

ITEM 1 POST EXHIBITION - DRAFT OUR WOLLONGONG OUR FUTURE 2035

At its meeting on 7 April 2025, Council resolved to place on exhibition the draft suite of forward strategic plans collectively titled Our Wollongong Our Future 2035.

At its meeting on 5 May 2025, Council resolved to place the draft Asset Management Plan on public exhibition from the 7 May to June 2025. While this was exhibited separately to the broader Our Wollongong Our Future 2035, it forms an integral part of Council's Resourcing Strategy and aligns with the priorities outlined in the Community Strategic Plan and Delivery Program.

These documents set out Council's proposed strategic priorities, actions and resource commitments for the current term and beyond. The exhibition period provided the community with an opportunity to review the draft plans and submit feedback and input. The documents are now presented to Council for adoption, incorporating proposed amendments made in response to submissions and updated information.

RECOMMENDATIONS

- 1 Council note the engagement feedback and submissions received from the community and staff responses on the exhibited Our Wollongong Our Future 2035 suite (Attachments 1 and 2).
- 2 Council note the proposed amendments to the Our Wollongong Our Future 2035 documents made in response to submissions received during the public exhibition and to reflect updated information (Attachment 3).
- 3 Council endorse the Post Exhibition Our Wollongong Our Future 2035 Community Strategic Plan (Attachment 4).
- 4 Council adopt the following Post Exhibition documents:
 - a Financial Sustainability Council Policy (Attachment 5)
 - b Asset Management Council Policy (Attachment 6)
 - c The Resourcing Strategy 2025-2035; inclusive of the Long-Term Financial Plan 2025-2035, Asset Management Strategy 2025-2035, Workforce Management Strategy 2025-2029, Digital Strategy 2025-2029 (Attachment 7)
 - d Asset Management Plan 2025-2035 (Attachment 8)
 - e Delivery Program 2025-2029 and Operational Plan 2025-2026 (Attachments 9-12)
- 5 Council make the rates and annual charges for the period 1 July 2025 to 30 June 2026 as specified in the Post Exhibition Draft Revenue Policy, Rates, Annual Charges and Fees 2025-2026 (Attachment 12).
- 6 Council approve the waiver of outdoor dining fees for the period of 1 July 2025 to 30 June 2028 as specified in the Post Exhibition Draft Revenue Policy, Rates, Annual Charges and Fees 2025-2026 (Attachment 12) to support outdoor dining and hospitality businesses within the Local Government Area. Outdoor dining licence holders will still be required to pay the required amount for a bond.
- 7 The General Manager be authorised to make minor editorial amendments to the adopted Our Wollongong Our Future 2035 suite, including attachments.
- 8 Council acknowledge and thank community members and organisations for their participation and feedback during the process of developing the Integrated Planning and Reporting documents.

REPORT AUTHORISATIONS

Report of: Brian Jenkins, Chief Financial Officer

Authorised by: Renee Campbell, Director Corporate Services - Connected + Engaged City

ATTACHMENTS

- 1 Our Wollongong 2035 Engagement Report
- 2 Summary of Draft Delivery Program 2025-2029 and Operational Plan 2025-2026 Submissions Received During Exhibition
- 3 Summary of Proposed Amendments to the Post Exhibition Draft Our Wollongong Our Future 2035 Suite
- 4 Post Exhibition Draft Our Wollongong Our Future 2035 Community Strategic Plan
- 5 Post Exhibition Draft Financial Sustainability Council Policy
- 6 Post Exhibition Draft Asset Management Council Policy
- 7 Post Exhibition Draft Resourcing Strategy 2025-2035
- 8 Post Exhibition Draft Asset Management Plan - Our Asset Plan 2025-2035
- 9 Post Exhibition Draft Delivery Program 2025-2029 and Operational Plan 2025-2026
- 10 Attachment 1 - Post Exhibition Draft Budget 2025-2026
- 11 Attachment 2 - Post Exhibition Draft Infrastructure Delivery Program 2025-2026 to 2028-2029
- 12 Attachment 3 - Post Exhibition Draft Revenue Policy, Rates, Annual Charges and Fees 2025-2026

BACKGROUND

Council's Our Wollongong Our Future 2035 Integrated Planning suite includes:

- Draft Our Wollongong Our Future 2035 Community Strategic Plan
- Draft Financial Sustainability Council Policy
- Draft Asset Management Policy
- Draft Resourcing Strategy 2025-2035 (includes Long Term Financial Plan, Asset Management Strategy, Workforce Management Strategy, Digital Strategy)
- Asset Management Plan 2025-2035
- Draft Delivery Program 2025-2029 and Operational Plan 2025-2026
 - Attachment 1 - Draft Budget 2025-2026
 - Attachment 2 - Draft Infrastructure Delivery Program 2025-2026 to 2028-2029
 - Attachment 3 - Draft Revenue Policy, Rates, Annual Charges and Fees 2025-2026

The Community Strategic Plan set outs the community's long-term vision, aspirations and goals for the future of Wollongong.

The Community Strategic Plan is supported by the Resourcing Strategy 2025-2035 which comprises the Long Term Financial Plan, Asset Management Strategy and Plan, Workforce Management Strategy and Digital Strategy. The Resourcing Strategy outlines and assesses Council's capacity to manage our finances, people, technology and assets against the expressed desires of our community.

Council's response to the community's aspirations is detailed in the Delivery Program 2025-2029 and Operational Plan 2025-2026. The Delivery Program 2025-2029 and Operational Plan 2025-2026 also includes Council services, operational and infrastructure budgets and the Revenue Policy, incorporating rates, annual charges and fees.

Together, these documents fulfil Council's Integrated Planning and Reporting responsibilities under the *Local Government Act 1993*.

A two-phase approach to engagement was undertaken to develop the plans. Phase 1 of the engagement focused on understanding the community's vision, values, and priorities for the future of the Wollongong Local Government Area. Phase 2 invited the community to review and provide feedback on the draft Plans to confirm whether they reflected the aspirations identified during the first phase (further detail of engagement undertaken can be found in Attachment 1).

As part of phase 2 engagement the Draft Our Wollongong Our Future 2035 Integrated Planning documents were placed on public exhibition from 9 April to 7 May 2025. Of the submissions received by Community members and organisations during the exhibition there were a total of 50 submissions

relating to the Community Strategic Plan and 107 submissions relating to the Delivery Program and Operational Plan.

Summary of community feedback Our Wollongong Our Future 2035 Community Strategic Plan

50 submissions were received by our community during exhibition (phase 2 of engagement). Community feedback on the draft Our Wollongong Our Future 2035 Community Strategic Plan was generally supportive of its overall direction and structure, recognising that it reflected many of the aspirations raised during earlier engagement (phase 1). Across both phases, and through a broad and inclusive process, the community consistently identified priorities including environmental protection and climate action, access to affordable and diverse housing, inclusive and accessible transport, local job creation, cultural vibrancy, and a healthy, connected and inclusive community. The Our Wollongong 2035 Engagement Report can be found in Attachment 1. Changes resulting from the submissions are outlined in Attachment 3.

Community Vision

The inclusion of Dharawal Country and recognition of Traditional Custodians in the draft vision was well received and seen as an important step towards a more inclusive and culturally grounded strategic direction. Feedback included requests to reference valuing and protecting the natural environment. Overall, community members acknowledged that the vision reflected many of the themes raised during earlier engagement, including a focus on sustainability, liveability, and connection to place.

It is proposed to include the wording 'we value our natural environment' in the vision as follows:

Amended Vision: 'On Dharawal Country, from the mountains to the sea, we value our natural environment, we respect each other, our past and future. We will be a sustainable, connected, vibrant, and innovative city, with a diverse economy.'

Goal 1 - We are a sustainable and climate resilient city

There were submissions reflecting our community's passion for valuing and protecting the environment. Some submissions asked for this goal to include the words 'we value and protect our natural environment'. Some focused on ecological sustainability, biodiversity, and climate mitigation, while a minority opposed this direction, promoting nuclear energy and criticising renewable targets. In relation to Community Indicators, there were requests for clarity on particular measures, and suggestions for alternate measures.

Goal 2 - We have well planned, connected, and liveable places

Community feedback consistently emphasised the importance of planning that balances growth with liveability, accessibility, and local character. Community members called for quality development and neighbourhoods that are walkable, well-connected and inclusive, with safe pedestrian and cycling infrastructure, access to parks and public transport, and developments that incorporate sustainability and design quality. Several submissions requested that the Plan include reference to 'affordable transport'. Community members also urged Council to plan proactively for schools, health services, and recreation facilities, ensuring that growth is supported by the infrastructure needed to support liveability.

Goal 3 - We foster a diverse economy, and we value innovation, culture, and creativity

There was clear advocacy for local job creation, support for small businesses, and the revitalisation of key commercial areas, alongside a desire to see greater investment in arts, events, public spaces, and creative industries. Feedback also highlighted the importance of economic inclusion, with calls for pathways into employment for young people, people with disability, Aboriginal communities, and newly arrived migrants.

In addition, participants valued the cultural identity of Wollongong and called for more accessible creative venues, public art, and celebrations of multiculturalism and Aboriginal heritage.

Goal 4: We have a healthy, respectful, and inclusive community

Submissions expressed care and concern for the health, wellbeing, and inclusion of all residents, particularly those experiencing disadvantage or exclusion. There were specific requests to reference an 'engaged community' and 'education' in the Plan. Participants highlighted the need for accessible health

services, including mental health care, bulk-billing general practitioners, and better hospital access. There was strong support for initiatives that promote local food security, active lifestyles, and community wellbeing, such as community gardens, outdoor fitness facilities, and accessible public spaces. Our community emphasised the need for opportunities for vulnerable communities to have equitable access to services and facilities including libraries, community centres, and social infrastructure. There were specific calls for greater representation of Aboriginal people in decision-making, as well as support for multicultural, LGBTQIA+, and intergenerational programs.

Submission Summary Delivery Program 2025-2029 and Operational Plan 2025-2026

A total of 107 submissions were received from community members and organisations on the Draft Delivery Program 2025-2029 and Operational Plan 2025-2026 during the exhibition period. The submissions contained 284 matters with the following themes/topics emerging:

- *Transport* – Transport related submissions accounted for the largest theme of submissions. This included road and pedestrian safety, active transport, accessibility of roads, requests for footpaths (new, widened, connections and missing links). In this category, a number of submissions included requests to improve pedestrian safety at the Wentworth and Church Streets intersection, Port Kembla. Some submissions were in relation to NSW Government managed roads and projects.
- *Sporting and recreation* – These submissions related to the quality, availability, and accessibility of sporting and recreation infrastructure across the Local Government Area. Submissions requested sporting facility upgrades (lighting, amenities and drainage) at various locations to support growth in participation, support for playground upgrades and support for skate parks.
- *Environmental management and sustainability* – This feedback did not concentrate on a single issue and reflected a broad view of environmental interests from residents and organisations. Submissions referenced the importance of maintaining and expanding urban tree canopy, calls to protect and enhance street trees and increase vegetation cover. There was also a desire to safeguard local bushland and protect natural areas from overdevelopment or degradation.
- *Stormwater and flood management* – Requests for improved street drainage at various locations throughout the Local Government Area.
- *North Wollongong Surf Life Saving Club surf boat storage* – These submissions request Council provide funding and reintroduce a project to the Infrastructure Delivery Program for an operational storage facility.
- *Community facilities* – A range of submissions reflected a desire for functional, inclusive and future-proof community infrastructure, with feedback clustered around Warrawong, Helensburgh, Wongawilli, and Otford. Submissions reiterated support for the delivery of the Southern Suburbs Library and Community Centre, while other submissions voiced concern with project delays and perceptions of unequal investment across suburbs.

A range of other items were raised by the community and these, along with the above, are outlined in Attachment 2. The responses contained in this attachment form part of the reply to correspondence to individuals or organisations who have made a submission following Council adoption of the Plans. Changes have been made to the Draft Delivery Program 2025-2029 and Operational Plan 2025-2026 as a result of the feedback received. These changes can be found in Attachment 3.

All submissions received during the public exhibition period have been reviewed and given due consideration. All submissions received for the Our Wollongong Our Future 2035 Community Strategic Plan have been reflected in the Our Wollongong 2035 Engagement Report (Attachment 1). Responses are provided to all Delivery Program and Operational Plan submissions received during the exhibition period (Attachment 2).

Post Exhibition Draft Financial Sustainability Council Policy

The draft Financial Sustainability Council Policy was exhibited concurrently with the Integrated Planning documents, although it was reported separately to Council for endorsement prior to exhibition. The Policy represents an evolution of Council's former Financial Strategy Council Policy, with a strengthened focus on medium- and long-term sustainability, asset renewal planning, and affordability principles. It introduces revised financial measures that align with Council's updated Asset Management Strategy (as

part of the Resourcing Strategy 2025-2035) and seeks to guide decision-making around funding capacity, service continuity, and intergenerational equity.

One minor amendment was made to terminology post exhibition, with the measure 'funds available for replacement' clarified to read 'funds available for asset replacement' to improve understanding. No submissions were received during the exhibition period. The Policy is now recommended for adoption, as part of Council's broader financial planning framework and commitment to organisational sustainability.

Post Exhibition Draft Asset Management Council Policy

The Asset Management Policy outlines Council's approach to the sustainable and coordinated management of over \$7 billion in community and corporate assets. It defines key principles, roles, and responsibilities to ensure these assets support service delivery and long-term community outcomes. The policy aligns with the goals of the Our Wollongong Our Future 2035 Community Strategic Plan and supports the Resourcing Strategy and Delivery Program.

No submissions were received during the exhibition period. The Post Exhibition Draft Asset Management Policy is recommended for adoption.

Post Exhibition Draft Resourcing Strategy 2025-2030

The Resourcing Strategy 2025–2035 outlines how Council will manage its finances, workforce, assets, and technology to deliver on the community's long-term aspirations. The Strategy comprises the Long Term Financial Plan, Asset Management Strategy, Workforce Management Strategy, and Digital Strategy. Together, these documents support the implementation of the Community Strategic Plan and the Delivery Program. No submissions were received during the public exhibition period on any component of the exhibited Resourcing Strategy. The Post Exhibition Draft Resourcing Strategy 2025–2035 is recommended for adoption.

The draft Asset Management Plan 2025-2035 supports the implementation of the Asset Management Strategy. While it was exhibited separately to the broader Our Wollongong Our Future 2035, it remains an integral part of Council's Resourcing Strategy and aligns with the priorities outlined in the Community Strategic Plan and Delivery Program. One submission was received during the exhibition period supporting the draft document. The Post Exhibition Asset Management Plan is recommended for adoption (Attachment 8).

Internal Review

Following the exhibition period, Council staff undertook a further review of the documents to account for external factors arising during the exhibition period and confirm Council's capacity to deliver on the proposed actions and commitments.

The suite of documents (Attachments 4-12) has been updated to incorporate proposed amendments made in response to public submissions and other changes as outlined in this report and Attachment 3.

CONSULTATION AND COMMUNICATION

Preparation of the draft Our Wollongong Our Future 2035 strategic planning documents began in October 2024 with the launch of the Our Wollongong Our Future engagement process. Council undertook a two-phased engagement process to inform the review of the Community Strategic Plan. Engagement activities were delivered in accordance with the requirements of section 402A of the *Local Government Act 1993* and aligned with Council's adopted Community Engagement Policy and endorsed principles.

Phase 1 of the engagement focused on understanding the community's vision, values, and priorities for the future of the Wollongong Local Government Area. Phase 2 invited the community to review and provide feedback on the draft Community Strategic Plan to confirm whether it reflected the aspirations identified during the first phase.

A wide range of methods were used to reach a broad cross-section of the community, including reply-paid postcards distributed to every household, surveys, targeted workshops, community circles, children's drawing sheets, and participation at community events. In total, 4,485 people provided input across both phases, with a further 5,858 contributions drawn from previous engagement activities.

Council applied a strong focus on inclusion and accessibility. Engagement materials were prepared using plain English and Easy Read formats, supported by translation tools, language aides, and alternative access methods. Targeted workshops and outreach were also held with Aboriginal communities, people with disability, multicultural groups, young people, and people experiencing homelessness to ensure the process captured diverse voices.

The engagement findings have directly informed the structure and content of the draft Our Wollongong Our Future 2035 Community Strategic Plan, which is presented to Council for adoption.

The draft plans and attachments were exhibited from 9 April to 7 May 2025. Engagement included:

- Hardcopies distributed to libraries and community centres
- Community pop up sessions available across the Local Government Area
- 2,670 total visits to the engagement page
- Notification to 9,056 stakeholders via Our Wollongong e-newsletter and registered users
- Members of Parliament (Federal and State) Meetings
- Traditional and social media promotion
- Presentation to Neighbourhood Forums
- Promotion to Council stakeholders and networks
- Promotion to other government agencies
- Presentations to Council committees and groups
- Website included Frequently Asked Questions for interested community members and the Google Translate link was made accessible from the webpage.
- An interactive draft Infrastructure Delivery Program map was available on Council's engagement page along with easy to sort listings of the program.

Stakeholder Engagement

Council's networks and stakeholders were contacted throughout the exhibition period. This included a broad range of individuals and organisations across sectors to ensure the draft documents were made accessible to diverse community voices and interests.

Key stakeholders included:

- Local business and industry groups
- Aboriginal community representatives and organisations
- Environmental and sustainability networks
- Community and cultural organisations
- Health and social service providers
- Multicultural and faith-based organisations
- Education institutions
- Sporting and recreation organisations
- Creative and cultural organisations
- Neighbourhood Forums and other local neighbourhood groups
- Youth networks
- Historical and special interest groups
- Federal and State Members of Parliament, and relevant government agencies.

All networks contacted throughout the exhibition period were encouraged to let their contacts know about the draft Plans to enable feedback to inform Council's decision-making.

Post-Exhibition Review and Development

The Post Exhibition Draft plans were refined following exhibition based on community feedback with input and engagement from Councillors, Executive, Senior Leadership Team and officers from across Council. A range of internal and external data sources informed the development of the Our Wollongong Our Future 2035 Integrated Planning documents, including previous Community Strategic Plans; Wollongong City Council State of Our City Report July 2022 to June 2024; Council's Supporting Documents; stakeholder engagement; community engagement feedback; Community Satisfaction and Wellbeing surveys; Councillor Workshops; staff meetings and workshops and current priorities.

PLANNING AND POLICY IMPACT

This report contributes to the delivery of Our Wollongong Our Future 2032 Goal 4 "We are a connected and engaged community". It specifically delivers on the following:

Community Strategic Plan		Delivery Program 2022-2026
Strategy		Service
4.7	Demonstrate responsible decision-making based on our values, collaboration, and transparent and accountable leadership.	Corporate Strategy
4.8	Council's resources are managed effectively to ensure long term financial sustainability.	Financial Services
6.4	Plan and provide sustainable infrastructure for safe and liveable places integrated with the environment and accessible to key transport routes	Infrastructure Strategy and Support

SUSTAINABILITY IMPLICATIONS

The Our Wollongong Our Future 2035 Integrated Planning documents, including the Community Strategic Plan, Resourcing Strategy and Delivery Program, provide a strategic framework that supports long-term sustainability across environmental, social, financial and operational domains. The documents have been informed by community priorities, internal review, and existing Council strategies, including commitments on climate action and resilience, financial and organisational sustainability, and service delivery optimisation.

Adoption of the plans contributes to Council's broader sustainability objectives, including efficient and effective use of community resources, improved alignment of infrastructure and services, and integration of environmental considerations into strategic planning. No additional sustainability risks have been identified beyond those addressed through the integrated planning process.

RISK MANAGEMENT

Adoption of the Our Wollongong Our Future 2035 Integrated Planning documents addresses Council's legislative and regulatory obligations under the *Local Government Act 1993* including the ability to lawfully levy rates and charges and approving the budget.

Operational risks have been mitigated through the integrated development of the documents, informed by community engagement, internal consultation, and cross-organisational review. Reputational risks have been addressed through a comprehensive engagement process in accordance with Council's Community Engagement Policy, and the inclusion of changes in response to public submissions. No additional risks have been identified outside of those managed through Council's established risk management processes or corporate risk register.

FINANCIAL IMPLICATIONS

The following information outlines the proposed changes to the financial projections within the Revenue Policy and Long Term Financial Plan 2025-2035.

Revenue Policy, Rates, Annual Charges and Fees

Rates

As detailed in the Draft Revenue Policy, Rates, Annual Charges and Fees 2025-2026 For Exhibition (page 2), the 'Rate Yields' and 'Cents in the dollar' used in determining the actual rates charged would be subject to variation due to property adjustments during exhibition, including objections reviewed by the Valuer General and rateability and **categorisation** changes. The revised rates, base charges, minimums and yields for 2025-2026, including the General Income variation approved by the New South Wales Independent Pricing and Regulatory Tribunal (IPART) and recommended in this report are shown below.

Council's General Income from rates is proposed to be indexed by 4.7% in line with the IPART approved increase. Council generally maintains pricing relativity between categories and therefore the 2025-2026 rates will be significantly impacted by the application of the new land valuations provided by the Valuer General in 2024. Revaluations do not change Council's total General Income. Variations in land value do however affect the proportion to be paid by individual assessments, which will vary depending on the change in land value in relation to the average change in other land values. Residential land values decreased on average, while Business and Mining category average land valuations increased.

Table 1

Rating Category	Sub-Category	Number of properties	Ad Valorem Rate*	Base or Minimum Amount \$	Notional Income Yield \$
Residential**		83,011.23	0.00133822	\$865.12 (B)	143,630,306
Farmland		107.00	0.00102775	\$1192.57 (M)	601,976
Business	Ordinary	293.00	0.00139174	0.00	56,914
	Commercial	2,113.29	0.00923364	\$1192.57 (M)	24,118,118
	3c Regional Business	279.48	0.00923364	\$1067.87 (M)	5,655,698
	Light Industrial	1,498.00	0.00715139	\$549.68 (M)	9,427,187
	Heavy Industrial	481.00	0.01101347	\$1192.57 (M)	12,023,339
	Heavy 1 Activity 1	38.00	0.01672227	\$1067.87 (M)	12,643,601
Mining		13.00	0.01459987	\$1192.57 (M)	2,384,904
Special Rates	Wollongong Mall Rate	71.50	0.00562854	0.00	1,322,859
TOTAL					211,864,904
* The Ad Valorem Rate is the amount the land value is multiplied by to calculate individual Rates. This is shown in the same way on individual Rate Notices.					
** The base amount for Residential Properties makes up 50% of the total revenue for Residential.					
(B) = Base Amount, (M) = Minimum Rate					

Annual Charges and Fees

The proposed changes to the Fees and Charges mainly relate to Statutory fees and charges with further details provided in the Summary of Proposed Amendments (Attachment 3).

Outdoor Dining Fee Waiver Extension

Hospitality businesses were significantly impacted by COVID-19 public health restrictions across 2020, 2021 and 2022. To support COVID-safe operations and business recovery, Council introduced an outdoor dining fee waiver in 2020. This waiver was subsequently extended in 2021 until June 2025 and expanded to apply to businesses beyond the Wollongong CBD.

The Draft Revenue Policy, Rates, Annual Charges and Fees 2025-2026 proposed a staged reintroduction of outdoor dining fees, with a six-month waiver from 1 July to 31 December 2025, followed by a 50 percent waiver from 1 January to 30 June 2026, and full reintroduction of fees from July 2026.

During the public exhibition period, several submissions were received on this matter. All submissions opposed the proposed fee reintroduction, citing ongoing economic challenges such as inflation, reduced discretionary spending, construction activity in the Globe Lane precinct, and the continued recovery of the hospitality sector.

It is recommended Council approve an extension of the outdoor dining fee waiver for an additional three years, per recommendation 6 of this report.

Long Term Financial Plan and Draft Budget 2025-2026

Variations to the final projections are made as part of the planning process based on external submissions during the exhibition period and additional information becoming available during this time including the recurrent variations identified through the March Quarterly Review process adopted by Council in May.

The material impacts on the Long Term Financial Plan's Operating Result [pre capital] are as follows:

- **Aged and Disability Services:** The operational budgets associated with the Aged & Disability Services have been removed for Community Transport from 1 July 2025 and for Social Support from 1 July 2027, following Council's resolution on 5 May 2025 to exit these services due to changes to Commonwealth funding frameworks under the *Aged Care Act 2024*.
- **Russell Vale Golf Course:** Revenue has been increased by \$0.1M recurrently based on a trend in performance at the facility.
- **Outdoor Dining Fees:** The budget has been updated to reflect inclusion of waiver of fees from 1 July 2025 to 30 June 2028. The proposed funding from Strategic Projects Restricted Asset has been removed. This has had an impact of \$0.3M per year.
- **Atchison and Auburn Street Bus Layover:** inclusion of additional revenue associated with the new lease arrangement for the Atchison & Auburn Street car park. This has had an impact of \$0.2M per year.
- **Emergency Services Levy:** Post exhibition Council received the 2025-2026 assessment notice for Contributions to NSW Rural Fire Service, NSW Emergency Services and Fire and Rescue NSW. Overall, there has been an increase of \$0.1M.
- **Safer Routes to Schools:** an allocation of \$0.1M has been made from the Strategic Projects Restricted Asset for operational expenditure associated Safer Routes to Schools.

Financial Forecasts

The impact of the changes to the projected result for the four years is shown in the following table:

Table 2

Key Income & Expense Results				
	2025/2026 Budget \$M	2026/2027 Forecast \$M	2027/2028 Forecast \$M	2028/2029 Forecast \$M
Draft Operational Plan				
Funds Available for Asset Replacement	67.3	73.7	72.1	79.5
Funds Result	0.9	(0.3)	0.5	0.2
Available Funds	16.7	16.4	16.9	17.1
Revised Draft Operational Plan				
Funds Available for Asset Replacement	66.2	74.6	71.3	78.9
Funds Result	0.2	(0.5)	0.3	0.4
Available Funds	16.7	16.2	16.5	16.9

Long Term Financial Projections

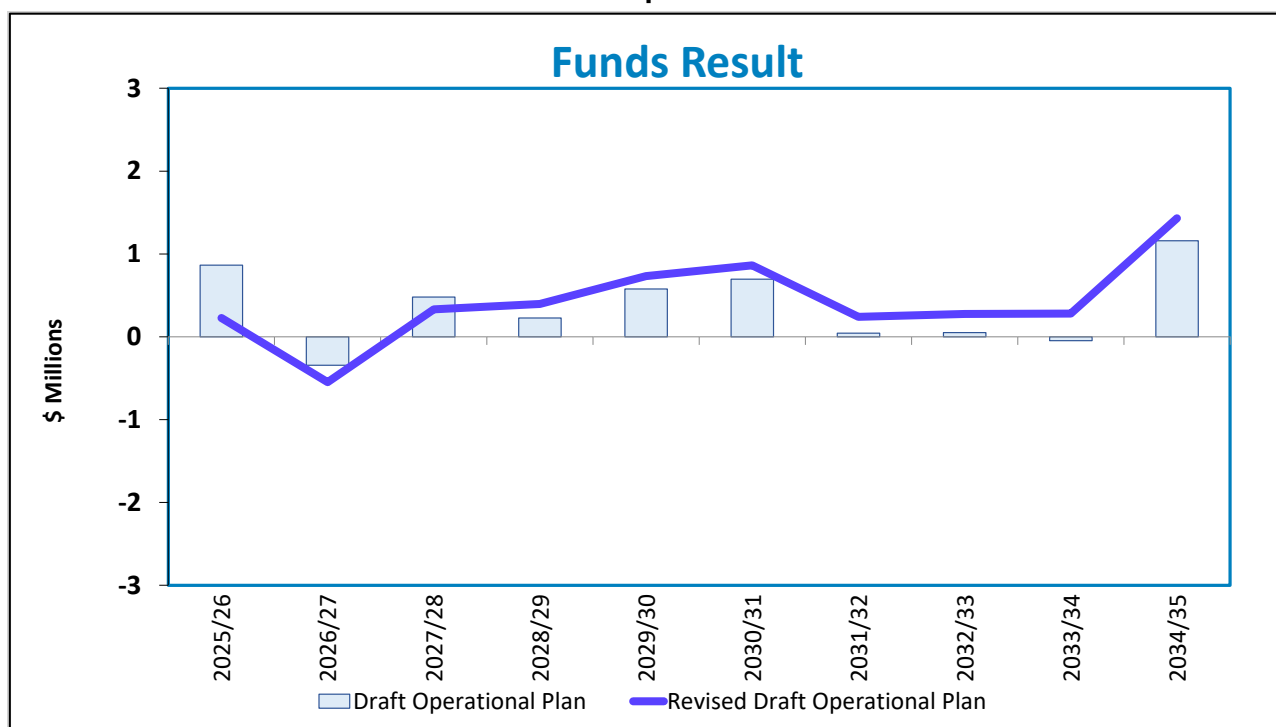
Key Performance Information shown below provides a comparison of the long-term forecasts that supported the exhibited draft Operational Plan 2025-2026 with the impact of changes that are now proposed. The revised projections reflect additional information that has become available during the exhibition period.

Total Funds Result

The Total Funds Result provides an indication that the forecast budgets for the 10 year period are affordable, and that cash can be managed to ensure that payments can be made as required. By holding a level of Available Funds and planning for near breakeven funds results, Council can maintain this position into the future so long as it also maintains its assets to ensure they are fit for purpose. The total funds result is inclusive of financing cash flow and movements in Restricted Assets.

Graph 1 shows the forecast Total Funds Result for the next 10 years. Council's Financial Sustainability Policy targets a break even or better result in each year although it will be possible to manage results across the reporting period. Currently, Council is forecasting a positive result across the 10 years, although has two years where the funding is currently slightly negative. The flexibility available in the Available Funds range, Graph 1 below, shows the quantum of these variations fall within the targets available. The Operating Result [pre capital] provides an indication of the long-term viability of Council. In broad terms, a deficit from operations indicates that Council is not earning sufficient revenue to fund its ongoing operations (services) and continue to renew existing assets. This measure should be viewed over a long-term basis as annual results may be impacted by timing.

Graph 1



Asset Management Replacement Ratio

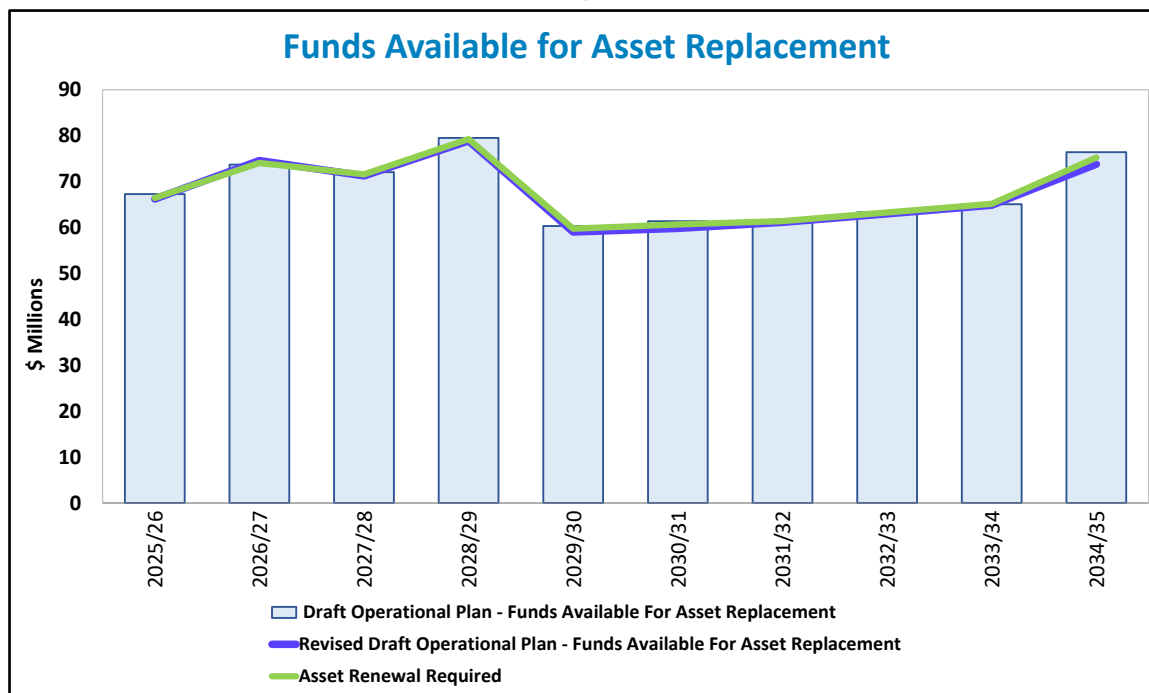
The Asset Management Replacement Ratio measures the estimated cost of asset replacement required over the period and indicates the level to which funds are available from operations to complete these works. Council's Financial Sustainability Policy prioritises the requirement to provide sufficient funds to replace assets as they fall due. The Asset Management Strategy and Plans are used to determine the amount required for asset replacement.

Where Council is producing sufficient revenue to cover its operating costs and has remaining funds available, that coupled with proceeds from asset sales and Restricted Assets can fund the required asset replacements, then the ratio would be one to one. Should Council not meet this funding requirement it would not be able to replace assets as required which would not meet the sustainability requirements.

Funds Available from Operations that are not required to be applied to asset replacement in the current year would be allocated to improve Available Funds, to provide new, enhanced, or upgraded assets, or be restricted to meet future requirements.

The requirement for the replacement of existing assets at agreed standards has been assessed through the Asset Management Strategy and Plans. The graph below depicts the relationship between Funds Available for Asset Replacement and Asset Renewals required. The one to one relationship meets expectations of financial sustainability.

Graph 2

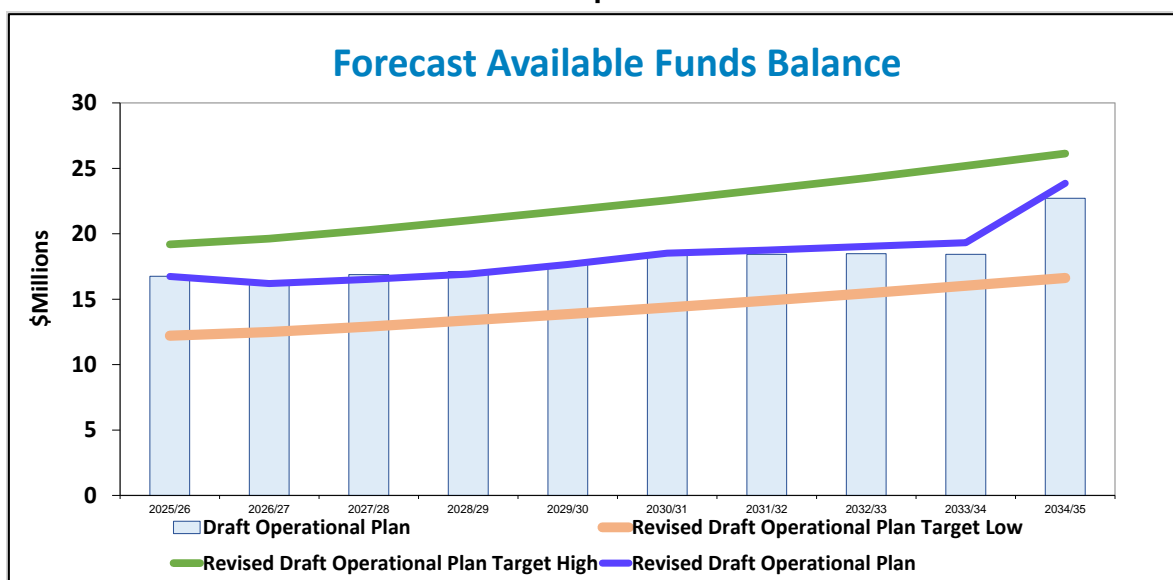


Available Funds

Available Funds are the uncommitted funds of an organisation that assist in meeting the short-term cash requirements, provide contingency for unexpected costs or loss of revenue and provide flexibility to take advantage of opportunities that may arise from time to time. Council's Financial Strategy has a target to achieve and maintain an Available Funds position between 3.5% and 5.5% of operational revenue [pre capital].

The revised projections have been impacted by the movements in the Funds Result.

Graph 3



Infrastructure Delivery Program and Capital Budget

The Post Exhibition Draft Infrastructure Delivery Program 2025-2026 to 2028-2029 (Attachment 11) outlines Council's proposed investment plan over a four-year period into the provision of new, renewal of existing and major maintenance programs for infrastructure. In addition, Council proposed a plan for investing in non-infrastructure assets that support provision of services to the community. While the Infrastructure Delivery Program shows details of projects and programs planned over a four-year horizon, Council needs to ensure planning is over a longer horizon. This approach provides the ability to respond to external factors or unforeseen events. As such, Council adoption of the rolling four-year Infrastructure Delivery Program is at the asset class budget level and not at an individual project level.

The Post Exhibition Draft Infrastructure Delivery Program lists a total of 350 projects for work in 2025-2026, with 161 projects in design and 189 projects programmed for construction.

Table 3 shows Council's capital investment planned for the next four years. The first column is the proposed annual capital budget allocation, and the second column shows the variation from the exhibited budget.

Table 3

Capital Budget by Asset Class

	2025/2026		2026/2027		2027/2028		2028/2029	
	Revised Budget	Proposed Variance	Revised Forecast	Proposed Variance	Revised Forecast	Proposed Variance	Revised Forecast	Proposed Variance
	\$M		\$M		\$M		\$M	
Roads And Related Assets	25.3	1.6	19.9	(0.9)	21.3	0.6	15.6	0.4
West Dapto	22.9	(6.6)	36.7	1.4	32.9	7.9	20.3	(0.2)
Footpaths And Cycleways	11.7	(0.6)	19.6	(0.7)	12.5	1.0	10.7	2.7
Carparks	0.6	(2.1)	2.0	1.6	1.1	0.0	1.1	0.0
Stormwater And Floodplain Management	9.2	1.5	5.0	0.8	6.4	0.0	7.2	0.0
Buildings	40.7	(2.7)	45.7	9.9	29.4	0.9	14.4	0.0
Commercial Operations	2.5	0.2	2.1	0.5	2.5	0.6	0.3	(0.8)
Parks Gardens And Sportfields	3.5	0.5	3.9	0.8	2.8	0.4	2.8	0.8
Beaches And Pools	5.5	(0.5)	0.0	(3.3)	0.5	(0.0)	6.0	0.0
Natural Areas	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Waste Facilities	5.6	1.6	7.0	(0.5)	12.2	0.5	24.0	0.0
Fleet	1.2	0.0	1.3	0.0	0.8	0.0	2.8	0.0
Plant And Equipment	3.4	0.0	3.5	0.0	3.4	0.0	4.3	0.0
Information Technology	1.4	0.0	0.9	0.0	1.1	0.0	0.9	0.0
Library Books	1.4	0.0	1.4	0.0	1.5	0.0	1.5	0.0
Public Art	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.0
Emergency Services	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Land Acquisitions	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Non-Project Allocations	4.2	1.1	4.9	1.0	6.4	(4.1)	12.8	(1.1)
Total	139.4	(5.9)	154.0	10.7	135.0	7.7	124.8	1.8
Contributed Assets	5.9	0.0	14.6	0.0	14.1	0.0	22.5	0.0
Total including Contributed Assets	145.3	(5.9)	168.6	10.7	149.1	7.7	147.3	1.8

Excluding contributed assets (see line item 'Contributed Assets' in Table 3), Council's total capital investment over the next four years is \$553.2M. This is \$10.4M more than the budget included in the draft Infrastructure Delivery Program that was placed on exhibition in April 2025.

Major changes in program funding since the Infrastructure Delivery Program was placed on exhibition include:

- Introduced an additional \$1.2M Section 7.12 funding for Priority Pedestrian Facilities.
- Introduced an additional \$2.8M of Section 7.12 funding for active transport.
- Introduced an additional \$800k of Section 7.12 funding to accelerate two new sports facilities projects.

- Cleveland Road funding has been rephased.
- Stage 5 – West Dapto Road funding has been rephased.
- Southern Suburbs Library & Community Centre funding has been rephased.

The Capital Program and Budget over the forecast four years includes grant funding from a variety of NSW and Commonwealth Government funding programs; including the Infrastructure Betterment Fund NSW, Football Legacy Fund, Coastal and Estuary Program, Housing Acceleration Fund and Priority Community Infrastructure Program.

CONCLUSION

The Our Wollongong Our Future 2035 Integrated Planning documents set out Council's proposed service delivery priorities and decision making approach across the short to medium term. The Community Strategic Plan is an important direction setting document which outlines the shared vision and goals of the community for the next ten years. The Draft Delivery Program 2025-2029 and Operational Plan 2025-2026 detail how Council will contribute to the delivery of the strategies within the Community Strategic plan for which it has responsibility.

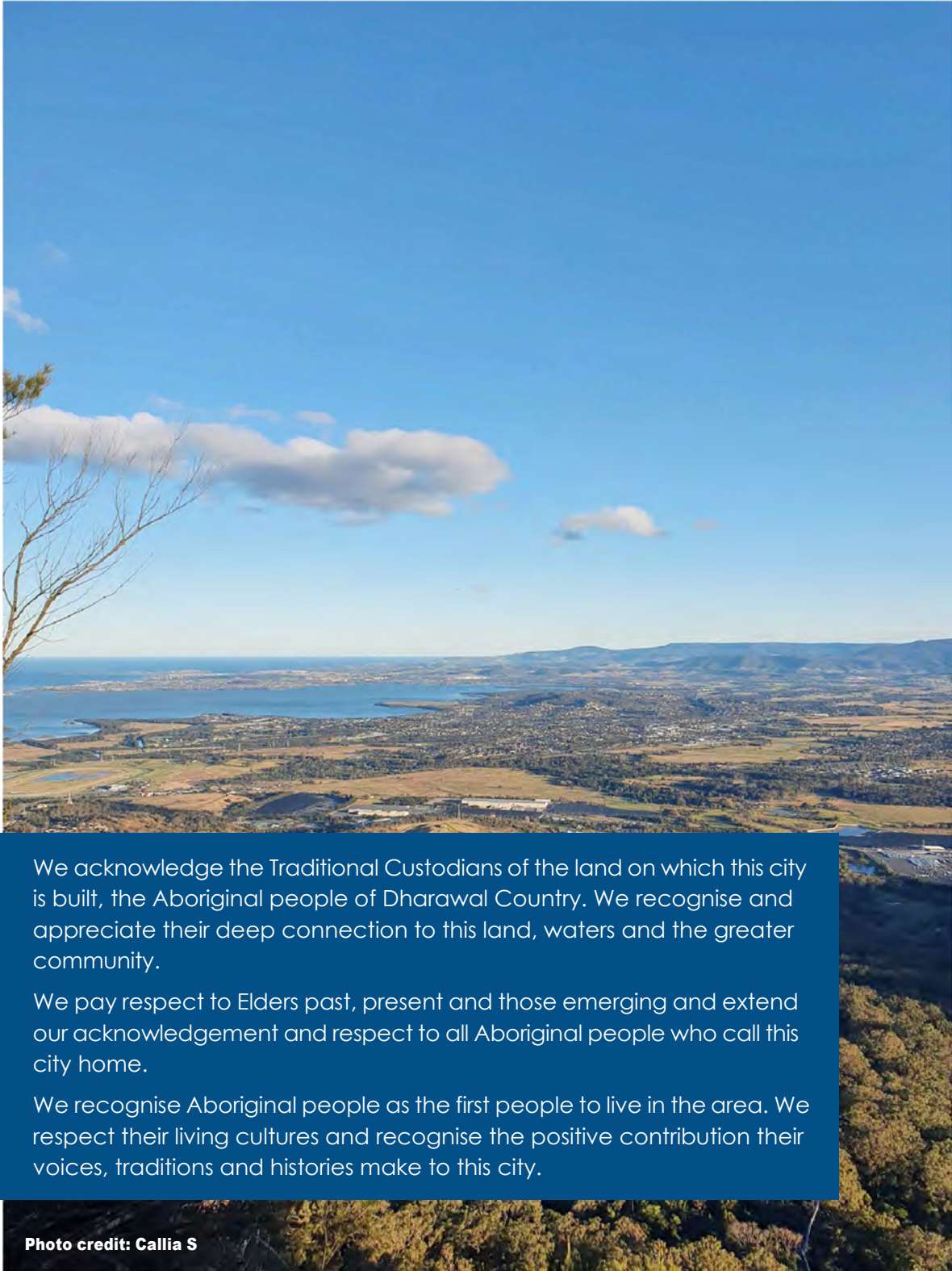
Following public exhibition, community feedback on the draft plans has been considered, and a series of changes are recommended for inclusion. These documents have been prepared and informed by extensive research, engagement and analysis, and are recommended for adoption.



Our Wollongong 2035 Engagement Report

2024-2025

Photo: Djembla. Mount Kembla



We acknowledge the Traditional Custodians of the land on which this city is built, the Aboriginal people of Dharawal Country. We recognise and appreciate their deep connection to this land, waters and the greater community.

We pay respect to Elders past, present and those emerging and extend our acknowledgement and respect to all Aboriginal people who call this city home.

We recognise Aboriginal people as the first people to live in the area. We respect their living cultures and recognise the positive contribution their voices, traditions and histories make to this city.

Photo credit: Callia S

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Executive summary

Our Wollongong 2032 Community Strategic Plan (CSP) captures the community's vision for the area and identifies key social, economic and environmental priorities, along with long-term strategies for the next 10 years.

In 2024, we embarked on the review of Our Wollongong 2032. Our Wollongong Our Future Engagement Plan was developed and delivered to ensure our CSP is developed in collaboration with our local community.



The approach to developing our next CSP has been progressive and evolving. Many of the themes in terms of values, issues and what's important have been consistent. The love of our coast and beaches, the unique relationship between the escarpment and the coast, the friendly atmosphere, proximity to larger places and connections to family and friends are just some of the themes raised. In addition, feedback on Wollongong's potential and some of the issues we face were raised.

The feedback will be used to develop our next CSP and will guide Council, organisations, business and the community to achieve the community's vision, goals and aspirations.

Here is an overview of what we heard:

- Focus on creating jobs, invest in business that brings economic growth and is innovative.
- Our libraries and facilities are valued, increase places and programs for social inclusion and provide accessible community spaces.
- Create a liveable, accessible and inclusive community, with accessible information, meaningful employment for people with disability and digital inclusion.
- Provide events and spaces, support for creatives and showcase diverse cultures.
- Maintain and increase open space/s, invest in maintenance of parks and beaches and improve sporting facilities.
- Increase and promote the active transport network, make it safe and accessible.
- The Gong Shuttle should be expanded, public transport needs improving and more parking solutions are required.
- Affordable housing options are required, diverse and sustainable housing options are needed and initiatives to address homelessness.
- Avoid over development, preserve and protect the environment and heritage and encourage sustainable growth.
- Value our heritage, protect buildings and recognise and respect Aboriginal heritage.
- Protect and invest in our natural environment, retain and add green space and trees and invest in renewable energy, respond to climate change and increase climate resilience.
- Build more schools, provide equitable access to education.
- Create a connected and engaged community that is healthy, safe and celebrates diversity.

Executive summary

The following section provides key highlights related to accessibility, engagement methods and participation.



Accessible engagement

Increasing accessibility was a key goal. To achieve this:

- Plain English was used for all documents
- Easy Read FAQs were developed
- Community mobilisers were engaged
- Language aides and TTY offered
- Google Translate embedded online
- Reply-paid postcard sent to all homes



Engagement methods

A range of methods were used to hear from our diverse community:

- Targeted workshops Community
- Circles
- Interactive stall at events and activities
- Surveys
- Community pop-ups
- Reply-paid postcards
- Children's drawing sheets



Participation

4485 people provided input. This included:

- 181 Targeted workshops
- 3178 Surveys
- 377 Postcards received
- 193 Children's drawing sheets
- 282 A4 Feedback cards
- 274 Open feedback, socials, community circles

Plus, 5858 from previous engagements



Introduction

Our Community Strategic Plan (CSP), captures the community's vision for the area and identifies key social, economic and environmental priorities, along with long-term strategies for the next 10 years. Our CSP seeks to reflect the aspirations, needs and priorities of the local community.

In 2024, Council embarked on the review of Our Wollongong 2032. 'Our Wollongong Our Future' Engagement Plan was developed and delivered to ensure our CSP is developed in collaboration with our local community. Our engagement plan outlined the stakeholders to be engaged and proposed a range of engagement approaches to encourage and enable our diverse community to participate.

Background

All Councils in New South Wales are required to plan and report on their activities as part of an Integrated Planning and Reporting framework set out by the Local Government Act 1993. The framework requires all Councils to prepare a Community Strategic Plan (10+ years), Resourcing Strategy, Delivery Program (4 years) and Operational Plan (1 year).

Our Community Strategic Plan sets the future direction for Wollongong Local Government Area for the next 10 years.

Legislative Requirements

All Councils are required to prepare and implement an engagement strategy to meet the provisions of Section 402A of the Local Government Amendment (Governance and Planning) Act 2016. The Act specifically states that Councils are required to 'establish and implement a strategy for engagement with the local community when developing its plan, policies and programs and for the purpose of determining its activities'.

Previous Engagement

We have been engaging with our community throughout the development of several projects and plans such as:

- Creative Wollongong
- Managing Flood Risk (various)
- Climate Change Mitigation Plan
- Urban Heat Strategy
- Safer Cities Her Way
- Young People and Recreational Space
- Libraries Strategy
- Yarning about Reconciliation
- Skateparks
- Delivery Program and Operational Plan
- Integrated Transport Strategy
- Waste and Resource Recovery Strategy
- Speak. Share. Change.
- Public Art Strategy
- Sporting + Facilities Strategy
- Housing Strategy
- Retail and Business Centres Strategy
- Social Infrastructure Plan

The feedback we heard through these engagement activities will also be used to inform the development of our new CSP.



Photo credit: Kai

Our engagement goals

We are committed to our principles of community engagement: we aim to be flexible, inclusive, we believe community engagement is important for good governance, we aim to effectively plan each engagement, and to keep the community updated.

In developing our next Community Strategic Plan, we set out to push our engagement goals even further. We also aimed to:

Build awareness and understanding

Use methods to help everyone learn about what the Community Strategic Plan means and why it's important.

Include diverse voices

Use inclusive methods based on social justice principles to make sure we hear from all parts of our community.

Learn what people want for the Wollongong LGA

Ask clear questions and use practical methods to understand the community's expectations and priorities for the future of our area.

Get more people involved

Try various methods to encourage as many people as possible to share their views and participate in our discussions.

A two-phased approach

A two-phased approach was implemented to enhance engagement outcomes and ensure the adopted document is a true reflection of the community's aspirations and priorities.



01 Listening to our community

Method highlights:

- Accessible information
- Postcards distributed to all households
- Community Circle Kits
- Interactive engagement at events
- Targeted workshops
- Children's drawing sheets

**18 Oct
- 18 Nov
2024**



02 Checking in

Method highlights:

- Our Wollongong Our Future Engagement Snapshot
- Plain English Community Strategic Plan - summary
- Easy Read Community Strategic Plan
- Information presentations
- Online feedback form

**9 Apr
- 7 May
2025**

How did we let people know?

A range of methods were used to build awareness and provide our diverse community with the opportunity to let us know what's important to them.



Accessible FAQs

Easy Read uses simple text, pictures, and plenty of white space. It is great for people with disability, children, non-English speakers, or adults with low literacy. Printed FAQs had a QR code linked to online FAQs with numerous Google Translate language options.



What is a Community Strategic Plan? Video

A video providing an explanation about a Community Strategic Plan was made available online and shared via social media to increase awareness.



Stalls at community events

Interactive information stalls were set up at NAIDOC community event, Helensburgh Lions Country Fair, Culture Mix and Lord Mayor School Starters Picnic.



Postcards

Reply-paid postcards were sent to every home in the Local Government Area letting recipients know about the engagement and inviting them to participate.



Direct email

Emails were sent to networks and stakeholder databases. An email was also sent to all registered participants on Councils online engagement platform.



Signage

Signage was erected in various outdoor locations across the LGA and included on digital screens at all Council facilities.



Information at community facilities

Information was made available at Council libraries and community facilities. Information was also made available in MP office's, non government organisations and local businesses.



Council communication channels

Council's internal and external communication channels were used to share key messages and encourage participation including social media and on hold messaging.

How could people provide feedback?

A range of methods were used to build awareness and provide our diverse community with the opportunity to let us know what's important to them.



Postcards

Reply-paid postcards were sent to every home in the Local Government Area inviting recipients to respond to 'What do you want our community to look and feel like in 10 years?'



Our Wollongong Our Future: survey

A survey was provided online. Print copies were also made available at all Council libraries.



Community Circles

A community circle is a structured conversation with a group about a set topic. Kits, including an explanatory video, were provided to guide conversations and capture feedback.



Feedback cards

Feedback cards were made available at events and activities as an interactive way to capture feedback. Community members wrote their responses on card and displayed it at the event.



Children's drawing sheet

Children's drawing sheets were provided to local preschools and primary schools with an accompanying teachers/educators guide.



Workshops

Targeted workshops were held with government, young people, children, Aboriginal organisations, homelessness services, LGBTQIA+ and multicultural community members.



Social media

Comments shared on social media platforms were captured and included in the feedback.



Open submissions

Feedback could also be provided by writing to or speaking with Council staff.

What we asked the community

The following questions were asked during Phase 1.



Vision

What do you want our community to
look and feel like in 10 years?



Opportunities

What would make Wollongong Local Government
Area a better place for everyone?

Phase 1 - What we heard

An overview of community feedback is presented in the following section.

What do you want our community to look and feel like in 10 years?

Our community has a clear vision for what Wollongong should look and feel like in 10 years, focusing on sustainability, inclusivity, and connection. Many people want environmental sustainability prioritised by expanding green spaces, planting trees, and reducing carbon emissions. Protecting natural areas, promoting biodiversity, and investing in renewable energy are seen as essential steps to combat climate change. People want community gardens and public spaces where people can gather and enjoy nature.

The desire for vibrant, well-maintained, and accessible public spaces is strong, with clean and safe streets, well-kept parks, and recreational areas identified as vital for community connection. Infrastructure that supports walking and cycling is widely supported to encourage healthier and environmentally friendly travel options. People want safer footpaths, bike lanes, and more reliable public transport to make getting around Wollongong easier and to reduce traffic congestion. Affordable and accessible public transport options that connect Wollongong's suburbs more effectively are also a priority.

Our community envisions a future where housing is both affordable and accessible, with calls for sustainable development that preserves green areas and protects the city's character. Ensuring housing remains within reach for young people, families, and lower-income residents is seen as essential to maintaining fairness and inclusivity. At the same time, many hope Wollongong can balance thoughtful development with the need to remain clean, relaxed, and uncluttered.

Economic resilience and local pride are key to the community's vision. There is strong support for creating more local jobs, supporting small businesses, and promoting tourism in a way that benefits residents. Many people spoke about the importance of cultural activities, live music venues, and creative industries to make Wollongong more vibrant and welcoming. This reflects a desire for the city to feel alive and dynamic while celebrating its unique identity.

There is also a clear call for Wollongong to embrace innovation and become a leader in tackling environmental and economic challenges. People want to see ambitious, forward-thinking solutions that ensure the community is sustainable, connected, and thriving.

At the heart of this vision is a deep commitment to inclusivity and connection. Our community want Wollongong to feel welcoming and supportive, with cultural diversity celebrated and vulnerable populations cared for. Safety, unity, and shared purpose are seen as fundamental to building a city that everyone can take pride in. The collective vision highlights Wollongong as a greener, more connected, and resilient community where progress aligns with the values that matter most to its people.

Phase 1 - What we heard

What would make Wollongong Local Government Area a better place for everyone?

Our community envisions Wollongong's future as connected, sustainable, and welcoming. To make the area better for everyone, people highlighted key priorities, including protecting the environment, creating affordable housing, enhancing public spaces, and improving transport options.

Access to green spaces such as parks, beaches, and natural areas was a common theme. People want to protect the environment by maintaining and expanding open spaces, planting more trees, and creating community gardens. Addressing overdevelopment and reducing waste, particularly through improved recycling programs, are seen as important steps.

Transport improvements are a major focus. Many called for expanded public transport networks, more frequent services, and affordable fares, particularly for students. The Gong Shuttle bus service is highly valued, with suggestions to extend it to more areas. There were also strong requests for better cycling infrastructure, such as safer bike lanes, and for traffic management improvements to ease congestion, provide better parking options, and make streets safer for pedestrians.

Affordable housing remains a pressing concern. People stressed the need to address rising housing costs and provide better support for those experiencing homelessness. Our community wants everyone to have access to secure, affordable homes.

Public spaces, such as libraries, sporting facilities, and community centres, were highlighted as valuable community assets that need maintenance, upgrades, and expansion. We heard how these spaces play a vital role in creating a sense of connection and belonging. Supporting young people emerged as a priority, with calls for more youth-focused activities, safe gathering spaces, and programs to help them thrive.

Celebrating local culture and heritage is important to many in our community. People want more events, festivals, and programs showcasing Aboriginal heritage and the region's history. Supporting creative industries and local artists is also seen as important, with calls for affordable spaces to create and share art, music, and hold community events.

Public safety is another focus. Suggestions included better lighting, safer pathways, improved pedestrian crossings, and cycling routes to ensure people feel secure, especially at night or in less-populated areas.

Economic opportunities are also a priority, with calls for more local jobs, support for small businesses, and tourism promotion. Ideas included reducing start-up costs for businesses, offering grants, and hosting local markets and festivals to attract visitors. People also suggested promoting Wollongong's natural attractions and cultural events to strengthen the local economy. By addressing these priorities, our community believes Wollongong can become a place where everyone feels included, supported, and proud to live.

Phase 1 - What we heard

An overview of the major themes from community feedback are presented in the following section. These are presented in no particular order.



Wellbeing

- Enhance public space safety
- Increase access to health services
- Increase & promote sustainable food systems
- Involve community in decision making

Our community values health, safety, and inclusion. People called for improved access to health services, including bulk-billing GPs, better hospitals, and free or low-cost mental health care. There is strong support for banning smoking and vaping and increasing opportunities for outdoor activities like walking, cycling, and fitness classes to promote wellbeing. There is also a desire to address the inequalities in health and life outcomes experienced by Aboriginal people.

Sustainable food systems are important, with requests for more community gardens, local markets, and affordable fresh food options to boost health and social resilience.

Our community want improved consultation with the community, particularly around major developments. People want to see the appointment of Aboriginal decision-makers within Council, cultural recognition, and truth-telling initiatives.

Safety remains a priority, especially for women and vulnerable groups. We heard requests for better lighting, more visible security, safer pedestrian crossings, and measures to reduce crime, speeding, and illegal camping. Improved maintenance of roads, parks, and footpaths, along with clearer regulations for dogs and rubbish management, were also highlighted to enhance public spaces.

Welcoming public spaces, cultural events, and programs for marginalised groups were also suggested to create connection and inclusion.



Community services, facilities & spaces

- Increase services provided by libraries
- Provide places & programs for social connection
- Provide inclusive & accessible spaces

Our community wants inclusive, accessible spaces and services that support connection and learning. Libraries are highly valued, with requests for extended hours and programs. Community centres should be accessible, bright, and adaptable, offering spaces for social connection and family-friendly activities. Facilities and infrastructure should be sustainably designed, disaster-resilient, and well-maintained.

Physical and cognitive accessibility is a key focus.

Suggestions included putting in more shaded seating, water fountains, and making sure urban design integrates universal accessibility.

There is a desire to maintain social support groups for seniors, with increased outreach services. For young people, there were requests for skateparks and more free or low-cost safe spaces with activities such as arts, theatre, intergenerational programs and gender-inclusive spaces.



Arts & culture

- Provide events & spaces
- Support creatives
- Showcase diverse cultures

Our community values a lively arts and culture scene that supports local creatives, celebrates diversity, and offers accessible spaces and events for everyone. People see the value of creative industries in enriching the community. They suggested more funding for local artists, affordable venues for live performances, and additional spaces and opportunities to showcase creative work, including community-led art, music, and cultural activities.

People want to see more festivals, live music, food and night markets, public and street art, and multicultural events, with efforts to reduce barriers like high costs and restrictive approvals. They also want Aboriginal culture showcased through public art, education, and truth-telling initiatives.

Accessible cultural hubs, vibrant community spaces, and diverse events like Culture Mix, Spring into Corimal, and Comic Gong are highly valued, as are opportunities for intergenerational learning and celebrating the region's unique history. More art galleries and museums are also desired.



Inclusive & accessible communities

- Create equitable employment opportunities
- Provide accessible information
- Improve digital inclusion

Our community envision a liveable, welcoming community where everyone belongs. People called for universally designed public spaces and access improvements to beaches, parks, playgrounds, transport and housing. Access and proximity to essential services were prioritised, especially for people experiencing homelessness.

Clear communication is important, with calls for multilingual signage in public areas, use of interpreters, and promotion methods to reach older people and marginalised groups. There is a need for equitable employment opportunities, including pathways for people with disabilities, Aboriginal people, and former refugees, supported by cultural sensitivity training.

Our community values connectivity, safety, and inclusivity in their neighbourhoods. They seek a vibrant, environmentally friendly city with accessible digital tools, and spaces everyone can participate in.



Local economy

- Focus on creating local jobs
- Foster sustainable and cultural tourism
- Enhance dining, shopping, and nightlife options
- Invest in revitalisation and vibrancy

Our community envisions Wollongong as a thriving hub for work, recreation, and culture, balancing economic growth with natural beauty and creating opportunities for locals, businesses, and visitors.

There is a strong need for local job creation, with targeted opportunities for young people, newly arrived migrants, and Aboriginal and Torres Strait Islander peoples.

Revitalising Wollongong's economy includes transforming Crown Street Mall and underdeveloped areas into vibrant spaces with fewer empty shops, outdoor dining, markets, and live events. Supporting small businesses through incentives, reduced rents, and streamlined processes is a priority.

Ideas for strengthening tourism included promoting Wollongong's natural assets with affordable accommodation, cultural and eco-tourism, public art, and waterfront activations. Boosting dining, shopping, and nightlife with extended hours, live entertainment, and safer spaces were suggested to create vibrancy.



Recreation

- Maintain & increase open & recreational space/s
- Invest in maintenance of parks & beaches
- Improve sporting facilities
- Provide accessible recreational options

The community values open and natural spaces, calling for more parks, green areas, and accessible recreational options. People want spaces for families, children, and pets, with amenities like shaded seating, clean toilets, and facilities for diverse activities. There is a strong focus on maintaining existing parks, beaches, and waterways while improving their quality, cleanliness, and accessibility. Suggestions included creating more dog parks, community gardens, and play areas for all ages and abilities.

Improved sporting facilities were requested to support healthy, active lifestyles. The most requested facilities included skateparks, basketball courts, pools, pump tracks, and venues for activities like table tennis, pickleball, and mountain biking. There is also interest in outdoor gyms, and adventure play areas.

Better maintenance of spaces, including rubbish removal and repairs, is viewed as essential for making places feel safe and welcoming.



Active transport

- Improve safety
- Increase & promote the network
- Increase accessibility

We heard strong community support for expanding and promoting Wollongong's active transport network with a focus on safety, accessibility, and connectivity. Priorities include building a comprehensive network of bike paths and footpaths, ensuring safe, separated cycleways.

Suggestions included completing a cycleway around Lake Illawarra, extending paths to the northern suburbs, and connecting key destinations like schools, workplaces, and shopping centres. Improving safety on shared paths, addressing infrastructure gaps, and improving signage and lighting were common requests. To promote active transport, people suggested visible infrastructure, education campaigns, and amenities like bike racks and storage.

Some concerns were raised about shared paths, electric scooters, and perception that bike lanes are underused. There is a desire for careful planning to balance community needs.



Transport

- Improve public transport & expand Gong Shuttle service
- Provide parking solutions
- Build a safe & sustainable network

We heard a strong desire to improve transport and traffic management across Wollongong. Key priorities include resolving congestion and addressing busy intersections. Many called for safer roads, reduced speeds (40km/h in residential areas), and improved traffic flow through bypasses, additional on/off ramps, and better planning for new developments.

Public transport improvements are widely supported, including more frequent and reliable trains and buses, expanded routes to outer suburbs, and keeping the free Gong Shuttle while extending its coverage to places like Figtree, Dapto, and Warrawong.

Parking solutions are crucial, with calls for free or affordable parking, multi-storey car parks around the CBD, and more spaces near beaches, hospitals, and shopping areas.



Housing

- Ensure diverse & sustainable options
- Increase Affordable Housing Options
- Address Homelessness

Our community envisions a future where housing is affordable, inclusive, and well-connected to essential infrastructure. They want more affordable, accessible, and diverse housing to ensure people of all incomes, ages, and abilities can live in Wollongong.

There is strong support for increasing social and affordable housing through better planning, collaboration with government agencies, and regulating housing developments. Many want to see rent price increases controlled and more secure options for tenants. We heard that high housing costs are pushing locals out of the area, especially younger families, and making it hard for people with disabilities to find suitable homes. There is opposition to luxury high-rise developments that exclude those on low incomes.

People want to see homelessness addressed with additional shelters, crisis accommodation, and stronger support for vulnerable people, including food, mental health, and rehabilitation services. It was suggested to use vacant buildings for temporary shelter.



Development

- Avoid over development
- Preserve & protect environment & heritage
- Plan sustainable growth

Our community called for avoiding overdevelopment and protecting Wollongong's unique character. Concerns focused on limiting high-rise buildings, with many residents opposing excessive density. There is resistance to a 'Gold Coast' look, advocating for a height cap of six to seven storeys.

Preserving the natural environment, green spaces, and heritage buildings is a priority. Suggestions included retaining escarpment views, protecting mature trees, and making sure new developments integrate gardens and sustainable features. Our community also seeks thoughtful urban planning that prioritises infrastructure upgrades alongside growth, avoids urban sprawl, and maintains the village atmosphere in suburban areas.

People want development to balance housing needs with sustainability, focusing on affordable, diverse housing that supports green spaces and environmental resilience. This is to ensure Wollongong grows sustainably while maintaining its beauty, liveability, and heritage.



Heritage

- Value our heritage
- Protect buildings
- Recognise & respect Aboriginal heritage

Our community strongly values Wollongong's unique heritage, both Aboriginal and European. There is widespread support for recognition and respect for Aboriginal culture. Many want more visible acknowledgment of Aboriginal culture, including dual-naming of streets and places, and Aboriginal art and storytelling in public spaces.

Preservation of historical buildings is also a priority, with calls to restore significant structures like the Regent Theatre, Gleniffer Brae, and old shopfronts. Our community wants adaptive reuse rather than demolition and better funding for heritage conservation.

There were calls for museums celebrating migration, coal mining, and local stories to strengthen regional identity. Public art, signage, and statues were suggested to highlight Wollongong's history, natural beauty, and cultural diversity. Our community want to retain the area's unique character, protect heritage sites, and ensure development aligns with local identity, prioritising cultural and environmental respect over generic urban growth.



Environment

- Protect & add green space & trees
- Invest in renewable energy
- Respond to climate change & increase resilience

Many envision Wollongong as a green, sustainable, and vibrant city. The community values the natural environment and wants greater action to protect and enhance it. There is widespread support for increasing green spaces, planting more native trees, and regenerating bushland to preserve biodiversity and create shade for cooling.

People stressed the need for sustainable energy, such as expanding solar, wind power, and community battery storage. They want to see emissions reduced, improved urban resilience to flooding and heat, and renewable energy prioritised in public transport and infrastructure.

Our community want Council to lead in climate adaptation and education while protecting the escarpment, waterways, and wildlife habitats. Proactive measures, including urban greening strategies, disaster-resilient infrastructure, and community-owned renewable projects, were strongly supported. Calls were made for improved waste management, expanded recycling options, and initiatives to tackle pollution, such as reducing litter and traffic emissions.



Education

- Build more schools
- Provide equitable access to tertiary education
- Diversify educational approaches

Education infrastructure, inclusive teaching, and equitable access to learning resources are seen as vital to ensuring education meets the needs of all.

Our community called for more schools, particularly in growth areas. People want improved support for children with disabilities, better teaching methods, and smaller, well-resourced schools.

We heard tertiary education must be more accessible, as costs remain a significant barrier for many. There is strong support for free education, opportunities for lifelong learning, and diverse pathways, including vocational training and community workshops.

Partnerships with the University of Wollongong (UOW) and other institutions were suggested to drive innovation, connect education with employment, and strengthen Wollongong as a learning and technology hub. We also heard about the importance of Aboriginal knowledges, with suggestions for yarning circles, learning on Country, and Indigenous scholarships.

Phase 2 - Checking in

Phase 2 provided the opportunity to check in with the community to see if the draft Community Strategic Plan reflected the aspirations and priorities, we heard from the community through the engagement processes in Phase 1. A range of methods were used to encourage our community to review the draft Community Strategic Plan including the revised vision and goals, and let us know if we got it right.



Stalls at community events

Interactive information stalls were set up in community spaces and at events.



Information sessions

Information sessions and presentations were held with key stakeholder groups.



Council communication channels

Council's external communication channels were used to share key messages and encourage participation including social media and on hold messaging.



Direct email

Emails were sent to networks and stakeholder databases. An email was also sent to all registered participants on Council's online engagement platform.



Online survey

Community were asked to consider if the draft Community Strategic Plan including revised vision and goals reflects the feedback we heard in Phase 1 via an online survey.



Community Strategic Plan summary

A summary version of our Community Strategic Plan was developed using plain English.



Community Engagement Snapshot

A document was created that reflected the feedback received from the community during Phase 1 and demonstrated how feedback was incorporated into the Community Strategic Plan.



Easy Read Community Strategic Plan

An Easy Read version of our Community Strategic Plan was developed using simple text, pictures to explain text and lots of white space.

Phase 2 – What we asked the community

In Phase 2 we asked the question 'Does the draft Community Strategic Plan, including the vision and goals capture the aspirations of our diverse community?' A total of 50 submissions were received during the exhibition of the draft Community Strategic Plan, and high level themes from those responses are summarised below.

Phase 2 – What we heard

The draft Community Strategic Plan received broad support for its overall direction and vision with many appreciating its acknowledgement of Dharawal Country, focus on sustainability, and attempt to simplify the structure by consolidating goals. However, concerns were raised about the removal of key words, particularly the words 'we value and protect the natural environment' in the vision and goals, the word 'affordable' in relation to transport, and the word 'engaged' in relation to community and reference to 'education'.

Vision and strategic direction

Overall, submissions showed support for the draft and considered the vision and goals to reflect the community's views. A number of submissions mentioned the improvement of the vision, with the inclusion of a reference to Dharawal Country. Many respondents encouraged Council to go further by explicitly including environmental protection and ecological sustainability. Some felt the emphasis on innovation and economic growth should be balanced with stronger commitments to education, equity, and an engaged community.

Environment and climate

Submissions received asked for consideration of the words 'value and protect our natural environment', and stronger focus on ecological sustainability, or reference to environment in Goal 1. There were requests to strengthen mitigation at a strategy level, and some questions around why waste was grouped with greenhouse gas emissions.

Feedback asked why 'ecologically sustainable development' was related to the coast and Lake Illawarra and not applied more broadly. Several submissions gave suggestions, or requested clarity with regard to a particular Community Indicator, and some made suggestions for alternate Indicators. Other requests included updated biodiversity plans, and climate action. A minority opposed this direction, promoting nuclear energy and criticising renewable targets.

Housing and development

A few submissions raised concerns about housing affordability, and there was a request for quality of new developments, and spaces. Other feedback included improved planning controls, developer accountability, and more timely delivery of essential services like schools, healthcare, and public spaces in growth areas. Consideration of the environment in planning and building design was a theme in a couple of submissions.

Transport and connectivity

There was support for walking, cycling, and public transport, especially in growth areas. Feedback called for safer crossings, better connections, and improved cycling infrastructure, and wider concerns were raised about State Transport planning and poor public transport options. There were requests for the word 'affordable' in relation to transport to be referenced in the Plan, and a few submissions requested that 'affordable and accessible transport' be reinstated as a goal.

Economy, creativity and culture

Submissions supported the focus on a diverse economy. Support was expressed for local artists, cultural events, and creative industries. Several submissions requested reference to 'education and learning'. Other requests included stronger promotion of Wollongong as a visitor destination, better integration of cultural infrastructure, and clearer roles for unions, universities, and TAFE NSW in actioning the strategies. One submission called for more attention to job quality, and one for workers' rights.

Wellbeing and inclusion

Goal 4 – 'We have a healthy, respectful, and inclusive community' was supported overall with a few suggestions to be considered. Several submissions requested reference to 'local' fresh food. Healthcare, quality public space access, and inclusion were identified as important. Several submissions asked for the words 'engaged community' be referenced in the Plan, with calls for more participatory approaches and support for grassroots programs. A submission requested greater equity for vulnerable communities; to close disparities and take steps to address them. This includes greater access facilities, transport, resources and programs for high need areas in the LGA. A few submissions asked for Council to adopt the New South Wales State Governments 'Connecting with Country' Framework. There were requests for stronger inclusion of LGBTQIA+, people with disability, and multicultural communities.

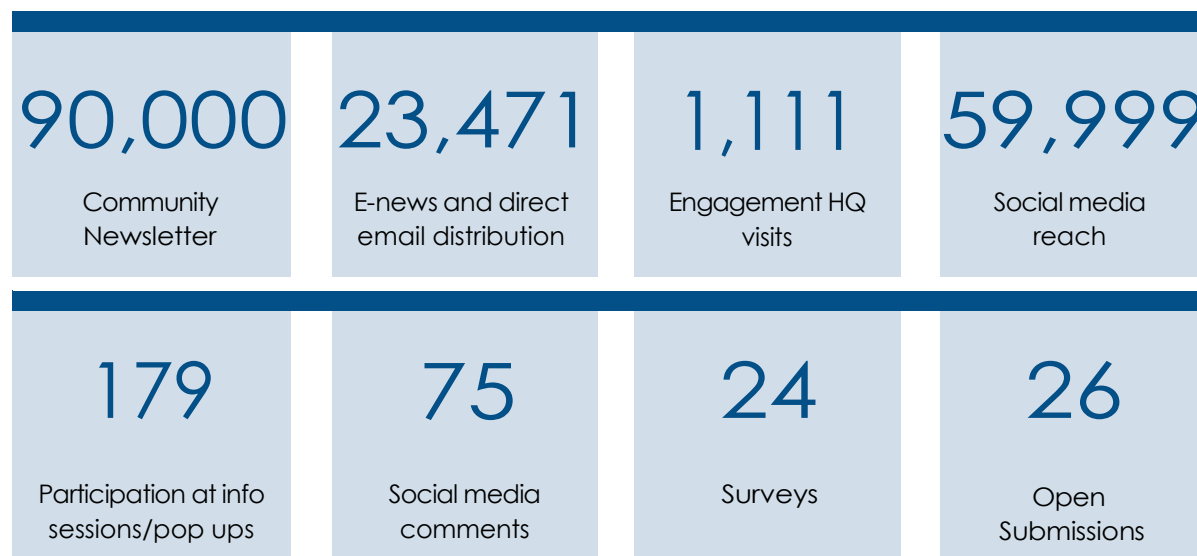
Clarity and accessibility of the Plan

Some submissions outlined a preference for shorter Community Strategic Plan Summary document. There were requests for definitions in the Plan, stronger environmental and social benchmarks, environmental data, and a jargon-free version.

Feedback relating to Council's Services

The themes and priorities identified through both phases of engagement have directly shaped the structure and content of the draft Community Strategic Plan. Some of the feedback received, related to Council's services, projects, or infrastructure, sits outside the scope of the Plan. This feedback has been considered as part of the exhibition of Council's Delivery Program and Operational Plan.

Overview of Phase 2 participation



Communication results

An overview of the communication methods and distribution for Phases 1 and 2.

93,000	180,000	5,111	96,292
Postcards distributed	Community newsletters	Council E-News	Social media reach
27,000	1,609	3,411	1,432
Economic Development E-news	Emails sent to networks	Engagement HQ visits	Engagement HQ - informed
35	192	260	135
Conversations at Warrawong NAIDOC event	Conversations at Helensburgh Country Fair	Conversations at Culture Mix	Conversations at Transition to School Picnic
23	94	63	12
Conversations at Dapto Square	Conversations at Crown St Mall Friday Markets	Conversations at Beaton Park Leisure Centre	Conversations at Pride event
133	34	9	179
Attended community forum presentations	Outdoor and digital signs	Presentations at Network meetings	Attendance at Check In activities

Participation results

Phases 1 and 2 overview of the participation results is shown below.



Our stakeholders



- | | |
|---|--|
|  Residents + ratepayers |  Volunteers |
|  Traditional custodians |  Media |
|  Aboriginal communities |  Business |
|  CALD communities |  Industry groups |
|  LGBTQI+ communities |  Visitors + tourists |
|  Young people |  Council Reference Groups |
|  Children |  Interest Groups |
|  People with disability |  Engagement HQ users |
|  Commuters in/out of LGA |  Neighbourhood Forum/s |
|  Homeless |  Non-government agencies |
|  Creatives |  Government departments |
|  Interest Groups |  State and federal MP's |
|  Educational intitutions |  Neighbouring Councils |

Acknowledgements

We thank everyone who joined the conversation about Our Wollongong Our Future. You've contributed to the development of plan that will guide the direction of Wollongong into the future.

This journey involved conversations with thousands of people at events, online, schools and community meetings. We met many new people along the way, heard their stories and explored how to make their dreams come true.

We hope you feel it has been a creative, interesting and genuine experience. We extend our thanks to you and our wish to continue working together as we strive to achieve your goals.



OUR WOLLONGONG JOIN THE CONVERSATION

our.wollongong.nsw.gov.au
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4227 7111



Draft Delivery Program 2025-2029 and Operational Plan 2025-2026 – SUBMISSIONS AND RESPONSES

Item	Author	Theme	Submission Summary	Response	Proposed Action
1	Warrawong Residents Forum (representing 204 individuals via a petition)	Southern Suburbs Library and Community Centre	<p><i>The following submission has been accepted as an included petition, as part of a community advocacy effort led by the Warrawong Residents Forum. The petition included 204 signed statements containing the following:</i></p> <p>"I support the urgent allocation of funding to complete the new Warrawong Community Centre and Library at King Street, Warrawong. This vital project must be prioritised in the Wollongong City Council Infrastructure Plan to ensure that our community – one of the most under-resourced in the region has a safe, accessible, and purpose-built hub for essential services, connection, and support.</p> <p>The former Warrawong Community Centre provided meals, mental health services, legal help, and more to thousands of people every year. Since demolition these vital resources are being provided from a temporary premises and on an outreach basis – but we know this cannot be sustainable.</p> <p>We need a Centre that reflects the strength, diversity, and dignity of our community.</p> <p>Please invest in Warrawong. Keep the heart of our suburb beating."</p>	<p>Council remains committed to the delivery of this project and understands its importance to the community. As such, the draft budget and Infrastructure Delivery Program placed on public exhibition included sufficient budget towards the construction of the Community Centre and Library and to fund the ongoing operational and maintenance requirements. Demolition is nearing completion and construction is programmed to commence early in in the 2025-2026 financial year.</p> <p>Council continues to advocate for and seek external funding contributions from both the NSW and Commonwealth Governments towards the construction of this significant community infrastructure. Grant funding will offset the committed Council funding.</p>	Already planned.
2	Twenty-one (21) individuals	North Wollongong Surf Club Storage	<p>These submissions relate to the provision of dedicated storage for North Wollongong Surf Life Saving Club, following the removal of the club's bottom storage room due to recent Council works. Reference is made to an agreement with Council for alternative storage to be made available.</p> <p>Support is expressed for the inclusion of a storage-related action under Aquatic Services in the draft Delivery Program 2025–2029 and Operational Plan 2025–2026 (page 75, CSP Ref: 4.3). However, concern is raised regarding the four-year timeframe attached to this action, and the absence of a confirmed outcome within that period.</p> <p>Concern is also raised that a storage project—believed to have been included in the current Infrastructure Delivery Program—does not appear in the draft Infrastructure Delivery Program 2025–2026 to 2028–2029 (page 26). Questions are posed about why the project is not included across the four-year program period and why funding has not been allocated.</p> <p>It is noted that the club has proposed a practical and cost-effective solution, which has not yet received a response from Council. Reference is made to Council utilising part of the area included in the club's proposed solution.</p> <p>The submission requests that:</p> <ol style="list-style-type: none"> 1. Exploration of storage options be completed in the current or early in the next financial year, and that this be reflected in the final Delivery Program and Operational Plan. 2. The project be reinstated in the Infrastructure Delivery Program 2025–2026 to 2028–2029. 3. Funding be allocated under Aquatic Services in the Infrastructure Delivery Program to enable delivery of the works in the next financial year. 	<p>Council has identified off-site surf boat storage in its plan for North Wollongong Surf Club and continues to pursue a suitable location for the Surf Club.</p> <p>Whilst the 2024-2025 adopted plans did not identify North Wollongong Surf Club storage within the Infrastructure Delivery Program (IDP), the action is included in the Operational Plan and Delivery Program. Once a suitable site is identified and confirmed as feasible, funds will be confirmed and included in a future draft IDP for community and Council endorsement.</p> <p>Council has recently received a submission from North Wollongong Surf Club to request alternative operational storage in lieu of boat storage identified in the Operational Plan.</p> <p>Council will continue to work closely with the Club to confirm the purpose of the storage and ensure this is completed in a timely matter.</p>	Continue to work with North Wollongong Surf Life Saving Club to identify additional operational storage.

Draft Delivery Program 2025-2029 and Operational Plan 2025-2026 – SUBMISSIONS AND RESPONSES

Item	Author	Theme	Submission Summary	Response	Proposed Action
3	Four (4) individuals	Recreation facilities; Helensburgh Pool; multi-sport indoor complex	<p>I propose that Council consider refurbishing and enhancing Helensburgh Pool, including year-round heating and staffing, and support the development of a multi-sport indoor complex to meet the growing needs of the local community.</p> <p>This proposal aligns with Goal 4 of the Our Wollongong, Our Future 2035 Community Strategic Plan, which prioritises accessible, high-quality public spaces and opportunities for sport, leisure, learning and cultural engagement.</p> <p>As a resident and active community member, I believe this initiative would provide broad benefits across all age groups—including youth, families, older people, schools and local recreational organisations—while also encouraging healthier lifestyles and supporting local economic activity.</p> <p>Helensburgh has experienced sustained population growth, particularly among young families and active individuals. As the largest suburb in the northern Illawarra region, Helensburgh currently has a seasonal aquatic facility. Upgrading the existing pool for year-round use would be a cost-effective step towards meeting the area's increasing demand for local, inclusive recreation infrastructure.</p> <p>During winter, residents have limited access to aquatic and sporting facilities and are often required to travel outside the area to maintain water safety skills, train, or access physiotherapy. This limits opportunities for local businesses, including swimming instructors and fitness trainers. Year-round pool access would support public safety, community health, and local economic participation.</p> <p>The pool also plays an important role for older residents, particularly those using it for low-impact physiotherapy during summer. Maintaining access throughout the year would support healthy ageing, reduce the risk of falls, and ease pressure on caregivers and health services, contributing to a better quality of life.</p> <p>A purpose-built multi-sport indoor complex would offer an inclusive, centralised venue for a wide range of activities—supporting sports such as netball, basketball, soccer, rugby, tennis, athletics, and more. Beyond physical benefits, such a facility would serve as a community hub, hosting local events, school programs, swim clubs, and inter-community competitions that foster social inclusion, youth engagement, and civic pride.</p>	<p>Work on refurbishing and upgrading the Helensburgh Pool and associated infrastructure is planned to commence during this calendar year; with a focus on delivering a safer, more accessible and reliable facility. The Plan is proposed to be shared with the community in June.</p> <p>Furthermore, Council is currently developing an Aquatic Facilities and Indoor Sports Strategy where feedback on how the community wish to use their aquatic facilities will be collected and matched against our current operating levels, including additional recreational infrastructure at our pools. Community consultation is expected to start from June 2025, and the Strategy finalised by the end of 2025. Feedback on this matter will be included within this Strategy development.</p>	<p>Acknowledged.</p> <p>Continue to deliver the Helensburgh Pool renewal project as planned.</p> <p>Continue to develop the draft Aquatic Facilities and Indoor Sports Strategy regarding future community needs.</p>
4	Neighbourhood Forum 8	Transport - road maintenance	<p>Maintenance upgrades to West Dapto Road at the corner of Reddalls Road and West Dapto Road requires increased passing lane on the south side and on the northwest corner widening to prevent trucks from crossing to the wrong side of the road to negotiate the left-hand turn from Reddalls Road into West Dapto Road.</p> <p>This is a great safety concern with large trucks from the two car storage facilities that both use this section of road as two major companies cause this issue with trucks bringing cars from the ships in Port Kembla then after storage distribute them to car dealers then they should be asked to contribute to these improvements.</p> <p>While we understand that eventually this may be reached by the Northcliff overpass it is a long way into the future and the volume of traffic on West Dapto Road impacted by this issue cannot wait any longer to be made safe. Secondly the corner of West Dapto Road and Wyllie Road needs a passing lane on the south side to enable cars to pass while trucks are waiting to turn right into Wyllie Road. The traffic is increasing at a great rate with development in West Dapto and we cannot wait for the Northcliff overpass. We are not asking for total rebuild of West Dapto Road at this point as we understand Council's long term plans, but it is an issue that must be addressed now.</p>	<p>Council acknowledges the importance of road safety and will undertake a transport investigation in the 2025-2026 financial year to assess interim options at this intersection.</p> <p>The widening of the road and renewal of the road surface along Reddalls Road (from the West Dapto Road intersection through to Keevers Place) was recommended based upon our asset inspection program. These works were completed in 2023-2024.</p> <p>Council has commenced work to upgrade West Dapto Road; the segment from Shone Avenue through to Yard Street, which is programmed for upgrade in Council's draft Infrastructure Delivery Program 2025-2026 to 2028-2029.</p>	<p>Undertake investigation of options during 2025-2026.</p> <p>Continue to deliver the West Dapto Road (Shone Avenue through to Yard Street) project.</p>
5	Neighbourhood Forum 8	Transport planning; flood reliable access	<p>Roundabout on Fairwater Drive near Dapto Public School this roundabout is essential to provide flood free access into West Dapto and as reported to council officers the south side of this roundabout has in the past become flooded causing one incident where a car was stranded in flood water and occupant helped from the car. Council officers have been informed and they have to determine if this a drainage problem or a road level problem. Regardless this must be fixed in the next Operational Plan.</p>	<p>Council staff will undertake a stormwater investigation to assess the impacts raised by the community at this location during the 2025-2026 financial year.</p>	<p>Undertake investigation to review flood impacts during 2025-2026.</p>

Draft Delivery Program 2025-2029 and Operational Plan 2025-2026 – SUBMISSIONS AND RESPONSES

Item	Author	Theme	Submission Summary	Response	Proposed Action
6	Neighbourhood Forum 8	Transport - connectivity, road widening	Planning for the Extension of road works on West Dapto to Sheaffes Road. We request planning be undertaken in this Operational Plan to extend the road widening on West Dapto Road to Sheaffes Road. The rapidly increasing population in this area demands that for reasonable safety this be undertaken urgently.	Council is investing over \$100M over the next four years in enabling infrastructure to support growth in housing in Council's West Dapto Urban Release Area. This greenfield release area is forecast to be a future home for over 55,000 new residents across 19,000 new dwellings. The project noted in your submission is 'Stage 5 - West Dapto Road Upgrade' from Yard Street to Sheaffes Road, which is included in Council's draft Infrastructure Delivery Program. The detailed design of the road and associated infrastructure was programmed to begin in financial year 2028-2029, however, the post-exhibition Infrastructure Delivery Program will be amended, and Council will accelerate delivery of this design to commence during the 2025-2026 financial year. Given the complexity of the design of this important project, the construction commencement is undetermined, however, the completion of a detailed design will enable Council to secure the required approvals, apply for grant funding and to provide a realistic delivery program for construction.	Amend post-exhibition draft Infrastructure Delivery Program to bring forward design from 2028-2029 to 2025-2026 for West Dapto Road Upgrade Stg 5' from Yard Street to Sheaffes Road.
7	Neighbourhood Forum 8	Community facilities maintenance	Wongawilli Hall has been closed for approximately three years due to faults with the floor. This maintenance cannot be delayed any longer and requires attention in this coming Operational Plan. This is a simple issue to return a Council asset to working condition and we are unhappy it has taken so long, and time for excuses is over.	Council acknowledges the importance of the Wongawilli Hall project to the local community. While preparing the Infrastructure Delivery Program, Council endeavours to provide realistic timeframes for the delivery of projects. This project, 'Wongawilli Hall Refurbishment and Upgrade' is programmed for construction across two financial years. Council's current program will see this project completed by 30 June 2027.	Acknowledged. Deliver the project as planned.
8	Individual	Sportsgrounds and facilities - Guest Park netball	Where is Guest Park in this plan? The netball courts are in a dangerous condition — old, dilapidated and posing a serious risk to the children who play there. Illawarra Netball has had to suspend competition at the site, and several clubs are unable to train there, forcing them to use alternative venues at significant cost to families and clubs. Guest Park was donated by the Guest family with the expectation that it would be maintained as community land. I believe this agreement is not being upheld. Illawarra Netball has previously sought information about future plans for the site and was advised that it was not included in the previous Community Strategic Plan. It is unclear why Guest Park is not included in the current plan either.	During 2022-2023 and 2023-2024, Council undertook major upgrades to the netball courts at Fred Finch Park, Berkeley, based upon feedback from Illawarra Netball. Courts were resurfaced to reduce the incidences of asphalt cracking and there was also sub-structure drainage work to address issues with water pooling on the courts during and after severe weather events. The courts were painted and line-marked to ensure they comply with Netball Australia Technical Guidelines and there was an extension of the existing lighting and sound infrastructure to improve player and spectator safety. During 2023-2024, Council undertook several improvements at Guest Park, including fencing, seating and drainage works for the sportsfields. In addition to this, Council is currently undertaking condition assessments and reviews across all sporting fields and infrastructure, this includes a re-evaluation of recreation and open space assets in 2025-2026. This review incorporates the netball courts at Fairy Meadow. Council is also working with Illawarra Netball Association to support the planning for the level of participation in netball across the Local Government Area.	Acknowledged. Undertake re-evaluation of recreation and open space assets in 2025-2026. Continue to work with Illawarra Netball.
9	Individual	Recreation facilities	Sick of reading about it and what you will do for example, fix and upgrade Corrimal Pool, but after eight years of swimming at the pool nothing has changed, same broken tiles and tired looking pools and facilities.	Council is currently undertaking an Aquatic Facilities and Indoor Sports Strategy to capture the needs of our community with current aquatic industry trends. Feedback on how the community wish to use their aquatic facilities will be collected and matched against our current operating levels, including additional recreational infrastructure at our pools. Community consultation is expected to start from July 2025 and the Strategy finalised by the end of 2025. Feedback on this matter will be included within this Strategy development. To reduce the downtime for the pool and swimmers, divers are required to replace the broken and missing tiles and an expansion joint in the pool. These works are being scheduled for repair over the next few months.	Continue to develop the draft Aquatic Facilities and Indoor Sports Strategy. Carry out scheduled maintenance as required.

Draft Delivery Program 2025-2029 and Operational Plan 2025-2026 – SUBMISSIONS AND RESPONSES

Item	Author	Theme	Submission Summary	Response	Proposed Action
10	Individual	Transport and urban planning; parking	<p>Future provision of vehicular parking is seen as essential to a successful and vibrant city centre.</p> <p>Parking availability has decreased significantly over the past 25 years, with inner-city spaces replaced by infrastructure such as cycleways and the closure of facilities like the David Jones. Even with increased use of public transport, demand for parking in the city centre is expected to grow.</p> <p>Local business owners frequently cite lack of parking as a reason for reduced foot traffic in the city, contributing to empty retail spaces and limiting opportunities for new businesses.</p> <p>The introduction of free parking is proposed as a first step in supporting economic revitalisation and reversing the city's commercial decline.</p> <p>The submission also expresses concern that current planning priorities, such as achieving net zero carbon emissions, have been given undue focus at the expense of more immediate economic and business needs.</p>	<p>We understand that parking is important for our community, especially for those in need of accessible spaces. As the city grows, we must support parking in a range of forms. This may include integrating with other public transport and providing smart parking technology to identify parking spaces that are available before you set out on your journey.</p> <p>Council is currently updating the draft Wollongong Transport Strategy and the draft Wollongong City Centre Movement and Place Plan to include community submissions. It is expected that these documents will be presented for Council endorsement later this year.</p> <p>The aim of this planning work is to create a clear citywide transport strategy and plan for the Wollongong City Centre that will inform an integrated, multi modal and sustainable transport network to support people, land use and services. The City Centre Movement and Place Plan has been exhibited and includes several directions related to parking in the Central Business District.</p>	<p>Acknowledged.</p> <p>Continue to develop the Wollongong Integrated Transport Strategy and City Centre Movement and Place Plan.</p>
11	Individual	Floodplain and Stormwater, creek erosion	<p>Regarding the 'Byarong Creek, Princes Highway, Bank Support' project scheduled for the design phase in 2026–2027 and 2027–2028, clarification is sought on whether the full length of Byarong Creek from the Princes Highway to The Avenue will be included within the scope of this project.</p> <p>There is severe erosion along this full section of the creek, resulting in the loss of native trees and posing an increasing risk to nearby infrastructure, including sportsfield lighting poles and power poles.</p>	<p>The existing project programmed in Council's Infrastructure Delivery Program does not include the full length of the creek to be rehabilitated. The current project includes the rectification of damage to the creek bank which is encroaching onto the cricket field.</p> <p>Most of the erosion that has taken place over the last few years is a natural process for creeks and rivers. Council does not intervene in natural creek morphology processes unless there is a need to protect Council infrastructure.</p> <p>Your concerns regarding the power poles have been forwarded to Endeavour Energy for action as they are the owners of those assets.</p>	<p>Continue to deliver the project as planned.</p> <p>Forward feedback to Endeavour Energy for action.</p>
12	Individual	Transport, active transport (missing links, Lake Illawarra)	<p>I'm wondering whether any consideration has been given to enhancing the cycleway around the lake?</p> <p>Currently the cycleway in east Dapto is a tiny island with no easy way to connect to the main cycleway around the lake.</p>	<p>Council appreciates your support for more active transport infrastructure.</p> <p>In 2025 we plan to complete the Lake Illawarra Shared Use Masterplan which will map the missing links, the known constraints (including land ownership considerations) and provide recommendations on the complex environmental.</p> <p>We are also preparing a 10 year cycling network plan which will have a plan to 'complete the journey' between suburbs and destinations to support the current 61 cycling and footpath projects committed to in the four year Infrastructure Delivery Program. A potential route around Lake Illawarra is being investigated as part of this network plan and considers elements such as land ownership.</p>	<p>Acknowledged.</p> <p>Continue to finalise the Lake Illawarra Shared Use Masterplan and 10 year Cycling Network Plan.</p>
13	Individual	Oxford Community Hall and Playground	<p>I would like to request that Council consider installing additional playground equipment at the same time the hall is being renovated. It seems counterproductive to complete all the renovation works — including the restoration of the surrounding grounds only to have them disturbed later in order to install playground equipment.</p>	<p>The works proposed on the Community Facility will involve contractors that specialise in building works. The works associated with the future improvements on the play space will be undertaken by specialist playground contractors. The works associated with the playground would not impact on the use of the community centre once construction is programmed.</p> <p>Council will seek to minimise disruption and will coordinate works accordingly.</p>	<p>Acknowledged.</p> <p>Continue to deliver the projects as planned.</p>

Draft Delivery Program 2025-2029 and Operational Plan 2025-2026 – SUBMISSIONS AND RESPONSES

Item	Author	Theme	Submission Summary	Response	Proposed Action
14	Individual	Parking in Helensburgh CBD	<p>I would like to request that Council actively monitor the current street parking situation in Helensburgh, particularly in the context of the proposed new Community Hall. While Council may consider existing parking to be sufficient, this does not reflect the lived experience of local residents.</p> <p>Recently when attending a Neighbourhood Forum meeting at 6.45pm, I had to circle the area four times before finding a park. This morning at 10.30am, while meeting friends for coffee, we again found it difficult to find a parking space.</p> <p>This issue impacts not only Helensburgh residents but also people from surrounding suburbs — from Waterfall to Scarborough — who rely on Helensburgh for shopping, services and community events. I encourage Council to take this concern seriously and consider reviewing both current and future parking needs for the area.</p>	<p>The Helensburgh Town Centre Plan recognises that in its current state, the town centre is filled with more cars than people and creates more conflicts for the pedestrians making their way to and from essential services made available in town. Its vision is to have well developed pedestrian, cycling and public transport connections for people of all ages and abilities. Council has been delivering the Helensburgh Streetscape Masterplan over the last few years including new and upgrades to pedestrian crossings, new and widened footpaths and a reduction in speed limit to 30km/h.</p> <p>Council will be investing in some modest car park upgrades on the periphery of the Helensburgh Town Centre, including:</p> <ul style="list-style-type: none"> • New parking integrated with the construction of the new Helensburgh Community Centre and Library project. • Construction of an overflow car park for Charles Harper Park constructed on the north-west side of Parkes and Waratah Streets intersection. This project has been introduced to the post-exhibition draft of Council's Infrastructure Delivery Program 2025-2026 - 2028-2029. 	<p>Acknowledged.</p> <p>Continue to deliver new parking integrated with the community centre and library, and construct overflow car park for Charles Harper Park.</p>
15	Individual	Transport; road condition and safety	<p>I urge Council to give urgent consideration to the condition of Lady Carrington Road near Otford Railway Station, particularly in light of the collapsed riverbank. While it is understood that full repairs may take time, it is critical that the roadside along this section is regularly maintained — ideally on a monthly schedule — to ensure pedestrian safety.</p> <p>Many local residents, including children, walk along this road to access train services for school and work, both north and south. Increasingly, parents from Helensburgh are also dropping children at Otford Station. However, many drivers are not observing the "one-lane" signage or adjusting their speed, creating a serious safety risk. This is particularly concerning for children walking along a narrow road with no footpath and limited visibility.</p> <p>I respectfully request that Council prioritise immediate roadside maintenance and short-term safety measures, including additional signage or traffic calming, until full repairs can be delivered.</p>	<p>Council can advise these works are currently underway and will be completed early in the 2025-2026 financial year.</p> <p>We will continue to monitor the interim arrangements until the completion of the recovery works.</p>	<p>Underway.</p>
16	Individual	Wind Factory proposal environmental effects and pedestrian safety concerns e-bikes and e-scooters	<p>What a waste of my time. Where is there any mention of the Wind Factory proposal. What is that going to do to our pristine environment?</p>	<p>Council acknowledges any large-scale infrastructure project can have environmental implications. Council understands that the Federal and State Governments who manage this project and approval processes are committed to thoroughly assess and manage the impacts in accordance with all relevant legislation and regulations.</p> <p>Detailed Environmental Impact Statement (EIS) is required to assess and mitigate potential effects on marine ecosystems, birdlife, fisheries and coastal communities. Any EIS will be placed on public exhibition which will provide an opportunity for community members and Council to review and provide submissions to request this project is delivered in a way that minimises social and environmental impacts.</p> <p>It is also important to consider the broader environmental context. The continued reliance on fossil fuels contributes significantly to climate change, ocean warming and acidification, sea level rise, increased frequency and extreme weather events such as bushfires and floods - all of which pose severe, long-term risks to our marine and coastal environments, local biodiversity and our communities. Transitioning to renewable energy sources, is a critical step in reducing greenhouse gas emissions and protecting ecosystems from far more damaging and far-reaching consequences for our environment.</p> <p>To confirm, the project is not specifically mentioned in our documents currently on exhibition as it is not a Council project. However, renewable energy projects align with Council's Sustainability and Climate Resilience goals.</p>	<p>Acknowledged.</p>

Draft Delivery Program 2025-2029 and Operational Plan 2025-2026 – SUBMISSIONS AND RESPONSES

Item	Author	Theme	Submission Summary	Response	Proposed Action
17	Individual	Safety concerns e-bikes and scooters	How are you going to manage the ever-increasing number of E-bikes and scooters that are a danger to the community?	<p>E-bikes and E-scooters are growing in popularity, and use is increasing within the Wollongong Local Government Area. There are regulations e-bikes must comply with, and e-bikes that meet the requirements can be used on public roads and road-related areas. Petrol-powered bicycles and other powered e-bicycles that do not meet the requirements are illegal and may only be used on private property. For more information on the regulations and requirements of e-bike use, please visit the Transport for NSW website.</p> <p>With respect to enforcement of e-bike or e-scooter use generally (i.e., dangerous riding, no helmet use or underage riding), such violations are a matter for NSW Police. This is no different to the enforcement responsibility for cyclists. Please refer any future safety concerns or requests regarding the use of private e-bikes or e-scooters directly to local Police or via the NSW Police Assistance Line on 131 444 which operates 24 hours a day, seven days per week.</p> <p>With increased people using our shared paths, we face challenges regarding the behaviour of users. Council's role is primarily one of education. We remain committed to working proactively with the community to deliver the message that it is the responsibility of all people to 'Share the path'.</p> <p>This information is conveyed on our website and is reinforced through our media and social network channels. Full details can be seen via https://www.wollongong.nsw.gov.au/places/parking-transport/e-scooters</p> <p>There are 61 cycling and footpath projects committed to in the four year Infrastructure Delivery Program to create more space for walking, cycling and e-scooters.</p>	Acknowledged. Continue to deliver safety education and awareness campaigns.
18	Individual	Active transport; footpaths	What's happening to the footpaths we were promised by the previous Lord Mayor.	<p>Council has reached out seeking additional information regarding this submission but did not receive a response prior to responses needing to be finalised.</p> <p>There are 61 cycling and footpath projects committed to in the four year Infrastructure Delivery Program to create more space for walking, cycling and e-scooters.</p>	Acknowledged.
19	Individual	Outdoor dining fee	<p>In relation to the proposal to reintroduce outdoor dining fees, I want to acknowledge and thank Council for the ongoing support and collaboration shown to Bevanda Bar, particularly regarding use of outdoor space.</p> <p>Our feedback focuses on what the return of fees means for the quality and usability of those areas. A recently approved construction site has significantly affected pedestrian access to our venue, impacting visibility and foot traffic. We're concerned about the fairness of paying for an outdoor space when access is currently so limited. We would appreciate clarity on how Council intends to manage these kinds of impacts moving forward.</p> <p>We also hope that reintroducing outdoor dining fees will be accompanied by a commitment to improving the safety and condition of public spaces. Globe Lane continues to face ongoing issues with public drinking, drug use and anti-social behaviour, often directly outside our premises. Just this morning, nine individuals were loitering in front of the venue. We regularly need to contact police before opening, and in the evenings, these individuals often return, sometimes becoming aggressive toward staff and patrons.</p> <p>If fees for using this space are to be reinstated, we believe it is reasonable to expect that the area is maintained to a higher and safer standard. We would welcome insight into how Council plans to address these concerns.</p>	<p>Council acknowledges the city continues to be transformed through investment and new developments, particularly within the CBD. Access to businesses in your location will be maintained for the duration of the nearby private development.</p> <p>Council continues to work with local agencies to ensure a safe city centre through Closed Circuit Television monitoring, lighting and engagement. There are also regular security patrols throughout Wollongong Central and Globe Lane to deter anti-social behaviour. The provision of outdoor dining opportunities on Council land is an important contributor to public safety through activation and increased passive surveillance.</p> <p>Council provided a waiver of fees for outdoor dining to support businesses during the COVID-19 period and acknowledges the current economic climate continues to be challenging for small business.</p>	Revise the proposed reintroduction of outdoor dining fees and extend the waiver period until 2028.
20	Individual	Outdoor Dining fees	Outdoor dining creates energy and builds on social cohesion and community spirit. Bringing back fees for outdoor dining and drinking is nothing more than a money grab by Council. Not wanted.	<p>The provision of outdoor dining opportunities on Council land aims to increase the amenity of public spaces and has been supported by Council now for several years, firstly as a response to COVID-19 and the need to support local businesses.</p> <p>It is acknowledged the current economic climate continues to be challenging for small business.</p>	Revise the proposed reintroduction of outdoor dining fees and extend the waiver period until 2028.

Draft Delivery Program 2025-2029 and Operational Plan 2025-2026 – SUBMISSIONS AND RESPONSES

Item	Author	Theme	Submission Summary	Response	Proposed Action
21	Individual	Skate Parks in Wollongong CBD	Build more skate parks (especially in Central Wollongong). So many towns and cities in Australia have skate parks near the beach or in other highly visited areas. Wollongong needs a skate park at MacCabe Park, Lang Park or in Stuart Park. The outdated and underwhelming skate ramps at the youth centre do not cut it.	There are a number of skate parks across the Local Government Area and three additional skate parks are being planned as part of the Infrastructure Delivery Program. Sites include the Northern Suburbs area and the City Centre area. In addition to this, a Skate Space is also being constructed at King George Park in Port Kembla that will be completed this year. Your feedback on potential locations is noted.	Acknowledged Already planned.
22	Individual	Public toilets Wollongong CBD	We need more public toilets in Wollongong CBD. The only Council public toilets in the Wollongong CBD are at MacCabe Park and inside Town Hall (when it is open). There is nothing if the shopping centres are closed. Parents with small children and the elderly need public toilets that are visible and easily accessed. There should be a 24 hour public toilet in the mall somewhere.	Wollongong City Council's Toilet Strategy 2019 to 2029 did not identify a need for additional public toilets within the Mall. The Strategy found that that public toilets are provided within 400m walking distance of most Council high use locations. 400 metres or four to 10 minutes walking to open space is generally considered a walkable distance. The Strategy included plans to upgrade or build new public toilets at Austinmer Beach, Wiseman Park, Baird Park (Stanwell Park south), Dapto Ribbonwood Centre Heininger Hall and Corrimall Library. Your request for a new public toilet within the Wollongong CBD Mall will be considered for funding in future years.	Acknowledged. Add to priority list for future consideration.
23	Individual	More tree planting in MacCabe Park and Wollongong CBD	We need more tree planting in parks and our streets. But more importantly, we need to look after trees that have been planted. For example, Council spent good money to plant a replacement avenue of trees in MacCabe Park (near Church Street and the Pioneer Hall). Most of these trees have died or are broken. For some reason Council has not noticed the health of these trees and their need for replacement. Plant more trees and look after them until they can look after themselves. Plant street trees along Swan Street (extend the street tree planting near the cemetery). Plant wildflowers in Wollongong Cemetery (and other cemeteries) to enhance looks and reduce high maintenance costs for grass cutting. Copy the work done in Melbourne General Cemetery.	Council has a funded tree planting program aimed at increasing canopy across the Local Government Area and since the inception of the Urban Greening Program in 2017 we have seen an increase in tree canopy from 23.9% to 27.5% (sourced via Aerometrix Survey Data). This improvement is pleasing and Council is committed to continuing tree planting across public land and promoting more trees on private land to achieve our target of minimum 35% by the year 2037. Council acknowledges your comments regarding maintenance of young trees more broadly and within MacCabe Park and has passed this feedback onto our operational team for action. Of note, the draft Delivery Program and Operational Plan proposes a new Masterplan for MacCabe Park commencing 2026-2027. Council's Commercial Operations team are proposing to trial planting wildflowers and native grasses within a small area at the Wollongong Cemetery during 2025.	Acknowledged.
24	Individual	Open Crown St Mall eastern end to one way traffic, widen footpaths; outdoor dining	Consider removing the eastern half of the mall. We would be better off with a one way street and parking. Wide footpaths with outdoor dining would be a big improvement on the dead section of the mall.	Council is currently preparing the Wollongong City Centre Movement and Place Plan, which includes the Crown Street Mall and its interaction with the surrounding streets and land. This place-based Plan, planned for Council adoption in 2025, aims to improve connectivity and enhances the overall liveability of the City Centre. Council does not currently have any plans in the Infrastructure Delivery Program to modify or upgrade Crown Street Mall. The Crown Street Mall is an area that needs to respond to adjacent land use changes. Council has approved several major developments, which are currently under construction, which supports increased numbers of people to this area and further economic activation. Council responding to these land use changes has driven the need to complete the City Centre Movement and Place Plan.	Acknowledged. Continue to develop the Wollongong City Centre Movement and Place Plan.

Draft Delivery Program 2025-2029 and Operational Plan 2025-2026 – SUBMISSIONS AND RESPONSES

Item	Author	Theme	Submission Summary	Response	Proposed Action
25	Individual	Building footpath network and removal of under-utilised CBD bike lanes	Keep building the footpath network throughout the city. Remove the under-utilised sections of the CBD bike lanes.	<p>Council appreciates your support for more active transport infrastructure.</p> <p>Council has an ongoing program for the construction of new footpaths throughout our Local Government Area (LGA). We currently have approximately 530 km of roads with footpath and 611 kms of roads without any footpaths.</p> <p>Council continues to invest funds in the development of active transport infrastructure through the footpath and cycle way program areas. Council also relies on state and federal funding to achieve the targets set out in our supporting documents such as the Wollongong Cycling Strategy 2030.</p> <p>We are currently preparing a 10 year Cycling Network Plan which will have a plan to 'complete the journey' between suburbs and destinations to support the current 61 cycling and footpath projects committed to in the four year Infrastructure Delivery Program. Many of these cycling projects are shared use paths to be used by all. We will continue to expand our walking and riding network through this planning work to create an active, connected city.</p> <p>Council and Transport for NSW real time data of the cycleways and shared paths have shown an increased usage by people riding bikes of around 75%. By facilitating the reduced vehicle speeds in Smith Street, people feel more confident cycling, and this has also contributed to a quieter and healthier street.</p>	<p>Acknowledged.</p> <p>Continue to deliver active transport infrastructure.</p> <p>Continue to develop the 10 year Cycling Network Plan.</p>
26	Individual	Building Gutters and Kerbs on George Avenue Bulli to contain stormwater	George Avenue, Bulli. George Avenue has recently been reconstructed. However, east from 6 George Avenue (northern and southern sides of the road) there are no gutters or kerbing. This means stormwater flowing east from 6 George Avenue is not contained. It seems somewhat nonsensical that the road has been reconstructed with no work to finish the kerbing and guttering (or, at least, not specifically mentioned in the draft document.	<p>We can confirm that works for kerb and guttering at this location are not listed in our current Infrastructure Delivery Program. While this location has been included for future investigation, overland flows follow natural contours. Council projects, such as kerb and gutter, try not to modify these flows, to avoid the transfer of issues between properties.</p> <p>Infrastructure projects are prioritised by the benefits they provide to the community, such as risk to property and life and the number of residents benefited, among other criteria. The highest ranked projects are considered for inclusion in our Infrastructure Delivery Program.</p> <p>Residents are encouraged to seek advice from an expert consultant to help manage stormwater runoff entering their property.</p>	<p>Acknowledged.</p> <p>Include location for future investigation.</p>
27	Individual	Cycleway maintenance, cycleway safety, south of the city cycleways	<p>I wish to highlight the critical need for improved cycling infrastructure in southern Wollongong, particularly the lack of maintenance and safe connectivity south of the city. While page 53 of the draft Plan refers to implementing actions from the Wollongong Cycling Strategy 2030, it does not specifically mention the Southern Cycleway or address the missing link between Port Kembla North Station, King Street and Shellharbour Road.</p> <p>This gap limits the development of a continuous and safe active transport corridor between northern suburbs and key southern destinations such as Warrawong, Kemblawarra, Lake Illawarra and Berkeley. The Southern Cycleway is an underutilised asset that, if extended and upgraded, could significantly improve safety, support sustainable commuting, improve access to public transport, and encourage healthier, more active lifestyles.</p> <p>In line with Council's commitment to expanding sustainable transport and reducing car dependency, I urge the inclusion of the following in the final Plan:</p> <ul style="list-style-type: none"> A clear commitment to upgrade and extend the Southern Cycleway; A dedicated action to investigate and deliver a safe cycling route from Port Kembla North Station to King Street and Shellharbour Road, with upgrades at key intersections such as Flinders Street and Spring Hill Road / Five Islands Road; and A commitment to maintain and improve existing cycle infrastructure to a high standard, with performance measures in place. <p>These actions would support Goal 2 – Connected, particularly Objectives 2.12 and 2.13, and broader community priorities around sustainability, accessibility and healthy living.</p>	<p>Council acknowledges the importance of cycling infrastructure throughout the Local Government Area.</p> <p>Council is currently preparing a 10 year Cycling Network Plan which will have a plan to 'complete the journey' between suburbs and destinations to support the current 61 cycling and footpath projects committed to in the four year Infrastructure Delivery Program. We will continue to expand our walking and riding networks through this planning work to create an active, connected city. We thank you for your submission because it assists us in advocating for and delivering real change for transport in our city.</p> <p>The Infrastructure Delivery Program includes new cycleway projects that will improve cycling connectivity within the southern suburbs, including the Military Road, Church Street to Olympic Boulevard - Shared User Path', programmed for design in financial year 2025-2026.</p>	<p>Acknowledged.</p> <p>Continue to deliver active transport infrastructure, including Five Islands Road/King Street/Flagstaff Road Intersection' (design – 2026-2027) and 'Military Road, Church Street to Olympic Boulevard - Shared User Path' (design 2025-2026).</p> <p>Continue to develop the 10 year Cycling Network Plan.</p>

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Item	Author	Theme	Submission Summary	Response	Proposed Action
28	Gracious Community Care	Helensburgh Pool Season Extension	<p>As the colder months approach, our community in Helensburgh faces a significant challenge. Many of our clients—including stroke survivors, older people and neurodiverse children—rely on swimming as a vital part of their therapy and recovery. However, with the local pool closed throughout autumn and winter, these individuals are forced to discontinue their aquatic therapy.</p> <p>The nearest alternative pools are in Sutherland and Corrimal, but these are too far for many of our clients to access, particularly when factoring in travel time and additional costs. This creates a major barrier to ongoing rehabilitation and wellbeing.</p> <p>We urgently need an all-year-round pool in Helensburgh to ensure that therapy can continue without interruption. Such a facility would make a meaningful difference to the health, wellbeing and quality of life of many community members.</p>	<p>Council is currently undertaking an Aquatic Facilities and Indoor Sports Strategy, where feedback on how the community wish to use their aquatic facilities will be collected and matched against our current operating levels, including service needs and operating hours of our current facilities. Community consultation is expected to start from June 2025 and the Strategy finalised by the end of 2025. Feedback on this matter will be included within this Strategy development.</p>	<p>Continue to develop the draft Aquatic Facilities and Indoor Sports Strategy.</p>
29	Individual	Helensburgh Pool	<p>Please leave the Helensburgh pool how it is, which is free for the community.</p> <p>We are a low-income family living in Helensburgh and having access to a free pool to enjoy whenever we like is a blessing and a relief to take kids out somewhere fun.</p>	<p>Council acknowledges the importance of free community pools for all to enjoy. There are currently no plans to implement entry fees at Helensburgh Pool. It remains free for the community.</p> <p>Furthermore, work on refurbishing Helensburgh Pool will aim to begin this calendar year, with a focus on delivering a safer, more accessible and reliable facility.</p>	<p>Acknowledged.</p> <p>No proposed amendment to fees and charges for Helensburgh Pool.</p>
30	Individual	Transport; pedestrian safety; active transport (Corrimal)	<p>I have previously met with Council representatives on this matter and would like to recommend the installation of a painted pedestrian crossing near 20 Railway Street, East Corrimal, to improve pedestrian safety and connectivity.</p> <p>This location serves a large number of residents, including families living in medium-density housing along Park Road and its surrounding streets. I have personally witnessed two near-accidents at this intersection and believe a crossing is essential to help people travel to and from Corrimal Station more safely. The area is particularly busy, located between Memorial Drive and Pioneer Road, and traffic is expected to increase with future developments, including The Works.</p> <p>A pedestrian crossing at this location would also benefit people catching buses travelling both north and south, and children attending Corrimal East Public School two blocks away, as well as those accessing Coolgardie Children's Centre from the opposite direction.</p> <p>I believe this proposal aligns with Council's Connected community goal by supporting safe, walkable access to public transport and encouraging active travel. It would also improve safety along the popular shortcut route through Phil Adams Park to Corrimal Station.</p>	<p>There is a pedestrian refuge project funded by the NSW Government to improve pedestrian access to Corrimal Station. This refuge is planned to be located between the railway line and Duff Parade which will complement future crossing opportunities delivered with the Corrimal Cokeworks development west of the railway line. Council is exploring options to deliver an alternative lower cost priority crossing treatment between Duff Parade and Park Road within the bounds of the existing funding grant.</p> <p>A crossing at this location has been included on Council's infrastructure Request List for consideration of future funding regardless of the potential existing grant funding project changed outcome.</p>	<p>Acknowledged.</p> <p>Continue to deliver pedestrian access works at Corrimal Station.</p> <p>Add pedestrian crossing to Council's Infrastructure Request List for future consideration and funding.</p>
31	Individual	Recreation facilities (pools)	<p>Wollongong is a large regional centre but still lacks a 50m indoor heated pool. This is disappointing and needs rectifying.</p>	<p>Council is currently undertaking an Aquatic Facilities and Indoor Sports Strategy, where feedback on how the community wish to use their aquatic facilities will be collected and matched against our current operating levels, including additional recreational infrastructure at our pools. Community consultation is expected to start from June 2025, and the Strategy finalised by the end of 2025. Feedback on this matter will be included within this Strategy development.</p>	<p>Acknowledged.</p> <p>Continue to develop the draft Aquatic Facilities and Indoor Sports Strategy.</p>
32	Individual	Transport; active transport	<p>Dedicated cycleway needed north of Thirroul to improve safety.</p>	<p>Council is committed to investing in active transport and improving pedestrian safety.</p> <p>We are currently preparing a 10 year Cycling Network Plan which will have a plan to 'complete the journey' between suburbs and destinations to support the current 61 cycling and footpath projects identified in the four year Infrastructure Delivery Program. We will continue to expand our walking and riding network through this planning work to create an active, connected city.</p> <p>Council continues to invest funds in the development of active transport infrastructure through the footpath and cycle way program areas. Council also relies on state and federal funding to achieve the targets set out in our supporting documents such as the Wollongong Cycling Strategy 2030.</p> <p>Key projects programmed within Council's Infrastructure Delivery Program to improve cycling connectivity north of Thirroul include the delivery of:</p> <ul style="list-style-type: none"> Grand Pacific Walk - Austinmer Grand Pacific Walk - Headlands Avenue to Coledale 	<p>Acknowledged.</p> <p>Continue to deliver active transport infrastructure, including identified projects 'Grand Pacific Walk – Austinmer' and 'Grand Pacific Walk - Headlands Ave to Coledale'.</p> <p>Continue to develop the 10 year Cycling Network Plan.</p>

Draft Delivery Program 2025-2029 and Operational Plan 2025-2026 – SUBMISSIONS AND RESPONSES

Item	Author	Theme	Submission Summary	Response	Proposed Action
33	Individual	Transport; active transport	<p>As a Wollongong Council resident, I'm writing to ask:</p> <ul style="list-style-type: none"> a priority cycling link is provided separated cycling paths are provided (shared cycleways are no longer sufficient) more details about the cycling infrastructure proposed are provided so that cyclists can provide constructive feedback. 	<p>Council acknowledges your support for more active transport infrastructure.</p> <p>Guidelines for cycling facilities have evolved over the past few years and we are nearing the completion of our Cycling Network Plan of local road infrastructure which will drive our infrastructure program for the next 10 years to improve connectivity. This will deliver on multiple actions of the Wollongong Cycling Strategy 2030.</p> <p>A key component of this Plan will be an overview of the types of cycling facilities with consideration of the existing road environment. Separated cycleways are certainly the preferred treatment for key cycling routes along our foreshore and other priority routes. However, due to our financial constraints and the physical constraints of being a largely developed city, a mixture of dedicated paths, shared paths and on-road cycling Quietways (where road users share the space in a low-speed environment) will be delivered to achieve Wollongong's cycling network.</p> <p>Council is proud to have continued cycling advocacy and during the past five years, active transport investment has exceeded the United Nations recommendations, with at least 20% of the transport budget going towards investment in active transport. We can use this good news and momentum to advocate for the NSW Government to do the same.</p> <p>Details regarding individual cycleway projects will be consulted with the community early in the design of each project. Please monitor the 'Our Wollongong' website for more details.</p>	<p>Acknowledged.</p> <p>Continue to develop the 10 year Cycling Network Plan.</p>
34	Individual	Property acquisition; open and green space	<p>The strategic plan should include the acquisition of approximately 7 hectares of land at Lot 303 Amy Street, Thirroul (formerly known as the Ray Hannah land). This site is the missing link in the green corridor that follows Hewitt's Creek between the escarpment and the sea.</p> <p>If brought into public ownership, the land would provide a valuable green space for the community and enable important flood mitigation works to help protect lower-lying homes on Hamilton Road and Corbett Avenue.</p> <p>This land should have been acquired more than 20 years ago, as recommended in several government reports, including the 2003 NSW State Commission of Inquiry into Sandon Point. Council is urged to address this longstanding issue and acquire the land without further delay.</p>	<p>Council acknowledges community support for public ownership of the subject lands. A proposal was submitted to Council and was considered, however, there are currently no plans by Council to acquire this land parcel.</p> <p>With respect to the potential to incorporate flood mitigation measures, it is noted that the land is located downstream of adjoining residential areas and relatively close to the coastline. The current Floodplain Risk Management Strategy does not identify nor propose any flood mitigation measures on this lot.</p>	<p>Acknowledged.</p>
35	Illawarra Academy of Sport	Contributions and donations - request for increased financial support, Illawarra Academy of Sport	<p>The Illawarra Academy of Sport (IAS) thanks Wollongong City Council for its longstanding support since our founding in 1985. As a foundation member, Council has played a critical role in supporting the development of local athletes, many of whom have gone on to represent Australia at the highest levels.</p> <p>As we mark our 40th anniversary, we respectfully request an increase in Council's annual contribution to \$56,000 for 2025–2026, with CPI-linked increases in future years. This uplift would help sustain our fee-free athlete scholarship program, which removes financial barriers to participation for talented young people across the region.</p> <p>Wollongong's population has grown by 10% since 2012 and now represents 45% of the IAS catchment. In 2024–2025, we received 200 nominations from Wollongong residents, with 48% of scholarships awarded to local athletes. However, Council's current contribution of \$44,000 represents only 39% of total local government funding and is around \$150 less per athlete than other participating councils.</p> <p>An increase in funding would allow IAS to support more Wollongong-based athletes, particularly as we approach the Brisbane 2032 Olympic Games. From 2025–2027, Wollongong will also host the NSW Regional Academies of Sport Netball Challenge, bringing thousands of visitors to the city and contributing to the local economy.</p>	<p>Council is proud to be a foundation member of the Illawarra Academy of Sport (IAS) and supports the work of the IAS towards athlete development within the Wollongong Local Government Area. Contributions in the forward budget are indexed and increase by CPI each year.</p>	<p>Acknowledged.</p>

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Item	Author	Theme	Submission Summary	Response	Proposed Action
36	Russell Vale Golf and Social Club Ltd	Russell Vale Golf Club Fees	<p>Russell Vale Golf and Social Club is a volunteer-run, not-for-profit organisation with over 600 members, most of whom are local residents and seniors. The Club operates under a licence agreement with Council, allowing use of the clubhouse and scheduled competition tee times at the Russell Vale Golf Course.</p> <p>Club competitions account for approximately 16,000 rounds of golf each year, generating around \$324,000 in course fees, with a further \$12,800 contributed annually to the Course Development Fund. The Club is a longstanding and active partner in the course's operation and a valued community hub.</p> <p>The Club is concerned that the proposed 2025–2026 Club Competition Fee increases range from 5.56% to 10.34%, well above the current CPI of 2.4%. While a fee freeze is preferred, the Club proposes a more modest increase of 50 cents per round—equating to 2.78% to 4.55%—to assist with Council expenses while remaining affordable for members.</p> <p>The Club views this as a fair and reasonable compromise, particularly in light of ongoing cost-of-living pressures, and hopes Council will consider revising the draft fees accordingly.</p>	<p>As part of the review of fees and charges, Council reviewed golf courses across the region as well as similar courses across the Greater Sydney and South Coast region to propose fees for the 2025-2026 financial year.</p> <p>Council will continue to review the offerings of the Russell Vale Golf Course and work with the Golf Club to ensure maximum use of the course.</p>	<p>Acknowledged.</p> <p>Continue to work with Russell Vale Golf Club to support offerings and utilisation.</p>
37	Individual	Transport; pedestrian safety	<p>I am requesting that funding be allocated to improve pedestrian safety at the Church and Wentworth Street intersection in Port Kembla. Despite the area being recently classified as dangerous by the road authority, no funding appears to be included in the draft Operational Plan 2025–2026.</p> <p>Greater safety measures are urgently needed. Vehicles, bicycles and trucks are either unaware of the crossing or are ignoring pedestrians. I have personally experienced several near misses, including while walking with my child in a pram. Many others in the community have raised concerns about this intersection, with both adults and children reporting high-risk incidents.</p> <p>This is a highly distracting environment for drivers, with multiple signs, a busy petrol station, and inconsistent speed limits—40, 50 and 60 km/h—all within a 50-metre stretch. The presence of a childcare centre should already justify a permanent 40 km/h limit. The sale of AdBlue at the BP station draws heavy transport vehicles into this location, and I believe this service should be relocated to the nearby industrial area.</p> <p>Traffic calming measures are essential. A roundabout, speed humps, improved parking, or pedestrian crossing lights should be explored. Action must be taken before someone is seriously injured or killed. This issue requires immediate attention and funding.</p>	<p>Pedestrian safety is critically important and Council is committed to delivering transport infrastructure improvements across the Wollongong Local Government Area, with numerous projects identified in the four year Infrastructure Delivery Program (IDP). Each project within the IDP is considered and prioritised based on several factors such as land use, strategic alignment, road safety, residential density, proximity to business centres, medical services, educational facilities and accessibility of public transport. More information regarding how Council prioritises investment in new traffic facility infrastructure is available on Council's website.</p> <p>Our staff have completed a preliminary assessment of pedestrian safety at the Church and Wentworth Streets intersection in Port Kembla and have included an upgrade within Council's 'transport innovations' pilot program to improve pedestrian safety across the city during 2024-2025. This scope of the project includes the installation of speed cushions on both approaches to the existing at-grade pedestrian crossing on Church Street, with works programmed this calendar year.</p> <p>As supported by the endorsed Port Kembla 2505 Revitalisation, in the long term a raised pedestrian crossing is the preferred option, which is included on Council's request list and is subject to future funding.</p> <p>Transport for NSW has advised they support Council's request for a speed zone change along Church Street from 60km/hr to 50 km/hr. This will improve pedestrian safety and reduce crash severity. Transport for NSW anticipate these changes will be implemented in July 2025, following the installation of signage.</p>	<p>Acknowledged.</p> <p>Include location in Council's transport innovation program.</p> <p>Retain raised crossing solution in Council's infrastructure request list.</p> <p>Work with Transport for NSW to implement reduced speed zones.</p>

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Item	Author	Theme	Submission Summary	Response	Proposed Action
38	Individual	Transport; pedestrian safety	<p>Lack of inclusion of the dangerous crossing at Church and Wentworth Streets in Port Kembla in the draft plan.</p> <p>As a parent of small children, I find the intersection confusing and unsafe for both drivers and pedestrians. I often need to cross both streets in succession, and when multiple cars are present, visibility is poor. On several occasions, vehicles have failed to see me and crossed in front—collisions were only avoided because I was able to react quickly.</p>	<p>Pedestrian safety is critically important and Council is committed to delivering transport infrastructure improvements across the Wollongong Local Government Area, with numerous projects identified in the four-year Infrastructure Delivery Program (IDP). Each project within the IDP is considered and prioritised based on several factors such as land use, strategic alignment, road safety, residential density, proximity to business centres, medical services, educational facilities and accessibility of public transport. More information regarding how Council prioritises investment in new traffic facility infrastructure is available on Council's website.</p> <p>Our staff have completed a preliminary assessment of pedestrian safety at the Church and Wentworth Street intersection in Port Kembla and have included an upgrade within Council's 'transport innovations' pilot program to improve pedestrian safety across the city during 2024-2025. This scope of the project includes the installation of speed cushions on both approaches to the existing at-grade pedestrian crossing on Church Street, with works programmed this calendar year.</p> <p>As supported by the endorsed Port Kembla 2505 Revitalisation, in the long term a raised pedestrian crossing is the preferred option, which is included on Council's request list, and is subject to future funding.</p> <p>Transport for NSW has advised they support Council's request for a speed zone change along Church Street from 60km/hr to 50 km/hr. This will improve pedestrian safety and reduce crash severity. Transport for NSW anticipate these changes will be implemented in July 2025, following the installation of signage.</p>	<p>Acknowledged.</p> <p>Include location in Council's transport innovation program.</p> <p>Retain raised crossing solution in Council's infrastructure request list.</p> <p>Work with Transport for NSW to implement reduced speed zones.</p>
39	Individual	Outdoor dining fees; public safety	<p>Our feedback is mainly around what the return of outdoor dining fees means for the quality and usability of those outdoor areas. For example, the recently approved construction site has significantly impacted pedestrian access to our venue, affecting both visibility and foot traffic. We're concerned about the fairness of paying for an outdoor space when access is so compromised and would appreciate clarity on how these impacts will be managed moving forward.</p> <p>We're also hoping that the return of fees comes with a commitment to improving the safety and standard of public spaces. Globe Lane continues to have serious ongoing issues with public drinking, drug use, and anti-social behaviour—often directly outside our venue. This morning alone, there were nine individuals loitering in front of the premises, and we regularly need to contact police before opening. In the evenings, these individuals often return, harassing patrons and staff—sometimes becoming aggressive.</p> <p>If we are expected to begin paying again for the use of this space, we believe it's reasonable to expect that the area is maintained to a higher and safer standard. We'd appreciate insight into how Council plans to address these concerns.</p>	<p>Council continues to work with local enforcement agencies to ensure a safe city centre through Closed Circuit Television monitoring, lighting and engagement. There are also regular security patrols throughout Wollongong Central and Globe Lane to deter anti-social behaviour. The provision of outdoor dining opportunities on Council land is an important contributor to public safety through activation and increased passive surveillance.</p> <p>Council provided a waiver of fees for outdoor dining to support businesses during the COVID-19 period and acknowledges the current economic climate continues to be challenging for small business.</p>	<p>Revise the proposed reintroduction of outdoor dining fees and extend the waiver period until 2028.</p>
40	Individual	Transport; active transport; bike racks	<p>Would like to see more bike racks at all Wollongong city car parks. The one I use often is the Mary Street one in Thirroul. Would be good at the northern end where most people enter the beach area.</p>	<p>Residents and visitors are enjoying cycling around our region in increasing numbers. Council has received requests for additional bike racks to be installed at several key locations and additional bike parking at community facilities has been added to our Infrastructure Request list. Works for the installation of new bike racks have been programmed for this financial year with the allocated budget in the Infrastructure Delivery Program and this location will be considered.</p> <p>As part of the Wollongong Cycling Strategy 2030, Council ran a Bicycle Parking Program where feedback was sought from the community regarding locations for bicycle parking. Popular locations included busy areas near shops, beaches, playgrounds and public transport.</p> <p>Within our Bicycle Parking Program there will be opportunities in future years for additional bike parking to be installed in other locations. Your suggestion of bicycle parking at the northern end of the Mary Street car park in Thirroul has been added to Council's Infrastructure Request List.</p>	<p>Include location for consideration in future bicycle parking program.</p>

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Item	Author	Theme	Submission Summary	Response	Proposed Action
41	Warrawong Residents Forum	Support for Southern Suburbs Community Centre and Library project	<p>We specifically request:</p> <ol style="list-style-type: none"> 1. The Southern Suburbs Library and Community Centre is built as outlined in the Design Plan with full resource allocation. This project that has taken over 20 years to reach the construction phase and the surrounding communities merit the best that can be delivered. 2. Concrete commitments to facility improvements specifically for Warrawong. 	<p>Council remains committed to the delivery of this project and understands its importance to the community. As such, the draft budget and Infrastructure Delivery Program placed on public exhibition included sufficient budget towards the construction of the Community Centre and Library and to fund the ongoing operational and maintenance requirements. Demolition is nearing completion and construction is programmed to commence early in the 2025-2026 financial year.</p> <p>Council continues to advocate for and seek external funding contributions from both the NSW and Commonwealth Governments towards the construction of this significant community infrastructure. Grant funding will offset the committed Council funding.</p>	Already planned.
42	Individual	Transport; road and pedestrian safety	<p>The intersection of Church and Wentworth Streets in Port Kembla does not appear to have any proposed improvements in the draft plan.</p> <p>Cars travelling north on Wentworth Street cannot see traffic approaching from either direction on Church Street due to the slope of the road. A simple and cost-effective solution would be to install convex mirrors at the corner of the community centre and the BP service station to improve visibility. These mirrors are commonly used across Europe to assist with road safety in similar conditions and could help avoid the need for a costly roundabout.</p> <p>Another intersection that could benefit from a convex mirror is at Surfside Drive and Cowper Street, where drivers turning onto Cowper Street have limited visibility of oncoming traffic.</p>	<p>Pedestrian safety is critically important and Council is committed to delivering transport Infrastructure improvements across the Wollongong Local Government Area, with numerous projects identified in the four year Infrastructure Delivery Program (IDP). Each project within the IDP is considered and prioritised based on several factors such as land use, strategic alignment, road safety, residential density, proximity to business centres, medical services, educational facilities and accessibility of public transport. More information regarding how Council prioritises investment in new traffic facility infrastructure is available on Council's website.</p> <p>Our staff have completed a preliminary assessment of pedestrian safety at the Church and Wentworth Streets intersection in Port Kembla and have included an upgrade within Council's 'transport innovations' pilot program to improve pedestrian safety across the city during 2024-2025. This scope of the project includes the installation of speed cushions on both approaches to the existing at-grade pedestrian crossing on Church Street with works programmed this calendar year.</p> <p>As supported by the endorsed Port Kembla 2505 Revitalisation, in the long term a raised pedestrian crossing is the preferred option, which is included on Council's request list and is subject to future funding.</p> <p>Transport for NSW has advised they support Council's request for a speed zone change along Church Street from 60km/hr to 50 km/hr. This will improve pedestrian safety and reduce crash severity. Transport for NSW anticipate these changes will be implemented in July 2025, following the installation of signage.</p> <p>We generally don't support the installation of convex mirrors at intersections as they create several road safety and driver perception issues. They can distort images, making it difficult to judge distances and speeds and are less effective in low-light conditions.</p>	<p>Acknowledged.</p> <p>Include location in Council's transport innovation program.</p> <p>Retain raised crossing solution in Council's infrastructure request list.</p> <p>Work with Transport for NSW to implement reduced speed zones.</p>
43	Individual	Transport; active transport	<p>As a resident of Port Kembla, I support efforts to encourage cycling and walking over driving, particularly for local trips within Port Kembla. However, there are a few barriers that make this difficult—especially for people using prams or beach trolleys.</p> <p>Most streets in Port Kembla are not accessible for prams and trolleys. When a footpath ends, the gutter height often prevents safe crossing to the opposite footpath. Many bus stops are also inaccessible for prams and trolleys for the same reason.</p> <p>This leads to unsafe behaviour, such as pushing prams or trolleys on the road, or discourages walking altogether. As a result, people are more likely to drive to places like the beach, pool or local cafés, which increases traffic and parking demand.</p>	<p>Council recognises the benefits of alternative transport modes and is committed to investing in active transport infrastructure as identified in the draft Infrastructure Delivery Program.</p> <p>Most of the funding within the Infrastructure Delivery Program is allocated to the maintenance and renewal of the existing infrastructure. A much smaller portion of funding is allocated to new and upgrades to infrastructure.</p> <p>The draft Infrastructure Delivery Program includes several active transport projects in Port Kembla including Five Islands Road/King Street/Flagstaff Road Intersection Shared path, and Military Road, Church Street to Olympic Boulevard - Shared Path.</p> <p>We receive many requests each year for new infrastructure and improvements to existing facilities. To improve pedestrian accessibility and safety, we have an ongoing program of footpath construction, which includes pedestrian refuges and kerb ramps. With the budget available, sites are selected and prioritised based on several factors such as road traffic volumes, residential density and proximity to business centres, services, educational sites and public transport. More information regarding Council's approach to prioritising investment in new traffic facilities, footpaths and shared paths is available on our website.</p>	<p>Acknowledged.</p> <p>Shared pathway proposed in the IDP to beach/pool along Military Road, Church Street to Olympic Boulevard.</p>

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Item	Author	Theme	Submission Summary	Response	Proposed Action
44	Individual	Transport; traffic; road and pedestrian safety	<p>I'm not sure that local traffic issues are adequately addressed in the draft plans currently on exhibition.</p> <p>The right-hand turn into Station Street is extremely difficult for drivers heading to Austinmer or beyond. It often requires merging into the left lane, but if cars are parked outside the pub, drivers must quickly shift back into the right lane and then back again—creating a chicane-like effect that is unsafe and confusing.</p> <p>Additionally, another bridge over the railway line at Thirroul is urgently needed. A single lane in each direction is no longer sufficient, particularly on weekends when traffic volumes are high.</p> <p>The sale of Thirroul Plaza and the potential for many more residential units would only make these problems worse.</p>	<p>Road and traffic safety is an important element of Council's transport service planning and delivery. As Lawrence Hargrave Drive is classified as a State/Regional Road it is under the control of NSW Government via Transport for NSW, who are responsible for transport movement improvements including the bridges over the railway line and traffic turning at key intersections such as Station Street and Lawrence Hargrave Drive.</p> <p>We have included the request for intersection improvements on this State road for discussion at Council's regular meetings with Transport for NSW.</p> <p>Transport for NSW undertook a project in 2023 that reviewed the Thirroul Town Centre area. This project identified the need for improvements for pedestrian crossings and intersection improvements. TfNSW will continue to provide updates to Council as they progress investigations into the suitability and benefits of the proposed treatments at this location.</p>	Continue to advocate to Transport for NSW for implementation of identified improvements.
45	Individual	Transport; active transport; public seating.	<p>Bulli - beach side (eastern side of cycleway) opposite 34 South Cafe. Request additional seating in cleared open space across from bike/ walking path.</p>	<p>The majority of funding within the infrastructure Delivery Program is allocated to the maintenance and renewal of the existing infrastructure. A much smaller portion of funding is allocated to new and upgrades to infrastructure. Your request for seating along the shared path opposite the 34 South Cafe in Bulli has been added to Council's Infrastructure Request list for funding consideration in future programs.</p>	Added to Council's Infrastructure request list for future consideration.
46	Individual	Community facilities	<p>I support the urgent allocation of funding to complete the new Warrawong Community Centre and Library at King Street, Warrawong.</p> <p>This vital project must be prioritised in the Wollongong City Council Infrastructure Delivery Program to ensure that our community—one of the most under-resourced in the region—has access to a safe, accessible and purpose-built hub for essential services, connection and support.</p>	<p>Council remains committed to this project and understands the importance of this project to the community. The draft budget and Infrastructure Delivery Program placed on public exhibition included allocated budget to deliver this project in full. Construction is programmed to commence early in the 2025-2026 financial year.</p> <p>Council continues to advocate for and seek external funding contributions from both the NSW and Commonwealth Governments towards the construction of this significant community infrastructure. Grant funding will offset the committed Council funding.</p>	Already planned.
47	Individual	Public and pedestrian safety	<p>There is a complete lack of lighting along the footpath and bike track behind and beside WIN Stadium, which poses a serious public safety issue—particularly for women, but also for the wider community.</p> <p>I walk this area early in the morning before sunrise, and it is pitch black and frightening. I know I am not alone in this concern. The lack of lighting also affects bike safety, especially as not all riders use lights.</p> <p>I note that Council highlights lighting and safety on its website, but in this case, I would question whether those principles are being upheld. Lighting should be installed along this pathway to make it safer for everyone who uses it.</p>	<p>Council is committed to improving community safety via a range of programs and projects. Given the risk identified at this location, Council will pilot the installation of solar lighting along this segment of Grand Pacific Walk. A project will be introduced into Council's post-exhibition draft Infrastructure Delivery Program to commence design of this lighting solution during the 2025-2026 financial year.</p>	Include a design project in 2025-2026 for installation of solar lighting at this location.
48	Individual	Recreation facilities; pool maintenance and opening hours	<p>The draft plans do not appear to adequately address the level of service provided to ratepayers, particularly in relation to maintenance of broken tiles and access to outdoor heated pools.</p> <p>Currently, these pools close at 2pm on weekends and 5.45pm on weekdays for half the year. The café and pool shop also close during this time. These hours significantly limit access—especially for working residents who commute, and for people with weekend sport or employment who are unable to attend before closing.</p> <p>Other local government areas, such as Sutherland, keep their pools open much later. It is not acceptable that residents in Wollongong are denied access to swimming facilities for such an extended period, particularly given the known health benefits of regular swimming and the needs of an ageing population.</p> <p>Bike tracks are now too busy to safely exercise on, and for many older people, the heated pool is the only suitable form of exercise—especially for those managing arthritis or joint issues. If Council is serious about supporting community health, it must ensure year-round access to these essential aquatic facilities.</p> <p>While everything comes at a cost, heated pools play a vital role in hydrotherapy and active ageing. It is 2025—not 1965—and with Wollongong residents paying some of the highest rates in the region, I do not believe we are being well served when it comes to aquatic facilities.</p>	<p>While Council understands some members of the community would like many of our pools to remain open longer, the nine Council pools within the Wollongong Local Government Area are currently subsidised by approximately \$8M annually, which makes the extension of operating any of the pools a difficult proposition, as no additional funding is available for extended dates and hours. While Sutherland does have pools that remain open for longer operating hours, their aquatic entry fees are currently double the entry fees of the fee-based pools operated by Wollongong.</p> <p>While there currently aren't any plans to extend the operating hours at Corrimal Pool, Council is currently undertaking the development of an Aquatic Facilities and Indoor Sports Strategy, where feedback on how the community wish to use aquatic facilities and rock pools will be collected and matched against existing service levels, including the operating dates and hours of community pools. Feedback on this matter will be included within the above strategy development.</p> <p>Maintenance items of cracked tiles and other items of this nature are planned and rectified over each winter period.</p>	<p>Continue to develop the Aquatic Facilities and Indoor Sports Strategy and include this submission as feedback.</p> <p>Carry out winter maintenance schedules as planned.</p>

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Item	Author	Theme	Submission Summary	Response	Proposed Action
49	Individual	Transport; active transport; pedestrian safety	<p>I am disappointed and dismayed to see that footpaths for Macarthur Avenue and Strone Avenue in Mount Ousley no longer appear in the draft Operational Plan and budget. I ask that this be reviewed and reinstated.</p> <p>This route is heavily used by vehicles and pedestrians, including schoolchildren, parents with prams, joggers and walkers. It is one of only two routes connecting Cabbage Tree Lane to Old Mount Ousley Road. While relatively quiet during the middle of the day, the area becomes very busy during school drop-off and pick-up times, and when tradespeople finish work.</p> <p>Students from multiple schools pass my home during school terms, including Mount Ousley Public School, the Montessori School, Good Samaritan Catholic School, Keira High School and Wollongong High School of the Performing Arts.</p> <p>I recall footpath planning being included in the budget a few years ago, and a section was completed at the top of Macarthur Avenue. However, it was not finished and now appears to have been removed from Council's plans.</p> <p>I invite someone from Council to try walking safely at 3pm from Mount Ousley Public School to my home at 4 Strone Avenue. It's difficult for adults and even harder for children. It's risky and dangerous and needs to be addressed.</p>	<p>Council is not aware of any previous commitments regarding the construction of new footpaths along Macarthur Avenue and Strone Avenue.</p> <p>Each year Council receives more requests for footpaths, shared paths and cycleways than available funding. Like most cities, we have some streets with no formal footpaths and the majority of streets have footpaths on one side. With the budget available for footpath construction, sites are selected and prioritised based on several factors including road profile, traffic volume, residential density, proximity to businesses, retail centres, educational facilities, hospitals and connection points for public transport. More information about how Council prioritises footpaths and cycleways can be found on our website.</p> <p>Your suggestion regarding new footpaths along Macarthur Avenue and Strone Avenue will be added to Council's Infrastructure Request List for consideration in future years.</p> <p>Council has also established a Safer Routes to School Working Group, made up of Council engineers, planners and our Road Safety Officer to review road safety conditions across all 84 Schools in the Wollongong Local Government Area. As part of the Safer Routes to School Program, Council staff prepare a Draft Safer Routes to School Report which incorporates a review of signs, lines, infrastructure and the behaviours around schools. These reports will also identify short/medium/long term plans to improve safety around schools, promote public transport and encourage walking and cycling to school. Your suggestions regarding new footpaths along Macarthur Avenue and Strone Avenue in Mount Ousley will also be referred to the Safer Routes to School Working Group for consideration.</p>	Add location Council's infrastructure request list and refer to the Safer Routes to School Working Group for consideration.
50	Neighbourhood Forum 7	Support for included projects (transport and stormwater)	<p>The Forum is pleased to note the substantial number of works scheduled for construction in the 2025–2026 financial year and welcomes the inclusion of several priorities it has previously advocated for in the draft Infrastructure Delivery Program.</p> <p>In particular, the Forum supports the inclusion of the Lake Illawarra Cycleway gabion retaining wall and the construction of a Stormwater Quality Improvement Device (SQID) at Port Kembla Beach.</p>	<p>Council appreciates this feedback and is working towards delivering the projects acknowledged.</p>	Continue to deliver identified projects as planned.
51	Neighbourhood Forum 7	Lack of infrastructure programming for Cringila and Windang	<p>It is notable that no infrastructure works are scheduled across the four-year period for Cringila and Windang under the headings of Transport Services, Footpaths/Cycleways and Transport Nodes, and Stormwater Management.</p> <p>The Forum would welcome confirmation from Council as to whether an audit has been undertaken to assess the projected need for works under these categories in Cringila and Windang.</p>	<p>Council undertakes regular periodic inspections of all of its assets based on infrastructure type, not suburb. Council has recently completed comprehensive asset condition inspections and assessments for roads, footpaths and shared paths across the Wollongong Local Government Area. This data is currently being analysed and will inform future programs and priorities for these asset classes.</p> <p>In addition to capital investment, Council has recently commenced an Intelligent Defect Management (IDM) trial where cameras were installed on Remondis Recycling trucks to identify road defects. The cameras monitor the road condition every fortnight and footage from the cameras is assessed using artificial intelligence (potholes, road cracks or damage). The data is then triaged, prioritised and sent to Council's bitumen patch crews as a work order and crews sent out to repair the road defect. The number of potholes and patching is monitored in the system and interim treatments considered where general maintenance activities are no longer cost effective.</p> <p>Council has an ongoing program of stormwater Closed Circuit Television inspections to identify and define priorities for investment in Council's stormwater network.</p> <p>Council has two projects in Cringila for Stormwater Management; 2 Newcastle Street, pipe reline (Construction – 2025-2026), and 13 Cringila Street, pit reconstruction (Design – 2025-2026, Construction – 2026-2027).</p>	Acknowledged.

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Item	Author	Theme	Submission Summary	Response	Proposed Action
52	Neighbourhood Forum 7	Lake Illawarra Cycleway Gabion Retaining Wall	The Forum is very pleased to note that the Lake Illawarra Cycleway Gabion Retaining Wall has been given the priority it deserves and looks forward to the commencement of work in the 2025-2026 financial year. It will be informative if Council could provide an insight as to how the work will be executed and how it will impact on cycleway users?	Council acknowledges the importance of this project and, as such, this project has commenced earlier than planned. We appreciate your feedback regarding the necessity of these works. Unfortunately, there is no way that Council can safely undertake the works without temporarily closing off the cycleway during construction. This is due to the need for large excavators and trucks needing to traverse across pedestrian and cyclist travel paths to complete these works. Council has provided a safe detour via Northcliffe Drive which is well signposted. Notification letters were sent to all impacted residents backing onto Northcliffe Drive, Berkeley.	Acknowledged. Continue delivery of identified project as planned.
53	Neighbourhood Forum 7	Port Kembla Beach Stormwater Quality Improvement Device	The Forum is very pleased to note that the Port Kembla Beach Stormwater Quality Improvement Device project has been given the priority it deserves and looks forward to the commencement of work in the 2025-2026 financial year.	Council appreciates this feedback and acknowledges the importance of this project to the local community and will continue to deliver the project as planned.	Continue to deliver identified projects as planned.
54	Neighbourhood Forum 7	Transport; pedestrian safety	Northcliffe Drive Pedestrian Refuge, whilst not listed in the IDP, the Forum is pleased that this project was completed by Council in 2025. The Forum is likely to make further representations to Council regarding improving the cyclist/pedestrian link from the new pedestrian refuge to the Lake Illawarra cycleway.	Council appreciates your concern for the safety of pedestrians of all ages and abilities. Like most cities, we have some streets with no formal footpaths or cycleways and the majority of streets have footpaths on one side. With the budget available for footpath and cycleway construction, sites are selected and prioritised based on several factors including road profile, traffic volumes, residential density, proximity to businesses, retail centres, educational facilities, hospitals and connection points for public transport. More information can be found on Wollongong City Council's website. As noted, the Northcliffe Drive Pedestrian Refuge was delivered during the 2024-2025 financial year to improve the safety of pedestrians crossing at this location.	Acknowledged.
55	Neighbourhood Forum 7	Transport; active transport	The Forum is pleased to note that Council is continuing its work on developing a Lake Illawarra Shared Path Master Plan.	Council understands the importance and community interest of the Lake Illawarra Shared Path Masterplan project. Further refinement of options for a continued cycleway around Lake Illawarra is underway and will be guided by the finalisation of the Wollongong Transport Strategy and Wollongong Cycling Network Plan and Program. Stakeholder engagement on these options is currently planned for late August 2025.	Already planned.
56	Neighbourhood Forum 7	Suburb signage	The Forum reiterates its previous requests that a plan be developed to roll out over a defined period aesthetically pleasing suburb signage for all Neighbourhood Forum 7 suburbs. An example of the desired suburb signage can be found at the Five Islands Road entrance to Cringila.	Wollongong City Council has a Park and Suburb Signage Style Guide which sets the style for signage. Suburb signage is installed on an as-needs basis with no budget currently allocated for a Local Government Area wide roll out.	Acknowledged.
57	Neighbourhood Forum 7	Suburb signage	The Forum reiterates its previous requests that Council develop a plan for the strategic placement of artistic installations along the length of the Lake Illawarra cycleway. An example of such artistic installations is Geelong Baywalk Bollards	Council acknowledges the Forum's ongoing interest in public art installations along the Lake Illawarra cycleway. This locality is the next priority for a major public art installation. Our public art team has conducted site inspections around Lake Illawarra and is now considering the next steps, which may include location selection, feasibility studies and community engagement, as we explore the potential for public artwork commissions on the foreshore of Lake Illawarra.	Continue feasibility work.
58	Neighbourhood Forum 7	Lake Illawarra sediment traps	The Forum reiterates its previous requests that Council develop a works program to remove debris and sediment caught in Lake Illawarra sediment traps on a regular and ongoing basis. The need for such a program is demonstrated by the accumulation of debris in the sediment trap at Baronia Park Windang.	Council staff are in the process of organising the necessary environmental approvals and updating the schedule to remove sediment and debris from the water quality devices around the Lake. This work is anticipated to be completed by the end of August 2025, subject to approvals and favourable weather conditions.	Already planned.
59	Neighbourhood Forum 7	Master Plan for Wollomai Point	The Forum reiterates its previous requests that Council: a) develop a Master Plan for Wollomai Point b) establish a Wollomai Point Vegetation Management Plan c) implement a weed control program to support forest expansion d) allocate funding for professional restoration works	Council has commissioned a Vegetation Management Plan (VMP) that includes the Wollomai Point site which provides guidance for the ongoing maintenance of vegetation within the reserve. The site is currently managed as a natural area with professional bush restoration contractors working throughout the reserve on priorities listed in the VMP. As the site is managed as a natural area, there are no plans for future embellishments or development of a masterplan.	Continue to implement the Vegetation Management Plan for this location.

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Item	Author	Theme	Submission Summary	Response	Proposed Action
60	Neighbourhood Forum 7	Vegetation management plan for Grand View Parade Reserve Lake Heights	<p>Neighbourhood Forum 7 continues to raise concerns regarding the parcel of community land at 25–27 Grand View Parade, Lake Heights. A submission relating to this site was previously made in June 2021 during the exhibition of the Community Land Plan of Management.</p> <p>Concerns relate to the lack of regular maintenance—particularly of the creek—which results in the accumulation of vegetation debris and illegal dumping. This creates an unsightly and unsafe environment and poses a fire risk to adjoining properties.</p> <p>The Forum reiterates its request that Council develop a funded Vegetation Management Plan for this reserve.</p>	<p>A Vegetation Management Plan (VMP) has been commissioned for the Lake Illawarra North area including the Grandview Parade site. Routine maintenance of the land will continue using budget allocations for general open space management. Works include maintaining tree cover, a natural functioning creek line and access park facilities at the Lake and on Grand View Parade and community planting days held in conjunction with Neighbourhood Forum 7 and local residents. We note the Forum's concerns with the level of maintenance and will continue to ensure our natural areas maintenance and mowing programs are delivered to standard for a local level reserve at this site.</p>	Conduct scheduled maintenance at the site.
61	Neighbourhood Forum 7	Transport; traffic Management (Northcliffe Drive)	<p>The Forum reiterates its previous requests that Council:</p> <ul style="list-style-type: none"> a) erect signage at strategic points along Northcliffe Drive to prohibit the use of exhaust brakes by heavy vehicles b) improve signage and line marking on Northcliffe Drive c) undertake traffic surveys to assess traffic travelling from the Shellharbour Local Government Area into the Wollongong Local Government Area via King Street and Northcliffe Drive to access the M1 Motorway 	<p>Council acknowledges the Forum's concerns relating to the management of the State Road, Northcliffe Drive. Noise relating to the use of heavy vehicles is a matter for Transport for NSW. Council's experience is that Transport for NSW does not generally install additional compression brake signs in response to individual complaints as this has not been found to provide long-term benefits in reducing the incidence of compression braking.</p> <p>A noise reduction compression braking sign exists at the western end of Northcliffe Drive near Pharlap Avenue due to the high utilisation of this area by heavy vehicles. Upon installation, Council continued to receive ongoing correspondence from residents regarding noise supporting the argument that such signage is not overly effective in reducing truck related noise. Considering this, and the fact that the eastern side of Northcliffe Drive is less exposed to heavy vehicle traffic, Council does not favour the implementation of these signs along the remainder of Northcliffe Drive. It should also be noted that the Limit Compression Braking signs are advisory only and are not enforceable. Furthermore, installing signs along every section of arterial road where compression braking may occur could also detract from other road safety sign messages.</p> <p>Council regularly reviews the condition of signs and lines across all of Council's road network and invest in repair/reinstatement as required. Council has recently commenced an Intelligent Defect Management (IDM) trial where cameras were installed on Remondis Recycling trucks to identify road defects. The cameras monitor the road condition every fortnight and footage from the cameras is assessed using artificial intelligence (potholes, signs, line-marking). The data is then triaged, prioritised and sent to Council's works crews for action where the defect has been identified as being severe enough to require work.</p> <p>King Street and the M1 Motorway are classified State Roads. Whilst Council undertakes routine and ad-hoc collection of traffic speed data on its network of local roads and uses this data to manage traffic and develop strategies, Council does not collect data on State Roads. Origin-destination or travel time surveys on State Roads are therefore the responsibility of Transport for NSW. This includes studies such as the level of traffic using King Street, Northcliffe Drive and the M1 Motorway.</p>	Acknowledged.
62	Neighbourhood Forum 7	Beach parking and public toilets	<p>The Forum reiterates its previous requests that Council address the undersupply of car parking at both MM and Port Kembla beaches, as well as the need for toilet facilities to support the significantly increased number of residents using MM Beach.</p>	<p>Council is currently undertaking a Beaches and Surf Sports Strategy that will incorporate all beaches across the Local Government Area and identify priorities for Council to consider for the future planning of infrastructure at our beaches. This will include consideration of parking and amenities at MM Beach, Port Kembla.</p>	Continue to develop the Beach and Surf Sports Strategy.

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Item	Author	Theme	Submission Summary	Response	Proposed Action
63	Neighbourhood Forum 7	Transport; traffic and road safety	<p>The Forum reiterates its previous requests that Council investigate improvements to support traffic turning left from Warrawong Plaza towards Primbee and Windang at the intersection of King Street and Northcliffe Drive.</p> <p>The need for a comprehensive traffic study in Warrawong is heightened by the proposal for a substantial residential development in the area.</p>	<p>Council has raised this matter with Transport for NSW who manage King Street and all traffic signal sites in NSW. In response, Transport for NSW staff have monitored the operation of this intersection including traffic queues associated with the southbound left turn into King Street. The queue in the left lane of Northcliffe Drive heading towards King Street was found to clear in one cycle of the traffic signals which is considered acceptable for a significant major road intersection. Any changes to lane arrangements in Northcliffe Drive approaching the King Street intersection would not reduce the queuing time for the left turn traffic mentioned as drivers would need to wait for gaps in King Street traffic which clear after the traffic lights change to green for Northcliffe Drive traffic.</p> <p>At our regular meetings with Transport for NSW we advocate for improved modelling to include the increasing land use changes of the precinct.</p> <p>Council understands that the Department of Planning has undertaken traffic analysis around Northcliffe Drive and King Street as part of their strategy work for Warrawong Parklands.</p> <p>With the recent zoning changes made by NSW Government around the Warrawong Town Centre (Warrawong Low and Mid-Rise Housing and Warrawong Plaza Towers), Council will be updating our traffic modelling to reflect these changes.</p>	Continue to advocate to Transport for NSW for improved modelling to consider the changing land use of the area.
64	Neighbourhood Forum 7	Amenities access (Port Kembla Promenade)	<p>The Forum requests that the public amenities located on the Port Kembla Beach promenade be made available year-round.</p> <p>There is a strong case for this request, as many residents use the beach outside of the swimming season for activities such as fishing, picnics at the beach shelters, surfboard riding and walking. Port Kembla Beach is also the first location offering public amenities for cyclists travelling north from Windang or south from Wollongong along the shared cycleway.</p> <p>Recent correspondence indicates that <i>“Council officers have reviewed the need for public toilets at Port Kembla Beach and will trial the opening of the accessible public toilet during the winter closure period, beginning in June 2025. Temporary signage will be placed on the facilities to promote their availability. Council will also undertake an assessment during the trial to determine if year-round access can continue and if appropriate funding can be secured.”</i></p>	<p>Council provides public amenities available year-round at Port Kembla Beach, located at the Port Kembla Surf Club. These facilities provide public toilet access for those in and around Port Kembla Beach.</p> <p>As noted in your submission, Council will trial opening the accessible toilet during the winter closure period, commencing in June 2025, and will install temporary signage to promote their availability.</p>	<p>Acknowledged.</p> <p>Conduct trial of opening the accessible public toilet during the winter closure period 2025.</p>
65	Neighbourhood Forum 7	Recreation; playgrounds	<p>The Forum is pleased to note that Council has completed community consultation regarding identification of an alternate site for Windang Children's Playground. The Forum requests that Council expedite planning for this important community asset.</p>	<p>Council acknowledges the importance of this project to the local community and continues to progress planning for the replacement of a playground in Windang. The location of the current playground has a complex approval pathway process with a number of constraints identified on the delivery of this play space. Council will continue planning and consider short term play opportunities.</p>	Continue to plan for delivery of a replacement playground.
66	Neighbourhood Forum 7	Coastal erosion (Windang Foreshore Options Study)	<p>The Forum's concerns regarding erosion of the Lake Illawarra foreshore at Windang are well known. The Forum looks forward to the release of the Final Options Assessment Report and commencement of work to address the erosion.</p>	<p>Within Council's adopted Infrastructure Delivery Program 2024-2025 to 2027-2028, the Windang Foreshore Improvement's project has been programmed to investigate the technical viability, cost effectiveness, required approvals and delivery responsibilities of foreshore protection infrastructure options at Windang. The project design team will also be considering and testing the findings of the recently completed NSW Crown Lands report within the scope of this project. This work will continue into the 2025-2026 financial year.</p> <p>The Lake Illawarra Options Study was placed on community exhibition jointly by Wollongong City Council and Shellharbour City Council between 18 November 2024 and 20 December 2024. During the engagement, staff communicated we would aim to provide a report back to our respective Councils in May 2025 with recommendations regarding next steps for this project. The community engagement report has now been finalised and will accompany this Council report. The purpose of this project is to look at long-term options to manage the impacts and change that have occurred within the lake entrance and foreshore since Lake Illawarra was permanently opened in 2007.</p>	Consider solutions identified in the Lake Illawarra Options Study for future works.

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Item	Author	Theme	Submission Summary	Response	Proposed Action
67	Woonona Football Club	Sportsgrounds and sporting facilities (Ocean Park)	<p>Ocean Park, Woonona plays a central role in supporting the region's largest and fastest-growing sport, yet it is not listed as an infrastructure priority. This is concerning given the scale of use and condition of the facilities.</p> <p>Woonona Football Club has grown significantly, with player numbers increasing by 69% since 2023. Female participation is up 88%, and juniors now represent over 60% of members. Including families, volunteers and spectators, the park supports over 6,000 unique users each year.</p> <p>Despite this demand, the park's infrastructure is inadequate. Only one of four fields is suitable for competition. The northern fields are affected by subsidence, while the south-western fields border a creek, causing disruption to training. Critically, the site lacks proper lighting, meaning many teams—including the Women's Premier League Squad—train in unsafe conditions.</p> <p>Ocean Park previously hosted major events but is now unable to support them due to its condition. With football participation far exceeding other sports in the region, investment is essential.</p> <p>The Club requests the following upgrades be prioritised:</p> <ul style="list-style-type: none"> • Installation of lighting • Grading and levelling of the northern fields • Installation of ball stop fencing • Installation of drainage and irrigation <p>Ocean Park, Woonona should be included in Council's future strategic plans to meet the recreational, health and social needs of the growing population.</p>	<p>Council acknowledges a number of sporting clubs and codes are experiencing growth in participation.</p> <p>Ocean Park is currently licenced to Woonona Football Club with a number of responsibilities for asset renewal and replacement sitting with the Club. Council has worked closely with the Club to support grant applications to fast-track improvements at the ground and will continue to work closely with the Club to ensure these improvements are realised.</p> <p>Council staff have recently undertaken a review of all sporting assets across our sports facilities network. This information will inform future Infrastructure Delivery Programs, as well as an updated Sportsgrounds and Sporting Facilities Strategy.</p>	Acknowledged.
68	Individual	Transport; roadworks	<p>I would like to comment on the Roads and Bridges – Roadworks Renew project listed for 16 Tunnel Road, Helensburgh.</p> <p>The original damage occurred in early 2022, with works initially scheduled for 2023–2024. However, further erosion occurred in April 2024, and no action appears to have been taken to address the underlying cause in the interim.</p> <p>A key issue appears to be the inadequate stormwater drainage along the northern end of Parkes Street. Council had previously planned drainage improvements along the eastern side of Parkes Street, but work was not extended as far as originally proposed—stopping short of the corner near the railway station bridge.</p> <p>As a result, stormwater now flows down Parkes Street, where the drainage capacity decreases near 7 and 3 Parkes Street. The 'footpath' beside 3 Parkes Street has partially collapsed, further reducing flow. A pipe under the fire trail near this location has no functional outlet, leading to stormwater pouring onto the road and down Tunnel Road.</p> <p>Tunnel Road itself lacks a proper gutter, so water crosses the road—particularly near 15 Tunnel Road—causing ongoing erosion. Even in lighter rain, water continues to flow across the road due to poor grading and the absence of drainage infrastructure.</p> <p>I am concerned that unless the stormwater drainage on Parkes Street is fully upgraded and the guttering along Tunnel Road is formalised, the roadworks planned for 2025–2026 may be undermined by future erosion.</p>	<p>Council can confirm this embankment reinstatement is programmed for construction during the 2025-2026 financial year. Unfortunately, the extent of the project works needed to be increased following the April 2024 storm event which has now also created a requirement to seek Sydney Water approval to deliver these works. Council is aiming for this project to commence in early calendar year 2026.</p> <p>The majority of funding within the Infrastructure Delivery Program is allocated to the maintenance and renewal of the existing infrastructure. A much smaller portion of funding is allocated to new and upgrades to infrastructure.</p> <p>Each year Council receives more requests for drainage upgrades than available funding. With the budget available for drainage upgrades, sites are selected and prioritised based on several factors. More information about how Council prioritises investment in drainage upgrade can be found on our website:</p> <p>https://wollongong.nsw.gov.au/council/works-and-projects/future-works-and-projects/how-we-plan-future-works</p> <p>Works for drainage upgrades along Parkes Street and Tunnel Road are not listed in our current Infrastructure Delivery Program. These sites have been added to Council's Infrastructure Request List for funding consideration in future years.</p>	<p>Continue to deliver the Tunnel Road roadworks renewal project as scheduled.</p> <p>Add drainage upgrades along Parkes Street and Tunnel Road to Council's infrastructure request list for future consideration.</p>

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Item	Author	Theme	Submission Summary	Response	Proposed Action
69	Individual	Transport; pedestrian safety	<p>Nowhere in the draft plans is the pedestrian crossing on Church Street, Port Kembla mentioned, despite previous assurances from Council that it was being looked at.</p> <p>More needs to be done to address pedestrian safety in Port Kembla—particularly at the Church Street crossing near Wentworth Street. This crossing is extremely dangerous. Motorists often fail to stop, even when pedestrians are clearly waiting or already crossing. I have personally witnessed vehicles drive through while people were halfway across.</p> <p>Over the past three years, I've experienced multiple near misses, including while crossing with my son. On one occasion, a car had stopped, but another travelling in the opposite direction continued through, completely unaware we were on the crossing.</p> <p>I have raised this issue with Council and local police, and both have acknowledged it is a dangerous location. Despite this, I can't find any funding allocated in the draft Delivery Program or Operational Plan to address it.</p> <p>My child will be catching the bus to school from the top of Wentworth Street next year, and I have serious concerns for his safety. This intersection is used daily by people in a growing and vibrant community. With so many distractions and so little pedestrian protection, something must be done—urgently—before someone is seriously injured or killed.</p>	<p>Pedestrian safety is critically important and Council is committed to delivering transport infrastructure improvements across the Wollongong Local Government Area, with numerous projects identified in the four year Infrastructure Delivery Program (IDP). Each project within the IDP is considered and prioritised based on several factors such as land use, strategic alignment, road safety, residential density, proximity to business centres, medical services, educational facilities and accessibility of public transport. More information regarding how Council prioritises investment in new traffic facility infrastructure is available on Council's website.</p> <p>While the location that you have identified does not feature in Council's draft Infrastructure Delivery Program, a preliminary assessment has been completed to assess if this site would likely be eligible for inclusion in Council's 'transport innovations' pilot program to improve pedestrian safety across the city during 2024-2025. Given the risk identified at this location, this site will be included in the 2024-2025 pilot program. This scope of the project includes a lighter touch upgrade which includes the installation of speed cushions on both approaches to the existing at-grade pedestrian crossing on Church Street. These works are programmed this calendar year.</p> <p>As supported by the endorsed Port Kembla 2505 Revitalisation, in the long term a raised pedestrian crossing is the preferred option, which is included on Council's request list and is subject to future funding.</p> <p>Transport for NSW has advised they support Council's request for a speed zone change along Church Street from 60km/hr to 50 km/hr. This improves pedestrian safety and crash severity. Transport for NSW anticipate these changes will be implemented in July 2025, following the installation of signage.</p>	<p>Acknowledged.</p> <p>Include location in Council's transport innovation program.</p> <p>Retain raised crossing solution in Council's infrastructure request list.</p> <p>Work with Transport for NSW to implement reduced speed zones.</p>
70	Individual	Recreation facilities	<p>With population growth extending south from Sydney and Canberra, demand for the Sydney wave pool has increased significantly. It is suggested Council explore the opportunity to establish a wave pool in the region, as a way to boost tourism and create local jobs.</p>	<p>Council is undertaking a new Aquatics and Indoor Sports Strategy this financial year that will inform the future needs of the community for aquatics and indoor sports. Consideration of wave and leisure type pools will be incorporated into this Strategy to help inform Council on improvements over the next 20 years.</p>	<p>Acknowledged.</p> <p>Continue to develop the draft Aquatics and Indoor Sports Strategy.</p>
71	Neighbourhood Forum 8	Transport; pedestrian safety	<p>We would like to see a marked pedestrian crossing with signage installed at the roundabout on the corner of Darkes Road and Summit Street, Stream Hill.</p> <p>This would provide safer access to Endeavour Energy Park for the growing number of children in the area. The roundabout already includes ramps for pedestrian use, and we understand power is available for lighting to be installed.</p>	<p>Council recognises the importance of safe pedestrian infrastructure throughout the Local Government Area. The newly constructed roundabout does provide refuge islands on all approaches to facilitate safer pedestrian access and it is acknowledged there is a need for improved crossing locations along the length of Darkes Road. The current concept design plans for the Darkes Road Upgrade includes a dedicated pedestrian refuge facility on Darkes Road, east of the Summit Street intersection. Shared pathways are included in this project and a pedestrian crossing will be fully reviewed as part of the detailed design process.</p> <p>The detailed design for the full upgrade of Darkes Road has been accelerated, between Princes Highway and West Dapto Road, which has been introduced into Council's draft Infrastructure Delivery Program 2025-2026 to 2028-2029 and has been programmed to commence in 2027-2028</p>	<p>Acknowledged.</p> <p>Introduce Darkes Road upgrade design into Council's Post-Exhibition Draft Infrastructure Delivery Program.</p>
72	Individual	Transport; pedestrian safety	<p>The pedestrian crossings in Helensburgh do not conform to Australian and New South Wales standards and should be removed and rebuilt to correct specifications. Vehicles are leaving undercarriage marks behind and is a safety issue as well.</p>	<p>The raised pedestrian crossings built along Walker Street, Helensburgh, are compliant with AS 1742.10:2024 & Austroads Guide to Road Design Part 4 (2023).</p> <p>AS 1742.10 refers to Austroads for the profile of raised crossings, which gives guidance on platform height, length and gradient of ramps.</p> <p>Due to the low-speed environment of Walker Street, a 150mm high platform is acceptable.</p> <p>The platform length matches the minimum 3.6 metres required and exceeds the minimum overall device length (platform + ramps) of 6 metres by 1.6 metres.</p> <p>Austroads does call for a longer platform on bus/heavy vehicle routes. Due to flooding issues, high parking demand and village centre location, the longer platform was considered not required when balancing the constraints on-site.</p> <p>Ramp gradients are also compliant and fall within the required range of 1 in 12 to 1 in 20.</p>	<p>Acknowledged.</p>

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Item	Author	Theme	Submission Summary	Response	Proposed Action
73	Individual	Verge gardens	The verge gardens installed on Walker and Park Streets in Helensburgh should be removed to allow for more valuable parking space, particularly as the township's population continues to grow. These gardens have also been installed in a known bushfire-prone area, where they could impede traffic and evacuation during emergencies. Their placement raises serious concerns about planning and site assessment.	The traffic islands act as a traffic calming device and are a key design feature within the streetscape upgrade aimed at improving pedestrian safety; Council has no plans to remove the traffic islands. Regarding your concern of bushfire escape, there has been no change to two lane traffic flow on Walker Street as a result of this work.	Acknowledged.
74	Individual	Transport; traffic; pedestrian safety	Station Street in Stanwell Park needs to be widened by at least two metres to allow vehicles to pass safely. Even during quieter periods, traffic can only move in single file due to residential vehicles, campervans and others parked on both sides of the street. Station Street provides access to the main park, beach, kiosk and car parking area, and becomes especially congested during holiday periods. The limited parking availability during peak times adds to the problem and creates further safety risks for drivers and pedestrians.	Your request for widening of Station Street in Stanwell Park has been included in Council's infrastructure request list following feedback from another customer in 2022. Council has an ongoing program for the construction of road upgrades, throughout our Local Government Area. With consideration of the budgets allocated for planning, design and construction of these improvements, sites are selected and prioritised based on several factors such as improved drainage and stormwater issues, proximity to public transport, schools, measurable benefits to the road network and the safety improvements to that road. These projects which meet several criteria are recommended for adoption and the allocation of budget through our Infrastructure Delivery Program. For more information on how we prioritise our works please visit Council's website: How We Plan Future Works City of Wollongong	Include in Council's infrastructure request for future consideration.
75	Individual	Waste management	A Waste Transfer Station for the Northern Illawarra on suitable land near Helensburgh as originally proposed should be reconsidered.	Action 1.5.2 of the recently adopted Wollongong Waste and Resource Recovery Strategy 2024-2034 relates to exploring a waste transfer facility in the Northern Suburbs to assist in waste separation and landfill diversion. Work on this action is not expected to commence in the next financial year, however, will be programmed for feasibility assessment in future years.	Explore feasibility assessments in future programs in accordance with the Waste and Resource Recovery Strategy.
76	Individual	Community facilities; Helensburgh Community Centre and Library	The Helensburgh Community and Library Centre should encompass the site of the existing Library as well. Properly planned this would also incorporate parking close to local medical facilities as well as the shopping centre.	Council acknowledges the importance of this project to the Helensburgh community. The new Helensburgh Community Centre and Library will be located in the centre of Helensburgh at 53-55 Walker Street. The land is adjacent to the existing library and, following strategic land acquisition in recent years, is already in Council ownership. The site is also adjacent to Helensburgh's beautiful bushland combining convenience with natural charm. The location selection follows detailed investigations by Council into a number of sites within the township for the facility and responds to community feedback gathered during consultation around the Helensburgh Park Plan of Management. Once the new integrated community centre and library has been constructed, the adjoining land where the current library stands will be sold, with proceeds of sale going towards funding the overall cost of the new facility. Parking will be provided for the new facility and there will be opportunities to investigate further parking when the current community centre site's future use is considered. In addition, Council will be investing in car park upgrades on the periphery of the Helensburgh Town Centre, including construction of an overflow car park for Charles Harper Park constructed on the north-west side of the Parkes Street and Waratah Street intersection. This project will be introduced in the post-exhibition draft Infrastructure Delivery Program 2025-2026 to 2028-2029.	Acknowledged.

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Item	Author	Theme	Submission Summary	Response	Proposed Action
77	Individual	Transport; active transport; pedestrian safety	<p>Helensburgh has existed since the late 19th century, yet Short Street—located off Walker Street in the town centre—still has no secure footpath on the northern side.</p> <p>Council should prioritise the installation of a footpath, particularly to support older residents. This is a basic safety issue that needs to be addressed.</p>	<p>Your suggestion regarding a new footpath on the north side of Short Street, Helensburgh, has been included in Council's Infrastructure Request List for funding consideration in future programs.</p> <p>Each year Council receives more requests for footpaths, shared paths and cycleways than available funding. Like most cities, we have some streets with no formal footpaths and most streets have footpaths on one side. With the budget available for footpath construction, sites are selected and prioritised based on several factors including road profile, traffic volumes, residential density, proximity to businesses, retail centres, educational facilities, hospitals and connection points for public transport. The majority of funding within the Infrastructure Delivery Program is allocated to the maintenance and renewal of existing infrastructure. A much smaller portion of funding is allocated to new and upgrades to infrastructure.</p> <p>More information about how Council prioritises footpaths and cycleways can be found on our website: https://wollongong.nsw.gov.au/council/works-and-projects/future-works-and-projects/how-we-plan-future-works/transport-accordions/footpaths</p>	Include in Council's infrastructure request for future consideration.
78	Individual	Tree management	<p>Over the past 9 to 12 months, numerous overhanging trees and branches have fallen along Lawrence Hargrave Drive between Symbio Wildlife Park, Bald Hill and down to Stanwell Park—at times blocking the road.</p> <p>An annual inspection program should be established in collaboration with Council, Transport for New South Wales, the Rural Fire Service and the New South Wales Government to identify and remove trees or branches considered a risk.</p> <p>These incidents are happening too often and pose a serious safety risk to drivers, cyclists and other road users.</p>	<p>Council recognises the importance of pedestrian safety, including on State Roads such as Lawrence Hargrave Drive. The responsibility for maintaining trees that could present a danger to traffic is the responsibility of Transport for NSW at this location and not Wollongong City Council.</p> <p>We have lodged a request for inspection of trees along this section of road with Transport for NSW on your behalf on 7 May 2025.</p>	<p>Acknowledged.</p> <p>Request submitted to Transport for NSW to conduct an inspection.</p>
79	Individual	Transport; pedestrian safety	<p>Another safety concern is the number of people who ignore the <i>No Pedestrian Access</i> signs between Stanwell Tops and Bald Hill.</p> <p>Council, in partnership with Transport for New South Wales, should consider the construction of a formal pedestrian path from Walker Street and Lawrence Hargrave Drive to Bald Hill. The most suitable alignment would likely be along the northern side of Lawrence Hargrave Drive, similar to the raised path between Stanwell Park and Coalcliff.</p> <p>This would provide a much safer option for pedestrians who currently walk along a dangerous section of road despite signage.</p>	<p>Much of the escarpment is under the care and control of NSW National Parks and Wildlife Services (NPWS). As part of the Great Southern Walk, a connection was completed between Stanwell Park and Bald Hill, which was opened in 2023.</p> <p>The majority of funding within the Infrastructure Delivery Program is allocated to the maintenance and renewal of the existing infrastructure. A much smaller portion of funding is allocated to new and upgrades to infrastructure.</p> <p>Each year Council receives more requests for footpaths, shared paths and cycleways than available funding. Like most cities, we have some streets with no formal footpaths and the majority of streets have footpaths on one side. With the budget available for footpath construction, sites are selected and prioritised based on several factors including road profile, traffic volumes, residential density, proximity to businesses, retail centres, educational facilities, hospitals and connection points for public transport. More information about how Council prioritises footpaths and cycleways can be found on our website: https://wollongong.nsw.gov.au/council/works-and-projects/future-works-and-projects/how-we-plan-future-works</p>	Acknowledged.
80	Individual	Transport; roadworks	<p>Longview Crescent in Stanwell Tops has not been resurfaced in the 35 years I have lived here. I previously requested resurfacing after sewer works were completed in 2005, which left trench marks along the road, but no action was taken.</p> <p>While many roads in Stanwell Tops—from Stonehaven Road to Plateau Road—were resurfaced some years ago, Longview Crescent and Southview Avenue were not. These streets should be included in future resurfacing programs.</p>	<p>Council staff are currently in the process of prioritising and nominating future road renewal projects for the Infrastructure Delivery Program. The current condition of Longview Crescent and its priority relative to other roadworks projects will be assessed as part of this body of work.</p> <p>In the interim, Council has recently commenced an Intelligent Defect Management (IDM) trial where cameras were installed on Remondis Recycling trucks to identify road defects. The cameras monitor the road condition every fortnight and footage from the cameras is assessed using artificial intelligence (potholes, road cracks or damage). The data is then triaged, prioritised and sent to Council's bitumen patch crews as a work order and crews sent out to repair the road defect. The number of potholes and patching is monitored in the system by our Asset Engineers and interim treatments considered where general maintenance activities are no longer cost effective.</p>	Consider as part of future road renewal programs.

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81	Individual	Helensburgh Cemetery Portico	In relation to Helensburgh Cemetery, it feels as though our town's voice has not been heard. As we've said before, the portico may not be formally recognised as historical, but it is part of our town's history. If we do not preserve our history, we will have nothing left to become historical in the future. Let's try to save it before it is too late.	Council acknowledges the importance of Helensburgh Cemetery to the local community. The portico at the entrance to Helensburgh Cemetery currently blocks access and inhibits the day-to-day functions of the site. With limited community feedback, the decision to remove the portico was taken to ensure the long-term future of the site and provide a more engaging entrance for the community to enjoy for years to come. In recognition of the importance of the history of the portico to the local community, interpretive signage will be included in the entrance improvement works.	Acknowledged.
82	Individual	Transport; pedestrian safety	I strongly support improvements to the intersection of Wentworth Street and Church Street, Port Kembla. The current give way setup presents several issues, including limited visibility of oncoming traffic toward the main street, closely located pedestrian crossings, and multiple driveways feeding directly into the intersection. This causes traffic build-up involving pedestrians, cars, trucks and buses. This is a well-used and high-traffic area that would benefit from a safer, more free-flowing intersection design. While I take pride in the fact that Port Kembla is the only town centre in the Local Government Area without traffic lights, I believe locals—who walk and drive through Wentworth Street, Military Road and Church Street daily—would welcome a safer and more efficient solution.	Pedestrian safety is critically important and Council is committed to delivering transport infrastructure improvements across the Wollongong Local Government Area, with numerous projects identified in the four year Infrastructure Delivery Program (IDP). Each project within the IDP is considered and prioritised based on several factors such as land use, strategic alignment, road safety, residential density, proximity to business centres, medical services, educational facilities and accessibility of public transport. More information regarding how Council prioritises investment in new traffic facility infrastructure is available on Council's website. While the location that you have identified does not feature in Council's draft IDP, a preliminary assessment has been completed to assess if this site would likely be eligible for inclusion in Council's 'transport innovations' pilot program to improve pedestrian safety across the city during 2024-2025. Given the risk identified at this location, this site will be included in the 2024-2025 pilot program. This scope of the project includes a lighter touch upgrade which includes the installation of speed cushions on both approaches to the existing at-grade pedestrian crossing on Church Street. These works are programmed this calendar year. As supported by the endorsed Port Kembla 2505 Revitalisation, in the long term a raised pedestrian crossing is the preferred option, which is included on Council's request list and is subject to future funding. Transport for NSW has advised they support Council's request for a speed zone change along Church Street from 60km/hr to 50 km/hr. This improves pedestrian safety and crash severity. Transport for NSW anticipate these changes will be implemented in July 2025, following the installation of signage.	Include location in Council's transport innovation program. Retain raised crossing solution in Council's infrastructure request list. Work with Transport for NSW to implement reduced speed zones.
83	Individual	Leisure centres	I object to proposed changes in the draft Operational Plan 2025–2026 relating to Leisure Centres under Goal 4: <i>We have a healthy, respectful, and inclusive community</i> . In previous Operational Plans—including the adopted 2024–2025 Plan—Council committed to “affordable and equitable access to health and leisure facilities” and to delivering “a variety of affordable senior programs.” These actions supported community wellbeing and aligned with the Community Strategic Plan Goal 5: <i>We have a healthy community in a liveable city</i> . The draft 2025–2026 Operational Plan removes these commitments and instead focuses on “sporting pathways.” This represents a shift away from inclusive, community-wide programming toward a targeted sports development model, which I do not believe aligns with the goals in the exhibited draft Community Strategic Plan 2032. There is growing concern that Council is prioritising the needs of a single sport—specifically basketball—over broader community health services, including senior programs and occasional child care. This is particularly concerning given the approval of more than 1,500 apartments within 500 metres of Beaton Park Leisure Centre and the increasing need for accessible, affordable programs. While a review of the Beaton Park Masterplan is underway, I urge Council to consider the growing local population and ensure community services are not displaced. The draft action language risks justifying the consolidation of facilities in a way that excludes many residents. I ask Council to reinstate the previous commitments to affordable access and senior programs and to remove the current draft action relating to sporting pathways.	Council has recently engaged consultants to review the existing adopted Master Plan for the site to ensure the mix of facilities will provide appropriate space for all of the proposed services and uses for the next 50 years. This includes the significant population and density growth surrounding the Beaton Park Leisure Centre. Leisure Centres continue to provide essential health and wellbeing services to the community as well as providing an opportunity for sport for our residents and visitors. Council has an adopted Plan of Management for Beaton Park (2015), that aims to 'Develop Beaton Park as a Regional Centre of Excellence with High Performance and Event Facilities that are complemented with improved local open space/parklands areas'. Beaton Park is identified as a Category 1 Business Activity and requires that complementary activities within the Leisure Centres are subject to the National Competition Policy. This remains unchanged since this requirement for councils was introduced over 10 years ago.	Acknowledged.

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Item	Author	Theme	Submission Summary	Response	Proposed Action
84	Individual	Leisure centres	<p>I object to the wording of a proposed action under Goal 4: We have a healthy, respectful, and inclusive community in the Draft Operational Plan 2025–2026.</p> <p>Page 84, Point 4 states:</p> <p><i>“Operate efficient, well managed businesses providing a financial return to Council at Beaton Park and Lakeside Leisure Centres which provide a range of health and fitness opportunities to the community.”</i></p> <p>This wording suggests that financial return is a priority for Council’s leisure centres, which I believe is inconsistent with previous commitments to affordability and access. The 2024–2025 Operational Plan included clear actions to “provide affordable and equitable access” and to offer “a variety of affordable senior programs.”</p> <p>To inform my feedback, I consulted the Centre for Environment & Recreation Management (CERM) at the University of South Australia. CERM advised that none of the 230 benchmarked aquatic and fitness facilities across Australia deliver a direct financial return to councils. Instead, a more realistic and community-focused measure is increasing visitation and reducing the subsidy per visit. Given this, I urge Council to amend the wording to reflect community expectations and operational reality.</p> <p>I suggest the action be rephrased as: “Operate efficient, effective, well-managed leisure facilities that meet community needs through delivering a broad range of affordable health and fitness opportunities.”</p>	<p>Council has recently engaged consultants to review the existing adopted Master Plan for the site to ensure the mix of facilities will provide appropriate space for all of the proposed services and uses for the next 50 years. This includes the significant population and density growth surrounding the Beaton Park Leisure Centre.</p> <p>Leisure Centres continue to provide essential health and wellbeing services to the community as well as providing an opportunity for sport for our residents and visitors.</p> <p>Council has an adopted Plan of Management for Beaton Park (2015) that aims to ‘Develop Beaton Park as a Regional Centre of Excellence with High Performance and Event Facilities that are complemented with improved local open space/parklands areas’.</p> <p>Beaton Park is identified as a Category 1 Business Activity and requires that the Leisure Centres are subject to the National Competition Policy.</p>	Acknowledged.
85	Woonona Surf Life Saving Club	Recreation; surf club infrastructure	<p>It is concerning that no investment appears in the draft Plan for any of the 17 surf lifesaving clubs within the Wollongong Local Government Area. Surf lifesaving is a vital emergency service, and investment in club infrastructure is essential to maintaining services and supporting their role as valued community hubs.</p> <p>Woonona Surf Life Saving Club (SLSC) has worked for nearly two decades to improve the amenity and accessibility of its clubhouse. Woonona Beach is the most stable among nearby beaches, making it an ideal location for infrastructure upgrades to both the surf club and beach access.</p> <p>Currently, the function room is accessible only via stairs, making it unsuitable for many older residents and people with disability. In 2021, 7.4% of Woonona–Russell Vale residents reported needing daily assistance—above the city average. The club regularly hosts wheelchair users, students, Nippers participants and other community members with mobility needs. Others are likely discouraged from visiting due to the lack of access.</p> <p>The club is committed to providing an inclusive environment and has already secured funding to purchase a beach wheelchair. Further investment is needed to support comprehensive accessibility improvements, such as ramp or lift access to the clubhouse.</p> <p>Improved access would benefit older people, families with young children, and people with disability, and would support healthier lifestyles and greater social inclusion. These outcomes align strongly with the four key goals of the <i>Our Wollongong, Our Future 2035</i> Community Strategic Plan—sustainable, connected, vibrant and inclusive.</p> <p>The club is actively working with Council staff and pursuing funding and respectfully requests that Woonona SLSC infrastructure and access upgrades be included in the Infrastructure Delivery Program 2025–2026 to 2028–2029.</p>	<p>Council is currently undertaking a Beaches and Surf Sports Strategy that will review all surf clubs and the facilities within these buildings. This study is due to be completed in 2025.</p> <p>Accessibility for facilities will consider the holistic considerations, priorities and implementation plan as the age and condition of many facilities will require substantial changes.</p> <p>Council will continue to work with the club.</p>	<p>Continue to develop the draft Beach and Surf Sports Strategy.</p> <p>Continue to work with Woonona Surf Life Saving Club.</p>

Draft Delivery Program 2025-2029 and Operational Plan 2025-2026 – SUBMISSIONS AND RESPONSES

Item	Author	Theme	Submission Summary	Response	Proposed Action
86	Northern Districts Cricket Club	Sporting facilities infrastructure; sportsfield lighting	<p>Northern Districts Cricket Club is disappointed to see a proposed reduction in Council investment in parks and sports fields—from \$7.715 million in 2026 to \$2.59 million in 2029—at a time when promoting physical activity is vital to community wellbeing.</p> <p>Hollymount Park, Woonona is a shared green space used by cricket, rugby league and OzTag. The club uses both fields for junior and senior competitions, with weekly fixtures across multiple formats and representative carnivals.</p> <p>Since 2019–2020, the club has experienced significant growth—particularly among women and girls. Junior female participation has grown by 800%, senior female by 60%, and entry-level programs by nearly 73%. This growth has increased demand for infrastructure, especially lighting. The west field currently has 50 LUX lighting, below Cricket Australia's recommended levels of 200 LUX for women's and 300 LUX for senior and Stage 3 junior cricket.</p> <p>The existing lighting is future-proofed to 150 LUX, and an upgrade using LED technology is feasible. The estimated cost of completion is \$40,000–\$50, with grant support available across codes.</p> <p>The club requests that the lighting upgrade at Hollymount West be included in the Infrastructure Delivery Program 2025–2026 to 2028–2029.</p>	<p>Council is developing several strategies and plans over the next 12 months that will help inform and deliver a long-term plan to improve sporting and recreational infrastructure across the Local Government Area. This includes a new Play Strategy as well as an updated Sportsgrounds and Sporting Facilities Strategy 2023-2027 with a clear action plan. Additional funding has been included in the Infrastructure Delivery Program from FY2026 for prioritised projects.</p> <p>Council actively seeks grant opportunities to address floodlighting and gender-neutral change facilities to fast-track delivery. Prioritisation of facilities and grants are carefully considered with grant requirements, approval processes and communication with clubs and associations.</p>	Acknowledged.
87	Thirroul Village Committee	Infrastructure Delivery Program presentation	<p>The summary document of infrastructure projects and the interactive online map were helpful in identifying local projects. However, the link to the list of projects by ward did not work, so we had to compile our own list to identify those relevant to Thirroul.</p> <p>As in previous years, limited information is provided about each project. It would be more useful if brief descriptions and indicative cost ranges were included—both in the project list and on the interactive map. This would improve transparency and save time for all involved.</p> <p>We acknowledge that precise costings may not always be available, particularly where projects are out to tender. However, indicative ranges (e.g., above or below \$5,000, \$10,000, or \$50,000) would allow local committees, including the Thirroul Village Committee, to better understand project scale and focus on higher-value items.</p>	<p>Council appreciates your feedback regarding the interactive map. Council's online website does not provide versions of the Infrastructure Delivery Program (IDP) allocations for each ward. The IDP can be sorted to show only those projects programmed for delivery within a particular suburb. We apologise if there were difficulties in accessing this version of the IDP for several days during the exhibition period.</p> <p>Council is unable to include any costing information as this would significantly jeopardise Council's negotiating position and its ability to ensure best value for money when engaging external contractors.</p> <p>Council will take your suggestion for including a more detailed project description under consideration for future versions of the IDP.</p>	<p>Acknowledged.</p> <p>Investigate the provision of detailed project descriptions in future IDP development.</p>
88	Thirroul Village Committee	Transport; floodplain management	<p>Flooding along The Esplanade continues to be a concern for both residents and Council. Heavy rainfall regularly causes flooding in this area, as seen during the 2024 and 2025 events.</p> <p>The Thirroul Village Committee supports the need for improvement works along The Esplanade, but maintains that the priority should be improved stormwater drainage. In particular, attention is needed from the town centre down Bath Street and along The Esplanade to the beach.</p> <p>While pleased to see Council planning works on The Esplanade, the Committee believes that funding would be better directed toward resolving long-standing drainage issues before road resurfacing proceeds.</p>	<p>Having undertaken numerous flood studies in this area, Council is aware of the flooding issues in the vicinity of The Esplanade. Council is currently undertaking a Floodplain Risk Management Study to investigate a range of flood mitigation options in the Hewitts Creek catchment (which includes The Esplanade), which aim to reduce the effects of flooding on the community. A Floodplain Risk Management Plan will then be developed to recommend a cost-effective strategy of the most appropriate flood mitigation measures for implementation. The concerns regarding flooding have been passed onto our consultant for consideration.</p> <p>All options investigated will be assessed using a multicriteria analysis, which requires consideration of a number of factors including the flood impacts/benefits afforded by the option, its economic merit and social and environmental factors. Options with higher scores indicate benefits across a range of criteria and are generally prioritised over those with lower scores. This will assist in the recommendation of the most appropriate flood mitigation measures to be implemented as part of the Floodplain Risk Management Plan.</p> <p>At this location we undertake proactive drainage maintenance of the existing system to ensure that the systems are operating at their designed capacity and function.</p>	<p>Acknowledged.</p> <p>Continue to progress the Hewitts Creek Floodplain Risk Management Study and consider options.</p> <p>Continue to carry out proactive drainage maintenance as required.</p>

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Item	Author	Theme	Submission Summary	Response	Proposed Action
89	Thirroul Village Committee	Recreation; proposed skate park	<p>The proposed construction of a skate park in Thirroul remains under consideration, but questions about a suitable location remain unresolved.</p> <p>The Thirroul Village Committee has worked with Council and local skaters over many years to identify a viable site. However, the Committee is concerned that there may no longer be sufficient open space in Thirroul to support such a facility.</p> <p>Any future location would need to be in a highly visible area to discourage anti-social behaviour and be situated away from residential properties and places of worship to minimise noise and safety impacts. While Jackson Park was previously suggested, its slope, proximity to the Catholic Church and the adjacent Thirroul Plaza site, as well as its location on Lawrence Hargrave Drive, present significant constraints.</p> <p>Given these limitations, the Committee suggests that alternate sites in Austinmer or Bulli may be more appropriate—such as the area near the Headlands Hotel and tennis courts in Austinmer, or land near the Bulli Showgrounds. These sites are more open, visible, and better separated from nearby homes.</p>	<p>Council is continuing to progress this item and the location of this skate park is yet to be determined. A site analysis is currently underway and further information will be shared with the community and the Thirroul Village Committee in the coming months.</p>	<p>Acknowledged.</p> <p>Continue to progress site analysis.</p>
90	Thirroul Village Committee	Sporting facilities infrastructure	<p>The Thirroul Village Committee is pleased to see that refurbishment of the Thomas Gibson Park rugby league amenities is scheduled to commence in 2025–2026 following the design phase in 2024–2025. The Committee appreciated the opportunity to view the designs at the recent ‘Let’s Chat’ session and is glad to hear that regular users were consulted.</p> <p>The upgrade is long overdue, though it is disappointing that a grandstand was not included in the final design.</p> <p>The Committee also requests that refurbishment works include repairs to the coping at the north-western entrance to the park (towards the station), as well as the blockwork supporting the fence along the commuter carpark. This issue was raised in previous years, but it appears the proposed inspection was not carried out. The condition of the wall has since deteriorated, and the timber fence is now failing.</p>	<p>Council will commence renewal on the amenities building in June 2025, with a construction program of up to eight months. In regard to fencing repair works, a request has been logged to have this inspected and repaired.</p> <p>The design has been developed with the key user groups and will provide more accessible seating which cannot be achieved in the grandstand.</p>	<p>Continue to deliver the amenities renewal project as scheduled.</p> <p>Carry out a site inspection to assess future repairs.</p>
91	Thirroul Village Committee	Transport; public safety and lighting	<p>The Thirroul Village Committee requests that drainage and remediation works at the north-eastern corner entrance to Thomas Gibson Park—near the tennis courts and Club Thirroul—be included in next year’s Infrastructure Delivery Program. This area regularly fills with water during rain events, creating a deep depression and limiting safe access to the park.</p> <p>The Committee also raises ongoing concerns about inadequate lighting through Thomas Gibson Park. Many residents use the shared path as a walking route home from work, including toward Newbold Close and Brickworks Avenue in the McCauley Estate.</p> <p>Council has advised that funding has been secured from Transport for New South Wales for the design and construction of lighting along the shared path from the south-east carpark near Thirroul Station through to Brickworks Avenue. The Committee hopes this work can be extended to include the poorly lit section leading to Newbold Close.</p> <p>As this lighting upgrade is reportedly scheduled for design in 2024–2025 and construction in 2025–2026, the Committee asks that the project be clearly reflected in the final version of the Infrastructure Delivery Program.</p>	<p>The majority of funding within the Infrastructure Delivery Program (IDP) is allocated to the maintenance and renewal of the existing infrastructure. A much smaller portion of funding is allocated to new and upgrades to infrastructure.</p> <p>We can confirm that lighting along the pedestrian link from the Thirroul Train Station to Wrexham Road/Brickworks Avenue has been funded by the NSW Government under their Transport Integrated Placemaking program. This project, Thirroul Train Station Lighting Upgrade, will be introduced as a formal post-exhibition change to Council’s IDP.</p> <p>The drainage and remediation matters raised for the North-Eastern corner entrance of Thomas Gibson Park will be inspected and considered for repair under our operational maintenance works.</p>	<p>Acknowledged.</p> <p>Introduce ‘Thirroul Train Station Lighting Upgrade’ to post-exhibition Infrastructure Delivery Program.</p>
92	Thirroul Village Committee	Public amenity; garden beds	<p>The Thirroul Village Committee has previously written to Council regarding the installation of wooden protective barriers for the garden beds along the eastern side of the Thirroul railway line, adjacent to the railway fencing on Station Street.</p> <p>In 2024, Council advised that an inspection had been conducted and determined the works were not required. Following further correspondence in 2025, Council advised that the Leading Hand of the Landscape Crew would arrange to meet onsite.</p> <p>The Committee looks forward to that meeting and suggests this project be considered for inclusion in the next Infrastructure Delivery Program.</p>	<p>As per your submission, the Landscape Leading Hand for that area has been asked to make contact to meet with you to consider this work (and also confirm land ownership) as part of Council’s operational program and not the Infrastructure Delivery Program.</p>	<p>Acknowledged.</p>

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Item	Author	Theme	Submission Summary	Response	Proposed Action
93	Thirroul Village Committee	Public monuments	<p>The Thirroul Village Committee understands that plans to relocate the Amy Monument have been in development for some time, with a draft plan prepared last year proposing a move to the northern side of its current location.</p> <p>However, no progress has been made, and the Committee asks that Council work with the community to confirm a suitable location and proceed with the relocation as a priority. A previously agreed position now appears to have been allocated to garbage bins.</p> <p>The monument's current placement leaves it vulnerable to damage and vandalism. With increasing visitation to Thirroul, a more prominent and protected location is well warranted.</p>	<p>Temporary block work was arranged to ensure protection of the monument, whilst landscape plans were undertaken to move the monument to a more suitable location.</p> <p>These plans have been drafted and this project will continue to be progressed this financial year.</p>	Already planned.
94	Thirroul Village Committee	Recreation; public amenity	<p>With increased visitation expected from western Sydney due to major housing developments at Appin and Wilton, park areas near the beach—particularly at the southern end of Thirroul Beach—require attention.</p> <p>This area would benefit from a new picnic pavilion and additional shade trees. The existing shelter is in high demand, especially during public and school holidays.</p> <p>The promenade pavement at Thirroul Beach is also showing signs of subsidence and may soon require repair. Uneven surfaces present a safety risk, and improvements to this area would benefit both local residents and visitors.</p>	<p>Council will undertake an assessment of this infrastructure to ensure it is fit for purpose and a work request has been issued to ensure any damage is repaired.</p> <p>Council is committed to providing well designed and shaded green spaces as articulated through a range of policies including our Urban Greening Strategy and Heat Strategy. Our Parks team will review the site and determine suitable locations for additional shade trees. Tree planting is planned in Autumn and Spring to maximise success.</p> <p>Council is investing in tree planting and enhancing the amenity of our public spaces and development at West Dapto Urban Release Area is being informed by studies that guide green networks, riparian corridors and social infrastructure needs.</p>	Undertake site assessment to identify potential repairs.

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Item	Author	Theme	Submission Summary	Response	Proposed Action
95	Thirroul Village Committee	Public safety	<p>There have been ongoing community calls for the installation of Closed Circuit Television (CCTV) at the Thirroul Beach promenade, pool and playground to improve public safety and deter repeated graffiti attacks. CCTV may also reduce long-term maintenance costs.</p> <p>If CCTV is not feasible, a mural on the pool wall may offer an alternative. Murals have been shown to reduce vandalism, and graffiti on the southern pool wall has noticeably decreased since murals were installed there.</p> <p>The Committee also notes the positive impact of a mural painted by a local street artist on the Telstra building near St Michael's Church and School, which has been well received by the community and improved the appearance of the area.</p> <p>In addition, improved lighting along the entire promenade is needed to enhance safety and visibility after dark.</p>	<p>Council regularly receives requests to install Closed Circuit Television (CCTV) in many different areas within the Local Government Area and we consider each one carefully. The decision to install CCTV in public areas needs to be considered and evaluated closely as does the investment of public funds to facilitate effective and reliable CCTV. Currently there is no infrastructure in place in this area so to expand the existing CCTV network into this area would require a significant investment with ongoing maintenance costs.</p> <p>In accordance with Council's CCTV Policy and Code of Practice, all CCTV requests are reviewed in line with the following key principles;</p> <ul style="list-style-type: none"> Council staff will ensure that where CCTV is established, operated and managed for crime prevention and community safety purposes, that the implementation of CCTV will be part of an integrated, multi-agency approach to crime control and community safety. CCTV will only be considered as one part of a range of crime prevention measures, and not a stand-alone strategy, and that prior to installation, a safety and security audit will be completed. <p>The audit will consider:</p> <ul style="list-style-type: none"> Whether the problem is on-going or the result of a one-off event; Whether the perception of crime is supported by evidence and data; How the establishment, operation and management of CCTV fits within a broader crime prevention strategy; Evidence as to the effectiveness of CCTV in addressing the identified crime; The lawfulness of the collection of personal information via CCTV, and The costs associated with establishing, operating and managing the CCTV <p>When considering establishing or significantly expanding a public area CCTV system, Council staff will ensure that the relevant concerns of all parties affected are considered through an effective consultation process. People or groups that may be affected by the proposal could include:</p> <ul style="list-style-type: none"> Residents; Users of the public place; Local businesses; Police and other regulatory authorities <p>Information made available through this consultation process includes the potential benefits of the system, costs involved and privacy implications including peoples' rights and Council's responsibilities. Your request will be reviewed with consideration to the above requirements for future planning within the Operational Security Strategy for Wollongong City Council.</p> <p>Council appreciates your feedback in relation to graffiti prevention murals in the area. Council staff will undertake an onsite inspection of the pool wall to determine if the location is suitable for a graffiti prevention mural.</p>	<p>Consider and assess request for CCTV at this location in accordance with Council's CCTV Policy and Code of Practice.</p> <p>Undertake an inspection of the pool wall to determine suitability for a graffiti prevention mural.</p>

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Item	Author	Theme	Submission Summary	Response	Proposed Action
96	Thirroul Village Committee	Transport; active transport	<p>Although not listed, there is an ongoing need for a foot and cycle bridge across Flanagan's Creek at the northern end of Thirroul Beach. This request has been raised on several occasions, and in 2024 Council advised it would be added to the footpath infrastructure request list for prioritisation. However, it does not appear in the 2025–2026 program.</p> <p>Given increasing visitation, this is becoming a more pressing issue. For those parking at the northern end of the beach, accessing the Thirroul Pavilion amenities currently requires a lengthy walk or drive. A bridge would significantly improve accessibility and convenience, and the Committee asks that it be considered for inclusion in the next Infrastructure Delivery Program.</p> <p>In addition, the Committee suggests Council investigate the feasibility of uncovering the old promenade along the northern side of Thirroul Beach to Flanagan's Creek. Originally built in 1940, it was reportedly covered by Council around 1970.</p>	<p>Council acknowledges previous requests to construct a new bridge across Flanagan's Creek, Thirroul. Council's response to this item remains unchanged since the response prepared in mid-2024. For reference, Council's response has been provided below.</p> <p>The new bridge at Flanagan's Creek would be a significant piece of new infrastructure that would need to be subject to detailed feasibility/cost analysis for Council consideration. We will add this to Council's Infrastructure Request List for funding consideration in future years. As part of the Annual Budget Cycle, items within the Infrastructure Request List are prioritised against other requests to determine projects to be included in the draft Infrastructure Delivery Program for adoption by Council.</p> <p>As a lower cost alternative to providing improved pedestrian connectivity, Council will also include a new footpath link from Lawrence Hargrave Drive to Thirroul Beach carpark in its Infrastructure Priority List for funding consideration in future years.</p>	<p>Acknowledged.</p> <p>Retain project on Council's Infrastructure Request List for future consideration and funding.</p> <p>Add a new footpath link from Lawrence Hargrave Drive to Thirroul Beach carpark to the Infrastructure Request List.</p>
97	Thirroul Village Committee	Transport; carparks	<p>The Thirroul Village Committee reminds Council that the carpark near Woodward Memorial Park is in urgent need of repair. While this land is understood to fall under the jurisdiction of the New South Wales Government, the Committee suggests that Council work with the local Member for Heathcote, Ms Maryanne Stuart, to progress and complete the necessary works.</p> <p>In addition, the Committee supports an upgrade to car parking along the west end of King Street, from the railway to Redman Avenue. This parking should be reconfigured to 90 degrees to the street, similar to recent works at the McCauley's Beach car park at the eastern end of Corbett Avenue.</p>	<p>As this car park is owned by Transport for NSW (TfNSW), Council will forward your concerns and request for investment in maintenance to Transport for NSW for consideration.</p> <p>Your suggestions regarding an upgrade of the on-street car park at King Street, Thirroul, will be added to Council's Infrastructure Request List and will be considered for funding in future years.</p>	<p>Acknowledged.</p> <p>Forward information to Transport for NSW.</p> <p>Add upgrade to on-street carpark at King Street, Thirroul to the Infrastructure Request List for future consideration and funding.</p>
98	Thirroul Village Committee (TVC)	Property acquisition; green corridors	<p>The Thirroul Village Committee supports the acquisition of the C2 Environmental Conservation zoned land adjoining Lot 303, Amy Street, Thirroul. This 7-hectare parcel is largely flood-prone and not suitable for development. It provides important habitat, holds cultural significance, and would link the coast to the escarpment via the revegetated creek lines of Hewitts, Woodlands and Tramway Creeks.</p> <p>There is strong community support for this land to be brought into public ownership, as recommended by the Commission of Inquiry and the Charles Hill Report.</p> <p>The Committee requests that support for its acquisition be included in the Wollongong City Council Strategic Plan. Volunteers are willing to assist with ongoing maintenance, and funding could be sought from New South Wales Government and other sources.</p>	<p>Council acknowledges community support for public ownership of the subject lands. A proposal was submitted to Council and considered, however, there are currently no plans by Council to acquire this land parcel.</p>	<p>Acknowledged.</p>
99	Individual	Outdoor dining fees proposed reintroduction	<p>La La La's opened in November 2019 and, like many hospitality venues, has faced major challenges since—surviving both the COVID-19 pandemic and subsequent industry pressures. As a live music venue and the only pub in Wollongong without gaming machines, La La La's operates on slim margins while supporting artists, many of whom continue to be affected by inflation, cost of living pressures, and lower touring activity.</p> <p>The business appreciated the waiver of outdoor dining fees during COVID-safe restrictions, but notes that fees for Balcony Air Space were not waived and remain a significant burden. The venue continues to pay \$13,232.89 per year for 51m² of Balcony Air Space and is now facing an additional \$13,440 per year for 70m² of outdoor dining fees. This combined cost threatens the ongoing viability of the business.</p> <p>Given ongoing access and visibility issues caused by the Globe development, there is concern that these charges are neither fair nor sustainable in the current economic climate. The view is that outdoor dining contributes to city activation and placemaking and should be recognised as offering mutual value. Without greater support or reconsideration of these fees, there is a risk that Wollongong could lose another live music venue.</p>	<p>Council acknowledges the city continues to be transformed through investment and new developments, particularly within the CBD. Access to businesses in your location will be maintained for the duration of the nearby private development.</p> <p>Council continues to work with local agencies to ensure a safe city centre through Closed Circuit Television monitoring, lighting and engagement. There are also regular security patrols throughout Wollongong Central and Globe Lane to deter anti-social behaviour. The provision of outdoor dining opportunities on Council land is an important contributor to public safety through activation and increased passive surveillance.</p> <p>Council provided a waiver of fees for outdoor dining to support businesses during the COVID-19 period and acknowledges the current economic climate continues to be challenging for small business.</p> <p>Council is committed to strengthening the local live music scene through strategic initiatives. We've delivered the Live+Local program with key partners, hosted the Tune In micro festival featuring 30+ acts and expanded Live@Lunch to four weekly performances, supporting over 170 artists, both within the CBD. We regularly collaborate with CBD precincts, promote music through Creative Wollongong and Council social media channels, and support events such as Gong Crawl, Make Music Day, Honk Oz and the Culture Mix festival, which welcomed over 20,000 attendees.</p>	<p>Revise the proposed reintroduction of outdoor dining fees and extend the waiver period until 2028.</p>

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Item	Author	Theme	Submission Summary	Response	Proposed Action
100	Individual	Outdoor dining fees proposed reintroduction	<p>Current trading conditions remain difficult. Customer spending is down, sales have declined, and business costs continue to rise—resulting in significantly reduced margins.</p> <p>While the outdoor dining fee relief provided by Council has been appreciated, its reintroduction would have a negative impact on hospitality businesses operating within the mall. Ongoing development and construction activity in the precinct continues to reduce foot traffic, and sales have not yet returned to pre-COVID levels.</p> <p>At this time, any additional rental charges for outdoor space would further affect business viability. I would be unable to continue using the outdoor space provided by Council if rental fees were reinstated.</p> <p>I recommend that outdoor dining rent fees be suspended for the 2025–2026 and 2026–2027 financial years.</p>	<p>Council acknowledges the city continues to be transformed through investment and new developments, particularly within the CBD.</p> <p>Council provided a waiver of fees for outdoor dining to support businesses during the COVID-19 period and acknowledges the current economic climate continues to be challenging for small business.</p>	Revise the proposed reintroduction of outdoor dining fees and extend the waiver period until 2028.
101	Individual	Transport; pedestrian safety	<p>As a mother, I am deeply concerned about pedestrian safety at the Church and Wentworth Street intersection in Port Kembla. Despite the area recently being identified as dangerous by the road authority, the draft Operational Plan 2025–2026 does not appear to allocate funding for improvements.</p> <p>Every time I cross here—especially with a pram—I feel at risk. I've experienced multiple near misses from vehicles that ignore the crossing. This concern is shared by many in our community, including other parents who've witnessed frightening incidents involving both adults and children.</p> <p>This intersection includes a childcare centre, inconsistent speed limits (40, 50 and 60 km/h within a 50-metre stretch), a busy petrol station, and frequent heavy vehicle traffic due to AdBlue sales at the BP. It urgently needs attention.</p> <p>I am calling for immediate funding and the implementation of traffic-calming measures—such as a roundabout, speed humps, pedestrian lights or improved parking—to prevent a serious harm.</p>	<p>Pedestrian safety is critically important and Council is committed to delivering transport infrastructure improvements across the Wollongong Local Government Area, with numerous projects identified in the four year Infrastructure Delivery Program (IDP). Each project within the IDP is considered and prioritised based on several factors such as land use, strategic alignment, road safety, residential density, proximity to business centres, medical services, educational facilities and accessibility of public transport. More information regarding how Council prioritises investment in new traffic facility infrastructure is available on Council's website.</p> <p>While the location that you have identified does not feature in Council's draft Infrastructure Delivery Program, a preliminary assessment has been completed to assess if this site would likely be eligible for inclusion in Council's 'transport innovations' pilot program to improve pedestrian safety across the city during 2024-2025. Given the risk identified at this location, this site will be included in the 2024-2025 pilot program. This scope of the project includes a lighter touch upgrade which includes the installation of speed cushions on both approaches to the existing at-grade pedestrian crossing on Church Street. These works are programmed this calendar year.</p> <p>As supported by the endorsed Port Kembla 2505 Revitalisation, in the long term a raised pedestrian crossing is the preferred option, which is included on Council's request list and is subject to future funding.</p> <p>Transport for NSW has advised they support Council's request for a speed zone change along Church Street from 60km/hr to 50 km/hr. This improves pedestrian safety and crash severity. Transport for NSW anticipate these changes will be implemented in July 2025, following the installation of signage.</p>	<p>Acknowledged.</p> <p>Include location in Council's transport innovation program.</p> <p>Retain raised crossing solution in Council's infrastructure request list.</p> <p>Work with Transport for NSW to implement reduced speed zones.</p>
102	Individual	Public toilets	<p>Port Kembla town centre still lacks an accessible public toilet—unacceptable in a community of more than 5,500 residents. This issue has been raised for years, including in the 2016 Port Kembla 2505 Revitalisation Plan, but remains unresolved.</p> <p>The only nearby facility is almost 2 kilometres away at the beach and only open during the lifeguard season. This leaves parents, older residents, and people with disability relying on private businesses or going without. A community petition in December 2023, signed by over 400 people, called for a town centre toilet, yet no funding has been included in the draft Operational Plan 2025–2026.</p> <p>The issue has attracted national media attention and was raised in the New South Wales Parliament's 'Inquiry into Public Toilets'. It's disappointing that Council has not allocated funding or designed a project for the Port Kembla Community Investment Fund.</p> <p>A fully accessible, 24-hour public toilet is urgently needed, and the community will continue advocating until this basic service is delivered.</p>	<p>A public toilet facility is provided throughout the year at Port Kembla Beach with this facility being open throughout the day and closed overnight to reduce the level of vandalism.</p> <p>The upgrade of the Port Kembla Community Centre includes an upgrade to the internal amenities and accessible toilets. Access to the toilets will be reviewed and discussed with the licensee.</p>	<p>Acknowledged.</p> <p>Continue to review public toilet locations to identify need throughout the Local Government Area.</p>

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Item	Author	Theme	Submission Summary	Response	Proposed Action
103	Individual	Council financial planning; employee costs, rates	<p>After reviewing the draft plans, I'm concerned that employee costs make up 41% of Wollongong City Council's total income—well above the 34% average reported for 2022–2023 by the New South Wales Office of Local Government, as shown on the 'Your Council' website.</p> <p>At the same time, rates continue to rise by 4.7% annually, which is higher than the current Consumer Price Index of 3.1%. There is no indication in the documents that Council plans to return the budget to surplus—or even break even—within the next 10 years.</p> <p>It seems reasonable to begin addressing this by reviewing staffing and operational costs. Other levels of government have gone through similar exercises over the past two decades, and I'm concerned that Council appears to have exempted itself from the same level of scrutiny.</p>	<p>A key priority for Council is financial sustainability. Council is also proud to deliver to the community over 100 services in many cases with staff that are directly employed by Wollongong City Council. It is difficult to compare councils without also comparing the services they deliver and how they deliver those services. Some councils contract out more services than other councils and contractors may not appear in the employee costs % mentioned. For example, Wollongong City Council operates 17 patrolled beaches, two heated swimming pools at Dapto and Corrimal, six free public swimming pools located at Helensburgh, Thirroul, Western Suburbs (Unanderra), Continental Baths (Wollongong), Port Kembla and Berkeley. All of which are staffed predominantly by Council employees with the exception of beaches on Sundays and Public Holidays being staffed by volunteer life savers. Some councils contract out their lifeguard services and leisure facilities.</p> <p>Council reviews its services as part of a continuous improvement approach based on community feedback, with the aim of creating efficiencies and improving service delivery. Through this approach, Council ensures that resources are managed responsibly as part of everyday operations – allowing us to maintain service levels, respond to emerging opportunities and ensure organisational sustainability.</p> <p>Alongside continuous improvement, Council has a Service Optimisation Program which kicked off in 2023-2024 and aims to monitor and adjust service levels and resources to ensure the services we deliver are sustainable and relevant, balanced against community needs and expectations.</p> <p>Council increases rates in line with the IPART approved rate peg, which takes into consideration the costs to local government which are not only impacted by CPI.</p> <p>Organisational sustainability is an ongoing focus in how Council plans and delivers services, ensuring we continue to adapt to change while keeping the customer at the centre of everything we do.</p>	<p>Acknowledged.</p> <p>Continue to deliver continuous improvement initiatives and the Service Optimisation Program.</p>

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Item	Author	Theme	Submission Summary	Response	Proposed Action
104	Individual	Environmental protection; biodiversity	<p>I could not find a Biodiversity Management Plan for Wollongong City Council—either in the draft documents or on Council’s website. If Council is serious about protecting the natural environment, it needs to develop and implement such a plan.</p> <p>Council should also prioritise the protection of the regional wildlife corridor linking the Garrawarra State Conservation Areas and Royal National Park, extending west of the Illawarra Escarpment through Stanwell Tops, Maddens Plains and on to Bulli Tops.</p> <p>This corridor would need to remain unfenced to allow macro fauna to move safely across the landscape. Creating a connected habitat would improve genetic diversity, support species migration, and build resilience in the face of bushfires and climate-related habitat loss.</p>	<p>The Illawarra Biodiversity Strategy, Illawarra Escarpment Strategic Management Plan, Lake Illawarra Coastal Management Program 2020-2030 and Biodiversity Certification for West Dapto Urban Release Area are key Strategies that guide our management of Biodiversity throughout the Local Government Area. These Strategies can be found on Council’s website:</p> <ul style="list-style-type: none"> • Rare and Threatened Plants City of Wollongong • Illawarra Escarpment City of Wollongong • Biodiversity Certification for West Dapto Urban Release Area City of Wollongong • Lake Illawarra City of Wollongong <p>These Strategies are recognised, listed and considered in our highest-level Strategic Plans being our Community Strategic Plan and Local Strategic Planning Statement. This ensures they are considered in decisions we make and also inform our actions on the ground.</p> <p>Protection of key environmental corridors is mainly achieved through land use planning. We note that over half of Wollongong’s LGA is zoned C2 Environmental Conservation (54.2%). This zone enables the protection, management and restoration of areas of high ecological, scientific, cultural or aesthetic values and prohibits development that could destroy, damage or have adverse effects on those values. In Wollongong, key areas of environmental value covered under this zone are the Illawarra Escarpment and the Greater Sydney drinking water catchment. A further 17.1% is identified under other environmental zonings including C1 National Parks and Nature Reserves (9.5%), C3 Environmental Management (5.3%), C4 Environmental Living (1%) and W1 Natural Waterways (1.3%). These zones provide for a limited range of development, avoiding uses that could destroy, damage or otherwise have an adverse effect on the special ecological, scientific, cultural or aesthetic values of the land.</p> <p>Council’s commitment to the protection of biodiversity values including regional and local biodiversity corridors, high conservation ecosystems and habitats is embedded in land use planning policy, local strategies and through to specific management plans that guide ecological restoration programs for our natural areas, see Natural Areas City of Wollongong.</p>	Acknowledged.
105	Individual	Transport; traffic calming	<p>The speed humps installed at Helensburgh Town Centre at Parkes Street and along Walker Street do not conform to Australian Road Standards. The speed humps installed have excessive approach gradients.</p> <p>Council must meet confirm Australian Road Standards. Council must not introduce its own standards. These speed humps require demolition and reconstruction to meet Australian Road Standards.</p>	<p>The raised pedestrian crossings built along Walker Street; Helensburgh, are compliant with AS 1742.10:2024 & Austroads Guide to Road Design Part 4 (2023).</p> <p>AS 1742.10 refers to Austroads for the profile of raised crossings, which gives guidance on platform height, length and gradient of ramps.</p> <ul style="list-style-type: none"> • Due to the low-speed environment of Walker Street, a 150mm high platform is acceptable • The platform length matches the minimum 3.6m required and exceeds the minimum overall device length (platform + ramps) of 6m by 1.6m. <p>Austroads does call for a longer platform on bus/heavy vehicle routes, due to the flooding issues, high parking demand and village centre location, the longer platform was deemed to be not warranted when balancing the constraints on-site.</p> <p>Ramp gradients are also compliant and fall within the required range of 1 in 12 to 1 in 20.</p>	Acknowledged.

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Item	Author	Theme	Submission Summary	Response	Proposed Action
106	Individual	Transport; road flooding prevention	<p>The installed Otford Causeway has three sudden changes in gradient, and the roadway at its lowest point remains too low. It continues to be affected by flooding and the accumulation of river debris, including soil, vegetation and tree trunks.</p> <p>To address this, the road should be raised by at least one metre. In addition, the vertical changes in gradient should be modified using smoother transitions—ideally through the use of large-radius curves—to improve safety and functionality.</p>	<p>The replacement causeway has been built to contemporary engineering standards and the latest flood and debris movement data and information was considered when preparing the new design. It has improved features including a wider deck, a central debris deflector to reduce blockages during times of significant rainfall, better line marking and additional warning signage. This is expected to make it more robust in rain events. The previous causeway was constructed in the 1970s.</p> <p>Council made a commitment to local residents to continue looking into designing a flood warning system with lights or gates on either side of the causeway to manage risk to drivers in time of flood.</p> <p>Council did investigate a bridge option in 2020. However, the geology, topography and landscape at this location, as well as the impact on residents and private property, means a bridge would not be feasible at this location.</p> <p>The 2020 investigation considered a detailed survey of the area, flood modelling which used confirmed historical flood data and the Australian Standards for bridge design. This work showed that a bridge span of approximately 90m would be required at this location to provide safe access in major flood events. This is because a combination of flood modelling, historical information, rainfall records and observation show that floodwaters can reach a depth greater than 5m at this location. This is 2.8m higher than the flood levels of the February 2023 event, according to photos shared with Council by local residents.</p>	Acknowledged.
107	Individual	Transport; road flooding prevention	<p>The Otford Railway Weir, located on the road access from Lady Carrington Drive to Govinda Valley, provides essential access to Govinda Valley and Otford Valley Farm. The weir has historical significance, originally constructed as part of the 1888 Illawarra Railway and later raised during the Stanwell Park deviation in 1920. It should be considered for heritage listing.</p> <p>Since the 2022 flood events, the Hacking River has created a new channel around the southern side of the weir. Water is now flowing beneath the road access, eroding the supporting base. This flow is increasing and, if left unaddressed, could lead to structural collapse.</p>	<p>Council does not have ownership or maintenance responsibilities for the Otford Railway Weir and, therefore, it is not included in our infrastructure register. When Council first learned from the community that there was a lack of maintenance occurring on the weir, a historical lands search was completed in October 2022. A historical land search was received 7 July 2023 stating the Crown does not hold any significant evidence for Council to take ownership of this infrastructure.</p> <p>We do not support that the weir is a Council asset, noting the significant cost implications to hold and maintain that asset while other authorities such as Transport for NSW and Transport Asset Holdings Entity (TAHE) are using it regularly to access their corridors for maintenance.</p> <p>We have since learnt through an Illawarra Rail history paper that the weir held water to feed a water column for the steam trains on the line. This would also support the Council position that this is TAHE asset that needs to be maintained.</p> <p>This matter has been forwarded to TAHE and TfNSW for further consideration.</p>	<p>Acknowledged.</p> <p>Forward submission to Transport Asset Holdings Entity and Transport for NSW.</p>
108	Individual	Floodplain management	<p>Repair works are needed to the headwall and surrounding area at Wilson's Creek tributary gully, located along Old Station Road between Vera Street and Helensburgh Railway Station.</p>	<p>Council can confirm that the project to repair the embankment and reopen the road at the intersection of Vera Street and the Station is programmed for construction in the 2025-2026 financial year.</p>	Already planned.

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Item	Author	Theme	Submission Summary	Response	Proposed Action
109	Individual	Transport; active transport	The provision of a footpath is required along Walker Street at Helensburgh from Cemetery Road to Lawrence Hargrave Drive. The provision of a footpath from Walker Street at Lawrence Hargrave Drive to Bald Hill is also needed.	<p>Council acknowledges the community's support for additional active transport infrastructure and continues to invest funds in the development of active transport infrastructure through the footpath and cycle way program areas. Council also relies on state and federal funding to achieve the targets set out in our supporting documents such as the Wollongong Cycling Strategy 2030.</p> <p>Council is not aware of any previous commitments regarding construction of connecting active transport infrastructure along Walker Street from Cemetery Road to Lawrence Hargrave Drive. Council's draft Infrastructure Delivery Program does include budget to provide a new active transport connection between Cemetery Road and Lilyvale Street in Helensburgh.</p> <p>The majority of funding within the Infrastructure Delivery Program is allocated to the maintenance and renewal of the existing infrastructure. A much smaller portion of funding is allocated to new and upgrades to infrastructure.</p> <p>Each year Council receives more requests for footpaths, shared paths and cycleways than available funding. Like most cities, we have some streets with no formal footpaths and the majority of streets have footpaths on one side. With the budget available for footpath construction, sites are selected and prioritised based on several factors including proximity to businesses, retail centres, educational facilities, hospitals and connection points for public transport, road profile, traffic volumes and residential density. More information about how Council prioritises footpaths and cycleways can be found on our website: https://wollongong.nsw.gov.au/council/works-and-projects/future-works-and-projects/how-we-plan-future-works/transport-accordions/footpaths</p>	<p>Acknowledged.</p> <p>Continue to deliver a new active transport connection between Cemetery Road and Lilyvale Street in Helensburgh as planned.</p>
110	Individual	Unauthorised development (various)	<p>This submission raises concerns about what is described as a pattern of unauthorised development activity across multiple sites in Helensburgh, Stanwell Tops, Stanwell Park and Darkes Forest. Specific issues referenced include alleged construction works, land clearing, commercial storage, and road construction within zones designated for environmental conservation, rural landscape, or low-density residential use.</p> <p>The submission also expresses concern that unauthorised works may be encroaching onto Council-managed public land, including a road corridor that has been identified as a future location for a pedestrian footpath. It calls for stronger compliance monitoring, increased enforcement where necessary, and clearer public communication about how unauthorised development is identified and addressed.</p>	<p>Regulation and Enforcement staff have completed investigations on many of the items raised within this submission, with the appropriate enforcement action being taken by the investigating officers. Two more recent concerns raised by the Forum are yet to be investigated. These have been allocated to staff for review and action. Action taken by Council officers when non-compliance is substantiated is based on principles contained in Council's Compliance and Enforcement Policy including previous compliance history, available evidence and risk to public health and safety.</p>	<p>Acknowledged.</p> <p>Items yet to be investigated forwarded to appropriate staff for review.</p>

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Item	Author	Theme	Submission Summary	Response	Proposed Action
111	Individual	Community and sporting facilities	<p>Helensburgh has been without a dedicated community centre for more than a decade. A new facility in this location would support the needs of six communities—Helensburgh, Coalcliff, Stanwell Park, Otford, Darkes Forest and Stanwell Tops—where population growth is occurring through subdivision and the construction of secondary dwellings.</p> <p>The current library building is more than 60 years old and no longer meets the needs of a growing population. A new community centre should be generous in scale and functionality to make up for the long period without such a facility. It should include a full-sized basketball court, modern library, meeting rooms, and undercover off-street parking. The existing library site should be incorporated into the footprint to ensure adequate space.</p> <p>There are currently no regulation-sized basketball courts in the area, which further highlights the need for an upgraded, multipurpose facility.</p>	<p>The Helensburgh Community Centre closed in December 2021. A portion of the Centre was refurbished in late 2024 and reopened in January 2025.</p> <p>The new Helensburgh Community Centre and Library will be located in the centre of Helensburgh at 53-55 Walker Street. It will be an inclusive, safe, welcoming and accessible space for the community to hire for meetings, classes or events. We're also working to make sure it's environmentally sustainable and has flexible features to meet our community's needs for many years.</p> <p>The land is adjacent to the existing library and, following strategic land acquisition in recent years, is already in Council ownership. The site is adjacent to Helensburgh's beautiful bushland combining convenience with natural charm.</p> <p>The location selection follows detailed investigations by Council into several sites within the township for the facility and responds to community feedback gathered during consultation around the Helensburgh Park Plan of Management.</p> <p>Once the new integrated community centre and library has been constructed, the adjoining land where the current library stands will be sold and the funds raised through the sale going towards covering the overall cost of the new facility.</p> <p>The design for this new community facility is being shaped by feedback from the community. We'd like to thank everyone who have shared their great ideas and vision for this project and we look forward to sharing more information as the design stage progresses.</p> <p>There will be increased parking at the new facility and further opportunities for additional parking will be explored once a final decision is made on the existing Helensburgh Community Centre site.</p> <p>A basketball court will not be included in the new facility. Council's Sport and Recreation Division will be looking at the possibility of an outdoor basketball court and its potential location as part of their planning work.</p>	<p>Acknowledged.</p> <p>Planning underway.</p>
112	Individual	Open space amenity	<p>The high level of visitation to Bald Hill—particularly from people stopping to view the coastline and take photographs—has caused significant erosion to the south-eastern section of the park. This has occurred gradually over the past decade.</p> <p>Initially, the grass was worn away, followed by the loss of topsoil, and now the underlying rock is also beginning to erode. This area is the primary viewing point at Bald Hill and serves as the visual gateway to the Illawarra. Its current condition is poor and requires attention.</p>	<p>Council has continued to work on upgrades to the landscape and hang glider take off area (the area you mention is eroded) at Bald Hill and will continue to explore options where we can re-establish cover in this high wear area as part of our operational program in Spring 2025.</p>	<p>Investigate and program operational works as required.</p>
113	Individual	Recreation; playgrounds	<p>Thank you to Council for including the construction of the new Otford Community Hall in the 2025–2026 budget. This facility will be a great asset for the Otford community. I encourage Council to complete the project in a timely manner, as it has been on the agenda for at least three years.</p> <p>There are many young children in Otford, and it would be ideal if the planned installation of new playground equipment could occur at the same time as the hall upgrade. It seems counterproductive to restore the grounds and then disturb them again for future works. At present, the playground contains only one swing, and families would greatly benefit from improved facilities they can walk to and enjoy together.</p>	<p>Council will be engaging a building trade specialist to undertake works on the Otford Community Hall, whilst the playground works would be undertaken by specialist contractors that design and construct play spaces. There would be no cost savings to combine these two projects into one. The improvements to the playground will not impact on the construction or operations of the community facility.</p> <p>Council will seek to minimise disruption and will coordinate works accordingly.</p>	<p>Acknowledged.</p>

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Item	Author	Theme	Submission Summary	Response	Proposed Action
114	Individual	Community facilities; property disposal	<p>I ask Council to reconsider the proposed sale of the property next to the planned Helensburgh Community Hall, as this approach feels short-sighted. Parking in Helensburgh is already limited, and this site could help alleviate some of that pressure—particularly during events at the new hall.</p> <p>While I understand the need to fund the project, Helensburgh's population is growing as older homes are replaced with apartment buildings, townhouses and duplexes. Demand for parking and community infrastructure will only increase over time.</p>	<p>Whilst there are no current plans for an increase in public parking within Helensburgh Town Centre, Council's draft Transport Strategy calls for pedestrian-focused town centres - with enhanced walking and bike riding infrastructure and safety.</p> <p>The Helensburgh Town Centre Plan recognises that in its current state, the town centre is filled with more cars than people and creates more conflicts for the pedestrians making their way to and from essential services made available in town. Its vision is to have well developed pedestrian, cycling and public transport connections for people of all ages and abilities.</p> <p>Additional public parking would take away from these opportunities as it encourages further traffic. Council has been delivering on the Helensburgh Streetscape Masterplan over the last few years including new and upgrades to pedestrian crossings, new and widened footpaths and a reduction in speed limit to 30km/h.</p> <p>However, Council will be investing in some car park upgrades on the periphery of the Helensburgh Town Centre, including:</p> <ul style="list-style-type: none"> • New parking integrated with the construction of the new Helensburgh Community Centre and Library project. • Construction of an overflow car park for Charles Harper Park constructed on the north-west side of the Parkes Street and Waratah Street intersection. This project will be introduced in the post-exhibition draft Infrastructure Delivery Program 2025-2026 to 2028-2029. 	<p>Acknowledged.</p> <p>Introduce construction of overflow car park for Charles Harper Park to the post-exhibition draft Infrastructure Delivery Program 2025-2026 to 2028-2029.</p>
115	Otford Community Incorporated	Recreation; playgrounds	<p>On behalf of Otford Community Inc., the managing committee for the Otford Community Hall, I would like to thank Council for including the construction of the new Otford Community Hall in the 2025–2026 budget. This facility will be of great benefit to the Otford community, and we strongly encourage Council to complete the project in a timely manner, noting it has been under consideration for over three years.</p> <p>Given the number of young children in the area, we also ask that the installation of new playground equipment be undertaken at the same time as the hall upgrade. It would be inefficient to restore the grounds during the hall works only to disturb them later for the playground installation. The current playground consists of only one swing, and it would be a great outcome for local families to have improved facilities that are easily accessible on foot.</p>	<p>Council acknowledges the importance of this project to the local community and will be engaging a building trade specialist to undertake works on the Otford Community Hall, whilst the playground works would be undertaken by specialist contractors that design and construct play spaces. There would be no cost savings to combine these two projects into one. The improvements to the playground will not impact on the construction or operations of the community facility.</p> <p>Council will coordinate the projects to minimise disruption to the site.</p>	<p>Acknowledged.</p>
116	Individual	Transport; active transport; secure bike parking	<p>This detailed submission advocates for significantly improved secure bicycle parking infrastructure in central Wollongong. Drawing on personal experience and local observations, the submitter describes a pattern of persistent and repeated bicycle theft across both private and public locations, including incidents affecting neighbours and delivery workers.</p> <p>The submission expresses concern that Council strategies and planning documents—such as the draft Our Wollongong Our Future 2035 Community Strategic Plan, draft Infrastructure Delivery Program 2025-2026 to 2028-2029, Cycling Strategy 2030, and the Wollongong Station Precinct Master Plan—do not sufficiently address the need for dedicated, secure bike parking, such as bicycle sheds or lockers. While end-of-trip facilities are referenced in some documents, the submission argues that specific, visible commitments to secure parking are lacking.</p> <p>The submission references successful international examples of secure public bike storage (e.g. Utrecht, Netherlands) and calls on Council to explore both short-term pop-up options and long-term infrastructure, including bike valets and partnerships with private landlords. The submitter requests that Council prioritise safe, secure and visible bike parking as part of efforts to support active transport, increase cycling participation, and reduce theft-related barriers.</p> <p><i>Note: The submission also included commentary and photographs relating to NSW Government managed assets, such as train stations and policing matters. These elements have not been included in this summary, however, have been forwarded to the relevant NSW Government agencies.</i></p>	<p>Council acknowledges the community's interest and support for additional secure bike parking infrastructure throughout the Local Government Area. Residents and visitors are enjoying cycling around our region in increasing numbers. Council has received requests for additional bike racks to be installed in several key locations and additional bike parking at Church Street, Port Kembla, has been added to our Infrastructure Request list.</p> <p>As part of the Wollongong Cycling Strategy 2030, Council ran a Bicycle Parking Program where feedback was sought from the community regarding locations for bicycle parking. Popular locations included busy areas near shops, beaches, playgrounds and public transport.</p> <p>Within our Bicycle Parking Program, there will be opportunities in future years for additional bike parking to be installed in other locations.</p> <p>Your feedback regarding bicycle theft will be forwarded to the NSW police.</p> <p>Council's draft Transport Strategy speaks to the importance of a variety of bike parking options to support this mode including advocacy for bike sheds and bike storage at train stations, on trains and buses and within new developments. Your specific suggestions for cycling infrastructure at railway stations will be forwarded to Transport for NSW for consideration.</p>	<p>Acknowledged.</p> <p>Bike parking at Church Street, Port Kembla added to Council's Infrastructure Request List for future consideration.</p> <p>Specific suggestions relating to cycling infrastructure at railway stations has been forwarded to Transport for NSW.</p> <p>Submission forwarded to NSW Police in relation to bicycle theft matters.</p>

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Item	Author	Theme	Submission Summary	Response	Proposed Action
117	Destination Wollongong (DW)	Support for Delivery Program and Operational Plan; Community Strategic Plan goals	<p>Destination Wollongong strongly supports the overarching themes of the draft Community Strategic Plan and Delivery Program and Operational Plan. These themes align with our role in promoting Wollongong as a compelling visitor destination and contribute to a positive experience for residents and visitors alike.</p> <p>We support Council's focus on:</p> <ul style="list-style-type: none"> Sustainability and climate resilience, which enables the city to be positioned as environmentally conscious and welcoming to visitors with an interest in low-impact travel. Well-planned, connected and liveable places, making it easier for visitors to arrive, move through and engage with the destination. A diverse economy that values innovation, culture and creativity—foundations that directly support the tourism and hospitality sector and its contribution to employment and economic growth. A healthy, respectful and inclusive community, ensuring visitors feel safe, welcome and able to access local services and attractions. <p>These strategic directions enhance the appeal, safety, vibrancy and overall visitor experience in Wollongong. Positive experiences lead to strong word-of-mouth promotion, which is vital in an increasingly competitive and digitally connected tourism market.</p> <p>As the city's destination marketing organisation, Destination Wollongong relies on the strength and quality of the city's public spaces, cultural assets and visitor infrastructure to effectively promote Wollongong as a great place to visit, stay and explore.</p>	Thank you for your submission in support of the plans and for reinforcing the key priorities for Destination Wollongong that align with these plans.	Acknowledged.
118	Destination Wollongong (DW)	Marketing; UCI Bike City Status	<p>Destination Wollongong notes that the draft documents do not reference Wollongong's designation as a UCI Bike City. It is recommended that this status be included in appropriate sections of the final Plan, along with use of the Bike City brand or logo where relevant.</p> <p>This designation is an important legacy of the 2022 UCI Road World Championships and a key marketing asset for Destination Wollongong. Including this reference would support credibility and visibility within cycling, active transport, and tourism markets, and reinforce the city's commitment to cycling infrastructure and participation—for both residents and visitors.</p>	Wollongong being a UCI Bike City is an important initiative to Council. Council will look to preference and acknowledge appropriately within the document.	Amend post-exhibition documents to include UCI Bike-City status logo where appropriate.
119	Destination Wollongong (DW)	Land use planning; tourism accommodation strategy collaboration	<p>Destination Wollongong requests to be recognised as a stakeholder in the implementation of the Tourism Accommodation Strategy and, where possible, to contribute to future work focused on tourism attraction projects.</p> <p>A suggested action for the Land Use Planning service is <i>Work collaboratively with Destination Wollongong to support relevant research that addresses both supply and demand in the tourism accommodation sector.</i></p> <p>This partnership would also ensure the role of tourism attractions in supporting accommodation viability is appropriately acknowledged and analysed.</p>	Destination Wollongong's interest and offer of assistance in the implementation of the Tourism Accommodation Strategy is acknowledged. The Delivery Program includes an action on page 45 for Land Use Planning to partner with external agencies on regional significant projects. This action can include working with Destination Wollongong on tourism accommodation projects.	Acknowledged.
120	Destination Wollongong (DW)	Property services; tourism projects	Destination Wollongong expresses an interest in being involved in projects considered to have tourism value, particularly where they relate to the reuse or revitalisation of Council-owned assets.	Thank you for your feedback. Council will continue to work with our stakeholders as tourism opportunities arise ensuring that together we can bolster visitation to the city and contribute to the city's overall financial sustainability.	Acknowledged.
121	Destination Wollongong (DW)	Major events; use of Council and Crown Lands	Destination Wollongong has an interest in the process for use of Council and Crown Lands for Major Events and has already communicated suggestions of a refined approval process for events to be held on Council-owned and Crown lands through the recent Foreshore Plan of Management Review.	The submission will be considered as part to the finalisation of the draft City Foreshore Plan of Management. Council is also exhibiting a Planning Proposal that proposes to remove the Development Application requirement for most events on Council land, Crown land and in road reserves. This will simplify the event approval process. An Event Application would still be required and compliance with Council's Major Events Policy and other endorsed policies and procedures.	Acknowledged. Feedback to be included as part of the draft City Foreshore Plan of Management.

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Item	Author	Theme	Submission Summary	Response	Proposed Action
122	Destination Wollongong	Transport; bike city status; standard and scale of active transport networks	<p>Destination Wollongong has a strong interest in the planning and delivery of cycleways and pathways, both through its involvement with Council transport planners and its role on the UCI Bike City Steering Committee, facilitated by the Office of the General Manager.</p> <p>The scale, standard and connectivity of cycling and walking infrastructure are key considerations for Destination Wollongong, particularly in supporting visitor access and reinforcing Wollongong's positioning as a UCI Bike City.</p>	<p>Council acknowledges this feedback and is working towards delivering the projects you have identified in your submission.</p>	Acknowledged.
123	Destination Wollongong	Tourism performance measure; tourism accommodation beds	<p>Given the economic and employment benefits associated with tourism, Destination Wollongong recommends the inclusion of a performance measure that tracks the number of available tourism accommodation beds across the city. This would support ongoing monitoring of sector capacity and help guide future planning and investment.</p>	<p>The number of Accommodation Establishments and the number of Accommodation beds available are being tracked, including through development approvals and registered short-term rental accommodation. The adopted Tourism Accommodation Strategy has a target of two 5-star or equivalent hotels being established. On 5 May 2025 Council resolved formally track and publicise progress against our various development targets. This will include hotel accommodation targets.</p> <p>Council acknowledges the joint initiative with Destination Wollongong to undertake a Tourism Accommodation Review, which will be completed in 2025.</p>	Acknowledged.
124	Destination Wollongong	City centre management	<p>Destination Wollongong has a strong interest in the activation of the Central Business District and foreshore areas, recognising their role in attracting and engaging visitors.</p> <p>Destination Wollongong also supports close alignment between city centre marketing and broader destination marketing efforts to ensure a coordinated and synergistic approach.</p>	<p>Interest noted.</p> <p>Council supports an aligned approach to positioning and marketing the City of Wollongong to all audiences. This includes working together with Destination Wollongong at both strategic and operational levels to have aligned messaging and campaign execution to meet our shared brand identity goals.</p> <p>City Centre Management will coordinate a meeting with Council's CBD Marketing Team and Destination Wollongong to facilitate a conversation.</p>	<p>Acknowledged.</p> <p>Future discussion to be facilitated.</p>
125	Destination Wollongong	Destination Wollongong actions; funding agreement	<p>Destination Wollongong notes that the action to "administer the Destination Wollongong 2021–2026 Funding Agreement" under Economic Development does not reflect current arrangements, as reporting now occurs through the Office of the General Manager.</p> <p>Destination Wollongong also has an interest in the action "Collaborate with external agencies on regional economic development and tourism initiatives" and recommends being listed in the Delivery Stream for this action.</p> <p>It is further suggested that the Destination Wollongong Funding Agreement be included in the Supporting Documents section of the Economic Development service.</p>	<p>It is acknowledged the responsibility of administering the Destination Wollongong funding agreement has shifted to the Office of the General Manager. However, Council's Delivery Program is structured by Services and not organisational structure or reporting lines. The Destination Wollongong Delivery Stream forms a key function of Economic Development from a service perspective.</p>	Acknowledged.

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Item	Author	Theme	Submission Summary	Response	Proposed Action
126	Destination Wollongong	Destination Wollongong role in Major Events	<p>Destination Wollongong requests to be included as a Delivery Stream for the Engagement, Communications and Events service, in recognition of its role in delivering the Major Events Strategy and attracting significant events to the city.</p> <p>In the "How" section, it is recommended that the following be added: "Approve and support Destination Wollongong in the delivery of major events."</p> <p>Destination Wollongong also recommends being listed as a Delivery Stream for the following actions:</p> <ul style="list-style-type: none"> "Host six major events reflecting priority sectors and contribute to the acquisition and management of signature events" "Prepare and implement a Major Events Strategy" <p>In addition, it is suggested that a new action be included for the hosting of community events, to reflect Council's direct role in these initiatives, which are distinct from Destination Wollongong's focus on major events.</p>	<p>Major event acquisition is a key pillar of Council's funding agreement with Destination Wollongong.</p> <p>Council aligns one delivery stream to a service, however, notes many of our delivery streams contribute to multiple outcomes achieved through our services.</p> <p>Via the quarterly reporting process to Council and the community, Council includes progress against these actions reflecting the work of Destination Wollongong.</p> <p>In the section 'how' under Engagement, Communications and Events, the following is referenced:</p> <ul style="list-style-type: none"> Deliver major community celebrations including New Year's Eve, Australia Day and Civic Receptions, and Support local, major and international events within the region to benefit the community and showcase the Wollongong local government area Coordinate community grants and Financial Assistance Policy Deliver Council's annual community events program 	Acknowledged.
12	Destination Wollongong	Destination Wollongong role in Tourist Parks Service	<p>Destination Wollongong requests to be included as a Delivery Stream for the Tourist Parks service. As part of its destination marketing role, Destination Wollongong contributes to promoting the city's three Tourist Parks and supports efforts to optimise service delivery and strengthen Council's financial sustainability.</p>	<p>Council aligns one delivery stream to a service, however, notes many of our delivery streams contribute to multiple outcomes achieved through our services.</p> <p>It is acknowledged Destination Wollongong promotes Council's Tourist Parks as part of its destination marketing approach.</p>	Acknowledged.
128	Destination Wollongong	Major events performance measure	<p>Destination Wollongong recommends the inclusion of performance measures under the Engagement, Communications and Events service to better reflect outcomes associated with major event attraction and destination marketing.</p> <p>Suggested measures include:</p> <ul style="list-style-type: none"> Number of major events attracted each year Number of business events secured Estimated domestic/overnight bed nights generated Website visitation to Destination Wollongong's online platforms <p>These indicators would support evaluation of economic and promotional impacts and align with available data.</p>	<p>Council acknowledges Destination Wollongong is funded to attract major events on behalf of the city. Major events are currently tracked via Council's quarterly reporting processes.</p> <p>Council's quarterly reporting also provides commentary about business related events and activities related to Economic Development within the city.</p>	Acknowledged.
129	Destination Wollongong	Destination Wollongong role in Aquatic Services	<p>Destination Wollongong has an interest in the Aquatic Services service, recognising that well-maintained and developed aquatic facilities — including beaches, pools and rock pools — enhance opportunities for event hosting, visitor satisfaction and promotional activity.</p>	<p>Interest is noted.</p> <p>Council is currently developing an Aquatic Facilities and Indoor Sports Strategy and a Beach Services and Surf Sports Strategy, where feedback on how the community wish to use their beaches, pools and rock pools will be collected and matched against our current operating levels and services. This will include additional infrastructure requirements to help drive participation and visitation across our services. Consultation is expected to start from June 2025 and the Strategies will be finalised by the end of 2025. Feedback on this matter will be included within the Strategy development.</p>	<p>Acknowledged.</p> <p>Continue to develop the draft Aquatic Facilities and Indoor Sports Strategy, and Beach Services and Surf Sports Strategy.</p>
130	Destination Wollongong	Destination Wollongong role in Leisure Centres Service	<p>Destination Wollongong has an interest in the Leisure Centres service, particularly in relation to the future development of Beaton Park. Enhanced facilities at this site could support the attraction and hosting of major events and provide improved amenities for visitors.</p>	<p>Interest is noted.</p> <p>Council is currently undertaking a feasibility assessment to test the current Master Plan on the site, to ensure future plans for the site reflect community needs for participation, pathways and events. Council will also finalise the construction of the new regional tennis centre at Beaton Park this financial year that will be capable of hosting Tennis NSW certified events once completed.</p>	Acknowledged.

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Item	Author	Theme	Submission Summary	Response	Proposed Action
131	Destination Wollongong	Destination Wollongong role in Parks and Sportsfields Service	<p>Destination Wollongong has an ongoing interest in the maintenance and development of Parks and Sportsfields, recognising their role in supporting multi-venue major events.</p> <p>This includes specific interest in:</p> <ul style="list-style-type: none"> The ongoing management and event use of Bulli Showground The future development of the Wollongong Skate Park, with a view to accommodating major skateboarding events The continued improvement and use of Lang Park as a key venue for hosting major events 	<p>Interest is noted.</p> <p>Council will be undertaking an update to the Sportsgrounds and Sporting Facilities Strategy this financial year to help define and develop strategies to ensure appropriate infrastructure is planned and implemented across our sportsgrounds and sporting facilities. This will support the hosting of events and competitions from local grass roots, through to elite and masters type of events into the future.</p> <p>Bulli Showground Master Plan proposes the transformation of this site from a greyhound track to a multi-sport and community hub subject to further advice from Transport for NSW regarding the alignment of the Bulli By-pass project under consideration by the NSW Government.</p> <p>Wollongong Skate Park remains a project in the Infrastructure Delivery Program for delivery pending final site selection.</p> <p>The Lang Park Master Plan will progress next financial year and will consider future needs including major event requirements.</p>	<p>Acknowledged.</p> <p>Continue to review the Sportsgrounds and Sporting Facilities Strategy.</p>
132	Destination Wollongong	Parks and Sportsfields Service suggested amendments	<p>Destination Wollongong notes that the action relating to the establishment of a national baseball franchise currently appears uncertain. Given this uncertainty, the removal of the action from the plan may be appropriate at this time.</p> <p>Destination Wollongong also requests to be added to the delivery stream for the Mountain Bike Network action. The organisation plays an active role in the development and promotion of the Illawarra Escarpment Mountain Bike Trail Network and the Cringila Mountain Bike Park through advocacy, stakeholder engagement, and efforts to grow cycle-based tourism and event opportunities as part of Wollongong's Bike City designation.</p>	<p>Council remains open to discussions with the national baseball league regarding a future location in the city.</p> <p>Council supports the increase in Mountain Biking opportunities within the Wollongong Local Government Area and is working closely with the National Parks and Wildlife Service (NPWS) to deliver formalised Mountain Bike Trails through the escarpment.</p> <p>Council officers continue to work with stakeholders to ensure facilities are available and supporting infrastructure is appropriate to continue to host events within the Local Government Area.</p>	<p>Acknowledged.</p>
133	National Parks Association of NSW (Illawarra Branch)	Environmental management; Illawarra Escarpment	<p>The National Parks Association is concerned that the Draft Delivery Program does not include clear commitments to the Illawarra Escarpment—arguably the region's most iconic green feature. In contrast, the draft Plan includes specific actions for the coastal zone, Lake Illawarra and West Dapto.</p> <p>The Association has long advocated for dedicated resources to manage the escarpment, including at a Public Access Forum two years ago where it called for a review of the 2014 Illawarra Escarpment Strategic Management Plan (IESMP). To date, there has been no further commitment or update on this matter.</p> <p>The IESMP is only briefly referenced in the draft Plan. It does not appear under the list of supporting documents for Land Use Planning (page 45), suggesting it may no longer be considered a current or guiding document. While it is listed among 17 supporting documents under Natural Area Management (page 31), the escarpment is not referenced in the 'How' actions for this section (page 30), and limited resources are dedicated overall to natural environment management.</p> <p>There is a potential mismatch between community expectations and Council's current goals and resource allocations in relation to environmental protection, particularly for the escarpment.</p>	<p>We are pleased to advise that the draft Local Strategic Planning Statement (LSPS), Wollongong 2045, strongly recognises the Illawarra Escarpment Strategic Management Plan (IESMP, 2015) and the range of environmental and cultural values of the Illawarra escarpment. The LSPS is a plan to guide land use planning in Wollongong Local Government Area (LGA) over the next 20 years. The draft LSPS states that 'Land use planning on the Illawarra Escarpment is focused on achieving its ongoing conservation and enhancement. The Escarpment lands include a number of existing communities as well as extractive industries and dormant industrial sites. The Illawarra Escarpment and foothills are not seen as an area appropriate for significant urban growth. Any Planning Proposal on the Escarpment needs to focus on the conservation outcome proposed for the Escarpment and demonstrate how changes will provide an overall improvement to the environmental and cultural values of the Illawarra Escarpment. This will be a key consideration as existing mining operations in the escarpment transition over the next decades.' In 2023, Council completed a Planning Proposal and rezonings in the Illawarra Escarpment foothills to protect environmental values. This demonstrates that the IESMP remains a key strategy for Council.</p> <p>Resources to operationally manage and protect our natural areas are allocated based on priorities throughout our public reserves. The natural areas are managed for conservation, cultural sites, pest management and bushfire protection and include the Council land managed along our escarpment. Priorities and resourcing determine the level of service appropriate for each site.</p>	<p>Acknowledged.</p> <p>Continue to acknowledge the importance of Illawarra Escarpment lands in the draft Local Strategic Planning Statement.</p>
134	National Parks Association of NSW (Illawarra Branch)	Environmental management; green corridors	<p>The National Parks Association supports the Northern Illawarra Residents Action Group in requesting that Council assist in bringing the 7-hectare parcel of privately owned land at Sandon Point (Lot 303, Amy Street, Thirroul) into public ownership.</p> <p>This site represents a vital link in the green corridor between the coast and surrounding creek systems. However, it is not identified in the draft Plan. The NPA considers that steps should be taken to recognise the environmental and ecological value of this area to demonstrate meaningful alignment with the goals of the Community Strategic Plan.</p>	<p>Council acknowledges community support for public ownership of lands at Amy Street, Thirroul. A proposal was submitted to Council and considered, however, there are currently no plans by Council to acquire this land parcel.</p>	<p>Acknowledged.</p>

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Item	Author	Theme	Submission Summary	Response	Proposed Action
135	Individual	Transport; active transport	A pedestrian crossing is requested at the northern end of Mercury Street, Wollongong to improve connectivity between the Throsby Drive Cycleway and the Fairy Creek Shared Paths. This would enhance pedestrian and cyclist safety and support better integration of the active transport network in this area.	<p>Your suggestion regarding the construction of a new pedestrian crossing at the northern end of Mercury Street will be added to Council's Infrastructure Request List for funding consideration in future years.</p> <p>The majority of funding within the Infrastructure Delivery Program is allocated to the maintenance and renewal of the existing infrastructure. A much smaller portion of funding is allocated to new and upgrades to infrastructure.</p> <p>Each year Council receives more requests for traffic facilities than available funding. With the budget available for investment in this new infrastructure, sites are selected and prioritised based on several factors. More information about how Council prioritises investment in traffic facilities can be found on our website: https://wollongong.nsw.gov.au/council/works-and-projects/future-works-and-projects/how-we-plan-future-works</p>	<p>Acknowledged.</p> <p>Location added to Council's Infrastructure Request List for future funding consideration.</p>
136	Individual	Transport; pedestrian safety	<p>I would like to see a raised pedestrian crossing installed on Victoria Street where it connects with the Denison Street shared path, to improve safety for pedestrians and cyclists. I also support reducing the city centre speed limit to 30 kilometres per hour due to the high number of serious collisions in the area.</p> <p>Additionally, a raised pedestrian crossing is needed between Coniston Soccer Field and the Swan Street underpass. This is a particularly difficult location for pedestrians to cross safely, especially families with young children.</p> <p>If channel works are planned on Byarong Creek near Uralba Street, I ask that Council consider constructing a shared path underpass beneath the bridge. If that is not possible, a pedestrian crossing at this location should be prioritised. I believe a crossing was previously proposed but cannot find it referenced in the draft Infrastructure Delivery Program.</p>	<p>Council is committed to delivering transport Infrastructure improvements across the Wollongong Local Government Area, with numerous projects identified in the draft Infrastructure Delivery Program (IDP). Each project within the IDP is considered and prioritised based on several factors such as proximity to business centres, medical services, educational facilities and accessibility of public transport, land use, strategic alignment, road safety, and residential density. More information regarding how Council prioritises investment in new traffic facility infrastructure can be found on Council's website: https://wollongong.nsw.gov.au/council/works-and-projects/future-works-and-projects/how-we-plan-future-works/transport-accordions/footpaths.</p> <p>Council is advocating for slower, calmer streets around schools and town centres. The Draft Wollongong Transport Strategy and Draft Wollongong City Centre Movement and Place Plan both advocate for 30km/hr streets. As speed zones are under the care and control of Transport for NSW, Council will advocate for these changes following the endorsement of the final plans. Improvements to the intersection of Victoria and Denison Streets has been identified through Council's draft City Centre Movement and Place Plan which is under development.</p> <p>The following suggestions for new infrastructure investments will be added to Council's Infrastructure Request List for funding consideration in future years:</p> <ul style="list-style-type: none"> • New pedestrian crossing of Denison Street (intersection with Victoria Street). • New pedestrian crossing of Gladstone Avenue (intersection with Swan Street Underpass). • New shared path underpass of Uralba Street Bridge. <p>While a crossing point at Uralba Street does not feature in Council's recently adopted IDP, a preliminary assessment has been completed to install an at grade priority crossing, speed cushions and lighting checks on both approaches to the existing pedestrian refuge. This project will be installed through the 'transport innovations' budget allocation.</p>	<p>Acknowledged.</p> <p>Continue to progress the draft Integrated Transport Strategy City Centre Movement and Place Plan to consider options.</p> <p>Continue to advocate to Transport for NSW for reduced vehicle speeds and traffic calming around schools and town centres.</p> <p>Add the following projects to Council's Infrastructure Request List:</p> <ul style="list-style-type: none"> • New pedestrian crossing of Denison St (intersection with Victoria St) • New pedestrian crossing of Gladstone Avenue (intersection with Swan St Underpass). • New shared path underpass of Uralba St Bridge.
137	Individual	Sport and recreation facilities; water bubblers	I'd also like to see a bubblers installed at JJ Kelly Park, or all buildings to have outside taps which can be used to refill water bottles. Sportsfield have high sporting use, and lack of water refill facilities is a terrible problem, especially as hot days increase in severity and frequency.	Council has identified JJ Kelly Park amenities building for design as part of the draft Infrastructure Delivery Program 2025-2026 to 2028-2029. A water bubbler will be considered as part of the design of this building to support sport being played at JJ Kelly Park.	<p>Acknowledged.</p> <p>Installation of water bubbler to be considered as part of the design for JJ Kelly amenities renewal.</p>

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Item	Author	Theme	Submission Summary	Response	Proposed Action
138	Individual	Transport; secure bike parking	I would like to see improved bicycle parking facilities at Council libraries. On Monday night, my bike was interfered with while parked at the Burelli Street, Wollongong library. Although nothing was stolen, a metal box attached to the bike was damaged. To support active transport and improve security, it would be great if Council could install library-card-activated bicycle parking sheds—similar to those found at train stations in other parts of New South Wales.	<p>Council acknowledges the community's support for additional bicycle parking infrastructure throughout the Local Government Area. Residents and visitors are enjoying cycling around our region in increasing numbers. Council has received requests for additional bike racks to be installed in several key locations and additional bike parking at community facilities has been added to our Infrastructure Request list. Works for the installation of new bike racks have been programmed for this financial year with the allocated budget of the Infrastructure Delivery Program and this location will certainly be considered.</p> <p>As part of the Wollongong Cycling Strategy 2030, Council ran a Bicycle Parking Program where feedback was sought from the community regarding locations for bicycle parking. Popular locations included busy areas near shops, beaches, playgrounds and public transport.</p> <p>Within our Bicycle Parking Program, there will be opportunities in future years for additional bike parking to be installed in other locations. Full details can be found via: FAQs Citywide Bike Parking Our Wollongong</p>	<p>Acknowledged.</p> <p>Add suggested locations for additional bicycle parking to Council's Infrastructure Request List for future funding consideration.</p>
139	Individual	Transport; active transport	Why is the footpath listed for Rowland Avenue; Mangerton Road to 80 Rowland Avenue included under new infrastructure when it's said to be a replacement?	<p>Council acknowledges this was an error during the development of the draft Infrastructure Delivery Program (IDP) which has now been rectified. The work type will be amended to be 'Construct New' when the post-exhibition version of Council's IDP is presented to Council in June 2025 for adoption.</p>	<p>Amend post-exhibition draft Infrastructure Delivery Program:</p> <p>'Rowland Avenue; Mangerton Road to 80 Rowland Avenue' – work type amended to 'Construct New'.</p>
140	Individual	Transport; active transport	<p>There is insufficient investment in cycleways and footpaths given the scale of the challenge Wollongong faces in supporting active transport. One way to improve this is by introducing more on-street cycleways, supported by the removal of parking from one side of selected streets. Reserve Street, West Wollongong, where many homes already have off-street parking and private garages, would have been well suited to this approach.</p> <p>I also welcome the installation of new bus stops—this is a great improvement to local transport infrastructure.</p>	<p>Council acknowledges the widespread community support for additional investment in active transport infrastructure. Guidelines for cycling facilities have evolved over the past few years and, within Council's care and control, we are nearing the completion of our Cycling Network Plan of local road infrastructure which will drive our infrastructure program for the next 10 years to improve connectivity. This will deliver on multiple actions of the Wollongong Cycling Strategy 2030.</p> <p>Reserve Street shared use path was constructed to connect to the existing shared use path at the Fairy Creek shared pathway. This was to provide walking and cycling infrastructure to strengthen active transport connection in an east west direction for West Wollongong without loss of parking and providing a safe journey for all users.</p> <p>A key component of this plan will be an overview of the types of cycling facilities with consideration of the existing road environment. Separated cycleways are certainly the preferred treatment for key cycling routes along our foreshore and other priority routes. However, due to our financial constraints and the physical constraints of being a largely developed city, a mixture of dedicated paths, shared paths and on-road cycling Quietways (where road users share the space in a low-speed environment) will be delivered to achieve Wollongong's cycling network.</p> <p>Council is proud to have continued our cycling advocacy and investment over the past five years with active transport investment has exceeding the UN's recommendations of transport budgets allocate 20% to active transport. Approximately 25% of our transport budget is going towards investment in active transport. We can use this good news and momentum to advocate for the NSW Government to do the same.</p>	<p>Acknowledged.</p> <p>Continue to progress the draft Cycling Network Plan to consider and inform future infrastructure planning and delivery.</p>

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Item	Author	Theme	Submission Summary	Response	Proposed Action
141	Individual	Transport; active transport; pedestrian safety	<p>I would like to see a safer connection from the Fairy Creek shared path to Gwynneville Public School. This could be achieved through a number of ways:</p> <ul style="list-style-type: none"> adding a pedestrian crossing where the shared path comes out on the council block between 9 and 13 Acacia Ave, or adding a footpath along Acacia Ave from the Council block to the school crossing. 	<p>Your suggestions for a new footpath along Acacia Avenue and a new crossing point on Acacia Avenue will be added to Council's Infrastructure Request List and will be considered for funding in future years.</p> <p>Council has established a Safer Routes to School Working Group, made up of Council Engineers, Planners and our Road Safety Officer to review road safety conditions across all 84 schools in the Wollongong Local Government Area. As part of the Safer Routes to School program, Council staff prepare a Draft Safer Routes to School Report which incorporates a review of signs, lines, infrastructure and the behaviours around schools. These reports will also identify short/medium/long term plans to improve safety around schools, promote public transport and encourage walking and cycling to school. Gwynneville Public School will be assessed in 2025 or 2026 under Council's Safer Routes to Schools Program.</p>	<p>Identified location added to Council's Infrastructure Request List for future funding consideration.</p> <p>Include Gwynneville Public School for future assessment as part of Council's Safer Routes to Schools Program.</p>
142	Individual	Transport; active transport; pedestrian safety	<p>There are right-angle gutters on the route from Port Kembla train station to Wentworth Street. Could kerb ramps please be added to Military Road and Military Lane, particularly for wheelchairs and prams to get from Port Kembla train station to the Servo. Kerb ramps to get wheelchairs from PK train to the Servo bar – this is supported by the local community.</p>	<p>Your suggestions for new kerb ramps connecting Port Kembla Train Station to the Port Kembla Town Centre will be added to Council's Infrastructure Request List and will be considered for funding in future years.</p> <p>The majority of funding within the Infrastructure Delivery Program is allocated to the maintenance and renewal of the existing infrastructure. A much smaller portion of funding is allocated to new and upgrades to infrastructure.</p> <p>Each year Council receives more requests for footpaths/shared paths and traffic facilities upgrades than available funding. With the budget available for footpath/shared path construction and traffic facilities, projects are prioritised based on several factors. More information about how Council prioritises footpaths and cycleways can be found on our website: https://wollongong.nsw.gov.au/council/works-and-projects/future-works-and-projects/how-we-plan-future-works</p>	<p>Acknowledged.</p> <p>Identified locations added to Council's Infrastructure Request List.</p>
143	Individual	Stormwater and floodplain management	<p>For many years, our property—and those of our immediate neighbours along Lawrence Hargrave Drive at Scarborough—has experienced flooding during significant rain events. This issue stems from the lack of adequate stormwater drainage between the Scarborough Hotel and our residence. During the most recent storm on 6 April 2024, water entered our home, resulting in approximately \$10,000 worth of damage to flooring and furniture.</p> <p>To address this issue, I respectfully ask Council to consider including drainage upgrades in its current capital works program. The following works are suggested:</p> <ul style="list-style-type: none"> Installation of guttering shaped to capture stormwater, while still allowing cars to park over the drain Addition of two to three surface drains Reconfiguration to ensure all stormwater is effectively directed into the existing drain located outside our property, which currently overflows during major weather events <p>I would be very grateful for Council's support in addressing this long-standing issue.</p>	<p>There are varying arrangements along Lawrence Hargrave Drive between Council and Transport for NSW (TfNSW), however, in this location Council is responsible for the drainage and road reserve along the road, while TfNSW is responsible for trunk drainage across the road carrying creek flows. Your feedback regarding the general quality of drainage along Lawrence Hargrave Drive at Scarborough will be provided to Transport for NSW.</p> <p>Council can confirm that works to upgrade drainage at this location along Lawrence Hargrave Drive are not listed in our current Infrastructure Delivery Program (IDP). Infrastructure projects are prioritised by the benefits they provide to the community, such as risk life, the number of residents benefiting and the risk to Council-owned infrastructure, among other criteria. The highest ranked projects are considered for inclusion in our Infrastructure Delivery Program.</p> <p>Each year Council receives more requests for drainage upgrades than available funding. With the budget available for drainage upgrades, sites are selected and prioritised based on several factors. More information about how Council prioritises investment in drainage upgrade can be found on our website: https://wollongong.nsw.gov.au/council/works-and-projects/future-works-and-projects/how-we-plan-future-works</p> <p>Residents are encouraged to seek advice from an expert consultant to help them manage stormwater runoff entering their property.</p>	<p>Acknowledged.</p> <p>Submission forwarded to Transport for NSW in relation to general quality of drainage.</p>

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Item	Author	Theme	Submission Summary	Response	Proposed Action
144	Individual	Sustainable development controls	<p>Please include in the draft plans:</p> <ol style="list-style-type: none"> a ban on new gas connections to homes a standard for all new windows to be double glazed 	<p>Council has adopted an updated Development Control Plan (DCP) chapter - A2 Ecological Sustainable Development which notes that all-electric buildings can improve energy efficiency and improve indoor air quality. As part of the review of DCP - Chapter B1 Residential Development later this year, Council will be considering the issues associated with gas connections. The review of DCP chapter B1 will also consider double glazing. While updated DCP chapters can guide developments lodged through a Development Application process, we note that many residential proposals are approved by Private Certifiers as Complying Development under State Policies which do not need to consider Council's DCP. These developments are guided by NSW Government policies.</p>	<p>Acknowledged.</p> <p>Continue to progress the review of DCP - Chapter B1 Residential Development.</p>
145	Individual	Support for Council services	<p>Thank you for the high quality of existing services. I use the library, swimming pool, beaches, lakeside parks, art gallery and Illawarra Performing Arts Centre. All are awesome. The rubbish collections and roads/ paths are great.</p>	<p>Council acknowledges and appreciates your positive feedback.</p>	<p>Acknowledged.</p>
146	Individual	Sustainability	<p>The strong focus on environmental sustainability in the plans is excellent. It's not just Bulli residents making progress—many of us in Dapto are working hard too. Keep chipping away and kicking goals.</p> <p>I would also like to see Council offer more support and practical guidance for residents looking to improve the sustainability of older housing stock. This could include advice on retrofitting homes for better energy efficiency, such as installing north-facing windows for passive heating, improving insulation, or planting shade trees to reduce summer heat.</p>	<p>Council commends the actions you are taking to live more sustainably. We agree that environmental sustainability is everyone's responsibility.</p> <p>To find ideas about how to live more sustainably you can consult our webpage: https://wollongong.nsw.gov.au/environment/sustainable-living.</p> <p>The page has a lot of information, but some of our favourite tips are vertical gardens as they are low cost and a great way to both produce sustainable food but also provide cooling and shading to your house and induction cook plate, they are also low cost, energy efficient and can sit easily in top of an electric or gas cooktop.</p> <p>We regularly review the information we provide on our website and will consider your suggestions as we undertake future reviews.</p>	<p>Acknowledged.</p>
147	Individual	Housing density and affordability	<p>In planning for medium density housing, more emphasis should be placed on creating liveable and well-designed communities. This includes requirements for acoustic insulation to reduce noise between dwellings and thermal insulation for comfort. Good medium density should offer a positive living experience. A strong example in Dapto is the townhouse development on Moombarra Street near Baan Baan Street. In contrast, the development northwest of the railway crossing on Avondale Road is noted as a poor example, with black roofs, high density, minimal variety, and little greenery.</p> <p>To improve housing affordability for new home buyers, could ideas be explored such as allowing the staged development of homes. This could involve building a basic one-bedroom dwelling initially, with the option to expand later, similar to common practices in the 1950s. While planning is largely driven by New South Wales Government policy, I encourage Council to explore opportunities to support more flexible and affordable housing strategies where possible.</p>	<p>A review of noise and amenity issues will occur as part of the review of Development Control Plan Chapter B1 Residential Development later this year. While updated DCP chapters can guide developments lodged through a Development Application process, we note that many residential proposals are approved by Private Certifiers as Complying Development under State Policies (ie, BASIX provisions) and National Construction Code. These developments are guided by NSW Government policies.</p>	<p>Acknowledged.</p> <p>Continue to progress the review of DCP - Chapter B1 Residential Development.</p>
148	Individual	Support for multicultural communities	<p>I really appreciate the cultural and linguistic diversity we have in Dapto. I grew up here and lived for 15 years in the Sutherland Shire, where the low level of ethnic diversity was a real shock. I was fortunate to work in more diverse areas of Sydney during that time, but moving back to Dapto two and a half years ago felt like a relief. Being part of a multicultural community feels normal and positive to me. It's great to see this celebrated, and I hope Council continues to support and promote our community's diversity.</p>	<p>Council acknowledges and appreciates your positive feedback. Council will continue to provide programs, services and places for social cohesion, cultural activities and community belonging.</p>	<p>Acknowledged.</p>

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Item	Author	Theme	Submission Summary	Response	Proposed Action
149	Individual	Environmental and ecological sustainability	<p>After being away for 15 years, I've noticed there seem to be fewer birds around Lake Illawarra and in the area more broadly. Retaining and improving remnant bushland is really important. My grandfather moved here in 1950 because he loved the huge flocks of birds on the lake. Ironically, his job was building houses for steelworks employees—which in hindsight wasn't so great for the local environment. I also feel sad that the steelworks destroyed traditional shellfish foraging areas used by Dharawal people. Life is complicated.</p>	<p>Council acknowledges your concerns about your perception of decreasing number of birds around Lake Illawarra. Our birdlife is important and we are committed to maintain and preserve it. Estuaries are critical aquatic environments that are used by fish, birds and other wildlife. Lake Illawarra and its surrounding wetlands support diverse faunal communities and a number of threatened and endangered species and communities. Native wildlife has been identified as a valued aspect of Lake Illawarra by the community for its cultural and aesthetic value, nature conservation, birdwatching and for recreational fishing. Native fauna also provide a range of biological and economic services to the community. Scientific surveys of fish, birds and invertebrate fauna have been conducted in Lake Illawarra by NPWS, Department of Primary Industries and community groups over the years, however, knowledge gaps exist for certain faunal groups. It is recognised long-term data incorporating inter and intra seasonal variation is needed to meaningfully interpret changes observed to communities and implement appropriate management response.</p> <p>Significant changes to the ecology of Lake Illawarra have resulted from the permanent opening of the entrance channel including alterations to tidal regime, water quality and the distribution of aquatic macrophyte communities. These have had both direct and indirect impacts on the lake's wildlife due to changes to habitat quality and the potential introduction of pest species. Increased catchment development has also resulted in additional pressures impacting the lake's environment.</p> <p>The Lake Illawarra Coastal Management Program helps us manage the lake more sustainably. It does include an action about Fauna monitoring. Last year we focused on identifying changes in our fish communities in the lake and we have found changes in type of species has occurred over time. We will now turn our focus to other fauna species including birds. We are in close contact with the Illawarra birders who undertake regular spot surveys around the lake and their data will be useful to inform our work. To find out more about how we manage the lake and its flora and fauna you can consult https://wollongong.nsw.gov.au/environment/coast-and-waterways/lake-illawarra</p>	Acknowledged.
150	Dapto Phoenix Football Club	Sportsgrounds and sporting facilities infrastructure	<p>Dapto Phoenix Football Club appreciates the recent completion of drainage works to Field 1 at Lakelands Oval, delivered through this financial year's Delivery Program.</p> <p>We note that the approved Review of Environmental Factors (REF03908), and presumably the associated budget, covered both Field 1 and Field 2. However, Field 2 was not included in the final scope of works and now appears to have been removed from the Infrastructure Delivery Program 2025–2026 to 2028–2029. We would appreciate if the post-exhibition report could clarify why Field 2 was excluded, particularly as it appears in the original REF.</p> <p>This omission seems inconsistent with the actions outlined in the Delivery Program 2025–2029 and Operational Plan 2025–2026 (page 90), which include:</p> <ul style="list-style-type: none"> • Delivering funded sportsfield irrigation and drainage infrastructure projects; and • Implementing the Sportsgrounds and Sporting Facilities Strategy 2023–2027. <p>In relation to the latter, Community Strategic Plan strategy 9.2 specifically identifies the need to plan for resilient playing surfaces through enhanced drainage and irrigation infrastructure. Given this, we are seeking clarification on the exclusion of Field 2 and whether there are plans to reinstate the project in future years.</p>	<p>Council is working with the Illawarra Stingrays and to support a home ground location for the Club at Lakelands Oval. Improvements have been made by Council on this ground that includes drainage on Field 1, which is aligned with the scope developed for Lakelands Oval.</p> <p>The Review of Environmental Factors (REF) was completed for both fields, as the Club was seeking to rectify an issue with the stormwater pipe in Field 2, in investigating future irrigation. It was considered more efficient to complete a REF for both fields at the same time to support the Club with their proposed works.</p> <p>Council will work closely with the Illawarra Stingrays and Dapto Phoenix Clubs to support the delivery of grant funded works.</p> <p>Council will also progress with an update of the Sportsgrounds and Sporting Facilities Strategy 2023-2027 this financial year, with an action plan that will identify future improvements across the sporting fields in the Local Government Area.</p>	Acknowledged.

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Item	Author	Theme	Submission Summary	Response	Proposed Action
151	Dapto Phoenix Football Club	Sportsgrounds and sporting facilities; Lakelands Oval Masterplan	<p>A masterplan for the long-term development of Lakelands Oval, Dapto was initially prepared to support the successful 'Level the Playing Field' grant awarded to the Stingrays for their home ground, which is shared with Dapto Phoenix Football Club. Part of this Masterplan is currently being developed.</p> <p>Council is asked to further develop this Masterplan to include consideration of the following enhancements:</p> <ul style="list-style-type: none"> • construction of a new car park fronting Lakelands Drive; • upgrade of the existing, ageing car park; • a synthetic surface for Field 2; and • sportsfield lighting for Field 3. <p>Photographs have been provided showing overflow parking during a standard Saturday morning junior competition, demonstrating the need for additional formal parking to safely accommodate demand.</p> <p>Further development and formal adoption of the Masterplan would strengthen future grant funding opportunities and complement the significant investment already made by the Stingrays and Council. A high-quality, integrated facility will support participation in one of the fastest-growing sports in the highest-growth area of the Wollongong Local Government Area.</p> <p>Can the post-exhibition report please address this request, and that the Masterplan be considered for public exhibition and inclusion in future strategic planning and Delivery Program documents.</p>	<p>Council is working with the Illawarra Stingrays and to support a home ground location for the Club at Lakelands Oval. Improvements have been made by Council on this ground that includes drainage on field 1.</p> <p>Council acknowledges the work of the Clubs to prepare the draft Master Plan. Further discussion will be required, noting Council will continue to work closely with the Illawarra Stingrays and Dapto Phoenix Clubs to support the delivery of grant funded works.</p> <p>Council will also progress with an update of the Sportsgrounds and Sporting Facilities Strategy 2023-2027 this financial year, with an action plan that will identify future improvements across sporting fields in the Local Government Area.</p>	Acknowledged.
152	Kembla Joggers	Sportsgrounds and sporting facilities infrastructure (Integral Park)	<p>Kembla Joggers request that the construction of a sewer connection to Integral Energy Recreation Park (IERP) be included as a priority in the 2025–2026 budget.</p> <p>A new sewer main, constructed by WaterNSW six years ago, now runs along Darkes Road, adjacent to the park. This makes the connection a relatively straightforward project. However, key tenants of the site—including Kembla Joggers and the Motorlife Museum—continue to face significant public health and cost impacts due to the lack of sewer connection.</p> <p>The current toilet facilities, which are more than 40 years old, were originally built for a much smaller visitor base. Today, the park is heavily used by the public and hosts a growing number of events in line with West Dapto's expanding urban population. Kembla Joggers alone hosts approximately 10,000 school students and an equal number of teachers and parents each year for cross country carnivals, in addition to 3,000 participants for the NSW Cross Country Championships and regular club events.</p> <p>There have been multiple incidents where the existing facilities have overflowed during large school events, resulting in raw sewage on the toilet floors. This poses a serious and ongoing public health concern.</p> <p>Pumping costs for the public toilets are estimated at \$40,000–\$50,000 annually. Kembla Joggers contributes up to \$10,000 each year to service its own facilities, and it is presumed the Motorlife Museum faces similar costs. During peak periods, additional portable toilets must be hired to avoid overflows—at a further cost of around \$1,000 per event.</p> <p>Given these factors, a sewer connection to IERP would provide immediate health, financial, and operational benefits. Kembla Joggers strongly urges Council to allocate funding in the 2025–2026 budget to progress this long-overdue project.</p>	The Integral Energy Park sewer is identified in the draft Infrastructure Delivery Program for construction during the 2025-2026 financial year, with designs finalised.	Already planned.

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Item	Author	Theme	Submission Summary	Response	Proposed Action
153	Illawarra Stingrays Football Club	Sportsgrounds and sporting facilities infrastructure	<p>The Illawarra Stingrays welcomes the retention of the action in the Parks and Sportsfields service:</p> <p><i>‘Support the Illawarra Stingrays Football Club with establishing a home ground location at Lakelands Oval, Dapto by delivering funded drainage upgrades, finalising a long-term licence and supporting the Club with carrying out their grant funded works.’</i></p> <p>While this support is appreciated, we note that Council’s Sportsfield division has many competing priorities. In practice, we believe it would benefit from additional resourcing to better facilitate the delivery of grant-funded projects led by external partners.</p> <p>Volunteer-run organisations like the Illawarra Stingrays work hard to secure significant external investment to enhance community facilities. We believe Council could provide greater recognition and streamlined support for these efforts—particularly through assistance with project management, faster administrative processes, and dedicated staff resources not typically available to volunteer clubs.</p> <p>The \$3.5 million grant awarded for Lakelands Oval represents a substantial investment in community sport infrastructure. We respectfully request an elevated focus on this project to ensure its timely and successful delivery. In return, Council will gain a valuable new asset at minimal cost.</p>	<p>Council is working with the Illawarra Stingrays to support a home ground location for the Club at Lakelands Oval. Improvements have been made by Council on this ground that includes drainage on field 1.</p> <p>Council will work closely with the Illawarra Stingrays and Dapto Phoenix Clubs to support the delivery of grant funded works.</p> <p>Council will also progress with an update of the Sportsgrounds and Sporting Facilities Strategy 2023-2027 this financial year, with an action plan that will identify future improvements across sporting fields in the Local Government Area.</p>	<p>Acknowledged.</p> <p>Continue to update the Sportsgrounds and Sporting Facilities Strategy.</p>
154	Illawarra Stingrays Football Club	Sportsgrounds and sporting facilities infrastructure; sportsfield drainage and irrigation	<p>The Stingrays acknowledge the significant growth in football registrations in recent years, particularly among girls and women, with female participation now representing 26% of Football South Coast registrations. Football continues to be the most highly participated sport across the Wollongong Local Government Area, and the need to improve field conditions—particularly drainage, lighting, and access for women and girls—is well documented.</p> <p>As the Illawarra’s premier women’s football club and a strong advocate for the sport, we are concerned that the draft Infrastructure Delivery Program 2025–2026 to 2028–2029 includes only one field drainage project (JJ Kelly Park)—a project that appears to have carried over from the previous plan.</p> <p>Given the commitments outlined in Council’s Delivery Program and Operational Plan (page 90), which state an intent to deliver multiple irrigation and drainage projects and implement the Sportsgrounds and Sporting Facilities Strategy 2023–2027, we respectfully request an explanation as to why no additional drainage projects have been identified.</p> <p>We also ask that the post-exhibition report provide an updated list of the unfunded sportsground project priorities—particularly for drainage—building on the 2023 version. Several projects have been successfully delivered, and we commend Council for this, but a clear update on what comes next would be appreciated by the football community.</p>	<p>Council’s draft Infrastructure Delivery Program (IDP) - Pages 12 and 90, includes multiple projects for sportsground and facilities infrastructure including:</p> <ul style="list-style-type: none"> • Sportsfield drainage – JJ Kelly Park • 5 x Sportsfield lighting projects • 5 x Sportsfield amenities projects (including 1 at West Dapto) • 1 x new Sportsfields (West Dapto) <p>Council staff have undertaken an audit of all Sportsground infrastructure and facilities and will be updating the Sportsgrounds and Sporting Facilities Strategy and developing an Implementation Plan (including priorities) over the next 18 months. Unallocated budget has been included in the outer years of the IDP for infrastructure prioritised from this work</p> <p>Council acknowledges the growth in participation rates and is working with the Illawarra Stingrays to support a home ground location for the Club at Lakelands Oval. Improvements have been made by Council on this ground that includes drainage on field 1.</p> <p>Council will work closely with the Illawarra Stingrays and Dapto Phoenix Clubs to support the delivery of grant funded works.</p> <p>Council will also progress with an update of the Sportsgrounds and Sporting Facilities Strategy 2023-2027 this financial year, with an action plan that will identify future improvements across sporting fields in the Local Government Area.</p>	<p>Acknowledged.</p>
155	Illawarra Stingrays Football Club	Sportsgrounds and sporting facilities infrastructure; synthetic pitch feasibility study	<p>The Illawarra Stingrays seek an update on the status and priority of the “Feasibility Study for a Synthetic Football Pitch in the Northern Suburbs.” This project has been listed in Council’s budget documents for several years, including a \$47,000 allocation within the Strategic Projects Restricted Asset (as outlined in the Draft Long Term Financial Plan 2025–2035, page 33), but no clear information has been provided regarding progress or future intentions.</p> <p>Should the proposal progress, it would be of considerable interest to the Stingrays and other northern football clubs as a potential wet weather training or match-day alternative. We would appreciate if the post-exhibition submission report could provide an update on the current status of the study and outline any intended next steps.</p>	<p>Council is currently undertaking an external assessment on the suitability of sites in the Northern Area for a proposed Synthetic Sportsfield. Council will engage with the sporting community later this year as planning continues to progress.</p>	<p>Acknowledged.</p> <p>Continue to progress feasibility study and carry out engagement with the community.</p>

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Item	Author	Theme	Submission Summary	Response	Proposed Action
156	Illawarra Stingrays Football Club	Sportsgrounds and sporting facilities infrastructure; Lakelands Oval Masterplan	<p>Attached to this submission is a Masterplan/Vision for the long-term development of Lakelands Oval, Dapto, with elements currently underway as part of the Stingrays' new home ground, to be shared with Dapto Phoenix Football Club. This plan supported the successful Level the Playing Field grant of \$3.5 million.</p> <p>The Illawarra Stingrays seek to collaborate with Council to further develop this plan, with particular focus on:</p> <ul style="list-style-type: none"> a new car park fronting Lakelands Drive; upgrades to the existing car parking area; a synthetic surface for Field 2; and lighting for Field 3. <p>These elements will strengthen future State Government grant applications and complement the significant investment already committed by the Stingrays and Council to deliver a high-quality facility in the fastest-growing area of the Wollongong Local Government Area. The Stingrays emphasise the value of a coordinated partnership with Council to support volunteers in pursuing additional funding. The most recent \$3.5 million grant represents a significant cost saving for Council and a major improvement to football infrastructure in the area.</p> <p>An elevated focus from Council on both the current project and development of supporting documents for future grant opportunities would be highly beneficial. The Stingrays also request that Council exhibit and adopt the attached plan as a Masterplan to guide future strategic planning and infrastructure delivery. This would significantly improve funding prospects and help secure further investment to enhance this important community asset.</p>	<p>Council is working with the Illawarra Stingrays to support a home ground location for the Club at Lakelands Oval. Improvements have been made by Council on this ground that includes drainage on field 1.</p> <p>Council acknowledges the work of the Clubs to prepare the draft Master Plan. Further discussion will be required, noting Council will continue to work closely with the Illawarra Stingrays and Dapto Phoenix Clubs to support the delivery of grant funded works.</p> <p>Council will also progress with an update of the Sportsgrounds and Sporting Facilities Strategy 2023-2027 this financial year, with an action plan that will identify future improvements across sporting fields in the Local Government Area. Consideration of the Master Plan following an internal review of all proposed works will be conducted and assessed across the range of sport infrastructure priorities within the Wollongong Local Government Area. Council will continue to work with the Illawarra Stingrays in the prioritisation and development of a home ground for female representative sport.</p>	<p>Acknowledged.</p> <p>Continue to progress the review of the Sportsgrounds and Sporting Facilities strategy.</p>
157	Wilson Street Wollongong Working Group	Transport; active transport, pedestrian safety	<p>It is requested Council amend the Infrastructure Delivery Program to list the Wilson Street footpath project for design and construction in Year 3 (2027–2028), rather than design only in Year 4. The draft program includes \$350,000 in Year 3 for unlisted footpath projects. We ask that Wilson Street be prioritised within that allocation.</p> <p>The project involves a simple 1.2 metre-wide concrete footpath approximately 150 metres long, connecting with existing paths and designed to avoid power poles. This would be a modest investment—estimated to be less than 0.2% of the annual budget—but one with high community benefit.</p> <p>Council staff have advised that the project ranks within the top 5% of assessed footpath priorities. At a May 2024 on-site meeting attended by around 40 residents, the footpath was unanimously identified as the number one local priority. This followed similar feedback from 2022, and a petition in 2024 with 222 signatures. The wider community survey also found 82% of respondents support its delivery.</p> <p>Wilson Street is a narrow, high-density street with no safe pedestrian access. Many residents—including families with prams and people with mobility issues—must walk on uneven grass or the road to reach homes, the CBD, the foreshore and nearby schools. The lack of a path presents a significant safety issue, particularly given the one-way traffic flow and parking constraints.</p> <p>We ask that Council deliver this basic but vital path by 2027–2028 to provide safe access for all pedestrians in this growing residential area.</p>	<p>Council has programmed this project for design during the 2027-2028 financial year. A construction phase has not yet been programmed as a cost estimate has not been completed and Council staff have not yet had an opportunity to complete due diligence of the site to confirm any constraints that may exist which could impact on construction timing (e.g., confirm that no long-lead time approvals are required.)</p> <p>Subject to there being no higher priorities identified and no significant constraints along the proposed alignment, it is anticipated that the footpath would be constructed during the 2028-2029 financial year.</p>	<p>Acknowledged.</p> <p>Already planned (design).</p>

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Item	Author	Theme	Submission Summary	Response	Proposed Action
158	Illawarra Shoalhaven Local Health District	Support for Community Strategic Plan goals and Delivery Program	<p>Illawarra Shoalhaven Local Health District (ISLHD) strongly supports the goals of the Community Strategic Plan and its associated Delivery Program and Operational Plan, which align with our shared commitment to building a healthier, more connected and equitable community. Our support is based on the following key priorities:</p> <p>Transport and active travel – We support the development of safe, accessible and sustainable transport networks that promote walking, cycling and public transport use—helping to improve community wellbeing while reducing emissions.</p> <p>Health-focused urban planning – We advocate for planning decisions that place health and wellbeing at the centre, including the delivery of walkable neighbourhoods, access to green spaces and improved liveability through better access to healthy food.</p> <p>Food security and nutrition – We support strategies that increase access to affordable, fresh food, reduce edible food waste and encourage local food production through planning instruments and community initiatives.</p> <p>Community wellbeing and recreation – We welcome continued collaboration on inclusive cultural, recreational and wellbeing programs, particularly those aimed at priority populations and healthy ageing.</p> <p>Access to health care – Reliable access to key health precincts, including Wollongong Hospital, is critical. Council support in improving connectivity and advocating for services such as accessible bulk-billing general practitioners is vital.</p>	Thank you for your submission in support of the plans and for reinforcing the key priorities for Illawarra Shoalhaven Local Health District that align with the plans.	Acknowledged.
159	Illawarra Shoalhaven Local Health District	Sustainability and climate resilience	<p>In relation to sustainability and climate resilience, Illawarra Shoalhaven Local Health District recommends the inclusion of an action in the Delivery Program that supports collaboration with the Health District to implement and raise awareness of heat and climate-related health risks—particularly among vulnerable populations.</p> <p>The submission also supports the retention of rural zoning to protect land used for food production and encourages Council to continue participating in, and where possible lead, local initiatives aimed at improving food security and reducing food waste.</p>	<p>Council is pleased to advise we have been working with the Illawarra Shoalhaven Local Health District since the development of Our Climate Change Adaptation Plan and our Urban Heat Strategy. We are also working directly with vulnerable communities to educate and raise awareness on climate risks and in particular the risks related to heatwaves. We recently had a meeting with representatives from our multi-cultural communities and we've found the level of awareness has increased since we've been engaging communities on these matters.</p> <p>In relation to access to food, we support Food Fairness Illawarra's low cost and free meals directory and fair food event as well as community gardens. Your suggestion to retain rural zonings cannot be supported in the main as much of our existing rural land is located at West Dapto which is our main release area for new housing and employment lands.</p>	Acknowledged.
160	Illawarra Shoalhaven Local Health District	Land use planning and planning assessment	<p>It is recommended the Land Use Planning Service section of the draft Delivery Program be amended to include health as an explicit planning consideration under the existing action to “plan for the current and future community of Wollongong Local Government Area, taking into consideration environmental, economic, social and other external factors.”</p> <p>Additional recommendations include: partnering with Illawarra Shoalhaven Local Health District to advocate for planning reforms that support health outcomes; maintaining a strong focus on infrastructure delivery in growth areas such as West Dapto, particularly for health and social infrastructure; and incorporating analysis of health impacts in Council's planning assessment processes.</p>	<p>The Delivery Program includes an action on page 45 for Land Use Planning to partner with external agencies on regional significant projects. This action includes working with NSW Health and the Local Health District. Planning for healthy communities is an integral part of the planning process.</p> <p>Council shares your focus on ensuring West Dapto provides appropriate social infrastructure and the recently adopted revised Development Contribution Plan for West Dapto was informed by a Social Infrastructure Needs Assessment which identified demand for new facilities.</p> <p>Planning assessment processes are guided by relevant legislation and policies and health considerations are captured through environmental and social objectives.</p>	Acknowledged.

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161	Illawarra Shoalhaven Local Health District	Transport; active transport; pedestrian safety	Continue to support sustainable and safe transport, including implementation of 30km/h zones and promotion of multi-modal transport options as outlined in the Integrated Transport Strategy.	<p>Council acknowledges Illawarra Shoalhaven Local Health District's support for sustainable, safe transport, including the implementation of 30km/h speed zones and the promotion of multi-modal transport option.</p> <p>Council's draft Integrated Transport Strategy is currently being refined based on the feedback received from the community following community exhibition of the document in mid-2024. This Strategy includes an Action Plan recommending the implementation of 30km/h speed zones in town centres and school zones within the Wollongong Local Government Area.</p> <p>Council is currently reviewing community feedback on this Strategy and refining this document in anticipation of presenting it to Council for adoption during the 2025-2026 financial year.</p>	<p>Acknowledged.</p> <p>Continue to finalise the draft Integrated Transport Strategy and action plan and continue to advocate to Transport for NSW.</p>
162	Illawarra Shoalhaven Local Health District	Public health and access to health care; Council advocacy	In relation to public health and access to health care, it is requested additional detail be added to the Delivery Program outlining Council's advocacy role — particularly in supporting access to health care through Federal Government engagement, such as advocating for accessible bulk-billing services. It also requested the Delivery Program formally acknowledge the Wollongong Health Precinct Strategy.	<p>Council acknowledges your support regarding public health and access to health care and this will be taken into account in our advocacy planning.</p> <p>The DPOP includes an action under Land Use Planning (page 45) which makes a commitment to partner with external agencies on regionally significant precinct planning projects in the city. It is intended that this action capture and report against our collaboration with the State on the Wollongong Hospital Health Precinct.</p> <p>The Wollongong Health Precinct work is further discussed as a special activity on page 49 of the draft Wollongong Local Strategic Planning Statement (LSPS) that will sit along-side the Community Strategic Plan and DPOP in guiding the future of the city.</p>	Acknowledged.
163	Northern Illawarra Residents Action Group (NIRAG)	Transport; UCI Bike City Status; secure bike facilities	<p>There does not appear to be any actions in the draft plans that recognise the UCI "Bike City" legacy or programs, nor any initiatives aimed at educating or shifting community attitudes. While a sign above the Council entrance proudly proclaims this status, there is no reference to it in Council's goals, strategic actions or performance indicators.</p> <p>There needs to be a greater and more focused effort to ensure Wollongong lives up to the "Bike City" name. E-bikes are becoming increasingly affordable and popular, yet are not mentioned in the draft documents. They should be encouraged, and practical infrastructure—such as lockers for helmets and panniers, and secure bike storage cages—should be installed at destinations like the art gallery, entertainment centre, performing arts centre and shopping centres.</p>	<p>Council understands the community's interest and support for additional bike lockers and storage cages throughout the Local Government Area. Council's commitment to improved walking and cycling is delivering on the Wollongong Cycling Strategy 2030. This has been further supported by Wollongong given the UCI Bike City label; the only label to be issued in the southern hemisphere. We will continue to expand our walking and riding network, our current four year Infrastructure Delivery Program can be viewed on Council's website.</p> <p>As part of the Wollongong Cycling Strategy 2030, Council ran a Bicycle Parking Program where feedback was sought from the community regarding locations for bicycle parking. Popular locations included busy areas near shops, beaches, playgrounds and public transport.</p> <p>Within our Bicycle Parking Program, there will be opportunities in future years for additional bike parking to be installed in other locations. Full details can be found via: FAQs Citywide Bike Parking Our Wollongong</p> <p>Council's draft Transport Strategy speaks to the importance of a variety of bike parking options to support this mode including advocacy for bike sheds and bike storage at train stations, on trains and buses and within new developments. Your specific suggestions for cycling infrastructure at railway stations will be forwarded to Transport for NSW for consideration.</p>	<p>Acknowledged.</p> <p>Consider identified locations in Council's Bicycle Parking Program.</p> <p>Forward submission to Transport for NSW regarding suggestions for cycling infrastructure at railway stations.</p>
164	Northern Illawarra Residents Action Group (NIRAG)	Green corridors; acquisition of property	<p>NIRAG has long for Council to support the acquisition of the 7-hectare parcel of privately owned land at Sandon Point (Lot 303, Amy Street, Thirroul). This land forms a vital missing link in the green corridor connecting the coastline with the revegetated creek lines of Hewitts, Woodlands and Tramway creeks, yet it remains unrecognised in the current Strategic Plan.</p> <p>To date, responses from Council officers have pointed to the absence of this land in the Strategic Plan as a reason for inaction. The group maintains that the land should be identified for future acquisition and calls on Council to take a leadership role in securing State or Federal government funding—or other appropriate sources—to bring it into public ownership for long-term environmental and community benefit.</p>	<p>Council acknowledges community support for public ownership of the subject lands. A proposal was submitted to Council and considered, however, there are currently no plans by Council to acquire this land parcel.</p>	Acknowledged.

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Item	Author	Theme	Submission Summary	Response	Proposed Action
165	Northern Illawarra Residents Action Group (NIRAG)	Coastal erosion	Council needs to consider that parts of its coastline are subject to erosion and begin identifying areas under threat. The draft Infrastructure Delivery Program does not appear to address this. Any future response will likely require involvement from the New South Wales Government.	<p>The development of the Wollongong Coastal Management Program is progressing in partnership with NSW Government and coastal experts.</p> <p>In March 2023, Council finalised a scoping study (stage 1 of our Coastal Management Program) which considered the Wollongong Coastal Zone Management Plan 2017, Estuary Management Plans and the Dune Management Strategy (2014). The scoping study reconsidered risks, values and issues identified in these documents in light of the current NSW Coastal Management framework and community feedback.</p> <p>We have progressed recommendations of the scoping study and are currently working on stage 2 studies being:</p> <ul style="list-style-type: none"> • Identification and Vulnerability Assessment of Aboriginal Cultural Values and Assets • Coastal Wetland and Littoral Rainforest Mapping • Coastal Hazard Studies <p>We will be sharing the results of the Stage 2 projects with our community in late 2025 so we can collaborate on the best management options to be included in stage 3 and 4 of the Coastal Management Plan.</p> <p>Our draft Delivery Program 2025-2029 and Operational Plan 2025-2026 identifies 'Prepare and deliver the Wollongong Coastal Management Program' (page 27) and 'Continue implementation of priority actions from the Dune Management Strategy' (page 30) as actions Council is committed to deliver on.</p> <p>Council's draft Infrastructure Delivery Program highlights we are also committed to construct stage 2 of the North Wollongong Seawall.</p> <p>For more information and to stay up to date on our progress on the delivery of our Coastal Management Program please regularly consult: Wollongong Coastal Management Program Our Wollongong</p>	<p>Acknowledged.</p> <p>Progress stage 2 of the Coastal Management Program.</p> <p>Deliver Delivery Program and Operational Plan actions 'Prepare and deliver the Wollongong Coastal Management Program' and 'Continue implementation of priority actions from the Dune Management Strategy'.</p> <p>Continue to plan and construct Stage 2 of the North Wollongong Seawall per Council's Infrastructure Delivery Program.</p>
166	Northern Illawarra Residents Action Group (NIRAG)	Draft Infrastructure Delivery Program presentation and information	<p>The summary document of infrastructure projects in the Infrastructure Delivery Program for the Neighbourhood Forum 3 area, along with the interactive online map, have been helpful in identifying local projects of interest. However, as noted in previous years, there remains a need for more detailed information to support collaboration—rather than last-minute consultation—on key projects.</p> <p>Project descriptions are often too vague. Additional detail on scope and indicative budgets would assist community understanding and engagement, especially for major or new works. While a simple one-line description may be sufficient for maintenance or routine tasks like pipe relining or road resurfacing, it is not adequate for larger infrastructure initiatives. The impression remains that the project list is primarily for internal administrative purposes, rather than facilitating informed and collaborative input from the community.</p>	<p>Council is unable to include any costing information as this would significantly jeopardise Council's negotiating position and its ability to ensure best value for money when engaging external contractors.</p> <p>Council has undertaken significant internal systems improvements to support in how we manage the planning and delivery of Council's Infrastructure Delivery Program. We are now able to include a short description against each project in the online Infrastructure Delivery Program for future exhibitions.</p> <p>Council has also committed to undertaking engagement with the community for future active transport infrastructure at the project scoping stage. This will provide the community with greater opportunity to influence the design early in the project lifecycle, noting the community feedback must be considered and balanced against Council's available project budget and prioritises across the Local Government Area.</p>	Acknowledged.

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Item	Author	Theme	Submission Summary	Response	Proposed Action
167	Northern Illawarra Residents Action Group (NIRAG)	Transport; active transport (path widening)	<p>The widening of the cycle and shared path between Slacky Creek and the entry to Bulli Surf Club has delivered strong safety and visual benefits for the community. It is important that this standard is continued in future works.</p> <p>To meet current and future needs, a strategic plan is required to progressively upgrade sections of the Coastal Cycleway. This should include increasing the width of high-use sections to 4 metres and clearly defining cyclist priority at road crossings and entry points.</p>	<p>Your request for widening the entire length of the Grand Pacific Walk Coastal Shared Path will be considered in future projects. The widening for existing paths would only be considered by Council on a case-by-case basis at the time when the length of shared path was at a point in its lifecycle where investment was required to renew this infrastructure, to keep funds allocated to extending the walking and cycling network.</p> <p>The majority of funding within the Infrastructure Delivery Program is allocated to the maintenance and renewal of the existing infrastructure. A much smaller portion of funding is allocated to new and upgrades to infrastructure.</p> <p>Each year Council receives more requests for footpaths/shared paths and traffic facilities than available funding. With the budget available for new footpaths/share paths, sites are selected and prioritised based on several factors including: proximity to businesses, retail centres, educational facilities, hospitals and connection points for public transport, road profile, traffic volumes and residential density.</p> <p>More information about how Council prioritises footpaths and cycleways can be found on our website: https://wollongong.nsw.gov.au/council/works-and-projects/future-works-and-projects/how-we-plan-future-works</p>	<p>Acknowledged.</p> <p>Consider identified location in future programs.</p>
168	Northern Illawarra Residents Action Group (NIRAG)	Transport; active transport	<p>NIRAG appreciates that, following community feedback, the McCauley Beach Cycleway upgrade from Aragan Circuit, Bulli to Hamilton Road, Thirroul was deferred with an understanding that it would proceed with a 4-metre-wide alignment. However, there is concern that the project now appears in the Infrastructure Delivery Program as a “reconstruction” rather than an “upgrade” as previously understood. It is also disappointing that construction is not scheduled until the 2027–2028 financial year.</p>	<p>Council committed to reviewing the scope of this project and to provide an update to residents and user groups once we had worked through the constraints of the site. These included known Aboriginal heritage in the area and its significance.</p> <p>This project is currently programmed for further design work to be carried out in 2025-2026 and 2026-2027 to allow adequate time to work through the abovementioned issues.</p> <p>Council will further consult with the community and NIRAG in due course as the project progresses through design. Construction is scheduled to begin during 2027-2028 and completed in 2028-2029.</p>	<p>Acknowledged.</p> <p>Already planned.</p> <p>Continue to review project scope and design as scheduled.</p>
169	Northern Illawarra Residents Action Group (NIRAG)	Transport; active transport	<p>Last year, NIRAG requested the inclusion of a design project in the Infrastructure Delivery Program to continue the widened shared path and cycleway from Park Road, Bulli to the Sandon Point carpark entrance at Point Street. This section is heavily used and poses safety risks due to its narrow width, proximity to the kerb, and a steep drop-off on the eastern side. It is also frequently obstructed by parked vehicles and beachgoers. Council’s response at the time indicated this section would be prioritised in future programs.</p>	<p>Council has reviewed its response to NIRAG’s submission last year and can confirm there is currently no commitment to widen this infrastructure.</p> <p>The widening for existing paths would only be considered by Council on a case-by-case basis at the time when the length of shared path was at a point in its lifecycle where investment was required to renew this infrastructure to keep funds allocated to extending the walking and cycling network.</p>	<p>Acknowledged.</p>
170	Northern Illawarra Residents Action Group (NIRAG)	Recreation facilities; northern suburbs skate park	<p>The Infrastructure Delivery Program currently lists the Northern Suburbs Skate Park project as being located in Thirroul. However, Bulli should be given equal consideration, particularly as a Thirroul location would need to be integrated with the broader urban design of the Plaza redevelopment and Thirroul bridge—should either proceed. Any plan should avoid pre-empting imaginative design solutions for the Plaza and Beaches Hotel site.</p> <p>Bulli offers several suitable alternative locations with strong transport connectivity, including the Bulli Showground or the former Bulli Bowling Club site at the Princes Highway and Grevillea Park Road intersection. Another possible location is Mailbag Hollow Park on the eastern side of the highway, near the former Bowling Club site. This park is shaded, within walking distance to Bulli Station and buses, visible from the road for safety, and has few nearby residents. While the site may be low lying and occasionally flood affected, it may still prove suitable.</p> <p>Regardless of the final location—whether in Thirroul, Woonona or Bulli—the skate park should not be placed near the beach, where parking demand is already high and the coastal shared path is heavily used. If a permanent skate park cannot be established at this time, a mobile facility at one of the suggested sites could be used for a mobile skate park.</p>	<p>Council is continuing to progress this item, and the location of this skate park is yet to be determined. A site analysis is currently underway, and further information will be shared with the community on the proposed location for the skate park.</p>	<p>Acknowledged.</p> <p>Continue to progress site analysis.</p>

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Item	Author	Theme	Submission Summary	Response	Proposed Action
171	Northern Illawarra Residents Action Group (NIRAG)	Transport; car parks	It is unclear why the Ocean Park car park is scheduled for an upgrade, with a redesign planned for financial year 2028–2029. A more pressing priority is the need for formalisation and maintenance of parking along the eastern side of Blackall Street, from Beach Street to Park Road, Bulli. This area is heavily used, yet the shoulder is currently rutted and potholed, creating increasing safety risks. Formalising angle parking, installing signage, and undertaking basic shoulder repairs would provide immediate benefit and improve safety for road users and pedestrians.	The 'design' phase referenced for Ocean Park Car Park in 2028-2029 is not a 'redesign' of the car park, it is a project to complete geotechnical investigations and confirm the most appropriate treatment for resurfacing this car park. Council has reviewed the informal parking arrangement along Blackall Street, Bulli. This project will be placed on Council's Infrastructure Request list for funding consideration in future programs.	Acknowledged. Add identified location to Council's Infrastructure Request List.
172	Northern Illawarra Residents Action Group (NIRAG)	Transport; traffic facilities; pedestrian safety	Traffic Facilities previously included a line item for pedestrian access on Point Street, but this has been removed from the current program and does not appear under any other category. This follows strong community advocacy over more than 20 years, which led to the inclusion of a feasibility study in the Infrastructure Delivery Program adopted in June 2022. In last year's program, it appeared only as "Design" for financial year 2024–2025, and it is unclear what the current status of that design is. The understanding was that a feasibility study would begin in the previous financial year to identify viable options and costings for a footpath along Point Street, from the South Coast Railway Line to Sandon Point. NIRAG supported this work with the hope that construction would follow or that a staged delivery strategy would be developed. This project should be reinstated. Preferably, new development applications along the northern side of Point Street should be required to provide driveways that accommodate a future shared path. This is a significant safety concern, which will only increase once the Geraghty Street Bridge is constructed to connect with Thirroul. In light of competing priorities, Council could consider whether some planned car park and bridge reconstructions could instead be maintained to extend their life and redirect funds to progress this much-needed pedestrian safety upgrade.	Council had previously communicated to NIRAG and other interested community members that we would complete a feasibility study into the delivery of a footpath along Point Street during 2024-2025. The outcome of the feasibility study would be used to determine the relative priority of this footpath against other priorities within the Wollongong Local Government Area. This feasibility study won't be finalised during 2024-2025, so budget will be carried-forward into 2025-2026 to complete this work. This will be reflected in the post-exhibition draft of Council's Infrastructure Delivery Program 2025-2026 to 2028-2029.	Acknowledged. Amend post-exhibition draft Infrastructure Delivery Program to reflect rescheduled timing.
173	Northern Illawarra Residents Action Group (NIRAG)	Transport; pedestrian safety; future projects suggestions	Two locations with inadequate lighting along shared paths and cycleways are requested for inclusion in a future program: 1. The pedestrian link from Thirroul Station to Wrexham Road, on the eastern side of the railway through Gibson Park, would benefit from improved lighting. 2. The shared path from Aragan Street, Bulli to Hamilton Street, Thirroul is currently unlit and unsafe to use at night.	Council can advise that lighting along the pedestrian link from Thirroul Train Station to Wrexham Road/Brickworks Avenue has been funded by the NSW Government under their Transport Integrated Placemaking program. The Thirroul Train Station Lighting Upgrade Project is proposed to be introduced into Council's Infrastructure Delivery Program post-exhibition for endorsement by Council. Your request for increased lighting along the shared path from Aragan Street, Bulli, to Hamilton Street, Thirroul, has been added to Council's Infrastructure Request list for funding consideration in future programs.	Acknowledged. Amend the post-exhibition draft Infrastructure Delivery Program to introduce the 'Thirroul Train Station Lighting Upgrade' project. Include Aragan Street, Bulli (pathway lighting) to Council's Infrastructure Request List for future funding consideration.
174	Individual	Transport; active transport	The Shared Path between Aragan Circuit, Bulli and Hamilton Road, Thirroul was promised to the community following safety concerns as an upgrade in width with possible minor exception at the creek and Sydney Water. Reconstruct is ambiguous - upgrade please.	Council committed to reviewing the scope of this project and to provide an update to residents and user groups once we had worked through the constraints of the site. These included known Aboriginal heritage in the area and its significance. This project is currently programmed for further design work to be carried out in 2025-2026 and 2026-2027 to allow adequate time to work through the abovementioned issues. Construction is scheduled to begin during 2027-2028 and be completed in 2028-2029.	Acknowledged. Continue to progress design work as planned.

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Item	Author	Theme	Submission Summary	Response	Proposed Action
175	Individual	Transport; active transport	<p>The Point Street footpath remains a longstanding unresolved issue. If Council has concerns about construction costs—such as earthworks, property adjustments or relocating utilities—please be transparent with the community.</p> <p>Current conditions, including the roundabouts and parking layout, are placing pedestrians in active traffic lanes. This is unsafe and requires urgent attention.</p> <p>One potential solution is to begin with the section between O'Brien Street (east) and the Somerville/Southview intersection, which may be more straightforward. The driveway just east of O'Brien Street indicates that utilities in this section are already set low, potentially reducing complexity and cost.</p> <p>Council could then consider directing pedestrians up O'Brien Street to bypass the more difficult section of Point Street. This would also highlight Council's nearby park at the Somerville/O'Brien intersection—a positive outcome for both safety and community amenity.</p>	<p>Council had previously communicated to interested community members that we would complete a feasibility study into the delivery of a footpath along Point Street during 2024-2025. The outcome of the feasibility would be used to determine the relative priority of this footpath against other priorities within the Wollongong Local Government Area. This feasibility study won't be finalised during 2024-2025 so budget will be carried-forward into 2025-2026 to complete this work. This will be reflected in the post-exhibition draft of Council's Infrastructure Delivery Program 2025-2026 to 2028-2029.</p>	<p>Acknowledged.</p> <p>Amend post-exhibition draft Infrastructure Delivery Program to reflect rescheduled timing.</p>
176	Individual	Transport; active transport	<p>Provision of a new footpath at Braeside Avenue, Keiraville on the western side mostly during 2024 and a small section in May 2025 is appreciated. However, it did take a while, particularly as the University provided funding to Council under a Voluntary Purchase Agreement for this work.</p> <p>Page 18, Rose Street; Robsons Road to William Street, Gwynneville, do you not mean Keiraville? Could not Council be more ambitious in constructing new paved footpaths?</p>	<p>Keiraville is the correct suburb for the project 'Rose Street; Robsons Road to William Street'. There was a printing error in the Infrastructure Delivery Program (IDP) and this will be corrected when the post-exhibition version of Council's IDP is published. The draft IDP includes 29 new footpaths and shared pathways and the renewal of 14 footpaths and shared pathways across the Local Government Area.</p> <p>Each year Council receives more requests for footpaths, shared paths and cycleways than available funding. Like most cities, we have some streets with no formal footpaths and the majority of streets have footpaths on one side. With the budget available for footpath construction, sites are selected and prioritised based on several factors including road profile, traffic volumes, residential density, proximity to businesses, retail centres, educational facilities, hospitals and connection points for public transport. More information about how Council prioritises footpaths and cycleways can be found on our website: https://wollongong.nsw.gov.au/council/works-and-projects/future-works-and-projects/how-we-plan-future-works/transport-accordions/footpaths</p> <p>Council continues to invest funds in the development of active transport infrastructure through the footpath and cycle way program areas. Council also relies on state and federal funding to achieve the targets set out in our supporting documents such as the Wollongong Cycling Strategy 2030.</p>	<p>Acknowledged.</p> <p>Amend post-exhibition draft Infrastructure Delivery Program to correct suburb from Gwynneville to Keiraville.</p>
177	Individual	Floodplain and stormwater management	<p>Parts of Keiraville were severely impacted during periods of very heavy rain, when the stormwater system (both on Council land and in private property) did not work as it should in years. Surely this calls for more remedial investment by Council during 2025-2026 than 11 Andrew Avenue, Pipe Reconstruction Keiraville as noted on page 8?</p>	<p>Council's stormwater network is primarily designed to manage runoff from minor storm events. When the stormwater network is overwhelmed and reaches full capacity, the result is excess water flowing overland.</p> <p>We strongly recommend landowners seek guidance from private consulting engineers to develop strategies for managing excess water on their land. Further information can be found on Council's website at: https://www.wollongong.nsw.gov.au/development/development-policies-guidelines/flooding-stormwater-and-development</p> <p>Council undertakes regular periodic inspections of its stormwater assets and projects are prioritised based on a number of factors.</p> <p>Council has proposed \$25.5M of funding to the design and construction of new floodplain and stormwater management and renewal of our current floodplain and stormwater management infrastructure over the next four years. The draft Infrastructure Delivery Program includes 10 new floodplain structures, 16 new stormwater drainage projects and more than 50 stormwater drainage renewals, reline or reconstruction projects across the city.</p>	<p>Acknowledged.</p>

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Item	Author	Theme	Submission Summary	Response	Proposed Action
178	Individual	Transport; traffic facilities; pedestrian safety	<p>Page 20 re traffic facilities. It is noted that page 20 has nothing for Keiraville. There are three items that need attention, as follows.</p> <ol style="list-style-type: none"> 1. Robsons Road in Keiraville which has traffic issues made worse by it being in part an access road to the main campus of the University of Wollongong, and has been a road that has had some vehicle accidents in recent years. It needs some traffic calming. This was raised by this writer and others in 2023. It is disappointing to see it overlooked yet again. 2. A pedestrian refuge on William Street near the intersection with Gipps Road. 3. Improved pedestrian and traffic safety at the intersection of Braeside Ave and Murphy's Avenue (just move the no parking sign a few metres to the east on the south side of Murphy's Avenue. 	<p>Your suggestions for traffic calming and new traffic facilities in Keiraville will be added to Council's Infrastructure Request list and will be considered for funding in future years.</p> <p>The majority of funding within the Infrastructure Delivery Program is allocated to the maintenance and renewal of the existing infrastructure. A much smaller portion of funding is allocated to new and upgrades to infrastructure.</p> <p>Each year Council receives more requests for new traffic facilities than available funding. With the budget available for new traffic facilities, sites are selected and prioritised based on several factors including the location's crash history, proximity to schools and town centres and recorded vehicle speeds.</p> <p>More information about how Council prioritises footpaths and cycleways can be found on our website: https://wollongong.nsw.gov.au/council/works-and-projects/future-works-and-projects/how-we-plan-future-works</p>	<p>Acknowledged.</p> <p>Identified locations to be added to Council's Infrastructure Request List for future funding consideration.</p>
179	Individual	Commercial revenue	<p>Concerns are expressed regarding whether Council is optimising revenue opportunities from commercial operations and leases at Stuart Park. Questions are raised around the adequacy of lease terms for the Skydive Australia operation, particularly when benchmarked against similar arrangements in other local government areas.</p> <p>In one example, Port Phillip Council (St Kilda) is reported to have charged more than \$27 per jump in licence fees, compared to an estimated \$0.42 per jump at Stuart Park based on 2014 jump data. Referencing historic guidance from the State Valuation Office, a suggested market valuation approach of 5–7% of gross revenue from commercial operations is cited, which could represent significant revenue potential.</p> <p>Further clarity is sought regarding the lease terms for the Lagoon Restaurant, with the view that such agreements should be consistent with other comparable hospitality businesses operating from Council-owned land, such as Diggies, North Beach Kiosk and Levendi.</p> <p>It is also recommended Council consider introducing paid parking for non-residents at Stuart Park as a possible source of additional income.</p>	<p>Ensuring Council is optimising revenue opportunities as part of commercial operations forms an important part of Council's approach to organisational sustainability.</p> <p>Stuart Park (Skydive)</p> <p>Upon endorsement of the new Foreshore Plan of Management, it is Council's intention to proceed to the market with a Leasing Tender offering the new agreement which is based at market rate.</p> <p>As part of the negotiation process Council will instruct an independent valuer to undertake a market valuation assessment.</p> <p>Council will only accept a commencement rental which is supported by the market valuation advice.</p> <p>Stuart Park – Commercial Leases</p> <p>All commercial lease negotiations are subject to an independent valuer assessment to determine the current market rental. All new commercial lease negotiations are subject to market rental and supported by the market valuation advice.</p> <p>Parking meters at Stuart Park for out of City residents.</p> <p>Fees and charges for parking are identified in Council's draft Revenue Policy, Rates, Annual Charges and Fees. In relation to parking charges, the same fees apply to all users.</p>	<p>Acknowledged.</p>
180	Neighbourhood Forum 1	Public exhibition timeframes; request for longer exhibition periods	<p>The number and complexity of documents requesting community feedback is overwhelming for many Wollongong residents, who are already stretched balancing work and rising living costs, including rates and Council fees. A 28-day exhibition period is not sufficient for most people to properly review and respond. Forum members request that Council extend the exhibition period to 90 days for the Community Strategic Plan and Resourcing Strategy, given these are 10-year plans, and to 45–60 days for annual plans and programs to allow for more meaningful community input.</p>	<p>Community feedback is a vital part of the planning process. Unlike some of the other plans Council develops, the Community Strategic Plan and Delivery Program and Operational Plan have legislative timeframes that must be met. The development of these documents commenced with the election of the new Council in September 2024. In October and November 2024, phase one of community engagement was undertaken which was a five week period where the community provided input on the priorities for Wollongong. This feedback was then used to develop the draft suite of documents, take them to Council for endorsement to go on exhibition and following exhibition incorporate feedback from the community into the final suite of documents that will be put to Council for adoption on 30 June 2025. Unfortunately, due to the tight turnaround time following exhibition of this cycle, we were unable to extend the exhibition period. In future we will consider the timeline early in the planning phase and investigate whether a longer exhibition period is feasible.</p>	<p>Acknowledged.</p> <p>Consider extending exhibition timeframes in the future where possible.</p>

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Item	Author	Theme	Submission Summary	Response	Proposed Action
181	Neighbourhood Forum 1	Environmental management; biodiversity management plan	<p>The Biodiversity Management Plan, while mentioned or implied in several Council documents, does not appear to be accessible on the Council's website. This plan should be prioritised under the goal "We are a sustainable and climate resilient city." The Lord Mayor's message outlines a commitment to protecting the natural environment, yet without a clear, accessible management plan, this intent lacks visibility and clear action pathways. A dedicated and publicly available biodiversity plan is needed to guide implementation across all areas of Council.</p> <p>In the Neighbourhood Forum 1 area, the plan should support the protection of key wildlife corridors stretching from the Garrawarra State Conservation Area and Royal National Park, across conservation lands and national park areas, through to the Illawarra Escarpment and Bulli Tops, and extending to Mount Keira. These corridors are critical for maintaining genetic diversity and enabling wildlife movement in response to bushfires and habitat loss caused by climate change.</p> <p>The plan also needs to address the impact of developments, particularly in relation to stormwater flows and discharge areas. In the 2508 region, runoff reaches sensitive environments including the Royal National Park, Sydney's water catchment, and the coastal ecosystems at Stanwell Park and Coalcliff.</p> <p>Without a biodiversity management framework, outcomes such as rezoning, unauthorised development, and limited enforcement risk undermining environmental protection goals. This includes issues such as unapproved building in conservation zones, industrial-scale operations on rural land, and the creation of light industrial areas within sensitive environmental zones.</p>	<p>Council acknowledges the importance of biodiversity management, as documented in a range of key strategies and plans.</p> <p>The Illawarra Biodiversity Strategy, Illawarra Escarpment Strategic Management Plan, Lake Illawarra Coastal Management Program 2020-2030 and Biodiversity Certification for West Dapto Urban Release Area (pending) are key Strategies that guide our management of Biodiversity in our area. These Strategies can be found at:</p> <p>Rare and Threatened Plants City of Wollongong</p> <p>Illawarra Escarpment City of Wollongong</p> <p>Biodiversity Certification for West Dapto Urban Release Area City of Wollongong</p> <p>Lake Illawarra City of Wollongong</p> <p>These Strategies are recognised, listed and considered in our highest level Strategic Plans being our Community Strategic Plan and Local Strategic Planning Statement. This ensures they are considered in decisions we make and also inform actions on the ground.</p> <p>Protection of key environmental corridors is mainly achieved through land use planning. We note that over half of Wollongong's Local Government Area is zoned C2 Environmental Conservation (54.2%). This zone enables the protection, management and restoration of areas of high ecological, scientific, cultural or aesthetic values and prohibits development that could destroy, damage or have adverse effects on those values. In Wollongong, key areas of environmental value covered under this zone are the Illawarra Escarpment and the Greater Sydney drinking water catchment. A further 17.1% is identified under other environmental zonings including C1 National Parks and Nature Reserves (9.5%), C3 Environmental Management (5.3%), C4 Environmental Living (1%) and W1 Natural Waterways (1.3%). These zones provide for a limited range of development, avoiding uses that could destroy, damage or otherwise have an adverse effect on the special ecological, scientific, cultural or aesthetic values of the land.</p> <p>Council's commitment to the protection of biodiversity values including regional and local biodiversity corridors, high conservation ecosystems and habitats is embedded in land use planning policy, local strategies and through to specific management plans that guide ecological restoration programs for our natural areas. For additional information, please visit the following section on Council's website: Natural Areas City of Wollongong</p>	Acknowledged.

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Item	Author	Theme	Submission Summary	Response	Proposed Action
182	Neighbourhood Forum 1	Community facilities; Helensburgh Community Centre and Library	<p>The 2508 area is currently served by a temporary demountable library building, which locals recall being installed in 1983. The existing community centre has been unusable for more than a decade due to deterioration and a lack of maintenance. The long-anticipated new community centre was delayed further when Council did not act on the community's preference to build on the land it already owned—being the current library site and the two adjoining blocks purchased for this purpose. Instead, time was spent developing a plan of management for Crown land near the swimming pool, delaying progress by approximately two years.</p> <p>This process, combined with a lack of community engagement and the suggestion that Council might sell the existing library site, has caused significant frustration. In response, members of Neighbourhood Forum 1 prepared their own concept plan based on the limited available information to ensure the community's needs could be reflected in the design.</p> <p>There is a strong view among Forum members that the principle of an “inclusive community” must be meaningfully applied to the design and scope of the new Helensburgh Community Centre and Library. Residents feel overlooked and under-served, despite contributing among the highest residential rates in the city. They are clear in their request that all four blocks—the current library site and adjoining land—be retained and used for the new facility and associated town centre parking. They also seek genuine engagement on the design and scope, and appropriate funding to support delivery of a high-quality community asset.</p>	<p>Council acknowledges the importance of the new Helensburgh Community Centre and Library project to the local community. The new Helensburgh Community Centre and Library will be located in the centre of Helensburgh at 53-55 Walker Street. It will be an inclusive, safe, welcoming and accessible space for the community to hire for meetings, classes or events. We're also working to make sure it's environmentally sustainable and has flexible features to meet our community's needs for many years. Whilst the new facility is being built the Helensburgh Community Rooms at 26A Walker Street have been refurbished and reopened and are available for hire.</p> <p>The location selection follows detailed investigations by Council into several sites within the township for the facility and responds to community feedback gathered during consultation around the Helensburgh Park Plan of Management. In planning for this new community space Council has referenced NSW State Library guidelines and benchmarks to ensure that this library will provide a facility to meet the current and future demands of the community.</p> <p>Once the new integrated community centre and library has been constructed, the adjoining land where the current library stands will be sold, with the proceeds of sale going towards covering the overall cost of the new facility. Increased parking will be provided for the new facility and there will be opportunities to investigate further parking when the current community centre site's future use is considered.</p> <p>The design for this new community facility is being shaped by feedback from the community. A newsletter was delivered to each Helensburgh household in September 2024 announcing the site of the new centre and the engagement period ran from 9-31 October 2024, with drop-in sessions at Otford Community Hall, Helensburgh Library and Helensburgh Lions Country Fair. There were 313 online interactions and 345 face-to-face engagements. Feedback was consistent, with the community wanting a welcoming and accessible space with ample parking, flexible rooms for activities, natural light, views of the bush, better internet and technology and local artwork/displays.</p>	<p>Acknowledged.</p> <p>Continue to deliver the project as planned.</p>

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Item	Author	Theme	Submission Summary	Response	Proposed Action
183	Neighbourhood Forum 1	Transport; active transport; pedestrian safety	<p>A review of footpaths in the 2508 area is requested to improve safety for children walking to school, as well as for parents and grandparents with prams and strollers, and residents who use powered or unpowered wheelchairs and mobility scooters.</p> <p>Several locations of concern have been raised:</p> <p>A. Walker Street (eastern side) – between Whitty Road and the supermarket. A previously proposed footpath project has not been carried out. Specific concerns include steep crossfalls in the footpath near 61–63 Walker Street and surface damage, including holes in the bitumen path near the shops.</p> <p>B. Junction Street – between High Street and Fletcher Street (the one-way exit onto Junction Street). A section of footpath is missing and a previous project to address this was not completed.</p> <p>C. Whitty Road – there is currently no safe pedestrian path between Walker Street and Undola Road. This is especially problematic as Whitty Road is a bus route, and pedestrians, including parents with strollers, are forced to walk on the road.</p> <p>Improved pedestrian infrastructure is needed in these areas to support safe and inclusive movement throughout the community.</p>	<p>Council acknowledges pedestrian safety as a critical issue throughout the Local Government Area, particularly around schools. Council has established a Safer Routes to School Working Group, made up of Council Engineers, Planners and our Road Safety Officer to review road safety conditions across all 84 schools in the Wollongong Local Government Area. As part of the Safer Routes to School program, Council staff prepared a Draft Safer Routes to School Report which incorporates a review of signs, lines, infrastructure and the behaviours around schools. These reports will also identify short/medium/long term plans to improve safety around schools, promote public transport and encourage walking and cycling to school. Schools in the 2508 post code will be assessed in future years of Council's Safer Routes to Schools Program.</p> <p>The draft IDP includes two new footpaths and shared pathways for Helensburgh including:</p> <ul style="list-style-type: none"> • Parkes Street; Lilyvale Street to Cemetery Road (design to allow Council to apply for grant funding) • Wilsons Creek Road (construction) <p>Your suggestions for new footpath connections along Walker Street, Junction Street and Whitty Road will be added to Council's Infrastructure Request list and will be considered for funding in future years. The majority of funding within the Infrastructure Delivery Program is allocated to the maintenance and renewal of the existing infrastructure. A much smaller portion of funding is allocated to new and upgrades to infrastructure.</p> <p>Each year Council receives more requests for footpaths, shared paths and cycleways than available funding. Like most cities, we have some streets with no formal footpaths and the majority of streets have footpaths on one side. With the budget available for footpath construction, sites are selected and prioritised based on several factors including proximity to businesses, retail centres, educational facilities, hospitals and connection points for public transport, road profile, traffic volumes and residential density. More information about how Council prioritises footpaths and cycleways can be found on our website: https://wollongong.nsw.gov.au/council/works-and-projects/future-works-and-projects/how-we-plan-future-works</p>	<p>Acknowledged.</p> <p>Identified locations to be added to Council's Infrastructure Request List for future funding consideration.</p> <p>Schools in the 2508 area to be added to be assessed in future years as part of Council's Safer Routes to School Program.</p>
184	Neighbourhood Forum 1	Community facilities; Helensburgh Community Centre and Library	<p>Walker Street – eastern side footpath – Whitty Road to Supermarket – previous project that was never carried out – sloping across path at 61 – 63 Walker Street, holes in tar footpath at shops.</p>	<p>There are currently no plans to construct a footpath at this location. Your suggestion has been added to Council's Footpath Request List, which will be prioritised against other locations in the Local Government Area.</p> <p>The defects you noted between 61 and 63 Walker Street have been sent for review to our Maintenance crews.</p>	<p>Acknowledged.</p> <p>Identified location to be added to Council's Infrastructure Request List for future funding consideration.</p> <p>Defects to be inspected by Maintenance.</p>
185	Neighbourhood Forum 1	Community facilities; Helensburgh Community Centre and Library	<p>The section of Junction Street between High Street and Fletcher Street, (road exits one-way onto Junction Street), remains without a footpath. A previous project to install a path in this location was not completed, and the absence of safe pedestrian infrastructure continues to be a concern.</p>	<p>There are currently no plans to construct a footpath at this location. Your suggestion has been added to Council's Footpath Request List, which will be prioritised against other locations in the Local Government Area.</p>	<p>Acknowledged.</p> <p>Identified location to be added to Council's Infrastructure Request List for future funding consideration.</p>
186	Neighbourhood Forum 1	Transport; active transport; pedestrian safety	<p>There is currently no safe pedestrian footpath along Whitty Road between Walker Street and Undola Road. This forces pedestrians, including parents with strollers, to walk on the roadway, despite Whitty Road being a designated bus route.</p>	<p>There are currently no plans to construct a footpath along Whitty Road in Helensburgh. Council acknowledges your suggestion for a footpath at this location and your request has been added to Council's Footpath Request List. This will be prioritised against other locations in the Local Government Area.</p>	<p>Acknowledged.</p> <p>Identified location to be added to Council's Infrastructure Request List for future funding consideration.</p>

Draft Delivery Program 2025-2029 and Operational Plan 2025-2026 – SUBMISSIONS AND RESPONSES

Item	Author	Theme	Submission Summary	Response	Proposed Action
187	Neighbourhood Forum 1	Floodplain and stormwater management	The Ridge, Helensburgh remains an unfinished Council project involving a retaining wall, footpath, stormwater drainage and railing. Due to the absence of a full kerb, stormwater flows directly over the footpath, causing concentrated runoff onto properties at 36 and 34 The Ridge. The issue appears to stem from unresolved problems during delivery, including with contractors and the National Broadband Network, and the use of broken concrete “blocks” instead of a formal kerb has contributed to the problem.	The Ridge project has been completed and returned to community use.	Acknowledged.
188	Neighbourhood Forum 1	Floodplain and stormwater management	Stormwater drainage along Tunnel Road, Helensburgh, has been significantly affected by upstream drainage works. The roadway and drain opposite 17 Tunnel Road are being undermined due to increased stormwater flow, particularly from what was previously an open drain or creek passing through 9 Foster Street. This change appears to be linked to major drainage works along Parkes Street—between Halls Road and the Gardiner Place vehicle fire trail—which have redirected stormwater and increased pressure on downstream infrastructure.	The majority of funding within the Infrastructure Delivery Program is allocated to the maintenance and renewal of the existing infrastructure. A much smaller portion of funding is allocated to new and upgrades to infrastructure. Each year Council receives more requests for drainage upgrades than available funding. With the budget available for drainage upgrades, sites are selected and prioritised based on several factors. More information about how Council prioritises investment in drainage upgrade can be found on our website: https://wollongong.nsw.gov.au/council/works-and-projects/future-works-and-projects/how-we-plan-future-works	Acknowledged.
189	Neighbourhood Forum 1	Floodplain and stormwater management	Pedestrian crossing curb bridges at Walker Street and Parkes Street in Helensburgh are prone to blockages due to their limited clearance. Even small amounts of leaf litter can obstruct water flow beneath these curb bridges, leading to drainage issues. Increasing the clearance or redesigning these crossings may help prevent frequent blockages and improve stormwater management.	Council staff will inspect the site and determine if improvements are required at this location.	Acknowledged. Carry out inspection to identify required improvements.
190	Neighbourhood Forum 1	Floodplain and stormwater management	Old Station Road – overdue drainage works. The draft Infrastructure Delivery Program shows another two years delay.	The project has been programmed for design 2026-2027 and construction 2027-2028 in the current Infrastructure Delivery Program. Reprogramming was required to manage the emergency works and reconstruction works associated with the April 6 Natural Disaster.	Acknowledged. Continue to deliver project as scheduled.
191	Neighbourhood Forum 1	Recreation facilities; Helensburgh Pool	Helensburgh Pool Shell replacement – project is years overdue and needs to be completed during the current winter closure of the pool, so the pool is available for Spring opening. It has been delayed long enough.	Work on refurbishing Helensburgh Pool will begin this calendar year during the winter period; with a focus on delivering a safer, more accessible and reliable facility.	Already planned.
192	Neighbourhood Forum 1	Community facilities; Otford Hall	The Otford Community Hall upgrade has already faced a delay of three years, and the current schedule now indicates a further two-year wait before construction begins. This prolonged timeline raises concern within the community, especially given the smaller scale of the project. The delay contributes to a perception that delivery of the much larger Helensburgh Community Centre and Library Centre could be more than a decade away.	When the Otford Community Hall project went out to tender bids were received that exceeded the project budget. This led to a redesign of the building, further consultation with the licensee and a number of external NSW Agencies. During the redesign stage, further issues with accessibility/mobility parking suitability and Crown Land emerged and had to be resolved. The Development Assessment for the works has been on exhibition and is planned to be presented to the Local Planning Panel this financial year for consideration and approval. Once approval is obtained, a construction certificate will be required, and the project will continue to progress. The Otford Community Centre refurbishment is listed for construction in the Draft Infrastructure Delivery Program for the 2025-2026 and 2026-2027 financial years. The Helensburgh Community Rooms at 26A Walker Street have been refurbished and reopened and are available for hire during the refurbishment of Otford Community Hall. The new Helensburgh Community Centre and Library project is on track and currently scheduled to open in late 2028.	Acknowledged. Continue to deliver the project as planned.
193	Neighbourhood Forum 1	Recreation facilities; playgrounds	Can Council consider installing the additional playground equipment at the same time as the Otford Hall renovations. Completing all works—including restoration of the surrounding grounds—at once would avoid unnecessary future disturbance and reduce the risk of duplicating efforts.	Council will be engaging a building trade specialist to undertake works on the Otford Community Hall, whilst the playground works would be undertaken by specialist contractors that design and construct play spaces. There would be no cost savings to combine these two projects into one. The improvements to the playground will not impact on the construction or operations of the community facility.	Acknowledged. Continue to deliver the project as planned.

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Item	Author	Theme	Submission Summary	Response	Proposed Action
194	Neighbourhood Forum 1	Transport; active transport; pedestrian safety	The shared path project from Parkes Street, Lilyvale to Cemetery Road—including the connecting section along Cemetery Road—was advised to residents two years ago, but no work has commenced. Due to the current condition of the verge and the number of vehicles parked along it (from 196 Parkes Street to Cemetery Road), pedestrians are forced to walk on the roadway, creating safety concerns.	The shared path project 'Parkes Street; Lilyvale Street to Cemetery Road' is programmed for further design work to be undertaken during 2025-2026 with no construction program shown. This is consistent with Council's approach to understand total requirements ascertained during the design process, prior to programming construction.	Acknowledged. Continue to deliver the project as planned.
195	Neighbourhood Forum 1	Public safety; signage	Advisory signage for the Otford Causeway is urgently needed. Similar signs have already been designed and implemented by other councils and could be installed within the next financial year, rather than being delayed for another three years.	This project has been published in error. The planned project timeline is construction during the 2025-2026 financial year.	Acknowledged. Amend post-exhibition draft Infrastructure Delivery Program to correct timing to 2025-2026.
196	Neighbourhood Forum 1	Transport; active transport, support for project	The reconstruction of Vera Street, from Tunnel Road to the Railway Station, due to storm damage is supported as an urgent priority.	This project, 'Vera Street/Old Station Road, Helensburgh Embankment Scour' is programmed for construction works to be undertaken in the 2025-2026 financial year as per Council's draft Infrastructure Delivery Program.	Already planned.
197	Neighbourhood Forum 1	Transport; road safety	Improvements are needed to the western approach of the Hacking River Causeway on Otford Road, specifically to reduce the three sudden gradient changes and create smoother transitions for vehicles.	The Otford Causeway replacement was installed to contemporary standards noting the constraints of this location. There are no plans to upgrade the road further at this location.	Acknowledged.
19	Neighbourhood Forum 1	Transport; road safety; heritage	Otford Railway Weir road access from Lady Carrington Road to Govinda Valley should be heritage listed if not already. Damage to the southern approach caused by the river forcing a channel around the weir, has resulted in the roadway needing reconstruction. Damage may also have been caused by loaded large truck crossings (no railway vehicles).	Council does not have this asset in our Infrastructure Register. When Council first learned from the community that there was a lack of maintenance occurring on the weir, a historical lands search was completed in October 2022. A historical land search was received on 7 July 2023 stating the Crown does not hold any significant evidence to take ownership of the assets. Council does not support the weir being recognised as a Council asset, noting the significant cost implications to hold and maintain that asset while other authorities such as Transport for NSW and Transport Asset Holdings Entity (TAHE) are using it regularly to access their corridors for maintenance. We have since learnt through an Illawarra Rail history paper that the weir held water to feed a water column for the steam trains on the line. This would also support the Council position that this is TAHE asset that needs to be maintained. This matter has been forwarded to TAHE and TfNSW for further consideration.	Acknowledged. Submission forwarded to Transport Asset Holdings Entity and Transport for NSW for consideration.
199	Neighbourhood Forum 1	Transport; road and pedestrian safety	The section of Lady Carrington Drive between the sewerage pumping station and the railway station is deteriorating, with the roadway falling into the Hacking River. This route is frequently used by both vehicles and pedestrians accessing the railway station. Urgent reconstruction is requested to address the erosion and maintain safe access for all users.	The location is being monitored as part of the 6 April Natural Disaster recovery works.	Acknowledged. Continue to monitor location as part of disaster recovery works.

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Item	Author	Theme	Submission Summary	Response	Proposed Action
200	Neighbourhood Forum 1	Transport; road and pedestrian safety	Walker Street – footpath Cemetery Road to Lawrence Hardgrave Drive and on to Stanwell Tops for safe path for pedestrians. This was originally part of sharded pathway program but dropped of Council's list.	<p>Council continues to invest funds in the development of active transport infrastructure through the footpath and cycleway program areas. Council also relies on State and Federal funding to achieve the targets set out in our supporting documents such as the Wollongong Cycling Strategy 2030.</p> <p>Council is not aware of any previous commitments regarding construction of connecting active transport infrastructure along Walker Street from Cemetery Road to Lawrence Hargrave Drive. However, Council's draft Infrastructure Delivery Program does include budget to provide a new active transport connection between Cemetery Road and Lilyvale Street in Helensburgh.</p> <p>The majority of funding within the Infrastructure Delivery Program is allocated to the maintenance and renewal of the existing infrastructure. A much smaller portion of funding is allocated to new and upgrades to infrastructure.</p> <p>Each year Council receives more requests for footpaths, shared paths and cycleways than available funding. Like most cities, we have some streets with no formal footpaths and the majority of streets have footpaths on one side. With the budget available for footpath construction, sites are selected and prioritised based on several factors including road profile, traffic volumes, residential density, proximity to businesses, retail centres, educational facilities, hospitals and connection points for public transport. More information about how Council prioritises footpaths and cycleways can be found on our website: https://wollongong.nsw.gov.au/council/works-and-projects/future-works-and-projects/how-we-plan-future-works/transport-accordions/footpaths</p>	Acknowledged.
201	Neighbourhood Forum 1	Recreation facilities planning (Helensburgh multi-sport indoor centre)	Multi-sport centre for Helensburgh for inclusion in the 10 year plan as sporting requirements grow.	<p>Council has currently engaged a consultant to develop a new Aquatics and Indoor Sports Strategy, that will look to confirm the number of aquatic and indoor sport spaces required across the Local Government Area.</p> <p>Further community engagement will be undertaken in the following months relating to the development of this Strategy.</p>	<p>Acknowledged.</p> <p>Continue to develop the draft Aquatics and Indoor Sports Strategy and carry out community engagement.</p>
202	Neighbourhood Forum 1	Recreation facilities; pool season extension	Residents and forum members have requested Helensburgh Pool be made available for year-round use and remain free for the community. There is strong local interest in ensuring continued access to this facility throughout all seasons.	Council is currently undertaking an Aquatic Facilities and Indoor Sports Strategy, where feedback on how the community wish to use their aquatic facilities will be collected and matched against our current operating levels, including additional recreational infrastructure at our pools. Community consultation is expected to commence from June 2025 and the Strategy finalised by the end of 2025. Feedback on this matter will be included within this Strategy development.	<p>Acknowledged.</p> <p>Continue to develop the draft Aquatics and Indoor Sports Strategy and carry out community engagement.</p>
203	Neighbourhood Forum 1	Public toilets provision (Helensburgh)	Request for public toilets at the southern end of Helensburgh Town Centre. Suggested location is the site of the old Community Centre. Request is for male, female and disabled/family toilets. An example of preferred design is the toilets at Veno Street Reserve in Heathcote. The Exeloo type currently located in Charles Harper Park is not supported.	Council is currently planning for the new Helensburgh Library and Community Centre, and public toilets will be considered as part of the provision of these community facilities.	Planning underway.
204	Neighbourhood Forum 1	Open space amenity (Bald Hill)	Repair of Bald Hill lookout grass area is needed due to damage.	Council has continued to work on upgrades to the landscape and hang glider take-off area (the area that you mention is heavily eroded) and will continue to explore options where we can re-establish cover in this high wear area as part of our Operational program in Spring 2025.	Investigate and program operational works as required.
205	Neighbourhood Forum 1	Transport; active transport; public safety	Street lighting in laneways is needed to improve pedestrian safety. Solar-powered lights would offer a more economical installation option while enhancing safety for residents.	Council is committed to improving community safety via a range of programs and projects. Council will pilot the installation of solar lighting along a high usage pathway to determine suitability.	<p>Acknowledged.</p> <p>Planning underway.</p>

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Item	Author	Theme	Submission Summary	Response	Proposed Action
206	Neighbourhood Forum 1	Transport; road safety	Speed-reducing devices are requested for Bendena Gardens, Stanwell Tops, to help slow traffic and improve safety for local residents.	<p>A review of Transport for NSW Crash Data Map shows no vehicle crashes around Bendena Gardens. Link - www.transport.nsw.gov.au/roadsafety/statistics/interactive-crash-statistics/lga-view-crashes-map</p> <p>Each year Council receives more requests for traffic facilities than available funding. Therefore we prioritise locations based upon a number of factors including crash data, speed information, proximity to schools, and village and town centres. More information on how we prioritise infrastructure can be found at:</p> <p>www.wollongong.nsw.gov.au/council/works-and-projects/future-works-and-projects/how-we-plan-future-works</p> <p>Your request will be added to our Infrastructure Request List. Each year we review the requests received and include the highest priority requests in our draft Infrastructure Delivery Program (IDP) for review and adoption by Council.</p>	Acknowledged and added to Request List.
207	Neighbourhood Forum 1	Transport; active transport; pedestrian safety	Replacement of the raised pedestrian crossing in Walker Street and Parkes Street, Helensburgh with a raised crossing that meets Australia Standards in all ways.	<p>The raised pedestrian crossings built along Walker Street, Helensburgh, are compliant with AS 1742.10:2024 & Austroads Guide to Road Design Part 4 (2023).</p> <p>AS 1742.10 refers to Austroads for the profile of raised crossings, which gives guidance on platform height, length and gradient of ramps. Due to the low-speed environment of Walker Street a 150mm high platform is acceptable. The platform length matches the minimum 3.6m required and exceeds the minimum overall device length (platform + ramps) of 6m by 1.6m.</p> <p>Austroads does call for a longer platform on bus/heavy vehicle routes, due to the flooding issues, high parking demand and village centre location, the longer platform was deemed to be not warranted when balancing the constraints on-site.</p> <p>Ramp gradients are also compliant and fall within the required range of 1 in 12 to 1 in 20.</p>	Acknowledged.
208	Neighbourhood Forum 1	Transport; road and pedestrian safety	A roundabout at the Parkes Street and Lilyvale Street intersection would assist traffic flow and reduce speed on Parkes Street.	<p>A review of Transport for NSW Crash Data Map shows a minor injury and non-casualty (towaway) vehicle crash at this location:</p> <p>www.transport.nsw.gov.au/roadsafety/statistics/interactive-crash-statistics/lga-view-crashes-map</p> <p>Council will undertake traffic monitoring (speed, direction) at this location in 2025 to determine speeds around this intersection.</p> <p>Each year Council receives more requests for traffic facilities than available funding. Therefore, we prioritise locations based upon several factors including crash data, speed information, proximity to schools, and village and town centres. More information on how we prioritise infrastructure can be found at www.wollongong.nsw.gov.au/council/works-and-projects/future-works-and-projects/how-we-plan-future-works</p> <p>Your request will be added to our Infrastructure Request List. Each year we review the requests received and include the highest priority requests in our draft Infrastructure Delivery Program (IDP) for review and adoption by Council.</p>	Traffic monitoring inclusion in Infrastructure Request List.
209	Neighbourhood Forum 1	Memorial gardens; Helensburgh Cemetery	A full ground radar scan is requested for Helensburgh Cemetery to identify all unrecorded or unknown burials, update cemetery records and maps, and ensure all graves are clearly identified and protected from vehicle impact. It is also requested that Frew Avenue be transferred to Council ownership and reconstructed to support safe and reliable cemetery access.	<p>Following discussions with the local historical society, Council is currently reviewing measures such as the use of ground radar scans, to identify any unknown graves within the cemetery. The marking of these areas is also a priority.</p> <p>Council is currently progressing with the Development Application for the demolition of the portico, installation of fencing and on street parking which will provide access to the cemetery. This access will not encroach on any graves and therefore will ensure their protection.</p>	Already planned.

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Item	Author	Theme	Submission Summary	Response	Proposed Action
210	Neighbourhood Forum 1	Transport; road and pedestrian safety	A reduction in speed to 50 kilometres per hour is again requested for the section of Princes Highway between Parkes Street and Lawrence Hargrave Drive. This section passes a childcare centre and lacks a road shoulder, making it unsafe for vehicles turning left into the facility. Although previously requested, no action has been taken.	Speed zones are managed by Transport for NSW (TfNSW), who are responsible for reviewing and setting speed limits in NSW. We have on your behalf lodged a speed zone review. We have requested the change. To support our application can you request a speed zone review, through TfNSW directly via Speed limits - have your say Transport for NSW?	Acknowledged. Submission forwarded to Transport for NSW.
211	Neighbourhood Forum 1	Floodplain and stormwater management; kerb and guttering	It is requested Council install kerb and guttering in residential streets in Helensburgh where it is currently absent, particularly in cases where it was not a requirement linked to development.	Each year Council receives more requests for stormwater infrastructure than available funding. Therefore, we prioritise locations based upon several factors including improving safety risk. More information on how we prioritise infrastructure can be found at www.wollongong.nsw.gov.au/council/works-and-projects/future-works-and-projects/how-we-plan-future-works Your request will be added to our Infrastructure Request List. Each year we review the requests received and include the highest priority requests in our draft Infrastructure Delivery Program (IDP) for review and adoption by Council. Council is planning to develop standard drawings in 2025-2026 so that developers need to install kerb and guttering.	Included in Infrastructure Request List. Plan for standard drawings.
212	Neighbourhood Forum 1	Recreation; playgrounds (fencing)	Charles Harper Park Playground fenced – to protect children.	Council will be undertaking a review of the long-term play strategy this financial year, that will look at all playgrounds, current infrastructure and what improvements are needed across all play spaces, including Charles Harper Park, Helensburgh.	Acknowledged. Complete a review of the Play Wollongong Strategy.
213	Neighbourhood Forum 1	Transport; parking	Additional public parking is needed in Helensburgh town centre to support growing demand from recent multistorey residential developments with ground floor retail and commercial spaces. These developments often provide limited or no accessible parking for customers, visitors, or residents' second vehicles, with any on-site spaces secured behind roller doors or gates. As a result, street parking is under increasing pressure. A new parking area in Walker Street is requested to support local business activity, residents and visitors.	Council will be investing in some modest car park upgrades on the periphery of the Helensburgh Town Centre, including: <ul style="list-style-type: none">New parking integrated with the construction of the new Helensburgh Community Centre and Library project.Construction of an overflow car park for Charles Harper Park constructed on the north-west side of the Parkes Street and Waratah Street intersection. This project will be introduced in the post-exhibition draft Infrastructure Delivery Program. The Helensburgh Town Centre Plan recognises that in its current state, the town centre is filled with more cars than people and creates more conflicts for the pedestrians making their way to and from essential services made available in town. Its vision is to have well developed pedestrian, cycling and public transport connections for people of all ages and abilities. Additional public parking would take away from these opportunities as it encourages further traffic. Council have been delivering on the Helensburgh Streetscape Master Plan over the last few years including new and upgrades to pedestrian crossings, new and widened footpaths and a reduction in speed limit to 30km/h.	Acknowledged. Introduce construction of overflow car park for Charles Harper Park to the post-exhibition draft Infrastructure Delivery Program 2025-2026 to 2028-2029.
214	Neighbourhood Forum 1	Accessible events	It is suggested the events budget be increased to expand the availability of accessible viewing and participation areas at community events—similar to the arrangements provided at New Year's Eve and Australia Day.	Council tries to ensure accessibility when planning for events. This can include accessibility areas, Auslan interpretation for performances, quiet spaces and easy read guides. The approach we take is determined by the nature of the event and availability of resources and space.	Acknowledged.
215	Neighbourhood Forum 1	Community engagement; Neighbourhood Forum support	It is suggested the engagement budget be increased to provide support to Neighbourhood Forums.	Council is committed to involving our community in decision making processes. Neighbourhood Forums are one of many methods Council draws on to engage the community. Council will continue to support Neighbourhood Forums through providing free access to Council owned community facilities to host Forum meetings, printing of promotional materials, advertising forums and reimbursement of expenses occurred in the management of the forum. Council has been trialling 'Let's Chat' interactive sessions with Council staff across the Wollongong Local Government Area. www.wollongong.nsw.gov.au/council/news/articles/2024/may-2024/lets-chat-windang-session-launched	Acknowledged. Continue to support Neighbourhood Forums.

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Item	Author	Theme	Submission Summary	Response	Proposed Action
216	Neighbourhood Forum 1	Alleged unauthorised development; Regulation and enforcement of unauthorised activities and development	<p>It is suggested the Regulation and Enforcement budget is increased to allow enforcement of illegal activities, including unauthorised development, land clearing, inappropriate land use, and waste dumping in environmentally sensitive and residential zoned areas.</p> <p>The forum has provided multiple local examples where it believes unauthorised activity has occurred, including construction of dwellings, business operations on rural or conservation-zoned land, obstruction of public accessways, and dumping of materials on vacant land. These examples highlight the importance of protecting community safety, environmental values, and public infrastructure.</p>	Regulation and Enforcement compliance teams operate within prescribed budget and staffing levels and where possible look for opportunities to increase service levels and response times in accordance with Council's Compliance and Enforcement Policy, within these parameters. Proactive compliance programs are delivered where possible and include the Building Sites Compliance program, Illegal Dumping Hotspot program and Parking Compliance services.	Acknowledged.
217	Illawarra Bicycle Users Group (IBUG)	Transport; active transport - support for existing and enhanced budgets	IBUG expresses strong support for the consistent allocation of 20 per cent or more of the Goal 2 budget towards 'Footpaths, Cycleways and Public Transport Stops' across the financial years of the Infrastructure Delivery Program. This level of investment in active, accessible and affordable transport is welcomed. However, IBUG also believes there is scope for this proportion to increase further in order to fully realise the wide-ranging benefits of active travel, including improvements in public health, reduced emissions, and traffic decongestion.	<p>Council acknowledges this feedback and is working towards delivering the projects you have acknowledged in your submission.</p> <p>The United Nations recommends that 20% of federal transport funding per annum should be allocated to non-motorised transport. Council has completed this analysis on the previous five years of Council's transport budget and are pleased to report that that we have consistently achieved above this threshold; with investment ranging from 22.1% to 25.3% over the years analysed. This does not include path networks constructed on major roads in West Dapto.</p> <p>The majority of funding within the Infrastructure Delivery Program is allocated to the maintenance and renewal of the existing infrastructure. A much smaller portion of funding is allocated to new and upgrades to infrastructure.</p>	<p>Acknowledged.</p> <p>Continue to deliver active transport investment as planned.</p>
218	Illawarra Bicycle Users Group	Transport; active transport budgets; IDP presentation	We are unable to comment on the proposed projects to be funded because we do not have access to sufficient detail to understand what exactly is proposed, nor what options were considered but excluded in the budget preparation process. In particular, a budget that does not separately cover shared paths and cycleways, meaning we cannot understand what proportion of each is being proposed. We encourage greater use of on-road separated cycleways created by removing parking along one side of residential streets with off-street parking available, as this is safer for people on bikes, people on foot and other footpath users. We also encourage more effort to prioritise convenience and connection ('desire lines') in extending the cycling and active travel network across the local government area.	Council is currently preparing a 10-year Cycling Network Plan which will have a plan to 'complete the journey' between suburbs and destinations to support the current 61 cycling and footpath projects committed to in the four-year Infrastructure Delivery Program. Many of these cycling projects are shared use paths to be used by all. Council will continue to expand our walking and riding network through this planning work to create an active, connected city.	<p>Acknowledged.</p> <p>Continue to progress the draft 10-year Cycling Network Plan.</p>
219	Illawarra Bicycle Users Group	Transport; active transport secure bicycle parking facilities at community facilities	We support better bicycle parking facilities at public libraries, community centres and leisure centres. These facilities are often used by people on bikes and bikes in these areas are often targeted for theft and vandalism.	<p>Council acknowledges community support for additional bike parking facilities at public libraries, community centres and leisure centres. Residents and visitors are enjoying cycling around our region in increasing numbers. Council has received requests for additional bike racks to be installed at several key locations, and these have been added to our Infrastructure Request list. We are aiming to program works for the installation of new bike racks in the next financial year and confirm that these locations will be considered against other requests.</p> <p>As part of the Wollongong Cycling Strategy 2030, Council ran a Bicycle Parking Program where feedback was sought from the community regarding locations for bicycle parking. Popular locations included busy areas near shops, beaches, playgrounds and public transport. As outlined in the link below to FAQs regarding our Bicycle Parking Program, there will be opportunities in future years for more bike parking to be installed in other locations.</p>	<p>Acknowledged.</p> <p>Consider feedback as part of future Bicycle Parking Program development.</p>
220	Individual	Leisure centres; service direction	The community and people of Wollongong fully use Beaton Park. Do not make it for elitist sport and sell out to private enterprises. They can afford to go elsewhere. The physical and mental health of all its members, relies on the classes provided Beaton Park.	<p>Council has recently engaged consultants to review the existing adopted Master Plan for the site to ensure the mix of facilities will provide appropriate space for all of the proposed services and uses for the next 50 years. This includes the significant population and density growth surrounding the Beaton Park Leisure Centre.</p> <p>Leisure Centres continue to provide essential health and wellbeing services to the community as well as providing an opportunity for sport for our residents and visitors.</p> <p>Council has an adopted Plan of Management for Beaton Park (2015), that aims to 'Develop Beaton Park as a Regional Centre of Excellence with High Performance and Event Facilities that are complemented with improved local open space/parklands areas'.</p> <p>Beaton Park is identified as a Category 1 Business Activity and requires the Leisure Centres be subject to the National Competition Policy.</p>	<p>Acknowledged.</p> <p>Continue to review the Beaton Park Master Plan.</p>

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Item	Author	Theme	Submission Summary	Response	Proposed Action
221	Neighbourhood Forum 4	Transport; road reconstruction	This item was raised during the Neighbourhood Forum 4 meeting with Council staff. The Forum noted the following project no longer appears in the draft Infrastructure Delivery Program: Project – road reconstruction ‘Francis Street from Collins Street to Underwood Street Intersection’. Clarification is being sought from the Forum on the status of this project.	Council has reviewed previous iterations of the draft Infrastructure Delivery Program (IDP) and is not aware of the project raised as a road reconstruction project. A previous version of the IDP had proposed investigation into the feasibility of an upgrade to the intersection arrangement at Francis Street and Underwood Street, however, the priority of this project has been reassessed and deferred to outside of Council's current draft IDP. Council undertakes regular periodic inspections of all assets based on infrastructure type, not suburb. Council has recently completed comprehensive asset condition inspections and assessments for roads, footpaths and shared paths across the Local Government Area. This data is currently being analysed and will inform future programs and priorities for these asset classes. In addition to capital investment, Council has recently commenced an Intelligent Defect Management (IDM) trial where cameras were installed on Remondis Recycling trucks to identify road defects. The cameras monitor the road condition every fortnight and footage from the cameras is assessed using artificial intelligence (potholes, road cracks or damage). The data is then triaged, prioritised and sent to Council's bitumen patch crews as a work order and crews sent out to repair the road defect. The number of potholes and patching is monitored in the system by our Asset Engineers, and interim treatments considered where general maintenance activities are no longer cost effective. Link to information about the trial - Transport technology case study: Asset AI Transport for NSW.	Acknowledged.
222	Individual	Environmental management; green corridors; property acquisition	Council has the opportunity to acquire the Lot 101 site behind McCauleys Beach, Thirroul, and in so doing complete the Green Corridor policy that is part of Council's stated aims & actions which feed into the Community Strategic Plan. The site should be comparable to Bellambi Dunes rather than Puckeys, as an extended green space with heritage elements and could be restored environmentally over coming decades using contractor and volunteer programs.	Council acknowledges local community support for public ownership of land at Amy Street, Thirroul. A proposal was submitted to Council and considered, however, there are currently no plans by Council to acquire this land parcel.	Acknowledged.
223	Individual	Sporting facilities; Recreation facilities	Wollongong sporting facilities (indoor & outdoor) are inadequate in both quality & quantity, compared to those available in much smaller NSW regional centres. An important change in Council philosophy on use leisure centres was noted in the drafts – moving from previously “affordable and equitable” towards now demanding “profitability” (current draft Delivery Program and Operational Plan, p84). That is a regrettable backwards step, given the “healthy communities” stance taken by Council elsewhere.	Council has recently engaged consultants to review the existing adopted Master Plan for the Beaton Park site to ensure the mix of facilities will provide appropriate space for all of the proposed services and uses for the next 50 years. This includes the significant population and density growth surrounding the Beaton Park Leisure Centre. In addition, in 2025 Council is developing an Aquatic and Indoor Sport Strategy to ascertain future needs for indoor sports and aquatic services with a clear implementation plan. Leisure Centres continue to provide essential health and wellbeing services to the community as well as providing an opportunity for sport for our residents and visitors. Council has an adopted Plan of Management for Beaton Park (2015), that aims to 'Develop Beaton Park as a Regional Centre of Excellence with High Performance and Event Facilities that are complemented with improved local open space/parklands areas'. Beaton Park is identified as a Category 1 Business Activity and requires that the Leisure Centres are subject to the National Competition Policy.	Acknowledged. Continue to review the Beaton Park Masterplan and develop the draft Aquatic and Indoor Sport Strategy.
224	Individual	Visitor centre (lack of)	Wollongong still has no local visitor information centre – we need to be enhancing the value of our natural attractions to visitors to our city with accessible tourist information (supported by readily available low-cost accommodation/ camping facilities).	The Southern Gateway Visitor Centre continues to provide visitor information services to travellers heading to Wollongong and beyond. Visitor guides are available in a range of locations within the city including Wollongong Central, hotels and other venues. Your information will be shared with Destination Wollongong for consideration in future planning. Wollongong Local Government Area has five coastal locations providing camping and drive through accommodation options. These include Windang, Corrimai and Bulli Tourist Parks directly managed by Council and the Wollongong Surf Leisure Resort and Coledale Campground managed under licence.	Acknowledged.

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Item	Author	Theme	Submission Summary	Response	Proposed Action
225	Individual	Development controls and quality; height limits	There is no mention of quality. Need quality public spaces, quality developments. Developers need to be held accountable to poor quality developments. Community has been calling for a long time to keep development heights down, but Council doesn't listen.	Developments are required to comply with provisions in the Wollongong Local Environmental Plan (LEP) 2009 and Wollongong Development Control Plan (DCP) 2009 (as updated), including design excellence requirements for certain development. Building height considerations form part of the LEP and are considered by developers as they prepare development applications for Council's assessment. Outside of Council's LEP height controls, the NSW Government has recently introduced a range of housing and initiatives that have changed heights in certain locations and/or enable building heights to be exceeded where Affordable Rental Housing is provided in a development.	Acknowledged.
226	Individual	Blue mile condition; use of development contributions	How are the development contributions being used. I can't see any more facilities, and the Blue Mile is looking tired.	<p>Council has two major Developer Contributions Plans - a Developer Contributions Plan for the West Dapto Urban Release Area and a City-Wide Developer Contributions Plan. Each plan operates differently.</p> <p>The West Dapto Developer Contributions Plan includes a schedule of infrastructure to be funded and delivered under this Plan to support the sustainable growth of the West Dapto Urban Release Area.</p> <p>The Wollongong City-Wide Developer Contributions Plan is exhibited annually and documents which new or upgraded infrastructure projects in Council's Infrastructure Delivery Program will be funded from the Plan. This Plan is exhibited and adopted annually and in the version of the Plan adopted in June 2024, some examples of projects that will be fully or partially funded through developer contributions include Southern Suburbs Community Centre and Library, upgraded parking at the eastern end of Swan Street and new sports field lighting and identified priority ovals across the Wollongong Local Government Area.</p> <p>More information regarding Council's Developer Contributions Plans is available here: https://www.wollongong.nsw.gov.au/plan-and-build/development-planning-rules/development-contributions</p>	Acknowledged.
227	Healthy Cities Illawarra	Environmental management; greening efforts; bush care and dune groups	Recommend increasing funding for Wollongong Botanic Garden plant sales and expanding access to include non-property owners to enable broader community participation in greening efforts. Additionally, increased support for bush regeneration and dune care groups will help maintain and restore these vital ecosystems, ensuring the long-term success through well-supported grassroots action.	Council's Urban Greening program provides multiple opportunities for active volunteer involvement in community greening, as detailed on our website. On private property, it is important that the owner's consent is obtained before planting trees which may have longer term maintenance considerations. The Greenplan native plant sales are well utilised, and Council will be trialling ways to focus this service throughout lower tree canopy suburbs to encourage broader participation.	Acknowledged.
228	Healthy Cities Illawarra	Embedding collaboration with Dharawal Traditional Owners, cultural care practices and First Nations knowledge systems into City planning and design	Embedding collaboration with Dharawal Traditional Owners, cultural care practices, and First Nations knowledge systems into city planning and design will strengthen environmental stewardship, support cultural renewal, and create more inclusive, resilient communities.	<p>Council is committed to collaboration with traditional owners through a range of programs and processes, including through our town planning strategies, which consider Designing with Country approaches in recognition of Dharawal country.</p> <p>The draft Local Strategic Planning Statement further explores the consideration of Country as outlined in the State's Connecting with Country framework. Council continues to refer to its Aboriginal Engagement Framework to guide engagement with Aboriginal community.</p>	Acknowledged.
229	Healthy Cities Illawarra	Environmental management; Urban greening, focus on natives and remediation	Urban greening efforts should go beyond basic green space provision to focus on local native plantings, supporting "rewilding" or remediation of degraded areas and avoiding monocultural landscapes that offer limited biodiversity benefits. We also recommend the delivery of carbon-positive projects, such as carbon-sequestering landscapes, and urge Council to consider aligning operations with fossil fuel-free models already seen locally (e.g. Austinmer).	Council recognises the importance of urban greening and community benefits of green open space. Council's urban greening program currently undertakes some re-wilding projects in under-utilised open space, restoration of degraded riparian areas, in addition to amenity horticulture projects aimed at increased canopy and shade for human comfort within the urban footprint. We are currently growing more local native species for continued trial and roll out in urban areas and agree diversification of species is needed.	Underway.
230	Healthy Cities Illawarra	Environmental management; climate mitigation	To strengthen this strategy (increase our resilience to natural disasters and ability to adapt to a changing climate, to protect life, property, and the environment), we recommend adopting a broader, more integrated approach that goes beyond just preparing for extreme events. Instead, incorporating Sponge City principles, such as rain gardens, constructed wetlands, and riparian revegetation, can deliver multiple co-benefits including flood mitigation, improved water quality, enhanced biodiversity, and urban cooling.	The Wollongong Development Control Chapter E15 - Water Sensitive Urban Design is scheduled for review in 2025. The review will consider the water quality standards applied to development with the West Dapto Urban Release Area and include design guidance for construction of stormwater infrastructure such as rain gardens and water cycle management outcomes.	Acknowledged. Planning underway.

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Item	Author	Theme	Submission Summary	Response	Proposed Action
231	Healthy Cities Illawarra	Environmental management; sustainable planning controls	Review zoning regulations to allow for more green space and reduce hard, impermeable surfaces on residential lots should be considered. This includes setting limits on building footprint proportions, reducing paved areas, banning artificial turf, and encouraging increased canopy coverage, all of which slow stormwater runoff, reduce pressure on drainage networks, and improve climate resilience. Given the increasing risk of floods and bushfires, tighter development controls and clear regulations and maintenance in flood zones (clearing debris) and bushfire-prone areas (maintaining Asset Protection Zones on Council lands) are also needed.	As part of the review of Development Control Plan (DCP) - Chapter B1 Residential Development, Council will consider site coverage and the percentage of impermeable surfaces. As you would be aware, our DCP controls guide development proposal lodged as development applications. We note that many residential proposals are approved by Private Certifiers as Complying Development under State Planning Policy which do not need to consider Council's DCP provisions. These developments are guided by NSW Government policies.	Acknowledged.
232	Healthy Cities Illawarra	Environmental management and sustainability; waste management and collections; FOGO initiatives	We recommend increasing recycling collection to weekly and reducing red bin (general waste) collection to fortnightly, which would encourage better waste separation and significantly reduce landfill volumes. Additionally, Council could enhance the value of the Food Organics and Garden Organics program by redistributing processed compost back to residents at a low cost, with options for self-pick-up or city-organised delivery. This initiative would not only promote a closed-loop system but also reduce demand for bagged compost and soil products sold at commercial retailers.	Council has recently adopted a new Waste Strategy with actions that will focus on continued incentives for residents to reduce the size of the red bin and increase the use of the recycling and Food Organics and Garden Organics (FOGO) streams. Larger Recycling Bins collected fortnightly will also be considered as part of the Strategy. Council currently uses FOGO composted material within its own sportsfield and landscape projects, however, the commercial end product of FOGO Compost as a soil additive helps reduce the overall cost to ratepayers for this service.	Acknowledged. Continue to implement the Wollongong Waste and Resource Strategy 2024-2034.
233	Healthy Cities Illawarra	Environmental management and sustainability; Development Applications and assessment expedited processes	Offering expedited Development Application (DA) approvals for projects submitted by licensed architects or approved building designers that address key development and sustainability targets would encourage the use of qualified professionals. This approach not only promotes high-quality, sustainable design but also helps elevate the overall standard of the built environment in Wollongong, ensuring that new developments align with the city's circular economy goals while supporting long-term environmental and community benefits.	All development applications, from modest to major projects, are submitted and assessed as required under the Environmental Planning and Assessment Act and related policies, directions and procedures. Council strives to expedite a wide range of development applications in an efficient manner for ensuring an equitable balance of resources across all development types. We are also open to further opportunities for process improvement. For major projects, the quality of the design is reviewed by Council's Design Review Panel that includes Registered Architects and is attended by the nominated Registered Architect for the project.	Acknowledged.
234	Healthy Cities Illawarra	Environmental management; addressing tree vandalism	It's important to address a cultural challenge: tree vandalism. This issue must be taken very seriously, as it undermines efforts to protect and enhance the region's coastal environments. Many beachfront areas have been transformed into "deserts" due to the loss of vegetation, and action on this has been insufficient. To address this, stronger education and revegetation initiatives should be implemented, particularly those that challenge the prevailing notion that uninterrupted ocean views should take priority over ecological health. Additionally, highlighting the economic benefits of greening, such as potential increases in property values due to enhanced canopy coverage, can help build broader community support. Green gentrification, when managed carefully, can drive investment in local areas while also supporting environmental restoration.	Like many councils on the eastern seaboard, we continue to struggle with balancing much needed ecological restoration and increased shade that trees provide for human comfort on our foreshore, with the selfish act of tree vandalism. We will continue to investigate and respond to tree vandalism in line with our Tree Management Policy and will also make a submission supporting the proposed changes as outlined within the NSW Department of Planning 'Protecting our Trees - changes to deter illegal tree and vegetation clearing' proposal currently on exhibition.	Continue to implement the Tree Management Policy. Prepare a submission of support to the NSW Department of Planning 'Protecting Our Trees – changes to deter illegal and vegetation clearing' proposal.
235	Healthy Cities Illawarra	Environmental management and sustainability; healthy streets principles	We encourage Council to adopt the Healthy Streets design principles. This evidence-based framework supports planning and urban design that prioritises people's health, comfort, and access, ensuring streets are safe, green, inclusive, and easy to navigate for all users, including pedestrians, cyclists, and public transport users. By embedding Healthy Streets principles into planning processes, Council can create more equitable, active, and socially connected communities, while also addressing climate resilience and long-term wellbeing.	Council aims to ensure that infrastructure in the public domain does deliver multiple benefits for our community including health outcomes and improved amenity.	Acknowledged.
236	Healthy Cities Illawarra	Environmental management and sustainability; active transport planning	We encourage Council to use world-class cycling infrastructure not only as a mode of transport but as a catalyst for ecological health, climate action, and community wellbeing. Cities like Glasgow, Copenhagen, and Utrecht demonstrate how bike-friendly design can coexist with environmental restoration, reviving underused spaces into biodiverse corridors, integrating green cycling routes that manage stormwater and mitigate urban heat, and introducing features like green roofs that support pollinators.	Council's commitment to improved walking and cycling is delivering on the Wollongong Cycling Strategy 2030. This has been further supported by Wollongong given the UCI Bike City label; the only label to be issued in the southern hemisphere. Council will continue to expand the walking and riding network, through continued investment as outlined in the Infrastructure Delivery Program.	Acknowledged.

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Item	Author	Theme	Submission Summary	Response	Proposed Action
237	Healthy Cities Illawarra	Urban planning and design; integration of Healthy built environment and caring for Country principles	We encourage Wollongong City Council to adopt the principles outlined in the NSW Healthy Built Environment Checklist and the World Health Organization's recommendations for healthy urban environments. These frameworks provide evidence-based guidance to ensure urban planning actively supports physical and mental wellbeing through access to green space, walkability, clean air, and social connection. In addition, embedding the themes and principles of 'Caring for Country' into all urban planning and design decisions will strengthen the connection between people, place, and culture. This approach honours First Nations knowledge systems and supports sustainable, place-based design that respects Country and enhances community resilience.	As part of the review of Development Control Plan (DCP) - Chapter B1 Residential Development, Council will consider provisions related to healthy building design.	Acknowledged. Consider healthy building design provisions during the DCP – Chapter B1 review.
238	Healthy Cities Illawarra	Environmental management and sustainability; open space and biodiversity management	We encourage Council to reconsider the overuse of monocultural lawn in open spaces. Lawns are high maintenance, offer limited opportunity for different recreational uses, have low ecological value, and do not support biodiversity. Instead, the development and maintenance of urban and peri-urban areas should adopt the Biodiversity in Place framework, a practical roadmap for designing with biodiversity in mind across both new and existing developments.	Council appreciates this feedback and currently has an operational program aimed at identifying under-utilised open space areas that can be landscaped or restored to increase tree canopy cover in line with Council's Urban Greening Strategy and increase vegetation cover in line with Council's adopted Climate Change Adaptation Plan.	Acknowledged.
239	Healthy Cities Illawarra	Environmental management and sustainability principles in design and maintenance infrastructure projects	We encourage Council to embed regenerative, nature-positive design and maintenance across all infrastructure projects. Moving beyond conventional "sustainability" toward regenerative practices means actively restoring and strengthening local ecosystems through thoughtful design, construction, and care.	Any environment lands dedicated to Council as a consequence of development is generally subject to restoration works, preparation of a Vegetation Management Plan and an agreed maintenance period or contribution.	Acknowledged.
240	Healthy Cities Illawarra	Environmental management and sustainability; development controls and outcomes	We recommend requiring climate-positive architecture and landscape outcomes, with developers meeting clear targets for carbon-neutral construction, native planting beyond minimum requirements, permeable surfaces (such as permeable paving in place of asphalt), and demonstrable net-positive ecological impacts, including enhanced biodiversity, soil health, and urban cooling.	As part of the review of Development Control Plan - Chapter B1 Residential Development, Council will consider building design and construction issues and landscaping.	Acknowledged.
241	Healthy Cities Illawarra	Environmental management and sustainability; open space maintenance and land care	Maintenance approaches should shift from basic upkeep ("mow- and-blow") to skilled, culturally sensitive land care that supports multispecies thriving and honours the needs of Country.	Council maintains more than 1,800 open space areas across the Local Government Area and integrate caring for country principles in partnership with the Aboriginal Community on many projects. This approach to gradual improvement is aligned with current resource capacity.	Underway.
242	Healthy Cities Illawarra	Environmental management and sustainability; housing strategy and planning controls	We encourage Wollongong City Council to explicitly position housing as an enabler of positive health and wellbeing outcomes. Embedding good housing design principles into the development of the Housing Strategy will ensure the delivery of high-quality, diverse, climate-resilient, and socially cohesive housing options that meet the needs of all community members. We also support Council's adoption of Healthy High Density principles, particularly for families with children, and recommend incorporating best-practice design models into the upcoming updates to the Local Environmental Plan and Development Control Plan. Housing developments should also be nature-positive, actively supporting urban habitat and biodiversity outcomes, rather than contributing to ecological degradation.	As part of the review of Development Control Plan (DCP) - Chapter B1 Residential Development, Council will consider provisions related to healthy building design.	Acknowledged. Consider healthy building design provisions during the DCP Chapter B1 Residential Development review.
243	Healthy Cities Illawarra	Environmental management and sustainability; equitable distribution of open spaces	Importantly, we highlight the current uneven access to high-quality natural spaces between the northern and southern suburbs. All residents, regardless of location, should have equal access to healthy, biodiverse, and well-designed natural landscapes as part of a liveable urban environment. To guide this, we recommend Council adopt and implement the Biodiversity in Place framework, ensuring development standards are lifted to align with its principles.	The Urban Greening Strategy currently guides Council's approach to areas of low canopy, high need to target Council's efforts. This includes many of the Southern Suburbs with low canopy that will continue to be a focus of tree planting and landscape restoration on Public Land. Council is also aiming to conduct mobile greenplan nursery plant sales at sites within the southern suburbs during 2025-2026 to try and improve canopy and landscapes on private land using local native species.	Acknowledged. Investigate mobile nursery plant sales at southern suburbs locations during 2025-2026.

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Item	Author	Theme	Submission Summary	Response	Proposed Action
244	Healthy Cities Illawarra	Homelessness and shelter; rejecting defensive urban design	We commend Council for recognising the importance of supporting residents experiencing housing insecurity and encourage a continued commitment to dignity, accessibility, and care in public space design. As part of this commitment, we urge Council to formally reject all forms of hostile or defensive architecture. Elements such as benches with central armrests or sloped seats to prevent lying down, spikes or studs on flat surfaces, bars on ledges, narrow windowsills, or water sprinklers activated at night not only fail to address the root causes of homelessness but can also dehumanise and exclude some of our most vulnerable community members.	The design of public domain infrastructure Council considers a broad range of design elements and materials to ensure the infrastructure delivers a service and benefit to the community. There are often competing priorities and constraints associated with certain sites and the delivery of types of infrastructure. Council balances these competing interests through every project constructed. There are inclusions in some locations to infrastructure which would affect comfort, that are required from a safety perspective.	Acknowledged.
245	Healthy Cities Illawarra	Environmental management and sustainability (biodiversity); West Dapto planning	We recommend placing greater emphasis on ecological considerations, particularly the protection and integration of the endangered Grassy Woodlands Ecological Community within urban planning and development. Preserving and enhancing this unique and threatened ecosystem will not only uphold biodiversity values but also contribute to climate resilience, community wellbeing, and the distinct natural character of the area. Embedding nature-positive planning principles from the outset, such as habitat connectivity, native plantings, and low-impact design, will ensure that West Dapto becomes a model for balanced, sustainable urban growth that respects both people and the environment.	The Illawarra Lowlands Grassy Woodlands is an endangered ecological community that is required to be conserved under State and Federal environmental legislation. For many years, Council has been preparing a West Dapto Bio-certification Conservation Management Plan that has been lodged with the NSW Government for approval and funding.	Acknowledged. Planning underway.
246	Healthy Cities Illawarra	Heritage management; protecting urban tree canopy; development controls (demolition, waste)	We encourage Council to place greater emphasis on protecting built heritage from unnecessary demolition, as current planning settings make knock-down and rebuild options too readily accessible, often leading to the loss of architecturally and historically significant character homes. We recommend implementing tighter regulations around demolition, particularly in areas of established character, along with stronger incentives for renovation and adaptive reuse. These measures can preserve the unique charm of neighbourhoods, reduce waste, and support more sustainable development outcomes. Additionally, tighter controls on subdivision for profit and stricter rules on the disposal and recycling of building waste, similar to those in Portland, Oregon, would further align Wollongong with international best practice in heritage-sensitive and environmentally responsible development. We highlight the pressing need to protect mature trees and urban canopy, which are often lost during redevelopment of larger blocks. Development should be designed to fit around existing trees. Stronger regulation in this area would help preserve both ecological and heritage values, reinforcing Wollongong's identity as a city that honours its past while building a more sustainable and liveable future.	The Wollongong Local Environmental Plan (LEP) 2009 includes a schedule of listed heritage items, which is periodically reviewed and updated. A heritage listed property requires assessment under the Development Application process for any proposed demolition works. The Assessment process considers all matters identified by legislation and relevant directions and policies prior to determination. Demolition of buildings that are not heritage listed can either be undertaken as part of the assessment of a Development Application, or in isolation as complying development under State Planning Policy. The Development Assessment process seeks to achieve balanced outcomes with the provision of housing and the retention of significant trees and opportunities for future planting. The Development Control Plan (Chapter E17) provides objectives for the promotion of mature trees in conjunction with the Biodiversity Conservation Act 2017.	Acknowledged.
247	Healthy Cities Illawarra	Transport; enhancing local transport networks	In addition to regional connectivity, we encourage Council to place equal importance on enhancing local transport networks, with more frequent and reliable services that support short, everyday trips within the Local Government Area. Improving intra-city connections can significantly boost the appeal and practicality of public transport, supporting local employment, access to education and services, and vibrant, self-sustaining communities. Strengthening both regional and local transit systems will ensure a well-integrated, inclusive, and sustainable transport network that meets the needs of all residents.	Council is currently preparing an Integrated Transport Strategy that will set a clear, citywide direction for an integrated, multi-modal and sustainable transport system. This strategy will support how people move through the city, and how transport connects with land use and services. As highlighted in your submission, addressing congestion and parking concerns requires genuine improvements across all modes of transport. This includes walking, cycling, public transport and private vehicle use—supported through collaborative action by all responsible agencies The Integrated Transport Strategy will reflect the shared responsibilities of Wollongong City Council, the local community, Transport for NSW, other State and Federal agencies, and the private sector. It will help guide how transport is delivered and how we communicate about transport across the city.	Acknowledged. Continue to progress the draft Integrated Transport Strategy.
248	Healthy Cities Illawarra	Sustainable transport (school routes)	Facilitating safe and appealing walking and cycling routes to school improves physical and mental health, enhances academic performance, reduces congestion and air pollution, and helps build independence and sustainable habits from a young age. These outcomes can be achieved through active travel plans co-developed with schools, community groups, and the state government, with support from organisations like Bicycle NSW, and initiatives such as National Ride to School Day.	Council acknowledges the positive impacts on wellbeing of having safe and appealing active transport infrastructure. Council has established a Safer Routes to School working group, comprised of Council Engineers, Planners and our Road Safety Officer to review road safety conditions across all schools in the Wollongong Local Government Area (LGA). As part of the Safer Routes to School program, Council staff prepared a Draft Safer Routes to School Report which incorporates a review of signs, lines, infrastructure and the behaviours around schools. The resulting report will also identify short/medium/long term plans to improve safety around schools, promote public transport and encourage walking and cycling to school. For more information, please visit Council's website: Safer Routes to School	Acknowledged.

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Item	Author	Theme	Submission Summary	Response	Proposed Action
249	Healthy Cities Illawarra	Transport; improving foreshore access; local economic growth	<p>Improving foreshore access and design through shaded, well-connected active transport routes can significantly enhance the tourist experience and support local economic growth. Thoughtfully designed waterfront connections, with shade trees, rest stops, and clear links to attractions, can encourage more cycling and walking by both residents and visitors, increasing foot traffic to local businesses and making Wollongong a more attractive, liveable, and climate-resilient destination.</p> <p>By investing in high-quality, inclusive active transport networks that serve both local needs and tourism, Council can unlock a wide range of benefits for the community, economy, and environment, while setting a leading example for cities across the region.</p>	<p>Council's draft Transport Strategy outlines the strategic direction and opportunities to deliver high quality movement corridors and networks for all people, ages and abilities.</p> <p>The Strategy will also balance the importance of placemaking noted in your response. The adoption of this Strategy will occur in 2025.</p> <p>The Strategy will help guide and inform future infrastructure projects within our Infrastructure Delivery Program.</p>	<p>Acknowledged.</p> <p>Continue to progress the draft Integrated Transport Strategy.</p>
250	Healthy Cities Illawarra	Active transport planning; reducing car reliance	<p>We commend Council for recognising the importance of maintaining multimodal networks and encourage a clearer articulation of what constitutes an "acceptable standard," particularly in the context of sustainable and inclusive transport. We would like to offer a constructive note of clarification: framing footpaths and cycleways as simply a "lifestyle" matter, as suggested in the Lord Mayor's message, significantly underestimates their role in land use and transport planning. These networks are not optional extras, they are the backbone of equitable, accessible, and healthy urban environments.</p> <p>To enable real mode shift and reduce car dependence, we must acknowledge that car travel should not always be the default or most desirable option, especially in urban centres. Increasing traffic congestion should be a trigger for better investment in public and active transport, not an excuse for expanding road capacity, which only deepens car dependence through induced demand. Continuing to prioritise car-based infrastructure risks undermining Wollongong's stated goal of sustainable growth that supports community wellbeing and protects the environment. Instead, Council should focus on targeted investments that make public and active transport more attractive, competitive, and convenient.</p>	<p>Council is currently updating the draft Wollongong Transport Strategy and the draft Wollongong City Centre Movement and Place Plan to include community submissions. It is expected that these documents will be presented for Council endorsement later this year.</p> <p>The aim of this planning work is to create a clear citywide transport strategy and plan for the Wollongong City Centre that will inform an integrated, multi modal and sustainable transport network to support people, land use and services. The City Centre Movement and Place Plan has been exhibited and includes several directions related to parking in the Central Business District.</p>	<p>Acknowledged.</p>
251	Healthy Cities Illawarra	Sustainability; public domain design	<p>We encourage Wollongong City Council to further emphasise high-quality, thoughtful design as a core part of the public domain. Public spaces are not just functional, they are places of gathering, identity, health, and connection. When well-designed with a clear understanding of the needs of diverse users, public domains can deliver multifunctional benefits, including enhanced walkability, reduced reliance on cars, and stronger community cohesion. They also play a vital role in supporting local economies and tourism, especially when upgrades are made to existing town centres that improve streetscapes and support small businesses.</p> <p>We also encourage Council to integrate green infrastructure, such as rain gardens, street tree plantings, and shaded pathways, as key elements of the public domain.</p>	<p>Council acknowledges the importance of well-planned and designed public domains in encouraging the community to stay and enjoy the space. We also recognise the importance of supporting local economic development. The Delivery Program includes objectives and actions linked to public domain planning and project initiatives, including <i>Goal 2 - Connected: We have well planned, connected, and liveable places; objectives 2.14 Plan and deliver an accessible, safe, clean and inviting public domain.</i></p>	<p>Acknowledged.</p>
252	Healthy Cities Illawarra	Transport planning and sustainable transport modes to support access to work and education	<p>Transport accessibility, particularly for young people or non-drivers, plays a significant role in the ability to access work and education. For many, the cost, time, and convenience of travel can be a major obstacle, limiting their access to employment opportunities. To overcome this, we recommend increasing the cycle path network and encouraging e-bike use, alongside creating regulations and educational programs for these sustainable transport modes. By doing so, Wollongong can enable younger workers to access job opportunities more efficiently, affordably, and sustainably.</p>	<p>Council is currently updating the draft Wollongong Transport Strategy and the draft Wollongong City Centre Movement and Place Plan to include community submissions. It is expected that these documents will be presented for Council endorsement later this year.</p> <p>The aim of this planning work is to create a clear citywide transport strategy and plan for the Wollongong City Centre that will inform an integrated, multi modal and sustainable transport network to support people, land use and services. The City Centre Movement and Place Plan has been exhibited and includes several directions related to parking in the Central Business District.</p>	<p>Acknowledged.</p>
253	Healthy Cities Illawarra	Public spaces design; social and mental wellbeing	<p>We encourage Wollongong City Council (WCC) to work closely with the Illawarra Shoalhaven Local Health District (ISLHD) to ensure that public spaces are designed to enhance mental wellbeing and help reduce loneliness. This includes creating inclusive, accessible environments that foster social connection, reflection, and community engagement.</p> <p>Designing green spaces, shaded walkways, interactive areas, and quiet zones can significantly support mental health while encouraging positive social interaction. Embedding mental health and wellbeing into urban design not only strengthens community ties but also supports broader public health outcomes, making Wollongong a place where everyone feels welcome, supported, and connected.</p>	<p>Council's draft Delivery Program 2025-2029 and Operational Plan 2025-2026 includes an action on page 45 for Land Use Planning to partner with external agencies on regional significant projects. This action includes working with NSW Health and the Local Health District. Planning for healthy communities is an integral part of the planning process.</p> <p>Council is committed to providing well designed and shaded green spaces as articulated through a range of policies including our Urban Greening Strategy and Heat Strategy.</p> <p>Council is investing in tree planting and enhancing the amenity of our public spaces and development at West Dapto Urban Release Area is being informed by studies that guide green networks, riparian corridors and social infrastructure needs.</p>	<p>Acknowledged.</p> <p>Continue to partner with regionally significant projects, including NSW Health.</p>

Draft Delivery Program 2025-2029 and Operational Plan 2025-2026 – SUBMISSIONS AND RESPONSES

Item	Author	Theme	Submission Summary	Response	Proposed Action
254	Healthy Cities Illawarra	Environment and natural area management (coastal areas)	We strongly support this strategy (Provide safe, well-maintained and accessible beaches and aquatic facilities, and promote water and beach recreation safety to residents and visitors) and encourage Council to further strengthen it by ensuring that beach landscapes are designed and maintained with coastal ecological resilience in mind. By integrating nature-based solutions, such as dune restoration, native vegetation planting, and erosion management, Council can protect these valuable natural assets from climate impacts while also enhancing biodiversity and recreational value.	Council appreciates this positive feedback and has a dedicated dune crew, ecological restoration contractors and volunteers (Dune Care/Bushcare) which all assist in the management and maintenance of our coastal landscape. This work is guided by relevant strategies and plans that aim to protect our natural assets from climate impacts while also enhancing biodiversity and recreational value. Council is currently updating the Coastal Management Program for the coastline which will provide further management guidance on sustainable beach management into the future.	Already Planned. Continue to update the Coastal Management Program.
255	Healthy Cities Illawarra	Transport planning; active transport; footpath widening and mobility; street furniture	Ensure the built environment supports safe and accessible mobility for older adults. Key improvements include providing footpaths on both sides of streets to reduce the need for potentially hazardous road crossings and incorporating pedestrian and bicycle paths between housing areas to improve quick and safe access to essential services like public transport and shops. These design elements significantly enhance walkability, which is proven to boost physical activity, social connection, and independence, especially for older residents. Additionally, the inclusion of regular, well-placed street furniture in urban centres offers critical rest points for seniors and supports longer, more comfortable outings.	Each year Council receives more requests for footpaths, shared paths and cycleways than available funding. Like most cities, we have some streets with no formal footpaths and the majority of streets have footpaths on one side. With the budget available for footpath construction, sites are selected and prioritised based on several factors including road profile, traffic volume, residential density, proximity to businesses, retail centres, educational facilities, hospitals and connection points for public transport. More information about how Council prioritises footpaths and cycleways can be found on our website. Council is currently focused on pathways on at least one side of the roadway and traffic facilities around the 84 schools in our local government area. These works are determined as part of our Safer Routes to School program.	Acknowledged Continue to focus on delivering the Safer Routes to School program.
256	Healthy Cities Illawarra	Nighttime economy strategy	We recommend that WCC explore the development of a Night-Time Economy Strategy that embeds health, wellbeing, safety, and economic growth as core pillars. A well-designed night-time economy not only enhances public safety through increased activity and natural surveillance, but also supports local businesses, encourages social inclusion, and promotes a vibrant cultural life. Importantly, there is an opportunity to extend these benefits beyond the city centre, by supporting smaller-scale, community-based night-time activities in suburban areas.	Councils Cultural Strategy - 'Creative Wollongong 2024-2033' includes the 24-Hour Economy as a core focus area and includes strategy 4.4 'Advocate for improved safety, transport and connectivity including after dark'. Council is in the process of undertaking a review of its Economic Development Strategy and support for the ongoing development of our 24-Hour Economy will be included as an area of focus. We encourage you to provide feedback on the draft Strategy when it is placed on public exhibition later this year.	Acknowledged. Continue to implement Creative Wollongong 2024-2033.
257	Healthy Cities Illawarra	Sustainability; expanding community gardens	Consider including a commitment to expanding access to community gardens across Wollongong, including the creative reuse of disused lands. These spaces not only promote healthy eating and local food production but also foster community connection and education around sustainability. Supporting local providers and introducing pop-up fresh food markets from urban market gardens is another excellent initiative that could help deliver fresh, locally grown produce to those who need it, while reducing food miles and strengthening our local economy.	Benchmarking undertaken by Council has identified that Wollongong has a large number of community gardens with a good spread across the Local Government Area. In relation to food initiatives, Council supports Food Fairness Illawarra's low cost and free meals directory and fair food events.	Acknowledged.
258	Healthy Cities Illawarra	Community engagement; Aboriginal voice and consultation	Consider adopting the Connecting with Country Framework. There is an opportunity to leverage the local support for Aboriginal voice on matters and work with the indigenous reference group so Council can consider Aboriginal feedback on key matters that Council will need to make determinations on.	Connecting with Country (GANSW) is a guideline for built environment design and planning which Council has begun using to inform Strategic documents (draft Local Strategic Planning Statement 2025-2045, Wollongong Development Control Plan 2009 Chapter A1 Introduction), precinct planning and design review processes (Flinders Street Precinct Review) and advice on state and local development proposals. Council is considering how best to incorporate use of the Framework into its relevant operational procedures. Council continues to refer to its Aboriginal Engagement Framework to guide engagement with Aboriginal community.	Acknowledged. Continue to incorporate Connecting with Country into Council design and planning documents. Continue to deploy Council's Aboriginal Engagement Framework.
259	Healthy Cities Illawarra	Sustainability and health; Recreation planning	We recommend that Council undertake an Integrated Recreation Needs Research Project that recognises the multi-functional benefits of recreation planning— not just for leisure and health, but also for urban cooling, biodiversity, active transport, and social inclusion.	Council will be preparing an update to the Play Strategy this financial year to provide a recreational planning framework for the Local Government Area over the next 20 years. This work will be finalised during 2025-2026.	Continue to progress the review and update to the Play Wollongong Strategy.

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260	Healthy Cities Illawarra	Foreshore master planning	To determine the best multifunctional outcomes, we strongly recommend that Council engage the community, local businesses, and organisations such as the local Chamber of Commerce to co-design a multifunctional and holistic Foreshore Masterplan. This plan should cover the entire foreshore area and serve as a guiding framework for capital works budgeting, funding applications, and delivery programs.	Council is currently planning to develop a Master Plan for Lang Park that will consider the foreshore adjacent to Lang Park. Council is also undertaking a new Coastal Management Plan that will help support future improvements and management of our foreshore areas and subsequently support future site-specific master plans where required.	Continue to finalise the draft Wollongong City Foreshore Plan of Management.
261	Keira Collective	Outdoor dining fees reintroduce (opposed)	<p>Keira Collective Incorporated, a group of 10 small businesses in the Wollongong central business district recognised under the New South Wales Office of the 24-Hour Economy program, opposes the proposal to reintroduce outdoor dining fees in 2025–2026 and urges Council to maintain the current waiver. Local hospitality venues are still recovering from the impacts of the pandemic and ongoing economic pressures. Cost-of-living increases have reduced consumer spending, leading to slower foot traffic and tighter margins for businesses. Reintroducing fees now would impose an additional financial burden, potentially leading to reduced trading hours, job losses or closures—undermining city centre vibrancy and job growth.</p> <p>Outdoor dining has become essential in attracting people back to the central business district and activating public space. If fees are reinstated, many businesses may reduce or remove their outdoor seating to cut costs, diminishing the street life and sense of safety that comes from busier, well-used public areas.</p> <p>The positive economic impacts of outdoor dining fee waivers have been well documented, including recent findings from the City of Sydney. Since 2020, over 800 Sydney businesses benefited from waived outdoor dining fees, with average turnover increasing by 20% and an estimated 200 new jobs created. Outdoor dining has become a key feature of the city's culture, delivering broader benefits for community and business alike.</p> <p>Wollongong's own experience echoes these benefits. Council's COVID recovery measures included a fee waiver, which directly encouraged expanded outdoor trading. Reports from 2022 noted the waiver as a significant factor in the uptake of new outdoor dining permits and the resilience of hospitality venues during challenging times. The modest revenue foregone has been returned many times over in avoided closures, job retention, and street activation.</p> <p>Council's draft 2025–2026 budget estimates the cost of continuing the waiver at approximately \$208,000. This is a relatively small figure given its role in supporting small businesses and stimulating the local economy. Making the waiver permanent, or extending it indefinitely, is a strategic investment in Wollongong's economic recovery.</p> <p>Charging new fees would also contradict the direction of New South Wales Government policy. The State's 24-Hour Economy Strategy and vibrancy reforms focus on reducing barriers to public space activation, encouraging alfresco trading, and supporting local nightlife. Introducing fees now would send the wrong signal and undermine progress made under these initiatives.</p> <p>Keira Collective strongly urges Council to withdraw the proposal to reinstate outdoor dining fees and instead continue supporting hospitality venues through an ongoing fee waiver. This is a low-cost, high-value action that supports local jobs, economic resilience, and a lively, welcoming Wollongong central business district.</p>	<p>Council acknowledges the city continues to be transformed through investment and new developments, particularly within the CBD. The collaborative efforts of the Keira Collective are also acknowledged.</p> <p>Council is actively engaged in the delivery of the objectives of the 24-hour Commission on a number of levels. Including ongoing advocacy and participation on the 24-Hour Economy Advisory Council, activation of places and spaces throughout the city and support for the live music industry. We've delivered the Live+Local program with key partners, hosted the Tune In micro festival featuring 30+ acts and expanded Live@Lunch to four weekly performances, supporting over 170 artists, both within the CBD. We regularly collaborate with CBD precincts, promote music through Creative Wollongong and Council social media channels and support events such as Gong Crawl, Make Music Day, Honk Oz and the Culture Mix festival, which welcomed over 20,000 attendees. This year we will also be delivering the Permit/Plug/Play Pilot Program, part of the NSW Government's Vibrant Streets Package, which will bring benefits to local business looking at street-based events and temporary road closures.</p> <p>Council provided a waiver of fees for outdoor dining to support businesses during the COVID-19 period and acknowledges the current economic climate continues to be challenging for small business.</p>	Revise the proposed reintroduction of outdoor dining fees and extend the waiver period until 2028.