

KIAMA LOCAL STRATEGIC PLANNING STATEMENT

Technical Paper Seven Infrastructure



RESPECT



INNOVATION



INTEGRITY



TEAMWORK



EXCELLENCE

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Key Emerging Infrastructure Policy Outcomes

- Consider new solutions to connect people to services
- Undertake Kiama traffic and parking study
- Plan for cultural and recreational needs of the community
- Monitor utilities and services for new development
- Embrace Smart Infrastructure – be open to innovation
- Adapt existing infrastructure

1.0 Purpose

Kiama Council has started the process of developing a local strategic planning statement (LSPS) that will set out:

- a 20 year vision for land use in the local area
- the special characteristics which contribute to local identity
- shared community values to be maintained and enhanced
- how growth and change will be managed into the future.

Once the LSPS is in place, it will shape the comprehensive reviews of the Kiama Local Environmental Plan 2011 and the Kiama Development Control Plan 2012. It will also provide a solid foundation for the review of Council's Community Strategic Plan that is scheduled for 2020-21.

Engaging with the community and stakeholders about values and priorities for Kiama is a key input into the development of the LSPS.

Through November 2018, a number of workshops were held to:

- To inform the community and stakeholders about the LSPS
- Identify key community issues and values
- Develop a preliminary high level strategic vision/narrative for the Municipality
- Prioritise the key themes and responses that will guide more detailed analysis and provide a framework for the development of the Statement.

2.0 What did the Kiama community say about the type of infrastructure that is needed?

The community wants Kiama to be a sustainable place that embraces renewable energy and smart technology in its response to the challenges of climate change and managing the environment.

It was noted that we should better utilise available telecommunications infrastructure to grow and diversity the economy. Investing in infrastructure to activate the harbour was also seen as an important opportunity.

Improved parking and reduced road congestion in Kiama town centre was also highlighted – including support for the idea of a driverless community bus.

3.0 What does the Community Strategic Plan say about the infrastructure?

The LSPS has a strong relationship with the Kiama Community Strategic Plan (CSP). It needs to be consistent with the existing CSP but importantly, it can provide context and new policy ideas to be considered in the next CSP which will be finalised by September 2021.

Objective 2 of the CSP is “Well planned and managed spaces, places and environment” which includes a commitment to five key strategies including the following:

2.4: Effectively manage our waste and resources.

2.5: Effectively manage our transport, drainage and other infrastructure and assets.

The Delivery Program and Operational Plan provide details about the strategies and activities that will achieve these CSP priorities. Some of the initiatives to support these objectives include:

- Implement maintenance program for roads, footpaths and cycleways.
- Implement maintenance program for community buildings.
- Respond to customer service requests for blocked drains.
- Implement assets and infrastructure asset creation.

4.0 How does the Illawarra Shoalhaven Regional Plan apply?

The LSPS is required to be consistent with any strategic plan applying to the area. The Illawarra-Shoalhaven Regional Plan is the overarching regional policy document guiding strategic land use planning in the region.

The Regional Plan does not have a specific goal about infrastructure however we have highlighted the following policy areas that are particularly relevant to infrastructure in Kiama.

Delivering the Plan confirms that the Plan aligns regional economic and housing outcomes to existing and planned infrastructure investments. The amount of growth expected in Kiama does not require significant investment by the State government however transformative projects such as Bombo Quarry redevelopment and Kiama Harbour activation may require new or upgraded infrastructure in the future.

Goal 1 – a Prosperous Illawarra-Shoalhaven talks about the strategic infrastructure investments that will improve connections to other places and support growth.

Action 1.4.2 – the development and servicing of new industrial land. Supporting growth in the industrial sector requires an appropriate supply of zoned and serviced employment lands. As Bombo Quarry nears the end of this extractive life, there will be an opportunity to secure more land for residential, commercial and/or industrial purposes in the future as part of a master plan covering a range of uses for the area.

Direction 2.2 – support housing opportunities close to centres notes that making more housing available in existing urban areas is a sustainable option because it takes advantage of existing job markets, infrastructure, commercial and retail opportunities, public transport and facilities for pedestrians and cyclists. Kiama and Gerringong are identified as suitable centres for increased housing activity.

Action 3.2.3 – investigate tourism-related transport services in Kiama and Shoalhaven. The influx of visitors during holiday periods puts pressure on transport systems and services. The Government wants to consider a range of options to deal with this issue such as better way-finding signage, infrastructure improvements and alternatives forms of public transport.

Action 3.3.3 – develop and implement strategies to invest in sporting and recreational infrastructure. The provision of suitable sporting and recreational infrastructure contributes to a place being attractive to live and work in and visit. There are opportunities to modernise existing infrastructure to make them more sustainable, multipurpose and available for a broader range of residents.

5.0 What are our future transport options in Kiama?

The NSW government has released Future Transport 2056 which sets out a 40 year vision for how people will move around and what transport investments will be required over the long term.

The Strategy includes a few key messages for us to consider:

Movement and Place is a framework for planning local places, recognising that streets have different functions for movement and place-making. Strategic planning should focus on both the movement efficiency of road networks as well as supporting streets that people want to spend time in.

Hub and Spoke network is about transport networks radiating out from regional centres rather than just being focussed on one large metropolitan centre. Connecting centres that play as hubs for employment and services is supported by a “Hub and Spoke” approach. It also acknowledges the importance of national and state transport links that pass through our local area.

The Local Strategic Planning Statement is able to think about what hubs are important and how better connections (spokes) to these hubs can support smaller centres and towns.

As far as regional through connections are concerned, the completion of the Gerringong to Berry upgrade a few years ago completed the Princes Highway upgrades through the Kiama local government area. Further upgrades to the south (Berry to Bomaderry) and north (Yallah to Oak Flats) will improve Kiama’s connections with the rest of the region and beyond.

The NSW government announced earlier this year that there will be an investment in rolling stock on the South Coast Rail Line which will increase the capacity of the train service connecting Kiama south to Bomaderry and north to Wollongong and Sydney.

In recently adopting the Kiama Town Centre Study, Council committed to undertaking a traffic and parking study for the centre to address concerns about congestion, lack of parking and the movement for of modes of transport. The study will be undertaken over the next 12 months and will consider:

- Pedestrian priority zones
- A ‘summer streets’ program
- Temporary road closures for community events
- Cycling infrastructure
- Shuttle bus concept
- Intersection upgrades.

One of the key elements of the Kiama Town Centre Study implementation will be a review of “way finding” signage in the centre which will benefit local residents as well as visitors arriving to Kiama by train.

Looking to the future, Kiama will need to think creatively about how to better connect our communities and provide our residents with improved accessibility to services. This may include consideration of alternative transport such as shuttle services and the increased use of community transport and other form of active transport.

6.0 Will inter-regional transport improvements benefit Kiama?

The Regional Plan discusses the inter-regional transport infrastructure that could support growth:

- improvements to rail travel times into Sydney,
- northern extension of the M1 Princes Motorway,
- Maldon to Dombarton freight line and
- duplication of Picton Road.

Strong regional connections have the potential to inject billions of dollars in the regional economy and create thousands of new jobs for regional residents. While not in Kiama, a strong and connected region will benefit Kiama by:

- encouraging investment in new businesses
- making it easier for visitors to access Kiama
- reducing the burden of commuting for those residents who travel outside the council area or region for work.

Regional peak bodies such as Illawarra-Shoalhaven Joint Organisation, Regional Development Australia Illawarra and Illawarra Business Chamber all support and advocate for investment into improved regional infrastructure that connect us with economic opportunities. It is appropriate for Kiama Council to align with this position and advocate where appropriate for improvement to regional transport connections.

7.0 What infrastructure will we need for our growing and changing population?

As part of the preparation of a new contributions plan framework, an assessment of recreation and cultural needs will be undertaken to determine the current and future demand for recreational and community facilities. This work will enable Council to determine the monetary contribution developers should make to recreational and community facilities as well as guide decisions decision-making about the provision of new and adapted infrastructure assets.

Servicing authorities, including Sydney Water and Endeavour Energy, are members of the Illawarra-Shoalhaven Urban Development Program. The committee that supports the program provides the forum for sharing of development information that informs the development of appropriate servicing strategies.

The sites identified as potential urban expansion areas within Kiama have been considered by the servicing authorities. While some network upgrades may be required over time, no concerns have been raised to the inclusion of these development areas.

To further ensure that future development has appropriate provision of essential services, Council is in the process of finalising an amendment to the Kiama Local Environmental Plan 2011 to include the following clause:

Essential Services

Development consent must not be granted to development unless the consent authority is satisfied that any of the following services that are essential for the development are available or that adequate arrangements have been made to make them available when required:

- (a) the supply of water,*
- (b) the supply of electricity,*
- (c) the disposal and management of sewage,*
- (d) stormwater drainage or on-site conservation,*
- (e) suitable vehicular access.*

8.0 What is SMART infrastructure and how can it be used in Kiama?

Smart infrastructure uses technology and integrated data processing to improve the performance of our infrastructure and services. A smart system can monitor, measure, analyse, communicate and act based on information captured from sensors. Data and the ability to analyse it, understand it and make decisions based on it, is at the core of smart technology.

Kiama is a part of the Illawarra Shoalhaven Smart Region. We are committed to working with the Illawarra Shoalhaven Joint Organisation, the other regional councils and two Regional Development Australia organisations to unlock the opportunities for a Smart Region. The six pillars of our Smart Region are:

- Smart Economy which invests in strategic growth industries and promotes a skilled workforce for the jobs of the future
- Smart Environment which uses technology and data to preserve the environment and build resilience to natural disasters
- Smart Mobility which promotes research in future transport options and technology to improve the efficiency of transport systems
- Smart Living which uses technology to improve the liveability and amenity of places
- Smart Governance which shares resources, experiences, data and learnings to drive innovation
- Smart Community which uses technology to improve access to information and increase community participation.

In 2018, Kiama put itself forward as a trial area for testing of an autonomous bus service by the NSW government. The project presented the opportunity to improve the mobility of our increasingly aging population and to support the visitor experience by linking tourist attractions in the town. While we were unfortunately not selected for this trial, we remain open to this kind of innovative technology in the future.

Kiama is also a partner in the *Integrated Smart Water Management System* project which has been funded from the federal government's Smart Cities and Suburbs program. Under the banner

of the Illawarra Shoalhaven Joint Organisation, regional councils are partnering with the University of Wollongong and Lendlease Calderwood Valley Communities to use smart technologies to better understand waterways and reduce the impact of severe weather events. Kiama High is one of ten regional schools involved in the project which will help students understand how the use of sensors and data can monitor and provide information about waterways and flood risk.

9.0 Can we adapt existing infrastructure to meet our changing needs?

We asked our community this very question in the IRIS community satisfaction survey undertaken in late 2018.

Council needs to be financial sustainable and finding the resources to fund the construction of new infrastructure to meet the changing needs of the community can put a drain on the organisation's finances. So we asked the community rate their agreement with the following statement:

Maintaining and adapting community assets to meet the changing needs of the community as opposed to building new ones.

An overwhelming 80% of the community members surveyed agreed with this statement.

An example of how this might look work, is planned Kiama Arts Precinct which proposed a combination of repurposing the existing Joyce Wheatley Community Centre for artist and recording studios and the construction of new purpose built gallery and performance space.

Adapting our existing infrastructure to increase resilience to climate change impacts is another way that we can be smarter in planning, providing and maintaining critical infrastructure. For example, there are often dependencies between different types of infrastructure and so collaborating with other affected infrastructure providers to share the cost of infrastructure upgrades can save money for all parties.

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KIAMA MUNICIPAL COUNCIL
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