Coast as destinations.

Wollongong's entertainment precinct, including WIN Stadium and the WIN Entertainment Centre, hosts major events and will continue to grow in significance, supported by NSW Government investment to expand capacity and improve surrounding facilities. Together with the Illawarra Performing Arts Centre, Wollongong Town Hall and a network of live music venues, these facilities support a year-round cultural program.

Across the region, centres such as Shellharbour and Nowra provide essential services and act as hubs for community life, offering access to education, healthcare, retail and recreation. Emerging centres, including West Dapto, will play an increasingly important role in supporting growing communities.

Local initiatives, such as Kiama's Night Time Economy Strategy and Special Entertainment Precinct trial, are strengthening the role of centres as places for arts, culture and entertainment.

Beyond urban areas, national parks, coastal walks and a growing agritourism sector contribute to the region's appeal and support its visitor economy. While the region attracts between 10 and 12 million recreational visitors each year, limited accommodation in key centres constrains capacity during peak periods.¹⁸



Improve access to public open space, infrastructure and services

Access to shaded public open space, health and education services, childcare services, libraries, and sport and recreation facilities differs across the region.

Larger centres like Wollongong and Shellharbour have denser networks of libraries, sporting fields, art venues and paths. The communities and towns in Wingecarribee, Kiama and Shoalhaven LGAs enjoy outstanding natural assets such as beaches, rivers or bush tracks, but face longer travel to services, fewer night time options and limited facilities for young people.

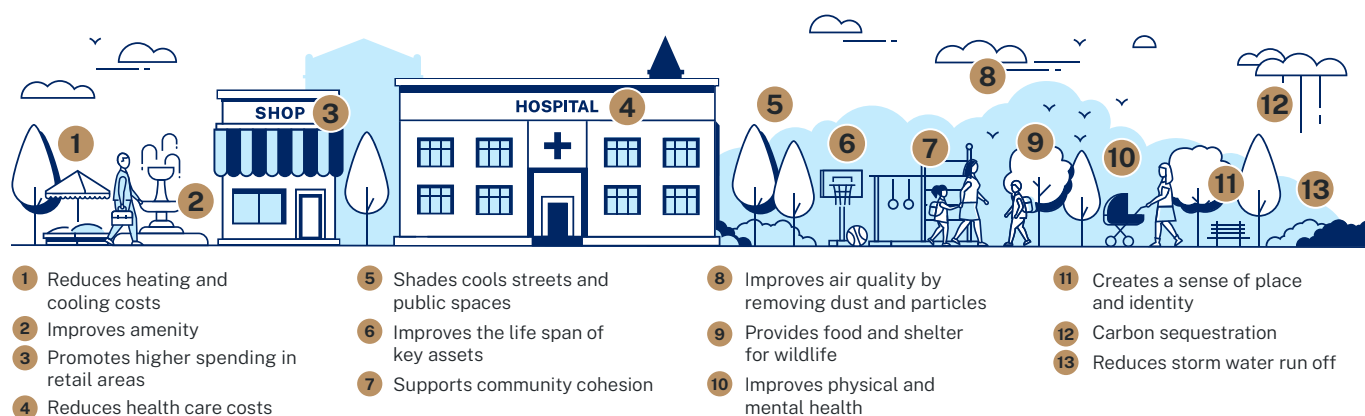
As the region grows, centres will play a greater role as destinations for surrounding communities. Improving transport infrastructure will be critical to connect people to these places.

In some neighbourhoods, cooling green cover is limited on every day routes to schools, shops and bus stops. Expanding green infrastructure across the region can cool neighbourhoods, encourage people to walk or cycle, and build resilience to extreme weather.

The NSW Government is investing in regional-scale public open space around the Nowra Riverfront and Warrawong Parklands. It is also working to protect public access to foreshore areas, coastal trails and mountain biking.

In the longer term, major public open space and social infrastructure opportunities will be necessary to offer more diverse experiences for the region's residents, workers and visitors, making it more competitive against other regions.

Figure 19: Benefits of green infrastructure



Case study: Warrawong Parklands¹⁹

The NSW Government is reimagining the use of 32 hectares of public open space on the foreshore of Lake Illawarra under the *Warrawong Parklands Master Plan*. The master plan aims to deliver a world-class waterfront destination featuring nearly 10 km of pedestrian and cycle paths, a water sports hub, inclusive playgrounds, an Olympic-standard skatepark, wetlands restoration and lakeside cultural, recreational and dining amenities.

The project will enhance public access to the Lake Illawarra, support environmental restoration, strengthen social infrastructure, attract visitors and improve community wellbeing.

Artist's impression of Warrawong Parklands
Image credit: HASSELL





Priorities: Coordinated

Coordinated land use planning aligns settlement patterns with new housing and infrastructure, industrial lands and environmental outcomes, balancing competing demands for finite land.

Development succeeds when NSW Government agencies, councils and industry work together to provide infrastructure and services on time. This requires clear coordination of:

- settlement, housing and environmental protection
- housing and infrastructure sequencing
- industry changes and jobs
- short term cost pressures versus long term gains.

The established pipeline of housing in the region creates varying levels of supply. However, the delivery of housing in the pipeline is not currently prioritised in a consistent and orderly way that maximises infrastructure investment. This can result in development waiting for enabling infrastructure to be completed such as roads and water connections, creating uncertainty for industry. This cycle contributes to delays in housing completions.

Infrastructure capacity is an increasing constraint across both infill and greenfield areas. A clearer understanding of required upgrades is needed to meet current and future housing needs. Better prioritisation of areas for growth will provide greater certainty and support timely infrastructure delivery.

Regional governance mechanisms, such as the Illawarra Shoalhaven Urban Development Program, will help to address these challenges by aligning housing targets with infrastructure delivery and identifying funding pathways for critical enabling works.

This approach also supports the region's transition to net zero. Improved coordination across planning and infrastructure will be essential to delivering outcomes across energy, industry, housing and communities, including through initiatives such as the Illawarra Urban Renewable Energy Zone (as referenced on page 41).

Prioritise growth in areas supported by infrastructure

Planning for new homes across the Illawarra Shoalhaven region by 2046 will require NSW Government agencies, councils and industry to collectively facilitate the timely provision of utilities, transport, schools, health services, waste, telecommunications and other infrastructure and services.

The cost of providing infrastructure and services in greenfield development areas is often more costly in regional areas than in Sydney. This is because the cost of materials and labour can rise due to longer travel distances where local supply chains are strained. For example, areas such as West Dapto which sits on the fringe of the Wollongong LGA assumes costs above \$94,000 per lot to provide this infrastructure.²⁰ Biodiversity certification can also be used to help provide more certainty to housing delivery, particularly where environmental matters are unresolved on land in the housing pipeline.

Efforts are needed to further strengthen local supply chains and workforce availability, and maximise infrastructure investment. This includes planning for infrastructure that makes communities safer and resilient to natural hazards.

Development in areas within and near centres and transport hubs makes better use of existing infrastructure, optimising public investment. This will require enabling and supporting infrastructure at a local, precinct and regional level.



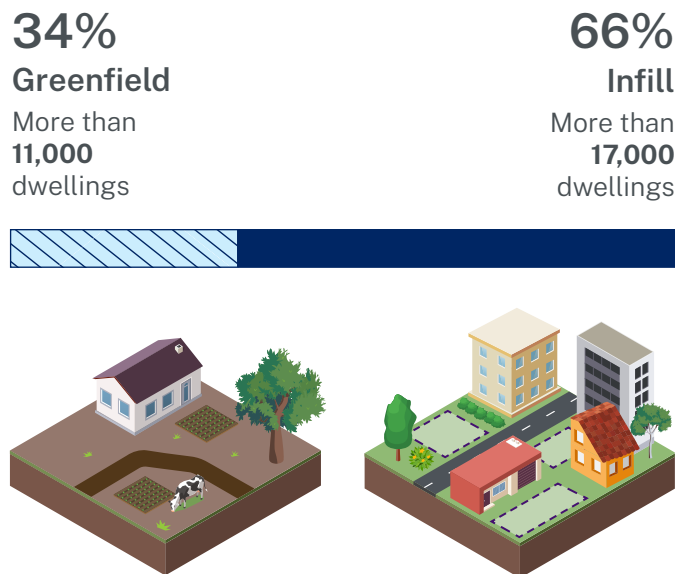
Albion Park Bypass



Coordinate infrastructure for new communities

Not all new housing can be provided in existing areas. Greenfield development in West Dapto and Nowra Bomaderry will accommodate some of the region's housing needs over the next 20 years, with emerging growth areas in the West Kiama urban release area and South Bowral now in the planning pipeline.

Figure 20: Planned Greenfield vs infill dwellings



Over the next 20 year period, the focus will be on increasing this split to ensure 80 percent of new homes are built in infill areas. This requires enabling and supporting infrastructure and services to be in place to allow for orderly development.

Through the Illawarra Shoalhaven Urban Development Program and Employment Lands Development Program, the NSW Government is working with State agencies, councils and the development industry to align plans for housing development and infrastructure delivery, to share data, and to resolve critical issues and delays to delivery. As this continues, the Infrastructure Opportunities Plan identifies State and regional projects that are eligible to be delivered as Work-In-Kind under the *Housing and Productivity Contribution Works in Kind Guideline* to support housing delivery.

These collective programs and plans will provide a framework to prioritise growth across the region aligned to infrastructure investment. This ensures that development is rolled out in an appropriate sequence, more homes can be built in well located places, and a secure jobs pipeline is provided for the current and future population.

Focus must also be given to green infrastructure alongside servicing infrastructure to contribute to high quality living standards and allow the environment to thrive in an urban setting.

Water security is anticipated to become a greater challenge over time as competition across land uses increase. The region is largely located within the Sydney Drinking Water Catchment, which poses limitations on land use outcomes to protect the water quality and supply.

Local planning will review underlying water demands across the region to ensure long term impacts to residents and established industries are not compromised by new industries and developments. Decisions on water allocation and infrastructure provision can leverage the frameworks under the Urban Development Program and Employment Land Development Program.

Coordinate government and industry action to reach net zero

The energy and transport sectors contribute the bulk of emissions in the Illawarra Shoalhaven region due to energy-intensive industrial processes and large-scale transport movements of people and goods.

The Illawarra Urban Renewable Energy Zone will be the first of its kind in Australia. The availability of land and established energy generation infrastructure to transition the broader energy grid away from a reliance on coal is not readily available in the region. This means it will rely on the collective actions of the region's communities and industries to lead the energy transition in an urban context. How this can be achieved in the most effective way possible is currently being considered.

Coordination across all levels of government can support a vision for future systems and change such as decarbonisation, clean energy production, circular economy and waste management, and the use of technological advancements. This will need to be coordinated with the *NSW Electricity Infrastructure Roadmap*.

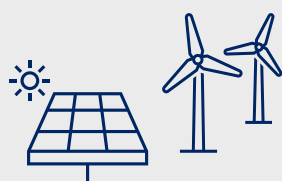
Figure 21 highlights the potential net zero transition opportunities in the Illawarra Shoalhaven.



Figure 21: Regional focus areas requiring coordinated government action.

Renewable energy powered with increased:

- Onsite renewable energy (rooftop solar PV).
- Wind and solar PV farms
- Innovative technologies (e.g., bioenergy).
- Renewable energy uptake across NSW and Australia.



Improved energy efficiency with increased:

- Building performance standards for new builds and refurbishments.
- Energy efficiency improvement programs.



Energy storage to maximise renewable energy integration and reduce emissions including:

- Battery storage for homes and communities.
- Grid-scale battery storage for network stability and security.
- Grid-scale energy storage for demand management and renewable energy balancing.
- Innovative energy storage technologies (e.g. gravity storage).



Renewable fuels, including green hydrogen, to reduce emissions for hard to abate industry and heavy transport which may not be suitable for electrification including:

- Heavy manufacturing and industrial processes (e.g. steel, cement and chemical production)
- Primary industries (mining and agriculture)
- Transport (heavy vehicles, maritime, aviation and rail).



All-electric transition to reduce emissions and costs for:

- Homes, small businesses, commercial and light industry with heat pump hot water, induction cooktops and reverse cycle air-conditioning.
- Passenger and light commercial vehicles transitioning to electric vehicles.



Conserving water to reduce dependence on natural water bodies and supplies and reduce emissions including:

- Water efficiency improvements.
- Alternative water supplies (rainwater and recycled water).
- Water Sensitive Urban Design (WSUD).
- Local drought resistant plantings.



Responses

Planning for growth, change and opportunity

Before European arrival, Aboriginal groups established populations near the rich resources of the coast and along inland river systems such as the Shoalhaven – *Wari*, and Wingecarribee – *Winge Karribee* Rivers. In recent times, population and settlement patterns have been shaped by historical, geographical, climatic and resource-driven factors, influencing where people live, work and build infrastructure.

Regional planning guides how long-term population and settlement patterns are managed across the region. The objective is for communities to have access to housing and jobs in well located areas that are safe and adaptable to a changing climate, supported by the infrastructure needed for liveable communities and a productive economy.

This plan establishes an Urban Growth Area (UGA). The UGA promotes a sustainable and well-planned pattern of settlement balanced with maintaining existing natural assets. The UGA provides a tool for the upfront consideration of biodiversity in strategic planning and will support more certain, consistent and strategic decisions to ensure nature positive outcomes.

The UGA builds on established local and regional economies, and identifies land strategically identified through local planning. It will provide a framework to guide the Urban Development Program and Employment Land Development Program as infrastructure and services are planned alongside new development.

The UGA identifies the supply of land suitable for urban development (which are at different stages of planning and delivery) and will be supported by a regional prioritisation framework, enabling the Plan to focus infrastructure delivery in areas that are ready.

Land outside the UGA is not suitable for urban development and will not be considered for a future urban purpose through established pathways such as a planning proposal. This includes places of environmental or Aboriginal cultural significance such as the Illawarra Escarpment.

The NSW Government will update and review the UGA over time as described in the *Technical Appendix – Urban Growth Area Policy*. This includes responding to areas identified in council's strategic plans, and changes or updates in policy such as the establishment of Disaster Adaptation Plans.



The UGA includes the following.



Existing urban areas

Areas with existing urban development including a mix of housing, commercial/employment lands and a range of infrastructure types such as schools and open space.

Not all land in existing urban areas is suitable for more intense urban development beyond current planning controls. However, existing urban areas include infill and renewal opportunities around centres and train stations, such as Corrimal, North Wollongong, and Dapto. These areas play an important role in providing greater housing diversity and more choice in well located areas close to public transport.



Rezoned greenfield areas

Areas already zoned and identified for future urban development but may be at different stages of delivery.

Rezoned greenfield areas are essential to maintaining a strong housing pipeline, but may require further detailed investigations to determine the exact capacity and mix of dwellings.



Investigation areas

Areas identified for further investigation as to their suitability for future urban development to meet the region's projected need for housing and employment. Investigation areas may be identified for greenfield or infill development.

Inclusion in this category does not preempt the outcome of assessment, which may determine that non or only a small part of the area is suitable for development.

Rural residential development is a part of our regions current housing typologies. While not considered as urban land in the UGA, new planning proposals for rural residential development can undermine sustainable urban outcomes, put more people in hazard prone areas, and place pressure on infrastructure capacity.

New proposals for rural residential development in other locations is not supported under this Plan.



Shell Cove

RESPONSE 1:

Increase housing supply in the urban growth area



Strategic outcomes

- Urban land is contained within the urban growth area.
- Land use planning and infrastructure decisions are prioritised in feasible locations.
- Development avoids locations which are sensitive to environmental changes, such as sensitive water catchments, coastal areas and high environmental value land, including regional biodiversity corridors.

This Plan will guide the delivery of more homes in the Illawarra Shoalhaven region by 2046 through the coordinated efforts of the NSW Government, local councils and development industry.

Over 86,000 homes are already in the planning pipeline within the UGA, with over 13,500 progressing into construction in the short term. Land in the existing urban area will provide for additional capacity under current planning controls to meet the 20-year housing needs. This provides a strong pipeline of potential housing supply and construction industry jobs for decades. The first step in realising this capacity is prioritising development in feasible, well-located areas.

New housing in the UGA will be prioritised near high amenity existing centres and along the rapid public transport corridors that connect them. This will help to increase housing supply in the short and medium term.

The NSW Government has implemented a range of policies to encourage new homes in these areas. These include the Low and Mid-Rise Housing Policy and Transport Oriented Development Program which has increased capacity around Corrimal, North Wollongong, and Dapto train stations, and other centres across the region. These programs also encourage a diverse range of housing types, creating more housing choices across varying housing markets.

In addition, local councils will need to regularly review and update local strategies and local planning controls in prioritised locations in the UGA to maintain a strong housing pipeline.

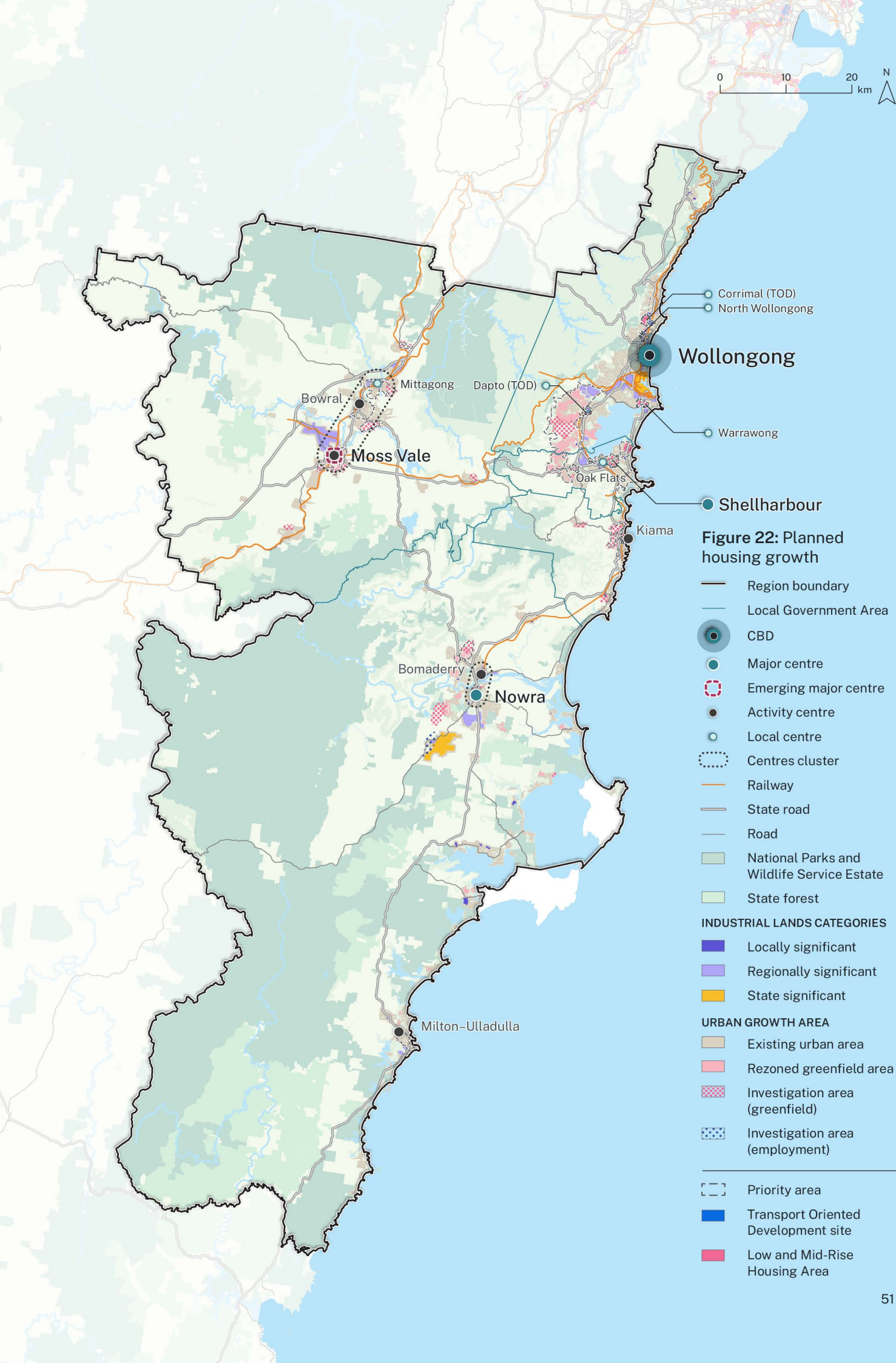
Councils should plan for 30 years of feasible housing supply to meet their housing needs across the LGA. This often means to plan for more capacity than new demand in any given location. It also means increasing density in infill areas that are well serviced or able to be serviced at a reasonable cost.

The Department will work with local councils to prioritise locations and undertake this work through a State-led planning process where required. An example of this is the commitment to work with Kiama Municipal Council on the development of a structure plan for the West Kiama Urban Release Area. This will provide certainty to industry and infrastructure providers to the timing and infrastructure needs of the broader precinct rather than a site by site process.

By concentrating development within the UGA, the region can work towards a long-term target of 80 percent of new homes being located within the existing urban area. This means ensuring that land is considered for its highest and best use, and the core qualities of our communities are not diluted in the process of delivering more housing. Providing high quality public open space, rapid public transport and well-located jobs is an essential part of maintaining the region's liveability and productivity.

Land outside the UGA is not needed for new homes currently. During the life of this Plan, housing supply will be monitored regularly to determine if planned capacity in the UGA is realistic, feasible and translating into a pipeline of new homes. When monitoring housing supply, there are circumstances that may warrant a review of the UGA, including:

- major investment in National, State or regionally significant infrastructure following a government decision
- updates to NSW Government policies and datasets, including disaster adaptation plans
- industry changes and other market factors such as rapid population increases
- updates to local strategies, where endorsed by the Department.



Case study: NSW Government increasing housing supply²¹

The NSW Government is progressing the state-led rezoning of key locations in the UGA to increase housing supply.

The NSW Government is unlocking up to 2,500 new social, affordable and market homes within Bellambi Estate, as part of a staged renewal of the site.

Another two major rezonings in Shellharbour will unlock approximately 5,700 new homes, create jobs, and help drive the region's transformation into a world-class health and innovation precinct.

The rezoning of the Nowra Riverfront Precinct and Mandalay Sub-Precinct will deliver approximately 900 more homes, including 100 social and affordable homes.

These collaborative projects capitalise on recent NSW Government investments in health infrastructure, creating more opportunities for local jobs and more efficient use of local infrastructure such as parks, schools and community facilities.



Government and council actions for Response 1

Action	Timing	Lead
1.1. Establish and implement a feasibility-based prioritisation framework.	2026–2028	Department
1.2. Prioritise locations in the urban growth area to increase feasible housing supply.	2026–2028	Department
1.3. Councils and the Department accelerate changes to local planning controls in priority areas.	2026–2028	Department and councils
1.4. Complete State led rezonings for the following precincts: • Wollongong Health Precinct • Shellharbour Hospital • Shellharbour City Centre.	2026–2028	Department
1.5. Identify and implement a pipeline of State led rezonings to increase feasible housing supply in well-located places.	2028–2030	Department

RESPONSE 2:**Prioritise housing diversity and choice to meet changing household needs****Strategic outcomes**

- Density is focused in the locations that are best connected to jobs and services through rapid public transport.
- Land use planning and infrastructure decisions are prioritised in feasible locations.

Driven by population growth and demographic changes, the Illawarra Shoalhaven region requires an increased mix of housing types to accommodate changing household needs and improve affordability. Housing diversity and choice is not just about different housing forms, it is also about the mix of homes and the number of bedrooms provided, particularly in mid and high-rise development (Figure 23), which is market-driven based on population growth and demographic changes.

Areas such as Wollongong City Centre are experiencing more high-rise development with additional capacity available. Nowra Bomaderry and the Southern Highlands can also be a focus for more mid-and high-rise housing.

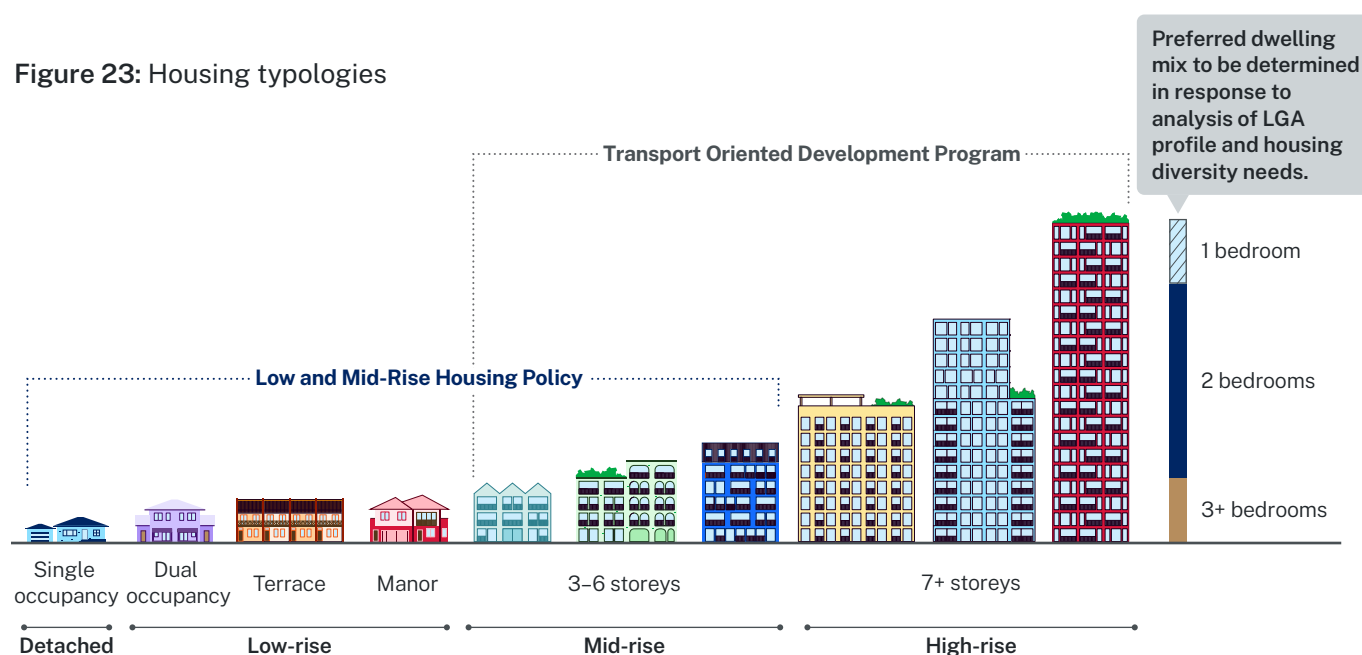
In 2025, the *Nowra Strategic Roadmap* identified several actions for Shoalhaven City Council to lead and others that require collaboration with the NSW Government. One action is to identify the maximum achievable building height for the area, based on feasibility, amenity, environmental factors and infrastructure.

This work can be mirrored in the planning for other centres across the region to understand development potential, suitable planning pathways and infrastructure requirements.

To support cost-efficient housing delivery and meeting changing population and household needs, minimum density targets will be developed for priority areas in the UGA to give direction on the preferred mix of housing types. These investigation areas will be focused on locations that will be serviced by high frequency public transport, including future corridors identified by Transport for NSW. This includes land in the East Lake Illawarra Corridor, and around centres such as Nowra and Mittagong.

Minimum density targets will guide local planning to increase planning capacity for housing and to better realise supply of diverse homes supported by infrastructure. This may include expanding the Transport Oriented Development Program or the Low and Mid-Rise Housing Policy.

Figure 23: Housing typologies



Addressing housing affordability and social housing needs

Housing affordability remains a major challenge in the region and increasing housing supply can improve affordability over time.

The NSW Government has introduced a suite of planning reforms to deliver more affordable housing through incentive bonuses. However, more direct interventions are required at the State and local level to expand the region's supply of affordable homes.

Greater flexibility in planning controls can enable a broader range of dwelling types and densities in the right locations. Similarly, the NSW Government and councils can unlock underutilised land and encourage innovative housing models which meet local needs.



Figure 24: Barriers to entry in the housing market



In addition to affordable housing, the NSW social housing estate provides an opportunity for additional housing that meets the needs of different income levels, household sizes and life stages. The UGA will be updated to identify investigation areas that should be considered for future planning. A focus on surplus Government-owned land in the right locations will increase the region's supply of affordable homes and support more inclusive, resilient communities.

Affordable housing can be delivered through a range of pathways such as dedication of units, financial contributions by developers, and delivery of housing by approved community housing providers and Local Aboriginal Land Councils.

Affordable housing contributions schemes set out where these pathways apply and how funds are collected and invested. The introduction of these schemes need to closely consider development feasibility to promote equity in supply and investment.

Providing a consistent approach to affordable housing contributions in environmental planning instruments is a priority for the region's councils. The Department will work with councils to ensure there is a consistent approach to implement schemes in feasible locations and set a standard for the region holistically. These investigations should provide the same level of support for those looking to purchase and develop affordable homes.

Case study: Bomaderry Build to Rent

Housing is the single largest cost of living pressure facing the people of NSW and this is particularly acute on the South Coast where in Bomaderry and Nowra, almost half of all households are experiencing rental stress.

Opened in 2026, the NSW Government, Shoalhaven City Council and Southern Cross Housing transformed well located and underutilised council land to deliver 39 high quality social and affordable housing units.

Similarly in Bomaderry, 48 build to rent homes are being delivered for long term rental at market value, with 12 being set aside for households on very low to moderate incomes.²¹ This is part of the NSW Government's plan to deliver more affordable homes in well located areas.



Housing in Bomaderry
Image credit: Shoalhaven
City Council



Housing in Bomaderry
Image credit: Shoalhaven City Council

Government and council actions for Response 2

Action	Timing	Lead
2.1. Define the minimum density targets for priority areas in the urban growth area.	2026–2028	Department
2.2. Expand the Low and Mid-Rise policy controls to priority areas across the region to increase housing diversity.	2026–2028	Department
2.3. Identify a pipeline of social housing areas that can be planned for renewal to deliver increased social and affordable housing.	2028–2030	Department
2.4. Prepare a regional affordable housing contributions scheme and associated consistent LEP provisions.	2028–2030	Department and councils
2.5. Identify surplus Government-owned land that is suitable for affordable housing or for enabling social infrastructure that can support the delivery of more affordable housing.	2026–2028	Department and councils

RESPONSE 3:

Align sequenced infrastructure delivery with growth priorities



Strategic outcomes

- Prioritise areas with existing infrastructure, committed funding and delivery certainty.
- Only where there is no cost to government can out of sequence development in the urban growth area be supported.
- Infrastructure can be reasonably and feasibly upgraded to meet the growth needs of the local area.

Councils and the NSW Government play a critical role in coordinating land use decisions with infrastructure delivery timelines. Aligning infrastructure sequencing to support timely housing delivery is key to supporting the greater conversion of approvals of new homes into completions.

Despite available planning capacity, speculative planning proposals in inappropriate locations and without a sound strategic basis challenge the orderly sequence of investment for development. This out-of-sequence development stretches the capability for infrastructure providers to fund and provide enabling infrastructure in multiple locations.

The UGA establishes the locations where development will occur over the life of the plan. The UGA will be supported by a regional prioritisation framework, providing increased certainty for infrastructure providers about when and where enabling infrastructure is required to support planned urban growth. The framework will prioritise and sequence feasible locations within the UGA based on infrastructure capacity, funding and delivery timing to ensure orderly, efficient and serviced growth.

Development locations that are not identified as a priority area will be considered out of sequence. These developments can proceed adjacent to or ahead of priority areas, but importantly, only where there is no cost to government.

The regional prioritisation framework will complement the Illawarra-Shoalhaven Urban Development Program and the Infrastructure Opportunity Plan, which will continue to support the coordination of infrastructure planning and delivery for the region.

The Urban Development Program and Infrastructure Opportunities Plan does not yet cover the Wingecarribee LGA. While several infrastructure barriers are known, including the Mittagong and Moss Vale Sewage Treatment Plants, bringing Wingecarribee into these programs will provide a consistent regional evidence base and support coordinated planning and growth across both the LGA and the region.



Brooks Reach housing estate, Dapto

Planning for infrastructure associated with increased density

Local infrastructure planning will move away from treating capacity as a pre-requisite or limitation. Instead, it will focus on identifying the maximum achievable yield for a development, enabling a more accurate estimation of contributions revenue and the cost of new or upgraded infrastructure.

By understanding the maximum achievable yield, local infrastructure plans can be better informed by the options or scenarios for growth over time. This will help inform decisions for what is enabling infrastructure now and in the future, and what infrastructure could be required or for increased development yield.

State and local government then determine the appropriate funding and delivery pathways. This would guide how infrastructure providers and

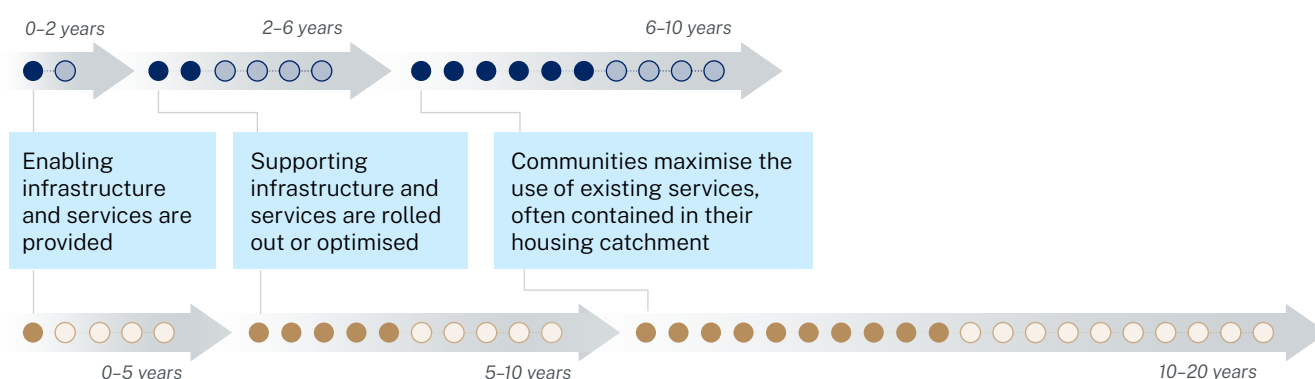
councils sequence development and infrastructure in prioritised locations. This includes councils applying a range of tools, including:

- data related to current local enabling and supporting infrastructure capacity
- operational planning and works programs to deliver planned works
- funding and delivery mechanisms such as contributions plans, loans, grants or conditions of consent.

Planning proposals need to cost and identify how infrastructure will be delivered prior to rezoning. These assessments will aid the above tools when planning for land in the UGA providing confidence and certainty to housing delivery. These practices ensure the increased land value from planning proposals leads to proportionate public benefits.

Figure 25: Development proposed in infill and greenfield areas

Development proposed in infill areas within



Development proposed in greenfield areas within

Government and council actions for Response 3

Action	Timing	Lead
3.1. Prepare a greenfield infrastructure sequencing plan to support housing delivery in prioritised areas.	2026–2028	Department
3.2. Update the Urban Development Program and Employment Land Development Program to include Wingecarribee.	2026–2028	Department
3.3. Work with councils and infrastructure providers to identify new or upgraded State and local infrastructure needs/items in response to minimum density targets.	2026–2028	Department
3.4. Develop best practice guidance for councils when planning for and providing local infrastructure.	2026–2028	Department
3.5. Update contributions plans where needed including local infrastructure schedules and staging to align with the prioritised areas and the greenfield infrastructure sequencing plan.	2028–2030	Councils

RESPONSE 4:

Support a vibrant centres network, anchored by Wollongong as the region's principal CBD



Strategic outcomes

- Centres are prioritised for population serving jobs, with complementary residential land uses located outside of defined commercial cores.
- CBD and major centres reflect a density and diversity of services that is proportionate to their role in the local centres network.

Wollongong (centre) provides businesses and services within its city centre, attracting people and workers who benefit from the concentration of arts, culture and community diversity, including the growing number of industries that operate in the 24-hour economy.

The centre contains around 31 percent of the region's jobs.¹³ Outside of Wollongong, workers living in areas such as Nowra, Ulladulla or the Southern Highlands are more likely to commute and less likely to work in knowledge-based jobs due to the availability of these jobs locally, or roles that can be done remotely. These jobs provide critical services and support the functioning of the region's economy.

The number of jobs available in each centre reflects the size of the population within its catchment. These jobs support the operation of local services and ensure communities can access those services once the population is large enough. The region is facing increasing pressure to provide both well-located jobs and additional housing near centres. Councils need to define a commercial core for their principal centre(s) to protect and retain commercial uses.

This plan aims to provide an additional 101,850 jobs in the region by 2046. The target for each LGA, the Wollongong CBD, and state and regionally significant industrial lands precincts are outlined in *Technical Appendix – Local Government Narratives*. These 10 and 20 year targets are aspirational and designed to distribute well located jobs in a range of industries across the region.

Councils will need to reflect the region's centre's hierarchy in local planning, and consider the identity of each centre in its broader context. With each centre having an identity and contribution to the region, the growth and diversity of jobs will foster economic growth and spread the availability of jobs to the right places.

The role of the planning system is to provide the strategic land use framework that provides sufficient land and office space for employment, that the public domain is enhanced and appropriate to our changing demographics, and that the delivery of infrastructure is coordinated.

There will be a role for industry, councils and other NSW Government agencies to utilise available resources to grow the number of jobs in the region. Response 4 and 5 should be used as a guide for where and what type of jobs we are promoting in this region.

This Plan supports the delivery of jobs targets by providing actions to:

- maintain steady industrial lands supply
- increase capacity for education and diverse housing, such as student accommodation to match
- protect the commercial core of centres to deliver more office space
- expand the permissibility of land uses in appropriate locations to support events and tourism
- prioritise infrastructure investment to better connect people to jobs, and
- provide public open spaces that enhance our natural environments, creating an enviable work live balance.

Strengthen job potential in the region's principal CBD

Wollongong (centre) generates almost 33,000 jobs, with a target to grow to almost 58,000 jobs by 2046 — an increase of 25,000 jobs.

An additional 30,000 jobs are forecast in the industrial land in and around the port of Port Kembla, which will further position the region as an economic powerhouse for the State.

Short-term demand for approximately 40,000 sqm of approved A-grade office space in Wollongong reflects continued efforts to attract national professional and knowledge intensive jobs to the city.²²

Wollongong attracts businesses due to lower costs, attractive places and access to a large skilled talent pool that reaches into south west Sydney. The CBD encompasses the University of Wollongong and TAFE NSW in multiple locations, and the Wollongong Health Precinct.

Increased public transport options connecting the region and its surrounds to Wollongong will rebalance commuting patterns and deliver higher levels of amenity for the city itself. This will expand the available job pool and workforce capable of filling required local jobs.



Provide direction for centre clusters

The Nowra Bomaderry and Southern Highlands clusters are places where multiple centres near one another are servicing a large population in a large geographical area. They share strengths in advanced manufacturing, health and research, creating a strong base to diversify the economy and attract skilled workers and investment.

While demand for housing and jobs in these locations is growing, underlying infrastructure, economic and feasibility challenges need to be resolved in conjunction with land use considerations. For example, the *Nowra Strategic Roadmap* outlines the following factors influencing its future.



Transport

Rail and bus services to both clusters are infrequent and at times unreliable. As the population increases it can build the case for increased public transport services as well as more active transport options. Staging the roll out of public transport options can help to build up more sustainable transport habits.



Economic identity

Increased competition means some land uses are provided in the wrong locations, diluting the commercial core. Developing quality retail and office space that matches local industry demand and consistent branding can boost commercial investment, particularly when residential uses and densities increase.



Institutional presence

Regional and local services, government administration and local industry administration can be difficult to access if located on the periphery or outside a centre. This can create local issues such as limited car parking and land use conflicts.

For a cluster of centres, we should see greater population densities around the commercial cores of each location to preserve their independence, and to ensure more people have access to the jobs and services they provide.

Responses



Above: Nowra City Centre
Right: Moss Vale



Case study: Wollongong Health Precinct²³

The *Wollongong Health Precinct Strategy* outlines the evolution of the area around Wollongong Hospital to grow into a world-class mixed use precinct. It includes the integration of clinical services, allied health and research-based enterprises. The strategy will help to make Wollongong the region's health capital, attract national investment and expand the region's high-skill employment base.

Complemented by the *Wollongong Station Master Plan*, the precinct will serve the growing needs of the region, providing more public open space and transport choice, a diversity of health services tailored to community needs, improved safety and night time options for dining and recreation, and opportunities for affordable housing.



Prioritising flexibility in centres

Shellharbour City Council is actively planning for additional commercial development within the Shellharbour City Centre, alongside residential uses in well-located areas that benefit from close proximity to population serving jobs. At the same time, Bowral and Kiama are emerging as having greater levels of mixed use development in traditional employment zones.

Across other centres in the region, maintaining flexibility for long-term commercial buildings is important. Experience with retrofitting development models such as build-to-rent housing in the Sydney region demonstrates that limited adaptability in older

building stock can result in non-compliance with contemporary building standards.

Provisions for appropriate floor to ceiling heights, structural load capacity, and flexible servicing and access arrangements that can accommodate a range of employment, community, and residential activities over time are examples of standards that can futureproof development in centres.

Establishing consistent building standards for development in centres can support the future transition of land uses, improve construction feasibility, and reduce barriers when market conditions or strategic planning priorities evolve.

Government and council actions for Response 4

Action	Timing	Lead
4.1. Identify the anticipated future demand and minimum commercial floor space required for each centre and define the land use mix and split between commercial and residential uses for CBD and major centres.	2026–2028	Department
4.2. Identify building, land use and other development standards that enable flexible development in CBD and major centres to allow development to convert to alternative uses over time.	2026–2028	Department
4.3. Evaluate the market factors influencing development activity in the Southern Highlands centre cluster. Identify density targets and potential planning controls amendments to support increased development activity, greater housing affordability and jobs growth.	2028–2030	Department and councils
4.4. Councils are to identify a commercial core and review planning controls to safeguard commercial uses to support the delivery of the LGAs jobs targets.	2028–2030	Councils

RESPONSE 5:

Intensify and grow the region's industrial lands potential and capacity for future industries



Strategic outcomes

- Industrial lands are protected to maintain a sustainable supply pipeline of development ready urban land to meet jobs targets.
- Industrial lands have capacity to meet the infrastructure, access, resource and land size needs for new and growing industries.
- Employment generating uses are prioritised for former mining and quarry land, or industries in transition.

Industrial lands are categorised as State, regionally and locally significant. The region's steel making, logistics, and defence industries leverage the State significant precincts at port of Port Kembla and HMAS Albatross. Specialised industries have agglomerated in surrounding industrial lands, creating economic benefits and a greater diversity of jobs.

Across all categories, the Illawarra Shoalhaven region has approximately 4,500 hectares of zoned industrial land. Around 30 percent of that land is undeveloped, but is in different stages of development readiness.

A supply target of 20 hectares of development ready industrial land per year will be monitored to ensure there is a sustainable industrial lands supply in the UGA.

With sufficient supply across the region for the next 10 years, focus will be placed on specific industrial precincts which can contribute towards long term supply as well as new locations that capitalise on strategic connections to road, rail and other freight networks.

The Employment Lands Development Program identifies investigation areas as Kembla Grange, Southern Highlands Innovation Park, Shellharbour Airport and South Nowra.

Figure 26: Investigation Areas for the Employment Lands Development Program



Other lands at Tallawarra, Albatross Aviation Business Park and Shell Cove Business Park will add to long term industrial lands supply, but require coordination from Government to resolve infrastructure and biodiversity constraints and to ensure all zoned land is developable.

Increasing the productivity of industrial lands is contingent on the resilience of the freight network. National priorities will maintain the defence supply chains that move people, materials and services between Jervis Bay Territory, Nowra's defence facilities and Canberra. This may provide opportunities for Local Aboriginal Land Councils to leverage this infrastructure to generate new employment uses on surrounding Aboriginal owned land.

Transport for NSW is investigating opportunities to improve the reliability and resilience of the rail network in the region to provide for safer, more reliable travel and freight movement, unlocking the economic potential of the region's industrial lands and its connections into surrounding regions. Identifying and protecting future rail and road links will ensure the region's industrial lands can be integrated with the freight network. Strategic planning needs to support urban freight functions when considering access to and the productivity of industrial lands.

Increasing the number of jobs and industry opportunities in the region

As mentioned in Response 4, this Plan establishes aspirational jobs targets by LGA to guide job creation across each industry sector. They build on the region's advantages and capacity in:

- visitor economy and tourism
- health, aged care, research and education
- agriculture, aquaculture and food processing
- defence and aviation
- advanced manufacturing and logistics
- clean energy and technology.

As industries transition and change, councils will need to ensure the planning controls applying to industrial land cater for the requirements these industries need to be viable. This means having appropriate lot sizes, sufficient infrastructure capacity and suitable transport access. If these requirements can't be met, then alternative locations in the UGA should be considered to support the LGA to meet its jobs targets.

Table 1: Industry Job Targets across broad industry categories

Broad industry category	2024 jobs	20-year target	Increase by 2046	Percentage increase
Arts and recreation	23,350	30,550	7,200	31%
Business services	31,250	42,900	11,650	37%
Industrial and resource intensive	14,450	20,650	6,200	43%
Manufacturing and production	43,450	62,150	18,700	43%
Education and training	20,550	28,900	8,350	41%
Health	39,700	70,700	31,000	78%
Technology and communications	14,700	20,950	6,250	43%
Retail	32,150	44,650	12,500	39%
Total	219,600	321,450	101,850	46%

Planning for post mining land uses and new industries

Jobs targets will guide a coordinated approach to economic transition and industrial transformation, particularly in areas experiencing structural change associated with mining decline and closure.

Former mine lands present opportunities for alternate post mining land uses, including clean energy generation, advanced manufacturing, logistics, agribusiness, conservation and tourism, where aligned to the strategic outcomes of this Plan, and adequate environmental and community outcomes can be achieved.

NSW Coal Industry 2026-50 outlines the responsible approach the NSW Government is taking over the long term to balance energy security, jobs and regional development with the need to reduce emissions and meet NSW's net zero targets. The coal industry is expected to continue for several decades.

The Future Jobs and Investment Authority is being established to support coal-producing communities as the demand for coal declines in the future. Supporting mine lease holders to pursue alternate land uses on former mine land will provide new employment and economic opportunities for these communities.²⁴

Coal mines across the region are required to progressively rehabilitate disturbed land to a safe, stable and non-polluting condition. As mines close, some mining companies will pursue post mining land use proposals on their sites to support new employment for the region and contribute to maintaining a strong economy after mining ends.

The strategic location of these sites between the Western Sydney Aerotropolis and port of Port Kembla provide opportunities for future industrial land. If integrated with potential new freight infrastructure such as the Maldon to Dombarton rail corridor and enhancements to Picton Road, a network of highly productive industries could be established.

Growing established industries like advanced manufacturing, and emerging industries such as defence and clean energy can offset the shifting of jobs that result from mining closures and provide new opportunities for specialised industrial land use.

Technology changes and other industries

Data centres are becoming increasingly vital to the region's industries. They provide the digital infrastructure needed to store, process, and analyse vast and growing volumes of data. Their importance is rising alongside advances in medical technology, data-driven research, and global collaboration.

Data centres create a distinct set of land-use challenges because they are infrastructure-heavy, resource-intensive, and often need to be located close to power, connectivity, and population centres. Managing their importance alongside competition for resources such as water will be an emerging challenge for the region as it grows. Local planning will need to define the available capacity of local resources, such as water and their allocation within the LGA to better inform how future industries are planned for.



Shellharbour Airport and industrial land at Albion Park Rail



Government and council actions for Response 5

Action	Timing	Lead
5.1. Define the land use planning and infrastructure requirements to support targeted industries across the region's State and regionally significant industrial land.	2026–2028	Department
5.2. Strategically identify land use opportunities for former mining land to facilitate post mining land uses and where appropriate, update the UGA.	2026–2028	Department
5.3. Identify appropriate locations across the region for new industrial land that can leverage: - State and regionally significant infrastructure - future strategic freight connections between Western Sydney Aerotropolis and Port Kembla - former mining land - future renewable industries.	2026–2028	Department
5.4. Councils are to review planning controls for lands that are best suited to meet future industry needs.	2028–2030	Councils
5.5. Councils are to prepare staging plans or planning control changes where appropriate to support the activation of state and regionally significant industrial land.	2028–2030	Councils

RESPONSE 6:

Deliver Australia's first Urban Renewable Energy Zone



Strategic outcomes

- Development of urban land factors in renewable energy generation, storage and electricity network from the beginning.
- Renewable energy generation, storage and electricity network utilises available built structures and existing network capacity in former mine sites, and industrial and residential development.
- Public infrastructure demonstrates its multi-purpose and adaptability to provide for renewable energy generation, storage, transmission and electricity network capacity.

The Illawarra Urban Renewable Energy Zone is the first urban renewable energy zone in Australia and is a demonstration of how the rebuild of our energy system can be more deeply integrated into cities and local communities. The Illawarra was chosen because of the key strengths and advantages the region has and the synergies they can unlock. These include, but aren't limited to:

- industrial uses at Port Kembla creating significant demand for renewable energy through the production of green steel and hydrogen
- existing transmission infrastructure and corridors already in place linking the region to significant sources of generation in regional NSW
- a deep water port and precinct capable of supporting the production and export of renewable fuels including hydrogen, as well as the import of end-of-life renewable energy materials for recycling
- deep mine shafts and disturbed former industrial land ideal for grid-scale gravity and battery storage facilities
- a highly skilled local workforce, technical and tertiary education precincts with a strong pipeline of complementary future skills and innovation
- new development of urban land can factor in renewable energy generation, storage and transmission from the beginning
- renewable energy generation, storage and electricity network utilises available built structures and network capacity in former mine sites, and industrial and residential development
- available and diverse public assets can be adapted to provide for renewable energy generation, storage and transmission
- an active and engaged community focused on developing a shared and equitable renewable energy system.

The Illawarra Urban Renewable Energy Zone was declared with 1 gigawatt of onshore network capacity, with additional capacity provided by offshore energy generation and storage if projects receive approval in the Commonwealth declared offshore area.²⁵ The region's strengths in metallurgical coal, steel production and advanced manufacturing has positioned the region at the forefront of research in clean technologies.

The Energy Corporation of NSW (EnergyCo) will play a role as the infrastructure planner and investment coordinator for renewable energy zones in NSW, including in the Illawarra.

Designating the Illawarra as an urban renewable energy zone is a clear statement by the NSW Government of the intention to leverage these synergies and unlock further opportunities to reshape how neighbourhoods produce, store and equitably share clean energy.

Complementing other rural and regional renewable energy zones, this model sits inside established suburbs. It uses the rooftops, community centres, schools, industrial areas and transport corridors people already rely on.

The long term goal for the Illawarra Shoalhaven is to build a connected, local energy network that strengthens resilience, lowers electricity bills and cuts emissions across entire communities. NSW Government is working to identify available levers to achieve this.

Infrastructure requirements for the Illawarra Urban Renewable Energy Zone are evolving. Figure 27 highlights some of the projects being explored to deliver the renewable energy zone. However, access and egress requirements for the manufacturing sector is a known challenge with materials leaving the port of Port Kembla by road being restricted by low bridges and tight intersections.

1 Green gravity

Green gravity's proposed energy storage system moves heavy weights vertically in legacy mine shafts to capture and release the gravitational potential energy of the weights, contributing a new form of renewable energy generation for the region.

2 Hydrogen

The green hydro hub aims to utilise the global expertise and existing infrastructure at Port Kembla.

3 Battery energy storage system

Battery energy storage systems can support the integration of renewable energy and provide services such as peak demand management, frequency and voltage control.

4 Offshore Renewable Energy

The Illawarra Shoalhaven region is one of 6 priority areas identified for offshore renewable energy development in Australian Commonwealth waters. The declared areas could also support a mix of renewable energy generation infrastructure.

5 Biogenic gas

Power generated by the Wollongong wastewater treatment plant from biogenic gas could be directly injected into Australia's existing networks.



Figure 27:
Energy transition projects

- Region boundary
- Local Government Area
- CBD
- Major centre
- Emerging major centre
- Activity centre
- Local centre
- Centres cluster
- Coal mine
- Transmission line
- Railway
- State road
- Road
- Urban Renewable Energy Zone
- Offshore Renewable Energy Zone
- National Parks and Wildlife Service Estate
- State forest

Tallawarra B Power Station will play a role in maintaining energy system security, complementing renewables coming into the broader system. Further assessment of its hydrogen capabilities will support the early adoption of technology to benefit future communities.

Undeveloped lands such as Kembla Grange could support the staging and production of large-scale energy activities, from battery storage and power generation to transmission.

The Illawarra Urban Renewable Energy Zone is an opportunity for the region's industries to contribute to a climate positive future and to strategically build circularity from inception.

The efficient use of legacy energy generation and storage components is a key issue for Australia, with most materials diverted to landfill in NSW. Renewable energy infrastructure like solar panels, wind turbines and batteries have typical operational lifecycles of between 5 and 15 years (batteries) and 20 to 30 years (solar panels and wind turbines). This presents a unique opportunity for the region's industrial lands to facilitate recycling, material re-use and industry participation in a circular economy.

Developing facilities and technologies to produce, reuse and recycle renewable energy components will position the region to be ahead of this future challenge as the ageing renewables infrastructure throughout Australia reaches end-of-life over the coming 10 to 20 years.

Capitalising on these opportunities will benefit industries that already produce composite waste largely diverted to landfill, including the steel, cement, construction, electricity, transport and manufacturing sectors.



Tallawarra Power Station

Renewable energy within our communities

As the first urban renewable energy zone in Australia, the declared Illawarra Urban Renewable Energy Zone will pilot how urbanised environments can be planned and used to support coordinated renewable energy infrastructure and reach net zero emissions by 2050. Across the urban growth area, undeveloped urban land will need to protect and plan for land that is central to the energy transition. This means upfront coordination of precinct scale infrastructure for energy transmission and storage is critical.

13 community batteries between Dapto and Warrawong currently have the capacity to support around 600 homes.²⁶ They cut electricity bills, improve reliability and help more households adopt rooftop solar. They give people without solar power access to local renewable energy sources. The existing infrastructure provides a clear foundation for government to focus its attention on scaling local storage and strengthening the region's local energy network.

As private solar expands, community facilities can provide common resources for storage, transmission and network capacity. Councils will need to plan for these functions in existing communities, utilising existing assets to deliver a sequenced roll out.

Sustainable buildings and precincts will also help to establish the Illawarra Urban Renewable Energy Zone. The intent behind frameworks such as BASIX, NatHERS and Green Star lift minimum performance, improve energy efficiency and identify shared infrastructure needs. Embedding this approach more consistently across new development and renewal areas will strengthen community-scale microgrid readiness and ensure development contributes to the emerging local network.

When planning for the Illawarra Urban Renewable Energy Zone, there will need to be a full stocktake of local assets. Government land, industrial precincts, substations, schools, community buildings, roof space and key corridors should be identified to protect potential land as part of the emerging energy network. Existing tools such as the Urban Development Program, the Employment Lands Development Program and local council asset plans can guide this audit. Strong governance is also critical in coordinating activities between EnergyCo, councils, distribution networks and industry for smooth delivery. The Department will guide asset audits, sequencing, community benefit design and precinct-scale modelling.

Case study: Providing renewable energy infrastructure at council facilities

The region's councils are taking steps to cut emissions and be more sustainable. Wollongong City Council's *Net Zero Wollongong – Climate Change Mitigation Plan 2023–30* demonstrates this shift, including the deployment of solar panels on council buildings, future proofing new buildings to be all electric, and securing a 100 percent renewable power purchase agreement for supply of over 17 council sites and street lights.²⁷

The Australian and NSW Governments are working with local councils through funding and delivery to provide solar panels and battery storage on publicly owned assets such as:

- council-owned leisure centres and swimming pools
- community and sporting facilities
- water and wastewater infrastructure
- libraries and multipurpose community buildings.

Councils such as Wingecarribee have received grant funding to upgrade council facilities to provide solar panels and battery storage.

Solar panels on UoW Sustainable
Building Research Centre
Image credit: DCCEEW



Government and council actions for Response 6

Action	Timing	Lead
6.1. Provide a land use response to the renewable energy needs and opportunities of the region, focused on industrial land and industries in transition.	2026–2028	Department
6.2. Identify specific locations in the UGA to deliver regional and local renewable energy infrastructure.	2028–2030	Department
6.3. Councils to identify, enable and safeguard sites for required energy or other infrastructure.	2028–2030	Councils

RESPONSE 7:

Unlock the productivity, economic and lifestyle benefits between the region and south west Sydney



Strategic outcomes

- The Illawarra Shoalhaven and south west Sydney functions as one connected functional economic region centred around a green heart — the escarpment.
- Densification is focused in the locations that are best connected to jobs and services through rapid public transport.
- Industrial lands have capacity to meet the infrastructure, access, resource and land size needs for new and growing industries.

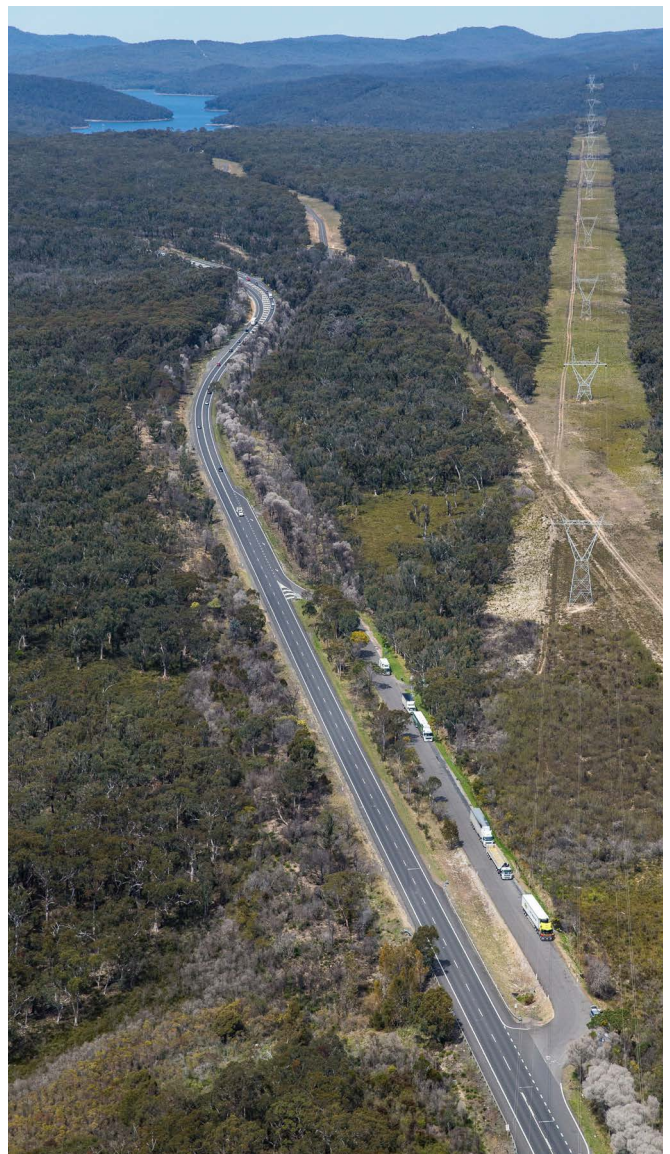
The Illawarra Shoalhaven and south west Sydney will together grow by over 400,000 people by 2046.² Growth will be concentrated in rezoned greenfield areas of the UGA, supported by a mix of regionally significant industrial lands being investigated under the Employment Lands Development Program.

For many residents in south west Sydney, the Illawarra Shoalhaven offers a shorter, more predictable commute to work than in Sydney saving them time and money. Residents can also access lower housing costs. These conditions create a competitive advantage for the Illawarra Shoalhaven.

Wollongong and Campbelltown act as the primary economic and institutional anchors for the two regions. In the coming decades, both centres will increase job diversity and build on their established industries in health, advanced manufacturing, research and government services as guided by job targets.

Shellharbour and Camden will be at the centre of population growth with high levels of participation in construction related to planned greenfield areas. Wollondilly, Wingecarribee and Shoalhaven residents reflect a strong mix of trades, construction, health and service based workforces, and commute most often, which is a consistent challenge for peri-urban areas.

Western Sydney Airport and the Port Kembla Land Transformation will act as catalysts for both regions to grow. This will place renewed pressure on maximising housing supply in the UGA, and increasing public transport between homes, and employment areas.



(Above) Picton Road
Image credit: Transport for NSW

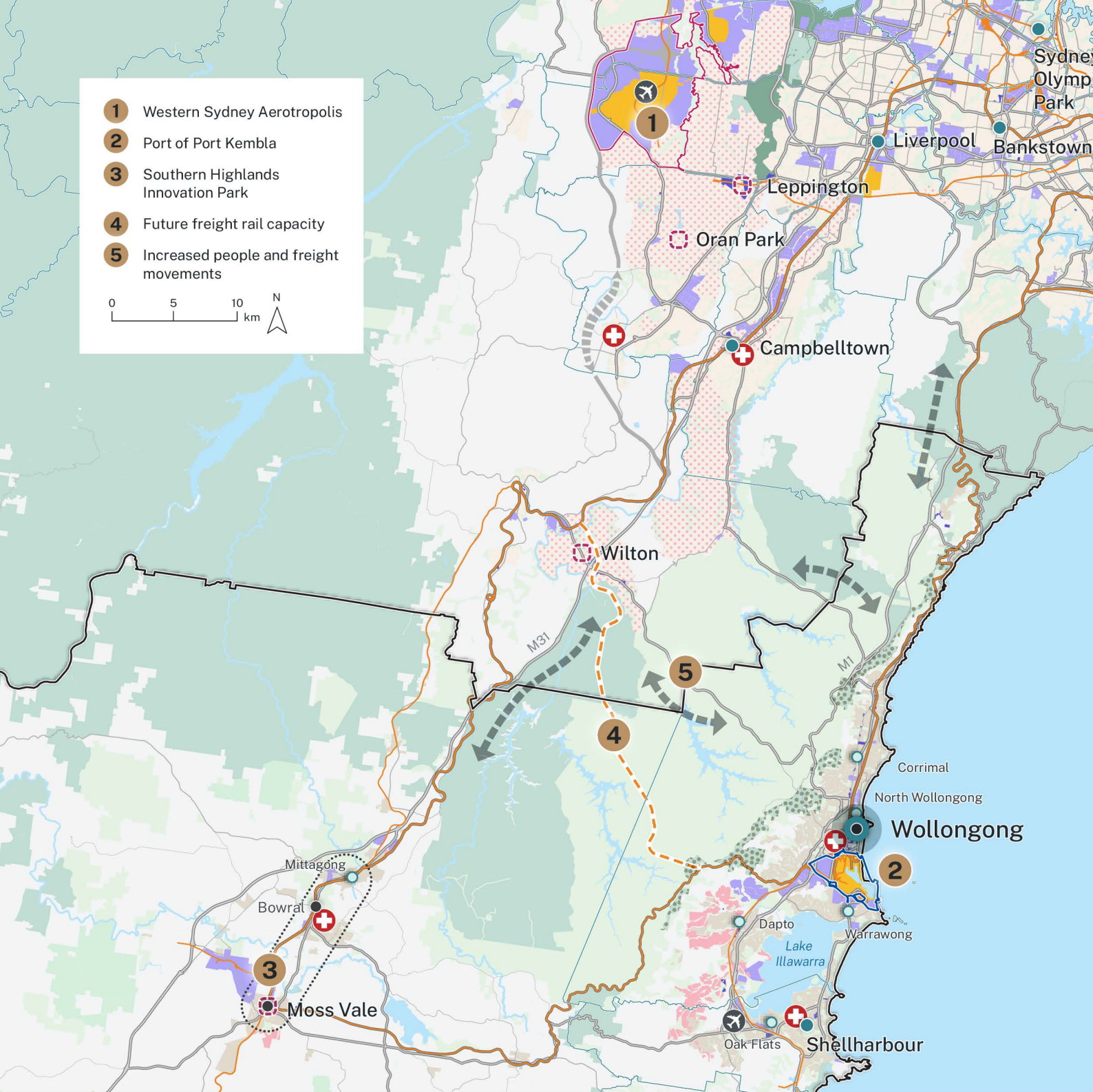
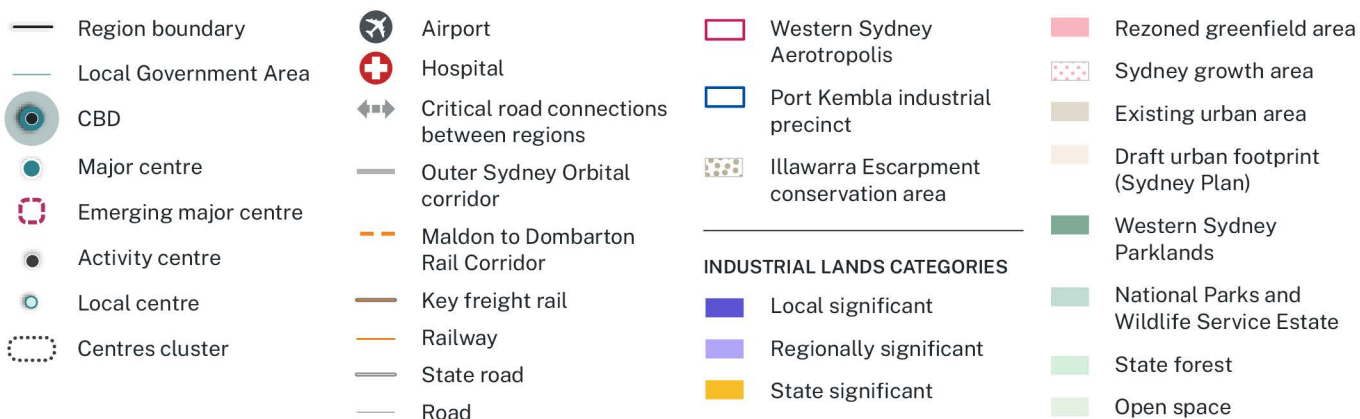


Figure 28: Strengthening connections between regions



Encouraging compact, transport oriented development between regions

A lack of public transport is a shared challenge in the Illawarra Shoalhaven and south west Sydney. A single bus route between Campbelltown and Wollongong supports the current population. However, more people living in Wilton and Appin is putting pressure on roads such as Picton Road. The NSW Government is upgrading Picton Road and other east west connections between south west Sydney, Wollongong, the Southern Highlands centre cluster, and Shellharbour.

At a regional scale, common planning assumptions for the 2 regions collectively will inform the sequence of rezoned greenfield areas and how transport infrastructure is rolled out to match. Regional scale infrastructure will also need to be identified to support more people to access housing and jobs between the regions via public transport.

The Transport Oriented Development Program and Low and Mid-Rise Housing Policy have identified initial sites that are best suited for increased housing supply. Local planning will need to focus on identifying other locations to increase housing supply around planned public transport corridors as described by Strategic Regional Integrated Transport Plans.

Creating a productive freight network

Both the Illawarra Shoalhaven and south west Sydney serve as gateways into Sydney and regional NSW. The key routes connecting these places into the current and future freight networks at Ingleburn, Port Kembla, Maldon and Bradfield provide a foundation for global markets accessed via the port of Port Kembla and Western Sydney Aerotropolis.

The Maldon to Dombarton rail corridor is a medium to long-term opportunity. This corridor will become increasingly important with the opening of the Western Sydney International Airport and the development in Western Sydney Aerotropolis, as well as the closure and redevelopment of Glebe Island in Sydney's Bays West precinct which will trigger increased freight movements at Port Kembla. There is potential for the corridor to be used for passenger trips. Any decisions require a clear land use strategy and corridor protection.

These linkages and corridors provide new opportunities for new industrial land for complementary manufacturing and logistics sectors to capitalise on job-ready workforces in Wingecarribee, Wollongong and Shellharbour. Agribusiness, defence and aviation supply chains in the Shoalhaven can also capitalise on these connections to broader export markets as the region continues to specialise in these sectors.

Protecting the escarpment and green spaces

The two regions are centred around the iconic landscape that creates a geographical divide – the Escarpment, and places people close to beaches, arts, culture and recreational venues.

Retaining development within the UGA will help to protect important green spaces and preserves Sydney's drinking water catchment. This will mean that the environmental values of the Illawarra Escarpment are better protected and preserve its connection to other green spaces such as the Dharawal National Park, Nattai National Park, Georges River National Park and Scenic Hills. Local planning will need to ensure rural land uses within or adjoining these locations minimise their impacts on their environmental values.

Government and council actions for Response 7

Action	Timing	Lead
7.1. Identify common planning assumptions and growth scenarios for the broader region and the define the scale and type of infrastructure that is required to support jobs and productivity.	2026–2028	Department and councils
7.2. Review the infrastructure opportunities plans to enable shared growth and economic benefits between regions.	2026–2028	Department
7.3. Identify urban growth opportunities around strategic freight and rapid transport corridors aligned to the future network of the <i>Strategic Regional Integrated Transport Plans</i> .	2028–2030	Department
7.4. Update planning controls and development standards across both regions to maximise the productivity of defined freight and rapid transport corridors.	2028–2030	Councils

RESPONSE 8:**Define appropriate land use pathways to support Aboriginal outcomes****Strategic outcomes**

- Land managed, planned, or cared for by LALCs, or Peak Body Corporates has a fair and clear land use purpose that matches a First Nations led vision for that land.
- State and Local Government support First Nations self-determination by coordinating clear advice, information and options for land activation.

A Country-centred approach to planning recognises that every land use serves an environmental, economic and/or community purpose. Defining these purposes guides government to choose the most appropriate pathways for determination.

LALCs are often handed back land that is highly constrained, lacks enabling infrastructure, and is in environmental decline. Land is often subject to inappropriate planning controls that do not align with the objectives of the *Aboriginal Land Rights Act 1983* or land determined through the *Native Title Act 1993*.

The Department is committed to working collaboratively with LALCs and Peak Body Corporates to build capacity for shared knowledge, constructive relationships, and economic self-determination.



Land is commonly identified for an **environmental or conservation purpose** when it contains cultural sites or is a critical habitat for totem species representing individuals and local family groups. These parcels often benefit from biodiversity stewardship agreements that provide economic options and cultural protection. This type of agreement often can provide opportunities for cultural practice, ranger programs and land regeneration.

Land may be identified for **economic purposes** because of its relative vicinity to existing settlements or strategic infrastructure. In this case, priority should be placed on the provision of more housing and jobs that benefit the population. A Country first approach can be achieved on these sites through building and landscape design. Biodiversity offset requirements for these lands need to be flexible and consider the entirety of the land portfolio, historical impacts on land uses, and alternative management measures that can be provided by Aboriginal land managers.

Land identified for **social or community purpose** should provide access to land for community to continue practicing culture. These sites provide improved prospects for nature-based and cultural tourism, land management exercises such as cultural burning, or conducting lifecycle ceremonies such as birthing on Country and sorry business. These areas need the most flexibility and cultural safety.

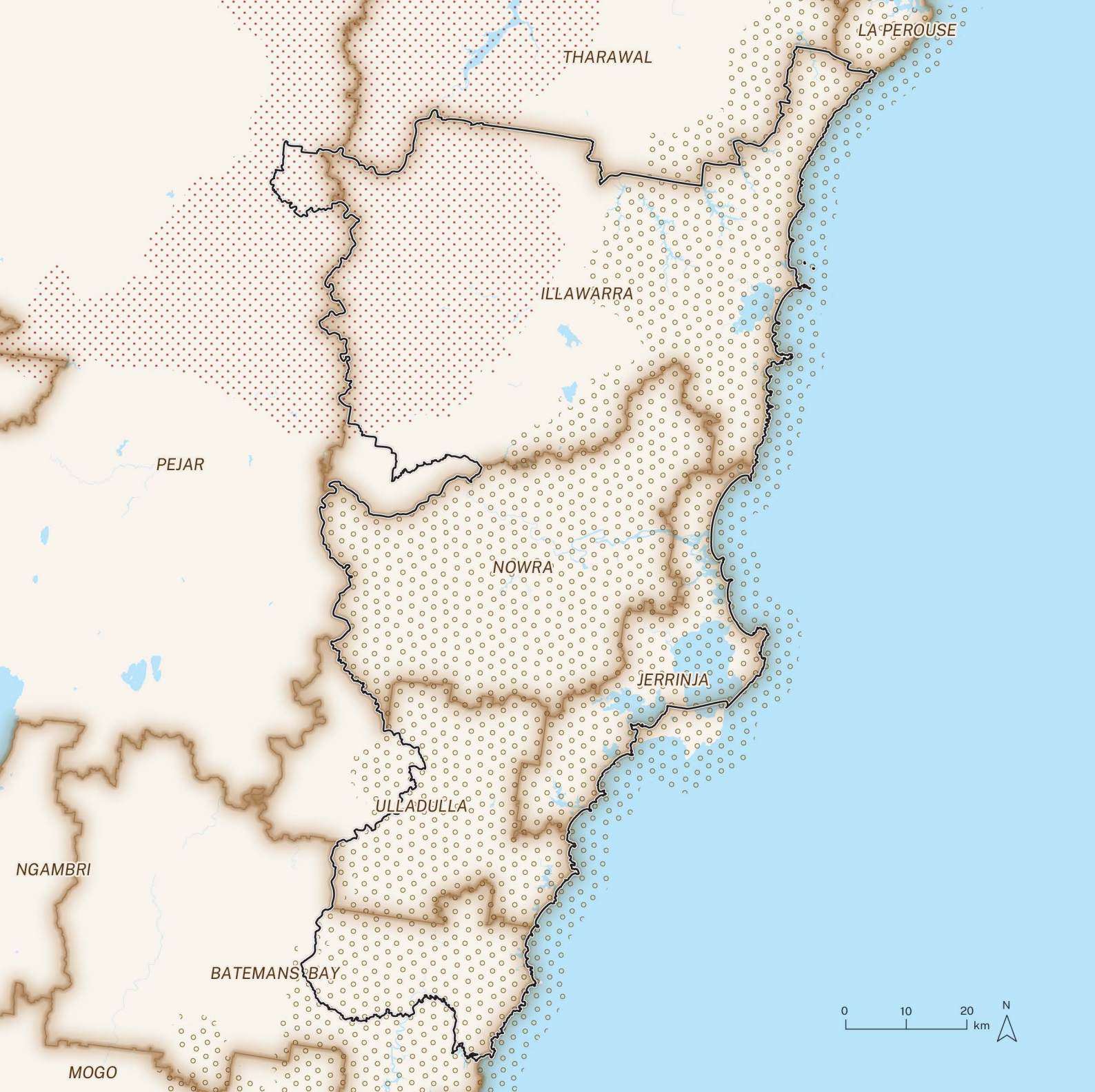


Figure 29: Local Aboriginal Land Councils

- Region boundary
- Local Aboriginal Land Council
- Register of Native Title Claims
- Indigenous Land Use Agreement

Different land use planning pathways deliver different outcomes. These range from rezonings and development, to Aboriginal land claims, Crown Land manager appointments and Aboriginal heritage declarations. Strategic planning can support LALCs, Peak Body Corporates, Native Title claimants and other Aboriginal Land Managers in selecting appropriate pathways.

Respecting and working with the Traditional Owners included in the Gundungurra Area Agreement and South Coast Peoples Native Title Claim is

essential when selecting appropriate land activation pathways. Partnerships will be considered as certainty is provided for Native Title claims and concurrent Aboriginal Land claims. This informs local decision-making and the delivery of solutions.

Closing the gap is a priority across all levels of government. The NSW Government and the region's Councils will continue to build their cultural literacy, understanding and capacity to make the NSW Planning System and strategic land activation easier to navigate.



Government and council actions for Response 8

Action	Timing	Lead
8.1. Councils and the Department continue to build their cultural literacy, understanding and capacity to make the NSW Planning System and strategic land activation easier to navigate.	2026–2030	Department and councils
8.2. Work with LALCs, Peak Body Corporates and other Aboriginal Land Managers to explore land use solutions that meet the needs of Native title determinations in the region.	2026–2030	Department and councils
8.3. Prepare a strategy, such as a Development Delivery Plan in partnership with LALCs and PBCs to identify pathways for land activation as defined by their environmental, conservation, economic, social or community purpose.	2026–2030	Department
8.4. Update the urban growth area to include land defined in a Strategy to support pathways for land activation.	2028–2030	Department
8.5. Engage with LALCs, Peak Body Corporates and other Aboriginal Land Managers to enable land activation opportunities.	2028–2030	Councils

RESPONSE 9:

Protect the region's natural places so both people and nature can thrive as the climate changes



Strategic outcomes

- Urban land is contained within the urban growth area.
- Urban land that is susceptible to natural hazards have a clear pathway to make communities safer or adjust to tolerate risk.
- Development avoids locations which are sensitive to environmental changes, such as sensitive water catchments, coastal areas, important agricultural land and regional biodiversity corridors.

The region's natural landscapes are a drawcard for people to live, work and visit. With a pristine coastline, undulating and uninterrupted hillsides and protected national parks and escarpment, these assets will continue to be central to community wellbeing.

The region's natural landscapes and conditions will change over the life of this plan as a result of climate change. Under a high emissions scenario, the region's average temperature will increase by up to 1.7°C by 2050 and the number of hot days and severe fire weather days will rise.²⁸

The coastline is an area at significant risk from climate change. It is forecast that sea levels will rise by up to 28 cm across the region by 2050.²⁹ This means that some locations will be more susceptible to coastal inundation, coastal erosion impacts, land instability, and flooding in low lying areas.

Climate change will also impact local industry. Particularly the ongoing viability and development of agriculture and aquaculture. Retaining these industries within the region helps improve food security and provides economic benefits to local communities and the broader region. Changes in rainfall patterns along with competition for water availability are likely to place stress on these industries, which needs to be protected alongside demands for urban growth.

Local planning will need to reflect a contemporary understanding of natural hazards in a climate change context. Climate change scenarios can help proposals for new urban development and infrastructure projects consider how risk will be tolerated, and how government manages change in areas with the greatest risk to life.

The UGA will be updated in response to disaster adaptation planning, once completed by the NSW Government. This will consider how the existing urban area will need to adapt to increased flood

risk, bushfire, coastal impacts and other hazards under relevant climate change scenarios. While this is prepared, technical studies to support future rezonings and development proposals are to apply State policies and associated climate change guidance to inform proposed land use changes.

Protect biodiversity corridors, waterways and environmentally sensitive lands

Protecting and enhancing environmental corridors is essential to buffer communities and ecosystems against climate change and urban pressures.

Rivers and riparian corridors link landscapes into neighbourhoods, towns and cities. Many settlements are established alongside rivers and watercourses. Planning must prioritise the preservation and restoration of riparian corridors to ensure waterways remain resilient into the future.

The *Illawarra Biodiversity Strategy 2011* has been an integral tool to manage regional biodiversity corridors. The strategy needs to be updated to include Shoalhaven and Wingecarribee LGAs. The strategy focuses on linking habitat corridors to enhance the protection of threatened, endangered and critically endangered species, validating mapping, improving our understanding of environmental values and securing consistent conservation investment.

Habitat disturbance is already listed as a key threat in the *Illawarra Biodiversity Strategy* and must remain a priority. While logging activity in State forests can contribute to habitat fragmentation, these forests also serve as vital biodiversity corridors and need to be managed sustainably through cross-sector collaboration.

Urban land will need to be contained within the UGA, with development in these locations guided by regional biodiversity corridors and frameworks to manage sensitive water catchments, coastal areas and other vulnerable environmental assets. This will mean that the intensification land in the UGA and any updates are carefully managed.

With more accurate and validated data, regional biodiversity corridors can be expanded in an agreed regional framework that prioritises current and future high environmental value lands, protects and repairs gaps, and then prioritises offsets, stewardship agreements and private-land conservation to bring the network together. Land use planning will continue to:

- protect, enhance and restore the region's precious natural assets
- guide infrastructure planning in the UGA to locations that avoid, minimise and offset biodiversity impacts
- improve the capacity to plan for, recover from and adapt to hazard events and chronic stressors
- support continued connection to healthy Country.

Biodiversity certification provides certainty and streamlines staged delivery of development on rezoned greenfield areas and where investigation areas are identified as suitable for development. In areas like West Dapto, finalisation of biodiversity certification will help to deliver strategic biodiversity conservation outcomes at a regional scale.

Not all rezoned greenfield areas or investigation areas in the UGA have enough information about biodiversity to understand the future development potential of the land. Biodiversity values that should be avoided include biodiversity corridors, waterways and threatened species habitat for example. The UGA will be updated as the biodiversity values of sites are better understood. The prioritisation of locations in the UGA will guide the NSW Government agencies on which areas need further consideration of biodiversity values. Some locations may not be suitable for development, while others may be good candidates for biodiversity certification to balance NSW Government's growth and biodiversity goals. The UGA will be updated as high environmental value land and regional biodiversity corridors are validated.

Balancing industry needs, development pressures and conservation requires targeted, collaborative management to protect biodiversity and economic interests. For example, sand mining proposals in Gerroa must avoid high environmental value lands to safeguard threatened species and ecological communities, such as Littoral Rainforest and Bangalay Sand Forest.

Co-designing corridor protection with Aboriginal communities can secure long-term stewardship while protecting ecosystems, building resilience to climate change and nurturing cultural identity.

Government and council actions for Response 9

Action	Timing	Lead
9.1. Identify areas within the urban growth area that require a review of local planning controls in the context of climate change scenarios, disaster adaptation plans, coastal management plans and biodiversity conservation.	2026–2030	Department and councils
9.2. Inform the Department of Climate Change, Energy, the Environment and Water's conservation investment strategy development for corridor protection and expansion, and identify potential biodiversity certification opportunities in the urban growth area.	2026–2028	Department
9.3. Update planning instruments in response to disaster adaptation plans, updated hazard studies and local place-based data on current and future exposure and vulnerability to hazards.	2028–2030	Councils
9.4. Work with local industry, landowners and the Biodiversity Conservation Trust to add new land to regional biodiversity corridors aligned with an adopted framework or conservation strategy.	2028–2030	Councils

RESPONSE 10:

Connect and grow the network of regional public open space and events infrastructure



Strategic outcomes

- Communities have access to high quality open space, cultural and recreational opportunities within 800m of where they live and can be accessed by public and or active transport.
- The quantity of and access to high quality and diverse local public space is improved as a network in the urban growth area.
- Infrastructure and accommodation has the capacity to adapt to large scale events in CBD and major centres, as supported by public and active transport.

Nearly 90 percent of the region's population live within 800 metres of a park or open space, yet access and quality remain uneven across the region. Public open spaces and arts, cultural and events infrastructure bring different places to life. A network of public spaces and cultural venues can bring a greater sense of energy and community, while supporting a thriving visitor economy. As population densities increase, protecting existing and providing new spaces will become increasingly important.

International events require both adaptability and infrastructure. Wollongong's 2022 UCI Road World Championships and 2025 World Triathlon Championships confirmed infrastructure pressures created by peak influxes.

Warrawong Parklands and Nowra Riverfront will become new regional destinations that revitalise land connecting people and visitors with nature, culture and recreation. The region needs additional regional-scale open space to complement these projects.

Green cover is a futureproofing investment that addresses urban heat issues, provides public open space and delivers new habitats for plants and animals. Tools like *Which Plant Where* guide species choice, while an online canopy database gives councils the evidence to act. Councils are at different stages of growing urban forests which provide for environmental gains and economic resilience.

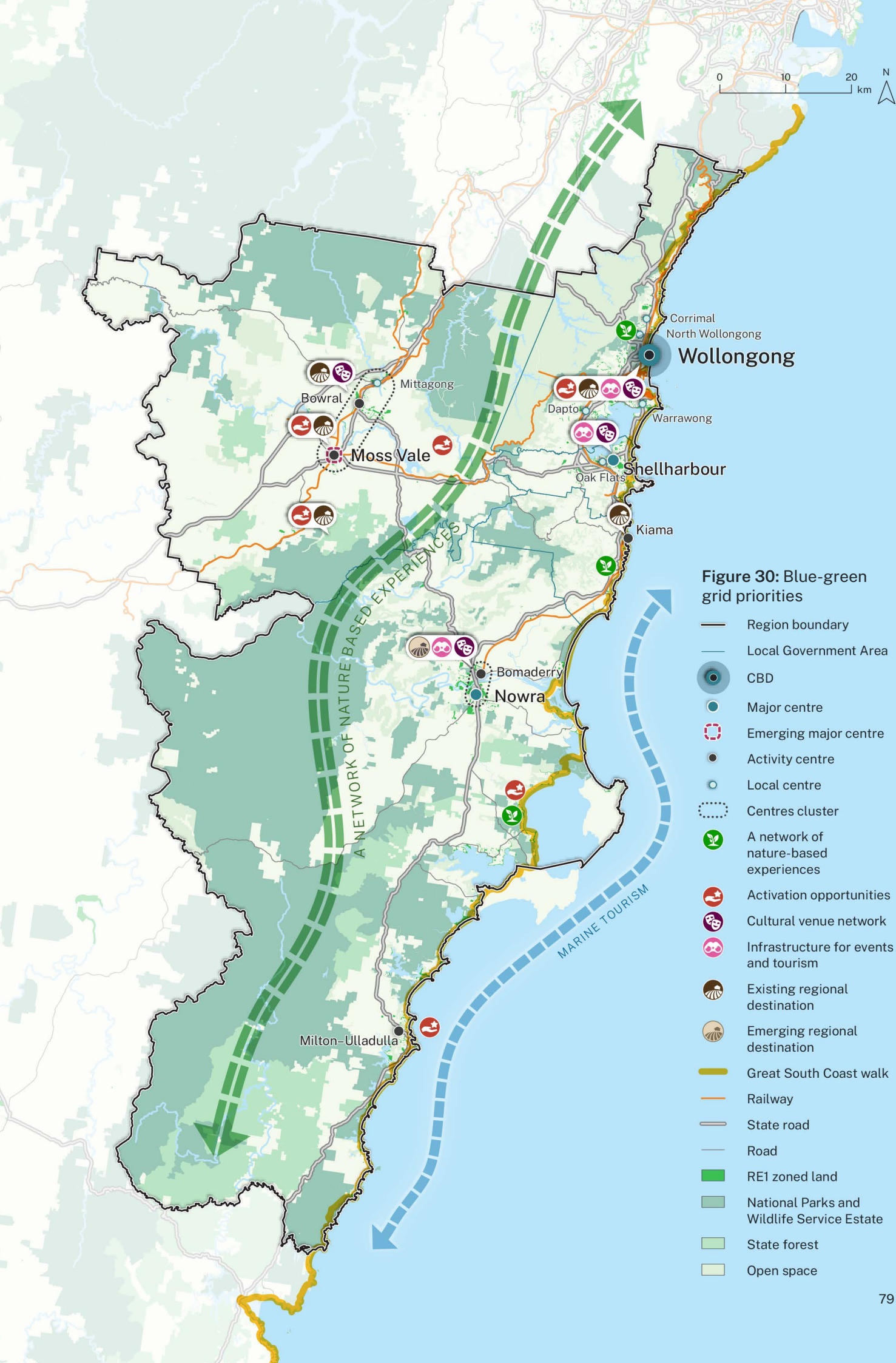
Public open spaces have the potential to create cultural focal points where communities and visitors gather. A well-connected network of culturally vibrant venues reinforces the ability to host large scale community and world-class events.

Arts centres, theatres, galleries and adaptable outdoor venues, become meeting points for creative exchange and economic activity. The NSW Government's vibrancy reforms aim to streamline approvals for live entertainment. Wollongong's entertainment precinct, Shellharbour's lakefront activation and Nowra Riverfront have the potential to host more live events. The heritage villages, agritourism and farmers' markets of the Kiama, Wingecarribee and Shoalhaven animate public space in more rural settings and could also benefit from such reforms.

The region experiences an influx of visitors across the year, with spring and summer periods attracting people to camping and mountain biking, food and wine trails, and pristine beaches in Kiama and the Shoalhaven as part of the Far South Coast network. Seasonal tourism coupled with regional events place pressure on short term rental accommodation, local infrastructure and road networks.

Growing policy challenges created by investment properties or 'holiday homes' are creating seasonal economic disparities and require unique direction from land use planning with a collective government response.

NSW Government and councils can prioritise the coordinated investment in venues, transport links and public spaces that meet international standards. This needs to be matched by industry investment in hotels and retail services which unlock the potential of these events. Streamlined event approvals and partnerships with tourism and creative industry bodies will attract major organisers and ensure the region can deliver high-quality experiences at scale. Together, these actions build on the existing capacity needed to sustain world-class events across the region.



Blue-Green Grid priorities

The ambition of the Blue-Green Grid is to connect parks, sporting facilities, cultural venues and shaded streets into one publicly accessible regional network that improves access, active transport and public quality of life. It links open space, tree canopy and community infrastructure to create cooler, more connected vibrant places.

Partnerships with Aboriginal peoples will inform the open space location, design and management to authentically embed Aboriginal perspectives, knowledge, values and heritage.



A network of nature-based experiences and public open spaces

A connected network of nature-based adventures like coastal trail connections and walks, marine tours, mountain bike hubs, riverside parks and forest trails could create destinations with regional transport connections that links landscapes with places of cultural significance.

Connecting and aligning active transport investment with the blue-green grid could unlock strategic walking and cycling infrastructure in and between major destinations through better coordination with Transport for NSW's Strategic Regional Integrated Transport Plans. These include connections throughout the Wollongong city centre, and corridor extensions from Dapto and further south of Gerringong to Nowra, Jervis Bay and Ulladulla.

Planning for long-term, regional scale public open space promotes eco and cultural tourism ventures, storytelling, healthier and more active communities and outdoor experiences.



Activation opportunities

A stronger public open space network reinforces and enables centres like Gerringong, Huskisson and Milton as vital tourism and local employment destinations with foreshore links, parks and main streets, and townships of Moss Vale and Robertson with civic gardens and adaptable town-centre greens, to host pop-up events, markets and cultural activities. Vibrancy reforms make these spaces more 'event-ready', strengthening local connection and small business.

Continuing investigations into over rail development, such as those proposed for the Wollongong Health precinct will help to improve connections and address the community's needs for additional public open space.



Infrastructure for Events and Tourism

Regional-scale spaces such as Warrawong Parklands and the emerging Nowra Riverfront demonstrate the need for additional large open-space investments. Completing the Lake Illawarra loop through public land or shared-use agreements could create a major foreshore circuit to improve accessibility, promoting tourism and shape a connected, region-wide network of destinations.

Investing in walking and cycling infrastructure identified in Transport for NSW's Strategic Regional Integrated Transport Plans such as rail trails through the Southern Highlands will continue to support tourism in the region and provide a connected network of walking and cycling trails to public open spaces.



Cultural Venue Network

Wollongong's entertainment precinct, Shellharbour's lakefront, and emerging destinations such as Warrawong Parklands and Nowra Riverfront form a connected cultural spine. Linking these sites through shaded pathways and rapid public transport could improve access to arts, events and recreation across the region.



Government and council actions for Response 10

Action	Timing	Lead
10.1. Provide open space provision guidance alongside benchmarks for the region.	2026–2028	Department
10.2. Establish the Illawarra Shoalhaven Blue-Green Grid and identify priority projects for implementation.	2028–2030	Department
10.3. Work with Destination NSW to define the type and format of events that are suitable for each centre.	2028–2030	Department
10.4. Define the infrastructure adaptation requirements to support targeted events for each centre.	2028–2030	Department and councils
10.5. Identify policy interventions to support a contemporary approach to accommodation in the context of impacts created by second homes and short term rental accommodation.	2028–2030	Department
10.6. Councils are to update planning controls to expand accommodation permissibility in the existing urban area.	2028–2030	Councils

Implementation

This Plan responds to the NSW Government's priorities set out in the *State Land Use Plan*, building on the region's advantages and opportunities. The Plan's implementation is focused on achieving the actions that will deliver meaningful change to the region's communities.

The Plan and its technical appendices are a framework for decision-making and strategic planning. Implementation will focus on:

- actions to be delivered by the Department and councils over the next two–four years
- existing programs and processes
- updates to policies and planning instruments
- updates to data and evidence.



Programs

Urban Development Program

The Illawarra Shoalhaven Urban Development Program (UDP) is the NSW Government's program for managing land and housing supply in the region. The UDP monitors the planning, servicing and development for new urban areas in Wollongong, Shellharbour, Kiama and Shoalhaven as well as the provision of housing in existing urban areas.

Established in 1982, the UDP has provided an ongoing and robust evidence base, critical to informing regional land and housing policy. The UDP will assist with the development and implementation of this Plan.

The UDP and its committees provide a central forum for NSW Government agencies, councils, utility providers and industry to align plans for housing development and infrastructure delivery, to share data and information, and to resolve critical issues and delays to delivery.

As part of this Plan's implementation, the application of the UDP will be extended to the Wingecarribee LGA.

The UDP coordinates housing supply and infrastructure delivery in priority areas identified in this Plan.

Where development is proposed to proceed out of sequence, the UDP will advise of necessary steps and processes to support development to do so. However, the costs associated with infrastructure provision are to be managed by the proponent to the specification of the relevant infrastructure provider and end owner.

To support staging and sequencing of priority areas, the UDP will undertake annual audits to better understand future impacts and infrastructure requirements between the region and its surrounding context, particularly growth occurring in south west Sydney.

Infrastructure Opportunities Plan

The Infrastructure Opportunities Plan (IOP) informs funding decisions for State and regional infrastructure needed to enable new homes to be built in priority areas. The IOP will be updated annually to reflect updated priorities and housing supply pipeline audits.

The IOP will also be expanded to include Wingecarribee LGA and further consideration as to whether the Housing and Productivity Contribution region is expanded, aligned to the Illawarra Shoalhaven planning region.

Employment Land Development Program

Employment Land Development Program (ELDP) is the NSW Government's program to support the supply of employment land across the state. While the ELDP assists in activating employment lands for various uses, the ELDP investigation areas have been identified through a freight and logistics sector lens; with this focus likely to broaden and change as the program matures.

The program involves:

- auditing zoned industrial lands across NSW to understand supply
- determining projected take-up rates (ha/year) for employment lands
- discussion with key stakeholders to understand the needs of the target sector, as well as development and servicing constraints in identified areas
- publicly releasing a statewide approach for an industrial lands supply pipeline
- selecting ELDP investigation areas across NSW that have the potential to become development ready with targeted investment
- identifying funding sources and developing an investment framework to secure the pipeline
- publicly releasing the ELDP investigation areas selection rationale and infrastructure investment timeline
- improving monitoring and reporting of employment lands across NSW, linked with the
- actively managing a rolling 0–20-year pipeline of development ready land to meet needs (market sector, scale, proximity to other services/ infrastructure, role within a network)
- continuing to track the supply pipeline
- monitoring emerging trends in the use and development of employment land.

Local planning

Local governments are central to capturing community identity and translating regional priorities into local action. Through an evolved local strategic planning framework which considers the Local Government Integrated Planning and Reporting framework, councils will ensure planning reflects local aspirations.

Local strategic planning will play a central role in guiding how planning mechanisms can be used to give effect to this Plan. The work behind existing strategies — such as endorsed local housing strategies and other council-adopted plans — will continue to inform Local Strategic Planning Statements (LSPS) and planning proposals as part of the relevant evidence base.

Other council systems and processes will contribute to the implementation of this Plan. This includes the *Community Strategic Plan* as well as operational and asset management plans.

Aligning an LSPS to this Plan

LSPS's provide a consistent base for local vision and decision-making. They are uniquely placed as a 'linking' document that responds to and delivers on the State planning priorities and the regional responses through a local planning lens and context.

An LSPS's success relies on:

- collaboration between State and local government
- cross-agency and department coordination within both State government and individual local councils
- its importance and value being agreed and reinforced through strategic and statutory planning processes.

Councils will be required to update LSPS to give effect to this Plan, following the release of guidance from the Department's review of the LSPS framework. This is expected to be delivered as part of or following the next round of Integrated Planning and Reporting in 2028.

Many of the actions for councils in this Plan will inform the LSPS updates or form part of the LSPS updates expected to be delivered from 2028.

The following tasks are specific for the Illawarra Shoalhaven region's councils and are to be considered as part of this update.

- Implement the LGA's housing need and align to the urban growth area by:

- mapping the housing priorities and identify the planned capacity for those areas
- identifying enabling infrastructure that can accelerate housing supply and completions
- identifying areas that can increase the feasible supply of housing
- identify specific planned infrastructure works to be delivered within council's delivery programs and operational plans
- identifying actions to increase housing supply overall.
- Implement the statewide policy for industrial land by:
 - defining the forecast employment contribution, industry mix and long term aspiration for regionally and locally significant industrial land
 - evaluate the access, energy, water and waste needs of targeted industries and communities
 - identifying key industries such as defence, and pathways to support employment in the LGA, consistent with jobs targets
 - identifying actions to support the development readiness of industrial land, such as biodiversity assessments, staging plans, and infrastructure assessments.
- Protect employment activities in centres by:
 - identifying the anticipated future demand and minimum commercial floor space required for each centre
 - defining the land use mix and split between commercial and residential uses
 - identify built form standards that can support building adaptation as commercial and residential needs change over time
 - defining areas and actions to protect a commercial core and prioritise employment uses
 - identify actions to support a stronger 24-hour economy.
- Update hazard studies and local place-based data on current and future exposure and vulnerability to hazards as a result of climate change.

Updates to Local Environmental Plans (LEPs) should be completed as required to align with the updated LSPS.

Nan Tien Temple, Berkeley
Image credit: DCCEEW



Governance

The Plan's implementation remains the responsibility of the Minister for Planning and Public Spaces, with the Department leading the monitoring and reporting of the Plan as well as undertaking necessary research, policy development and strategic place-based planning.

The Plan emphasises State and local collaboration through formal and informal collaborative frameworks and continued work with other NSW Government agencies. This will be achieved through:



Planning liaison meetings

Planning liaison meetings between the Department and each council will report on progress on the Plan's actions and local planning activities that support implementation.



Regional Leadership Executive meetings

The Department will engage with the Regional Leadership Executive to report on the Plan's whole of government related activities and progress.



Bi-annual forums

Bi-annual forums with the region's councils and regional officers from relevant NSW Government agencies will provide for collaborative two-way feedback on active work programs and any updates to the Plan to ensure content stays relevant and applicable.

Community and other stakeholder engagement will be undertaken in accordance with the *Community Participation Plan*, where required, to implement the Plan's actions, in accordance with the EP&A Act.

The Department will report on the Plan through the bi-annual forums.

Monitoring, evaluation and reporting

Monitoring and evaluation are an important part of delivering any policy, program or system. Setting up effective monitoring and evaluation processes takes time and collaboration.

The *NSW State Land Use Plan* establishes Statewide priorities that highlight the NSW Government's aspiration for the State and outlines potential indicators that monitor progress.

This Plan's responses outline 'strategic outcomes' which represent what the region is working towards, in the context of the statewide priorities.

Each of the Plan's responses include 'strategic outcomes'. These are the matters to be assessed when determining consistency with this Plan, including justifying strategic merit.

The strategic outcomes may be updated over time in response to completed actions to provide additional assessment metrics or requirements for land uses and development activity. The strategic outcomes will also be used to monitor, evaluate and report on the Plan.

A range of evaluation and reporting activities will inform understanding of whether the planning system is working, give stakeholders opportunities to provide feedback, improve plan implementation and guide future planning decisions.

Evaluating and reporting on the Plan

The Plan will be regularly updated and reviewed at a minimum of every 5 years. To guide this process, an evaluation plan will be prepared.

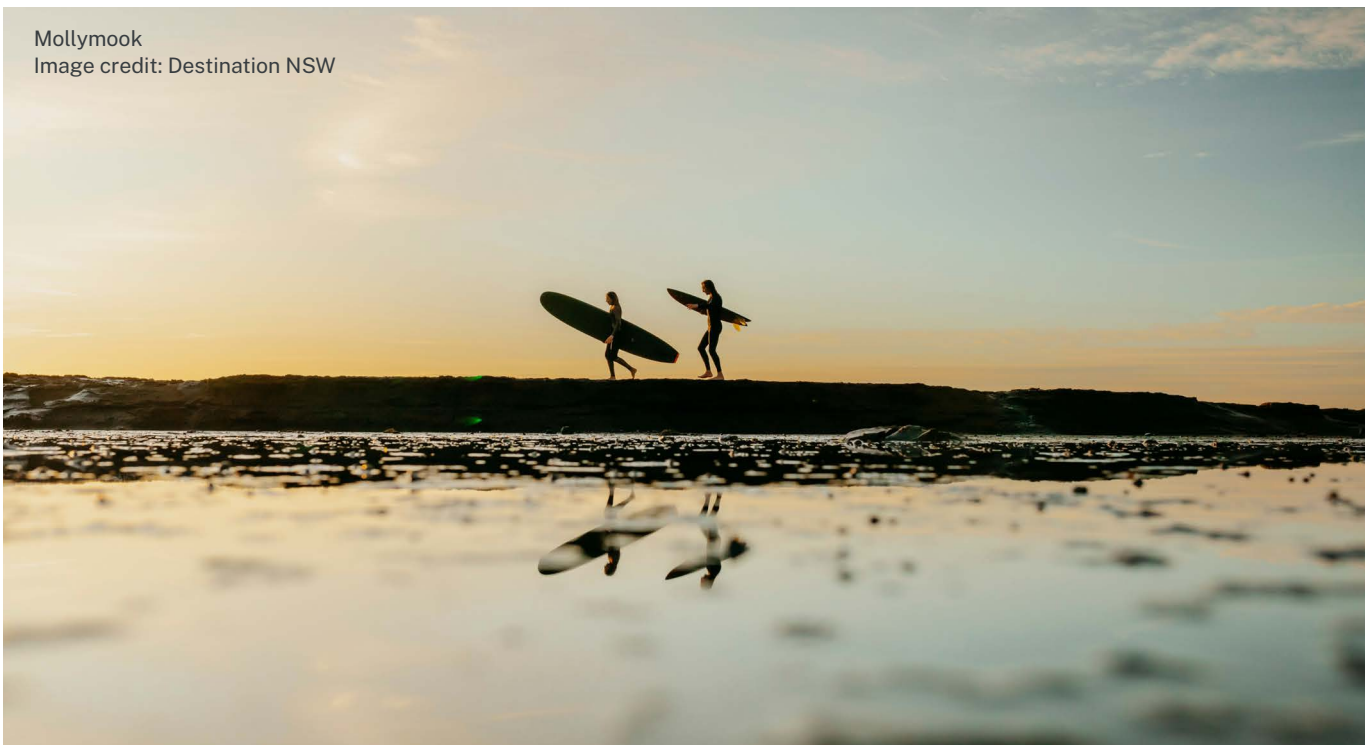
Evaluation plans typically detail:

- the component of a program to be evaluated
- data that is to be collected
- how and when data will be analysed and results reported.

The evaluation can determine the appropriateness, effectiveness and efficiency of the Plan's actions. This process may identify options that lead to new actions, or updated policy advice that will be contributed in the Plan.

Bi-annual forums will guide the nature of updates to the Plan and where investment in strategic planning is required. These reports will be made available on the Department's website.

Mollymook
Image credit: Destination NSW



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