

ITEM 1

DRAFT ANNUAL PLAN AND ATTACHMENTS 2017-18 - FEEDBACK FOLLOWING EXHIBITION

At its meeting of 3 April Council resolved to place on exhibition the draft Annual Plan 2017-18 and attachments which deliver Council's integrated planning and reporting responsibilities under the Local Government Act 1993. The draft Annual Plan is a sub plan of the Revised Delivery Program 2012-17 (adopted 17 February 2014). These documents outline Council's response to Wollongong 2022 Community Strategic Plan.

The draft Annual Plan includes Service Plans, Budget, Revenue Policy and Fees and Charges.

### RECOMMENDATION

- 1 Council incorporate the changes recommended in this report for the following documents, and these documents be adopted:
  - a draft Annual Plan 2017-18;
  - b draft Budget 2017-18; and
  - c draft Revenue Policy, Fees and Charges 2017-18.
- 2 Council makes the rates and charges for the period 1 July 2017 to 30 June 2018, outlined in the draft Revenue Policy 2017-18 as amended in this report, including the general rate increase of 1.5% as determined by the Independent Pricing and Regulatory Tribunal (IPART).
- 3 The General Manager be authorised to make any changes to the endorsed draft Annual Plan 2017-18 as directed by resolution of the Council.

### REPORT AUTHORISATIONS

Report of: Clare Phelan, Executive Strategy Manager  
Authorised by: David Farmer, General Manager

### ATTACHMENTS

- 1 Summary of Submissions received during the Exhibition of the draft Annual Plan 2017-18 and Recommended Changes
- 2 Summary of Internal Amendments
- 3 Amended 4 Year Primary Financials 2016-17 to 2019-20

### BACKGROUND

Council is required to prepare an Annual Plan, Budget, Revenue Policy and Fees and Charges to meet its integrated planning responsibilities under the Local Government Act 1993. The Annual Plan and attachments are a sub plan of the Delivery Program 2012-17 and demonstrate Council's approach to achieving the five year actions from the Delivery Program.

The draft Annual Plan 2017-18 includes annual deliverables aligned to the five year actions from the Delivery Program 2012-17 and annual Service Plans for each of Council's 34 services. The Service Plans include the core business of the service, the major projects for the financial year, operating and capital budgets, workforce, and performance measure providing a more detailed picture of Council's operations.

The draft Annual Plan demonstrates Council's response and commitment to the delivery of Wollongong 2022, the Wollongong Community Strategic Plan. As such, the draft Annual Plan is structured around the six community goals.

Supporting the draft Annual Plan is:

- Attachment 1: Draft Budget 2017-18

This document provides an overview of Council's financial estimates and program of Capital Works for the financial year. Both documents support Council to plan its annual activities based on community input and strategic directions identified in Wollongong 2022, currently agreed services, growth factors, the Asset Management Policy and Strategies, past performance and availability of funding.

- Attachment 2: Draft Revenue Policy, Fees and Charges 2017-18

This Policy is also presented for adoption. The Local Government Act provides the framework for setting fees and charges, and making the rates.

### Submissions

A total of 72 'on time' submissions were received from community members and organisations during the exhibition of the draft Annual Plan 2017-18 and attachments. These submissions contained 144 issues/items, of which there were two predominant themes emerging:

- Cruise Ship: 30 submissions supported Council's ongoing commitment and investment in the tourism industry.
- South Wollongong Flooding: 19 submissions requesting Council give priority in the 2017-18 budget to rectifying flooding issues in this area.

Further to this, a range of issues were raised including:

- Drainage in various areas requesting 2017-18 budget including Mt Gilead Road, Thirroul (2); Asquith Street, Austinmer (2); and other individual submissions regarding drainage and flooding.
- Footpaths including Murphy's Avenue, Gwynneville (2); Coachwood Drive, Unanderra (2).
- Other including Botanic Gardens (3), tourism in general (4) – supporting Council's commitment.
- Land Use Planning – a range of issues with no dominant themes.

Attachment 1 of this report provides a summary of submissions and recommended changes to the draft Annual Plan as a result.

Six submissions were received late and not considered as part of this process. Further, there were a number of letters seeking further information on the draft Annual Plan 2017-18 and associated supporting documents. These were treated as normal correspondence with responses provided in accordance with normal practice.

### Internal Staff Review

Council staff undertook a further review of the draft Annual Plan and attachments. This review considered emerging issues, recent Council resolutions, progress of 2016-17 projects and activities, and funding announcements by other Government agencies impacting Council services and projects arising during the exhibition period.

Attachment 2 to this report outlines the recommended changes to the draft Annual Plan based on the feedback received during the internal review process.

## CONSULTATION AND COMMUNICATION

Preparation of the draft Annual Plan and Budgets commenced in September 2016 as Divisions considered business needs and actions. This approach led to the development of draft documents which have continued to be reviewed and refined with Executive and Councillor input.

Council endorsed the draft Annual Plan for exhibition to provide the community with an opportunity to have their say and provide relevant feedback to Council on the Plan for the year ahead. The draft Annual Plan 2017-18 and attachments were exhibited for 29 days from 10 April to 8 May 2017. The exhibition was promoted via a media briefing, newspaper advertisements, on Council's website and via

Council’s libraries, Reference Groups and social media. A number of engagement activities were also undertaken to seek feedback from the community on the draft Annual Plan and attachments. This included attendance at Neighbourhood Forums.

### PLANNING AND POLICY IMPACT

This report contributes to the delivery of Wollongong 2022 goal 4 “*We are a connected and engaged community*”.

It specifically delivers on core business activities as detailed in the Corporate Strategy Service Plan 2016-17.

### RISK ASSESSMENT

In November of each year, a comprehensive review of the Corporate Risk Register is undertaken. The updated Risk Register informs the development of the draft Annual Plan including the projects and programs proposed therein.

### FINANCIAL IMPLICATIONS

The following information outlines the proposed changes to the financial projections and Revenue Policy that were contained in the draft Annual Plan 2017-18.

#### Rates Fees and Charges

##### Rates

As detailed in the draft Revenue Policy – Rates, Fees and Charges 2017-18 document (page i), the ‘Rate Yields’ and ‘Cents in the dollar’ used in determining the actual rates charged would be subject to slight variation due to changes in properties and valuations anticipated prior to finalisation of the Annual Plan 2017-18. The revised rates, base charges, minimums, and yields for 2017-18, including the General Income variation approved by IPART and recommended in this report, are shown below.

Council has had a General Revaluation in July 2016. The below rates have been calculated using the relative change method where the increase in rates for each category has been determined by the relative change in land values. Although Council’s General total Rates income will increase by 1.5%, individual assessments will vary depending on the change in land value in relation to the average change in land value across the rating base.

This revised table will be included in the final Revenue Policy for 2017-18:

**Table 1**

Rating Category	Name of sub-category	Number of Properties	Ad Valorem Rate	\$ Base (B)/ Minimum (M)	Notional Income Yield
Residential		76,833.97	0.248725	724.81(B)	111,380,225
Farmland		121.00	0.188532	934.60(M)	306,061
Business	Ordinary	278.00	0.321037		46,116
Business	Commercial	2,095.59	1.518155	934.60(M)	19,697,827
Business	3c Regional Business	274.48	2.029569	836.87(M)	6,269,005
Business	Light Industrial	984.96	1.188155	934.60(M)	5,976,286
Business	Heavy Industrial	357.00	1.910011	934.60(M)	6,488,542
Business	Heavy 1 Activity 1	39.00	2.767851	836.87(M)	7,906,005
Mining		15.00	2.696875	934.60(M)	906,508
Special Rates	Wollongong Mall Rate	73.00	0.788481		1,082,111
Special Rates	City Centre Rate	658.36	0.076866		413,200
					<b>160,471,885</b>

## Fees and Charges

There have been no changes proposed to the Fees and Charges that were included in the draft Fees and Charges document.

## Draft Budget 2017-18

Variations to the final projections are made as part of the annual planning process based on external submissions during the exhibition period, variations to the underlying long term financial estimates that are identified through quarterly review processes and additional information becoming available during the exhibition period.

The post exhibition forecasts include an adjustment for the early payment of the first two quarters of the 2017-18 Federal Assistance Grant in June 2017. This is estimated to be \$8.9 million which will be reflected as an improvement in the annual 2016-17 result and a corresponding reduction in 2017-18.

## Financial Forecasts

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

**Table 2**

	2017/18	2018/19	2019/20	2020/21
	\$M	\$M	\$M	\$M
<b>Draft Annual Plan</b>				
Net Surplus (Deficit) [Pre Capital]	(0.7)	3.8	6.9	6.4
Net Surplus (Deficit)	44.0	51.7	46.7	41.1
Total Funds Surplus/(Deficit)	(0.6)	0.5	(1.7)	(1.0)
<b>Draft Annual Plan including changes proposed during exhibition period</b>				
Net Surplus (Deficit) [Pre Capital]	(8.4)	4.4	5.9	6.4
Net Surplus (Deficit)	36.4	52.2	45.7	41.0
Total Funds Surplus/(Deficit)	(9.7)	0.5	(1.7)	(1.0)

The proposed revision to the draft Annual Plan includes changes that were identified through the March Quarterly Review, additional information becoming available and the review of longer term operating income and expenditure trends.

The most material impacts on the Long Term Financial Plan Net Surplus (Deficit) [Pre Capital (Operating Result)] are as follows and a more comprehensive list is provided in Table 3 later in this report.

- Depreciation.** Depreciation projections are reviewed continuously to reflect current asset holdings and their attributes. A number of changes were made through the 2016-17 Quarterly review process. The changes proposed to the draft Annual Plan 2017-18 long term financial projections are based on work completed at the March Review. Many factors can impact on depreciation, including timing of capitalisation of constructed asset, contributed assets, revaluations, discoveries, changes in expected lives, timing of asset disposal, mix of renewal versus enhancement and these projections will continue to be monitored and modified over time. As depreciation is a non cash item, this change does not impact the Funds Result.
- Supporting documents timing.** During the March Quarterly Review, it was determined that a number of studies and plans that were in progress would not be able to be fully completed in the current year and were removed from the 2016-17 Budget. Reintroduction of these was considered in the context of planned projects for the next three years and adjustments made across these periods to better reflect expected completion. The rephased forecasts are shown in Table 4 below.

- **Additional projects proposed during exhibition.** The revised projections include the introduction of two projects that are planned to be funded from the Strategic Projects Restricted Asset. These include \$60K expenditure in each of 2017-18 and 2018-19 to support cruise ship visits in response to the large number of submission from the community supporting Council's ongoing commitment and investment in the Tourism industry; and \$30K towards the replacement of the adjoining fence between Elizabeth Park and Brewongle Estate in Bellambi to address safety issues. In addition, the revised projections include a recurrent budget of \$30k (indexed in future years) for the extension of City Centre free Wi-Fi service area to include Corrimal Street between Market and Burelli Streets and Keira Street between Smith and Crown Street. This initiative is partially funded from the City Centre Levy. The draft Annual Plan also provided for a Dapto Town Centre shop front and façade improvement program of \$30K and 210K respectively for 2017-18 and 2018-19. This budget quantum has been retained with the project focus and name changed to Dapto Town Square Renewal to reflect community input.
- **Adjustment for Funds Available from Operations.** This is one of Council's key performance indicators that measures Council's ability to provide for effective renewal of assets over time. Council's current target is to provide sufficient funds from operations to equal depreciation. Revised projections at the March Quarterly review indicated that Council would potentially exceed this target in the future years of the Long Term Financial Plan. The revised Long Term Financials beyond 2017-18 includes an adjustment in capital budget funding with a corresponding transfer to operational expenditure to bring this indicator within target and provide capacity to address future operational initiatives.
- **Resourcing.** The revised projections include the introduction of a number of projects or initiatives that address changing resource requirements within the organisation. The proposed changes are fully funded from additional income, offsetting savings, recovery from capital or supported from Operational budgets and as such do not impact on the overall result. These include additional resources to support delivery of capital program (offset by recovery from capital), additional business analyst for waste facilities for three years (funded from operational savings and additional waste facility income), employment of permanent part time marketing resource at Tourist Parks (offset by additional income) and additional corporate service resources that are offset from Operational Contingency.
- **Timing of grant income and funded projects.** A number of adjustments are included that address revised timeframes for project delivery and grant receipts across a range of programs. Some of these adjustments are a flow on from the March Quarterly review and in most instances are partly or fully funded.

It should be noted that there was also a number of additional projects that were reduced or removed at the March Quarterly Review that were partly funded from general revenue. These have not been reintroduced in the revised forecasts as it is intended that these be further considered with other issues as part of the year-end review. It is expected that there may be additional projects identified at that time that will also need to be considered.

### **Surplus / (Deficit) [pre capital]**

The projected Surplus / Deficit [pre capital] for 2017-18, based on the proposed changes, is anticipated to vary from a deficit of \$0.7 million to a deficit of \$8.4 million. This is due to the early payment of the first two quarters of the 2017-18 Federal Assistance Grant in June 2017 (\$8.9 million), timing of funded projects and grant income and a decrease in forecast depreciation expenses.

### **Net Surplus / Deficit**

The projected Net Surplus / Deficit for 2017-18 that includes capital income from grants and contributions is anticipated to move from a net surplus of \$44.0 million to a surplus of \$36.4 million, which is attributable to proposed changes that have impacted on the pre capital result along with some minor changes in timing of capital grants.

### **Total Fund Surplus / Deficit**

The Total Funds Result for 2017-18 is now estimated to move from a deficit of \$0.6 million to a deficit of \$9.7 million. This is largely due to the timing of the Federal Assistance Grant payments discussed above. The Fund result is not impacted by the non-cash adjustments such as depreciation or timing of grant funded projects.

Table 3 provides a summary of the long term impacts of the changes discussed above.

## PROPOSED VARIATIONS POST EXHIBITION ANNUAL PLAN 2017-18

	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
	\$,000	\$,000	\$,000	\$,000	\$,000	\$,000	\$,000	\$,000	\$,000
<b>OPERATING RESULT BEFORE CAPITAL</b>									
<b>Timing</b>									
Early payment of 2017-18 Federal Assistance Grant in 2016-17	(8,915)								
Funded projects adjusted at March QR	# (259)								
Rephrasing of supporting documents - studies & plans	# 415	(764)	(73)						
	(8,759)	(764)	(73)	0	0	0	0	0	0
<b>New projects programs</b>									
Destination Wollongong support for cruise ships	* (60)	(60)							
Contribution to security fence at Elizabeth Pk Bellambi	* (30)								
City Centre Wi Fi	* (30)	(30)	(31)	(31)	(32)	(33)	(33)	(34)	(35)
	(120)	(90)	(31)	(31)	(32)	(33)	(33)	(34)	(35)
<b>Other Adjustments</b>									
Depreciation	* 1,326	1,453	1,549	1,612	1,686	1,741	1,775	1,760	1,823
Grant & contributions income adjustments	# 1	69	28	29	31	33	34	36	38
Changes to externally funded projects	# (16)	231	195	196	197	198	200	201	202
Other various adjustments	# (29)	(59)	(66)	(82)	(95)	(111)	(127)	(143)	(157)
Rates Growth for applied to City Centre Wi Fi	* 9	9	8	9	9	9	9	10	10
Emergency Services contribution	(136)								
Realignment between capital and operating	* 0	(300)	(2,600)	(1,700)	(1,400)	(1,400)	(1,500)	(1,300)	(1,300)
	1,154	1,403	(886)	64	428	470	391	565	616
<b>Internal Resourcing</b>									
Additional marketing resources for Tourist Parks	* (62)	(64)	(65)	(67)	(68)	(69)	(71)	(72)	(74)
Additional Tourist Park income	* 62	64	65	67	68	69	71	72	74
Waste business analyst	* (150)	(155)	(159)						
Offset in other operational expenses at Waste Facility	* 150	155	159						
Increased employee costs for capital delivery	* 2,412	2,479	2,543	2,609	2,676	2,746	2,817	2,890	2,965
Offset by reduction in external resources for capital delivery	* (2,412)	(2,479)	(2,543)	(2,609)	(2,676)	(2,746)	(2,817)	(2,890)	(2,965)
Other additional resources corporate initiatives	* (178)	(366)	(275)	(281)	(289)	(296)	(304)	(308)	(352)
Offset from Operational Contingency	* 178	366	275	281	289	296	304	308	352
	0	0	0	0	0	0	0	0	0
<b>Total Impact on Operating Result [pre capital]</b>	<b>(7,725)</b>	<b>549</b>	<b>(990)</b>	<b>33</b>	<b>396</b>	<b>437</b>	<b>358</b>	<b>531</b>	<b>581</b>
<b>FUND RESULT</b>									
<b>Fund adjustments</b>									
Non cash adjustment - depreciation	* (1,326)	(1,453)	(1,549)	(1,612)	(1,686)	(1,741)	(1,775)	(1,760)	(1,823)
Strategic Projects funding for supporting documents	# (579)	659							
Other funding associated with supporting documents	* (43)	43							
Funding associated with change in project delivery timing	# 196								
Funding from Strategic Projects for new proposals	* 90	60							
Other funding associated with new proposals	# 21	22	22	22	23	23	24	24	25
Grant Funded projects timing	# 16	(230)	(197)	(193)	(194)	(194)	(194)	(235)	(195)
Grant income transferred to Ra	* 16	(63)	(21)	(23)	(24)	(26)	(27)	(29)	(31)
Review of labour on costs (non cash)	224	168	113	116	121	126	132	137	143
Correction of plant & equipment sale proceeds									1,731
Other	(19)	(7)	(8)	(9)	(10)	(9)	(10)	(11)	(13)
<b>Total Non Cash adjustments</b>	<b>(1,405)</b>	<b>(800)</b>	<b>(1,640)</b>	<b>(1,698)</b>	<b>(1,770)</b>	<b>(1,821)</b>	<b>(1,851)</b>	<b>(1,875)</b>	<b>(163)</b>
<b>Capital Program</b>									
Review of project expenditure timing	4,140	(2,559)							
Review of project funding timing	(4,140)	2,559							
Other adjustments									
Realignment between capital and operating		300	2,600	1,700	1,400	1,400	1,500	1,300	1,300
<b>Total Capital Adjustments</b>	<b>(0)</b>	<b>300</b>	<b>2,600</b>	<b>1,700</b>	<b>1,400</b>	<b>1,400</b>	<b>1,500</b>	<b>1,300</b>	<b>1,300</b>
<b>Impact on Total Funds Surplus (Deficit) changes</b>	<b>(9,130)</b>	<b>49</b>	<b>(31)</b>	<b>35</b>	<b>26</b>	<b>16</b>	<b>7</b>	<b>(44)</b>	<b>1,719</b>

\* Fully offset for Fund Result/# Partially offset for Fund Result



Table 4

Supporting Documents - Planning Studies & Investigations				
Service & Project	2017-18 Revised Forecast \$000's	2018-19 Revised Forecast \$000's	2019-20 Revised Forecast \$000's	2020-21 Revised Forecast \$000's
<b>Aquatic Services</b>	<b>30</b>			
Corrimal Pool Masterplan	30			
<b>Botanic Garden and Nursery</b>	<b>150</b>			
Botanic Garden Masterplan/Asset Mgmt. Plan	100			
Mt Keira Summit Park	50			
<b>Community Facilities</b>	<b>143</b>			
Integrated Facilities Planning	97			
Facilities Planning Development	46			
<b>Community Programs</b>	<b>50</b>			
Public Toilet Strategy	50			
<b>Corporate Strategy</b>	<b>31</b>	<b>12</b>	<b>363</b>	<b>514</b>
Centralised Studies & Plans	31	12	363	514
<b>Cultural Services</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>
Cultural Tourism Strategy	60			
<b>Stormwater Services</b>	<b>880</b>	<b>628</b>	<b>350</b>	<b>350</b>
Floodplain Management Studies	150	310	350	350
Review of Towradgi Creek FRMS - 2015/16	60	45		
Review of Hewitt's Creek FRMS - 2015/16	75	60		
Review of Flood Studies & Floodplain Risk Mgmt. Plans	205	88		
Minnegang Creek Flood Study	50			
Duck Creek Flood Study	50			
Review of Collins Creek Flood Study	60	10		
Review of Allan's Creek Flood Study	50	20		
Review of Wollongong City Flood Study	50	20		
Review of Fairy Cabbage Tree Creek Flood Study	50	20		
Brooks Creek Flood Study Phase 2	45			
Review of Lake Illawarra Flood Study	35	55		
<b>Environmental Services</b>	<b>13</b>			
Bio certification for West Dapto	13			
<b>Governance and Administration</b>	<b>880</b>	<b>514</b>		
West Dapto Review	880	514		
<b>Leisure Services</b>	<b>40</b>			
Beaton Park Precinct Masterplan	40			



<b>Supporting Documents - Planning Studies &amp; Investigations (cont)</b>				
<b>Service &amp; Project</b>	<b>2017-18 Revised Forecast</b>	<b>2018-19 Revised Forecast</b>	<b>2019-20 Revised Forecast</b>	<b>2020-21 Revised Forecast</b>
<b>Land Use Planning</b>	<b>432</b>	<b>450</b>	<b>245</b>	<b>60</b>
Berkeley Commercial Centre Study		30		
Housing Study	30			
Sandon Point Aboriginal Heritage Impact Permit	10			
Port Kembla 2505 Study	187			
South Wollongong Precinct Plan	20			
Tourism Accommodation Review Planning Controls		25	25	
Industrial Land Planning Controls Review	30	30		
Dapto Town Centre Planning Study	10			
Heritage Asset Management Strategy	25	25		
Windang Town Centre Planning Study		90		
Mt Kembla Village Centre Planning Study			30	
Woonona Village Planning Study			30	
Helensburgh Town Centre Planning Study	20	60		
Fairy Meadow Town Centre Planning Study			60	60
Bulli Town Centre Planning Study		90		
City Centre Planning Review	100	100	100	
<b>Property Services</b>	<b>50</b>			
Bulli Showground Masterplan	50			
<b>Parks and Sportsfields</b>	<b>100</b>	<b>200</b>		
Cringila Hills Site Assessment	100	150		
Blue Mile Masterplan - update		50		
<b>Transport Services</b>	<b>435</b>	<b>296</b>	<b>15</b>	<b>15</b>
Corrimal Traffic Study and Access Movement	40			
Accessible Car Parking and Bus Stops audit	75	75		
Access and Movement Strategy Review	150	176		
Foreshore Parking Strategy	70	20		
Wollongong LGA Feasibility Studies	15	15	15	15
Wollongong City Pedestrian Plan	10			
Gwynneville/Keiraville Access & Movement Study	60	10		
Street Trees - Masterplan/Strategy	15			
<b>Total Expenditure*</b>	<b>3,294</b>	<b>2,100</b>	<b>973</b>	<b>939</b>

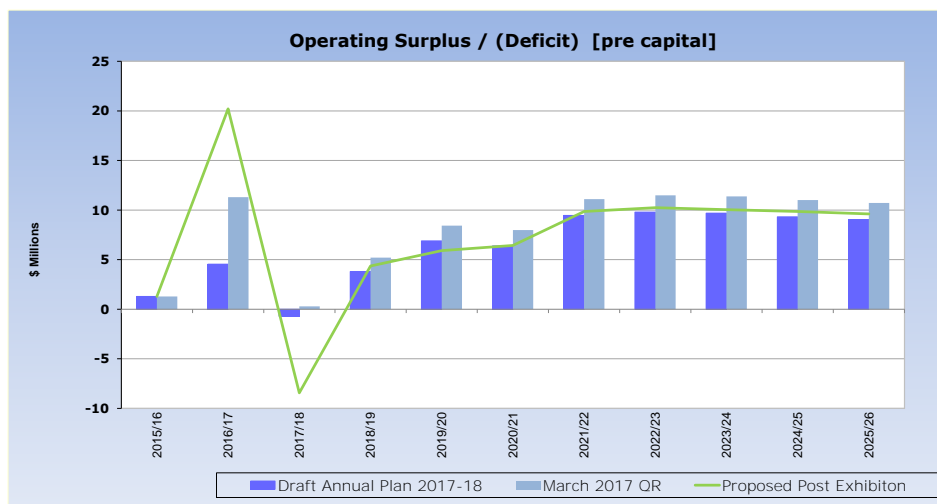
*\*Expenditure shown above is for full project cost. A number of projects are supported from external grant funds or internal restrictions*

## Long Term Financial Projections

Key Performance Information shown below provides a comparison of the long term forecasts that supported the exhibited draft Annual Plan with the impact of changes that are now proposed. The revised projections reflect the ongoing adjustments identified and reported through the March Quarterly Review, additional information that has become available during the exhibition period and a review of longer term operating income and expenditure trends. The 2016-17 and 2017-18 years are distorted by the early payment of the first two quarters of the 2017-18 Federal Assistance Grant in June 2017.

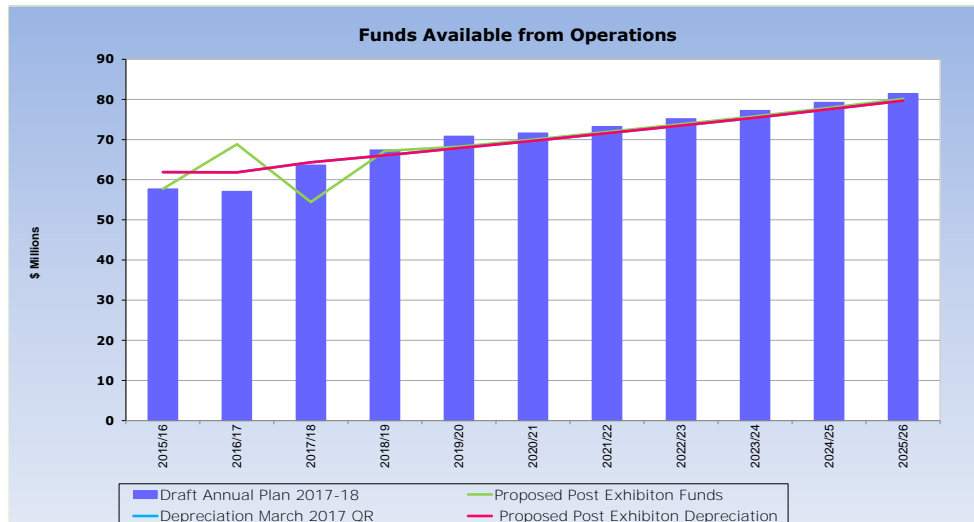
### Long Term Operating Surplus / (Deficit) [pre capital]

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. The revised projections include the proposed changes outlined in Table 3 above. The recurrent reduction in the surplus result post exhibition is largely due to a recurrent increase in depreciation expenditure that is the result of recognition of current asset holdings and attributes and by the conversion of excess capital to operating budget.



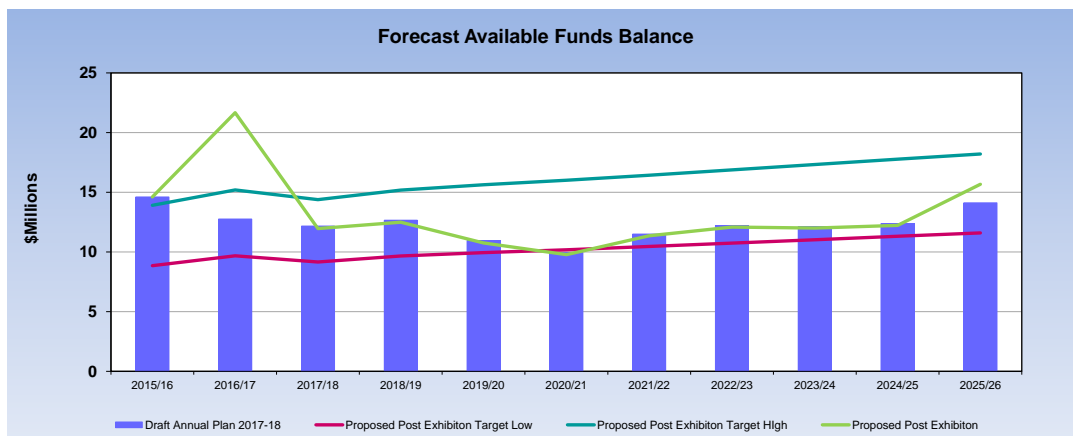
### Funds Available from Operations

The Funds Available from Operations is a primary objective of Council over time to provide for effective renewal of assets and growth in assets. The following graph shows forecast depreciation expenses compared to Funds available from Operations. This is an important indicator as it demonstrates the capacity to generate sufficient funds from operations to meet asset renewal requirements. The graphs generally show Council achieving its target of providing funds from operations equal to depreciation.



### 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 post exhibition revised forecast for this indicator shows that Council remains on track to achieve and maintain the Available Funds strategy.



### CAPITAL BUDGET

Council maintains a strong forecast capital works budget through 2017-18 to 2020-21. The budget allocations for 2017-18 have been reviewed since public exhibition in April 2017, with changes primarily reflecting delivery programs for major projects currently underway. For example, the 2017-18 forecast budget for Fowlers Road to Fairwater Drive extension has decreased by \$2 million due to savings realised undertaking the Stage 1 earthworks component, while the Whytes Gully Cell 2 project forecast budget has decreased by \$1 million due to accelerated delivery of works in the 2016-17 year. These changes and others have resulted in an overall program reduction for 2017-18 from \$95.51 million to \$91.37 million.

The changes to the 2017-18 to 2020-21 capital budget are set out in Table 5 below.

Table 5

Asset Class	2017-18		2018-19		2019-20		2020-21	
	Proposed Budget	Change	Proposed Budget	Change	Proposed Budget	Change	Proposed Budget	Change
Roads and related assets	\$13,814,750	-\$31,250	\$15,618,000		\$14,030,000		\$14,820,000	
West Dapto	\$9,000,000	-\$2,000,000	\$26,680,000		\$25,280,000		\$42,112,756	
Footpaths and Cycleways	\$18,425,000	\$440,000	\$14,569,761	\$5,507,761	\$12,472,043	\$2,116,043	\$11,307,000	
Car parks	\$2,428,428	\$578,428	\$1,220,000		\$965,000		\$1,171,000	
Stormwater and Floodplain	\$6,650,000	\$180,000	\$7,020,000		\$6,871,000		\$5,464,000	
Buildings	\$14,426,214	\$1,138,894	\$19,209,479	\$160,000	\$24,142,386		\$16,688,665	
Commercial Operations	\$1,200,000	-\$10,000	\$1,060,000		\$1,120,000		\$1,185,000	
Parks, Gardens and Sportsfields	\$4,891,472	-\$1,244,141	\$2,766,613		\$3,016,522		\$4,084,439	
Beaches and Pools	\$2,819,000	-\$179,981	\$2,803,290	-\$3,108,780	\$2,873,464	-\$2,116,043	\$2,908,642	
Natural Areas	\$457,500	-\$133,500	\$228,808		\$489,997		\$430,760	
Waste Facilities	\$5,554,000	-\$2,978,000	\$4,930,000		\$4,350,000		\$2,330,000	
Fleet	\$1,822,000		\$2,102,000		\$981,000		\$1,800,000	
Plant and Equipment	\$3,661,500	\$40,000	\$3,156,663		\$3,516,829		\$3,865,000	
Information Technology	\$1,160,000		\$920,000		\$760,000		\$953,000	
Library Books	\$1,162,019		\$1,191,076		\$1,220,859		\$1,251,387	
Public Art	\$355,000		\$250,000		\$320,000		\$320,000	
Emergency Services	\$250,000		\$220,000		\$226,000		\$282,000	
Land Acquisitions	\$100,000		\$100,000		\$100,000		\$100,000	
Non-project allocations	\$3,196,327	\$59,500	\$2,795,802	-\$290,000	\$1,511,960	-\$2,600,000	\$6,256,001	-\$1,699,999
<b>Total</b>	<b>\$91,373,210</b>	<b>-\$4,140,050</b>	<b>\$106,841,492</b>	<b>\$2,268,981</b>	<b>\$104,247,060</b>	<b>-\$2,600,000</b>	<b>\$117,329,650</b>	<b>-\$1,699,999</b>
Draft Budget exhibited in April	\$95,513,260		\$104,582,511		\$106,847,060		\$119,029,649	

## CONCLUSION

The draft Annual Plan 2017-18 delivers Council's responsibilities under the Local Government Act 1993. It sets a clear policy and planning direction for Council in response to the community's vision outlined in Wollongong 2022 Community Strategic Plan. These documents have been prepared following extensive research, engagement and data analysis, and are recommended to Council for adoption.

Sub No.	Person / Organisation Making Submission	Summary of Issue	Divisional Response	Amendment Recommended to 2017-2018 Plan? Yes/No/ No already planned
<b>CRUISE SHIP</b>				
5	B Hughes	Cruise Ship I would like to say thank you and congratulate the mayor and the council for making a huge commitment and investing in the cruise ship arrivals program to our beautiful region. I've been volunteering from day one and started as a volunteer and now I'm a volunteer team leader. I have never been so excited/proud and enjoyed anything so great as volunteering and welcoming and promoting and talking about our beautiful Illawarra area to all the passengers that disembarked from all cruise ships that arrived. Allowing this to happen has made a huge impact on not just the Illawarra people but all of the visitors from the cruise ship passengers and also the tourists that were visiting from Sydney on those days that I also met. The compliments on how beautiful and clean our town is, too our beautiful beaches/cafes plus more. I had a couple from England tell me that our beaches were better than Bondi as they wished they'd come here instead. Now that was a great compliment. There is so much more I could tell you about what was said to me but it will be pages and pages long. They loved the volunteer program that was in place, they could not say enough on how fantastic it was. And that they have never seen anything like this at all anywhere before. From volunteers placed all over Wollongong to hears to symbio and our temple plus more places the compliments just kept coming and coming. From the bus schedules to the taxi and scenic tour buses at the art precinct not one negative they were so overwhelmed and very happy on how great it all was and how well organised it all was. Passengers thanked us all for being so kind and friendly and how very helpful everyone was as they've never met or seen anything like this ever on any of these cruises they said. So thank you again to all for committing and investing in such a great tourist opportunity for the Illawarra area. We have so much to offer and I love love volunteering and talking and helping in any way possible to all passengers and tourists that arrive in Wollongong showing off our fantastic beautiful region. This has helped so many people, businesses and more.	Over the past year, Council has worked with Destination Wollongong to ensure that the four cruise ships to Wollongong were successful and positively changed perceptions for the region. Council works with Destination Wollongong to deliver high quality tourism services and change perceptions of Wollongong through marketing and attracting major events to the area. Council has entered into a five year funding agreement with Destination Wollongong (2016-21) to deliver destination marketing, major events, business events and conferences and visitor information services.	Yes - Option made into annual deliverable under 2.2.2.1 - Provide funds to support Wollongong's ability to attract and retain a tourist ship visitor industry
6	P & R Hatfield	Cruise Ship We joined Destination Wollongong as volunteers to welcome tourist cruise ships visitors to our lovely city. The programme was an outstanding success, with hundreds of Illawarra citizens donating their time to ensure the visitors enjoyed the experience and perhaps make a return visit/s to the 'Gong. The Council should be applauded for its support and contributions toward making these visits a memorable occasion for the ships passengers and crew. Our welcome and assistance was well received and many of the visitors we conversed with were truly impressed by the organisation, personnel and information given by all those involved. It is hoped the Council will continue to support future cruise ship visits with its participation. The benefit to the city is of immense value, its continuity should be encouraged and indeed an increase in the number of ships participating would be of great financial benefit to the region. Your continued involvement would be greatly appreciated by the volunteers involved.	As above	As above
7		Cruise Ship I would like to congratulate Wollongong City Council on their ongoing commitment and investment in the visitor economy and noting your support for the growth of the cruise industry in Wollongong. I would support future investment in this area.	As above	As above
8	Intercruises Shoreside and Port Services	Cruise Ship Endorses the Cruise industry in Wollongong. Feels that it puts Wollongong on the radar of cruise lines around the world. This is something Wollongong will become known for. Commends and congratulates Destination Wollongong on the work which they have put into this first cruise season and have no doubt that continuing to create such a fantastic customer experience will only attract more cruise visits over the coming seasons.	As above	As above
11	J Stanes	Cruise Ship I would like to congratulate the Council on having the foresight to foster Port Kembla's being a destination port on cruise ships' itineraries. Being one of the Destination Wollongong's Ambassador Team Leaders, I was able to experience first hand the delight of passengers, from all around the world, at what Wollongong had to offer. They particularly like the convenience of having so much to explore in or close to the city. Also, they were very appreciative of the welcome and help offered by the ambassadors. The members of my team got a buzz from being able to showcase the attractions and beauty of our city. So much so, they all backed up for being ambassadors on successive cruise visits. Keep up the good work - your rate payers are right behind your initiatives	As above	As above
12	R Pope	Cruise Ship Dear Lord Mayor Gordon Bradbery and Wollongong Councillors, Having participated in the volunteer program welcoming cruise ship guests to Wollongong, I would like to express my congratulations to you, Destination Wollongong and the IRT for a job well done. All visits were a huge success for all involved and everyone in the community would have to agree that it is a much needed boost to our region. I have travelled extensively in 32 overseas trips to over 40 countries. I have organised and taken groups, joined tour groups, driven myself in many countries and only recently experienced cruising. Recognising all we have to offer here, I have always promoted Wollongong to my relatives in Europe and people I meet and encourage them to visit. So it came naturally to me to volunteer to be an ambassador and the experience was well organised and very enjoyable. I wish you success with your Annual Plan and look forward to your continued support and commitment to the cruise ship industry which will undoubtedly have an extremely positive effect on our community.	As above	As above
14	M Miller	Cruise Ship Wollongong has changed so much for the better and the comments that I have received about our city as a free bus shuttle team leader is that they the visitors drove past and never called in to Wollongong they are very surprised at what we have to offer. We put visitors on the shuttle and advised them to get off at Harbour Street, and do the Blue Mile where they can visit our lovely beaches. We have never had any negative feedback only praise for our wonderful city. I am sure visitors have all fond memories of Wollongong and the friendly welcome that they receive. I think the secret is out and everyone who comes to Wollongong on Cruise ships will be going home to spread the word Wonderful! Wonderful! Wollongong. Wollongong Council keep up all the good work and let's hope that soon Wollongong will be a prime destination for all cruise line on the south coast.	As above	As above
15	L Roodenrys	Cruise Ship I am writing this email as a contribution to the Annual Plan Process and in particular to request a financial commitment from Wollongong Council to attract and retain a Tourist Ship Visitor Industry in the Illawarra. As a local business owners, operating in the Illawarra for 11 years, we have never been more excited about the prospect of our region's growth the recent arrival of Cruise Ships to the Illawarra. This opportunity brings considerable economic benefit to the region as a whole and also to my business both directly via economic benefits and indirectly, through the immense PR and regional and international tourism marketing opportunities it provides. I am writing to ask for a strong financial commitment from council to ensure that this opportunity is maximised and supported to its full potential. Anything less than a considerable financial commitment would be negligent to the sustainability of our region. Your consideration to this matter is of extreme importance and is of benefit to the entire Wollongong region- individuals, families, businesses and the greater community in general. Please contribute financially, to help really put us on the map! I look forward to experiencing continued unprecedented growth in tourism to the region and celebrating your support of this new direction for Wollongong.	As above	As above
17	A Roddan	Cruise Ship As one of the many enthusiastic IRT volunteer welcome ambassadors for the recent cruise ships visit to Wollongong, I wanted to personally add my wholehearted support and appreciation for the commitment they've made in the proposed Annual Plan, to the future of the visitor economy and the cruise ship industry for the great benefit of the Illawarra. I look forward to being involved in more volunteer cruise ship activities (and as a passenger next year embarking from our Port)	As above	As above
18	G Wilson (2)	Cruise Ship Wollongong City Council, as part of their goal (2) to have an "an innovative and sustainable economy", is considering the option of "providing funds to support Wollongong's ability to attract and retain a tourist ship visitor industry".....All this activity and feedback suggests to me that the cruise ship visits were a marvellous boost to the economy and that if Wollongong City Council were to provide funding towards its support it would go a long way towards its aim to "secure tourism infrastructure in the region and attract new industries" (strategy 2.2.2).	As above	As above
19	S Melchior	Cruise Ship I would like to commend the Council for their ongoing commitment and investment in the visitor economy. I would also like to commend the council for the commitment to Tourism and especially to the support for growth in the visiting cruise ship industry. My business can only move forward with this commitment. I have been involved in each visit so far taking visitors for motorcycle tours and showcasing our beautiful City and coastline. As we get more regular cruise ships and visitors many businesses will profit.	As above	As above
20	Jamberoo Action Park	Cruise Ship NSW's favourite water theme, Jamberoo Action Park ...where you control the action! is delighted to read of the inclusion in Council's Draft Annual Plan 2017-2018 of the option to provide funds to support Wollongong's ability to attract and retain a tourist ship visitor industry that has, to date, had significant impact in the local economies of the Wollongong, Shellharbour and Kiama regions. Being a direct recipient of the inaugural series of cruise ships that have berthed at Port Kembla last season, it is extremely pleasing for the park to indicate of the great success it achieved being part of this exciting new visitation stream and we would like to publicly acknowledge the support and commitment made to date by Councillors of Wollongong City Council to facilitate the development of this new tourism industry segment. Cruise Ship passengers that took the opportunity to visit the park expressed to Jamberoo staff how impressed they were with the extremely friendly and accommodating welcome that the city had extended to them, something lacking in some other ports that were visited. Wollongong Council is to be commended for the commitment to funding it has made thus far to facilitate this success and with momentum and traction already well established, continued funding will only see this tourism market flourish and greatly expand into the future. Jamberoo Action Park whole heartedly strongly supports the option to provide funds in WCC's Annual Plan 2017-2018 to support Wollongong's ability to attract and retain a tourist ship visitor industry as the benefits of increased tourism visitation, economic impacts, national and international social media marketing exposures are enormous and would further cement the region as a 'must see' place to visit. We wish Wollongong City Council well in its development of the Annual Plan 2017-2018 and trust that due consideration is taken when considering its support for projects that investigate opportunities for the provision of tourism infrastructure by supporting the provision of funds to develop and support Wollongong's ability to attract and retain a tourist ship visitor industry for this region.	As above	As above
23	D Sweeney Wollongong Surf Club	Cruise Ship Wollongong Golf Club was delighted to be a part of the IRT/ DW Ambassador program during the four cruise ship visits this season. It was our pleasure to welcome the Ambassadors to the Club at the end of each day for a "sail away" party to thank them for volunteering their time. It was fantastic to see the pride which the Ambassadors had in being part of this exciting new initiative for Wollongong. We would certainly anticipate continuing our association with the Ambassador program and look at ways the Club could attract Cruise passengers to visit us, either for a round of golf or just a meal and a drink with a view. Wollongong Golf Club commends Wollongong City Council on attracting the cruise industry to Wollongong and encourages further investment in the industry to ensure that it grows to its full potential.	As above	As above



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24	Destination Wollongong	<p>Cruise Ship</p> <p>Destination Wollongong is empowered by the long term strategic support of Wollongong to deliver visitor economy growth to the region. As you are aware, the State Government has set the aspirational target of doubling the overnight visitor economy by 2020, and Wollongong is perfectly positioned to contribute to this goal given our relative proximity to Sydney and a population base which will soon approach six million people. It is vital that destinations continue to develop new and unique attractions to encourage visitors to engage, and then stay longer in region. I note in the 2017/18 Annual Plan that Wollongong City Council has made a commitment to the following visitor economy projects:</p> <ul style="list-style-type: none"> <li>• Grand Pacific Way,</li> <li>• Bald Hill,</li> <li>• Mount Keira Summit Park,</li> <li>• Wollongong Tourist Parks,</li> <li>• Hill 60, and</li> <li>• Legacy infrastructure across a range of sporting facilities which makes it possible for DW to actively target more major events to bring to Wollongong.</li> </ul> <p>I commend Wollongong City Council for this ongoing commitment to revitalisation and development of world class attractions at key points of visitation in the region. When endorsing the Annual Plan, Councillors also agreed that "Council supports in principle providing funds to support Wollongong's ability to attract and retain a tourist ship visitor industry." Destination Wollongong has been working closely with the cruise industry for five years on developing Wollongong as a cruise destination and in 2016/17, we were delighted to welcome our first four cruise ships to town, bringing over 18,000 potential visitors and crew to the region. I thank Wollongong City Council for their ongoing support and encourage them to consider making an additional investment to ensure that the potential for this very important new industry to Wollongong is maximised.</p>	As above	As above
25	Wollongong Serviced apartments	<p>Cruise Ship</p> <p>On behalf of Wollongong Serviced Apartments, we would like to thank Wollongong City Council for their hard work and foresight in setting in place the multiple infrastructures which are now playing a role in Wollongong's becoming recognised as an attractive and multi-faceted tourist destination. We have particularly benefited from Spiegelent's being in town recently and large concerts being brought to Wollongong, none more so than Elton John. We have many guests who view our beautiful region from Bald Hill and enjoy tandem hang gliding from there. We also find another great draw card to be 'Skydive The Beach' and often have thrill-seekers staying with us to enjoy an aerial view of the coastline.</p>	As above	As above
26	J Erickson	<p>Cruise Ship</p> <p>As a cruise ship ambassador and involved in the tourism industry, I was very impressed with the efforts of all involved and the positive feedback received from visiting passengers. With the continued decline in manufacturing capacity and the uncertainty of the future for coal mining I believe it is time to place more emphasis on the potential of tourism. WCC have moved well in this regard but the emphasis should be on further expansion.</p> <p>Facts.</p> <ol style="list-style-type: none"> <li>1 We know from the passenger feedback that they were impressed with the destination and additional funds poured into the local economy.</li> <li>2. We also know of some of the negativity expressed by the "Sydney" passengers who in some cases did not even leave the ship. Those who did enjoyed the experience and will become good ambassadors for the area.</li> <li>3. More and more news has centred around lack of moorings in Sydney and the need for shipping companies to seek alternatives.</li> <li>4. We have a lot of attractions but more is good.</li> </ol> <p>If the proper infrastructure is made available (better loading and berthing facilities, a structure to accommodate customs, immigration and booking facilities) we could become the home port for several shipping companies. Fuelling and re-stocking could be accomplished with a great boost to local suppliers and the access to passengers from the Sydney/Western Suburbs could make this port more valuable. The lack of employment for young enthusiastic people can be filled in tourism jobs which do not necessarily require much tertiary training. I applaud the efforts of the Council to attract these ships and the continuing development of facilities and attractions but I see that as only the start of something that could financially, commercially and employment - wise greatly benefit the region.</p>	As above	As above
28	A Mulrooney	<p>Cruise Ship</p> <p>It gives me great pleasure to make this submission to the Wollongong City Council Annual plan relating to my experience with the IRT/ DW Ambassador program. I was personally involved with two cruise ships visits as part of the Ambassador Program and can't speak highly enough of the experience. It was fantastic to see the community showing such pride in welcoming the cruise industry to Wollongong. The guests were greeted with such a warm Wollongong welcome and then received personalised advice to ensure they made the most out of their visit. One of the things which resonated with me about the experience was that it wasn't scripted, each ambassador gave personal recommendations that they believed in and I think this made the visitor experience so much more authentic and enjoyable. As a marketing professional, it is also worth mentioning the importance of the digital exposure which Wollongong received on the ship visit days. It's a massive effort to have a hashtag trend nationally, and #cruisewollongong trended from 7am through to midday, incredible exposure for the region. It was an absolute pleasure to be part of this year's program and I look forward to the cruise industry becoming a valuable addition to the local visitor economy. I commend Wollongong City Council on their commitment to the visitor economy and encourage Councillors to consider making an additional investment to ensure that the potential of this exciting opportunity is maximised.</p>	As above	As above
29	B Zugnoni	<p>Cruise Ship</p> <p>We were delighted to hear that Wollongong City Council "supports in principle providing funds to support Wollongong's ability to attract and retain a tourist ship visitor industry." We were overwhelmed by the success of attracting Royal Caribbean's cruise ships Voyager of the Seas and Radiance of the Seas last cruise season. Over 15,000 visitors were welcomed to our City by our 500-strong passionate volunteers assisting visitors with local information and sharing their passion for their City. IRT looks forward to once again partnering with Destination Wollongong to facilitate another successful Ambassador Program. The passengers and crew from Royal Caribbean's magnificent cruise ships were thoroughly impressed by the City and what it had to offer injecting over \$3million into the local economy with majority of benefits to the local retail and hospitality providers. A natural fit for IRT to support the initiative of engaging older residents to harness their local knowledge and pride in their City. Our involvement also provided an opportunity for our older residents to participate in activity that encouraged social inclusion and civic participation. The overwhelming response from IRT residents and the community ensured a warm reception for all our cruise visitors. Following the success of our past visits, we are looking forward to another bumper cruise season providing our community with an opportunity of once again being involved. We support the team at Destination Wollongong in continuing their successful program and look forward to Wollongong City Council's further involvement.</p>	As above	As above
32	J Megas Radio Cabs of Wollongong Co-operative Society Ltd	<p>Cruise Ship</p> <p>On behalf of myself, and Wollongong Radio Cabs, I would like firstly and foremostly to congratulate Wollongong City Council's monumental effort and support of the Cruise Ship industry in Wollongong, in establishing a commitment and partnership with Destination Wollongong, which can only bear fruit in the region for future economic growth. As far as tourism and visitors to the Illawarra goes, the Cruise Ship industry will play an integral role not only for our taxi industry, but improve the tourism economy as a whole. I truly believe that it is a pivotal component required for the Illawarra region. We, Wollongong Radio Cabs, want to commend Wollongong City Council's continual commitment to the tourism industry, which impacts our industry massively. Key commitments undertaken, particularly investments in the visitors sector, key projects like Grand Pacific Way, Bald Hill, Hill 60, tourist parks along with future Mt Keira summit investments will only ensure maximum exposure for our area and create a vibrant city which attracts tourists. By councils continued support of the tourism industry, Wollongong's ability to attract tourists can only be harnessed through councils commitment and support for the area. In particular the Cruise Ship Industry has impacted our industry directly by allowing us to provide visitors logistical needs, in turn creating work and infuse more work to our drivers. The cruise strategy has allowed us to offer set fares to a range of fantastic tourists site around the Illawarra. By having Wollongong City Council on board, they become the catalyst in changing perceptions of our "Steel City" image, and truly be on the cusp of creating a memorable tourist destination. We support wholeheartedly Wollongong City Councils commitment to the Cruise Ship Industry and cannot wait for it to truly boom and we can showcase the Illawarra for what it truly is, a diamond waiting to be found.</p>	As above	As above
35	J Scanlen	<p>Cruise Ship</p> <p>We are doing a great job in welcoming the people from different parts of the world off the cruise ships. Bringing the people into town is a good idea or the markets like the first one was great, some did spend, but they had time to talk to the locals about the area.</p>	As above	As above
37	C Bloomfield	<p>Cruise Ship</p> <p>As a Director of Destination Wollongong and an owner and operator of local entertainment outlets (Hangdog, Hangtime and Revolution Laser Arena) I strongly believe that developing a vibrant cruise industry presence in Wollongong will have a strong and positive impact on our local community. Wollongong City Council's seed investment in the promotion of this area to the cruise industry is a welcome and vital step in establishing a new and valuable industry.</p>	As above	As above
38	K Fallon	<p>Cruise Ship</p> <p>As Marketing Manager for Symbio Wildlife Park would like to take this opportunity to make a submission both in support of / and in addition to the Annual Plan. Foremost I would like to congratulate the efforts of Council and the team of Destination of Wollongong in securing the Cruise Ship Industry into our region. I believe majority of tourism operators benefited either directly, or indirectly from the arrival of the cruise ships, and they certainly attracted additional visitors into Symbio as a result, which the entire team thought was amazing. This area is definitely a space that needs fostering to ensure the ongoing growth in making Wollongong a mainstay within the cruise ship industry. By attracting more ships, also allows to for more business opportunities in the region while value adding into the economic growth potential. Thanks for your time, and congratulate Council on their progressive approach in making this region of ours great.</p>	As above	As above

Sub No.	Person / Organisation Making Submission	Summary of Issue	Divisional Response	Amendment Recommended to 2017-2018 Plan? Yes/No/ No already planned
40	M Kollaras	Cruise Ship I write to congratulate Wollongong City Council and Destination Wollongong on the work that has been done to attract the cruise industry to Wollongong. Kollaras Trading Company have been servicing the cruise industry for over thirty years and currently supply almost 95% of cruise ships which operate in Asia and the South Pacific. Over this period, we have seen unprecedented growth in the industry, which is showing no signs of slowing down and I commend all of those involved, in acknowledging the significant opportunity for Wollongong and pursuing current cruise operators to deliver the success we have had thus far. Although Wollongong is as an obvious/ideal alternate option to that of the Port of Sydney to facilitate passenger visits, I sincerely believe played right between all relevant stake holders, we could and should be attempting to facilitate (in the not too distant future), passenger turn arounds – which is how real success will be measured – as it is this, that will deliver the greatest benefit to the people of Wollongong and the Greater Illawarra region. Considering the industry has been aware that there would come a time when continued growth could not be facilitated in Sydney Harbour and other options needed to be explored. Wollongong is not only the obvious right solution, but also a very sensible alternative to Sydney Harbour; and in particular, when one understands the associated challenges in service of vessels i.e. traffic congestion in the rocks precinct and around Overseas Passenger Terminal, which not only affects cruise travellers, but also providers such as us, supplying cruise ships at berth, which is ultimately going to get worse with the larger vessels expected over the coming years. Wollongong's available marine infrastructure and the close connectivity to Sydney via road/rail and proximity to Sydney airport, (which also facilitates many of the passenger's movements), should be seen and sold as a positive. Besides the fact that in most instances it is quicker and easier for passengers from the airport, southern and or western regions to access Wollongong as opposed to travelling into the city - there are also many examples of cruise ports around the world, where guests are required to travel more than two hours to visit the capital city i.e. Rome, Paris and London all being front of mind examples. Contrary to what some may believe, Cruise ship visitors are well acquainted with these sorts of commutes, which is why, I see no reason why a similar arrangement would not work for our city. With all of that said; I must say the feedback I have received from Royal Caribbean management regarding their visits to Wollongong has been extremely positive. And although I personally anticipated nothing less from the fine work that was done in preparation from all involved and from our community - RCCL have told me personally, how suitably impressed they were, with the way Wollongong has welcomed them. This acknowledgment from one of the world's greatest cruise operators (in my view), should undoubtedly be the reason we need to maintain the momentum we have generated - in not only continuing the outstanding work that has been done, but also in working cooperatively, on getting more cruise ship operators into our marvellous and accommodating port facility. Such a fundamental strategic initiative, would/should then become the catalyst to secure passenger turnarounds, that will not only deliver us (via cruise operators international marketing), unprecedented global exposure, but more importantly, change the dynamic of this great city forever. I sincerely encourage Wollongong City Council to continue to invest in this exciting new industry for our cities future prosperity and look forward to servicing more cruise ships in our region in the very near future. On behalf of The Kollaras Trading Company and broader Group, we sincerely congratulate you for your efforts and look forward to the continued success of such a wonderful initiative.	As above	As above
45	D Cooper	Cruise Ship As a Ambassador and someone who really loves meeting the visitors from the cruise ships. I would to say that one having been on the other side as a visitor to other ports. From the comments I have heard and responses to my questions from fellow visitors & crew. The better the infrastructure the higher the praise for that particular Destination. On my last cruise I was lucky enough talk with some of the people who visited Wollongong from the VOYAGER. when I explained that was only our third such event the response was really gratifying to hear. As a bus Host I would like to suggest that a portable means of P.A system be looked into. As the systems on the buses do not allow you to face the passengers as you are addressing them. This was commented on a few times over the two days that I on the bus. (I did not use the on board system) In closing I Hope you find my input helpful & keep up the wonderful job you are doing for Wollongong.	As above	As above
46	B McGarva	Cruise Ship I would like to congratulate Wollongong City Council on its vision and commitment to investing in promoting and attracting visitors to our wonderful Illawarra region. I am proud to be a member of the Ambassador Program and volunteer as a welcome when the cruise ships come to Wollongong. Our area has a lot of natural beauty to offer visitors and can only improve with more investment into infrastructure to accommodate increased visitors. Hopefully Wollongong will become a permanent site for cruise ships.	As above	As above
51	M Foster	Cruise Ship I have been very privileged to be a volunteer with the cruise ships. To me it was a wonderful experience and I have been on a few cruises myself and know that the reception we provided to these passengers was fantastic. The travellers were excited about Wollongong and our reception, better than anywhere else. Questions people asked were: a. where can we charge our phones and Ipods etc b. where can we buy a boomerang c. do we have umbrellas with Wollongong printed on it d. do we have caps and hats of Wollongong More souvenirs about Wollongong overall are needed. People loved our coffee shops and shops in general, although I would suggest we get a few more specialised shops, souvenirs, fashion, beach wear. I have visited Noosa in Queensland Gold Coast and that little place is a tourist heaven. I hope for Wollongong's sake that many more cruise ships arrive here, it will put us on the map and with extra income we will be able to expand further and perhaps make the arrival of ships a permanent happening. The travellers loved to talk to us; I was near the Town Hall and directed people to where ever they wanted to go. Many people asked us "How is your winter here", and I was happy to tell them: "Very Mild". Many Canadians especially would love to spend their extreme cold winter, over here. Also many Asian people asked these questions. I am sure people were thinking to spend their winters here in Wollongong and Australia. I hope this information will help to make Council decide to do their utmost to accommodate many cruise ships here in Wollongong and Port Kembla.	As above	As above
53	J Gilly	Cruise Ship Please find below my submission to the Annual Plan in regards to the visitor economy: "Congratulations Wollongong City Council on your ongoing commitment & investment in the visitor economy. I participated in the Ambassadors program for the various cruise ship visits to Port Kembla between October 2016 & February 2017. Being involved with the Ambassadors program meant I met new people, contributed even more to our city, again helped locals & tourists alike as well as shared with tourists how wonderful Wollongong is. Without Wollongong City Council's ongoing commitment & investment in the visitor economy, all of that would not have happened"	As above	As above
62	A Keenan GPT Group	Cruise Ship I would like to provide a comment on the Wollongong City Council Annual Plan on behalf of Wollongong Central in relation to the cruise ships: "The recent cruise ship visits into Wollongong have showcased not only the locals coming together to make sure our cruise ship visitors have the ultimate experience but our retailers have got behind these visits as well. At Wollongong Central we see a significant uplift in customers visiting the centre on the days the ships are in town and our retailers certainly benefit from it. The efforts so far in bringing these cruise ships into the region is a great way to showcase Wollongong to the World and benefit the local economy. A great achievement."	As above	As above
67	L Robinson Rotary Club of Wollongong	Cruise Ship The Rotary Club of Wollongong would like to commend and congratulate the Wollongong City Council on its ongoing commitment and investment in growing tourism in this region and in supporting the growth of the cruise industry in Wollongong. Being a community-focused organisation, the IRT/Destination Wollongong Cruise Ambassador program is a great strategic fit for Rotary and we have been delighted to be involved with this initiative. The Ambassador program is very much a pride campaign for the city and one would expect that the visitor experience is greatly enhanced by the warm, friendly greeting they receive and the personal recommendation visitors get from the Ambassadors. Many Rotarians took the opportunity to join the program, both through supplying a barbecue lunch for the volunteers and also by volunteering as Ambassadors. Rotary acknowledges the importance of a vibrant and diversified economy and congratulates Destination Wollongong on attracting cruise ship visits to the region. It is now important that all groups work together to ensure the both the economic and reputational benefits are maximised and many more visitors discover this wonderful region we live in. Rotary commends Wollongong City Council and Destination Wollongong on the work it has undertaken so far and encourages further investment in this exciting opportunity to fulfil its potential.	As above	As above
70	B Dent	Cruise Ship I'm writing in support of the wonderful work being done by Destination Wollongong. I was delighted to have been chosen as a Tour Guide, my area being "Wollongong and Surrounds" ..Wollongong area, then down to Shellharbour Village. Up to Mt Keira. Then to Bulli Tops Visitor Centre. At each stop (Shellharbour the longest) everyone shopped and bought coffee, drinks and food, as well as clothing and souvenirs. I was swept up in the excitement of the Cruise Ships arriving in Wollongong and that excitement extended to our visiting guests. Without exception, everyone was delighted with their reception and the Tours and loved the scenery and asked many questions. We had a lot of fun and laughter. Many wished they had more time to see a lot more, and vowed to return. (Even some Sydney based Visitors revealed that they had no idea there was so much to see and do in the Illawarra.) This has been the greatest opportunity for Wollongong to shine INTERNATIONALLY! Destination Wollongong has been a stunning success, and can continue to grow and grow, we have the deep water Port, we are so close to Sydney, and plenty of fantastic Volunteers willing to give their time and knowledge. Sydney Harbour is bursting at the seams, Wollongong should seize this great opportunity and "back it 100%" I loved my role in welcoming visitors to the region, I've lived and worked here all my life, I know the area and history so well. The feedback after each Tour was amazing. A big thank you to Mark Sleigh and Leigh Colacino for their years of hard work to make this DREAM a reality. The people of Wollongong turned out in thousands, the City was alive and welcoming, everyone benefited from The Cruise Ships arriving. May they continue to arrive...with the much needed support of our Wollongong Council.	As above	As above

FLOODING SOUTH WOLLONGONG



Sub No.	Person / Organisation Making Submission	Summary of Issue	Divisional Response	Amendment Recommended to 2017-2018 Plan? Yes/No/ No already planned
2	C Moran	Flooding issues South Wollongong I received a letter from the Wollongong Council. In regards to flooding in our area. I live just in behind the "Storm Water Reserve". My car was flooded July 2016. My car was only 5 years old. So I chose to keep the car and service it often to last. Could we please have immediate action to stop flooding in our area.	The lower parts of the South Wollongong catchment, including Swan Street, are low lying and are susceptible to flooding. The Parish of Wollongong map (1911) depicted the area just south of Swan Street as an extensive swamp area supporting Tom Thumb lagoon. Over time, the swamp and lagoon have been filled and urban development has occurred in Swan Street and other areas. These areas have experienced frequent flooding in recent years, primarily due to the low lying nature of the land and its proximity to sea level. Council has extensively investigated the South Wollongong catchment through a Flood Study to determine flood levels and velocities and a Floodplain Risk Management Study which investigated what could be done to reduce flood risks. The community was widely consulted as part of the development of each of these two studies. These documents are available at the following link on Council's website: <a href="http://www.wollongong.nsw.gov.au/services/sustainability/floodplainmanagement/Pages/wollongongcity.aspx">http://www.wollongong.nsw.gov.au/services/sustainability/floodplainmanagement/Pages/wollongongcity.aspx</a> Council reviewed many flood management options during the Floodplain Risk Management Study with some options more effective than others. The viable options are being systematically implemented and budget is being provided to undertake these works in this and other catchments in order of priority. Council's consultants assessed a vegetation management option from the golf course to the outlet of the Gurungaty waterway. It showed minimal improvements to flood levels and adverse environmental impacts at a very high cost and was not recommended for implementation. (See section 9.2.15 of the Wollongong City Floodplain Risk Management Study and Plan - FRMS&P) Council's consultants also assessed upgrading the Swan Street Culvert. It showed minimal improvements to flood levels at a very high cost (See section 9.2.16 of the Wollongong City FRMS&P) and was not recommended for implementation. The following viable options are being implemented: 1. Lowering Gurungaty Causeway to lower the causeway from its current level of RL1.3m AHD to RL0.7m AHD. Council's consultant is preparing a draft report for these proposed works with some concept construction drawings. These will be exhibited to the community in the next months. There are significant environmental issues associated with the proposal that need careful consideration. The flood benefits of lowering the causeway will be explained in the report that will go on exhibition. They have been estimated to be in the order of 70mm for a range of events at Swan Street. Following completion of the report a detailed design needs to be produced and a review of environmental factors completed so that the works can be built. The causeway is situated on land owned by Port Kembla Lessor Pty Ltd (a state-owned corporation) and managed by NSW Ports under the 99-year lease. Council will need to obtain a property agreement (e.g. Licence) from NSW Ports to permit access to the site for the purpose of the proposed works. Responsibility for ongoing maintenance of the lowered causeway will need to be addressed as part of this agreement.	No already planned
22	R Summers	Flooding issues South Wollongong Can I please find out the results of the study that would have been done after the recent flooding of Swan Street on the 16th of March? I am sure that the council would have requested a study to be done after the flooding on the 16 of March. What measures are the council looking to commence so that this flooding no longer occurs? Can I suggest the following as a minimum? • Will the council be looking at removing the Gurungaty causeway? • The excavation works at JJ Kelly Park and that a commitment be made to overcome any contaminated land issues so that the works be completed so that it is lower than Swan Street to allow the water to flow into this area? • Council should remove all silt to open the drain up to the original design. Can you let me know what measures the council will be putting in place to reduce the risk of flooding in the area? I have been living in the area around 35 years and for the first 30 years we had a small amount of water in and around our property but never into either our house or outside shed the shed is approximately 8 - 10 inches below the level of the house. During our time the causeway was cleaned on a number of times, this has not been done now for a number of years and should be done so as a matter of urgency! Can you let me know what changes have been made over the past 8 - 10 years that would have caused the water level to raised to the extent that it now enters our house? During the recent rain fall we were very close to having water in the house again, not sure why with the small amount of rain (12mm) we again came so close the being flooded just 9 months after the last time? Can I please arrange a meeting with the council employees or councillors that would be able to explain to me why in 2017 the Greater City of Wollongong has roads not more the a kilometres from the heart of the city that flood to the extent that they have to close the roads. I have attended many meeting with a number of solutions mentioned and fingers pointed to the council and member of the council for not looking at this as a great problem. I can say that as a resident in the area that is affect by the floods more than any other resident the affect on me and my family are very serious not in just the financial cost which are large but in the loss of many item's that mean nothing to an insurance company but a lot to our family. When was the last time a councillor inspected the area during or after the flooding? When has a council employee been onsite during or after the road has been flooded? As mentioned above but I feel it is worth repeating When and what will be done so that this flooding is no longer a concern for the residents and brings the our city into the 21st century?	See above response	No already planned
27	C Smith	Flooding issues South Wollongong According to the 2015 Flood study commissioned by Council there are several measures that could be undertaken to mitigate the impact of high rainfall events and risk of flooding. As such we strongly believe that the Capital works program should be reprioritised to address the flooding issues in 2017/18. Specifically we request that: 1. Council bring forward to 2017/2018 the reconstruction of the Gurungaty Causeway and that transparent scope of works being undertaken be shared with local residents. 2. Council bring forward to 2017/2018 the JJ Kelly Park Floodway investigation, including detailed design and costing of earth works 3. Council add to their works in 2017/18 an upgrade to the culvert inlet on the trunk drainage line upstream of Allan Street near Rowland Avenue, including channel works and installation of a more efficient debris control structure. 4. Council engage immediately with flood affected to discuss flood proofing strategies.	See above response	No already planned
30	S Milne	Flooding issues South Wollongong According to the 2015 Flood study commissioned by Council there are several measures that could be undertaken to mitigate the impact of high rainfall events and risk of flooding. As such we strongly believe that the Capital works program should be reprioritised to address the flooding issues in 2017/18. Specifically we request that: 1. Council bring forward to 2017/2018 the reconstruction of the Gurungaty Causeway and that transparent scope of works being undertaken be shared with local residents. 2. Council bring forward to 2017/2018 the JJ Kelly Park Floodway investigation, including detailed design and costing of earth works 3. Council add to their works in 2017/18 an upgrade to the culvert inlet on the trunk drainage line upstream of Allan Street near Rowland Avenue, including channel works and installation of a more efficient debris control structure. 4. Council engage immediately with flood affected to discuss flood proofing strategies.	See above response	No already planned
31	Integrity Strata	Flooding issues South Wollongong We contact you on behalf of a number of Owners Corporation's who have suffered direct financial loss relating to flooding issues in the South Wollongong region. Working as strata managers for these buildings we have been prudent in notifying the council of our issues and we have found the allocation of funding to address the flooding to not be sufficient to rectify these issues. Since we took over the strata management roll from Advanced Strata Wollongong in October 2013 we have made it our priority to notify council regularly to assist them in maintaining their section of the creek which is a statutory requirement for council to ensure that it mitigates the impact caused by Council's failure to maintain their section of the easement. We have had buildings effected with the stormwater system on Stewart Street due to them being unable to handle the excess water, which causes flooding in underground car parks and due to this has caused our Owners Corporation to have major financial loss in repairing lifts and associated damage. Working as the Strata Manager of 30 Swan Street, Wollongong our Owners Corporation pay to have our section of the easement cleaned on a regular basis but continue to be let down over the years with the council failing to allocate resources to have their section maintained on a regular basis. There is a draft budget pending for the 2017/2018 financial year and we hope that substantial funding will be allocated to address this ongoing issue. Please note that unless we have a positive response from council to address the issue the matter will be referred to the insurance brokers and the Owners Corporation legal representatives and we trust that this action will not be necessary.	See above response	No already planned
33	M Griffiths	Flooding issues South Wollongong According to the 2015 Flood study commissioned by Council there are several measures that could be undertaken to mitigate the impact of high rainfall events and risk of flooding. As such we strongly believe that the Capital works program should be reprioritised to address the flooding issues in 2017/18. Specifically we request that: 1. Council bring forward to 2017/2018 the reconstruction of the Gurungaty Causeway and that transparent scope of works being undertaken be shared with local residents. 2. Council bring forward to 2017/2018 the JJ Kelly Park Floodway investigation, including detailed design and costing of earth works 3. Council add to their works in 2017/18 an upgrade to the culvert inlet on the trunk drainage line upstream of Allan Street near Rowland Avenue, including channel works and installation of a more efficient debris control structure. 4. Council engage immediately with flood affected to discuss flood proofing strategies.	See above response	No already planned

Sub No.	Person / Organisation Making Submission	Summary of Issue	Divisional Response	Amendment Recommended to 2017-2018 Plan? Yes/No/ No already planned
36	G Coromandel + S Boscoscuro	<p>Flooding issues South Wollongong</p> <p>We are writing to express our disappointment and concern regarding the allocation of Capital Works funding to rectify flooding issues in the South Wollongong region and to propose inclusions to better address this issue. Specifically, we request that:</p> <ol style="list-style-type: none"> <li>1. Council bring forward to 2017/18 the lowering of the Gurundaty causeway and that they make a commitment to proactively work with local authorities to overcome any or all of the environmental issues that may arise associated with leaching of sediments into the inner harbour. We would also like to understand if it could be removed completely and if not can the height be reduced to be less than for a tide height of 1.2m (i.e. lower the causeway by at least 1.1m)?</li> <li>2. Council remove all silt to open the drain up to the original 1960 design capacity and increase to the 1960 depth.</li> <li>3. Council bring forward to 2017/18 the proposed excavation works at JJ Kelly Park and that a commitment be made to overcome any contaminated land issues so that the works be completed as quickly as possible</li> <li>4. Council remove the detention basin from the golf course to allow the course to act as originally intended as a major flood route and implement a major flood path across Old Port Road to allow water to flow from the Golf Course to the drain in a controlled manner.</li> <li>5. Council share their analysis on why the region flooded on March 17, 2017 during low tide and after an inconsequential volume of rainfall. According to the flood study commissioned by council this volume of water should not cause a flood event. Our belief is there are serious blockages in the Gurundaty waterway due to poor maintenance and build-up of debris and other matter.</li> <li>6. Council send suitable representatives to meet with residents and inspect the condition of the creek crossing Swan street and blockages in the system. We are concerned that decisions currently being made about preventing flooding are not using the most up to date information and data and that no one is actually looking at the condition of the waterway</li> <li>7. Council immediately issue a survey to residents to quantify the tangible costs associated with flooding since 2012 in the region and use this data to recalculate cost benefit of the upgrades proposed in the 2015 flood study.</li> </ol> <p>We sincerely hope that budget can be reprioritised to address these issues and that Council can make a firmer commitment to supporting residents and business owners to improve the value of this region, not further deteriorate it.</p>	See above response	No already planned
39	P + A Harding	<p>Flooding issues South Wollongong</p> <p>I request that Wollongong Council give priority in their 2017-2018 budget to the flooding issues in South Wollongong, particularly the areas of Corimal, Swan and Kembla Streets. There is a vision for the future of south Wollongong and draft plans but this cannot be considered while the southern area is being flooded by lack of adequate stormwater exits and regular maintenance of existing creeks that provide storm water drainage.</p> <p>The cost to individuals and businesses over the last few years is substantial and priority of the budget should be given to sorting this problem which is becoming worse and more frequent. The flood studies for this area have marked this as high priority. The key areas are the removal of the weir/ causeway, the removal of fill from JJ Kelly Park to a level at least 1 metre below Swan and Corimal Streets and to remove vegetation from the creeks providing storm water drainage especially the area south of Swan Street.</p> <p>Our daughter works in Swan Street and on numerous occasions she and her work colleagues have been unable to either get to work or has been unable to leave work due to the flooding of her workplace and the surrounding streets. As parents this is a major concern for our daughter's safety either at her workplace or driving to and from her workplace. Cars left on these streets during the flooding are usually destroyed due water damage, caused from the flooding.</p>	See above response	No already planned
42	I Young	<p>Flooding issues South Wollongong</p> <p>Last year I called for</p> <ul style="list-style-type: none"> <li>• The fill to be removed in JJ Kelly Park in line with the recommendations in the flood study.</li> <li>• The removal of the vegetation in JJ Kelly Park drain from Swan Street to the main channel</li> <li>• Your response was the causeway had a higher priority and would deliver greater results, the assessment of the removal of the fill would be done in the future and you could not remove the vegetation from the drain because it is on Private land. JJ Kelly Park is council controlled land. Since then the area has been flooded twice, in June 2016 and March 2017.</li> </ul> <p>Inspection of the June Flood showed the water level at Church Street Drain section approx 1.2m below the roadway whilst at the Kembla Street Swan Street intersection about 0.8m above the roadway.</p> <p>In 2017 the flood in Swan Street was about 0.7m whilst the maximum height of the water passing under the Springhill road was about 0.5m below the opening under the bridge. The flood study indicates Swan Street should not have flooded in 2017. The rainfall is reported to be 12.5mm over 2-3 hours. Clearly there is a blockage in the area between the Swan Street culvert near Kembla St and the main channel. I again urge WCC in this budget to</p> <ol style="list-style-type: none"> <li>1. Prioritise at the urgent level, the removal of the fill in JJ Kelly Park to create the swale as a major flood route as set out in the Flood study,</li> <li>2. Remove all the vegetation from the drain from Swan to the main drain connection point with the Church St arm and widen the channel to its original design capacity.</li> <li>3. Remove all the vegetation from the northern section of the drain from Swan St back into the Golf Course.(see note below)</li> <li>4. Remove the detention basin constructed as part of the links building DA, from the Golf course to allow the water to again flow through the course as a major flood route as it was prior to the links building construction and as it had been for over 100 years.</li> </ol> <p>Note Removing vegetation. Under Section 59a of the Local Government Act. WCC not only have authority under part (1) to enter private land to clear vegetation, and for that matter the golf course detention basin, they have under (2) a responsibility and obligation to ensure all drains operate efficiently.</p> <p>Clearly the Town Drain is not operating efficiently. Photographs taken in 2012 and 2017 show the thickness of mangroves in the main drain from Swan Street to the weir has almost doubled since 2012-17. Additional Mangroves below the weir are now seen as well as in the Silt build up north of Springhill Road that were not there in 2012. The silt levels have significantly increased with the levels north of Springhill road rising significantly, unsure about south of the bridge. The size of fish seen traversing upstream in 2012 would be unable to do so now such is the level of silt. The major contributor to the silt load is vegetation from trees and reeds planted in the waterway and vegetation planted along its banks. The capacity of the drain from Swan St to the Main drain next to Vikings oval would be no more than 10% of its original design capacity with strong evidence that the bank at the mouth at the junction point has eroded on the western side in recent times. Possibly the March 2017 flood event. The width of the discharge point in 2017 is noticeably less than 2012 and 2014.</p> <p>I urge WCC to give your most urgent attention to minimising the flood risk to South Wollongong and have the flood mitigation work installed within 12 months. Lowering the weir. I note it is proposed to lower the weir from 1.3amh to 0.7amh. This effectively lowers the permanent high tide level in this area from 2.3m to 1.7m. 0.7amh is still far to high. The flood study standard used was 0.5amh. The weir needs to be below this height say 0.0amh. This will still capture the majority of silt and with a maintenance program to address the level of silt running into the inner Harbour. The removal of the silt contributors would also greatly assist.</p> <p>We are residents of the lower end of Kembla Street and have been living here since 2011. We are writing to express our disappointment and concern regarding the allocation of Capital Works funding to rectify flooding issues in the South Wollongong region and to propose inclusions to better address this issue. Specifically, we request that:</p> <ol style="list-style-type: none"> <li>1. Council bring forward to 2017/18 the lowering of the Gurundaty causeway and that they make a commitment to proactively work with local authorities to overcome any or all of the environmental issues that may arise associated with leaching of sediments into the inner harbour. We would also like to understand if it could be removed completely and if not can the height be reduced to be less than for a tide height of 1.2m (i.e. lower the causeway by at least 1.1m)?</li> <li>2. Council remove all silt to open the drain up to the original 1960 design capacity and increase to the 1960 depth.</li> <li>3. Council bring forward to 2017/18 the proposed excavation works at JJ Kelly Park and that a commitment be made to overcome any contaminated land issues so that the works be completed as quickly as possible</li> <li>4. Council remove the detention basin from the golf course to allow the course to act as originally intended as a major flood route and implement a major flood path across Old Port Road to allow water to flow from the Golf Course to the drain in a controlled manner.</li> <li>5. Council share their analysis on why the region flooded on March 17, 2017 during low tide and after an inconsequential volume of rainfall. According to the flood study commissioned by council this volume of water should not cause a flood event. Our belief is there are serious blockages in the Gurundaty waterway due to poor maintenance and build-up of debris and other matter.</li> <li>6. Council send suitable representatives to meet with residents and inspect the condition of the creek crossing Swan street and blockages in the system. We are concerned that decisions currently being made about preventing flooding are not using the most up to date information and data and that no one is actually looking at the condition of the waterway</li> <li>7. Council immediately issue a survey to residents to quantify the tangible costs associated with flooding since 2012 in the region and use this data to recalculate cost benefit of the upgrades proposed in the 2015 flood study.</li> </ol> <p>We sincerely hope that budget can be reprioritised to address these issues and that Council can make a firmer commitment to supporting residents and business owners to improve the value of this region, not further deteriorate it.</p>	See above response	No already planned
43	R + E Cochrane	<p>Flooding issues South Wollongong</p> <p>We are writing to express our disappointment and concern regarding the allocation of Capital Works funding to rectify flooding issues in the South Wollongong region and to propose inclusions to better address this issue. Specifically, we request that:</p> <ol style="list-style-type: none"> <li>1. Council bring forward to 2017/18 the lowering of the Gurundaty causeway and that they make a commitment to proactively work with local authorities to overcome any or all of the environmental issues that may arise associated with leaching of sediments into the inner harbour. We would also like to understand if it could be removed completely and if not can the height be reduced to be less than for a tide height of 1.2m (i.e. lower the causeway by at least 1.1m)?</li> <li>2. Council remove all silt to open the drain up to the original 1960 design capacity and increase to the 1960 depth.</li> <li>3. Council bring forward to 2017/18 the proposed excavation works at JJ Kelly Park and that a commitment be made to overcome any contaminated land issues so that the works be completed as quickly as possible</li> <li>4. Council remove the detention basin from the golf course to allow the course to act as originally intended as a major flood route and implement a major flood path across Old Port Road to allow water to flow from the Golf Course to the drain in a controlled manner.</li> <li>5. Council share their analysis on why the region flooded on March 17, 2017 during low tide and after an inconsequential volume of rainfall. According to the flood study commissioned by council this volume of water should not cause a flood event. Our belief is there are serious blockages in the Gurundaty waterway due to poor maintenance and build-up of debris and other matter.</li> <li>6. Council send suitable representatives to meet with residents and inspect the condition of the creek crossing Swan street and blockages in the system. We are concerned that decisions currently being made about preventing flooding are not using the most up to date information and data and that no one is actually looking at the condition of the waterway</li> <li>7. Council immediately issue a survey to residents to quantify the tangible costs associated with flooding since 2012 in the region and use this data to recalculate cost benefit of the upgrades proposed in the 2015 flood study.</li> </ol> <p>We sincerely hope that budget can be reprioritised to address these issues and that Council can make a firmer commitment to supporting residents and business owners to improve the value of this region, not further deteriorate it.</p>	See above response	No already planned
44	L Boscoscuro	<p>Flooding issues South Wollongong</p> <p>We are writing to express our disappointment and concern regarding the allocation of Capital Works funding to rectify flooding issues in the South Wollongong region and to propose inclusions to better address this issue. Specifically, we request that:</p> <ol style="list-style-type: none"> <li>1. Council bring forward to 2017/18 the lowering of the Gurundaty causeway and that they make a commitment to proactively work with local authorities to overcome any or all of the environmental issues that may arise associated with leaching of sediments into the inner harbour. We would also like to understand if it could be removed completely and if not can the height be reduced to be less than for a tide height of 1.2m (i.e. lower the causeway by at least 1.1m)?</li> <li>2. Council remove all silt to open the drain up to the original 1960 design capacity and increase to the 1960 depth.</li> <li>3. Council bring forward to 2017/18 the proposed excavation works at JJ Kelly Park and that a commitment be made to overcome any contaminated land issues so that the works be completed as quickly as possible</li> <li>4. Council remove the detention basin from the golf course to allow the course to act as originally intended as a major flood route and implement a major flood path across Old Port Road to allow water to flow from the Golf Course to the drain in a controlled manner.</li> <li>5. Council share their analysis on why the region flooded on March 17, 2017 during low tide and after an inconsequential volume of rainfall. According to the flood study commissioned by council this volume of water should not cause a flood event. Our belief is there are serious blockages in the Gurundaty waterway due to poor maintenance and build-up of debris and other matter.</li> <li>6. Council send suitable representatives to meet with residents and inspect the condition of the creek crossing Swan street and blockages in the system. We are concerned that decisions currently being made about preventing flooding are not using the most up to date information and data and that no one is actually looking at the condition of the waterway</li> <li>7. Council immediately issue a survey to residents to quantify the tangible costs associated with flooding since 2012 in the region and use this data to recalculate cost benefit of the upgrades proposed in the 2015 flood study.</li> </ol> <p>We sincerely hope that budget can be reprioritised to address these issues and that Council can make a firmer commitment to supporting residents and business owners to improve the value of this region, not further deteriorate it.</p>	See above response	No already planned



Sub No.	Person / Organisation Making Submission	Summary of Issue	Divisional Response	Amendment Recommended to 2017-2018 Plan? Yes/No/ No already planned
47	L Boscuro	Flooding issues South Wollongong We are writing to express our disappointment and concern regarding the allocation of Capital Works funding to rectify flooding issues in the South Wollongong region and to propose inclusions to better address this issue. Specifically, we request that: 1. Council bring forward to 2017/18 the lowering of the Gurundaty causeway and that they make a commitment to proactively work with local authorities to overcome any or all of the environmental issues that may arise associated with leaching of sediments into the inner harbour. We would also like to understand if it could be removed completely and if not can the height be reduced to be less than for a tide height of 1.2m (i.e. lower the causeway by at least 1.1m)? 2. Council remove all silt to open the drain up to the original 1960 design capacity and increase to the 1960 depth. 3. Council bring forward to 2017/18 the proposed excavation works at JJ Kelly Park and that a commitment be made to overcome any contaminated land issues so that the works be completed as quickly as possible 4. Council remove the detention basin from the golf course to allow the course to act as originally intended as a major flood route and implement a major flood path across Old Port Road to allow water to flow from the Golf Course to the drain in a controlled manner. 5. Council share their analysis on why the region flooded on March 17, 2017 during low tide and after an inconsequential volume of rainfall. According to the flood study commissioned by council this volume of water should not cause a flood event. Our belief is there are serious blockages in the Gurundaty waterway due to poor maintenance and build-up of debris and other matter. 6. Council send suitable representatives to meet with residents and inspect the condition of the creek crossing Swan street and blockages in the system. We are concerned that decisions currently being made about preventing flooding are not using the most up to date information and data and that no one is actually looking at the condition of the waterway 7. Council immediately issue a survey to residents to quantify the tangible costs associated with flooding since 2012 in the region and use this data to recalculate cost benefit of the upgrades proposed in the 2015 flood study. We sincerely hope that budget can be reprioritised to address these issues and that Council can make a firmer commitment to supporting residents and business owners to improve the value of this region, not further deteriorate it.	See above response	No already planned
54	D Sawan Print Media	Flooding issues South Wollongong I strongly believe that funding in the Capital works budget should be reprioritised to address flooding issues immediately and within the 2017/18 financial year. Specifically, we request that: 1. Council bring forward to 2017/18 the reconstruction of the Gurundaty causeway and that a transparent scope of works being undertaken be shared with local residents 2. Council bring forward to 2017/18 the JJ Kelly Park Floodway investigation, including detailed design and costing of earthworks 3. Council add to their works in 2017/18 an upgrade to the culvert inlet on the trunk drainage line upstream of Allan Street near Rowland Ave, including channel works and installation of a more efficient debris control structure. 4. Council immediately engage directly with flood affected households & businesses to discuss flood proofing strategies	See above response	No already planned
57	L Hogg	Flooding issues South Wollongong I request that Wollongong Council have the highest priority for the budget 2017/18 to rectify the flooding in south Wollongong. Wollongong Council have a draft plan and "vision" for the future of south Wollongong. So, it is difficult to comprehend that Wollongong Council has allowed an area so close to the CBD to deteriorate to a flood plain over the last few years, with flooding of a major road like Corrimal Street on the 15th March 2017 @ 3pm cutting off road access north and south. People working in the area could not access roads to go home. The storm/flood events that have happened over the last 5 years have resulted in huge expense to the community and businesses in the area. Most of the businesses and residents have been in this area for over twenty years, and despite heavy rainfall, high tides and other factors have not had a problem with access to their properties via Corrimal, Swan & Kembla Streets or water inundation till February 2012. The event coincided with heavy rain and no maintenance by Council of the creeks and culverts. Council had commenced in 2011 a program maintenance on a needs basis only not the regular quarterly maintenance done in previous years. Three of the four culverts under Swan Street in February 2012 were blocked by silt build up and despite several emails to Council in January 2012. The other changes were the redevelopment of Wollongong Golf Course and the buildings of IRT at the southern end of the golf course. The ramification of these two projects on the existing residents in the area should have been assessed by Wollongong Council before the developments were approved. Over the next five years with development of the CBD and the Mall, the situation for the residents in the south will get worse as no consideration has been given to stormwater and ensuring adequate infra-structure to cope with the added volume of water entering the existing creeks. The increase of developments has changed the natural water retention basin in the southern area of Wollongong city. The silt build up being JJ Kelly Park and the causeway (which serves no purpose) has added to the problems. It is interesting to add that we have an email from Michael Speechly at 2.30pm on the 16th March 2017 as the creek was rising and overflowing saying that he had viewed the area on Monday and there had been maintenance workers there earlier in the week. I wonder if they were looking at the same creek. Studies have been done at great costs, with recommendations to try to alleviate the growing problems of flooding but these are constantly being postponed. With Council's budget for the 2017 & 2018 financial year being tabled this month we strongly believe that the funding in the Capital works budget should be reprioritised to address flooding issues. The events of the 15th March 2017 where a small amount of rain caused severe flooding during the day has increased the urgency of the situation. Recommendations have been put forward to Council by the residents in a petition.	See above response	No already planned
58	A Hogg	Flooding issues South Wollongong I request that Wollongong Council give priority in the 2017/18 budget to rectify the flooding in south Wollongong. There is a vision for the future of south Wollongong and draft plans but this cannot be considered while the southern area is being flooded by lack of adequate storm water. The cost to individuals and businesses over the last few years is substantial and priority of the budget should be given to sorting this problem as it is getting worse and more frequent. The flood studies for this area have marked this as high priority. The residents of this area feel it is urgent. The key areas to consider are the removal of the weir/causeway, the removal of fill to JJ Kelly Park to a level of 1metre below Swan and Corrimal Street and clearance of the mangroves and other debris from the creeks that are required to be stormwater drains.	See above response	No already planned
63	Parvez Dayal	Flooding issues South Wollongong I think it's a disgrace for the City of Wollongong that within walking distance from the CBD in 2017 we have regular flooding which you might expect in a third world country. I request: 1) Council bring forward to 2017/18 the lowering of the Gurundaty causeway 2) Council remove all silt to open the drain up to the original 1960 design capacity 3) Council bring forward to 2017/18 the proposed excavation works at JJ Kelly Park 4) Council remove the detention basin from the golf course to allow the course to act as originally intended as a major flood route 5) Council share their analysis on why the region flooded on March 17, 2017 during a low tide and after inconsequential volume of rainfall.	See above response	No already planned
66	P Thompson	Flooding issues South Wollongong We strongly believe that funding in the Capital works budget should be reprioritised to address flooding issues immediately and within the 2017/18 financial year. Specifically, we request that: 1. Council bring forward to 2017/18 the reconstruction of the Gurundaty causeway and that a transparent scope of works being undertaken be shared with local residents 2. Council bring forward to 2017/18 the JJ Kelly Park Floodway investigation, including detailed design and costing of earthworks 3. Council add to their works in 2017/18 an upgrade to the culvert inlet on the trunk drainage line upstream of Allan Street near Rowland Ave, including channel works and installation of a more efficient debris control structure. 4. Council immediately engage directly with flood affected households to discuss flood proofing strategies	See above response	No already planned
71	P Scully MP Member for Wollongong	Flooding issues South Wollongong Swan Street Wollongong - Despite flooding in the area becoming an increasing concern over recent years, and the identification that the lowering of the Causeway could mitigate future flood events, there does not appear to be any funding set aside in the draft Annual Plan 2017-18 for this particular project. Given resident and commercial concerns about flooding incidents, I urge Council to allocate funds for this project in the final Annual Plan 2017-18. I restate my offer of assistance in progressing this matter with the NSW Government departments and agencies should they be causing any delays.	See above response	No already planned
<b>OTHER</b>				
4	J Hutt	Air BnB - Regulatory and zoning issue I would like to raise concerns about the Airbnb issue in the Illawarra particularly with respect to LEP and Zoning. I understand this is an area that is in the media a lot at the moment and that many councils are waiting to see what the State government does about controlling this issue. I also understand that councils need to consider income they receive from the increase in tourism in their areas however I believe there is a need to respect the zoning that is in place. For example we live in an area that is zoned E3 and therefore have to comply strictly with restrictions in this area however it has become apparent to me that people are setting up Airbnb within this E3 zoning and are not applying to council for a DA which is requirement for conventional Bed and breakfast accommodation. The LEP states that in E3 zoning owners have to be permanently residing in the property and may rent out no more than 3 rooms. This is not happening as whole houses are being rented out with no supervision over noise, traffic and rubbish controls. Airbnb is not mentioned in the LEP and therefore should not be permissible even with consent I feel however if it were I feel owners should have to comply with Bed and Breakfast rules anyway as these are set up to avoid conflict with neighbours and other bush fire and environmental issues. Please could you put these concerns forward to any future planning/ decision making meetings.	Airbnb is a form of short-term rental of existing dwellings, and is not an issue covered by the Wollongong LEP 2009. The rental of dwellings is not a form of development. Whereas proposals of secondary dwellings, bed and breakfast accommodation, dual occupancy etc. are forms of development. It is acknowledged that some renters may impact on the surrounding properties and others may damage the rental property. At this stage there is no proposal to regulate the rental of dwellings through the LEP. The NSW Parliament inquiry into the "Adequacy of the regulation of short-term holiday letting in New South Wales" has recommended some changes to planning controls and other aspects of the short-term rental market. If the State accepts the recommendations, it will likely progress State-wide changes to all LEPs.	No
52	W Meyers Port Kembla Chamber of Commerce and Industry	Arts Precinct Goal 3 - 3.1 Implement a feasibility study to develop a permanent Arts Precinct including Art Gallery, Artist studios and Creative Industries in Port Kembla	Council has a Regional Arts Gallery in Wollongong which serves the whole LGA, Council as part of its Cultural Plan 2014 -18 is undertaking a range of activities to support the creative industries and is providing artists studios in the lower town hall for which artist can apply to rent (at a nominal rate).	No

Sub No.	Person / Organisation Making Submission	Summary of Issue	Divisional Response	Amendment Recommended to 2017-2018 Plan? Yes/No/ No already planned
50	D Fitch Austinmer Surf Life Saving Club	Austinmer Surf Life Saving Club have recently been successful in obtaining \$350,000 from the NSW Governments Sport and Recreation, Office of Sport Surf Club Facility Program to extend the existing Surf Club boatshed at the Northern end of Austinmer Beach for a new lifeguard / lifesaving facility including a club member / community gymnasium. Wollongong City Council has previously identified the project as a priority for its lifeguard service and has supported the project in design resources to obtain a Development Consent, Construction Certificate and Construction Drawings. The Club has an urgent need to provide facilities for members so that membership retention rates can be improved. Currently the existing gymnasium and gear room are crammed into one room which leads to congested conditions with obvious OH&S concerns and also causes difficulties when accessing lifesaving equipment for patrol duties. The Club also proposes to offer gymnasium membership to members of the local community as there are no commercially available gymnasium facilities in the township of Austinmer. There is also an urgent need for a Junior Activities room to be established and it is proposed to utilise the existing lifeguard room for this purpose after relocation of the lifeguard facilities to the northern end of the beach. The relocation of the lifeguard facilities to the northern end of the beach will also improve patrol efficiency as it is considered this is by far the best end of the beach for crowd observation when these duties are not carried out from a patrol shelter on the beach. A shared lifeguard / lifesaving facility with its own amenities will also more adequately address the current OH&S concerns over the shared amenities arrangements. The State Government Grant requires our club to ensure the project is completed within 18 months of grant acceptance, on this basis we request that Council now review the Draft Capital Program with a view to allocate \$350,000 - 400,000 in capital throughout 2017/18 and 2018/19 to undertake construction. This project has been in the development stage for some 8 years and given the importance of the project for improved surveillance for Lifeguards, we request Council allocate financial resources to match the contribution of the State Government	Council notes the clubs successful pursuit of the grant funding on this project. The project has been previously identified as a priority in previous capital works programs. Design works and approvals have been pursued since 2010/11, and seed funding for construction was identified in the 2014/15 to 2108/19 program. The current total project estimate is approximately \$800,000 and it has been previously discussed between parties that Council would consider committing to construction when the club was in a position to commit to 50% of funding. If the club demonstrates the financial capacity to meet the 50% estimated construction costs this would be considered in subsequent capital plans.	No
72	Neighbourhood Forum 5	Botanic Garden Include relocation of the site for the evening cinema in the Masterplan Requested 8 Nov 2014 & 5 May 16 R. - is in accordance with DA. C. - true but it needs to be moved.	A site for evening cinemas and other events that could operate within the Botanic Garden will form part of the Masterplan review. It is noted that the current location provides a location that is safe, accessible and has access to the infrastructure required to run an evening cinema event.	No
9	Dr P Laird	Botanic Garden and Gleniffer Brae It is noted that Strategy, no 5.5.2.3, states "to Develop a Regional Botanic Garden of Excellence" with the following components: Enhance Botanic Garden visitor experience via programs, interpretation, education and events Facilitate the future uses of Gleniffer Brae Design and construct a visitor information booth and kiosk at the Botanic Garden. Over four (4) years have passed since Council resolved not to proceed with the redevelopment of Gleniffer Brae as proposed by the University of Wollongong, and yet half of this building is still to put to use to benefit the community. The issue was considered by Council at an October 2016 meeting which recognized holding of functions as an option. The draft plan should be amended to reflect this Council option, and a central finding of the 2016 Keiraville Conservation Management Plan Review - Gleniffer Brae by Architectural Projects Pty Limited August 2016 to treat the site of high and exceptional cultural significance. The final annual plan is asked to include time limits for the Botanic Garden initiatives listed above (here a kiosk is long overdue) and should recognise redevelopment/ renovation of the Sir Joseph Banks Glasshouse, in time for the 50th Anniversary of the Botanic Gardens in 2020. Gardens Construct Stage 1 - Accessible Pathway Botanic Garden Rainforest Finalise the review of the Botanic Garden Plan of Management	Council is progressing a Function Centre as a permissible use at Gleniffer Brae. This use has been considered in the draft Gleniffer Brae Conservation Management Plan Review (currently with the Heritage Office for endorsement) and a Planning proposal (currently with the Department of Planning). The Sir Joseph Banks Glasshouse refurbishment is currently scheduled for design and approvals 2017-19 and construction 2019-20 as a 50th Anniversary project. Stage 1 - Accessible Pathway Botanic Garden is scheduled for construction during 2017-18 The Botanic Garden Plan of Management Review (including consultation and public exhibition) has been completed and will be reported to Council during 2017-18 on finalisation of issues with Gleniffer Brae. The finalisation of the Botanic Garden Plan of Management, and the facilitation of future uses of Gleniffer Brae are included as Actions under 5.5.2.3 in the 2017/18 Annual Plan. The Sir Joseph Banks Glasshouse and accessible pathway construction are included in the capital program	No - already planned
49	H Moon Friends of the Wollongong Botanical Gardens	Botanic Gardens Friends of the Wollongong Botanic Gardens at its meeting of 8 April 2017 noted that Council's Annual Plan is currently on exhibition, and resolved to make a brief submission. It is noted that the Management Plan has a Strategy, no 5.5.2.3, "to Develop a Regional Botanic Garden of Excellence" under the responsibility of the Manager Infrastructure Strategy and Planning. The plan has the following components: Enhance Botanic Garden visitor experience via programs, interpretation, education and events Facilitate the future uses of Gleniffer Brae Design and construct a visitor information booth and kiosk at the Botanic Gardens Construct Stage 1 - Accessible Pathway Botanic Garden Rainforest Finalise the review of the Botanic Garden Plan of Management An additional component should be added: Install power upgrade The Friends of the Wollongong Botanic Garden commend each of these initiatives, and is pleased to note funding has been allocated in Council's Annual Plan for projects in the Garden including the Rainforest Pathway and the Sir Joseph Banks Glasshouse. The power to the Wollongong Botanic Garden is in urgent need of upgrade separate to a kiosk proposal. Power supply has already reached its limit of capacity requiring supplementary power for major events. The Strategic Plan for Wollongong Botanic Garden 2000-2010 recreation objective 2 includes: "Develop Café/Tea House at WBG". This remains one of the few objectives not met. The Plan of Management 2006 lists "Future newly constructed Botanic Garden Restaurant/café (Zone4) allowing leases for both restaurant/café and related retail facility... (pp16 &17) The 2006 Plan of Management Action Plan for Recreational Services in the Botanic Garden includes providing 'more events in the park' and 'more amenities such as new educational facilities, playground equipment and café and restaurant' (p20) all provided except the latter and a power upgrade to supply the full range of recreational services including Sunset Cinema. Friends would like to see the final Annual Plan include full funding for a Kiosk and information booth to be operational before end 2018. Friends and visitors have been waiting for a café in the Garden since it was promised and initially funded by Wollongong City Council in 1988. With almost half a million visitors to the Garden each year this should be considered an essential facility to 'enhance Botanic Garden visitor experience'.	As noted by The Friends, the Visitor Information Booth and Kiosk project is included in the draft 2017-18 Annual Plan. During design investigations for this project over the last 12 months, it has been confirmed that an upgrade to power supply to the site is required. This project will be further scoped as part of a master planning process for the whole Botanic Garden that will occur over 2017-18. In the interim, a temporary café facility will be pursued. The Friends are thanked for their ongoing support towards the Botanic Gardens.	No
64	B Mason Wilderness Society Illawarra	Budget Assumptions In particular WSI is concerned by the paragraph on page 31 of the budget document under the heading "Assumptions". Climate Change Local Government is considered to be on the frontline facing the impact of climate change on communities. The Federal Government has indicated that Councils have a role in early planning to identify and prepare for the risk from climate change and help protect the wellbeing of communities, local economies and the built and natural environment and to contribute to a low pollution future. In addition to a planning role, Council's also own or directly manage a range of assets that potentially will be impacted by climate change. Additional expenditure for this role or potential eventualities have not been specifically included in current forecasts. Increased emphasis on climate change related activities may require a redirection of funding. The sentence "Additional expenditure for this role or potential eventualities have not been specifically included in current forecasts." should be removed as it conflicts with the Community Strategic plan which states (p 12) that climate change and sea level rise are priority issues for Wollongong. This sentence is also misleading in that Wollongong City Council (WCC) is already engaged in a number of projects that do address the causes and help adapt to the damaging impacts of climate change. These projects need to be identified in the budget and action plan as climate change related.	Agreed. The statement was intended to relate to the implementation of specific reactive works under the Climate Change Adaptation Strategy and Action Plan which outlines a number of risks to Council's physical assets. This Plan was in response to Council's acknowledgement that climate change could damage community assets, disrupt the delivery of Council services and have a financial impact. The fact that Council is already taking action and including consideration of these risks in its forward programs, including projects within the current program, renders this statement misleading as claimed. It is acknowledged that there is future financial risk that will be managed over time.	Yes. Remove sentence
72	Neighbourhood Forum 5	City Centre Management Include a Community reference Group. Requested - several 2011 to 2017 R. no response recorded. C. decisions made in isolation.	There are no plans to have a community reference group specifically for the City Centre. Council's city centre team is always open to discussion and receiving feedback and is happy to attend Neighbourhood Forum 5 as we recognise that the forum is an existing forum representing the Wollongong city centre.	No
72	Neighbourhood Forum 5	City Centre Management Include a review to ensure the Town Hall and its organ are fully used by community groups. Requested R. Acknowledged C. - not yet resolved.	The revised Illawarra Performing Arts Centre Funding agreement has taken into consideration these comments. The town hall is continually looking at options to incorporate the organ into performance events.	No, already planned
64	B Mason Wilderness Society Illawarra.	Climate change strategy Starting a regional climate change strategy. We ask that WCC initiate the development of a carbon budget for the whole LGA and list it in the annual plan. This project would require consultation with and the cooperation of the community, business organisations and unions. This initiative is an extension of Council's role in advocacy and planning for the best interests of our community. Advocacy for greater rail transport services for the region could be one outcome of such an initiative.	As noted in the submission, the development of a carbon budget for the whole community would require consultation with the community and industry. Council is required to prepare a new Delivery Program in 2017/18 and a review of the Environmental Sustainability Policy will occur in conjunction with this review. The concept of setting a carbon budget could be considered as part of these reviews as both will involve consultation with the community and businesses. A new annual deliverable could be added to the Annual Plan to "Consider setting emissions reduction targets for the LGA in the development of the 2018-2022 Delivery Program". It is noted that Council already has a strong advocacy role for transport and undertakes projects to improve liveability.	Yes, new annual deliverable
71	P Scully MP Member for Wollongong	Coachwood Drive Unanderra Council's Draft Annual Plan 2017/2018 does not appear to address the resident concerns about vehicle speeding along this road. Pedestrian safety along Coachwood Drive is raised with me regularly by local residents. The final Annual Plan 2017-18 should allocate funds to minimise speeding and increase pedestrian safety.	The gradient of Coachwood Drive and the traffic volumes it carries does not permit traffic calming in the form of chicanes or speed humps. Although it currently has a low priority a project for addressing traffic speeds is included on Council's Traffic Facilities Priority List.	No
52	W Meyers Port Kembla Chamber of Commerce and Industry	Coomaditchie Lagoon 1.4.2 Work in partnership with the Aboriginal Community in the Management of the Coomaditchie Lagoon	Council works in partnership with the Aboriginal community in the management of indigenous heritage across a number of sites. A new Annual deliverable could be added as follows "Identify additional opportunities for working in partnership with the Aboriginal community"	Yes, new annual deliverable
52	W Meyers Port Kembla Chamber of Commerce and Industry	Community Art Strategy 3.1.2 Develop a community Art Strategy for the Southern Region from Port Kembla to Windang (in line with Shellharbour Council at Windang)	Council's Cultural Plan 2014-2018 outlines a community arts strategy for the whole LGA, which includes the southern suburbs.	No
13	B Moylan	Community Facilities Paint the inside of Pioneer Hall in MacCabe park. This hall has paint peeling from the ceiling and has been like that for a while. When is this likely to be addressed?	This facility is managed by Wollongong Pioneer Trust who are currently responsible for the operations and maintenance of this facility. Council will work with this organisation to address the issue raised.	No
72	Neighbourhood Forum 5	Community Facilities Include painting the inside of Pioneer Hall in MacCabe park. Requested now.	This facility is managed by Wollongong Pioneer Trust who are currently responsible for the operations and maintenance of this facility. Council will work with this organisation to address the issue raised.	No
72	Neighbourhood Forum 5	Community Programs Include an investigation on how better to harness community resources and expertise Requested 5th May 2016 - R. - not necessary as is current engagement practice C. - much more should be done	Council will continue to consult with Neighbourhood Forums.	No



Sub No.	Person / Organisation Making Submission	Summary of Issue	Divisional Response	Amendment Recommended to 2017-2018 Plan? Yes/No/ No already planned
72	Neighbourhood Forum 5	Community Programs Include specific reference to Neighbourhood Forums as achieving the goal of a connected and engaged community. Requested 5th May 2016 R. - not necessary as is current engagement practice. C. - NFs disempowered	There is no need to provide specific reference to Neighbourhood Forums in the Annual Plan documents. Council will continue to consult with the community and Neighbourhood Forums. Further, Council's Engagement Policy will be reviewed within twelve months of the Council election. This review will provide opportunity for community and Neighbourhood forums to provide feedback into Council's engagement approach moving forward.	No
52	W Meyers Port Kembla Chamber of Commerce and Industry	Community safety 5.4 Enhance the community safety of Port Kembla Beach through the development of the Port Kembla Surf Club lower car park into an overnight camping space for recreational vehicles.	Council would need to understand what aspect of community safety is this proposal trying to achieve, i.e.: what crime is happening there that needs to be addressed and then an assessment ( involving NSW Police Lake Illawarra Command ) would be carried out using CPTEED principles to develop appropriate strategies to address the crime/s.	No
9	Dr P Laird	Connectivity across the city A role for Wollongong City Council in acting as an advocate to the State and Federal Government to improve the connectivity of Wollongong to Sydney, economic growth, and the quality of life for residents. The draft plan notes, inter alia, We will have access to an integrated transport network from north to south and east to west. We prefer to walk, cycle or take the bus or train. We have safe, accessible and overbridge of the busy intersection at the foot of Mt Ousley. Up to some 20,000 people live in Wollongong and work in Sydney or South Western Sydney. Council could be doing more to try and improve passenger trains to the South Coast, where there is now overcrowding in some mid afternoon weekday trains. Diverting freight trains to Maldon Dombarton would also allow for more passenger trains on South Coast lines. Completion of this 35 km rail link would also allow for Port Kembla to expand without totally choking up the Mt Ousley road with heavy trucks. Council has in 2016 advocated for improvements to the Appin Road. This is appreciated, and Council is asked in the final Annual Plan to note that it will continue to work to try and improve Wollongong to Sydney rail and road links. Council should address various rail passenger issues in more detail including overcrowding of trains (eg the 3.24 pm weekday train from Sydney), the situation at Thirroul (which would be improved by a few commuting trains stopping at Bulli) and provision of a lift at Unanderra station. In January 2016, former Deputy PM Tim Fischer visited Wollongong, made a suggestion the Council consider Light Rail (Trams) running between the main railway station and the entertainment centre. At the time, a NSW Government Council merger proposal between Wollongong City Council and Shellharbour Council was under consideration and this somewhat constrained Wollongong Council. This constraint no longer exists and at the least, Council should now look at the costs and benefits of the proposal. The final plan is requested to include that Council could now look at the costs and benefits of options to improve transport within and near the CBD, and this to include a light rail between the main railway station and the entertainment centre. Wollongong City Council and Shellharbour Council should look at the possible benefits, costs, and risks of upgrading the regional airport at Albion Park. The NSW Department of Planning in 2016 put out a plan with a view to making Newcastle and the Hunter Valley a premium regional city and area in Australia. Council could adopt in its Annual plan encouraging the NSW Department of Planning to undertake a similar exercise for Wollongong and the Illawarra. interconnected pathways to encourage pedestrian traffic. The Local Government Area (LGA) continues to be linked to the broader region and the city of Sydney via efficient, safe and affordable networks. The draft Annual Plan mentions Port Kembla. Council should consider a statement of giving support to the growth of Port Kembla, which will require the improvement of rail and road links to the Port. This should include a statement of Council will continue to support completion of the Maldon Dombarton railway and a start of construction of grade separation with an overbridge of the	It is agreed that major transport links to and from Wollongong are important for improving the economy, liveability and operation of the city. All connecting train services, both Maldon-Dombarton and the Illawarra line and its stations are owned and managed by the State Government. The same is true for Wollongong to Sydney road links, with the M1 freeway and Lawrence Hargrave Drive/ Lady Carrington Way the responsibility of the State Government. Council is not in a position to consider light rail as an economic alternative for CBD transport. The costs in other larger cities such as the Gold Coast have shown this infrastructure is beyond the financial means of a local government of Wollongong's size. The proposal for Council to increase lobbying of the State Government for these transport improvements is acknowledged.	No
72	Neighbourhood Forum 5	Crematorium & cemeteries Assessment the opportunity to sell Council facilities which are in competition with the private sector. Requested 5th May 2016 R. - under consideration. C. still no action visible.	Council continues to review its service offering in consultation with the community on an on going basis. The cemeteries and memorial gardens continue to be a service provided by Council.	No already planned
37	C Bloomfield	Crown Lane Access As part of the CBD pathways improvement initiative I wish to register my strong support for proposed upgrades to Crown Lane. As co-owner of Breakout Pty Ltd which is looking to establish a business with a frontage to Crown Lane, I can comment first hand on how difficult this laneway is for reasonable pedestrian access. In particular it does not meet standards for disability access. With the development of several apartments buildings in the Regent St area, Crown Lane will become a more important pedestrian access and upgrade will be necessary to meet community standards.	Support noted. The grade of the road from Regent Street to Crown Street exceeds the disability standards for path grades.	No, already planned
72	Neighbourhood Forum 5	Development Assessment Include a review of the way in which DAs are notified to reflect the actual proposal not the applicant's description. Requested 5th May 2016 - R. - not necessary - look at plans. C. current procedures often mislead the community.	Council utilises standard development descriptions rather than rely upon the applicants description. Submitted plans and documents are also available online throughout the exhibition period.	No
72	Neighbourhood Forum 5	Development Assessment Include a requirement for applicants to indicate performance on the robust building scale. Requested 5th May 2016 R. - consider in next DCP review C. - not scheduled before 2020/21	It would be inappropriate to require a development application to comply with this alternative building standard. Applicants are required to satisfy the Wollongong DCP and environmental planning instruments. This issue may be considered as part of the future DCP review.	No
41	M Jones	Drainage - Hicks Road and Ford Road I am writing to ask as to why there is no money being allocated to a problem that has been promised attention for over 50 years. I grew up at the corner of Fords Road and Phillip Street in Thirroul (102 - orange dot on the map). I am now 66. Around the age of 10 I remember the angst my father went through with Council reclaiming a large section of this land for road widening and kerb and guttering. It was immediately before Treetop Glenn (1) was developed with kerb and guttering. This was over 50 years ago. Since then there have been three other residential developments uphill from this location. These are the streets around Arunta Drive (2), the extension of Treetop Glen (3), and the Sylvan Way development (4). So now, with no significant improvements for over 50 years, Fords, Hicks and Mt Gilead Road (see loop on map) are surrounded by developments with decent drainage and kerb and guttering. I had hoped that the latest Council budget plans may indicate some sort of funding for investigations into these long overdue improvements, but no. The only reference to Mt Gilead, Hicks and Fords Road occurs on page 16 of the Draft Capital Works program which states that \$180,000 will be spent upgrading "15 Mt Gilead Road Drainage". Solely addressing this drainage issue alone does not appear to be logical given that part of the water that causes this problem flows from the streets above Mt Gilead, ie Hicks Road and Fords Road. In heavy rain, Fords Road flows like a creek because many residents at the top drain directly onto the road. The drainage in Mt Gilead will need to be built with a water carrying capacity that will become partly redundant once drainage is built into Hick and Fords Road. Is this not a waste of ratepayers money? Is it not logical to firstly address drainage issues in the Streets above Mt Gilead Road? Have Council been fair in their long term planning processes to leave these residents with sub standard roads and drainage, surrounded upstream by four different residential estate developments with proper road gutters and subterranean drainage?	Kerb and gutter installation is not supported by preliminary investigations. The allocated budget is to investigate and implement upgrades to drainage systems.  The proposed drainage improvements in Mt Gilead Road are also intended to service drainage problems at the corner of Hicks Road and Fords Road. At present the scope includes a new stormwater pipe to provide additional drainage capacity to the low point in Mt Gilead Road. This pipe is intended to run under the southern side of Mt Gilead Road from the low point in front of number 15 to connect with drainage near the corner of Phillip Street. This pipe is intended to provide additional drainage capacity to overcome limitations in the capacity of existing drainage systems which are located in private land and not under council custodianship.  Additional drainage capacity will allow for construction of new inlet pits at the low point in Mt Gilead Road, as well as additional inlet pits at the corner of Hicks Road and Fords Road. As well as reducing the volume of runoff carried on the surface in Hicks Road, these latter inlet pits (crr of Hicks and Fords) are also intended to intercept runoff before it enters Hicks Road, in order to reduce the volume and momentum of runoff travelling along Hicks Road and into Mt Gilead Road so that the new drainage there can work more efficiently.	No
60	T Girling-Butcher	Drainage issues on Mount Gilead Rd, Thirroul I understand some money has been put aside to investigate issues with drainage on our street. While grateful some funds have been considered, there are serious issues with drainage that need urgent investment. Our street has no guttering and the storm drains present are poorly placed. I have only been living in the street since 2013 but it is clear attempts have been made to manage water in that past. Some of this is demonstrated by underground pipes buried in front of our house at 16 Mount Gilead rd. These have now collapsed and previous attempts by WCC to bury them have seen dangerous holes develop. The amount of water that runs over the surface in heavy rain is considerable and enough to suck a small child into one of these holes. Additionally they could easily damage a vehicle should a wheel drop in. The source of the water is perhaps key to the problem and needs urgent resolution. Most of the water on Mount Gilead Rd comes from the upper reaches of Fords Road. Around 500 metres of catchment (see video below) ends up being carried down Fords Rd, onto Hicks Rd and then down Mount Gilead Rd. While there are drains on this stretch of road, they merely redirect storm water back on to the surface of the road. Video of water included in letter. The impact of this is felt by the owners of property on the southern side of the street who properties are regularly flooded by storm water from the road in heavy rain. Your urgent attention to these issues would be greatly appreciated.	Budget for the investigation, design and construction of drainage improvements in Mount Gilead Road is in the capital works program. Consultation for the design will occur during the investigation/design stages.	No
68	F Morris	Drainage issues on Mount Gilead Rd, Thirroul Our street (Mount Gilead Rd, Thirroul) has been allocated \$180,000 in the Capital Works Program for investigation, design and construction to help solve massive drainage problems in the next 2 years. Although this is a start there are still major concerns for the safety of residents as they navigate the grass area and road whilst walking to the school or shops. Mt Gilead Rd is a main route for students walking to attend Thirroul Public School from Mt Gilead and streets further west. Many children walk up and down it daily as the school is at the end of Mt Gilead Rd on Phillip Street. The terrain next to the road where students walk is uneven and unsafe. This area is on council land. Many primary school children have to cross over the road and navigate uneven unsafe surfaces. Council over the years raised tar on the roads in some areas in front of homes as a band aid solution to stop residents properties from flooding. This has in turn created an uneven and unsafe area to walk on. This video we made ( https://vimeo.com/169540153 ) shows the massive amount of storm water run off on the road and uneven terrain next to the road that students are walking on. The surface over the years at the edge of the road and adjoining walking area has become worse and unstable due to erosion from water with no kerb and guttering. We are asking that Council look into this problem when investigating the road for the Capital Works Program. An elderly couple have been asking for kerb and guttering for decades and almost ended up in tears at our last neighbourhood meeting as no one from Council is taking the issue of safety seriously. Council has also said kerb and guttering would not help those residents properties that flood however this is hard to take seriously when Mt Gilead Rd is surrounded by other such steep streets that also have kerb and guttering. I have spoken to the residents on Mt Gilead Rd and the majority want rolled kerb and guttering and have also been asking for it for years. Can Council please take this matter seriously.	Kerb and gutter installation is not supported by preliminary investigations. The allocated budget is to investigate and implement upgrades to drainage systems.  The proposed drainage improvements in Mt Gilead Road are also intended to service drainage problems at the corner of Hicks Road and Fords Road. At present the scope includes a new stormwater pipe to provide additional drainage capacity to the low point in Mt Gilead Road. This pipe is intended to run under the southern side of Mt Gilead Road from the low point in front of number 15 to connect with drainage near the corner of Phillip Street. This pipe is intended to provide additional drainage capacity to overcome limitations in the capacity of existing drainage systems which are located in private land and not under council custodianship.  Additional drainage capacity will allow for construction of new inlet pits at the low point in Mt Gilead Road, as well as additional inlet pits at the corner of Hicks Road and Fords Road. As well as reducing the volume of runoff carried on the surface in Hicks Road, these latter inlet pits (crr of Hicks and Fords) are also intended to intercept runoff before it enters Hicks Road, in order to reduce the volume and momentum of runoff travelling along Hicks Road and into Mt Gilead Road so that the new drainage there can work more efficiently. Community Consultation will be a part of the process for scoping and designing the drainage improvements.	No
72	Neighbourhood Forum 5	Economic Development Increase the pitiful 2.24 FTE resource provision in the critical job creation area from the 32.82 FTE Public Relations service. Requested 5th May 2016 R. - noted. C. increased to 2.52 with PR down to 32.64.	Public Relations staff includes media, social media, printing, graphic design, street and park signage, and community engagement.	No

Sub No.	Person / Organisation Making Submission	Summary of Issue	Divisional Response	Amendment Recommended to 2017-2018 Plan? Yes/No/ No already planned
72	Neighbourhood Forum 5	Financial Services Include a review of CBD rate inequities Requested 5th May 2016 & earlier R. to be considered as a "Special Rate Variation" after 2016/17 C. not a variation but fundamental	Council as part of its annual review of Revenue Policy considered the rating structure with particular emphasis on City Centre and other higher business rate categories. In the current plan Council considered the impacts of the general revaluation. Council has used the relative price model for 2017/2018 which has distributed the rates per category based on the revaluation that has a positive impact on the City Centre Rate category. Benefit was also applied during the Special Rate Variation period where City Centre Rates increased at lower levels compared to most other rates. Council has made submission to the Rating Review for Local Government and is anticipating that some changes to legislation will be proposed in the foreseeable future. It is in that context that a specific task was not included in 2017/18 Plan as the timing of any legislative is uncertain. Response and submission will be made to draft legislation when it is made available. Council could include provision to review and respond to proposed legislative change inclusive of considering opportunities to review general and special rating structures when available. Full review of rating structures prior to understanding any potential changes may not be as productive in the longer term.	No
59	N Bennett	Flooding - Drainage required Asquith Street, Austinmer In front of 8 to 10 Asquith Street, Austinmer there is currently a drain which is in place to catch run off from a dirt ditch (no formal drainage) which runs along the road from 8 Asquith the 20 Asquith St. On several occasions it has been reported to Council that this ditch overflows as the water is not going into the pipe as the ditch does not have an appropriate slope. The overflowing water floods the road and overflows into the neighbouring properties causing flood damage to our houses. As the street is just below subline point the drain is there to catch the run off from the mountain. Council's North maintenance team recently came and investigated the issue and referred it onto the stormwater engineers (Case ID 101000082634). I urge the stormwater engineers to come and investigate the issue as soon as possible and take action to budget a solution in the 2017/18 capital works program to rectify the issue and prevent further flooding incidents. I note that Council has two drainage projects listed in its Capital works program in Asquith Street I understand these are further down the hill. 1. Asquith Street - Trash Rack Modification - renewal \$115k 16/17 to 18/19 2. Asquith Street - Drainage modification - renewal \$60k 16/17 to 18/19 Please investigate the issue as a matter of urgency and report back with findings and action plan going forward. We have waited too long for proper drainage.	This issue will be investigated by Council stormwater engineer as requested.	No
69	W Bennett	Flooding - Drainage required Asquith Street, Austinmer In front of 8 to 10 Asquith Street, Austinmer there is currently a drain which is in place to catch run off from a dirt ditch (no formal drainage) which runs along the road from 8 Asquith the 20 Asquith St. On several occasions it has been reported to Council that this ditch overflows as the water is not going into the pipe as the ditch does not have an appropriate slope. The overflowing water floods the road and overflows into the neighbouring properties causing flood damage to our houses. As the street is just below subline point the drain is there to catch the run off from the mountain. Council's North maintenance team recently came and investigated the issue and referred it onto the stormwater engineers (Case ID 101000082634). I urge the stormwater engineers to come and investigate the issue as soon as possible and take action to budget a solution in the 2017/18 capital works program to rectify the issue and prevent further flooding incidents. I note that Council has two drainage projects listed in its Capital works program in Asquith Street I understand these are further down the hill. 1. Asquith Street - Trash Rack Modification - renewal \$115k 16/17 to 18/19 2. Asquith Street - Drainage modification - renewal \$60k 16/17 to 18/19 Please investigate the issue as a matter of urgency and report back with findings and action plan going forward. We have waited too long for proper drainage.	This issue will be investigated by Council stormwater engineer as requested.	No
3	M Swire	Flooding - Electrolytic Street, Port Kembla Funding is desperately needed to stop flooding of Electrolytic Street, which is at our back door. It floods after rain and is impassable, please see photos attached in team link. The first photo is while it is raining, the second is the day after, as you will see, Blue sky, but still flooded. This is a health and safety problem, for obvious reasons, 4 wheel drive cars still plough their way through this street when flooded, creating a wave at our back fences and yards, and the mosquitoes are always present even after long stretches of no rain. Please could council place this as a priority for future works, this area has been neglected for a long time, as you can see this has been going on for quite some time.	A permanent solution to this problem will only be possible once the Port Kembla Copper site is redeveloped. Some minor maintenance work has been arranged to help reduce the incidence and frequency of flooding to a small trapped low point in Electrolytic Lane.	No, already planned.
10	Dr J Farrell	Flooding - Gipps Road I am writing to make a submission with relation to the problem of street level flooding due to poor gutter construction and drainage that detrimentally affects the western side of the property at 189-191 Gipps Road, Keiraville. I understand that currently the job is not listed for repair on the 4 year projected council works list. I would like to request a review of this decision in light of the fact that this problem has caused endless erosion and property damage for well over a decade since I moved into Unit 5/189 Gipps Road, Keiraville. At that time, the owners corporation invested in remediation by constructing a solid garden bed on the western side of the property in the hope it would avert excess water flow from the street and the next door property. This was only partially successful. Photo graphic images show considerable deterioration of the western side of the property (189) in the last two years, and no further action can be taken by the owners corporation to rectify the problem until the issue is solved at street level in accordance with the Council's determination. I also understand the job would not involve major engineering or construction investment, therefore, I would urge that your committee reconsider including this remediation project in the 4 year plan and even mark it as an urgent problem to rectify.	Council drainage officers have investigated this matter and identified that the kerb and gutter was not built with sufficient grade to drain to the kerb inlet pit. The effect of this is that stormwater is easily diverted by parked cars and gutter debris over the vehicular laybacks and into the adjacent properties. This item was added to Council's drainage priority list and assessed against the criteria as per all other projects on this list. These criteria include items such as risk to life, risk of over floor flooding, health, pedestrian and traffic hazards and more. Other projects received a higher aggregate score rating which meant they have been added to the capital budget at this time. Please note the forward capital budget is reviewed annually and this project exclusion from this iteration does not mean it will not be added to other reviews of the budget. This will be based on available budget and resources.	No
13	B Moylan	Footpath from Robsons to Murphys Footpath from Robsons to Murphys - which side? (map does not have this item on it). Guessing it is the north side?	Community engagement is underway during the month of May to obtain feedback on concept footpath designs prepared for both sides of the road. The feedback will assist Council in determining on which side of the road the footpath will be built.	No
55	Chris Cartledge	Footpath Reserve St West Wollongong There is no concrete footpath on either side of Reserve St West Wollongong. This 'link' road has considerable pedestrian traffic and people mostly walk on the edge of the road except when it comes to the bridge over the F6 where the road narrows. Please see attached pics. On the northern side you can see a well worn path where people step onto/off the bridge from either direction. On the north eastern approach there is a utility pit which makes this approach even less safe for pedestrians. I suggest the approaches to the bridge could be made much safer if there was a formed footpath for a short distance to the four approaches. In some cases this could be just as far as the first driveway. Photos attached to letter.	Reserve Street, West Wollongong is on Council's city wide Footpath Priority List. It is however not on the Draft Capital Program 2017-21 due to it's lower ranking compared to other streets on the list which are part of the program.	No
52	W Meyers Port Kembla Chamber of Commerce and Industry	Footpaths Goal 6 - 6.1 Create cycle and walking pathways that connect: Warramong precinct to the Port Kembla North train Station; Warramong precinct to Wentworth street Port Kembla; and Port Kembla Beach and King Georges Oval precinct to the Port Kembla Railway Station	Council has made a funding submission to the NSW Government to build a shared path from Port Kembla North Railway Station to Warramong. Walkways exist on the other routes mentioned. Council's current Bike Plan includes a link along Military Road from Port Kembla Beach and King Georges Oval precinct to the Port Kembla Railway Station, however higher priority cycleways are being addressed in the current program. Quiet local streets provide on road cycling options from the existing shared path in Cowper Street to the southern end of Wentworth Street.	No
9	Dr P Laird	Footpaths - Murphy Ave and Crawford Street Gwynneville and improved bicycle access near University The Draft Plan of Council mentions footpaths. It is requested that more priority be given to paving footpaths in streets with higher than average vehicle traffic or pedestrian movements or are near railway stations which currently do not have paved footpaths. These include all of Murphy's Avenue in Keiraville (a feeder road to UOW) and Crawford Street in Gwynneville (near North Wollongong railway station). Improved bicycle access to the University of Wollongong main campus, and roads leading to it (including Foleys Road near Beaton Park, and Tramway Bridge).	A deliverable for the Keiraville and Gwynneville Access and Movement Strategy will be an implementation plan. This will comprise operational and capital projects to be added to future years programs. In the interim, footpath, share way, traffic facilities and other capital works are being implemented across the LGA in accordance with priority and the 4 year Capital Works Program.	No
16	G Wilson	Gong Shuttle Bus GOAL 6 - WE HAVE SUSTAINABLE, AFFORDABLE AND ACCESSIBLE TRANSPORT 6.1.2 The 'Gong' Shuttle Bus service is extended The residents of IRT Links Seaside at 1 Ross Street (corner Corrimal Street) Wollongong have previously lobbied to have the route extended down Corrimal Street to Swan Street (i.e. south of the CBD) without success. Over the eight years I have lived in this complex the average age of the residents is increasing. This is in part due to the different client base of IRT as opposed to the previous operator, Horizon Living. Just this morning I was speaking to a resident who is celebrating his 78th birthday today, and becoming increasingly concerned about how long he can retain his driver's licence. He cited how difficult it will be for him to access the CBD if his licence is removed. He is not fit enough to walk the distance, yet he does not have the mobility issues which would require a scooter. This is not atypical of the residents who live here. Anything that Wollongong City Council can do to have the Gong Shuttle extended this one kilometre would be greatly appreciated.	The existing 'Gong' shuttle route cannot be extended because it would make the route too long and unviable. The feasibility of a South 'Gong' shuttle is currently being investigated.	No
52	W Meyers Port Kembla Chamber of Commerce and Industry	Green Energy 2.4.1 Seek partnership with the Port Kembla Community Infrastructure Funds to transform Port Kembla to a Green Town, including energy targets and solar power and water for Council buildings.	Noted. This request would need to be considered as part of a broader strategy for Port Kembla. Council, in partnership with the Port Kembla community, is preparing a 2505 Strategy, and this suggestion has been forwarded to the team responsible for this Strategy.	No
64	B Mason Wilderness Society Illawarra.	GreenHouse gas emissions budget and action plan A greenhouse gas emissions budget and action plan. We ask that WCC publish a greenhouse gas emissions budget and action plan. Under the carbon abatement legislation of the last federal ALP government WCC staff developed the skills and processes to identify emissions in Council's areas of operation. This is the essential tool to plan the reduction and elimination of greenhouse gas emissions by WCC. WSI requests that this be added to the annual plan for implementation in the coming year. We ask that the greenhouse gas emissions budget and action plan be published on WCC's web page and updated quarterly. In addition to its planning function this is a vital measure of public accountability. It would allow members of the community to make informed contributions on the path to ensuring our natural environment is protected and enhanced.	Request noted. Council will investigate publishing footprint data for its own operations and the community on its website.	No



Sub No.	Person / Organisation Making Submission	Summary of Issue	Divisional Response	Amendment Recommended to 2017-2018 Plan? Yes/No/ No already planned
64	B Mason Wilderness Society Illawarra.	Green House gas emissions reduction projects Bring forward greenhouse gas emission reduction projects. We ask that key greenhouse gas emission reduction projects be brought forward into the current annual plan and budget. The most important of these is the project to address the methane emissions from Whyte's Gully as these make up the majority of the greenhouse gas emissions in WCCs area of responsibility. WSI asks that the plan to move to electrical power generation at Whyte's Gully be given priority in this annual plan and budget. At the moment the budget only provides the construction of another cell at Whyte's Gully. The annual plan only commits to investigation of options stopping short of naming the objective of electricity generation. The following additional examples not only reduce emissions, but also can be commercially justified on the basis of significant cost savings in future years: - Implementing the recommendations of the building efficiency project including the role out of PV systems on Council buildings. -Developing a strategy to pressure Endeavour to accelerate the transition to LED street lighting. -WSI understands that solar PV at Beaton Park Leisure Centre is planned under the allocation for "Carbon Abatement Project Capital budget". As recently discussed with the Lord Mayor, WSI suggests that this site is a good candidate for batteries to be incorporated to showcase this technology and save WCC even more energy costs into the future.	The current commitment to "investigate and implement flaring, energy generation and other options" is relevant and ongoing. Following continuous gas quality and quantity assessment at Whytes Gully, a market appraisal was completed to ascertain the options available to Council to beneficially treat landfill gas presenting. Council currently combusts landfill gas to reduce its global warming potential and the potential addition of power generation to this system is rapidly progressing. A market appraisal has been completed to compare the various gas infrastructure procurement options available to Council. Investigation into the benefit and risk of each option to Council is ongoing.  Additionally, Council is in the process of installing photovoltaic solar panels at Ribbonwood Community Centre, Beaton Park Leisure Centre, the Wollongong Waste and Resource Recovery Park (Whytes Gully), Corimal Tourist Park, Bulli Tourist Park and Windang Tourist Park.	No
61	W Erwin	Helensburgh Community Centre Helensburgh Community Centre Main Hall floor – with the deterioration of the substructure of the main hall floor, as confirmed by council staff and the attempted fix over the December 2016 – January 2017 period, due to poor to no ventilation under the floor, there needs to be an urgent repair / replacement of the damaged components so the hall can be returned to full use by the community. Currently there is a no jumping directive so no indoor basket ball can be played (or similar activities). I am not able to find an allocation of funds for this in the draft budget and therefore request that fund be allocated to have the floor repaired / replaced and a ventilation system installed that prevents this happening again (current vent system clearly does not perform).	Council continues to address this issue through maintenance works, and performance of ventilation system will be reviewed.	No
56	K Waterworth	Holographic project Proposal for Wollongong Innovation City Annual review funding consideration. Holographic project. We need to begin giving training and equipment access in holographics graphics and interaction design to creative individuals and companies in the Wollongong to build the holographics industry. As an initial step, we propose a voxiebox ( http://voxon.co/ ) is purchased and accessible to registered individuals and companies through Wollongong library. Then I can run workshops in teaching individuals and companies in how to create interactable holograms. Industries that can be disrupted include advertising, training, business communications, education, entertainment in fact any industry requiring communication the visual language of holographics is very powerful. We will require approximately \$15k in funding to purchase the voxiebox and run training workshops for the creative community in Wollongong. This will enable Wollongong to have a critical pool of skilled holographic designers in fact the most in the World.	This project would be eligible to apply for the Large Ward Based Cultural Grants program next year under Councils Financial Assistance Program , the closing date was 31 March 2017 and the next round will open in February 2018.	No
72	Neighbourhood Forum 5	Infrastructure Planning Include converting on street parking on the eastern side of Crawford Ave. to a dedicated bikeway - a strategic route. Requested 5th May 2016 R. - future consideration C. not in budget before2020/21	Due to narrow road width, removing parking on one side alone would still not allow for an on-road bidirectional cycleway or bicycle lanes. Shared path on western side of road being designed at present.	No
72	Neighbourhood Forum 5	Infrastructure Planning Include instead pedestrian refuges at each cross road on Church Street - a strategic route Requested 5th May 2016. R. - future consideration C. apparently not in budget	Pedestrian crossing upgrades at other intersections in the city centre are considered higher priority than Church Street cross road upgrades. The review of Access and Movement Strategy for the City Centre will include recommendations of strategic pedestrian connections and improvements on those links.	No
72	Neighbourhood Forum 5	Infrastructure Planning Include a pedestrian bridge over the railway line from Beaton park to city. Requested now	There is an existing walkway on the southern side of the Throsby Drive bridge and as an alternative residents may use the Smith Street underpass to cross the railway. Apart from these corridors the land between Beaton Park, the railway line and Flinders Street is privately owned and there is no opportunity to introduce a pedestrian corridor, even if the demand for such a facility were to be demonstrated.	No
72	Neighbourhood Forum 5	Infrastructure Planning Define the pedestrian/cycle path through the parking area on the west side of Smith St underpass. Requested now	It is agreed parking is the area of the Smith Street underpass continues to be challenging. However, although underpass upgrade designs are nearing completion, it is acknowledged that those improvements to the underpass and approaches may be some time away. Accordingly, short term options to address illegal parking on the shared path are currently being considered.	No
64	B Mason Wilderness Society Illawarra	Investments and Investment Income WCC Investments and Investment Income. We ask that Council give priority to implementing measures that shift WCC investments into institutions or investment vehicles that do not support fossil fuel industries. WSI requests that: - The initiative underway to develop a sustainable investment product through TCorp is publicly and actively supported; and - That WCC works with Local Government NSW to develop a policy and legislative framework that enables the selection of sustainable investment products. In addition, we have noted WCC's STATEMENTS OF INVESTMENTS - MARCH 2017 and, in particular the "Bond and Floating Rate Note Securities" section. These can be considered direct loans to the issuer. In that case it is quite reasonable to ask about the destination of the loan. WSI is aware that NSW Councils have limited autonomy in the choice of its investment instruments. However, we do believe that the Council retains sufficient autonomy to shift its investments from those of the big four banks which continue to finance fossil fuel developments. In particular, the Commonwealth Bank has been associated with the Adani and Abbot Point (Carmichael mine and port, respectively) since 2012. The existing bank loan (including tranches held by the Commonwealth bank) to Adani is close to maturity, which means that re-negotiations are probably currently underway. The Commonwealth Bank has not made any general announcement regarding its overall policy on financing fossil-fuel developments. Without a clear statement from the Commonwealth Bank that it will not be supporting fossil-fuel developments, and in the absence of any detailed information regarding the final destination of any loans made to the Bank, then WCC will remain potentially exposed to such developments. This would: 1. Prejudice WCC's achievement of its ethical investment goals; and 2. Pose an unacceptable risk to returns on citizens' investments in a declining fossil-fuel, especially coal, market. Unless Council is willing to demand from the Banks details of destination of WCC's loans, then Council should advise the Banks that it is no longer willing to lend. If Council is willing to work with other Councils as set out above, then such a lending position could result in significant changes to the Banks' strategies.	Council considered its Investment Policy during the current year, which included an in depth consideration of Social Investment options. Council's adopted policy did not include the specific actions requested in this proposal although they were considered as part of the process. Since the adoption of the current policy Council staff have been in contact with TCorp to promote and discuss their development of Social Investment Managed Funds that would allow Council a viable path into this space. It is our understanding that TCorp are working on developing such a product that Council will consider further when established.  In the meantime, TCorp have established a Stewardship Policy back in September 2016 , which encompasses the management of environmental, social and governance (ESG) risks and active ownership of the companies to which TCorp's clients have exposure. TCorp's policy states there is an expectation that the investment managers they employ, demonstrate a commitment to investment stewardship, ESG integration and active ownership. TCorp believes that the investment managers should use their influence as shareholders to encourage companies to operate responsibly and minimise their negative environmental and social impacts. Where exclusions are made, these should be based on government policy (for example, tobacco) or in alignment with Australia or New South Wales convention commitments (for instance, controversial weapons).  Council's investments with banks are directly with the bank in the form of Term Deposits or Floating Rate Notes. The investments cannot be subordinated debt. Council is not in a position to determine the banks use of these funds or limit the application of the banks funds. Council's consideration of its investment policy did discuss the major banks place in our strategy and determined continued use of the major banks.	No
71	P Scully MP Member for Wollongong	Lake Illawarra Management I indicate my support for Council's objective to lobby the NSW Government for funding toward the on-going management of Lake Illawarra and the preparation of a coastal zone management plan for the Illawarra.	Noted.	No
72	Neighbourhood Forum 5	Land Use Planning Include processing the Planning Proposal for Keiraville/Gwynneville Requested 5th May 2016. R. NF 5 withdrew Proposal. C. temporarily, under duress!	NF5 withdrew the Planning Proposal request following advice from the NSW Department of Planning that it would not be supported. The future housing needs of the City will be considered as part of the Housing Study.	No
72	Neighbourhood Forum 5	Land Use Planning Include in City Centre Planning Review revising the DCP desired future character statement for the City Centre to ensure respect for the existing streetscape. Requested 4th November 2016 R. no response recorded.	As part of the Implementation Plan for A City for People, the planning controls for the Wollongong City Centre will be reviewed over the next 3 years.	No already planned
72	Neighbourhood Forum 5	Land Use Planning Include a DCP Chapter on the development of the University of Wollongong campus. Requested 5th May 2016 R. - under consideration C. not included in Land Use ASP.	In 2016 the University of Wollongong has published its masterplan. There is no proposal to convert it to a DCP chapter.	No
72	Neighbourhood Forum 5	Land Use Planning Accelerate timing of Housing Study Requested 5th May 2016 and later, R. to be done in-house. C. not included in Land Use ASP.	The Housing Study project was put on hold following the State Government's December 2015 decision to merge Wollongong and Shellharbour Councils. Following the NSW State Government's announcement that the proposed merger will no longer proceed, work on the Housing Study has recommenced and is being re-scoped. This is included in the Annual Plan. A review of planning controls will occur as part of a later phase of the project.	No already planned
72	Neighbourhood Forum 5	Land Use Planning Include in City Centre Planning Review removing anomalies and rationalising setback controls for residential development Requested 6th October 2016 R. no response recorded	The residential component of clause 8.6 Building Separation has been superseded by the provisions in the Apartment Design Guide under SEPP 65. The application of the clause will be reviewed as part of the Wollongong City Centre Planning Control review arising from A City for People, which is scheduled to occur over the next 3 years.	No already planned
72	Neighbourhood Forum 5	Land Use Planning Include in City Centre Planning Review changing requirements for building separation in the City Centre Requested 4th November 2016 - R. No response recorded	The residential component of clause 8.6 Building Separation has been superseded by the provisions in the Apartment Design Guide under SEPP 65. We will review the application of the clause as part of the Wollongong City Centre Planning Control review arising from A City for People, which is scheduled to occur over the next 3 years.	No already planned
72	Neighbourhood Forum 5	Land Use Planning Improve the Desired Future Character statements in the DCP for land zoned R1 Requested 4th November 2016 - R. No response recorded	There is no plan to review the character statements of R1 General Residential land in Wollongong and North Wollongong. The vision for the R1 block in South Wollongong has been reviewed as part of the draft South Wollongong study.	No
72	Neighbourhood Forum 5	Land Use Planning Amend the DCP to extend the single storey restriction to all development on battle-axe lots and to clarify site width definition. Requested 5th August 2016 - no response recorded.	There is some ambiguity whether the single storey restriction on battle-axe dwelling houses under clause 4.1.2, also applies to battle-axe dwellings that are part of a dual occupancy development. The intention is for the single story restriction to apply to battle axe dwellings that are part of a dual occupancy development. This matter will be further reviewed when DCP Chapter B1 is next reviewed. The 15m wide site width clause for dual occupancy's (4.20.2) applies to the parent lot (ie the site that is being assessed as part of the application). The battle-axe handle / accessway of the created rear dual occupancy lot does not need to be 15m in width.	No
72	Neighbourhood Forum 5	Land Use Planning Amend Chapter E3 of the DCP to require parking spaces needed for customers to be clearly marked and signposted as such (as is the case with disabled or visitor parking) Requested 5th August 2016 -R. no response recorded.	Suggestion noted. To be considered as part of a future review of DCP chapter	No



Sub No.	Person / Organisation Making Submission		Summary of Issue	Divisional Response	Amendment Recommended to 2017-2018 Plan? Yes/No/ No already planned
72	Neighbourhood Forum 5	Land Use Planning	Amend Chapter B1 Residential Development to prefer deep soil zones within the front setback, not merely allow it. Requested 7th July 2016 - R. apparently ignored or implicitly rejected. C.	Suggestion noted. To be considered as part of a future review of DCP chapter	No
72	Neighbourhood Forum 5	Land Use Planning	Amend the LEP to add as a permissible use in light industrial zones "entertainment facilities". Requested 2nd February 2017R. no response recorded.	Council is trying to encourage live music to be part of the City's evening economy. Shifting to the industrial zones is contrary to this policy and not supported. Additionally the City Centre is better serviced by public transport than industrial zones, which may only have day time services. The use of an industrial building / unit for occasional rehearsals would not fall under the definition of entertainment facilities.	No
72	Neighbourhood Forum 5	Land Use Planning	Include capital works funding for the implementation of the Gwynneville Keiraville access and movement study.	A deliverable for the Keiraville and Gwynneville Access and Movement Strategy will be an implementation plan. This will comprise operational and capital projects to be added to future years programs. In the interim, footpath, share way, traffic facilities and other capital works are being implemented across the LGA in accordance with priority and the 4 year Capital Works Program.	No
72	Neighbourhood Forum 5	Land Use Planning	Include a review of the time frame for the Keiraville Gwynneville Implementation Plan	Timing of actions in Implementation plan reviewed annually as part of the preparation of the Annual Plan. Formal review after 5 years of operation.	No
9	Dr P Laird	Levies at Stuart Park	Levies for provision of access to Stuart Park by Skydive the Beach. The levies charged to date have been much lower than what this company pays to Melbourne Council, and much less for a commercial operation in a park in Blue Mountains.	The license to land is Stuart Park is currently under review and will be guided by commercial valuations and comparative charges in other regional cities. The license will be referred to open council for consideration.	
72	Neighbourhood Forum 5	Natural Area Management	Increase resources commensurate with responsibilities and requirements. Requested 5th May 2016 - R. provided within available resources C. reduced by 27% for 2017/18	The reduction in the Natural Area Management service budget from 2016/17 to 2017/18 is a result of a higher level of non-recurrent projects in 2016/17 that are funded from internal and external restrictions. This includes additional funding from the Stormwater Management Service Charge and the impacts of a reduced dividend from Southern Phones impacting the allocation of these funds in the 2017/18 financial year.	No
71	P Scully MP Member for Wollongong	Orana Park Unanderra	I welcome the funding allocated for the replacement of playground equipment at Orana Park, a matter I have raised previously with Council.	Comments noted. The renewal was scheduled on our program.	No, already planned
72	Neighbourhood Forum 5	Parks & Sportsfields	Include a review of the Strategic and Management Plans for Stuart Park and the Blue Mile Requested 5th May 2016 -R. future years but Blue Mile Masterplan in 2018/19.C. statutory plans required.	Stuart Park and the Blue Mile is predominantly located on Crown Land and the NSW Government does not support the development statutory Plans of Management on Land under the States ownership. Council's approach to date in pursuing improvements to the reserve has been through the development of consultative Landscape Masterplans, the current Landscape Masterplan Plan should be considered for review in 2018/19.	No
72	Neighbourhood Forum 5	Parks & Sportsfields	Prepare and adopt a Master Plan for MacCabe Park. Requested 5 May 2016 & 4 Sep 14. R. planned for 2017/19. C. not in ASP.	The importance of MacCabe Park and its links to the City Centre are noted, the timing of this body of work would need to be determined by the new Council.	No
13	B Moylan	Pedestrian bridge	Please consider a pedestrian bridge over the railway line from Beaton Park to the city	There is an existing walkway on the southern side of the Throsby Drive bridge and as an alternative residents may use the Smith Street underpass to cross the railway. Apart from these corridors the land between Beaton Park, the railway line and Flinders Street is privately owned and there is no opportunity to introduce a pedestrian corridor, even if the demand for such a facility were to be demonstrated.	No
72	Neighbourhood Forum 5	Pedestrian/cycle	Include a review pedestrian/cycle conflict on Cliff Road Requested 5th May 2016 and later, R.- project started - time for change passed! C. still not resolved satisfactorily.	The current on road cycling configuration in place during the tramway path construction will be monitored. A significant increase of cycling on the footway has not been found.	No
52	W Meyers Port Kembla Chamber of Commerce and Industry	Port Kembla Billy Cart Derby	3.3.1 Support and invest in the sustainable operation of the oldest event in the Wollongong Region, the historic Port Kembla Billy Cart Derby	Council will work with this organisation to address the issue raised.	No
65	D Vujic NSW Ports	Port Kembla land use planning	Thank you for the opportunity to comment on the draft plan. The Port of Port Kembla (Port Kembla) is one of NSW's primary import and export gateway and plays an important economic role for Wollongong and the Illawarra region. Port Kembla's connectivity to regional NSW and proximity to major growth areas in Sydney's south-west makes it central to the future economic prosperity of NSW, Sydney and the Illawarra. Its ability to be flexible and expand to cater for new trades and port-related uses will benefit the NSW economy. We therefore request that Wollongong City Council considers the role of the Port as part of future land use planning and ensures compatible land uses are developed in proximity to Port Kembla (particularly south of the Wollongong CBD and areas surrounding the Port). We would appreciate Council consulting directly with NSW Ports regarding any proposed land use changes or developments which have the potential to compromise the future capacity or operations of the Port. We would also appreciate Council consulting with NSW Ports regarding opportunities to diversify port activities e.g. cruise ship visits. We look forward to working with Council over the coming year.	The important role of Port Kembla is acknowledged and NSW Ports is being consulted on relevant planning matters.	No
72	Neighbourhood Forum 5	Public Relations	Include more resources and support for Neighbourhood Forums to bolster the way the community sees Council engages with them. Requested 5th May 2016 R. in next Charter review C. not in ASP.	Councils Engagement Policy will be reviewed within twelve months of the Council election. This review will provide opportunity for community and Neighbourhood Forums to provide feedback into Council's engagement approach moving forward.	No
61	W Erwin	Rates	Pensioner Rates – the pensioner concession rebate need to change from a fixed amount to a percentage of rates due to the unfair relationship to the rates on the property. A rate payer with rates of \$800 gets a benefit of around 30% where a rate payer in the northern suburbs with rates of \$2500 gets a benefit of around 9%. This is unfair of the pensioner rate payers in the northern suburbs of Wollongong.	The application of Pensioner Rebates is determined under the Local Government Act by the NSW State Government. Council has made representation to the State Government through reviews of the Local Government Act in the recent past to seek changes to the provisions around Pensioner Rebates, although predominately in securing increases to the amount and the government taking ownership of the full rebate which is currently only 55% funded. The application of a fixed versus variable rebate is a policy determination based on tax and welfare considerations of the State that Council could play a part in lobbying one way or the other.	No
52	W Meyers Port Kembla Chamber of Commerce and Industry	Recreation	3.4.2 Develop a plan for Dementia friendly recreational spaces and precincts	Noted. Consideration of the recreational needs of people with dementia would be outlined in the Positive Ageing Strategy and the Disability Inclusion Action Plan.	No
52	W Meyers Port Kembla Chamber of Commerce and Industry	Recreation	Goal 5 - 5.1 Enhance the active recreational zones within Port Kembla including a Skate Park within the King Georges Oval to Port Kembla Beach precinct.	Council undertakes a Precinct based approach to skate facility provision. The King George site was previously considered as a potential site during the planning for the southern suburbs skate facility in 2013/14. The site was not considered as favourable as the preferred and selected venue at Berkeley. Councils priorities for new skateparks remain as the Wollongong Precinct and then Northern Suburbs.	No
64	B Mason Wilderness Society Illawarra.	Reporting Climate change activities	Current projects and activities - WSI asks that current projects or activities of Council that can reasonably be said to be climate change related be identified as such in the annual plan and budget. This procedural change will allow an accurate starting point for the evaluation of the contribution WCC is making to address the causes and adapting to the damage of climate change on behalf of the community. This change would have negligible cost impact on Council for significant public benefit. Additionally, we ask that WCC take this opportunity to review its current activities and policy frameworks. For example, The Climate Change Adaption Strategy and Action Plan of Wollongong City Council is now eight years old and needs updating.	Council is working across a number of areas to consider the risk of climate change and this is referenced in a number of key Council documents, including our Community Strategic Plan, Wollongong 2022, which underpins all the work we do. Council has assessed risks to its services and infrastructure and prepared its Climate Change Adaptation Strategy and Action Plan, which was partly funded by the Australian Government's Local Adaptation Pathways Program. This Plan was in response to Council's acknowledgement that climate change could damage community assets, disrupt the delivery of Council services and have a financial impact. Individual climate change actions are outlined in our Environmental Sustainability Strategy 2013-2022, and include preparing the Wollongong Coastal Zone Management Plan. This draft Plan has been prepared and submitted to the State Government for endorsement late last year. Also climate change issues are being assessed in the revision of the floodplain management plans.	No
71	P Scully MP Member for Wollongong	Review of community facilities	I note that Council will review the community facilities and a consider rationalisation, replacement or refurbishment to achieve facilities that are strategically located, good quality and meet community need. I am concerned that this objective may take place with little or no community consultation. I urge council to publish the review as soon as completed to allow for public consultation prior to any decisions being finalised on community facilities. It would be helpful if the council, prior to commencing the review, could identify which community facilities are under review and the reasons for it, including what options may be identified for each facility under review.	The Social Infrastructure Planning Framework project includes a significant component of community and stakeholder consultation, which will take place during the course of the development of the framework – prior to any decisions being made. The Framework will be a high level, strategic document that will inform future directions and planning, rather than prescribing decisions regarding rationalisation, replacement or refurbishment of particular facilities.	No
21	Anonymous	Road safety - Coachwood drive area Unanderra	Road safety - Coachwood drive area Unanderra - This is a problem area for road safety, speed from cars, buses and bikes. There is no commitment in the capital works program to fix or put traffic calming devices in place. I would like to suggest that this be looked at I think that roundabouts be installed at Hibiscus and Tamerind Drive would have a great affect in slowing down traffic. There have been many complaints made about this and nothing done except for calling the police.	The gradient of Coachwood Drive and the traffic volumes it carries does not permit traffic calming in the form of chicanes or speed humps. Although it currently has a low priority a project for addressing traffic speeds is included on Council's Traffic Facilities Priority List.	No
9	Dr P Laird	SS4	Revenue Side (two examples only, others could include securing more grants from the NSW and or Federal government, and more user pays) A. Section 94 contributions need to be collected more carefully than they have in the past; two items of concern have been a facility for car imports near Kembla Grange, and, University of Wollongong (UOW) accommodation facilities to be operated by agreement with UOW by the private sector.	In 2016 Council exhibited and adopted an amendment to the Wollongong Section 94A Development Contributions Plan to clarify which uses within the University of Wollongong is subject to the payment of a development contribution. The Car Storage uses at Kembla Grange are subject to the provisions of the West Dapto Section 94 Development Contributions Plan, and have been levied a Section 94 contribution. Council continually seeks opportunities to apply for State and Federal grants to assist in the funding of projects.	No
52	W Meyers Port Kembla Chamber of Commerce and Industry	Signage	Goal 1 - 1.4.1 Install directional signage to increase the community's awareness of heritage in the Port Kembla Region and Historic Wentworth Street	Directional signage is co-ordinated by the RMS. Council staff are working with the RMS to have directional signage installed.	No, already planned.

Sub No.	Person / Organisation Making Submission	Summary of Issue	Divisional Response	Amendment Recommended to 2017-2018 Plan? Yes/No/ No already planned	
13	B Moylan	Smith Street underpass	Please consider marking shared pedestrian/bicycle line around parking near Smith Street underpass. The upgrade to this area is still a couple of years away. There are cars consistently parking over this shared pathway. Even when council installed 'no parking' signage it was pulled out. Maybe even mark parking bays so it is clear where cars are allowed to park.	It is agreed parking in the area of the Smith Street underpass continues to be challenging. However, although underpass upgrade designs are nearing completion, it is acknowledged that those improvements to the underpass and approaches may be some time away. Accordingly, short term options to address illegal parking on the shared path are currently being considered.	No
61	W Erwin	Stormwater Management Charge	Stormwater Management Annual Charge – this charge does not seem to deliver a return to ratepayers. Council has not released the data to allow ratepayer to benefit from the recent review of flood / stormwater data. This charge needs to be stopped until Council has release the latest data to the Insurance bodies, in the required format, to that ratepayers can benefit from the most recent data. This data has to be released at no cost as ratepayers have already paid for it and do not need to be paying a second time for it in increased insurance costs.	Insurance Companies along with any other person or organisation are able to access Council's records and flood studies. There are specific provisions in Council's fees and charges for providing flood information to insurance companies. What the Stormwater Management Annual charge is used for and delivers is specifically reported in Council's Annual Report. Council should and will continue to levy the Stormwater Management Annual Charge.	No
52	W Meyers Port Kembla Chamber of Commerce and Industry	Support diversification of industry	In collaboration with Illawarra Regional Development, the NSW Business Chamber and the University of Wollongong to support the diversification of Industry in the Port Kembla region as the area undergoes changes to traditional industry.	Advantage Wollongong (a partnership between Council, NSW Office of Regional Development and the University of Wollongong) work to promote Wollongong as a whole and diversify the economy. A key component of the partnership is to promote the regions, attract jobs and investment and to change perceptions of the region. The funds for the Port Kembla Community Investment Fund (PKCIF) will assist in additional investment for the town centre, which will have further flow on effects including greater jobs and diversification of businesses attracted to the area.	No
13	B Moylan	The Gwynneville Keiraville access and movement study	The Gwynneville Keiraville access and movement study is listed in draft budget. However - there are no items for The implementation of The strategy that will come from The study. will some of that implementation be funded from capital works? So should they be items added to The capital works program for future years when implementation will be occurring?	A deliverable for the Keiraville and Gwynneville Access and Movement Strategy will be an implementation plan. This will comprise operational and capital projects to be added to future years programs. In the interim, footpath, share way, traffic facilities and other capital works are being implemented across the LGA in accordance with priority and the 4 year Capital Works Program.	No
13	B Moylan	The Keiraville Gwynneville implementation plan	The Keiraville Gwynneville implementation plan was endorsed by council 24th August 2015. Apart from the Gwynneville Keiraville access and movement study there were other items that were intended to be progressed. Can a review of the implementation time frame for these additional items please be provided?	A deliverable for the Keiraville and Gwynneville Access and Movement Strategy will be an implementation plan. This will comprise operational and capital projects to be added to future years programs. In the interim, footpath, share way, traffic facilities and other capital works are being implemented across the LGA in accordance with priority and the 4 year Capital Works Program. A map for the location of works in the capital works program was provided as part of the consultation material.	No
34	N + N Patching Coledale by the sea	Tourism	We had a couple visit our cottage recently who attended the beer & BBQ festival in April .They used the train to travel from Coledale to Wollongong and found it very convenient. They were so impressed with their stay they reviewed our property on Stayz where everyone can view their comments. In reply I posted "its always amazing the attractions and functions that are promoted by Destination Wollongong & Wollongong City Council", our Stayz site has been visited by over 120 people during April . Hopefully they get the message that Wollongong is a very popular and progressive City. We have attended two acts at Spiegel tent and absolutely loved them. Thank you so much for promoting Wollongong and keep up the great work	Council works with Destination Wollongong to deliver high quality tourism services and change perceptions of Wollongong through marketing and attracting major events to the area. Council has entered into a five year funding agreement with Destination Wollongong (2016-21) to deliver destination marketing, major events, business events and conferences and visitor information services.	No Already Planned
48	K Finlayson	Tourism	I am aware of the broader range of initiatives in the draft plan for 2017-18, and more so, of the achievements arising from the past year's tourism drive! It may be an understatement to say that last year was a fantastic success for Wollongong - major events held locally , promotion of our scenic points, and the visits of major cruise ships to Port Kembla Harbour. With the past year as a baseline, then we as a community can work towards an even greater result in the ensuing year(s), to place the Illawarra and Wollongong firmly in the sights of our visitors, our guests & customers. I applaud efforts so far by Wollongong City Council to make the region a most attractive venue for our visitors (Oh, and yes for locals - I have lived here for 50 years and Belmore Basin has to be the BEST spot in NSW.....! ) Happy to assist further in any way to get the word out, but my congratulations to your positive approach thus far.	Council works with Destination Wollongong to deliver high quality tourism services and change perceptions of Wollongong through marketing and attracting major events to the area. Council has entered into a five year funding agreement with Destination Wollongong (2016-21) to deliver destination marketing, major events, business events and conferences and visitor information services.	No Already Planned
52	W Meyers Port Kembla Chamber of Commerce and Industry	Tourism Strategy	Develop a tourism strategy for the Southern areas from Port Kembla to Windang.	Noted.	No
	Kevin Fallon	Tourist parks/ accommodation	Outside of the cruise ships, in my opinion the main area that needs significant investment, and from Symbio Wildlife Park's perspective impacts visitation, is the lack thereof around Tourist Parks and affordable, family friendly accommodation. The Tourist Park market is synonymous with Families, and would give further ability to extend visitors into overnight and longer stays in the region. Without this area being addressed and grown, all the amazing work around promoting Wollongong as a destination to holiday in is not of little value. This is particularly evident in the semi local and domestic market, which is by far larger in terms of financial return than any international market has the potential to bring. By addressing this issue, there can be more promotional activities around the VFR and domestic market making it the "Local Coastal Holiday" that everyone loves.	Wollongong City Council currently operates three family friendly parks across the LGA. All three parks offer a variety of affordable accommodation to meet the needs of visitors to the area.	No
1	J Rimmer	Towradgi Road Crossing	Concerned about the pedestrian crossing on Towradgi Road. Could Council please provide detailed information about the project.	A crossing type to replace the existing zebra crossing has not yet been determined. Council will undertake community engagement on this site prior to completing a concept design that will then be canvassed with the community.	No Already Planned
52	W Meyers Port Kembla Chamber of Commerce and Industry	Trade Show	Goal 2 - 2.1.1 In collaboration with Illawarra regional Development, the NSW Business Chamber and the University of Wollongong investigate and develop a Trade Show for Small to Medium Enterprise	Advantage Wollongong (a partnership between Council, NSW Office of Regional Development and the University of Wollongong) work to promote Wollongong as a whole and diversify the economy. As part of this work, Advantage Wollongong attends trade shows to promote the region and attract businesses and jobs. Advantage Wollongong also supports local industry clusters, such as the manufacturing cluster i3net, who host an annual trade show exhibiting local manufacturing and engineering capabilities.	No
72	Neighbourhood Forum 5	Traffic Lights	Delete proposed traffic lights at Kembla/Stewart (both minor streets) as existing roundabout is better for all that turning traffic. Requested 5th May 2016. R. - future consideration C. still in budget for 2017/18	Traffic signals are proposed primarily to address pedestrian safety issues at the existing roundabout. Turning traffic at the intersection presents a hazard to pedestrians as left turning drivers tend to only check right and straight ahead for opposing vehicle movements and do not look left for crossing pedestrians. The expanding IRT development at the site and general CBD growth will increase the pedestrian crossing demand at the intersection.	No
72	Neighbourhood Forum 5	Transport Services	Include in the up-grade of the Cycleway Strategy setting out priority criteria and specifying type for each route. Requested 5th May 2016 - R. - already in Cycle Plan C. type not specified and priorities need to be grouped.	Cycleway types are determined during the concept design phase of projects. Priority for new cycleway are identified in the 'Bicycle Network Priorities' section of the Bike Plan.	No
72	Neighbourhood Forum 5	Transport Services	Include a review footpath priorities around Wollongong Hospital in City Centre Pedestrian Plan. Requested 5th May 2016 R. future consideration. C. nothing in budget.	A number of footpaths around Wollongong Hospital are on Council's city wide footpath priority list but did not rank highly enough to be added to the capital program. Construction of a new footpath on Mercury Street between Blight Street to Greenacre Road to be added to capital program.	No
72	Neighbourhood Forum 5	Transport Services	Mark on street parking bays throughout the City Centre Area. Requested 8th December 2016. R. none recorded.	Council does not generally support the marking of parallel parking bay in areas with significant parking demand. As the bays need to be marked out at a standard length of 6m, parking capacity is reduced as vehicles mostly park with a smaller spacing where there are no bay markings.	No
72	Neighbourhood Forum 5	Transport Services & Land Use Planning	Amend Chapter E3 Car Parking, etc., and Chapter D 13 Wollongong City Centre be amended to require, not just encourage, applicants to implement a green travel plan if the proposal for substantial commercial, institutional or industrial purposes. Requested 7th July 2016. R. none recorded.	This item will be considered as part of the Wollongong City Centre Access and Movement Strategy Review to commence during 2017/18 financial year.	No, already planned.
61	W Erwin	Walker St Pedestrian bridge over Gills Creek	Walker St Pedestrian bridge over Gills Creek – this has provide pedestrians who walk either up and back Walker St or around the big block (Walker St, Lawrence Hargraves Drive, Princes Highway and Cemetery Rd) as safe crossing of Gills Creek where previously they had to walk on the road bridge. I think the horse crossing of Gills Creek was a waste of money as I have not seen a horse use that cross yet. The issue is that the tributary to Gills Creek about 100m to the north of Gills Creek does not have a pedestrian bridge and therefore forces walkers in to an unsafe position of having to walk onto the road to get over the tributary. With the large trucks (dog and trailer are very common) to and from Blackwell Bros at all hours Walker St has become a dangerous road for pedestrians especial when walking in the direction of traffic north bound as you do not see what is coming from behind. (no walkable area on the other side of Walker St). The tributary to Gills Creek does not have a bridge over it but is piped under Walker St ( number of pipe collapses over the past few years have caused holes in the roadway) and therefore extending the pipework to the west and providing a foot path over the pipe may be a solution to help keep walkers safe. Council encourages a healthier style and walking is one of the options encouraged by council so a safe crossing of this tributary to Gills Creek will assist in the pathway to that goal and contributes to the delivery of Wollongong 2022 goal. We are a healthy community in a liveable city. It would also contribute to at least three of the objectives in the Draft Annual Plan under that Wollongong 2022 goal.	Achieving space for a footway has been included as an objective in a culvert replacement design which is currently underway. The culvert replacement is primarily driven by the condition of the existing culvert. The design includes extending the culvert on the western side to gains space for a footway. Funds to construct the culvert replacement including the extension have been allocated in the 2017-2018 draft capital works program.	No
72	Neighbourhood Forum 5	Waste Management	Due to deficiencies and omissions review the Strategy and Action Plan with an effective community engagement process Requested 23rd May 2014 & later R. none recorded.	The Wollongong Waste and Resource Recovery Strategy was endorsed by Council in July 2014 after community engagement and community feedback was sought in accordance with Council's Community Engagement Policy.	No
61	W Erwin	Waste Management	a. Domestic waste – red bin – Council has not provided a solution to Cockatoos opening bins a spreading waste. A number of years ago Council stated, via a council officer at NF1 meeting, that council had a project running to look at preventing cockatoos opening waste bins. Nothing has come from this. Now there are a number of "locking" options available and council need to retrofit all red bins with such a device at no cost to ratepayers. Council promised a solution and now it is time to deliver. b. Green waste – green bins – council has unfair place some business ratepayers in a position where they have been required to provide gardens in their development but will not provide green bins for use in maintaining those council required gardens. Green waste bins need to be provided to businesses that have been required to have gardens in their developments.	a. Council has trialled several bin locking devices, however, the results to date have not been satisfactory. In particular, issues around consistent bin emptying and also safety have meant that Council is currently unable to endorse or stock a suitable solution. Council is continuing to trial many bin locking systems, initially on a small scale with our contractor, Remondis and pending a positive outcome of that preliminary trial Council will then install the bin locking system on a small number of bins at residential properties for a more substantial 'real world' trial to better assess' the merits and suitability of the trialled system. b. Non domestic properties are entitled to a green waste bin, serviced fortnightly. See Revenue Policy Fees and Charges 'Waste Management Services – Non Domestic Premises' for more information.	No



**ATTACHMENT 2  
Draft Annual Plan 2017-18  
Summary of Internal Amendments**

Council staff proposed a number of amendments to the draft Annual Plan 2017-18 and attachments. These recommendations for change are a result of emerging issues, recent Council resolutions, progress of 2016-17 projects and activities, irregularities, and in responses to external factors arising during the exhibition period. Amendments confirm capacity to deliver, refine language and address duplication.

Please note non-significant changes to the draft Annual Plan are not outlined in this document. Non-significant amendments include changes to responsible delivery stream and/or manager and minor wording changes. These changes will be incorporated in the final documents following endorsement by Council.

**Table 1  
Proposed Amendments to Draft Annual Plan 2017-2018**

AMENDMENT TYPE	AMENDMENT	RATIONALE
Deliverable change	<p>Exhibited:</p> <p style="padding-left: 40px;">5.1.6.1 Implement key actions from the Dapto Town Centre Study: Façade rejuvenation program</p> <p>Proposed:</p> <p style="padding-left: 40px;">5.1.6.1 Implement key actions from the Dapto Town Centre Study: Dapto Town Square Renewal Investigation</p>	Based on outcomes of the Dapto Town Centre Study
NEW	Add a new annual deliverable under 3.1.2.2 – Contribute to Salvation Army, Southern Stars and Wollongong Eisteddfod	<p>Council currently already contributes</p> <ul style="list-style-type: none"> <li>- \$8,000 per annum to Southern Stars</li> <li>- \$1,000 per annum to Salvation Army</li> <li>- \$3,500 to Wollongong Eisteddfod</li> </ul> <p>This is to formalise contribution in the Annual Plan.</p>
NEW	Add a new annual deliverable under 2.2.3.1 In conjunction with partner organisations support the development of innovative industries: Partner with University of Wollongong on Internet of Things pilot programs and initiatives	Council has commenced pilot work with UOW on Internet of Things as it applies to optimisation of infrastructure management e.g. Stormwater Network
NEW	Add a new annual deliverable Under 5.1.1.1 Partner with community based organisations in the provision of services: Contribute to Collect Impact place making projects at additional locations	Council has received an indication from FACS that funding is likely to be made to Collective Impact programs at additional locations

## AMENDED 4 YEAR PRIMARY FINANCIALS 2016-17 TO 2019-20

<b>WOLLONGONG CITY COUNCIL</b>				
4 Year Financials				
	2017/18 LTM Budget \$'000	2018/19 LTM Budget \$'000	2019/20 LTM Budget \$'000	2020/21 LTM Budget \$'000
<b>INCOME STATEMENT</b>				
<b>Income From Continuing Operations</b>				
<i>Revenue:</i>				
Rates and Annual Charges	190,941	196,708	202,590	208,596
User Charges and Fees	35,691	36,349	36,878	37,248
Interest and Investment Revenues	4,321	4,453	5,642	5,600
Other Revenues	9,705	9,935	10,168	10,400
Grants and Contributions - Operating	20,838	28,479	28,812	29,164
Capital Grants & Contributions	44,858	47,818	39,745	34,586
<i>Other Income:</i>				
Share of Interest in Joint Venture	0	0	0	0
Profit/Loss on Disposal of Assets	0	0	0	0
<b>Total Income From Continuing Operations</b>	<b>306,353</b>	<b>323,741</b>	<b>323,835</b>	<b>325,594</b>
<b>Expenses From Continuing Operations</b>				
Employee Costs	125,906	126,850	129,650	132,660
Borrowing Costs	3,849	3,309	2,721	2,374
Materials, Contracts & Other Expenses	93,150	93,170	96,294	98,760
Depreciation, Amortisation + Impairment	64,340	66,055	67,870	69,665
Internal Charges (labour)	(15,702)	(16,165)	(16,659)	(17,140)
Internal Charges (not labour)	(1,618)	(1,652)	(1,693)	(1,734)
<b>Total Expenses From Continuing Operations</b>	<b>269,926</b>	<b>271,566</b>	<b>278,182</b>	<b>284,585</b>
<b>Operating Result from Continuing Operations</b>	<b>36,427</b>	<b>52,175</b>	<b>45,653</b>	<b>41,009</b>
<b>Net Operating Result for the Year [Profit/(Loss)]</b>	<b>36,427</b>	<b>52,175</b>	<b>45,653</b>	<b>41,009</b>
<b>Net Operating Result for the Year Before Grants and Contributions provided for Capital Purposes [Profit/(Loss)]</b>	<b>(8,431)</b>	<b>4,357</b>	<b>5,908</b>	<b>6,423</b>

<b>WOLLONGONG CITY COUNCIL</b>				
4 Year Financials				
	2017/18 LTM Budget	2018/19 LTM Budget	2019/20 LTM Budget	2020/21 LTM Budget
	\$'000	\$'000	\$'000	\$'000
<b>FUNDING STATEMENT</b>				
<b>Surplus (Deficit) [Net Operating Result for the Year]</b>	<b>36,427</b>	<b>52,175</b>	<b>45,653</b>	<b>41,009</b>
Add back :				
- Non-cash Operating Transactions	80,942	82,690	84,499	86,676
- Restricted cash used for operations	13,286	9,595	8,639	8,462
- Income transferred to Restricted Cash	(63,408)	(64,461)	(57,324)	(52,499)
- Payment of Accrued Leave Entitlements	(12,718)	(12,820)	(13,242)	(13,671)
- Payment of Carbon Contributions	0	0	0	0
<b>Funds Available from Operations</b>	<b>54,529</b>	<b>67,179</b>	<b>68,225</b>	<b>69,978</b>
Advances (made by) / repaid to Council	0	0	0	0
Borrowings repaid	(7,486)	(7,692)	(7,913)	(5,242)
<b>Operational Funds Available for Capital Budget</b>	<b>47,043</b>	<b>59,488</b>	<b>60,312</b>	<b>64,736</b>
<b>CAPITAL BUDGET</b>				
Assets Acquired	(91,373)	(106,841)	(104,247)	(117,330)
Contributed Assets	(3,600)	0	0	0
Transfers to Restricted Cash	(140)	(405)	(682)	(960)
Funded From :-				
- Operational Funds	47,043	59,488	60,312	64,736
- Sale of Assets	1,750	1,795	1,292	1,801
- Internally Restricted Cash	9,241	12,139	7,843	5,699
- Borrowings	0	0	0	0
- Capital Grants	9,641	16,550	10,550	400
- Developer Contributions (Section 94)	6,665	8,505	7,998	39,130
- Other Externally Restricted Cash	5,630	9,150	14,550	5,050
- Other Capital Contributions	5,428	150	650	500
<b>TOTAL FUNDS SURPLUS / (DEFICIT)</b>	<b>(9,715)</b>	<b>531</b>	<b>(1,734)</b>	<b>(975)</b>

<b>WOLLONGONG CITY COUNCIL</b>				
<b>4 Year Financials</b>				
	<b>2017/18</b>	<b>2018/19</b>	<b>2019/20</b>	<b>2020/21</b>
	<b>LTM Budget</b>	<b>LTM Budget</b>	<b>LTM Budget</b>	<b>LTM Budget</b>
	<b>\$'000</b>	<b>\$'000</b>	<b>\$'000</b>	<b>\$'000</b>
<b>BALANCE SHEET</b>				
<b>CURRENT ASSETS</b>				
Cash Assets	139,974	147,184	153,070	147,302
Investment Securities	15,553	16,354	17,008	16,367
Receivables	23,896	25,252	25,259	25,396
Inventories	6,028	6,028	6,028	6,028
Assets held for Sale (previously non-current)	0	0	0	0
Other	3,381	3,468	3,559	3,651
<b>TOTAL CURRENT ASSETS</b>	<b>188,831</b>	<b>198,285</b>	<b>204,924</b>	<b>198,744</b>
<b>NON-CURRENT ASSETS</b>				
Non Current Cash Assets	0	0	0	0
Non Current Investment Securities	0	0	0	0
Non-Current Receivables	0	0	0	0
Non-Current Inventories	0	0	0	0
Investments Accounted for using Equity Method	1,310	1,310	1,310	1,310
Investment Property	5,122	5,302	5,487	5,672
Intangible Assets	919	919	919	919
Property, Plant & Equipment	2,317,385	2,356,376	2,391,461	2,437,245
<b>TOTAL NON-CURRENT ASSETS</b>	<b>2,324,735</b>	<b>2,363,907</b>	<b>2,399,177</b>	<b>2,445,145</b>
<b>TOTAL ASSETS</b>	<b>2,513,566</b>	<b>2,562,192</b>	<b>2,604,100</b>	<b>2,643,889</b>
<b>CURRENT LIABILITIES</b>				
Current Payables	24,293	24,441	25,036	25,613
Provisions < 12 Months	17,919	18,385	18,863	19,354
Provisions > 12 Months	39,910	40,948	42,012	43,105
Interest Bearing Liabilities	7,692	7,913	5,242	5,482
<b>TOTAL CURRENT LIABILITIES</b>	<b>89,815</b>	<b>91,687</b>	<b>91,154</b>	<b>93,553</b>
<b>NON-CURRENT LIABILITIES</b>				
Non Current Interest Bearing Liabilities	24,964	17,443	12,404	6,922
Non Current Provisions	45,851	47,951	49,778	51,641
<b>TOTAL NON-CURRENT LIABILITIES</b>	<b>70,815</b>	<b>65,394</b>	<b>62,182</b>	<b>58,563</b>
<b>TOTAL LIABILITIES</b>	<b>160,630</b>	<b>157,081</b>	<b>153,336</b>	<b>152,116</b>
<b>NET ASSETS</b>	<b>2,352,936</b>	<b>2,405,111</b>	<b>2,450,764</b>	<b>2,491,773</b>
<b>EQUITY</b>				
Accumulated Surplus	(1,183,805)	(1,211,456)	(1,255,854)	(1,307,288)
Surplus (Deficit) for period	(36,427)	(52,175)	(45,653)	(41,009)
Asset Revaluation Reserve	(986,148)	(986,148)	(986,148)	(986,148)
Restricted Assets	(146,555)	(155,332)	(163,108)	(157,327)
<b>TOTAL EQUITY</b>	<b>(2,352,936)</b>	<b>(2,405,111)</b>	<b>(2,450,763)</b>	<b>(2,491,773)</b>

<b>WOLLONGONG CITY COUNCIL</b>				
<b>4 Year Financials</b>				
	<b>2017/18</b>	<b>2018/19</b>	<b>2019/20</b>	<b>2020/21</b>
	<b>LTM Budget</b>	<b>LTM Budget</b>	<b>LTM Budget</b>	<b>LTM Budget</b>
	<b>\$'000</b>	<b>\$'000</b>	<b>\$'000</b>	<b>\$'000</b>
<b>CASH FLOW STATEMENT</b>				
<b>CASH FLOWS FROM OPERATIONS</b>				
<b>Receipts</b>				
Rates and Annual Charges	189,532	195,351	202,583	208,459
User Charges & Fees	35,691	36,349	36,878	37,248
Investment Incomes	4,321	4,453	5,642	5,600
Grants & Contributions	62,096	76,297	68,556	63,750
Other Operating Receipts	9,443	9,667	9,893	10,122
<b>Payments</b>				
Employee Costs	(108,700)	(108,910)	(111,269)	(113,726)
Materials & Contracts	(90,282)	(91,370)	(94,006)	(96,449)
Borrowing Costs	(1,293)	(1,088)	(869)	(642)
Other Operating Payments	0	0	0	0
<b>NET CASH PROVIDED BY (OR USED IN) OPERATIONS</b>	<b>100,807</b>	<b>120,749</b>	<b>117,409</b>	<b>114,361</b>
<b>CASH FLOWS FROM INVESTING ACTIVITIES</b>				
<b>Receipts</b>				
Sale of Investment securities	(370)	(801)	(654)	641
Proceeds from Sale of Property, Plant & Equip	1,750	1,795	1,292	1,801
Repayments from Deferred Debtors	0	0	0	0
<b>Payments</b>				
Purchase of Property Plant & Equipment	(91,373)	(106,841)	(104,247)	(117,330)
Advances to Deferred Debtors	0	0	0	0
Purchase of Interest in Joint Ventures				
<b>NET CASH PROVIDED BY (OR USED IN) INVESTING ACTIVITIES</b>	<b>(89,993)</b>	<b>(105,847)</b>	<b>(103,609)</b>	<b>(114,888)</b>
<b>CASH FLOWS FROM FINANCING ACTIVITIES</b>				
<b>Receipts</b>				
Proceeds from Borrowings and advances	0	0	0	0
<b>Payments</b>				
Repayments of Borrowings and Advances	(7,486)	(7,692)	(7,913)	(5,242)
Repayment of Lease Finance Liabilities				
<b>NET CASH PROVIDED BY (OR USED IN) FINANCING ACTIVITIES</b>	<b>(7,486)</b>	<b>(7,692)</b>	<b>(7,913)</b>	<b>(5,242)</b>
<b>NET INCREASE (DECREASE) IN CASH &amp; CASH EQUIVALENTS HELD</b>	<b>3,328</b>	<b>7,209</b>	<b>5,887</b>	<b>(5,768)</b>
Cash at Beginning of Period	136,647	139,974	147,184	153,070
<b>CASH &amp; CASH EQUIVALENTS AT EOY</b>	<b>139,974</b>	<b>147,184</b>	<b>153,070</b>	<b>147,302</b>
PLUS other investment securities	15,553	16,354	17,008	16,367
<b>TOTAL CASH &amp; INVESTMENTS</b>	<b>155,527</b>	<b>163,538</b>	<b>170,078</b>	<b>163,669</b>



4 YEAR RESTRICTED CASH SUMMARY													
PURPOSE OF RESTRICTED CASH	OPENING BALANCE 1/07/17	2017/18 Forecast \$'000			2018/19 Forecast \$'000			2019/20 Forecast \$'000			2020/21 Forecast \$'000		
		Transfer		Balance 30/06/18	Transfer		Balance 30/06/19	Transfer		Balance 30/06/20	Transfer		Balance 30/06/21
		In	Out		In	Out		In	Out		In	Out	
<b>Internally Restricted Cash</b>													
Property	3,817			3,817			3,817			3,817		2,522	1,295
Strategic Projects	30,840	700	4,850	26,690		7,462	19,229		3,212	16,018		504	15,512
Future Programs	3,985		658	3,327		360	2,966		380	2,586		400	2,187
Property Investment Fund	8,175	261	200	8,236	341	200	8,377	419		8,796	404		9,200
MacCabe Park Development	990	150		1,140	150		1,290	150		1,440	150		1,590
City Parking Strategy	1,052	646	745	953	832	190	1,395	819	171	1,843	805	189	2,259
Sports Priority Program	385	255	250	390	258	250	398	261	250	409	265	250	423
Telecommunications Revenue	193	39		232	40		273	42		315	43		354
Natural Areas Fund	362	200	186	376	200	189	387	200	191	396	200	194	402
West Dapto Rates (additional)	659	1,269	923	1,005	1,910	1,053	1,862	2,538	500	3,900	3,139		7,039
Lake Illawarra Estuary Management Fund	158	165	165	158	165	165	158	165	165	158	165	165	158
Darcy Wentworth Park	171			171			171			171			171
Waste Disposal Facilities ***	6,547	2,901	5,604	3,844	2,839	4,980	1,703	2,748	4,400	51	2,823	2,380	495
<b>Total Internal Restricted Cash</b>	<b>57,333</b>	<b>6,586</b>	<b>13,581</b>	<b>50,338</b>	<b>6,536</b>	<b>14,849</b>	<b>42,025</b>	<b>7,142</b>	<b>9,270</b>	<b>39,897</b>	<b>7,793</b>	<b>6,607</b>	<b>41,084</b>
<b>Externally Restricted Cash</b>													
Section 94	15,125	30,841	7,215	38,752	29,430	8,742	59,439	28,684	8,242	79,681	34,041	39,898	74,023
Grants	4,767	16,787	15,812	5,742	23,627	20,626	8,743	16,862	15,161	10,443	6,367	4,926	11,884
Loan Repayment	7,474	228		7,702	264	7,000	966	265		1,230	265		1,495
Carbon Pricing	1,067		846	220		23	197		25	172		25	147
Domestic Waste Management	11,112	384	164	11,331	350	100	11,581	361	350	11,592	278	570	11,299
Contributed Assets		3,600	3,600										
External Service Charges to Restricted Assets	51	52		103			103			103			103
Other Contributions	4,027	963	1,821	3,169	651	529	3,291	701	526	3,467	703	538	3,632
Special Rates Levies - City Centre + Mall	98	1,493	1,524	67	1,528	1,560	35	1,563	1,595	2	1,599	1,632	(32)
West Dapto Home Deposit Assistance Program	10,165	322		10,487	423		10,910	525		11,435	505		11,940
Local Infrastructure Renewal Scheme	20,519	504	3,500	17,523	261	1,000	16,784	100	13,500	3,384	97	3,482	(1)
Stormwater Management	1,160	1,788	1,827	1,121	1,797	1,660	1,257	1,805	1,561	1,501	1,813	1,562	1,752
<b>Total External Restricted Cash</b>	<b>75,565</b>	<b>56,962</b>	<b>36,311</b>	<b>96,217</b>	<b>58,330</b>	<b>41,241</b>	<b>113,306</b>	<b>50,865</b>	<b>40,960</b>	<b>123,211</b>	<b>45,666</b>	<b>52,634</b>	<b>116,243</b>
<b>Grand Total</b>	<b>132,898</b>	<b>63,548</b>	<b>49,892</b>	<b>146,555</b>	<b>64,866</b>	<b>56,089</b>	<b>155,332</b>	<b>58,007</b>	<b>50,230</b>	<b>163,108</b>	<b>53,459</b>	<b>59,240</b>	<b>157,327</b>

\*\*\* The Waste Disposal Facilities Restricted Asset is held for the development and renewal of assets within Council's waste facilities and for the rehabilitation of the sites at the end of their lives. Council's Waste Strategy and Master Plan for facilities is currently being reviewed and will potentially change the life and capital requirements of the facilities. While this review is being progressed the forward capital works program only includes specific works that are not impacted by a revised strategy. Adjustments to the works program will be made where necessary following completion of the review program. Cash collections have been estimated in accordance with the current program.