



Submission to the
Legislative Assembly Standing Committee on Public Works
INFRASTRUCTURE PROVISION IN COASTAL GROWTH AREAS

Introduction:

Shoalhaven City Council administers a large Local Government Area of 4,660 square kilometres spanning 160 kilometres of the NSW South Coast from Berry in the north to Durras Lake (just north of Batemans Bay) in the south. The City is a 2 hour drive, or 160 kilometres south of Sydney and is also close to the major Cities of Wollongong and Canberra.

The City is comprised of 49 towns and villages that are generally linked by the Princes Highway which runs north-south through the City. Much of the City is in public ownership (69%), which consists of Crown Land (10%), State Forest (11%) and National Park (48%). The remaining 31% of the City is privately owned or in other tenures.

Between the 1996 and 2001 Census Periods the City's growth rate was 1.7% per annum. This was one of the fastest growth rates in the Illawarra Region and also NSW. The estimated population of the City is 90,679 (2003 Estimate) and at peak holiday periods the City's population rises to in excess of 320,000 people. This rise reflects the City's role as one of the most popular tourist destinations in NSW.

Given the impact that coastal growth has had, and is continuing to have, on this City, Council welcomes the current inquiry as a vehicle to recognise the importance of addressing infrastructure provision in coastal growth areas. However, we are concerned about the potential overlap that may be created given the number of existing studies, strategies, inquiries and reports that have looked into similar issues to those raised by this Inquiry.

As such we believe it is imperative that this Inquiry fully consider the findings of work that has already been completed or is in hand. In this regard it is essential that the Inquiry have dialogue with existing peak lobby groups that Council is a member of such as the National Seachange Taskforce, South East Australia Transport Strategy Inc. (SEATS) and Princes Highway Taskforce, and others that may exist that are relevant to this important issue. This includes the:

- NSW Local Government & Shires Association (LGSA);
- Australian Local Government Association (ALGA); and
- Planning Institute of Australia (NSW).

Terms of Reference:

As you would appreciate dealing with the issues associated with coastal growth and particularly infrastructure provision is part of Council's core responsibilities. As such the major issues affecting Council under the Terms of Reference of the Inquiry are:

1. Key Coastal population growth and urban consolidation trends in NSW

The population growth and urban consolidation trends in coastal NSW are well documented, particularly in light of the recent focus on the sea change phenomenon.

As indicated in the introductory comments the Shoalhaven Local Government Area had one of the largest growth rates (1.7% pa) in the Illawarra Region (1.1% pa) and NSW (1.0% pa) between the 1996 and 2001 Census Periods. We have experienced similarly high growth rates in each of the recent census periods when compared to both the region and State as a whole:

Census Period	Shoalhaven	Illawarra	NSW
• 1986 to 1991	4.0% pa	1.2% pa	1.8% pa
• 1991 to 1996	2.4% pa	1.3% pa	1.5% pa
• 1996 to 2001	1.7% pa	1.1% pa	1.0% pa

At the 2001 Census the City's population was 83,548 and it was noted that the City had grown by an additional 6,822 people between the 1991 and 2001 Census'. The 2003 estimated population for the City is 90,679. As such the City continues to be a focus for population growth on the NSW South Coast.

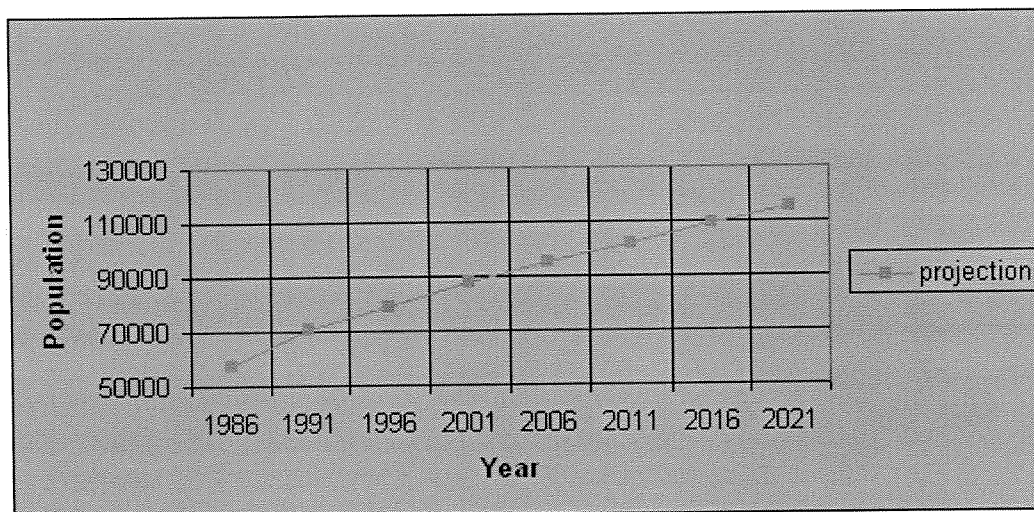
The City's largest urban areas are:

• Nowra/Bomaderry	25,322 people
• Culburra Beach/Orient Point	3,622 people
• Jervis Bay/St.Georges Basin	13,643 people
• Sussex Inlet	3,612 people
• Milton/Ulladulla	11,734 people

Each of these settlements play an important role in the settlement and service hierarchy of the City and Council's demographic analysis are based on the City being broken into five statistical planning areas, each based around one of the five main urban areas listed above. Most of the demographic analysis and planning that we have done is based on these five statistical areas.

Council's population projections indicate that the City's population will grow to above 110,000 in 2021.

Population Projection Graph 1986 – 2021



At the time of the 2001 Census the City had approximately 45,156 dwellings. Of these 26% were unoccupied at the time of the Census. This occupancy rate reflects the prevalence of holiday homes and second homes in this area. In some areas the unoccupied rate was close to 50%, for example: Culburra Beach/Callala Beach/Callala Bay – 41%; Huskisson/Vincentia – 42%; and Sussex Inlet – 33%.

Given the prevalence of holiday homes and second homes the City's population rises to in excess of 320,000 people at peak holiday periods. This rise also reflects the City's role as one of the most popular tourist destinations in NSW.

The demand for new homes generated by in migration and natural population increases has been difficult to reconcile with available and developable zoned land. In some settlements, particularly those right on the coast, there is minimal potential for future outward expansion. This in turn has lead to an increase in land prices and also pressure for redevelopment of existing properties.

There are settlements in our area where the permanent population has actually declined eg. Hyams Beach and Currarong. This is a reflection of their role as weekend destinations and their constrained nature. This has meant that property prices in these areas have risen to the point that it is now difficult for local people to afford properties in these settlements.

The pressure for redevelopment, brought about by the population increases, is now an issue that is being faced in many of our coastal areas. However, it is unfortunately generally resisted by existing residents as they fear the change in character that may result.

People who move to this area from Cities also often expect the same level of services/facilities that they had in the City. This in turn has lead to increased

pressure to provide services and upgrade facilities in developing areas. However, the geographical spread of our towns/villages makes infrastructure and service provision generally more costly.

The Shoalhaven Local Government Area also has a significantly higher than average proportion of senior residents aged 55 years and over (31%) when compared with the Illawarra (25%) and NSW (22%). The outlying areas of the City generally have an older age profile than the principal urban centre of Nowra/Bomaderry.

The City's age profile is a concern to Council as it is predicted that the percentage of aged people will continue to increase in years to come and this will place greater demands on Council services. In this regard Council released a report entitled "*A Place for Aging? – An Assessment of Social Impacts of an Aging Population in Shoalhaven: Implications for Housing, Services and the Community*" in April 2004.

The attached population profiles: *Shoalhaven Population Profile 2001* and *Shoalhaven Population & Dwelling Trends 2002* provide further detail on the demographic issues. Also the *Shoalhaven Community Plan 2005-2010* provides comment on the City's demographic profile and likely community service needs.

Recent research undertaken by the University of Sydney on behalf of the National Seachange Taskforce (*Meeting the Sea Change Challenge: Sea Change Communities in Australia – March 2005*) is particularly relevant to this term of reference and as such should be fully reviewed and considered as part of this Inquiry.

The ALGA also undertook a detailed survey of coastal councils and their issues/concerns during 2004. The results of the survey are available on the internet at:

<http://www.alga.asn.au/policy/environment/water/coasts/survey/CoastalSurveyReport.pdf>

2. Short and long term needs of coastal communities for basic infrastructure (such as roads, power, water, and sewerage) and human services infrastructure (such as hospitals, schools, aged care centres and sporting facilities)

Council is a large multi disciplinary local government authority, responsible for the provision of a wide range of services. This includes through Shoalhaven Water reticulated water and sewerage services. Our comments on this term of reference are provided under the headings of physical infrastructure (roads, water, sewerage etc) and human service infrastructure (community facilities etc). Council has prepared a range of strategies that identify and prioritise infrastructure provision.

Where relevant these are referred to in the comments below:

- **Physical Infrastructure**

The five major types of physical infrastructure that this submission focuses on are: transport infrastructure; sewerage; water supply; electricity; and telecommunication. There are other forms of important physical infrastructure that for brevity are not discussed below.

Transport Infrastructure – The growth in population and the development of economic activity brings with it a need to improve transport and road links and in this regard Council engaged consultants to prepare the *South Coast Transport Strategy* – copy attached. The strategy was released in 2000 and deals with the strategic transport needs (air, sea, road and rail) for the five Council areas from Wollongong south to the Victorian Border.

Using Federal Government funding Council also prepared and released the *Shoalhaven Integrated Transport Strategy* in 2000 – copy attached. This Strategy focuses on public transport needs, which are discussed below under the human service infrastructure heading, but also deals with road and transport infrastructure needs generally.

The existing Strategies recognise that upgrading the Princes Highway is essential. The *South Coast Transport Strategy* also looks at the road links that are required across the escarpment or Great Dividing Range to link the coast to the Sydney/Canberra/Melbourne corridor.

The key issue for Council here is the lack of integration of such infrastructure. It appears that when infrastructure fails then we are required to lobby Government to achieve realistic funding allocations to enable it to be upgraded. To this end Council is an active member of both SEATS (South East Australia Transport Strategy Inc.) and PHOCUS (Princes Highway Taskforce) that lobby primarily for improvements to transport infrastructure. Information on the groups can be found on the internet at:

SEATS - <http://www.seats.org.au/> and PHOCUS - <http://www.princeshighway.org.au/>

You will note that the PHOCUS group was specifically established to push for the upgrading of the Princes Highway, which is the main transport corridor for the Illawarra and South Coast.

Council also actively participated in the Federal Government's "*Auslink – Towards the National Land Transport Plan*" process. I have attached a copy of Council's submission to this process and relevant Council reports for your review and consideration as it is seen as particularly relevant to this Inquiry. Council also made submissions to the relevant Senate Committee as part of this process and these can be accessed via Hansard.

The strategic transport infrastructure needs of the City are well documented in the existing Strategies and submissions referred to above. On a local level Council has also prepared the *Shoalhaven Bicycle Strategy* (1997) and *Shoalhaven Pedestrian Access & Mobility Plan* (PAMP). Both these plans were prepared with funding assistance provided by the NSW Roads & Traffic Authority (RTA) and attempt to prioritise the provision of pedestrian and cycle facilities. They arose out of pressure from local communities for such facilities to meet the demands of existing and growing populations.

Nowra/Bomaderry (Bomaderry Railway Station) is also currently the southern terminus for the South Coast Rail Line. This line provides an important public transport and freight link to Wollongong and Sydney. The need to secure its future and also provide for its upgrading (specifically electrification from Kiama to Bomaderry) is covered in the *Shoalhaven Integrated Transport Strategy*. The community is generally concerned that the State Government will continually downgrade this line and as a result about its future long term existence.

Water Supply - Coastal rivers such as the Shoalhaven are relatively short and have small catchments which provide high variability in flows. The higher rainfall in the coastal belt provides good rain but during drought periods river flow can deplete quickly and for long periods, therefore water supply security in the form of off stream storages become an important and integral key in the ability to provide for drinking water and industrial purposes.

The geographical and ecological conditions in the coastal belt are such that the construction of increased off stream storages to cater for water supply growth under current legislation is extremely difficult to achieve.

The largest threat to Council's ability to guarantee water supply for future population growth is the current Metropolitan Water Plan and the subsequent impacts applying to Shoalhaven. There is also a restriction on the ability for Council to access additional water from the Shoalhaven River for industrial growth and hence jobs however, the same water can be pumped by the Sydney Catchment Authority to Sydney to allow growth in industry and jobs if required.

In Shoalhaven, the 45 towns and villages are provided with reticulated water and the majority of these are located along the coastline in highly valued

environmental areas such as coastal beaches, rivers and estuaries. To provide drinking water to National Health and Medical Research Standards, water is primarily provided from the major river source (Shoalhaven River) and therefore there is a need to pump for long distances. The infrastructure costs for each household is therefore extremely expensive.

There are a number of towns and villages such as Bawley Point and Kioloa which are not supplied with reticulated water and would be extremely expensive to provide.

Sewerage - The provision of reticulated sewerage to the majority of towns and villages in our City has been completed during the last three decades. In Shoalhaven there are ten separate sewerage schemes due to the spatial nature of the towns and villages along the coastline. There is a high community expectation that management of sewerage will not impact on the highly valued environment of the coastal rivers and estuaries and therefore the cost of these schemes is expensive.

Council is in the process of providing reticulated sewerage schemes to Lake Conjola, Bendalong, Manyana, Cunjurong Point, Fishermans Paradise and Currarong. There are also small villages within rural areas such as Tomerong and Wandandian that require the provision of sewerage also. As these villages are the harder ones to service, the cost per lot could be as high as \$30,000 for the provision of sewerage.

There is an expectation that the reclaimed water should be re-used which makes these schemes beyond individual community's ability to afford.

There are a number of towns and villages such as Bawley Point, Kioloa which have indicated a preference for not having reticulated sewer however, the impacts of pump out services which is of a low standard, costly and does not account for all environmental externalities.

Electricity – Shoalhaven is generally provided with reticulated electricity by Integral Energy. There is a need in regard to electricity supply to ensure that the existing system is maintained properly and that future augmentation is planned for in a systematic manner to ensure that future growth and development can be accommodated in a cost effective manner.

Telecommunications/Broadband – The provision of telephone services is comprehensive throughout Shoalhaven. However until the emergence of the Southern Phone Company the call rates were considered high. This situation has now been improved through added competition, delivering around a 25% reduction in telephone costs. More information on the Southern Phone Company is provided later in this submission.

Mobile telephone coverage is poor in certain topographical areas of Shoalhaven. Although all service providers are attempting to eliminate uncovered areas, the problems associated with the current coverage cannot

be understated, especially in the construction industry and growing home based business sector.

The provision of broad band internet services is limited by the physical infrastructure radiating from equipped exchanges. Most home based businesses are beyond this range and as a result have had to resort to the more expensive satellite connection, or continue to rely on existing problematic telephone based services.

Council will be making a submission to the ACCC's recently announced Review of Local Telecommunications Services.

- ***Human Service Infrastructure***

Council has prepared a wide range of Strategies, Plans and Studies that identify priorities for human service provision, some examples of these that the Inquiry should consider are:

Shoalhaven City Council Management Plan – Copies of the 2004-2007 and draft 2005-2008 Management Plans are attached. These plans contain a wide range of human service and also physical infrastructure provisions and requirements.

Shoalhaven Community Plan 2005-2010 – This Plan has been prepared in accordance with the requirements of the Local Government Act 1993 and identifies needs, issues and gaps in service delivery and identifies strategies for provision. As part of the development of the Community Plan a detailed community survey was undertaken, the results of which are considered to be relevant to this Inquiry. A copy of the survey outcomes (AEC Group - August 2004) is attached.

Southern Shoalhaven Youth Needs Assessment 2002-2003 – This project facilitated a needs assessment for young people aged 12 to 25 years living in the Southern Shoalhaven areas (ie. Sussex Inlet to North Durras).

"A Place for Aging? – An Assessment of Social Impacts of an Aging Population in Shoalhaven: Implications for Housing, Services and the Community" (April 2004) – This assessment provides an important overview on the demographics of the City and particularly the aging of the population and likely impacts that need to be planned for.

Shoalhaven Integrated Transport Strategy (June 2000) – The lack of public transport is consistently raised by residents and visitors as their number one community and social issue in this area. As a result this Strategy identifies opportunities to improve access to public transport. Opportunities to improve access to public transport are seen as both a short and long term need for this area.

Shoalhaven Sporting Facilities Plan – 2016 (August 2001) – This plan provides a strategy to identify future sporting needs for our growing population

and in turn ensure that we secure the required land as early as possible to provide the required facilities. A copy of this plan is attached.

- ***Funding Issues***

Since 1993 (due mainly to the Act and Regulations) Section 94 of the NSW Environmental Planning & Assessment Act 1979 has not successfully generated sufficient funds for the infrastructure provision that it was originally expected Section 94 could cater for.

The lack of roads infrastructure and funding is a major issue on the South Coast and needs to be addressed in the immediate term. Section 94 (in its current form) cannot be expected to fund a wider range of services and facilities due to the financial commitment required from Councils that is required in non-greenfield areas.

3. Coordination of commonwealth, state and local government strategies to deliver sustainable coastal growth and supporting infrastructure.

As a priority the State Government needs to prepare integrated Regional Strategies/Plans that will help guide sustainable growth and the required infrastructure provision. Council is optimistic that this will occur in a timely fashion. However, the question of timing is important and the delivery of the proposed Regional Strategies proposed under the State Government's Planning Reforms is still unsure and appears some time off.

Integrated regional strategies will help ensure that infrastructure and services are provided in a coordinated manner that supports growth. At the moment it is often difficult to engage the State Government's human services agencies and departments in longer term planning exercises because they do not see this as their core responsibility.

For example as part of the Jervis Bay Settlement Strategy process that Council undertook there was minimal involvement from the State's human service agencies, despite Council trying to engage them.

Our placement in the proposed Regional Strategy framework is also important. At the moment it is understood that the State Government is considering the preparation of two Regional Strategies for this area. One for the South Coast that will include the Shoalhaven LGA; and one for the Illawarra Region that will have reference to the northern part of our City. As such the connectivity of these Strategies is seen as important and needs to be coordinated. Also the relationship of the South Coast to the Regional Strategies for the Sydney-Canberra Corridor and Tablelands needs to be considered.

One of the major tasks that the State Government needs to address in regard to development along the coast is liveability. In this regard there is a need to consider sustainable population mass, lifestyle etc and the pressure that this places on education, recreational, medical services, public transport, policing and other resources. The need for a sustainable population mass is raised as an issue in '*Shoalhaven – an Enterprising Alternative*' An Economic Development Strategy (draft January 2005).

Council coordinates its own responsibilities for infrastructure and service provision through its "Cityplan" - copy attached. This plan is supported by a set of detailed and integrated plans or strategies that are grouped under four headings (Environment-Economy-Community-Council) that form the basis for Council's principle activities in its Annual Management Plan that is a requirement of the Local Government Act. A copy of Council's Management Plan for 2004 – 2007 is attached.

Council has only just adopted its draft Management Plan for 2005-2008 – copy attached. This plan will now be exhibited for community comment prior to its finalisation.

The draft Management Plan 2005-2008 highlights the following challenging issues that Council is currently facing:

- Increasing demands for additional resources on infrastructure maintenance and rehabilitation works.
- The results of cost shifting from State and Federal Governments.
- Increased costs of satisfying the State Government planning requirements.

Through the draft Management Plan for 2005-2008 Council decided to seek approval from the Minister of Local Government for a General Rate increase of 6%, which is 2.5% above the Rate Pegging limit. The overall increase in rates, including water, sewerage and garbage, will be around 2% to 3% for the majority of ratepayers.

The biggest issue facing Council is the need to adequately maintain and upgrade more than \$1 billion worth of infrastructure and assets. The rate increase above 3.5% will be specially targeted for works on roads, drainage, kerb and gutter, footpaths, cycle ways, parks and reserves, recreation and public amenities - all in need of extra funds.

One of the issues that came up during the debate on the proposed rate increase is the amount of cost shifting that has occurred and is continuing to occur from Federal and State Government to Local Government. Attached for your information in this regard is a copy of an Editorial from the South Coast Register newspaper that provides an insight into this debate.

Due to the high cost of providing water and sewerage infrastructure in the high rainfall area and high environmentally sensitive areas of the coastal zone, the State Government has provided financial subsidy funding for the provision of water and sewerage infrastructure within the Shoalhaven during the last three decades. The Country Towns Water Supply and Sewerage Program, administered by the State Government, provided timely and cost effective outcomes however, this program has been recently reviewed with limitations on the total commitment, excluding inflation, over a number of years. Should this program cease, then the ability for local Councils to provide for backlog works will be considerably under threat.

The proposed amendments to Section 94 of the NSW Environmental Planning & Assessment Act (Development Contributions Bill) could lead to Local Government being "locked out" of infrastructure provision (via planning agreements between developers and the State Government) within their Local Government area and this is not an acceptable outcome - the three levels of Government should be working together towards a common aim as provision

of infrastructure is at all three levels of Government, based upon an agreed agenda - meaning that funding will be channelled to enable project completion in a timely manner.

The proposed amendments to Section 94 of the Act need to address the infrastructure crisis and the amendment could assist to create best practice opportunities. The amendment needs to result in decreased resource provision by Council to implement the amended Section 94 of the Act without limiting the ability to collect funds. The proposed flat rate levy (if capped at 1%) will not achieve this on the South Coast. It needs to be realised, and legislation needs to support, private funding (in relation to economic infrastructure and higher cost projects) to enable decent infrastructure provision.

A number of Council's existing infrastructure strategies attract funding from the State Government. For example, the Shoalhaven Bicycle Strategy and Shoalhaven PAMP have enabled Council to obtain State funding for the provision of pedestrian and bicycle facilities. However, the State funding is presented as being dollar for dollar. However, in reality Council generally ends up contributing more than the State Government.

For example with the bicycle program Council may commit up to \$200,000 some years to the provision of facilities and only received in "matching" funding around \$60,000.

4. Best practice methods to plan, manage and provide infrastructure to coastal growth areas.

The following are some “best practice” examples that Council has been involved in or initiated that are relevant in this regard:

- **Water & Sewerage**

There are a number of areas in which Council believes it has undertaken Best Practice Management to provide water and sewerage infrastructure in the coastal and growth areas such as:

- a. Introducing a strong and successful Demand Management Program based on a multi-objective strategy. Information on this program is available on Shoalhaven Water’s Internet site:

www.shoalwater.nsw.gov.au

- b. One of the first environmental flow regimes on the Shoalhaven River (which is now under threat by the Sydney Metropolitan Water Plan)
- c. Timely long term strategies for the provision of infrastructure through water and sewerage infrastructure with a twenty to fifty year plan for water supply and each of the sewerage schemes
- d. Reclaimed water management scheme which removed the outfall from Jervis Bay and re-uses 80% of the effluent from six treatment plants in a high rainfall, high water table location. Information on the scheme is available at:

<http://www.shoalwater.nsw.gov.au/3currentprojects/remss/Default.htm>

- e. Strong community consultation focus, through the provision of infrastructure and levels of service.

- **Telecommunications**

Council played a key role in the establishment of the Southern Phone Company along with Eurobodalla Shire Council. This company was established two years ago out of the need to improve telecommunications services on the South Coast and the unresponsiveness of Telstra.

The company is owned by 42 NSW Councils and was established using Federal Government funds drawn from the sale of the first part of Telstra to increase regional telecommunications competition through lower services and better services.

More information on the Southern Phone Company can be found at:

www.southernphone.com.au

- ***Natural Resource Management***

Council manages a large geographic area that has a lot of natural resource management issues. As a result Council has had to be strategic in how it assesses, plans and funds the management of certain natural resource issues, given the scale of the issue at hand and the available funding.

In this regard Council engaged SMEC Pty Ltd to prepare the following strategic reviews:

1. Flood Risk – Is a strategic review of what is required to manage the various flood affected areas throughout the LGA and prioritises the preparation of the required flood plain management studies and plans.
2. Coastal Risk – We have an extensive coastline and a number of high risk areas. This strategic review prioritises the preparation of coastline management studies and plans.

- ***Educational Facilities***

Council through its economic development activities recognised that there was a need to expand the range of educational facilities available in Shoalhaven. This was particularly evident in the tertiary education sector, as local young people were previously required to leave the area to pursue tertiary education.

As a result Council worked with the State and Federal Governments to establish the Shoalhaven Education Precinct. This precinct opened in 2000 and combined the efforts and resources of Council, the University of Wollongong, the Illawarra Institute of Technology and the State Government. At the centre of development is a new joint campus for the University of Wollongong and Illawarra Institute of Technology.

The campus is one component of the South Coast Education Network (SCEN) which also includes education access centres at Batemans Bay and Bega – see attached brochure.

Council is also currently involved in attempting to attract additional education establishments to the area through the Australian Technical College model, of which it has been indicated that one will be located in the Illawarra Region.

5. Management of social, environmental and economic consideration associated with infrastructure provision in coastal growth areas.

The management of the social, environmental and economic consideration associated with infrastructure provision is best done at the regional level, particularly where the infrastructure in question is a major cost item. For this reason it is seen as essential that the State Government fast track the completion of the proposed Regional Strategies proposed under the planning reforms. In this regard these strategies need to be integrated and take into account infrastructure needs to enable efficient coastal growth.

Council at a local level has through its *Cityplan* and Management Plan process attempted to manage this issue and the balance that it requires. We have also adopted guidelines for adopting the principles of ESD into Council's activities (June 2003), including infrastructure provision.

Conclusions

Council appreciates the opportunity to make a submission to this inquiry. However, we are sceptical about the convening of another forum to consider infrastructure needs and the potential outcomes that it will deliver.

Over the years Council has contributed to other inquiries, strategies, reports etc that relate to infrastructure provision. It is important that the outcomes of these are not lost or forgotten and that this inquiry does not "reinvent the wheel". Thus it is essential that existing infrastructure assessments and strategies are reviewed and considered by this Inquiry.

It is also essential that this Inquiry engage in a dialogue with existing lobby groups relevant to this issue and consider fully any submissions that they may make. As indicated in our opening comments these groups should include National Seachange Taskforce, South East Australia Transport Strategy Inc. (SEATS) and Princes Highway Taskforce and any others that may exist that are relevant to this important issue.

If you have any queries or require any clarification regarding Council's submission please contact Gordon Clark, Strategic Planning Manager on 02 4429 3355 or clarkgo@shoalhaven.nsw.gov.au



Russ Pigg
General Manager

3/5/05

The following are internet links to a number of the Council reports, strategies and plans referred to in this submission:

1. *"A Place for Aging? – An Assessment of Social Impacts of an Aging Population in Shoalhaven: Implications for Housing, Services and the Community"* (April 2004)

<http://www.shoalhaven.nsw.gov.au/council/pubdocs/communityissues/aPlaceForAgingES.pdf>

2. *Shoalhaven Population Profile 2001*

<http://www.shoalhaven.nsw.gov.au/council/pubdocs/PlanningDocs/Conditions.asp?link=PopulationProfile2001.pdf>

3. *Shoalhaven Population & Dwelling Trends 2002*

<http://www.shoalhaven.nsw.gov.au/council/pubdocs/PlanningDocs/Conditions.asp?link=PopulationTrends2002.pdf>

4. *Shoalhaven Community Plan 2005-2010*

<http://www.shoalhaven.nsw.gov.au/council/pubdocs/communityplan/CommunityPlanExecSummary.pdf>

5. *'Shoalhaven – an Enterprising Alternative' An Economic Development Strategy* (draft January 2005)

<http://www.shoalhaven.nsw.gov.au/council/pubdocs/communityissues/exhibition/EDStrategy.pdf>

6. *Cityplan*

<http://www.shoalhaven.nsw.gov.au/council/pubdocs/cityplan.pdf>

7. *Shoalhaven City Council Management Plan 2004-2007*

<http://www.shoalhaven.nsw.gov.au/council/pubdocs/Managementplan/ManagementPlan2004-2007.pdf>

8. *Draft Shoalhaven City Council Management Plan 2005-2008*

<http://www.shoalhaven.nsw.gov.au/council/pubdocs/Managementplan/DraftManagementPlan2005-2008.pdf>

9. *Guidelines for Integrating the Principles of ESD into Shoalhaven City Council Activities* (June 2003)

<http://www.shoalhaven.nsw.gov.au/council/pubdocs/ESDGuidelines.pdf>