

16 REPORT OF THE DIRECTOR INFRASTRUCTURE AND OPERATIONS

16.1 Endorse for public exhibition: Draft Asset Management Plan - Buildings

CSP Objective: Outcome 4.1 Public funds and assets are managed strategically, transparently and efficiently.

CSP Strategy: 4.1.2 Effectively manage assets and commercial investments, ensuring their relevance, lifecycle needs, and value are optimised in accordance with legislative requirements.

Delivery Program: 4.1.2.8 Review and update Asset Management Plan for Kiama Council, including policy, plans and procedures.

Summary

The draft Asset Management Plan – Buildings has been developed based on asset revaluation, financial reporting, and strategic planning. The assessment approach aligns with Australian Accounting Standards (AASB) and International Standards Organisation – Asset Management Standards (ISO 55000). The Asset Management Plan (AMP) communicates the requirements for the sustainable delivery of services through management of assets, compliance with regulatory requirements, and required funding to provide the appropriate levels of service over the planned period of 10 years.

Financial implication

The AMP facilitates the delivery of the objectives and strategies expressed in Council's Community Strategic Plan. The AMP is one of the key strategies including a 10-year financial forecast.

Risk implication

The purpose of the AMP is to communicate the requirements for the sustainable delivery of services through management of assets, compliance with regulatory requirements, and required funding to provide the appropriate levels of service over the planning period of 10 years. The AMP details information about infrastructure assets with actions required to provide an agreed level of service in the most cost-effective manner while outlining associated risks.

Policy

The AMP Policy dictates that we require an AMP. The draft Asset Management Plan – Buildings, is based on guidelines provided by the Office of Local Government 'Integrated Planning and Reporting'.

Varied Performance Improvement Order dated 30 June 2026.

Strategic Finance and Governance Improvement Plan.

Consultation (internal)

Council's Audit, Risk and Improvement Committee receives regular reporting of Council's activity toward meeting the Local Government Act 1993, Section 438A Performance Improvement Order by updating its Asset Management Plans.

Executive Leadership Team.

Report of the Director Infrastructure and Operations

16.1 Endorse for public exhibition: Draft Asset Management Plan - Buildings
(cont.)

Communication/Community engagement

The draft Asset Management Plan – Buildings will be placed on exhibition for a period of 28 days. As this plan is based on a model plan, feedback will only be considered if it strengthens the plan strategy.

Attachments

Nil

Enclosures

- 1 DRAFT - Asset Management Plan - Buildings - PDF [⇒](#)

RECOMMENDATION

That Council:

1. Endorse the draft Asset Management Plan – Buildings to be placed on public exhibition for 28 days calling for submissions.
2. Following conclusion of the exhibition period in relation to the Asset Management Plan – Buildings:
 - (a) Receive a further report for consideration, if any relevant submissions are received or if any substantial changes are proposed for any other reason, detailing the public exhibition outcomes and proposed changes with recommendations regarding adoption of the above documents, or
 - (b) Adopt the Asset Management Plan – Buildings if there are no relevant submissions received and there are no substantial changes proposed for any other reasons.

Background

It is incumbent on Council to understand the internal and external risks that may impact the delivery of its services and the financial implications of maintaining a sustainable level of service to the community. Council needs to meet strategic objectives and have plans in place to identify, mitigate, manage, and monitor risks associated with the delivery of service through their assets.

Council has developed Asset Management Plans consistent with ISO 55000 to identify actions required to provide an agreed level of service whilst meeting legislative and regulatory requirements and mitigating risks. The proposed AMP is based on guidelines provided by the Office of Local Government *Integrated Planning and Reporting*.

16.2 Recategorisation of Regional Road to State Road in Gerringong and Gerroa

- CSP Objective: Outcome 2.1: We protect our people, place and biodiversity through thoughtful planning and actions, preserving the natural environment that defines our spectacular landscapes.
- CSP Strategy: 2.1.2 Celebrate and protect our natural environment by promoting its value and preserving scenic landscapes, while developing strategies for current and future generations.
- Delivery Program: 2.1.2.2 Protect natural areas through restoration and protection projects at priority sites on Council owned/managed land where grant funding is available for non-operational activities.

Item 16.2

Summary

Shoalhaven City Council have written to Kiama Municipal Council seeking support for a joint application to be made to Transport for NSW (TfNSW) to recategorise the route between Gerringong and Bomaderry from a Regional Road to a State Road.

Financial implication

Both Councils receive financial assistance from TfNSW to maintain this road from Bomaderry to Gerringong, however, managing the maintenance is a drain on the resources of both Councils. A successful recategorisation to a State road will result in substantial cost savings for Kiama and Shoalhaven Councils.

Risk implication

There is no risk to Kiama Council in agreeing to make a joint recategorisation application with Shoalhaven Council.

Policy

This report does not affect existing Council Policies.

Consultation (internal)

Director Infrastructure and Operations.

Communication/Community engagement

N/A

Attachments

Nil

Enclosures

Nil

RECOMMENDATION

That Council:

1. Support a joint application with Shoalhaven Council to recategorise the current Regional Road from the Princes Highway interchange in Gerringong, to the Princes Highway intersection in Bomaderry as a State Road.

Report of the Director Infrastructure and Operations

16.2 Recategorisation of Regional Road to State Road in Gerringong and Gerroa (cont.)

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2. Delegate to the Chief Executive Officer the authority to sign any road reclassification applications on behalf of Council related to the roads in 1) above.

Background

Shoalhaven City Council have written to Kiama Council seeking support for a joint application to be made to Transport for NSW to recategorise the route between Bomaderry and Gerringong from a Regional Road to a State Road. This route begins at Belinda Street/Princes Highway interchange in Gerringong and continues along Fern Street, Crooked River, Gerroa and Bolong Roads before terminating at the Princes Highway intersection at Bomaderry.

This road was gradually gazetted as a main road, the Kiama section being first (MR571), then the link to Shoalhaven Heads (MR7643) and finally to Bomaderry (MR293). By the late 1970's the connection between Gerroa and Shoalhaven Heads had made it a popular alternate route to the Princes Highway. The flat terrain compared to the old Highway provided significant time savings until the recent Berry bypass was opened. However, it remains a popular through-road between Gerringong and Bomaderry for light vehicles. During recent significant wet weather events from 2021 to 2024, the road across its length had significant pavement failures. Kiama Council also incurs ongoing asset management costs to maintain its largest bridge in the LGA over Crooked River.

In the case of the Kiama section, the road accommodates all the heavy traffic in and out of Gerringong and Gerroa including the sand haulage vehicles from the quarry at Gerroa, which has had a recent Development Application approval for increased volume extraction and associated heavy vehicle movements.

It is significant that State and Federal Governments receive ongoing fuel excise from heavy vehicle operators and vehicle taxes flow to the NSW Government. Both Kiama and Shoalhaven Councils can only rely on grant funding for assistance with this road maintenance, as Councils generate no income from traffic flows. While grant funds are useful, the acquittal process is complex and the acceptance by TfNSW for the road between Bomaderry and Gerringong to be a State Road is in the interests of both Councils to pursue.

16.3 Post exhibition adoption: Street, Reserve and Asset Naming Policy

CSP Objective: Outcome 3.4: Our infrastructure is well planned, well managed, safe and inclusive.

CSP Strategy: 3.4.1 Advocate for better planned transport infrastructure to create safe travel routes whether we are walking, cycling, driving or using public transport to key destinations and facilities.

Delivery Program: 3.4.1.1 Work to improve Council's ability to meet increase in demand for public infrastructure and assets.

Item 16.3

Summary

This report recommends the adoption of the Street, Reserve and Asset Naming Policy (Policy), which was recommended for public exhibition at the Council meeting held on 21 July 2026. This Policy was placed on exhibition for 28 days, with 8 submissions received.

Financial implication

There is no financial implication in adopting the Policy.

Risk implication

Council is responsible for the naming of local roads, places and Council assets. The naming of these should be in line with the policy.

Policy

Council has not previously had a Street, Reserve and Asset Naming Policy.

Consultation (internal)

Director Infrastructure and Operations.

Director Strategies and Communities.

Manager Community Outcomes.

Strategic Planning Coordinator.

Governance Specialist.

Communication/Community engagement

The Street, Reserve and Asset Naming Policy was placed on public exhibition for a period of 28 days, ending on 6 September 2026. Of the 117 webpage views, the documents were downloaded 74 times, with a total of 8 submissions received.

Attachments

Nil

Enclosures

1 Draft - Street, Reserve and Asset Naming Policy [⇒](#)

RECOMMENDATION

That Council adopts the Street, Reserve and Asset Naming Policy.

Report of the Director Infrastructure and Operations

16.3 Post exhibition adoption: Street, Reserve and Asset Naming Policy (cont.)

Background

Kiama Municipal Council is the authority responsible for naming and addressing streets, reserves and assets within the Kiama Local Government Area (LGA) in line with the policies of the NSW Geographical Names Board (GNB).

Council currently lacks a policy or framework for street, reserve and asset naming. This has caused a lack of direction and consistency with the naming process within new developments that are not in line with Kiama's local heritage and history or the GNB requirements.

This Policy sets out Council's principles, governance and decision-making framework for naming roads, public reserves, parks, sportsfields, estates, places and Council-owned, operated or managed assets, and for allocating addresses to properties. Council recognises naming as a meaningful opportunity to honour local heritage and history, significant community contributions, and cultural connection.

Council is committed to naming practices that celebrate and reflect the richness of our community, including the meaningful incorporation of Dharawal language and the recognition of Aboriginal cultural heritage.

At the Council meeting on 21 July 2026, it was resolved to place the draft Street, Reserve and Asset Naming Policy on public exhibition for 28 days. At the conclusion of the exhibition period, a total of 8 submissions were received. Of the 8 submissions, 5 were in favour of the Policy, 3 were unsure and zero were opposed. A summary of the submissions and responses is provided in the table below:

Feedback received	Response	Change to draft Policy
Supportive of the use of Kiama related historical, flora, fauna and Aboriginal naming and themes for new subdivisions.	Noted	Nil
Opposition to replacement of existing historical names with Aboriginal or other names.	This is not a proposal of this Policy. Any changes to existing names have potentially high impacts on the community. This is a significant exercise and is governed by the Geographical Names Board (GNB) requirements with extensive consultation and notification required and is not generally approved without strong justification and support.	Nil
Concerns over the naming of Council assets after local identities and that this should be extended to 10 years after their passing, or not at all.	The Policy aligns with the GNB requirements of 1 year after a nominated person's passing. Section 3.2 states that <i>"Commemorative naming proposals must undergo public</i>	Nil

Report of the Director Infrastructure and Operations

16.3 Post exhibition adoption: Street, Reserve and Asset Naming Policy (cont.)

Feedback received	Response	Change to draft Policy
	<i>exhibition and are required to be determined by Council.</i> This will provide opportunity for the wider community to provide feedback to support or oppose any future proposals.	
Queries on the process for determining suitable names and the equality of adopted naming themes.	This process is outlined in Sections 1.2 & 1.3 of the Policy. Council has also consulted with the Kiama Historical Society, Kiama Family History Centre, Kiama - Jamberoo RSL, Aboriginal Advisory Group and Kiama Library seeking naming suggestions. These suggestions, along other locally referenced names, will be the subject of a separate Council report seeking adoption.	Nil

Item 16.3

Given the nature of the submissions there is no proposed changes to the Policy. It is recommended that the Street, Reserve and Asset Naming Policy be formally adopted.

16.4 Adoption: Street, Reserve and Asset Names

CSP Objective: Outcome 3.4: Our infrastructure is well planned, well managed, safe and inclusive.

CSP Strategy: 3.4.1 Advocate for better planned transport infrastructure to create safe travel routes whether we are walking, cycling, driving or using public transport to key destinations and facilities.

Delivery Program: 3.4.1.1 Work to improve Council's ability to meet increase in demand for public infrastructure and assets.

Item 16.4

Summary

The purpose of this report is to seek Council's endorsement to adopt a list of proposed names to support the Street, Reserve and Asset Naming policy for use on future streets, reserves and assets within the Municipality.

Financial implication

There is no financial implication in adopting the draft naming.

Risk implication

Council is responsible for the naming of local roads, places and Council assets. The draft naming is in accordance with Kiama's local heritage and history.

Policy

This will support Council's draft Street, Reserve and Asset Naming policy.

Consultation (internal)

Director Infrastructure and Operations.

Director Strategies and Communities.

Manager Community Outcomes.

Strategic Planning Coordinator.

Communication/Community engagement

Council has engaged with the Aboriginal Advisory Group, Kiama Historical Society, Kiama - Jamberoo RSL, Gerringong RSL sub-branch and Kiama Library in seeking naming suggestions.

Attachments

Nil

Enclosures

- 1 Municipality street names [↗](#)
- 2 South Kiama Estate street names [↗](#)

RECOMMENDATION

That Council adopt the draft naming lists and utilise these for consideration as proposed names on future streets, reserves and assets within the Municipality.

Report of the Director Infrastructure and Operations

16.4 Adoption: Street, Reserve and Asset Names (cont.)

Background

Council is committed to recognising naming practices that reflect local character and heritage, local flora and fauna, significant historical themes, and people with enduring contributions to the Kiama Municipality, along with the use of Dharawal language to respect and protect Aboriginal cultural heritage.

To support the Street, Reserve and Asset Naming Policy Council has compiled a list of initial themes and names that could be utilised for naming and addressing streets, reserves and assets within the Municipality.

The draft names have been collected from information submitted from local community groups including Aboriginal Advisory Group, Kiama Historical Society, Kiama - Jamberoo RSL, Gerringong RSL sub-branch and Kiama Library, and sourced from various historical and local reference publications. A full list of themes and names are included in Enclosure 1.

It is envisaged that the draft names will be provided to applicants of future residential, commercial or industrial developments to select from, to ensure consistent themes and names are being applied and to expedite the approval process. These initial names do not exclude other alternatives for future road or place names from being considered, provided the application for alternatives are in accordance with the draft '*Street, Reserve and Asset Naming policy*' and Geographical Names Board of NSW (GNB) requirements.

In addition to the above, for the previously approved Development Application 10.2025.68.1 - South Kiama residential subdivision (Stage 1) a separate naming list has been prepared in Enclosure 2. These names are based on a site-specific theme related to the original pioneer landowners, Thomas and Caroline Kendall, their 9 children and families buried within the historic Kendalls Cemetery located within the subdivision site. It is proposed that this additional draft naming list be provided to the developer for consideration for future road and park naming within the estate.

In all instances, any future public road and place naming proposals would require the approval of the GNB, followed by public exhibition and a resolution of Council before names are formally adopted.

Item 16.4