



## Contents

<b>1</b>	<b>AIMS AND OBJECTIVES</b>	<b>1</b>	3.26 Mount Ousley	21
<b>2</b>	<b>WHAT IS CHARACTER?</b>	<b>1</b>	3.27 Fairy Meadow	21
<b>3</b>	<b>CHARACTER STATEMENTS</b>	<b>2</b>	3.28 Keiraville	22
3.1	Helensburgh	2	3.29 Mount Keira	23
3.2	Lilyvale	2	3.30 Gwynneville	23
3.3	Otford	3	3.31 North Wollongong	24
3.4	Stanwell Tops	3	3.32 Wollongong City Centre	24
3.5	Stanwell Park	4	3.33 West Wollongong	26
3.6	Darkes Forest	5	3.34 Mangerton	26
3.7	Maddens Plain	6	3.35 Mount Saint Thomas	27
3.8	Coalcliff	6	3.36 Coniston	28
3.9	Clifton	7	3.37 Cringila	28
3.10	Scarborough	7	3.38 Port Kembla & Spring Hill	29
3.11	Wombarra	8	3.39 Lake Heights	30
3.12	Coledale	9	3.40 Berkeley	31
3.13	Austinmer	9	3.41 Warrawong	32
3.14	Thirroul	10	3.42 Primbee	33
3.15	Bulli	11	3.43 Windang	33
3.16	Woonona	13	3.44 Unanderra	34
3.17	Russell Vale	14	3.45 Figtree	35
3.18	Corrimal	15	3.46 Cordeaux Heights	36
3.19	East Corrimal	15	3.47 Farmborough Heights	37
3.20	Bellambi	17	3.48 Kembla Grange	37
3.21	Tarrawanna	17	3.49 Kembla Heights	38
3.22	Fern Hill	18	3.50 Mount Kembla	39
3.23	Towradgi	18	3.51 Wongawilli	39
3.24	Balgownie	19	3.52 Dombarton & Avon	40
3.25	Mount Pleasant	19	3.53 Brownsville	40
		20	3.54 Kanahooka	41

3.55 Koonawarra	42
3.56 Dapto	42
3.57 Horsley	43
3.58 Cleveland	44
3.59 Penrose	44
3.60 Avondale	45
3.61 Marshall Mount	46
3.62 Haywards Bay	46
3.63 Yallah	47

## 1 AIMS AND OBJECTIVES

The main aims of this chapter of the DCP are to identify the existing character and desired future character for each particular suburb within the city.

The key objectives of this chapter are to:

- a) Protect and enhance the existing character that distinguishes the identity of each suburb within the city; and
- b) Provide character statements for each suburb within the city which in conjunction with the specific development controls outlined in other chapters of this DCP will help assist decision-making as to whether a proposed development is compatible with the desired future character of the locality/suburb.

## 2 WHAT IS CHARACTER?

“Character” has two specific elements, namely:

- (i) “Existing character” relates to the current patterns of natural and urban geography which may be observed in an area; and
- (ii) “Desired or future character” which provides objectives for the future development of a suburb and which emphasizes the important existing features or qualities of the area that should be maintained or enhanced.

Within the planning framework, the concept of character primarily focuses on physical planning outcomes and the design of the built environment in the public realm. This may include characteristics such as particular groups of land uses, architectural styles, building densities, building heights, building materials and building setbacks as well as the spatial definition or patterns of particular locality, including subdivision layout patterns and road pattern. The character of a suburb may also be partly based on unique topographical or natural landform features, scenic environmental quality of the particular suburb including significant remnant stands of trees or streets which are lined by a particular tree species. In addition, the character of an area may also be based upon the number of heritage items or conservation areas within that particular area.

However, the character of a particular suburb should not be confused with its attractiveness since all suburbs have an existing character.

The desired future character statements contained in this chapter of the DCP express the character and outcomes sought for a suburb.

In some areas, the desired character statements may seek to permit some level of change whilst maintaining the existing character of the suburb. This may range from little change for some areas up to quite dramatic changes for certain suburbs where increased dwelling densities or variations to dwelling type or the introduction of other land uses are proposed. However, the desired character statements will attempt to clearly establish the key elements of the existing character of the suburb which are required to be maintained whilst also identifying the nature and type of change desired for the suburb.

These statements will focus on the future, and as such recommendations are likely to differ from what exists in the neighbourhoods and suburbs currently. For example, high density area character statements will be aimed at creating a more urban character, as opposed to a ‘suburban’ character.

## 3 CHARACTER STATEMENTS

### 3.1 Helensburgh

#### Existing Character

Helensburgh is situated at the far northern boundary of Wollongong LGA and is bounded by the Royal National Park to the north and east, the F6 freeway and Princes Highway to the west and the Illawarra escarpment to the south.

Helensburgh has a unique country village character. It is characterised by a relatively low residential density and comprises a mix of older style single storey and two storey weatherboard, fibro and brick detached dwelling-houses in the earlier subdivisions whereas the newer release area subdivisions predominantly contain single storey and two storey brick and pitched roof tile dwelling-houses. Small pockets of medium density villa, townhouse and 3 storey walk-up flat developments also exist in the vicinity of the town centre.

The Helensburgh retail and town centre is generally one to two storeys in height and contains a medium sized supermarket and a variety of retail shops and other business and medical services which serve the daily and weekly convenience needs of the area. The trade area of Helensburgh is primarily confined to the township of Helensburgh and the neighbouring villages of Otford, Stanwell Tops, Stanwell Park, Coalcliff and Clifton.

Helensburgh contains Australia's first traditional Hindu temple and also features a number of rural land uses, particularly on the western and southern parts of the suburb.

#### Desired Future Character

Helensburgh has one of the highest growth rates in the Wollongong Area. This growth is likely to continue over the next 5 – 10 years.

The mix of dwelling styles in Helensburgh is likely to remain given that the new release area subdivisions are likely to contain larger contemporary style dwellings whilst the older settlement areas will contain a mix of older weatherboard, fibro and brick dwellings with the replacement of some older dwelling stock with larger two storey contemporary designed dwellings.

Shop top housing will also be encouraged within the Helensburgh town centre.

The Helensburgh town centre is likely to comprise of up to 20,000m<sup>2</sup> of retail floor space and will serve a trade area population of approximately 10,000 – 20,000 people. The centre will focus on the provision of weekly and daily convenience goods and services to cater for the needs of the surrounding community but will also provide a limited range of non-retail professional and non-retail personal services such as dry cleaning and Australia Post. The centre will be anchored by a at least one to two medium scale to full line supermarket(s) and is likely to also include a fruit and vegetable store, bakery, butcher and a limited range of non-retail services including pharmacy, hairdressers, medical practitioners, video / entertainment hire outlet etc.

Higher order retailing and business services are likely to continue to be provided between Wollongong City Centre and Corrimal town centre as well as the southern Sydney suburbs of Engadine, Miranda, Sutherland and Kogarah.

Conservation of significant bushland and protection of downstream water quality will remain important priorities for Helensburgh.

## 3.2 Lilyvale

### Existing Character

This locality lies mostly within the Royal National Park, with some small holiday/ weekend cottages/shacks existing in the area around South Era and Burning Palms. The village of Lilyvale, adjacent to the railway, is privately owned and contains one dwelling.

### Desired Future Character

It is not anticipated that the character of this area will change or be subject to any significant new development.

## 3.3 Otford

### Existing Character

Otford is a small residential village at the southern gateway to the Royal National Park and is part of the northern gateway to Wollongong LGA. Otford is also situated close to Otford Lookout and Bald Hill headland reserve and lookout and forms a component of the Grand Pacific Drive, connecting Sydney to Wollongong. This suburb has a bushy, leafy character forms part of the upper end of the Hacking River System.

Otford has a number of significant heritage items which add to the character of the village, including the Otford railway tunnel, former station masters house, a former railway cottage, former post office and residence and several semi-detached houses.

The village comprises predominantly of single storey and two storey detached brick, weatherboard and red cedar clad dwellings with pitched rooflines, set beneath the tree canopy.

Otford also contains the George Whelan Conference Centre .

Otford has direct road access via Otford Road to the Helensburgh retail and business centres which provides for the retail convenience, medical and other business service needs of the population.

### Desired Future Character

Otford should retain its low density leafy residential village character.

Any new dwelling or major alterations and additions to an existing dwelling should be sympathetic with the scenic environmental quality of the area and generally designed to fit beneath the remnant tree canopy. The scale and bulk of any development should be minimised through the use of irregular floor layout plans such as pavilions and stepping down the slope of the site.

On steeper sites, garages or carports should be sited separately to the dwelling and designed to blend in with their natural setting. Elevated structures such as terraces and pools should be avoided.

Otford is within a high bushfire hazard area and hence, all new dwellings and external alterations and additions to existing dwellings must be designed and constructed in accordance with the NSW Rural Fire Service *Planning for Bushfire Protection 2006* guidelines and *Australian Standard AS 3959 – 1999 Construction of Buildings in Bushfire Prone Areas*.

Where front or rear facades of new dwellings are likely to be higher than neighbouring dwellings, the screening of balconies and additional setbacks may be necessary, to minimise any potential privacy or amenity impacts upon neighbouring properties. All verandahs and balconies shall be screened or shielded to prevent the potential entry of flying embers, during bush fire events.

All dwellings should be of muted coloured finishes to add to the character of Otford.

Environmentally sensitive dwelling-houses are encouraged.

The Helensburgh town centre will continue to provide for the weekly retailing and business service needs of the population. However, a small general business store which provides for the daily convenience needs of the population will be encouraged.

Higher order retailing and business services will be provided by Wollongong City Centre, Thirroul and Corrimal town centres as well as the southern Sydney suburbs of Engadine, Miranda, Sutherland and Kogarah.

### 3.4 Stanwell Tops

#### Existing Character

Stanwell Tops is a small residential village, perched on the edge of the escarpment, overlooking the ocean. The village is situated at the northern gateway to Grand Pacific Drive, which starts its descent at this village, down towards Bald Hill Headland Reserve and Stanwell Park village below.

Stanwell Tops is characterised by a mix of single storey and two storey detached dwellings with varied external building materials such as weatherboard, fibro, western red cedar and brick veneer with pitched roof forms. Several newer two storey dwellings with sloping flat roof forms have also been built.

The village contains Stanwell Tops Lookout, the garden of peace and the Stanwell Tops Christian Conference Centre. Symbio Wildlife Park is also situated on Lawrence Hargrave Drive, between Stanwell Tops and Helensburgh.

The Helensburgh town centre provides for the weekly retailing and business service needs of the Stanwell Tops population. Higher order retailing and business services are provided by Wollongong City Centre, Thirroul and Corrimal town centres as well as the southern Sydney suburbs of Engadine, Miranda, Sutherland and Kogarah.

#### Desired Future Character

Stanwell Tops is likely to experience some limited change by way of alterations and additions to existing dwellings as well as the replacement of older style fibro and weatherboard dwellings with contemporary two storey dwellings. All dwellings should be consistent with the prevailing front building setback and feature a traditional street address with verandahs and front doors visible from the street. Garages should not visually dominate the streetscape.

Stanwell Tops is situated within a high bushfire hazard area and hence, all new dwellings and major external alterations and additions to existing dwellings must be designed and constructed in accordance with the NSW Rural Fire Service *Planning for Bushfire Protection 2006* guidelines and *Australian Standard AS 3959 – 1999 Construction of Buildings in Bushfire Prone Areas*. Therefore, dwellings should generally be of a face brickwork or colourbond wall construction, rather than of a weatherboard or western red cedar wall cladding construction.

The Helensburgh town centre will continue to provide for the weekly retailing and business service needs of the population. Higher order retailing and business services will continue to be provided by Wollongong City Centre, Thirroul and Corrimal town centres as well as Engadine, Miranda, Sutherland and Kogarah.

## 3.5 Stanwell Park

### Existing Character

Stanwell Park is a seaside residential village which is nestled in a natural amphitheatre at the foot of the Illawarra escarpment.

Stanwell Park is characterised by a relatively low density residential suburb with single storey and two storey detached dwellings, including architecturally designed dwellings with a coastal architectural theme. Several pole homes are set amongst the forested (eucalypt and cabbage tree palm) valley floor, inland from the beach.

Stanwell Park contains a small village retail centre with a mini-supermarket and a small number of other food outlets and convenience shops as well several art galleries which provide for the daily convenience needs of the population and also attract the passing tourist trade.

### Desired Future Character

Stanwell Park should retain its low density village character and any new residential development must not dominate the scenic environmental quality of the coastal headlands and the forested valley floors.

Views are an important aspect to the neighbourhood character of Stanwell Park. Whilst views to the coastline or escarpment are not owned or cannot be a right of law, the ability to glimpse the sea or the escarpment from living rooms or balconies is intrinsic to the 'sense of place' in this seaside area. Therefore, the siting, height and external form of new dwellings should be designed to maximise the view sharing opportunities for neighbouring properties.

Any new dwelling or major alterations and additions to existing dwelling should also be designed to minimise the scale and bulk of the development through the use of split-level building design 'stepping down' the site or by irregular floor layout plans such as pavilions with roofline forms to create well-articulated building forms. The rooflines for dwellings along the prominent coastal headlands should either be flat, curved or gently pitched to maximise view sharing opportunities for neighbouring dwellings.

The impact of upper storeys of a dwelling should also be minimised through a combination of additional front and side setbacks from the ground floor of the dwelling and the selective use of balconies and verandahs. Balconies should be lightly framed in steel and / or timber finishes, rather than of brick or masonry construction.

For new dwellings on sloping sites, the dwelling should also be stepped down the slope and suspended floors and decks should be used to minimise the disturbance of the natural contours of the site. Where front or rear facades of new dwellings are likely to be higher than neighbouring dwellings, the screening of balconies and additional setbacks may be necessary, to minimise any potential privacy or amenity impacts.

Lightweight architecturally designed coastal themed dwellings with weatherboard, rendered brickwork or colourbond walls with lightly coloured beige, light brown (sand) or light to mid grey or blue coloured finishes and colourbond sloping flat, curved or dutch gable pitched rooflines are preferred for buildings around the coastal headlands of the village.

Within the forested valleys of Stanwell Park further inland from the beach, dwellings should feature face brickwork or colourbond wall construction with pitched rooflines with muted brown to green finishes preferred. All new dwellings and major external alterations and additions to existing dwellings must be designed and constructed in accordance with the NSW Rural Fire Service *Planning for Bushfire Protection 2006* guidelines and *Australian Standard AS 3959 – 1999 Construction of Buildings in Bushfire Prone Areas*.

Environmentally sensitive dwelling-houses which are set amongst the forested valley floor are also encouraged for the area.

The Stanwell Park retail centre will remain a local convenience village centre with the possible enlargement of the existing small supermarket up to medium sized supermarket over the medium to long term. Other higher order retailing and business service functions will be provided to residents by either the Helensburgh town centre as well as Wollongong City Centre and the southern suburbs of Sydney, particularly Miranda and Sutherland.

### **3.6 Darkes Forest**

#### **Existing Character**

Darkes Forest is a small rural community on the western plain of the Illawarra Escarpment, situated between the Southern Freeway, the Old Princes Highway and the Woronora Dam catchment area.

This village is characterised by a number of orchards, animal establishments and other rural land use activities and is surrounded by undulating heath land.

#### **Desired Future Character**

Darkes Forest will remain a small rural community.

Due to the sensitive nature of the catchment, the majority of this area has little potential for further development and will remain as a small rural community.

### **3.7 Maddens Plain**

#### **Existing Character**

Maddens Plains is characterised by an undulating perched heath land landscape, situated on top of the Woronora Plateau. The landform is relatively flat and drains to the north and west.

Maddens Plains contains two existing golf courses as well as a number of orchards and other rural land use activities.

The visual character of this area is dominated by the Southern Freeway and high voltage electricity transmission lines and towers strung across the landscape. The landscape also includes telecommunications facilities and dams.

#### **Desired Future Character**

The NSW Minister for Planning recently approved a Part 3A major project for a major tourist development at the Illawarra Golf Course involving 127 tourist villas, a 100 room hotel and a 200 seat conference centre.

However, due to the environmentally sensitive nature of this catchment, Maddens Plains has little potential for any further development.

## 3.8 Coalcliff

### Existing Character

Coalcliff village is nestled at the base of steep sandstone cliffs below the Illawarra Escarpment upon a narrow strip of the coastal plain. The sandstone cliffs of the escarpment above the village dominate the landscape in this area. Sea Cliff Bridge is also located close to Coalcliff.

Coalcliff is a small seaside village and is characterised by low density residential development comprising of one to two storey detached dwellings. The older style dwellings are predominantly single storey in height and are generally of a weatherboard, brick veneer or western red cedar wall construction and pitched or sloping flat corrugated iron rooflines. The newer residential dwellings are predominantly two storeys and are designed in a coastal theme with either a weatherboard or rendered brickwork construction and sloping flat, curved or dutch gable rooflines.

The Coalcliff Colliery / Cokeworks industrial landscape is also located upslope and behind the village. The colliery contains a number of existing clearings within the escarpment slopes and foothills but these clearings are generally indistinct given that the escarpment vegetation provides a relatively good foreground screen.

### Desired Future Character

Coalcliff should remain a low density residential seaside village comprising of one and two storey detached dwellings. The dwellings should be individually designed in a coastal maritime theme with a weatherboard or rendered brick construction with off-white, beige / sandy or light to mid blue or grey coloured finishes. Dwellings should incorporate either sloping flat, curved or dutch gabled roof forms. The rooflines of any new two storey dwellings should also be flanked by wide eaves, to help disguise the height of external walls.

The configuration of new dwellings should be designed to maximise view sharing opportunities for neighbouring dwellings. This may be achieved by way of staggering of the building form and minimising the ridgeline and wall height of dwellings together with appropriate roof forms.

The use of lightly framed balconies and verandahs plus a variety of materials and finishes rather than plain masonry walls and balustrades is recommended. All balconies should be designed to minimise any potential amenity or privacy impacts upon the habitable rooms of the dwellings or private courtyard areas of adjoining properties.

Coalcliff Colliery / Cokeworks should remain contained within the existing cleared areas only, in order to minimise any adverse visual impact upon the scenic environmental quality of the escarpment through the clearing of remnant native vegetation.

## 3.9 Clifton

### Existing Character

Clifton is a compact seaside village situated upon a relatively narrow strip of coastal plain, between the coastal cliff line and the Illawarra Escarpment.

Clifton village is characterised by a very low residential density comprising predominantly of single storey detached weatherboard or brick wall detached dwelling-houses with pitched rooflines. The majority of the properties in Clifton have direct frontage to Lawrence Hargrave Drive as well as expansive coastal or escarpment views.

Clifton village also contains a number of heritage items namely, the Imperial Hotel, the School of Arts building, a former school residence at Clifton School and a stand of Norfolk Island Pines along Lawrence Hargrave Drive. Moronga Park and Rube Hargrave Park are also located in the village.

## Desired Future Character

Clifton should retain its low density village character. Therefore, any alterations and additions to existing dwellings or the erection of new dwelling-houses must be sympathetic with the streetscape character of the village, especially neighbouring dwellings.

Any new dwelling should be individually designed with a coastal theme, typically with a weatherboard or rendered brick construction in off-white, beige, light to mid brown, light to mid blue or light grey coloured finishes.

The configuration of new dwellings on the eastern side of Lawrence Hargrave Drive should be designed to maximise view sharing opportunities for dwellings on the opposite western side of Lawrence Hargrave Drive. This may be achieved by way of staggering of the building form including the possible narrowing of first floor storeys and minimising the overall height of dwellings by incorporating sloping flat or gently pitched roofline forms, where necessary.

The use of lightly framed balconies and verandahs, rather than plain masonry balustrading is required. All balconies should be designed to minimise any potential amenity or privacy impacts upon the habitable rooms of the dwellings or private courtyard areas of adjoining properties.

## 3.10 Scarborough

### Existing Character

Scarborough village is a small low density residential village within a narrow part of the coastal plain. Scarborough contains a mix of one to two storey detached dwelling-houses and includes small weatherboard and pitched corrugated iron roofed cottages as well as some contemporary dwellings with a coastal theme and "lightweight" weatherboard or colourbond wall construction and pitched or sloping flat roof forms.

Scarborough contains several heritage listed miner's cottages on Lawrence Hargrave Drive and other significant heritage listed items, including the Scarborough Hotel, Scarborough railway station, Scarborough primary school, police station and the former Scarborough Anglican Church.

### Desired Future Character

Scarborough should retain its low density residential village character and predominantly comprise of a mix of one to two storey detached dwelling-houses.

New dwellings should be individually designed with a coastal theme and constructed of "lightweight" building materials or rendered brickwork with off-white, beige, light to mid brown, light to mid blue or light grey coloured finishes.

The building form and height of new dwellings should be designed to maximise view sharing opportunities for rear neighbouring dwellings. This may be achieved by way of staggering of the building form through spilt – level design or narrowing the width of the upper level of a two storey dwelling whilst minimising the overall height of dwellings by incorporating sloping flat or gently pitched roofline forms.

Lightly framed balconies and verandahs are preferred, instead of plain masonry balustrading. All balconies should be designed to minimise any potential amenity or privacy impacts upon the habitable rooms of the dwellings or private courtyard areas of adjoining properties.

New dwellings should also be sympathetic with any adjoining heritage item. Any alterations and additions to a miner's cottage must be sympathetic with the heritage significance values of the cottage.

## 3.11 Wombarra

### Existing Character

Wombarra is a leafy seaside residential village which is characterised by a mix of single storey older style weatherboard dwellings and two storey dwellings along the coastal foreshore areas and set amongst the forested escarpment foothills. Scarborough Beach and Matron Park are located in the village.

Wombarra contains the significant heritage listed mansion known as "Aliumar" at 129 Morrison Avenue and the historic Morrison Avenue Sawmill. The former Bulli Main Colliery is located adjacent to Morrison Avenue and Denmark Street.

Coledale Hospital is situated on the suburb boundary between Wombarra and Coledale.

### Desired Future Character

Wombarra should remain a low density residential village comprising of a mix of one and two storey dwellings and hence, should retain its low density leafy residential character. Environmentally sensitive dwelling-houses are encouraged.

Any new dwelling or major alterations and additions to an existing dwelling should be sympathetic with the streetscape and scenic environmental quality of the locality. New dwellings should be restricted to cleared areas only. Lightweight framed structures with suspended floors and decks are preferred to minimise cut and fill earthworks, especially on sloping treed sites.

The siting, height and design of new dwellings is critical to maximise view sharing opportunities for neighbouring properties.

Dwellings with weatherboard or colourbond wall and pitched or sloping flat rooflines are also encouraged, particularly for the lower coastal parts of Wombarra.

The scale and form / bulk of any building should be minimised through the stepping down the slope of the site. The impact of upper storeys of a dwelling may be minimised through a combination of additional front and side setbacks from the ground floor of the dwelling and the selective design of balconies and verandahs.

Where front or rear facades of new dwellings are likely to be higher than neighbouring dwellings, the screening of balconies and additional setbacks may be necessary to maintain the streetscape or minimise potential privacy or amenity impacts upon neighbouring properties.

All new dwellings and major alterations and additions to existing dwellings in "bush fire" hazard risk areas must be designed and constructed in accordance with the NSW Rural Fire Service *Planning for Bushfire Protection 2006* guidelines and *Australian Standard AS 3959 – 1999 Construction of Buildings in Bushfire Prone Areas*.

## 3.12 Coledale

### Existing Character

Coledale is a small seaside village which is characterised by low density residential development. The village contains a mix of one to two storey detached dwelling-houses and includes older style weatherboard cottages and new contemporary coastal themed dwellings.

Coledale also contains the historic Coledale railway station, a railway tunnel No. 8 and a number of Norfolk Island Pines along South Coledale Beach and Lawrence Hargrave Drive.

## Desired Future Character

Coledale should retain its low density residential village character with predominantly one to two storey detached dwelling-houses envisaged in the village.

New dwellings should be individually designed in a coastal theme with either a weatherboard or rendered brick construction and varied sloping flat, dutch gable pitched or curved roof forms encouraged. Light beige or light to mid grey or light to dark blue coloured external wall finishes are preferred.

New dwellings should be designed to maximise view sharing opportunities for neighbouring dwellings. This may be achieved by way of staggering of the building form through wider side setbacks on first floor levels and minimising the wall and roofline height of dwellings, wherever possible. The roof line of any new two storey dwelling should be flanked by wide eaves, wherever practicable, to help to improve the overall appearance of the building.

The use of extensive windows and lightly framed balconies and verandahs plus a variety of materials and finishes rather than plain masonry walls and balustrades is recommended. All balconies should be designed to minimise any potential amenity or privacy impacts upon the habitable rooms of the dwellings or private courtyard areas of adjoining properties.

## 3.13 Austinmer

### Existing Character

Austinmer is a leafy residential village which extends from the coastal strip right up to the slopes and foothills of the escarpment. Austinmer is a medium sized seaside village being slightly smaller than Thirroul but larger than other seaside villages to the north.

Austinmer is characterised by predominantly low density detached dwelling-houses with some medium density housing, restricted to the coastal part of the village. Detached dwelling-houses predominantly comprise of a mix of one to two storey weatherboard and brick dwelling-houses with pitched roof lines. Newer two storey contemporary styled consisting of rendered brick and weatherboard dwellings with varied roof forms have been constructed along both the coastal strip and upper slopes and foothills of the escarpment.

Brush box street trees also line some streets in Austinmer which add to its leafy village character.

Austinmer also contains a number of items of environmental heritage including a number of Norfolk Island Pines along Austinmer Beach and North Austinmer Beach, Glastonbury Gardens, Austinmer railway station, a group of shops in Moore Street as well as several significant dwellings.

Austinmer Heritage Conservation Area is divided into three (3) distinct precincts, namely Moore Street, The Grove and Hennings Lane. Moore Street was one of the first formed streets in the early twentieth century with pre-war style allotments that helped to create a new identity for Austinmer from a coal town to a seaside resort. This street connected the railway station to the main tourist attraction, being Austinmer beach. The Grove represents the continuing growth of Austinmer. The presence of palm trees and the mixture of tropical and native vegetation also demonstrates the importance this street played in setting the new identity of Austinmer as a seaside village during the 1920's and 1930's. Hennings Lane provides access to the large dwelling known as 'Rathane' as well as providing rear lane access to the properties fronting either Moore Street or The Grove.

A small retail and business centre is contained along Moore Street as well as a small retail strip along Lawrence Hargrave Drive. This provides for the daily convenience needs of the surrounding population. Higher order retailing and business services are provided at Thirroul and Corrimal town centres and Wollongong City Centre.

## Desired Future Character

The village atmosphere of Austinmer should be retained and the existing retail centre should remain relatively 'low key'.

Austinmer should retain its low density leafy seaside character and any new residential development should not dominate the scenic environmental quality of the coastal strip and forested escarpment. Dwellings should be generally one to two storeys in height and be designed to retain the nature attributes of the immediate locality.

Any new dwellings or major alterations and additions to existing dwellings should be designed to minimise the scale and bulk of the development through well-articulated building forms. Individually designed dwellings with weatherboard or colourbond facades with lighted coloured or light or mid grey finishes are preferred for properties along the coastal strip. The rooflines for dwellings along the coastal strip may either be flat, curved or gently pitched, depending upon existing view sheds from neighbouring properties. In some cases, split-level or varied setbacks for two storey dwellings and sloping flat or gently pitched roof forms may be necessary, to maximise view sharing opportunities for neighbouring dwellings.

The impact of upper storeys of a dwelling should also be minimised through a combination of additional front and side setbacks from the ground floor of the dwelling and the selective use of balconies and verandahs.

Balconies should be lightly framed in steel and / or timber finishes, rather than of brick or masonry construction.

For properties within the treed areas near the escarpment, face brick dwellings with pitched tile or colourbond rooflines in muted earthy colour finishes are preferred.

For properties on sloping sites towards the escarpment, new dwellings should be stepped down the slope with suspended floors and decks used to minimise the disturbance of the natural contours of the site and to ensure new dwellings upon the escarpment footslopes are nestled below the tree canopy line.

Where front or rear facades of new dwellings are likely to be higher than neighbouring dwellings, the screening of balconies and additional setbacks may be necessary, to minimise any potential privacy or amenity impacts.

All new dwellings and major alterations and additions to existing dwellings upon lands classified as a "bush fire" hazard risk must be designed and constructed in accordance with the NSW Rural Fire Service *Planning for Bushfire Protection 2006* guidelines and *Australian Standard AS 3959 – 1999 Construction of Buildings in Bushfire Prone Areas*.

Some medium density housing types (ie townhouses and villas) may occur along the coastal strip provided such developments are designed to reflect the natural attribute's of the particular locality and to maximise view sharing opportunities for dwellings upon neighbouring properties.

New or improved pedestrian and / or bicycle links may be considered as part of the future precinct planning for Austinmer, which may include a possible link between the railway station and Austinmer beach.

## 3.14 Thirroul

### Existing Character

Thirroul is the focal retail, business and cultural point for residents of the northern suburbs. Thirroul is situated between the Bulli Pass Scenic Reserve to the west and the Pacific Ocean to the east. It has a distinctive cultural identity that is supported by the retail amenity and the convenient clustering of community and educational facilities in or near the village centre.

Thirroul's village centre is separated into two distinct areas by the South Coast Railway line. The northern side of the village is the core focal point for retail and community services within the suburb and contains St Michael's Catholic Church and primary school. The southern side comprises of a small mix of retail and community services with a more village, compact character, highlighted by its close proximity to the Thirroul Railway Station. It contains a Montessori preschool and Thirroul Public School. The two sides of the village centre are unique and offer a variety of services and facilities that promote and improve the quality of life of all residents.

The north and south sides of the village centre are linked via a railway bridge over Lawrence Hargrave Drive and a footbridge at the Thirroul Railway Station providing vehicular and pedestrian access.

Thirroul residential area is characterised by a mix of single storey to two storey dwelling-houses including a number of circa 1920's and 1930's weatherboard and corrugated iron roofed bungalows. The coastal strip of Thirroul including along Lawrence Hargrave Drive contains a mix of single storey weatherboard and fibro dwellings and new contemporary dwellings and some medium density townhouses and walk up residential flat buildings.

New hinterland subdivisions on the foothill slopes of the escarpment contain new contemporary split – level and two storey dwelling styles with weatherboard or rendered brick wall construction and pitched, sloping flat or curved roofline forms.

Thirroul also contains a number heritage items, including Thirroul railway station, Former Kings Theatre, Thirroul Baths (inter-war) precinct, old railway barracks, Thirroul public school, several federation and inter-war dwellings which also add to the distinct character of the village.

Thirroul also boasts the new district community centre and library.

### Desired Future Character

Thirroul should retain its village atmosphere. The village centre of Thirroul should retain its strong identity as a low rise village centre because of the relationship between the sea and escarpment. It should remain the social / cultural hub by continuing to feature a combination of unique specialty retail shops, cafes, restaurants and other businesses.

The significance of the village centre as a retail and business precinct will be strengthened through the consolidation of existing retail and business centre and the continued encouragement of active front shops. The active street frontages will enhance the existing character of Thirroul and also help encourage the on-going vitality of this centre, especially at night-time and weekends. To retain the appeal of Thirroul village centre, further large scale retail development is discouraged.

If Thirroul is to be positioned as a tourist destination, only low key tourism development should be supported that complements the village character of Thirroul is also encouraged.

Residential development will remain primarily low density in nature. Some restricted medium density within close vicinity to the Thirroul village centre and the railway station is envisaged. Any new housing must be sympathetic with the existing Thirroul village built form and streetscape, particularly in older areas with weatherboard houses, pitched roofs and wide eaves. Environmental zones will be retained close to the escarpment to further maintain the strong village character of Thirroul.

Any dwellings should be designed to minimise the scale and bulk of the development through well-articulated building forms.

The siting, height and design of new dwellings is critical to maximise view sharing opportunities for neighbouring properties. The roof forms for dwellings especially within the eastern part of Thirroul should be designed to maximise view sharing opportunities for rear neighbouring dwellings and hence, should be either sloping flat or gently pitched only. There should also be generous eaves to decrease the need for air conditioning. The impact of upper storeys of a dwelling should also be minimised through a

combination of additional front and side setbacks from the ground floor of the dwelling and the selective use of balconies and verandahs. New dwellings should provide small to medium trees, wherever possible, taking into account view sharing opportunities.

Individually designed dwellings with weatherboard, rendered or colourbond facades with lightly coloured finishes and sloping flat, curved or gently pitched rooflines are preferred for properties along the coastal strip.

For properties within the treed upper slopes of Thirroul, moderately pitched rooflines are preferred. New dwellings on sloping sites should be stepped down the slope with suspended floors and decks, to minimise the disturbance of the natural contours of the site and any such new dwelling should be designed to fit below the tree canopy line.

Where front or rear facades of new dwellings are likely to be higher than neighbouring dwellings, the screening of balconies and additional setbacks may be necessary, to minimise any potential privacy or amenity impacts.

Balconies should be lightly framed in steel and / or timber finishes, rather than of brick or masonry construction.

### **3.15 Bulli**

#### **Existing Character**

The historic township of Bulli lies between the Illawarra Escarpment and the ocean, where the coastal plain widens to the south of Thirroul.

Bulli contains a mix of housing styles and building form, including older low density detached dwelling-houses as well as medium density housing in the form of villas and townhouses. The detached dwelling-houses are predominantly single storey in height and are generally of a weatherboard, fibro and brick construction. Within the coastal precincts of Bulli, some new two storey dwellings are starting to replace the older dwelling stock.

Bulli is also characterised by a large number of heritage items including the Bulli railway station and station masters residence, Bulli Colliery and associated railway bridge embankments, miner's cottages, Denmark Hotel and stables, Bulli Hotel, Bulli post office as well as a number of other significant circa 1920's and 1930's bungalows etc.

Rural residential development also occurs within the landscape clearings adjacent to the Princes Highway, Bulli Pass and the foot hills of the escarpment.

The Bulli showground and racing complex is a regional recreational and sporting facility. Other important open space areas include Slacky Flat Park, Bulli Park and Sandon Point Reserve and beach.

The Bulli retail and business centre is situated on the Princes Highway approximately 1 kilometre south of the Princes Highway and Lawrence Hargrave Drive intersection. The Bulli centre is a traditional retail strip centre strip concentrated along the Princes Highway between the Bulli Railway Station to the north and the intersection of the Princes Highway and Park Road to the south and is a small traditional retail shopping strip which mainly serves the daily convenience needs of the surrounding local population.

#### **Desired Future Character**

Bulli should retain its relatively low density residential suburban character with some limited multi-dwelling housing opportunities within a short walking distance (ie 400 – 600 metres) to Bulli railway station. Any multi-dwelling housing should generally be restricted to two storeys in height. Therefore, villas, integrated developments and townhouses are considered the most appropriate forms of multi-dwelling housing.

Dwellings within the eastern coastal part of Bulli should be designed to minimise the scale and bulk of the development through well-articulated building forms. New contemporary or “lightweight” dwellings with a distinctive coastal character are encouraged for the eastern (coastal) part of Bulli. Dwellings should feature sloping flat, curved or gently to moderately pitched roof forms only and to help maximise view sharing opportunities for rear neighbouring dwellings.

Balconies should be lightly framed in stainless steel and / or timber finishes, rather than of brick or masonry construction.

For the western part of Bulli, dwellings with pitched, gable or hipped rooflines are preferred.

New development or alterations and additions to an existing building must also be sympathetic in terms of its siting, scale, height and external appearance to any adjoining item.

The Bulli retail and business centre will continue to provide for the convenience needs of the surrounding population. A full line supermarket may be warranted, where it can be demonstrated that the primary trade area for the supermarket is limited to the surrounding residential catchment of Bulli. Higher order retailing and other higher order business services will continue to be provided by Corrimal town centre and Wollongong City Centre. Major developments on the old Bulli brickworks site and Sandon Point future stages will mean an increase in the future retail demand. The Bulli village centre should cater for this growth organically.

### 3.16 Woonona

#### Existing Character

Woonona is located approximately 10 kilometres north of Wollongong City Centre and stretches from the coastal foreshore to the east and the escarpment, to the west.

Woonona is a residential suburb which over the last two decades has experienced considerable growth with the release of several new residential housing estates.

Woonona contains a variety of housing forms, including detached dwellings and medium density housing in the form of townhouses and villas. The older residential suburbs of Woonona predominantly contain single storey weatherboard and brick dwellings on mid to larger sized allotments of land. The newer residential estates in Woonona contain a mix of single and two storey dwellings, predominantly of a face brick or rendered brick wall and pitched roof tile construction on smaller lots together with some new medium density housing in the form of townhouses and residential flat buildings.

The Woonona retail and business centre is located approximately 2 kilometres south of the Princes Highway and Lawrence Hargrave Drive intersection and is a traditional strip centre. The centre is situated on both sides of the Princes Highway and includes a free standing Franklins supermarket, a McDonalds fast food restaurant and a range of specialty retail shops and service orientated businesses.

Woonona also contains small remnant pockets of light industrial land uses.

Woonona is provided with a range of active and passive open space areas including Woonona Beach, Ocean Park, Nicholson Park, Collins Park, Hollymount Park, Woonona Heights Park and Carole Avenue Reserve.

#### Desired Future Character

Woonona is likely to experience continued growth as a result of the developing residential release areas as well as the replacement of older dwelling stock with larger dwelling-houses.

Woonona should remain a relative low density residential suburb, except for along the Princes Highway and in close proximity to Woonona railway station where medium density housing in the form of townhouses and residential flat buildings will be encouraged.

Individually designed dwellings with a distinctive coastal character are encouraged for the eastern coastal part of Woonona. Balconies should be lightly framed in stainless steel and / or timber finishes, rather than of brick or masonry construction.

For the central and western parts of Woonona, dwelling-houses and medium density housing should be of a face brickwork wall construction with pitched tile or colourbond roof forms preferred.

The Woonona retail and business centre functions as a large neighbourhood centre serving a predominantly residential area to the east and west of the Princes Highway. The role and function of this centre will continued to be focussed on providing daily convenience goods and services and only limited capacity to meet weekly shopping needs. Any new retail or business development in Woonona shall be contained within the confines of the existing business precinct.

The residential area between Hollymount Estate and south of Grey Street is recognised for its special "heritage" character and tree lined streets and hence, any alterations and additions to dwellings or new dwellings must be sympathetic with the character of this locality.

### **3.17 Russell Vale**

#### **Existing Character**

Russell Vale is a small, compact, low density residential suburb. It contains single storey weatherboard and corrugated iron and brick and tile bungalows. Some older dwelling stock is now being replaced with new two storey contemporary dwellings. Terania Street has a row of Hill Fig trees along the road reserve. Keerong Street also contains street tree planting within the road reserve.

Russell Vale adjoins the South Bulli Colliery at the foot of the escarpment. South Bulli Colliery has distinctive benches in the landscape which run up to the 200 metre contour line at the foot of the escarpment and extend some 1.5 kilometres along the escarpment, from just north of Brokers Nose to Rixons Pass Road.

Russell Vale golf course is located in this suburb.

#### **Desired Future Character**

Russell Vale will retain its compact, low density residential character. The replacement of some of the existing dwelling stock with new two storey dwelling-houses is envisaged.

Dwellings should be of a weatherboard or face brickwork wall construction with a pitched (gable or hipped) roof form.

### **3.18 Corrimal**

#### **Existing Character**

Corrimal is framed by the Illawarra Escarpment and is positioned east of the escarpment landmark known as Brokers Nose.

Corrimal has a low to medium density residential character and is characterised by a mix of residential housing types including one to two storey detached dwelling-houses including circa 1920's - 1930's weatherboard and corrugated iron and brick and tile inter-war bungalows as well as newer larger brick and tile dwelling-houses as well as medium density villas and townhouses.

Corrimal contains a number of heritage items including the Colliery, Palm Court Hotel, former headmaster's residence at Corrimal Public School and the Catholic cemetery.

The Corrimal retail and business centre is classified as a major town centre (district level centre) and represents the highest order retail and business centre for the northern suburbs of Wollongong. The centre is a strong traditional retail and business strip situated along both sides of the Princes Highway. It contains two large enclosed shopping centres which feature a full line supermarket in each centre as well as a range of specialty retail outlets and service businesses.

Corrimal also contains a variety of light industries.

### Desired Future Character

The lower density residential areas of Corrimal will retain their low density character. In this respect, it is likely that the replacement of some older dwelling stock will occur with newer two storey dwelling-houses. Any new building should be designed to be sympathetic with the prevailing streetscape and any adjoining dwelling-house, especially an inter-war bungalow.

Additional medium density housing is likely to occur within or in close walking distance (ie 400 – 600 metres) of the Corrimal retail and business centre.

The Corrimal retail and business centre is proposed to be strengthened through the expansion of the existing centre, the encouragement of mixed use developments designed to foster a lively main street and improvements to pedestrian linkages throughout the centre. This will help to establish Corrimal as a major town centre to serve the northern suburbs of Wollongong LGA.

The desired future character for Corrimal is to retain the existing street and built form character of the Corrimal retail and business centre through maintaining an active street frontage with continuous retail uses on the ground floor level and a two storey street façade. Continuous awnings will also be retained along footpath areas. Active retail frontages will be strongly encouraged for the facades of "big box" retail centres to improve the streetscape appearance of each shopping centre and to improve the overall vitality of the Corrimal retail centre.

The built form should also take a "perimeter block" form where public parts of buildings are orientated towards public roads and parking and service loading areas should be internalised.

The location and provision of parking is critical to achieving accessibility to and within the retail centre as well as the vision of a centre that is a general destination rather than a predominantly point-based and car dependent internalised shopping venue.

Off-street parking needs to be located as close as possible to retail and commercial activities but should not sacrifice pedestrian and streetscape amenity.

Residential uses are encouraged for all parts of the Corrimal retail and business centre with the blurring of the edges of the centre encouraged by mixed use development. Ground and first floors are to be designed for retail and commercial office use with residential activity permitted above the first floor.

Higher density mixed use retail, commercial office and residential apartment development is to be orientated towards Princes Highway, Railway Street and Underwood Street.

The strengthening of connections between the Stockland Mall in the south to Collins Street and to the north, along the Princes Highway is recommended.

Clear pedestrian linkages should be provided from Underwood Street to the Princes Highway and the Corrimal Memorial Park. This will also require stronger linkages between Corrimal Memorial Park and Ziems Park and key sites such as the Underwood Street carpark site and the proposed eastward expansion of the Stockland Mall shopping centre. Clear pedestrian routes are also necessary from

parking areas to the retail and commercial centre. Through site links are also to be provided in accordance with the DCP.

Additionally, pedestrian linkages should be strengthened between Corrimal retail and commercial centre and Corrimal railway station through to the beach.

All public spaces (including roads, parks and plazas) should be directly overlooked by adjacent development and street planting is to be designed to avoid any potential concealment opportunities.

Night time activities such as restaurants, cinemas etc are encouraged to enliven the retail and commercial centre.

A range of community facilities are also envisaged for the Corrimal centre.

### **3.19 East Corrimal**

#### **Existing Character**

East Corrimal is a small beachside residential suburb with a mix of housing types, though mainly single storey detached brick and weatherboard dwellings. East Corrimal also contains the Corrimal Beach tourist park.

East Corrimal adjoins Bellambi Lagoon Nature Reserve, Towradgi Creek riparian corridor and has access to Corrimal Beach via Corrimal Beach Park.

#### **Desired Future Character**

The future character of East Corrimal will generally consist of low density residential housing. Medium density housing in the form of townhouse development will be encouraged in close proximity to Corrimal railway station, especially the residential precinct bounded by the railway line to the west, Rothery Road to the north, Pioneer Road to the east and Augusta Street to the south.

Within the low density residential area of East Corrimal, the replacement of some older dwelling stock is likely to occur with new two storey dwellings. Any new dwelling should be individually designed with a coastal architectural theme and constructed of either a weatherboard or rendered brickwork construction, preferably with pitched (dutch gable or hipped) roofline forms. However, sloping flat roofline forms may be required in circumstances where view sharing opportunities for neighbouring dwellings are appropriate.

Balconies should be lightly framed in stainless steel and / or timber finishes, rather than of brick or masonry construction.

### **3.20 Bellambi**

#### **Existing Character**

Bellambi is located approximately 10kms north of the Wollongong City Centre and is situated to the north-east of East Corrimal.

Bellambi is a small beachside suburb and is characterised by a mix of low to medium density precincts with a range of housing types including single storey detached dwellings, dual occupancies, villas, townhouses and residential flat buildings. The existing dwelling-houses are predominantly weatherboard or brick veneer with hipped rooflines.

Bellambi Harbour contains the main boat ramp facility for the northern suburbs of Wollongong. Bellambi Beach, Bellambi Recreation Area and Bellambi Lagoon Nature Reserve are key recreational destinations in this suburb.

## Desired Future Character

Bellambi is likely to remain as a relatively low to medium density residential area.

New dwellings should be constructed of weatherboard or face brickwork and feature hipped roof forms.

## 3.21 Tarrawanna

### Existing Character

Tarrawanna is located on the western side of the Princes Highway and includes lands from the escarpment foothills below Brokers Nose down to the coastal plain. On the coastal plain, Tarrawanna contains a mix of housing styles and types including single storey weatherboard bungalows, one to two storey brick and tile dwelling-houses as well as medium density villas. A large seniors living (aged and disabled housing) village also exists.

Tarrawanna is also characterised by low density residential subdivisions set amongst the foothills of the escarpment which predominantly contain large split-level and two storey detached brick and pitched roof tile dwellings.

Tarrawanna has a small village centre situated at the Caldwell Avenue and Meadow Street intersection. It contains a small supermarket, post office, bakery and several other businesses.

The residential precincts on the foot hills of the escarpment have direct access to walking tracks to the escarpment. Additionally, Tarrawanna has a series of passive open space areas along the Towradgi Creek riparian corridor as well as Tarrawanna Soccer Oval.

The Corrimal Colliery is also situated on the escarpment foothills behind Tarrawanna and Balgownie. The Corrimal Colliery has previously caused some clearing of the escarpment foothills, but this is not readily evident in the landscape.

### Desired Future Character

Tarrawanna is likely to experience the replacement of some older dwelling stock with larger new single to two storey dwelling-houses, particularly within the residential precincts on the lower coastal plain.

In areas where there is a prevailing character of weatherboard dwellings, new single or two storey dwellings should be constructed of "lightweight" weatherboard materials or a mix of face brickwork on the ground floor and weatherboard on the first floor. In localities where the existing dwellings are predominantly of a face brick and pitched roof tile construction, new dwellings should be designed similarly.

Tarrawanna will also experience additional medium density villa or townhouse developments through the amalgamation of sites, in close proximity to the Princes Highway and the small traditional Tarrawanna retail and commercial village centre.

However, the residential precincts set amongst the escarpment foothills will continue to remain low density residential precincts with limited redevelopment activity anticipated.

## 3.22 Fern Hill

### Existing Character

Fern Hill is a relatively small and compact residential suburb located to the west of Towradgi and to the east of Balgownie. It has a low density residential character and comprises predominantly of single storey weatherboard and brick dwellings with pitched rooflines.

## Desired Future Character

Fern Hill will generally remain a low density residential area. Fern Hill is however likely to experience some replacement of older dwelling stock with new two storey dwelling-houses as well as the amalgamation of some lots for medium density villa housing, especially in proximity to the Princes Highway.

### 3.23 Towradgi

#### Existing Character

Towradgi is a small beachside residential suburb with a relatively low density residential character and comprises predominantly of single storey weatherboard, fibro and brick veneer dwelling-houses with pitched rooflines. Some older dwelling stock has been replaced by new two storey contemporary dwelling-houses, particularly on properties in close proximity to Towradgi Beach and Towradgi Park.

Towradgi also contains the Towradgi Park nursing home.

Towradgi Park is a key local and regional recreational facility. Towradgi Creek riparian corridor also represents an important passive open space feature.

#### Desired Future Character

Towradgi will remain as a low density residential suburb with the replacement of some older housing stock with larger single to two storey dwellings likely over the medium to long term.

New dwellings should be individually designed with a coastal architectural theme. Weatherboard or rendered brick wall construction is preferred for at least the upper first floor level of any new dwelling. The roof form of any new dwelling should be designed to maximise view sharing opportunities to neighbouring dwellings. Therefore, curved, pitched or sloping flat rooflines may be suitable, depending upon the proposed dwelling style and whether any water views of neighbouring dwellings should be maintained.

Balconies should be lightly framed in stainless steel and / or timber finishes, rather than of brick or masonry construction.

The upgrading of Towradgi Park will ensure that the park is a key recreational facility in the future for both local residents and the wider community alike.

### 3.24 Balgownie

#### Existing Character

Balgownie is set within the foothills of the Illawarra escarpment, below Mt Keira and to the west of Fairy Meadow and Fern Hill and directly to the north of Mt Pleasant. Balgownie is approximately 5 kilometres north-west of the Wollongong City Centre.

Balgownie has a local village character. It is characterised by a relatively low density residential character with predominantly single to two storey detached brick and pitched roof tile dwelling-houses. Some medium density housing also exists along Balgownie Road.

The Balgownie retail centre is a relatively active and vibrant retail and business centre located on Balgownie Road bounded by Napier Street, Kembla Street and Foothills Road. Balgownie town centre has retained its village character and contains the historic Balgownie Hotel. The centre provides for the daily and weekly retail convenience needs of the local community. It also provides business services including a number of medical practices for the surrounding residential population. The retail trade area of

Balgownie is primarily restricted to the surrounding residential population of Balgownie and neighbouring suburbs.

### Desired Future Character

Balgownie will remain as a low density residential area with a mix of single and two storey dwelling-houses. Some additional medium density housing may occur along Balgownie Road and in close proximity to the Princes Highway.

New dwelling-houses and multi-dwelling housing should be of a face brickwork wall construction with pitched tile roofs, to reinforce the existing suburban character of Balgownie. Weatherboard wall construction may also be appropriate in or around the village centre where the prevailing streetscape contains similar weatherboard dwellings.

Retail or business (non-retail) development will only be permitted within the existing Balgownie retail and business centre. New retail or business buildings should reinforce the identity and local village character of the Balgownie retail centre. Fresh produce shops or a small supermarket which provide for the weekly fresh produce needs of the surrounding residential community are encouraged.

## 3.25 Mount Pleasant

### Existing Character

Set high in the slopes of the escarpment, Mount Pleasant has a strong bushland character with low density residential housing comprising of single storey and two storey detached dwelling-houses.

### Desired Future Character

Mount Pleasant will retain its low density residential character within a leafy, escarpment setting. Therefore, limited further development is anticipated in this suburb, except for the potential replacement of older dwelling stock with new larger contemporary dwelling-houses.

Face brickwork and moderately pitched rooflines are preferred for new dwellings. New dwellings on sloping sites should be stepped down the slope with suspended floors and decks, to minimise the disturbance of the natural contours of the site. New dwelling should be designed to fit below the tree canopy line.

All new dwellings and major alterations and additions to existing dwellings upon lands classified as a "bush fire" hazard risk must be designed and constructed in accordance with the NSW Rural Fire Service *Planning for Bushfire Protection 2006* guidelines and *Australian Standard AS 3959 – 1999 Construction of Buildings in Bushfire Prone Areas*.

The siting, height and design of new dwellings is critical to maximise view sharing opportunities for neighbouring properties.

Where front or rear facades of new dwellings are likely to be higher than neighbouring dwellings, the screening of balconies and additional setbacks may be necessary, to minimise any potential privacy or amenity impacts.

Balconies should be lightly framed in steel and / or timber finishes, rather than of brick or masonry construction.

## 3.26 Mount Ousley

### Existing Character

Mount Ousley is set within the coastal plain and the foothills of the Illawarra escarpment and approximately 3 kilometres north of Wollongong City Centre. Mount Ousley is bounded by the Princes Highway to the east, Fairy Meadow to the north, Mount Pleasant to the west and Mount Ousley Road to the south.

Mount Ousley is a relatively low density residential suburb characterised by predominantly single storey and two storey brick, fibro and weatherboard detached dwelling-houses with some medium density housing.

Mount Ousley also contains a number of significant heritage listed dwellings within the residential precinct, bounded by Macarthur Avenue, Burling Avenue, Strone Avenue and Sansey Avenue.

### Desired Future Character

Mount Ousley will remain a relatively low density residential suburb with the replacement of some older dwelling stock by newer and larger dwellings. The development of some limited medium density housing may occur in precincts in proximity to the Princes Highway, Mount Ousley Road and Dumfries Avenue.

Any development must be sympathetic with the streetscape character of the locality. In this regard, any new building within the Macarthur Avenue, Burling Avenue, Strone Avenue and Sansey Avenue residential precinct must be sympathetic in terms of siting, scale, height and external appearance with any adjoining heritage item.

## 3.27 Fairy Meadow

### Existing Character

Fairy Meadow is situated approximately 4 kilometres north of the Wollongong City Centre and is located on major road routes such as the Princes Highway and the start of the Northern Distributor and contains the Fairy Meadow railway station. Fairy Meadow contains the University of Wollongong Innovation Campus and is also located in close proximity to the main University of Wollongong campus.

Fairy Meadow has a range of housing forms including detached dwelling-houses, villas, townhouses, residential apartment buildings and mixed use buildings within the retail and business centre which contain upper level residential apartments.

The Fairy Meadow retail and business centre is a traditional retail and business centre strip, concentrated on both sides of the Princes Highway between Cambridge Avenue and Daisy Street to the north and Guest Avenue to the south. The centre provides for the daily and weekly retailing and business service needs of the surrounding population. Higher order retailing and business services are provided at Wollongong City Centre.

Fairy Meadow also contains a number of fast food restaurants and bulky goods retail developments, positioned along the Princes Highway as well as general industrial and light industrial areas to the north of the suburb.

Fairy Meadow has a range of active and passive open space areas, including Fairy Meadow Beach, Thomas Dalton Park, Puckey's Estate, Guest Park as well as a significant Swamp Oak forest ecological community and adjoining riparian vegetation within Cabbage Tree Creek corridor.

## Desired Future Character

Fairy Meadow has been identified as an emerging major town centre in the Illawarra Regional Strategy and is likely to experience some increased residential densities, particularly in residential precincts within close proximity to Fairy Meadow and Towradgi railway stations and the Fairy Meadow retail and business centre. The development of shop top housing as well as the encouragement of cafes or restaurants within the business centre may strengthen the vitality and vibrancy of the town centre, especially at night-time.

The Fairy Meadow retail and business centre is a planned major town centre and will continue to provide for the daily and weekly needs of the surrounding residential population and workforce. The centre should continue to provide for at least two full-line supermarkets plus a large range of other specialty retail shops and non-retail services including banking, professional services, community and medical services.

Any new retail development should be contained within the existing retail core areas of the town centre, in order to further strengthen the vibrancy and viability of the centre. Special emphasis should be directed towards the development of a more cohesive built form.

There will also be an increased emphasis on employment opportunities within the Enterprise Corridor and Light Industrial zoned lands in Fairy Meadow.

The lower density residential areas in Fairy Meadow are likely to be subject to some replacement of older dwelling stock with larger dwelling-houses. Any new residential building should be sympathetic in design with the surrounding dwellings in terms of housing style and external finishes.

## 3.28 Keiraville

### Existing Character

Keiraville is set in a natural amphitheatre on the foothills of the Illawarra escarpment, below Mount Keira. Keiraville is home to the University of Wollongong, which is the main tertiary academic centre for the Illawarra Region. The suburb is in relative close proximity to Wollongong City Centre and is serviced by major road network links such as the Southern Freeway and Mount Ousley Road. It is also serviced by regular bus services to and from the city centre.

Keiraville has a natural leafy setting and is characterised by a mix of housing types, including detached dwelling-houses on varied residential lot sizes as well as boarding-houses, villas, townhouses and walk up residential flat buildings. The detached dwelling-houses are predominantly single storey to two storey in height and are of a face brick or weatherboard construction with tiled hipped roof forms.

The Wollongong Botanic Gardens and 'Glennifer Brae' historic house and gardens are also located within Keiraville.

The Keiraville retail and business centre is a vibrant village centre which provides for the daily convenience needs of the surrounding residential population and university workforce.

### Desired Future Character

Keiraville will remain a leafy suburb with a mix of housing types ranging from detached dwelling-houses, boarding-houses, villas, townhouses and some residential flat buildings. In this regard, additional medium density developments are likely to occur within reasonable walking distance to the University of Wollongong, especially in residential precincts directly to the east and south of the Wollongong Botanic Gardens.

The Keiraville retail and business centre will remain a village centre and will continue to provide for the daily retailing and business service needs of the surrounding residential population and workforce. Higher order retailing and business services will continue to be obtained from Wollongong City Centre and the Fairy Meadow and Figtree town centres.

### 3.29 Mount Keira

#### Existing Character

Mount Keira is a small leafy residential suburb which is situated below Mt Keira. It generally follows the ridgeline running along Mount Keira Road. The Mount Keira Road ridgeline separates Mount Keira into two distinct residential parts, namely, east and west. Both the eastern and western parts of Mount Keira have a similar low residential density character and contain a mix of single storey and two storey detached dwelling-houses in a variety of housing styles and external materials and finishes.

Mount Keira is provided with active and passive open space areas, including Keira Village Park, Byarong Park as well as various walking tracks within the escarpment.

The Kemira Colliery sits below Mt Keira and sits almost directly above the eastern part of this suburb.

#### Desired Future Character

Mount Keira will remain a low density residential suburb with predominantly detached dwelling-houses. The replacement of some older dwelling stock with dual occupancy developments may possibly occur on larger sites.

Any new residential building should be designed to be relatively sympathetic with the surrounding residential development in terms of housing style and external finishes.

### 3.30 Gwynneville

#### Existing Character

Gwynneville is centrally located and is situated approximately 1.2 kilometres to the north-west of the Wollongong City Centre. The western side of Gwynneville adjoins the University of Wollongong, whilst the eastern side of Gwynneville is situated in close proximity to Wollongong TAFE. The eastern side of Gwynneville also contains the Beaton Park regional recreational facility, Wisemans Park and Robinson Park.

Gwynneville is a low to medium density residential suburb with a mix of detached dwelling-houses, villas, townhouses and residential flat buildings.

Gwynneville includes a small retail village centre which is located on Gipps Road. This centre serves the daily convenience needs of the surrounding residential population and workforce.

#### Desired Future Character

Gwynneville will remain a low to medium density residential suburb with some new medium density housing likely to occur around North Wollongong railway station, the University of Wollongong and the Wollongong TAFE campuses.

Any new residential building should be designed to be relatively sympathetic with the surrounding residential development in terms of housing style and external finishes. In this respect, face brickwork or a combination of face brick on the ground floor and rendered brickwork on the upper storey is considered most appropriate. New residential buildings should also feature hipped or gabled end roof forms.

The existing retail centre will remain a village centre which provides for the daily convenience needs of the surrounding population. Higher order retailing and business services will continue to be provided by the Wollongong City Centre.

### 3.31 North Wollongong

#### Existing Character

North Wollongong is situated directly to the north of Wollongong City Centre and is a medium to high density residential suburb. It comprises predominantly of residential apartment buildings as well as a mix of other low to medium density residential development, including detached dwelling-houses, townhouses and walk up flats.

The Novotel hotel complex and a number of other serviced apartments and motels exist within the close proximity to North Wollongong Beach, Wollongong Harbour / Belmore Basin and Stuart Park.

North Wollongong also contains a number of heritage items including several significant heritage dwellings, the North Beach Kiosk and Surf Club, North Beach Bather's Pavilion, North Wollongong Hotel as well as a group of Norfolk Island pines and Canary Island Date Palm trees within Stuart Park and View Street road reserve.

#### Desired Future Character

North Wollongong will remain a medium to high density residential area and is likely to experience the replacement of some older housing stock with the erection of new multi-dwelling housing and residential flat buildings given the suburb's proximity to Wollongong City Centre, North Wollongong Beach and Wollongong Harbour / Belmore Basin.

### 3.32 Wollongong City Centre

#### Existing Character

Wollongong City Centre is the retail, business and cultural hub of the Wollongong Local Government Area. The Wollongong City is the major retail and commercial centre for both the Wollongong Local Government Area and the Illawarra Region, as noted in the Illawarra Regional Strategy.

The Wollongong City Centre stretches north to North Wollongong Station, south to MacCabe Park, west to the hospital precinct and east to the foreshore precinct, including North Beach, City Beach and Wollongong Harbour / Belmore Basin.

The retail and commercial core provides for a wide range of retail, business, office, civic and cultural, entertainment and community uses, including tourism and leisure, and residential uses within mixed use developments. The focus is on high quality buildings, streetscapes, public art and attractive public spaces.

Adjacent to the retail and commercial core is the mixed use (City edge) zone which provides for a mix of compatible land uses, including retail and commercial uses, cultural and entertainment uses, tourism, leisure and recreation, social, educational and health and high density residential apartment building or mixed use developments.

The Enterprise Corridor extends along Flinders Street to North Wollongong and south of the city centre to Coniston. This zone accommodates commercial uses requiring larger footprint buildings and goods vehicular access and exposure, as well as light industrial uses. Residential uses incorporated in mixed use development are encouraged in walking distance of North Wollongong station.

On the western edge of the city centre is Wollongong Hospital, the region's major hospital. The hospital is situated within a medical precinct which includes a private day surgery hospital, a number of medical and health care practices and medical specialist practices, student and nursing accommodation and associated uses.

The city centre provides a mix of dwelling types and sizes to cater for a range of household types. The general residential zone is ideally located within easy walking distance of both the commercial core and the major recreational areas along the foreshore. The CBD features medium and high density living.

The city centre and its surrounds are relatively close to the University to the northwest, the Innovation Campus to the north and the Industry Belt to the south. The southern section of Wollongong contains some low density residential development, light industry and bulky goods retailing.

### Desired Future Character

The Wollongong City Centre will continue as the regional centre of the Illawarra with a focus on employment, key regional services, cultural activity, entertainment and tourism. In line with the Illawarra Regional Strategy, the 25 year vision for our city centre is for the creation of an additional 10,000 new jobs and to welcome 6,000 new residents. With its rich history, unrivalled water front location, and as a focus for transport services, there is great potential to increase the appeal of the centre as a destination for shopping, business, entertainment and cultural activities, high quality health and medical services, and as a place to live.

The Revitalising Wollongong City Centre Plan will be the catalyst for the growth of the Wollongong City Centre over the next 25 years whilst strengthening the city's unique characteristics. The vision is for a vibrant city with a strong economy that attracts investors, new business, visitors, cultural expression and new residents.

Development principles for this regional city centre include:

- Grow jobs in the heart of the city centre;
- Encourage diverse precincts around the city centre;
- Create a living city by encouraging mixed use development that complements the centre's core employment role;
- Develop a distinct role and character for the centre;
- Ensure high quality design of buildings and public areas;
- Enhance transport links to and from the centre; and
- Improve the natural environment.

The Centre will accommodate an increased range of mixed use developments, including commercial and retail developments complemented by residential, cultural, community and entertainment uses. Increased opportunities for higher density housing, both within the CBD and North Wollongong area, will provide greater housing choice for a diversity of age and income groups. The regeneration of retailing in the city centre is a high priority. Wollongong is also well positioned to capture new opportunities for back-offices, professional suites and other businesses requiring efficient access to Sydney.

Special attention will be given to the Railway Station and Crown Street Mall to enliven these areas and improve safety. The form of the city will reflect Wollongong's unique setting by buildings exhibiting greater height around Wollongong Railway Station, reducing towards the coast. An emphasis will be to enhance public spaces and ensure good amenity and solar access. Design excellence provisions will ensure quality future building outcomes.

Key actions to facilitate the city's growth include:

- Improving development and coordination within the health precinct;

- Attraction of new finance and business and government office jobs to the centre;
- Managing the foreshore to enhance its appeal while protecting its natural assets;
- Building on the university presence to establish Wollongong as a “learning city”, leading to high value jobs;
- Growing activity in cultural industries; and
- Enhancing movement in and around the city centre.

### 3.33 West Wollongong

#### Existing Character

West Wollongong is situated directly to the west of the Wollongong City Centre and is dissected by Crown Street, the Princes Highway and the Southern Freeway.

West Wollongong is a low to medium density residential suburb which contains a variety of housing types, including detached dwelling-houses, dual occupancies, boarding-houses, townhouses and older style residential apartment buildings. Several service stations, specialist medical practices, veterinary practices and a number of small retail shops also exist along Crown Street.

The suburb also adjoins the Wollongong Hospital medical precinct which contains a number of medical and health care practices.

West Wollongong contains several heritage items including the circa 1840 residence owned by Justice Roger Therry and the former Mount Keira Inn and Moreton Bag Fig tree upon the property at 59 Princes Highway. It also contains a number of private and public schools, including Edmund Rice College, St Therese Catholic Primary School and West Wollongong primary school.

#### Desired Future Character

West Wollongong is likely to experience some change given its close proximity to Wollongong City Centre. West Wollongong will remain a low to medium density residential area with potential for some additional medium density housing in the form of townhouses in short walking distance to existing bus stops, situated on Crown Street and Mount Keira Road.

Any new development should preferably be of a face brick work and pitched roof tile construction. Any new development must also be sympathetic with the prevailing streetscape character of the surrounding locality.

West Wollongong will continue to be a base for educational excellence through the existing private and public schools. The suburb is likely to experience the establishment of some new health consulting rooms (eg specialist and general medical health care practices etc), in close proximity to the Wollongong Hospital medical precinct. Any such new health consulting room will only be permitted where, in the opinion of Council, it is compatible with the surrounding residential neighbourhood.

### 3.34 Mangerton

#### Existing Character

Mangerton is situated approximately 1.5 kilometres from the Wollongong City Centre.

Mangerton is a leafy residential suburb which is characterised by predominantly single to two storey weatherboard bungalows and brick dwelling-houses with some pockets of medium density housing in the form of villas, townhouses and walk-up residential flats.

Mangerton also contains a number of streets lined with Brush Box (*Lophostemon confertus*), Blackbutt (*Eucalyptus patens*), Turpentine (*Syncarpia glomulifera*), Hills Fig (*Ficus macrocarpa* var. *hillii*) trees, which add to the streetscape and leafy character of the suburb.

A large remnant stand of Spotted Gum (*Eucalyptus maculata*) trees exists at Mt Drummond, WIN TV station site and the former RAAF site. Cabbage Tree Palms (*Livistona australis*), Lemon-scented gum (*Eucalyptus citridoria*), Brush box (*Lophostemon confertus*), Blackbutt (*Eucalyptus pilularis*), and Jacaranda (*Jacaranda mimosifolia*) trees also provide a leafy backdrop to the suburb.

The Illawarra Grammar School (TIGs) is located within the western edge of Mangerton and adjoins the St Therese Catholic primary school on Powell Street.

### Desired Future Character

Mangerton will remain a low density residential suburb with a mix of housing types, including detached dwelling-houses as well as some additional medium density villa and townhouse developments occurring within reasonable walking distance to bus stops in the suburb.

The retention of the significant remnant stands of trees is important, in order to maintain the leafy character of Mangerton.

The Illawarra Grammar School (TIGs) will continue to be a base of educational excellence and will be encouraged to maintain or improve its traffic management capabilities around the school.

## 3.35 Mount Saint Thomas

### Existing Character

Mount Saint Thomas is located approximately 1.5 kilometres from Wollongong City Centre.

Mount Saint Thomas is a compact, low density residential suburb which contains predominantly single storey weatherboard, fibro and brick detached dwelling-houses with some elevated or two storey brick and weatherboard dwelling-houses upon properties on the upper parts of the suburb, including The Avenue and Ocean Street.

The remnant stand of Spotted Gum (*Eucalyptus maculata*) trees at Mt Drummond, WIN TV station site and the former RAAF site provides a scenic backdrop to Mount Saint Thomas. Mount Saint Thomas is also lined with some street trees, including Brush Box (*Lophostemon confertus*) along John Street.

The majority of properties on the upper parts of Mount Saint Thomas enjoy extensive views towards the Bluescope Steelworks and the emplacement area (Area 21).

### Desired Future Character

Mount Saint Thomas will remain a low density suburb. The replacement of some older dwelling stock with new two storey dwellings may occur over the medium to long term.

Some limited development potential exists for medium density housing in the form of townhouse developments, along Gladstone Avenue.

### 3.36 Coniston

#### Existing Character

Coniston is located approximately 1 kilometre south of the Wollongong City Centre and is bounded by the suburb of Mangerton to the west and the suburbs of Mount Saint Thomas and Port Kembla to the south. It is also situated within close proximity to the Port Kembla Inner Harbour and the Coal and Grain Terminals.

Coniston is characterised by low to medium residential densities through a mix of single storey and two storey detached dwelling-houses and some medium density townhouse developments in Robertson Street and Milne Crescent.

Coniston is a relatively leafy suburb with a large remnant stand of Spotted Gum (*Eucalyptus maculata*) trees, located behind the public reserve off Milne Crescent as well as Cabbage Tree Palms (*Livistona australis*), Lemon-scented gum (*Eucalyptus citridoria*), Brush box (*Lophostemon confertus*) and Blackbutt (*Eucalyptus pilularis*) trees contained within the suburb or lining the streets.

Coniston has a small retail and commercial centre strip concentrated adjacent to the Gladstone Avenue / Bridge Street intersection as well as a number of large commercial office buildings, a community centre and factory / warehouse distribution buildings on the eastern side of Bridge Street.

Some small scale commercial/industrial development is also focussed in the south east, in proximity to the steelworks and the Port of Port Kembla.

#### Desired Future Character

Coniston is likely to experience increased residential densities in close proximity to Coniston railway station, as part of Council's urban consolidation initiatives. This will be achieved through medium density housing in the form of villas, townhouses, some residential flat buildings and shop top housing. It is also anticipated that some of the existing dwelling stock on the western upper part of Coniston will be replaced by larger two storey dwellings and some dual occupancy developments.

The Coniston retail centre will remain as a village centre which provides for the daily and weekly convenience needs of the surrounding residential community. This may include a small supermarket / retail grocery store, butcher shop, fruit and vegetable retailer, bakery, newsagent, hairdressing salons, dry cleaning shops etc. Healthy food and grocery shops are particularly encouraged.

The General Industrial IN1 zone generally bounded by Bridge Street, the railway, John Cleary Place and Springhill Road will cater for a range of general industrial and port related activities, given its proximity to the inner harbour of Port Kembla and direct road links to the Southern Freeway.

### 3.37 Cringila

#### Existing Character

Cringila is centrally located and is approximately six kilometres south of the Wollongong City Centre. It is only separated from the city centre by the Bluescope Steel steelworks and the Port Kembla industrial estate. In this regard, Cringila has extensive views to the Bluescope Steelworks and parts of the Port Kembla industrial estate.

This residential suburb is relatively undulating in topography and is characterised by predominately single storey weatherboard, fibro and brick detached dwelling-houses with some two storey detached dwelling-houses. Cringila contains Cringila Oval, John Crehan park and Cringila community park which provide good recreational opportunities for the surrounding population.

Cringila also contains a small traditional retail centre strip which runs along the eastern side of Lake Avenue between Five Islands Road and Newcastle Street which provides for the daily convenience needs of the surrounding residential population. The higher order retailing and other business services are provided by the Wollongong City Centre and the Warrawong sub-regional centre for the surrounding population.

### **Desired Future Character**

Cringila will remain a relatively low density residential suburb which may over the medium term, experience the replacement of some older dwelling stock with larger contemporary dwellings. There is also some potential for shop top housing to occur within the Cringila retail centre strip on Lake Avenue as well as some potential for medium density villa or townhouse developments to occur upon amalgamated sites within Merritt Avenue, Barry Street or Gorrell Street.

The Cringila retail centre will remain a village centre and hence, will be generally limited to retailing activities and services which provide for the daily convenience needs of the surrounding residential community. This may include a small supermarket / retail grocery store, butcher shop, fruit and vegetable retailer, bakery, newsagent, hairdressing salon(s), dry cleaning shop etc. Higher order retailing and business services will continue to be accessed by residents from either Wollongong City Centre or Warrawong sub-regional centre.

## **3.38 Port Kembla & Spring Hill**

### **Existing Character**

Port Kembla and Spring Hill industrial areas are the primary manufacturing centres in Wollongong LGA. The Port Kembla port is the closest specialist industrial port to Sydney, whereas Spring Hill is dominated by Blue Scope steelworks and Area 21 coal slag emplacement area. Heavy industrial land is predominantly located within Port Kembla, Spring Hill and Unanderra.

The Port of Port Kembla is a major shipping port, dominated by grain terminals, the coal loader and the massive infrastructure of the Bluescope steelworks. The steelworks are a major dominating visual feature of the area.

The township of Port Kembla is located approximately seven (7) kilometres south of the Wollongong City Centre. The retail and business centre is a traditional strip centre, located along Wentworth Street, which provides for the daily retailing needs of the surrounding residential and workforce population. The centre also provides for some higher order retailing and business services.

In the southern and eastern parts of the township of Port Kembla, residential development predominantly consists of older style single storey brick or weatherboard detached dwelling-houses with some medium density development.

The eastern residential precincts of Port Kembla have experienced the replacement of some older dwelling stock with new contemporary two storey dwelling-houses as well as some medium density housing, particularly for properties with expansive views along the coastline and / or towards the Five Islands.

Hill 60 provides a strong visual backdrop to the suburb. Hill 60 also has high cultural heritage significance to the local Aboriginal community and as a World War II Military Site.

### **Desired Future Character**

The Port of Port Kembla will continue to expand and therefore significant upgrading and extension works and associated activities are likely to occur in the future.

The Illawarra Regional Strategy identifies the Port Kembla / Springhill industrial area along with Kembla Grange industrial lands and the Tallawarra Power Station site as key employment lands for the future. Therefore, the Port Kembla / Springhill industrial area will remain as a key industrial area for a range of industrial land uses including steel making and fabrication, port related cargo handling and warehouse distribution facilities. The Port Kembla port is likely to experience a continued diversified growth particularly given the port's proximity to the Sydney Metropolitan Region.

The revitalisation of the retail and business centre is recognised as an important outcome for Port Kembla. In this regard, the Port Kembla retail and business centre is likely to undergo revitalisation through mixed use developments occurring along Wentworth Street. Mixed use developments involving ground floor retail or business activities with upper levels of residential development (ie shop top housing), will help 'activate' and improve the vibrancy of the centre and provide a safer place for people to live and recreate. The diversified range of land uses in this locality is also likely to be reinforced through the likely growth of business and other service related functions associated with the expansion of port related activities.

The retail and business centre should maintain its traditional streetscape pattern and ensure the retention of heritage items. The creative adaptive reuse of buildings that make a positive contribution to the streetscape and character of the town centre is also envisaged. The amalgamation of sites within the town centre is encouraged to enable the development of commercial offices in the town centre, to cater for the expanding port related activities.

It is expected that redevelopment of the residential areas of the Port Kembla area will also occur in the future. As the demand for beach side properties or properties with water views continues to increase, it is anticipated that the desire for affordable housing within proximity to the beach will encourage increased population growth within the Port Kembla area. Contemporary architectural style is envisaged for new dwellings, in proximity to Port Kembla beach as well as major alterations and additions occurring to the existing dwelling stock.

### 3.39 Lake Heights

#### Existing Character

Lake Heights is approximately 8 kilometres from the Wollongong City Centre and is set on the hillside on the northern shores of Lake Illawarra.

Lake Heights is characterised as a low to medium density residential suburb with predominantly single and two storey detached brick and weatherboard dwellings with some medium density housing. This suburb is undergoing change with newer contemporary style dwellings replacing older dwelling stock on properties with direct lake frontage or with views towards the lake.

Lake Heights contains several active and passive open spaces, including Wollamai Park, which is located on the foreshores of Lake Illawarra. This park is part of a co-ordinated bicycle and pedestrian footpath network, which runs along the full length of the lake foreshore from Kully Bay Park, Warrawong to Hooka Point Park at the north-western corner of the lake.

Lake Heights contains a small neighbourhood retail centre which provides for the daily convenience needs of the surrounding residential population. It is also in close proximity to the Warrawong sub-regional retail centre which provides for the higher order retailing and other business functions for this population.

#### Desired Future Character

Lake Heights is likely to experience on-going redevelopment activity in the form of larger two storey dwellings being erected on properties with direct frontage to Lake Illawarra or sites with views across the lake. Some additional medium density housing is also likely to occur in proximity to the lake and along Northcliffe Drive.

Any new dwelling or medium density development should reflect the lakeside character of this suburb. This may include the use of painted rendered brickwork or lightweight weatherboard external materials with selective maritime colour finishes. The roof line form for buildings should feature either sloping flat, gently to moderately pitched or curved rooflines.

The existing Lake Heights retail centre will retain its role as providing for the daily convenience needs of the surrounding population, whilst Warrawong sub-regional centre will provide for the higher order retailing and service functions for the surrounding population.

### **3.40 Berkeley**

#### **Existing Character**

Berkeley is located on the north-western corner of Lake Illawarra and is approximately 8 kilometres from the Wollongong City Centre.

The Southern Freeway provides good direct vehicular access between Berkeley and the Wollongong City Centre. Berkeley also has good direct vehicular access to the Warrawong sub-regional centre, via Northcliffe Drive.

Berkeley is characterised by a mix of low density single to two storey detached brick, weatherboard and fibro dwelling-houses as well as medium density townhouses and residential apartment buildings. In this regard, Berkeley contains one of the highest concentrations of public housing stock in the Wollongong Local Government Area.

Berkeley also includes newer residential areas on the upper slopes of the suburb where a large number of properties have expansive views towards Lake Illawarra and the Illawarra Escarpment. A large retirement village is also located within this suburb.

Berkeley is also home to the Nan Tien Buddhist temple which is a major regional religious facility and a regional tourist attraction.

Berkeley contains several active and passive recreational areas including Berkeley Park, Fred Finch Park, Berkeley Basketball Stadium, Holborn Park and Hooka Point Park. Holborn Park and Hooka Point Park form part of the pedestrian / bicycle network which runs along the northern foreshore of the lake, between Hooka Point and Kully Bay Park, Warrawong.

The Berkeley retail and business centre is located on Winnima Way and is a small local centre which provides for the daily convenience needs of the surrounding residential population. A smaller retail centre is also located in Nolan Street and Kelly Street, which provides for the daily convenience needs of the immediate population.

#### **Desired Future Character**

Berkeley is likely to remain a low to medium density residential suburb. Affordable housing prices and expansive views over Lake Illawarra make this suburb an attractive location. It is anticipated that the replacement of older dwelling stock will occur, particularly in areas in close proximity to Lake Illawarra. Varied dwelling styles are considered suitable. Moderately pitched roof forms are preferred. Additionally, any new medium density housing should be of face brickwork and a pitched roof form.

A range of different dwelling styles may be erected within the newer residential land areas on the upper slopes of Berkeley. This may include face brick, rendered brickwork or lightweight weatherboard dwellings with sloping flat roof, pitched or curved roof forms.

The Winnima Way retail centre will continue to provide for the convenience needs of the surrounding population. Any new retail or business development will be restricted to the existing Winnima Way retail centre or the existing smaller retail centre in Nolan Street. Higher order retailing and business functions

for the surrounding residential population will continue to be provided either from Wollongong City Centre or Warrawong sub-regional centre.

### 3.41 Warrawong

#### Existing Character

Warrawong is located on the north-eastern side of Lake Illawarra.

Warrawong residential area is characterised by low to medium density housing and comprises predominantly of older single storey and two storey brick and weatherboard detached dwelling-houses with some medium density housing, including townhouses and walk up residential flat buildings. In this regard, Warrawong also contains one of the highest concentrations of public housing stock in the Wollongong Local Government Area.

The Warrawong retail and business centre is the second largest retail centre in Wollongong City LGA and is classified as a sub-regional centre. It comprises of a traditional retail centre strip concentrated along King Street and Cowper Street and includes a large enclosed shopping centre which contains 3 full-line supermarkets, 2 discount department stores, cinema complex and a range of specialty retail shops, banking, medical and other services, including Council's Warrawong branch library. The centre also includes the Gala cinema complex and the Bunnings hardware store complex.

Warrawong also contains the largest regional bulky goods retailing area, which is situated on the eastern side of King Street (ie south of the main retail and business centre).

Port Kembla Hospital is located in Cowper Street, Warrawong and is a specialist regional referral hospital which provides for a range of rehabilitation, aged care, palliative care and community health based services.

Warrawong provides a range of active and passive recreational areas including Harry Morton Park, Darcy Wentworth Park, Noel Mulligan Oval, Barnes Park, Kully Bay Park and Griffins Bay Park. The Illawarra Yacht Club and the Illawarra Rowing Centre are located adjacent to Kully Bay Park and Barnes Park.

#### Desired Future Character

Warrawong is likely to experience an increase in redevelopment activity in the form of larger two storey dwellings as well as some medium density housing, particularly for properties with views towards Lake Illawarra. The upgrading of older housing stock is also likely to occur, given that Warrawong is a relatively affordable suburb and is well located in terms of access to retail and business services.

A range of dwelling styles and external finishes are acceptable for this suburb with moderately pitched hipped roof forms being preferred. Additionally, any new medium density housing should be of face brickwork or a mix of rendered brickwork and face brick and a pitched hipped roof form.

The Illawarra Regional Strategy identifies Warrawong retail and business centre as a sub-regional retail and commercial centre which will continue to serve a large trade area including the surrounding residential suburbs of Warrawong, Port Kembla, Primbee, Windang, Lake Heights, Berkeley and Cringila as well as the Port Kembla and Kemblawarra industrial areas.

The bulky goods retailing area in King Street will continue as one of the main bulky goods retailing areas in the city and the region, as a whole.

Mixed use and medium density residential developments will be encouraged within and surrounding the retail and business centre. Mixed development and tourist related uses will also be encouraged in the vicinity of the lake.

## 3.42 Primbee

### Existing Character

Primbee is a small residential suburb located on the Windang peninsula between the ocean to the east and Lake Illawarra to the west.

The suburb is characterised by low density, single storey and two storey detached brick and weatherboard dwelling-houses, which are focused towards the lake. In this regard, a large number of properties in Primbee face towards either the main water body of Lake Illawarra, Primbee Bay or Joes Bay.

Primbee has a good range of active and passive open space areas, including Purry Burry Point Park and its jetty, Wetherall Park and Ray Crump Oval. Primbee also contains Korrongulla Swamp to the south as well as Port Kembla golf course and motor inn, located on the south-eastern edge of Primbee.

Primbee contains a small village retail centre comprising of a limited number of shops and a mixed business which provide for the daily convenience needs of the surrounding residential population. Primbee is located in close proximity to the Warrawong sub-regional centre which will continue to provide for the higher order retailing and business service functions for this population.

### Desired Future Character

Primbee will retain its low density residential character. It is likely that some older dwelling stock may be replaced with new larger two storey contemporary dwellings, particularly in respect to lake front properties or properties with views across Lake Illawarra. There may also be some opportunity for medium density housing in the form of villas or townhouses.

A range of dwelling styles and external finishes are acceptable for this suburb with either sloping flat roof, curved or moderately pitched hipped or dutch gable roof forms considered suitable.

Any new medium density housing should be of face brickwork or a mix of rendered brickwork and face brick construction with a variety of roof forms such as pitched hipped or dutch gable roof forms or sloping flat roofs being acceptable.

The existing Primbee retail village centre will continue to provide for the daily convenience needs of the surrounding residential population given that Warrawong sub-regional centre will continue to provide for the higher order retailing and service activities.

## 3.43 Windang

### Existing Character

Windang is located approximately 12km from the Wollongong City Centre.

Windang is a small residential community located on the narrow Windang peninsula, between Lake Illawarra and the Pacific Ocean. The channel linking Lake Illawarra to the Pacific Ocean represents the southern boundary of Windang and the city. Windang is a popular holiday, fishing and boating destination, especially given the Lake Illawarra channel, Lake Illawarra itself and Perkins Beach.

Windang is characterised by a relatively low density residential community with predominantly single storey to two storey detached dwelling-houses. These dwellings are predominantly of a face brick or weatherboard wall construction with a mix of pitched or flat roofline styles.

The suburb also contains some medium density housing in the form of townhouses and a number of tourist resorts / caravan parks, manufactured home estates / retirement villages and holiday dwellings.

Windang has a range of passive and active recreational areas including the Windang Foreshore Park, Boronia Park, Windang Peninsula Heritage Park, golf driving range and the local bowling club.

Windang contains a small retail village centre which includes a small supermarket, hotel, several take away food outlets, real estate offices, fishing tackle stores, liquor store, newsagent, hairdressers etc.

### Desired Future Character

Windang will retain its relatively low density character but is likely to undergo some change through the replacement of older dwelling stock with larger, two storey contemporary dwelling-houses, especially those properties fronting Lake Illawarra. Some dual occupancy and townhouse developments may also occur within the suburb.

Any new dwelling should be two storeys in height and should be designed to reflect the coastal and lakeside theme of this suburb. This may include the use of face brick, painted rendered brickwork or lightweight weatherboard external materials. The roof line form for any building may be either gently to moderately pitched (including dutch gable) or curved. Sloping flat roof forms are also encouraged. The external wall colour finishes for rendered brickwork or weatherboard dwellings should be in range of off-whites, sandy coloured finishes or stronger maritime colours such as light to mid greys and light to dark blues. Other colour finishes may also be acceptable, depending upon the proposed design of the dwelling and the prevailing character of the immediate locality.

The existing tourist parks / caravan parks and manufactured home estates are likely to remain an important part of Windang and are encouraged to be upgraded. This may include the upgrading of moveable dwellings as well as the installation of elevated relocatable dwellings, taking into account the flood characteristics and behaviour in this locality.

The Windang retail village centre will continue to provide for the daily convenience needs of the surrounding residential population whilst Warrawong sub-regional centre will continue to provide for the higher order retailing and other business services for the residential population.

## 3.44 Unanderra

### Existing Character

Unanderra is located approximately 7 kilometres south-west of the Wollongong City Centre. To the west of Unanderra lie the suburbs of Farmborough Heights and Cordeaux Heights. The Port Kembla / Spring Hill industrial area lies to the east of Unanderra industrial area.

The Unanderra industrial area dominates the eastern side of the Princes Highway and South Coast Rail Line, while retail shops, commercial offices and bulky goods retail showrooms are located on either side of the Princes Highway.

The Unanderra retail and commercial centre is predominantly located along the Princes Highway between the intersection of the Princes Highway and Central Road to the north and the intersection of the Princes Highway and Victoria Street to the south. The retail and commercial centre contains a range of retailing activities and services and includes a free-standing Woolworths supermarket, a smaller supermarket, fruit and vegetable grocery store, bakery, newsagent, post office, travel agency etc.

Additionally, a small traditional strip of specialty retail shops also exists at the south-western corner of the intersection of the Princes Highway and Farmborough Road.

The western residential part of Unanderra predominantly contains lower density older style weatherboard fibro or brick detached dwelling-houses with some medium density housing. In this regard, Unanderra contains one of the highest concentrations of public housing stock in the Wollongong Local Government Area. Larger brick and tile dwelling-houses exist on the upper slopes of Unanderra.

Unanderra has a range of active and passive recreational areas including Unanderra Park, Western Suburbs / Unanderra swimming pool, Todd Park and the Lindsay Maynes Park / Hockey sports stadium.

### Desired Future Character

Unanderra is likely to experience increased residential densities in the close proximity to the railway station, as part of Council's urban consolidation initiatives. This will be achieved through medium density housing including townhouses, residential flat buildings and shop top housing. It is also anticipated that the some of the existing older dwelling stock in Unanderra will be replaced by larger two storey dwellings and dual occupancy developments.

Any new dwelling within the lower density residential areas should be of a face brick or weatherboard wall construction with pitched roof forms preferred. Medium density housing developments particularly those situated within or in close proximity to the Unanderra retail and business centre should be architecturally designed with strong building elements and varied external finishes.

The retail and business centre is classified as a major town or district level centre and hence, at least one (1) to two (2) full line supermarkets plus a large range of specialty retail shops and non-retail services including banks, community services, professional and medical services are envisaged for Unanderra, over the medium term.

It is anticipated that any such new retail and business activity will focus on the daily and weekly convenience needs of the surrounding population and the Unanderra industrial area workforce. Any new retail development should be contained within the existing retail and business centre, in order to strengthen the vibrancy and viability of the centre. Higher order retailing and business activities are not envisaged for this centre but will continue to be provided from the Wollongong City Centre and Figtree major town centre for residents in this suburb.

The Unanderra industrial estate is a key employment land area for general industry and may also in the future, attract some port related activities such as large warehouse distribution facilities.

## 3.45 Figtree

### Existing Character

Figtree is set in its own natural amphitheatre with low density residential development stepping down the slopes of the escarpment to a well established retail and business centre, concentrated on the Princes Highway and The Avenue, Figtree.

The Figtree retail and business centre has a large enclosed shopping centre which contains two (2) full-line supermarkets, a discount department store (DDS) and a range of other specialty retail shops, banking and other services. The Figtree retail and business centre also includes a small traditional retail centre strip along the Princes Highway and Bellevue Road as well as a fast food restaurant and bulky goods retailing precinct further north, adjacent to the Southern Freeway exit.

The Figtree residential area is characterised as a relatively low density, leafy suburb with a mix of single storey and two storey detached brick and weatherboard dwelling-houses with predominantly pitched roof forms as well as some medium density housing in the form of villas and townhouses and senior living self-care / retirement villages. The residential areas to the west of Figtree off O'Briens Road and Jacaranda Avenue contain predominantly single storey and two storey detached brick and tile dwellings.

Figtree has a range of active and passive recreational areas including Figtree Park, Sid Parrish Park, Cobblers Park as well as a series of open space areas running along Branch Creek.

Figtree Private Hospital is located at Suttor Place, Figtree, which provides private medical / health care services for both residents within Wollongong LGA and the wider Illawarra Region. A large nursing home is also located within Suttor Place.

Figtree also contains the Figtree Gardens caravan park, which gains vehicular access, off Woodrow Place to the Princes Highway.

### **Desired Future Character**

Figtree will remain a relatively low density leafy residential suburb with only some limited potential for medium density housing in the form of villas or townhouses upon larger amalgamated sites, particularly near the Princes Highway.

Any new residential building should be designed with a face brick or rendered brickwork wall construction with pitched roof line forms (including hipped or gable roof forms) recommended.

The Figtree retail and business centre is a major town or district level centre and hence, the retention of at least one (1) to two (2) full line supermarkets plus a large range of specialty retail shops and non-retail services including banks, community services, professional and medical services is required to ensure Figtree remains a major town centre.

Any new retail development should be contained within the existing retail centre of Figtree, in order to strengthen the vibrancy and viability of the centre.

The existing fast food restaurant and bulky goods retailing precinct further north, adjacent to the Southern Freeway exit is envisaged to remain at the same scale and intensity since any further development may adversely affect the vibrancy and vitality of the Figtree retail and business centre to the south.

## **3.46 Cordeaux Heights**

### **Existing Character**

Cordeaux Heights is located approximately 7 kilometres south-west of the Wollongong City Centre, at the foot of the Illawarra escarpment. Cordeaux Heights is bounded by the suburb of Figtree to the north-east and the suburbs of Unanderra and Farmborough Heights, to the south. To the west, the village of Mount Kembla is separated from Cordeaux Heights by a greenbelt.

Cordeaux Heights is characterised as a relatively low density, leafy residential suburb with predominantly single to two storey brick and pitched roof dwellings. However, some three storey brick and pitched roof dwellings exist upon larger properties within the foothills or upslope residential areas to this suburb.

Cordeaux Heights also contains a small village retail centre which provides for the daily convenience needs of the surrounding residential population.

### **Desired Future Character**

Residential development within the Cordeaux Heights area is nearing completion and hence, the future development potential will be limited. Any new development should be consistent with the detached suburban character of the area and hence, dwelling-houses should be restricted to one to two storeys in height and should comprise of face brick and pitched tile roof forms.

The Cordeaux Heights retail centre will remain a small village (local convenience) centre and hence, any new retail development within the centre shall be limited to retailing activities and services which provide for the daily convenience needs of the surrounding residential community. This may include a small supermarket / retail grocery store, butcher shop, fruit and vegetable retailer, bakery, newsagent, hairdressing salon and dry cleaning shop. Higher order retailing and business services will be provided to residents from Figtree and Unanderra major town centres and the Wollongong City Centre.

### 3.47 Farmborough Heights

#### Existing Character

Farmborough Heights is located approximately 8 kilometres south-west of the Wollongong City Centre. Farmborough Heights is positioned on a series of foothills / slopes below the Illawarra escarpment and has expansive views towards the West Dapto release area, especially Kembla Grange.

Farmborough Heights is a relatively low density residential suburb which is characterised by a mix of older style weatherboard and brick dwellings within older subdivisions which run off Farmborough Road and predominantly larger single storey and two storey brick dwelling-houses within the newer residential areas.

Farmborough Heights contains several neighbourhood parks including Fairloch Park, Bristol Parade Park, Charles Stimson Park and other parks off Waples Road and Honeyeater Close as well as Moss Vale Reserve.

A small retail centre is located on Farmborough Road and Loch Lomond Avenue which serves the daily convenience needs of the surrounding residential population. This centre currently has several vacant shops.

#### Desired Future Character

Farmborough Heights will maintain its low density residential character. Any residential development should support the detached suburban character of Farmborough Heights with single to two storey dwelling-houses and detached dual occupancy developments being encouraged.

Some limited medium density villas or townhouses may be appropriate within the lower parts of Farmborough Heights.

The Farmborough Heights retail centre will continue to operate as a small village centre and will provide for the daily convenience needs of the surrounding residential population but may also include some shop top housing, in order to enliven and strengthen the viability of the centre.

### 3.48 Kembla Grange

#### Existing Character

Kembla Grange is located the coastal plain below the foothills of the Illawarra escarpment. It is part of the first stage of the West Dapto Release Area.

Kembla Grange contains large tracts of industrial zoned land and contains a mix of land uses including the regional Whytes Gully waste disposal & recovery facility, Kembla Grange Racecourse & the Galloping Golf Driving Range, the Grange Golf Course, a Go-kart operation as well as general industry. A range of manufacturing, warehouse distribution and storage operations exist along the Princes Highway and West Dapto Road. A large proportion of the industrial zoned land within Kembla Grange is currently vacant.

Kembla Grange also contains large tracts of land zoned rural and environmental protection, especially along the low lying riparian corridors of Mullet Creek and Dapto Creek.

The Wollongong Lawn Cemetery is located to the east of Kembla Grange.

#### Desired Future Character

As part of the West Dapto Release Area, Kembla Grange comprises of light industrial and heavy industrial zoned land, as well as low density and medium density residentially zoned land. Environmental

protection zones exist along the Mullet Creek and Dapto Creek riparian corridors, along foothills of the Illawarra Escarpment and towards the village of Wongawilli.

The residentially zoned lands are generally to the west and south-west of the industrial zoned lands and will enable a range of housing types including detached dwelling-houses, second dwellings, attached dwellings, dual occupancies, medium density villas and townhouses, residential flat buildings and senior living facilities. Exhibition homes and exhibition villages are also likely to occur, particularly in proximity to major roads in this release area.

A range of housing styles and external building materials and finishes are considered appropriate for this release area.

The Illawarra Regional Strategy identifies the Kembla Grange industrial area as a key employment land area which will support the expansion of Port Kembla port, particularly in respect to the development of general and light manufacturing industries in addition to warehouse distribution facilities associated with port related activities.

The Kembla Grange industrial area is part of the first stage of the West Dapto Release Area and will provide local employment opportunities for the residential population in Dapto and West Dapto.

The Kembla Grange Racecourse will remain as the main horse racing facility within the Illawarra Region as well as catering for special events such as 4WD, caravan and camping shows.

### 3.49 Mount Kembla Village & Kembla Heights

#### Existing Character

Mount Kembla is located approximately 11 km south-west of the Wollongong City Centre, at the foot of the Illawarra escarpment. To the north-east is the suburb of Figtree and to the south-east the suburbs of Cordeaux Heights, Unanderra and Farmborough Heights.

Mt Kembla is distinct from the rest of the Wollongong LGA. It is defined physically by the greenbelt to the north-east, east and south as well as the Illawarra Escarpment to the west. This greenbelt setting of rural and bushland defines the physical nature of the village and distinguishes it from the suburban sprawl.

The character of the village derives largely from its history. From cedar cutting and farming to Australia's first oil mining (shale), the history progressed to coal mining. Mt Kembla village is best known for the mine disaster of July 1902 – the greatest industrial accident in Australia's history. The village recognises this history with memorials and commemorative sites and events. Amidst the residential development, there are significant heritage buildings including the Soldiers and Miners Memorial Church (1932), the Public School (1859), St Clements Catholic Church (1894) and the Mt Kembla Hotel (1896).

Kembla Heights is a small historic mining village set high in the Illawarra escarpment and is approximately 1.5 kilometres above Mount Kembla village. Kembla Heights was built as company housing for its miners.

The whole of Kembla Heights is contained within the Kembla Heights Heritage Conservation Area, listed under Schedule 5 Part 2 of Wollongong Local Environmental Plan 2009 and comprises mainly of small circa 1840 – 1890 (Victorian) to circa 1890 – 1915 (Federation) single storey weatherboard miner's cottages on brick, timber or stone piers with hipped iron roofs. The General Store operates as a restaurant.

Windy Gully is located 11/2 km south of Kembla Heights and contains historic cottages and the second graveyard commemorating the mining disaster.

## Desired Future Character

The historic character of Mt Kembla should be retained and historic buildings located within the area preserved. Given the proximity of the suburb to the protected escarpment and the geotechnical constraints of much of the suburb, the area is considered generally unsuitable for multi-dwelling development. Future development must retain the character and preserve the buffer greenbelt.

The historic character of Kembla Heights as a whole village of original miner's cottages is unique and hence, the miner's cottages must be preserved as per the Kembla Heights Heritage Conservation Area, listed under Schedule 5 Part 2 of Wollongong Local Environmental Plan 2009. Similarly, the significance of the late nineteenth – early twentieth century miner's cottages in Windy Gully should also be retained and preserved.

Any proposed alteration and addition to an existing miner's cottages within the township must be sympathetic with the original built form of the building. Decorative balustrading and lace work will only be permitted where previous evidence of this can be demonstrated.

This small historic village is set within the steep slopes below Kembla Heights and comprises many old mining cottages, with some newer detached housing clustered around Cordeaux Road and set in secluded, leafy streets at the edge of the urban area. Large sections of undeveloped rural and steep land surround the developed areas.

## 3.50 Wongawilli

### Existing Character

The village of Wongawilli is located at the foot of the Illawarra Escarpment, below Wongawilli Colliery. The village contains several heritage items including former miners' cottages, the Wongawilli railway line, community hall and Cabbage Tree palms and fig trees. The historic 'Coral Vale' homestead and ancillary outbuildings are located in Smiths Lane, near Wongawilli village.

Wongawilli has a distinctive rural village character.

### Desired Future Character

Wongawilli is the part of the first stage of the West Dapto Release Area. The village of Wongawilli will comprise of low density residential development. Any residential subdivision should also guarantee sufficient curtilage, around each heritage item within the village.

The built form of any new residential dwelling should retain the rural village character of Wongawilli. The use of weatherboard wall cladding with pitched colourbond metal roof forms is preferred. The use of face brick or painted brickwork may also be appropriate in certain cases.

The village will include a small local convenience centre on West Dapto Road, which will provide for the convenience needs of the surrounding population. Another local convenience centre will be provided in Huntley, off Jersey Farm Road.

Wongawilli also includes a large lot residential area as well as an E4 Environmental Living zone, to the north-west of the village which will provide for larger lot residential and rural residential opportunities. Any new residential or rural residential development in this locality must protect and maintain the high scenic environmental quality of the Illawarra Escarpment. The siting of dwelling-houses and outbuildings will be restricted to existing cleared land areas only. Larger dwellings should be generally restricted to a single storey height and preferably broken up into a series of pavilions. Two storey dwelling-houses will only be permitted where the building envelope is behind foreground screening remnant tree stands or is within a lower part of the site to minimise any adverse visual impact upon the scenic quality of the locality. Natural

earthy colours are recommended for building wall facades. Roofs should be non-reflective in muted colour finishes.

### 3.51 Dombarton & Avon

#### Existing Character

Dombarton is located on the foothills of the Illawarra escarpment on the western edge of Wollongong LGA. Dombarton lies directly to the west of Kembla Grange and to the north of Wongawilli. Avon lies within the catchment of Lake Avon, which is part of the Sydney Water Catchment Area.

Dombarton is within the first stage of the West Dapto Release Area.

#### Desired Future Character

Avon will remain protected from development activity, to maintain the quality of water supply for Avon Dam and to maintain the scenic environmental quality of the escarpment.

Dombarton has large tracts of land zoned IN2 Light Industrial which will provide for a range of light industrial, warehouse distribution centre facilities, transport depots and other employment generating land uses.

The escarpment slopes and foothills of Dombarton are zoned E2 Environmental Conservation and E3 Environmental Management, in order to conserve and protect native vegetation within the escarpment and to maintain the high scenic environmental quality of the Illawarra escarpment in this locality. The riparian corridors of Dapto Creek and its tributaries are also zoned Environmental Protection E3 Environmental Management and are protected by appropriate riparian buffer zones.

Any proposed dwelling-house or other development will only be permitted in E3 Environmental Management zones where the building envelope is contained within an existing cleared land area.

The siting of dwelling-houses and outbuildings will be restricted to existing cleared land areas only. Larger dwellings should be generally restricted to a single storey height and preferably broken up into a series of pavilions. Two storey dwelling-houses will only be permitted where the building envelope is behind foreground screening remnant tree stands or is within a lower part of the site to minimise any adverse visual impact upon the scenic quality of the locality. Natural earthy colours are recommended for building wall facades. Roofs should be non-reflective in muted colour finishes.

### 3.52 Brownsville

#### Existing Character

Brownsville is a small residential suburb, directly to the north of Dapto. Brownsville is a historically significant suburb and contains a number of heritage items, including the former Illawarra Lake Hotel, Brownsville Cemetery (including large Moreton Bay Fig trees and Bunya Pine), Osborne Memorial Church and the Church hall of the former Episcopalian Church of St Luke.

Brownsville is characterised as a low density residential suburb consisting predominantly of single storey brick and weatherboard dwelling-houses with pitched roof forms. Some medium density housing also exists in the suburb, especially opposite the Dandaloo shopping centre.

The Dandaloo shopping centre is a village retail centre in Brownsville which contains a small supermarket and a range of retail shops including café / restaurant, butcher, bakery, hairdresser etc. This centre provides for the daily and weekly convenience needs of the surrounding population. Higher order retailing and business services are available at Dapto town centre and the Wollongong City Centre.

Brownsville has access to William Beach Park and Mullet Creek.

Kanahooka Road provides good public road access links between Brownsville, the Southern Freeway and the Princes Highway.

### **Desire Future Character**

Brownsville will remain a low density residential suburb with some limited development opportunities likely to occur.

Any new development must be compatible with the streetscape character of the locality and sympathetic with any adjoining heritage item.

The Dandaloo retail centre will continue to provide for the daily and weekly needs of the surrounding residential area. High order retailing and business functions will be provided at Dapto sub-regional centre and Wollongong City Centre.

## **3.53 Kanahooka**

### **Existing Character**

Kanahooka is a residential suburb set on the western side of Lake Illawarra. The built form is mainly single storey and two storey detached brick dwelling-houses. Kanahooka also contains some medium density housing and senior living facilities / retirement villages, located on Kanahooka Road. A large number of properties in Kanahooka have lake views, either towards the main water body of Lake Illawarra, Koonawarra Bay, Tallawarra Point, Purrah Bay or Mullet Creek.

Kanahooka has a small village retail centre which is located on Lakeside Drive. This centre provides for the daily and weekly convenience needs of the surrounding population.

This suburb has two waterfront reserves known as Kanahooka Park and Lakeside Park which provide passive recreational opportunities for residents in this suburb. The Illawarra Aquatic Club and sailing club are located adjacent to Kanahooka Park.

### **Desired Future Character**

Kanahooka is likely to continue to experience further development or redevelopment activity given its location on the western shores of Lake Illawarra and extensive lake views.

Any new residential development (including any senior living facility) should reflect the relatively low density, suburban character of Kanahooka. Therefore, buildings should be restricted to a maximum 2 storey height with the use of face brick or rendered brickwork for building facades preferred. A range of roof forms are acceptable with hipped or dutch gable roof lines preferred.

Any new retail building or mixed use (shop top housing) building within the Kanahooka retail centre shall be setback a minimum 9 metres from the front property boundary. The front setback area may be used for car parking and a delivery truck loading area. The front car parking areas for the properties known as Lots 704 -706, DP 518125, Lakeside Drive, Kanahooka must remain linked to ensure the existing separate ingress and egress access arrangement from the car parking areas of the centre is maintained.

Additionally, the provision of a delivery truck loading / unloading zone to cater for a small rigid truck will be required for any redevelopment of the sites within the Kanahooka local centre.

### 3.54 Koonawarra

#### Existing Character

Koonawarra is a relatively small suburb which is located on the western shore of Lake Illawarra, approximately 12 kilometres south of the Wollongong City Centre.

Koonawarra is characterised by predominantly single storey detached brick and weatherboard dwellings with pitched hipped roof forms. Medium density housing also exists within this suburb. In this regard, Koonawarra has one of the highest concentrations of public housing stock in the Wollongong LGA.

Koonawarra contains a foreshore reserve situated between Wooroo Point and Koonawarra Bay, Gilba Road Reserve, Hector Harvey Park and several smaller parks.

The Southern Freeway provides easy access between Koonawarra and the Wollongong City Centre. Fowlers Road and Lakeside Drive also provide direct access to Dapto Town Centre.

Koonawarra has a small village (local convenience) retail centre located on Koonawarra Place, which has some vacant shops. Additionally, another retail centre also exists on Lakelands Drive, Dapto which includes a small supermarket and some other retail shops which provide for the daily and weekly convenience needs of the surrounding population.

#### Desired Future Character

Koonawarra is likely to experience some replacement or upgrading of the existing dwelling stock, particularly for properties with lake views. Any new dwelling should be constructed with face brickwork and a pitched hipped roof form.

The existing retail centre in Koonawarra Place will continue to act as a village centre and will provide for the local convenience needs of the surrounding residential population. However, this centre may be redeveloped to include shop top housing, in order to improve the vibrancy of the centre as well as the passive surveillance around the centre.

The retail centre on Lakeside Drive will also provide for the daily and weekly convenience needs of the surrounding population. Higher order retailing and business services will be provided in Wollongong City Centre and the Dapto sub-regional centre.

### 3.55 Dapto

#### Existing Character

Dapto is located approximately 13 kilometres from Wollongong City Centre and is one of Wollongong's fastest growing areas.

The Dapto Town Centre is currently operating at a major town centre (district centre) level but is planned to expand up to a sub-regional retail and business centre, in order to serve all suburbs surrounding Dapto and the new West Dapto Release Area.

The town centre contains a traditional retail and business centre strip, predominantly concentrated along the Princes Highway and Bong Bong Street. It includes a free-standing Aldi supermarket, a range of specialty retail shops, banking and a range of medical and health care services, other professional services and the Dapto Leagues Club.

The town centre also includes the recently upgraded Dapto Mall shopping centre which contains two full-line supermarkets, a discount department store and a range of specialty retail shops, banking facilities and other services.

Dapto's town centre acts as a transitional buffer zone between the residential and industrial zones.

The established residential areas of Dapto are of a low to medium density and are characterised predominantly by single storey brick, weatherboard and fibro detached dwellings with pitched hipped roof forms. Medium density housing also exists within certain residential areas in Dapto.

Dapto has a TAFE College, two high schools, five public and one Catholic Primary Schools, two bowling clubs, a leisure centre, a new library and a community centre. Dapto also has a range of recreational facilities including the Dapto Showground, Reed Park, Kundle Street Reserve and Mount Brown Reserve (to the east of the F6 Southern Freeway).

### Desire Future Character

The Dapto Town Centre will expand into a sub-regional retail and business centre and will act as a key employment hub for existing residential suburbs surrounding Dapto as well as the West Dapto Release Area.

The Dapto sub-regional centre will provide up to 80, 000m<sup>2</sup> of retail floor space and will provide higher order retail and other business functions to serve a surrounding population of up to 100,000+ people. The centre will be anchored by at least one discount department store (DDS) and at least two (2) to three (3) full line supermarkets together with higher order retailing and a range of non-retail services including cinemas, community services, commercial office space and professional / specialist services serving the wide surrounding population.

The proximity of the town centre to the train station and bus routes means it can support increased residential densities. Residential flat buildings and mixed use buildings containing upper level shop top housing will be encouraged, within close proximity to the Dapto railway station, the Princes Highway and Bong Bong Street.

The residential areas in Dapto are likely to experience some redevelopment with some older dwelling stock being replaced by larger contemporary single or two storey dwellings. Medium density villa or townhouse developments are supportable in areas within close proximity to the Dapto Town Centre. Senior living self-care and residential care facilities are also encouraged within an 800 metre radius of Dapto Town Centre.

Any medium density housing or senior living facility should be designed to reflect the character of the immediate residential area. The use of face brick or a two-tone combination of face brick and rendered brickwork in a selective light coloured finish with pitched hipped roof forms may be appropriate in most cases, except where the residential character of the immediate locality, dictates a different architectural style or external materials / finishes.

## 3.56 Horsley

### Existing Character

Horsley is located directly to the west of the Dapto town centre and is approximately 14 kilometres south of the Wollongong City Centre. Kembla Grange is located to the north of Horsley. The village of Wongawilli is situated to the west of Horsley and the suburb of Cleveland is situated to the south of Horsley.

Horsley is within the first stage of the West Dapto Release Area and is a low density residential suburb with a predominantly young family demographic. Horsley is characterised by predominantly single storey and two storey detached dwelling-houses with a face brick and pitched tile roof construction.

Horsley contains a small village retail centre which provides for the daily and weekly convenience needs of the surrounding population.

## Desired Future Character

The existing Horsley residential area is in the first stage of the West Dapto Release Area and is bounded by low density residentially zoned land to the west. The existing Horsley residential area will remain a low density residential suburb with predominantly detached dwelling-houses. New dwellings should be sympathetic with the prevailing streetscape character of the locality and in this regard, face brick work and pitched roof forms will generally be preferred for the majority of residential precincts.

A range of housing types are envisaged for the new release area to the west of the existing Horsley residential area, including detached dwelling-houses, second dwellings, attached dwellings, dual occupancies, medium density villas and townhouses and senior living facilities. A range of housing styles and external building materials and finishes are considered appropriate for this release area. Exhibition homes and exhibition villages are also likely to occur, particularly in proximity to major roads in this release area.

The existing Horsley village retail centre will continue to provide for the convenience needs of the existing Horsley residential area.

A new local town centre is earmarked for development on Bong Bong Road, to the south-west of the existing Horsley residential area. This centre is likely to contain at least one medium to full line supermarket plus a range of other retail shops and business services and will provide for the daily and weekly convenience needs of the emerging residential population in the new release area. Higher order retailing and business services will be provided within the Dapto sub-regional centre.

## 3.57 Cleveland

### Existing Character

Cleveland lies adjacent to Mullet Creek and its tributary (Reed Creek) and is directly to the south of the existing Horsley Release Area. Cleveland consists of large rural properties involved in broad-scale agricultural activities and rural industries.

Cleveland also contains a number of historic items including 'Cleveland' homestead and outbuildings, a former tramway and the former Avondale public school.

### Desired Future Character

Cleveland is part of the later stages of the West Dapto Release Area and hence, existing rural land uses will continue in the interim.

## 3.58 Penrose

### Existing Character

Penrose is located approximately 1.5 kilometres south-west from the Dapto Town Centre. Penrose is directly south of Cleveland, whilst Avondale lies to the west.

Penrose is a small, compact residential suburb which is characterised by low density residential development and consists of predominantly single storey detached dwelling-houses. It has gains vehicular access to Avondale Road and Huntley Road.

### Desired Future Character

The existing residential area of Penrose will remain a low density residential area with predominantly detached dwelling-houses with the possibility of some multi-dwelling housing in the form of villas or townhouses. Senior living facilities may also possibly occur on larger amalgamated sites.

The existing rural landholdings surrounding the residential area of Penrose are part of the later stages of the West Dapto Release Area and hence, rural land uses will continue over the short to medium term.

### 3.59 Avondale

#### Existing Character

Avondale is located approximately 4.4 kilometres south-west of the Dapto Town Centre and west of Penrose. Avondale contains the historic Avondale homestead, Moorland homestead and the former Avondale Public School. Avondale Road and Huntley Road are the primary access roads to Avondale.

Beef cattle grazing and horse agistment are the main rural land uses in Avondale.

Avondale contains the "Cedars" rural residential subdivision which is situated upon the end of the Avondale ridgeline. The "Cedars" rural residential subdivision contains large single storey and two storey dwelling-houses.

An 8 lot rural residential subdivision also occurs at the foothill of the escarpment with private road access through reciprocal rights of carriageway to Avondale Road.

The Avondale Colliery and the former Huntley Heritage Colliery are located within the foothills and slopes of the escarpment, off Avondale Road, Avondale. The two Avondale portals are located on a cleared pad at the outcrop of the Wongawilli coal seam, approximately 300 metres above sea level. Avondale colliery is approximately 1.5 kilometres to the west of the Huntley Heritage rehabilitation site, while the portals are approximately 800 metres to the east of the Upper Nepean catchment boundary.

The Avondale colliery mined a portion of the Tongarra and Wongawilli coal seams within Consolidated Coal Lease (CCL) 766. In 1982, the mine closed and was put on a care and maintenance.

Huntley Collieries Pty Ltd purchased Avondale mine in 1982 and sealed its entries in 1993. Huntley Colliery (to the north of the Avondale portals) also worked the Wongawilli and Tongarra coal seams and was closed in 1989 as a result of the closure of Tallawarra Power Station. Coal extracted from Huntley Colliery was stockpiled and processed at the Huntley Coal Washery Plant at the base of the escarpment, where coal washery reject and coal fines were discharged to one of two tailings dams.

Gujarat NRE FCGL Pty Ltd (GNFL) purchased Avondale CCL 766 and Huntley CCL 700 from HTT Huntley Heritage Pty Ltd and applied for the old Huntley workings to be excised from CCL 700 in July 2005.

#### Desired Future Character

Avondale is part of a later stage in the West Dapto Release Area. Therefore, the current rural land uses will remain pending the determination of the relevant future stage in the West Dapto Release Area.

Rural residential land uses will be restricted to existing rural residential subdivisions only, until such time as the future land use pattern for the release area is determined.

GNFL has lodged a Part 3A project application with the Minister for Planning for Avondale colliery (Stage 2) and the proposed extraction of approximately 100 million tonnes of mineable reserves remain within the combined Avondale/Huntley lease areas, of which approximately 25 million tonnes of prime quality hard coking coal are within the Wongawilli Seam and six million tonnes within the Tongarra Seam.

The Huntley Heritage Pty Ltd has recently lodged a revised rezoning application with Council which proposes an 18 hole international standard golf course and associated facilities, a hotel and conference facility, residential housing and rural residential lot subdivision upon the Huntley colliery. The rezoning application will be considered as a possible future amendment to WLEP 2009, pending appropriate review and assessment of the proposal.

### 3.60 Marshall Mount

#### Existing Character

The Marshall Mount area includes the valleys of Marshall Mount / Calderwood, North Marshall Mount and Avondale. The escarpment in this area has a distinct landscape edge with the sandstone cliffs being a prominent elevated landscape element. The landscape includes steep sided valleys below the escarpment with a rural and rural residential patchwork mosaic of cleared valley floors and remnant vegetation on side slopes and ridgelines.

Other prominent elements include the grass revegetated colliery area adjacent to Avon Colliery and Bong Bong Pass.

The Marshall Mount area has beef cattle grazing operations, horse agistment and other agricultural / rural land uses.

The Yallah campus of the Illawarra Institute of Technology is also located at Marshall Mount Road, Marshall Mount.

#### Desired Future Character

The Marshall Mount / Calderwood area is part of the later stage in the West Dapto Release Area. Therefore, the current rural land uses will remain until such time as the final land use categories have been determined for this part of the release area. Rural residential land uses will be restricted to existing rural residential subdivisions pending the determination of this stage in the West Dapto Release Area.

In the current rural setting, any new dwelling should be single storey in height and should reflect the rural character of the valley. The use of weatherboard, face brick or rendered brickwork wall construction (in the earthy or muted colour range) and pitched hipped roofline forms in muted or dark coloured colourbond / metal finishes are preferred.

### 3.61 Haywards Bay

#### Existing Character

Haywards Bay is a relatively new residential suburb, located on the south-western corner of Lake Illawarra.

Haywards Bay consists of a low density residential density with a mix of single storey and two storey detached dwellings in a range of contemporary architectural styles and varied external finishes. Haywards Bay also contains a number of exhibition homes for project home building companies operating in the region.

A new service centre (service station and convenience store) is located on the southbound lanes of the Southern freeway, directly adjacent to Haywards Bay.

#### Desired Future Character

Low density residential development will continue within the Haywards Bay estate.

Any new residential dwelling should be of a contemporary architectural style with varied roof forms considered acceptable.

The Haywards Bay residential estate is partially affected by Obstacle Limitation Surface (OLS) and Australian Noise Exposure Forecast (ANEF) restrictions applying to the Illawarra Regional Airport and hence, any new development must be in accordance with the OLS and ANEF requirements.

Any new exhibition homes or exhibition villages within the newly released subdivision stages in Haywards Bay, will be permitted where, in the opinion of Council, there is unlikely to cause any significant adverse amenity or privacy impact upon residents of neighbouring habitable dwellings in the estate.

### **3.62 Yallah**

#### **Existing Character**

The Yallah industrial estate is situated to the west of the Princes Highway and contains a range of land uses including a range of light industries as well as motor vehicle and boat retailing showroom and servicing operations.

The Larkins Lane rural residential subdivision is situated directly to the west of the Yallah industrial estate and is partially developed with dwelling-houses and ancillary outbuildings.

A large electricity sub-station exists on the northern side of Yallah Road. A former abattoir also exists off Yallah Road, to the west of the Larkins Lane rural residential subdivision.

#### **Desired Future Character**

Yallah is part of the later stages of the West Dapto Release Area.

The Yallah industrial estate is within the flight path of the Illawarra Regional Airport and hence, is affected by the Obstacle Limitation Surface (OLS) and Australian Noise Exposure Forecast (ANEF) requirements. Any new development will be subject to compliance with the OLS and ANEF requirements. A small expansion of the existing industrial area at Yallah is proposed and additional job opportunities will be available through future development at the Tallawarra Power Station site.

The Larkins Lane rural residential subdivision is also partially affected by OLS and ANEF restrictions and hence, any development must be in accordance with the OLS and ANEF requirements.