

FLINDERS STREET PRECINCT

Urban Design
Framework



WOLLONGONG

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Contents

Executive Summary	6	4 Sub-precincts	38	A Analysis	59
1 Introduction	8	4.1 Sub-precinct overview	39	A.1 Existing WLEP controls	60
1.1 Project background	9	4.2 North Wollongong sub-precinct	40	A.2 Site visit observations	62
1.2 Existing character and context	10	4.3 Flinders Street East sub-precinct	42	A.3 Connecting with Country	63
1.3 Strategic context and drivers	12	4.4 Gateway South sub-precinct	44	A.4 Existing character and context	64
1.4 Existing key WLEP controls	13	4.5 Flinders Street South sub-precinct	46	A.5 Access and movement	66
1.5 Existing WDCP character controls	14	4.6 Parkside sub-precinct	48	A.6 Heritage	67
1.6 Key constraints	15	4.7 Flinders Street West sub-precinct	50	A.7 Environmental constraints	68
1.7 Key opportunities	17	4.8 Fairy Creek South sub-precinct	52	A.8 Topography and views	73
2 Vision and Principles	19	4.9 Coach House sub-precinct	54	A.9 Development context	76
2.1 Vision	20	5 Conclusion	56	A.10 Lot types	78
2.2 Design Principles	22	5.1 Summary and key outcomes	57	B Scenario Testing	79
2.3 Position Statements	24			B.1 Built form parameters	80
2.4 Structure Plan	25			B.2 Approach to scenario testing	82
3 Precinct Approach	27			B.3 Overview of scenarios	83
3.1 Setbacks, street frontage height and activation	28			B.4 Scenario 1	84
3.2 Building height and scale	29			B.5 Scenario 2	88
3.3 Building typologies	30				
3.4 View protection	31			Figures list	94
3.5 Riparian corridors and flooding	32				
3.6 Connections and open space	33				

Executive Summary

Project introduction and purpose

In collaboration with Wollongong City Council (Council), Architectus have prepared an Urban Design Framework (UDF) to guide future growth within the Flinders Street Precinct.

Currently zoned E3 Productivity Support, the precinct has seen some change in recent years with a number of sites being redeveloped into higher density 'shop top' housing development, and continual development interest.

The changing character and role of the precinct has instigated a need to undertake a Precinct Review and prepare a UDF to ensure positive development outcomes are achieved that align with the future vision and objectives for the precinct.

The purpose of both the Precinct Review and UDF are as follows:

1. The role of the Precinct Review is to act as a purposeful and deliberate evaluation of the precinct which includes a detailed assessment and analysis of various sub-precincts.
2. The UDF will act as a valuable framework to reference and test future proposals and infrastructure against, and be utilised by Council to inform:
 - a) advice to the Department of Planning, Housing and Infrastructure (DPHI) on state assessed proposals,
 - b) ongoing discussions with TfNSW regarding the classified road network and rail corridor,
 - c) future infrastructure investment aligned with the North Wollongong Transport Oriented Development (TOD) precinct and other incentivised planning pathways,
 - d) Council led strategic planning, infrastructure planning and master planning of surrounding areas.

Urban Design Framework

This UDF has been developed in close collaboration with Wollongong City Council, and with the community and key stakeholders to set a vision, and planning and design framework that will guide the renewal of the Flinders Street Precinct into the future. The UDF is founded on:

- An in-depth analysis of the strategic, local and site context to understand key constraints and opportunities for the area.
- Iteratively testing built form scenarios under existing and future controls to inform recommendations for land use, height and density.
- Investigating opportunities for improved public domain, streetscape character, walking and cycle connections, and publicly accessible open spaces.
- An understanding of the local character to develop a sub-precinct approach for the precinct, and ensure that future development responds to and enhances the local context and character.

This UDF document is divided into 4 key parts:

1. Introduction - Setting the strategic and planning context, and key constraints and opportunities for the precinct.
2. Vision and Principles - Describing the overarching vision, design principles, position statements and structure plan (shown adjacent).
3. Precinct Approach - Identifying precinct-wide strategies for built form, view protection, flooding, streets and connections.
4. Sub-precincts - Detailing the approach to each sub-precinct, including recommendations for planning controls.

A summary of the analysis and UDF recommendations are described on the following page.

Structure plan
The Structure Plan describes the key structuring moves for the Flinders Street Precinct, including the approach to built form and land use, view protection, riparian corridors, streets and connections. See section 2.4 for further detail.

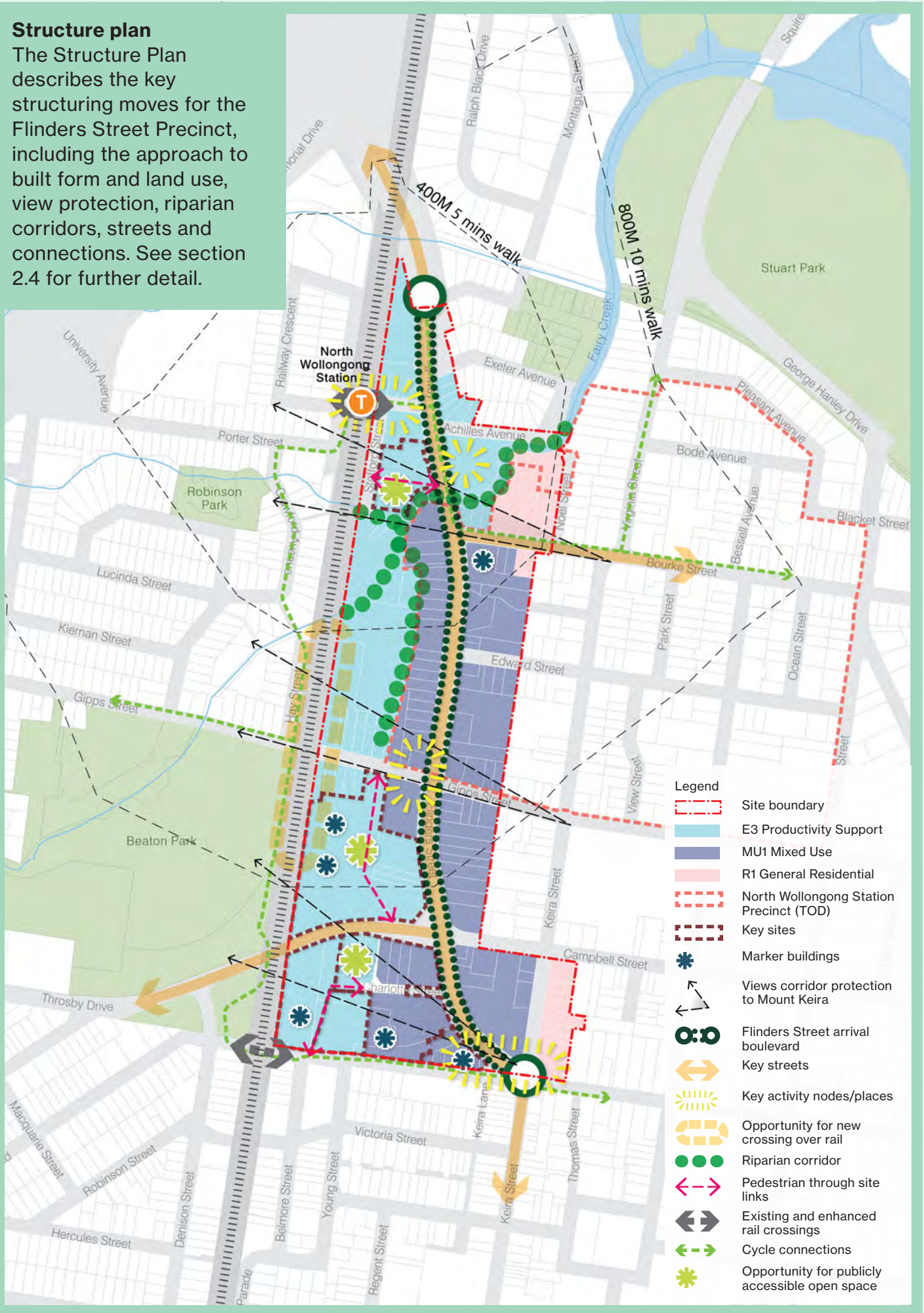
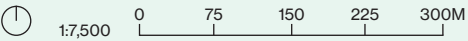
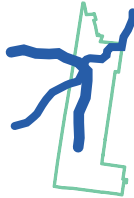


Figure 1. Structure Plan



	 Built form and land use	 Streets and connectivity	 Environment
Key constraints	- Recent and ongoing development interest, particularly high density mixed use development. - Existing strata title sites may make redevelopment challenging. - Balance between development and place outcomes such as amenity, environment, views and character.	- The railway corridor borders the site on the west with few safe and amenable pedestrian linkages. - Flinders Street is an important and busy vehicle and bus corridor, with mixed public domain and pedestrian amenity. - Lack of open space within the precinct.	- Ecological considerations and cultural values associated with the Fairy Creek riparian corridor. - Large areas of the precinct are significantly flood-affected, which impacts the suitability of a range of uses and opportunity for intensification.
Key opportunities	- Retain and support a mix of commercial uses within the northern and western edge of the precinct. - Reinforce Flinders Street as a mixed use corridor with a range of business, retail and residential uses. - Focus activation in key areas including North Wollongong Station, Gipps Street and Smith Street. - Ensure that new development preserves and celebrates view corridors to Mount Keira.	- Reinforce the essential role of Flinders Street as movement corridor and entryptoint into Wollongong CBD, supporting public transport, pedestrians, active transport and vehicles. - Provide safe and amenable east-west pedestrian and cycle linkages. - Encourage new development to provide through site links and publicly accessible open spaces in key locations.	- Preserve and regenerate the Fairy Creek riparian corridor, which holds environmental and cultural value. - Ensure development responds to flooding issues, including excellent design outcomes for building interfaces and the public domain. - Locate increased housing in areas that are less flood constrained.
Vision	<i>The Flinders Street Precinct is a key arrival boulevard into the Wollongong City Centre. It is a place where a mix of businesses can thrive, while also supporting other uses such as apartment living, within a walk and cycle of North Wollongong Station, the city centre and the beach.</i>		
Position statements	1 Adapt zoning and heights to enable some areas within the precinct to become thriving mixed-use neighbourhoods. 2 Maintain the current zoning and development capacity in areas not suited to intensification due to flood affectations. 3 Ensure the urban form (height and density) of the precinct is contextual.	4 Provide new publicly accessible open spaces and improved connections to existing open space, pedestrian amenity, cycling infrastructure and vehicle movement. 5 Maintain public views from Bourke, Gipps and Flinders Streets to Mt Keira, noting their Aboriginal Cultural significance, and value to the community.	6 Improve the health and attractiveness of the Fairy Creek Riparian Corridor, also noting its Aboriginal Cultural significance. 7 Contribute to the community's net zero operational emissions target by 2050 and reducing emissions from embodied carbon. 8 Plan for high quality architecture and public domain that is liveable, functional, productive and attractive.
Design principles	 Flinders Street arrival boulevard  Sub-precincts  Key places and attractors  Views to Mount Keira  Fairy Creek riparian corridor  East-west connections		
Sub precincts	 North Wollongong  Flinders Street East  Gateway South  Flinders Street South  Parkside  Flinders Street West  Fairy Creek South  Coach House South		

INTRODUCTION

1.1 Project background

Project background and purpose

Architectus has been engaged by Wollongong City Council (Council) to undertake a review of the existing planning controls for the Flinders Street Precinct in Wollongong.

Currently zoned E3 Productivity Support, the precinct has seen some change in recent years with a number of sites being redeveloped into higher density 'shop top' housing development, and continual development interest for a range of sites. The changing character and role of the precinct has instigated a need for a review of the controls to ensure that development outcomes are aligned with the future vision for the precinct.

This Urban Design Framework (UDF) aims to shape good quality built form, movement and landscape outcomes as the precinct continues to evolve into the future. The UDF describes the precinct vision and principles, and approach to key themes such as built form, height, views, flooding and access. These recommendations are based on an understanding of the site and context, and iterative built form testing (see Appendix for further detail).

The study area

The Flinders Street Precinct is an area extending north-south, focussed along Flinders Street between North Wollongong Station and Smith Street, of approximately 32 hectares in size. It is located at the northern entrypoint into the Wollongong City Centre and approximately 1.5km west of North Beach Wollongong.

Despite its E3 zoning, the precinct consists of commercial and residential built form and land use types including warehousing, 'highway' type uses such as car dealerships, auto shops, bulky goods, construction suppliers and fast food outlets, as well as mixed use and residential uses, hotel accommodation, and retail food and beverage.

Figure 2. Site location and context



1.2 Existing character and context

Key features of the Flinders Street Precinct

The Flinders Street corridor primarily consists of 1 to 2 storey commercial and retail buildings, and large warehouses reflective of traditional 'highway' and employment uses.



The precinct is undergoing change with a number of 'shop top' residential developments of 5-9 storeys being recently constructed, approved or proposed.



Flinders Street is a highly dominant and busy vehicular entry point into the precinct and Wollongong City Centre, extending north-south. There are few east-west connections through the precinct, particularly across the railway corridor.



Mount Keira and the Illawarra Escarpment is a significant geographical and cultural landmark that can currently be seen from several locations across the precinct.



The busy road corridor impacts on pedestrian amenity and experience, and there is a lack of street tree canopy and landscaping, and an inconsistent level of quality in the public domain.



Fairy Creek traverses the precinct and possesses environmental and cultural value. It is a well-established and lush riparian corridor, with some portions channelised or piped, and is prone to flooding during heavy rainfall.



Existing character and context



Figure 3. Aerial - site location and context

Flinders Street Precinct of Wollongong City Council

1.3 Strategic context and drivers



Reinforce the northern entry point in Wollongong City Centre

The Flinders Street Precinct is located at the key northern approach into Wollongong City Centre and has interfaces with residential neighbourhoods to the west and east. North Wollongong Station is also an important arrival point for accessing TAFE and the University of Wollongong further west.

Given its locational significance, there is an opportunity for the precinct to act as gateway into Wollongong through landmark development while also creating vibrant and active places at key points along the corridor.



Retain employment uses while supporting a range of different uses

The Flinders Street Precinct, currently entirely zoned E3 Productivity Support, has increasingly come under pressure from other development types permitted as 'additional permitted uses' under Schedule 1 of the Wollongong Local Environmental Plan (WLEP) 2009. This is transforming the character of the precinct from a focus on urban services and larger format retailing to a mix of business and residential uses, particularly along the Flinders Street frontage.

Both Council's Retail Business Centres Strategy 2023 and Housing Strategy 2023 recommended a review of the extent of the current E3 zoning and potential to transition to other zoning including mixed use and residential uses in parts of the precinct. This was supported by the Industrial Lands Review 2023.

Given its strategic location and increasingly mixed land use and built form character, there is an opportunity for the precinct to balance the provision of a range of uses, while retaining employment land.

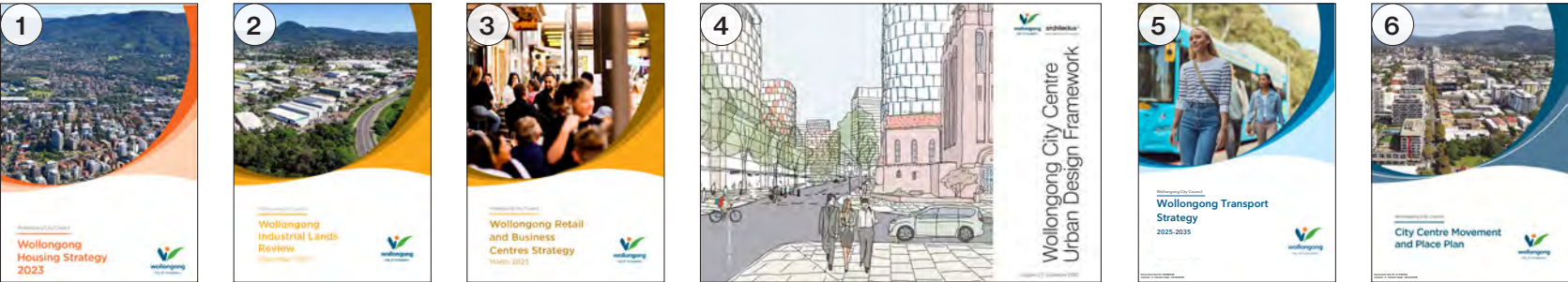


Realign and clarify planning and urban design guidance to ensure high quality and desired outcomes

The recent increase in development interest within the Flinders Street Precinct has given rise to the need for a review of the planning controls and hence built form and landscape outcomes for future development.

This Urban Design Framework seeks to develop a clear planning and urban design framework for future development that considers built form height and scale, landscape and deep soil, environmental constraints and approach to flooding, and key view corridors particularly towards Mount Keira.

Key Council reports



- 1. Wollongong Housing Strategy 2023;
 - 2. Wollongong Industrial Lands Review 2023;
 - 3. Wollongong Retail and Business Centres Strategy 2023;
 - 4. Wollongong City Centre Urban Design Framework 2020;
 - 5. Wollongong Transport Strategy 2025-2035
 - 6. City Centre Movement and Place Plan 2025
- All documents available on Council's 'Key Documents' page

Key State Policy

- 1. State Environmental Planning Policy (Housing) 2021 (SEPP Housing 2021) - Infill affordable housing bonuses; Transport Oriented Development (North Wollongong Station).
- 2. Housing Delivery Authority - pathway to State Significant Development (SSD) or SSD with a concurrent rezoning.
- 3. Transport Oriented Development Program - North Wollongong Station Precinct - Wollongong LEP amended by DPHI October 2025.

1.4 Existing key WLEP controls

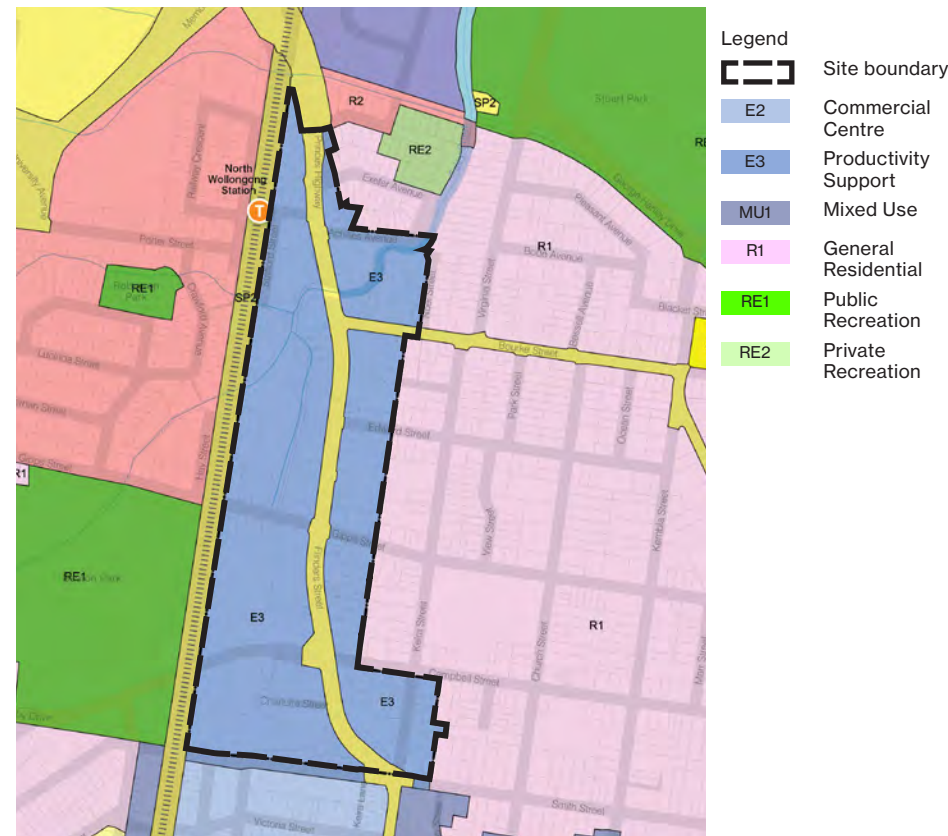


Figure 4. Existing land use map

Land Use

- Currently zoned E3 Productivity Support, which permits, with consent, a specific range of commercial, light industrial, recreation use, and hotel or motel accommodation.
- Shop-top housing and serviced apartments are an additional permitted use in the precinct. The ground floor uses for shop-top housing are restricted to the commercial and health services uses in the E3 Productivity Support land use table. As these commercial uses tend to be larger format 'bulky goods' retail, business and office premises, this can lead to poor outcomes at the street level.

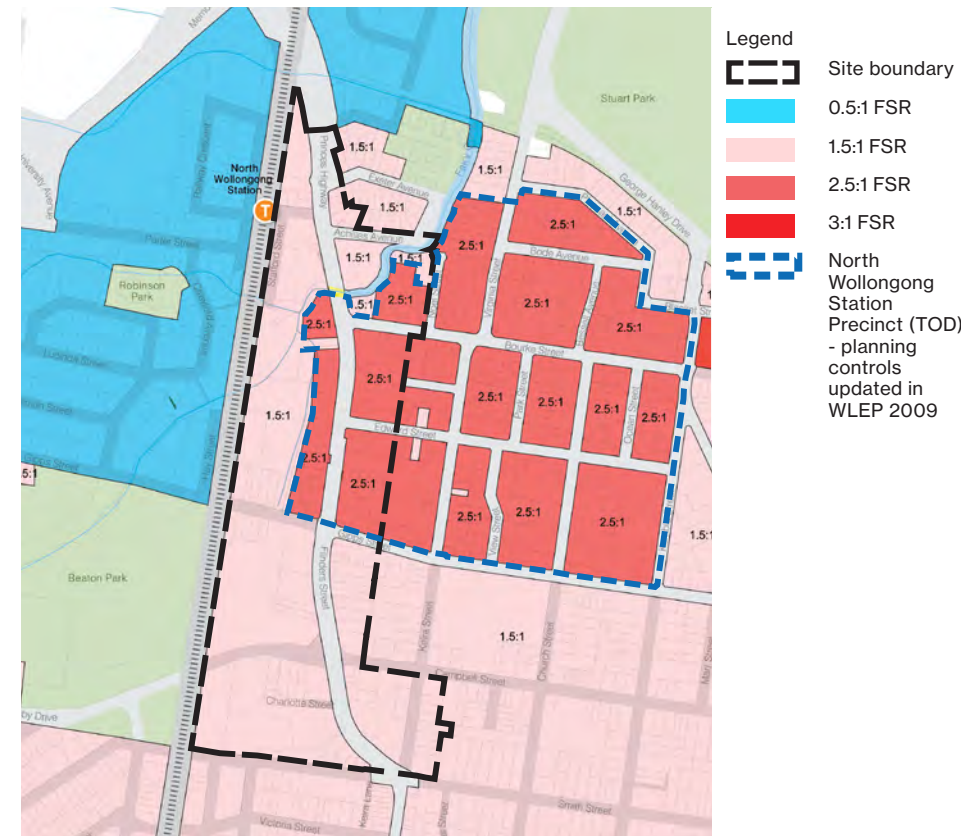


Figure 5. Existing floor space ratio map

Floor Space Ratio (FSR)

- 2.5:1 FSR to a small portion of the precinct with the remainder having a 1.5:1 FSR. In addition to the base FSR, development can access the following, allowing increased development potential under current controls:
 - WLEP Clause 4.4A allows an increase in the maximum FSR for sites with a street frontage greater than 20m. This increases the FSR to a maximum of 3:1 for non-residential uses and 2.5:1 for residential uses - or approximately 2.6:1 assumed for shop top/mixed use development. 100% residential uses are not permitted within the E3 zone.
 - SEPP Housing 2021 under Chapter 2 Part 2 Division 1 Infill Affordable Housing permits up to an additional 30% FSR over the permissible FSR with the provision of minimum 10%-15% affordable housing.
- DPHI had previously exhibited a proposed TOD area for the North Wollongong Station Precinct (TOD). The controls have since been implemented into the WLEP 2009, as seen above.

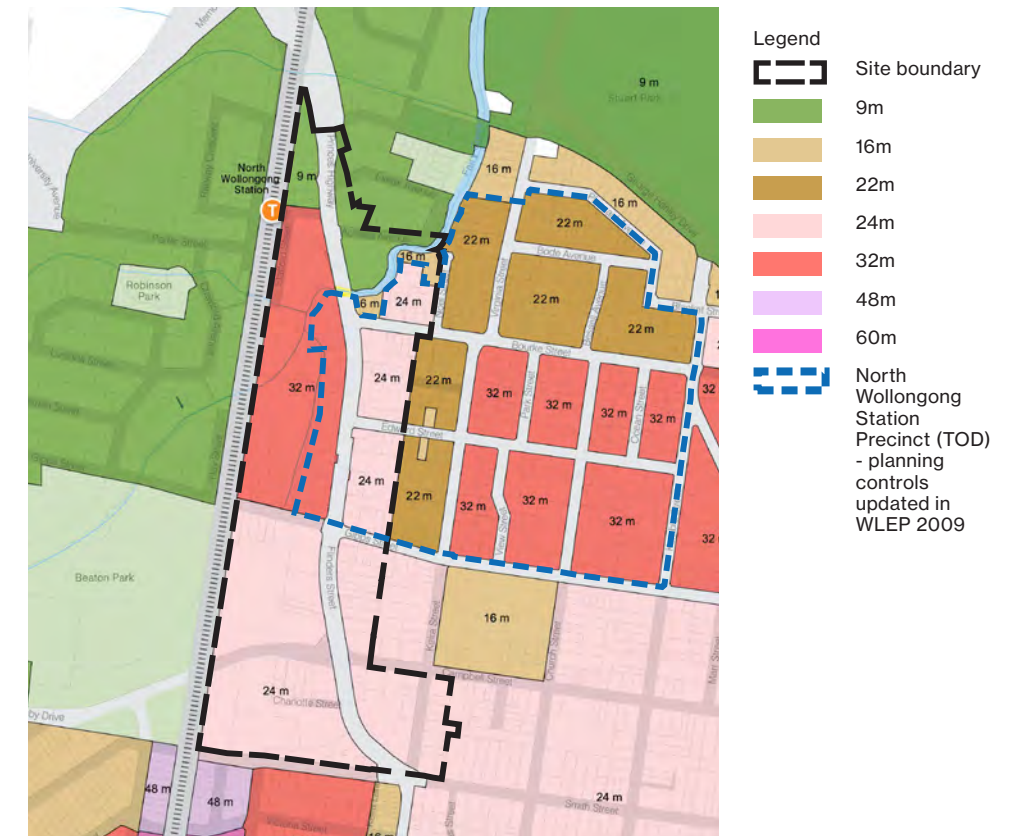


Figure 6. Existing building height map

Building height

- Maximum permissible height varies:
 - 9m (approx 2 storeys) in the northern portion.
 - 32m (approx 8 storeys) west of Flinders Street.
 - 16m (approx 4 storeys) north-east of Flinders Street.
 - 24m (approx 6 storeys) in the southern portion and east of Flinders Street.
- In addition to the base height, the SEPP Housing 2021 under Chapter 2 Part 2 Division 1 Infill Affordable Housing permits up to an additional 30% height over the permissible height with the provision of minimum 10%-15% affordable housing. In some cases this may mean an additional 2 or 3 storeys.
- DPHI had previously exhibited a proposed TOD area for the North Wollongong Station Precinct (TOD). The controls have since been implemented into the WLEP 2009, as seen above.

1.5 Existing WDCP character controls

Character

The Wollongong Development Control Plan 2009 (WDCP 2009) part 1.1 City Centre Character Areas provides character objectives for the land use zones within the City Centre boundary. The Flinders Street Precinct is described at section 11. Enterprise Corridor, it will:

'promote business activity along Flinders Street, particularly business uses requiring larger footprint buildings and good vehicular access and exposure. The area will cater also for the complementary business, office, retail and light industrial uses. The importance of Flinders Street (the Princes Highway) as a business address is reinforced by increasing the scale and activation of buildings along the street, with service uses such as parking and goods storage away from street frontages. Residential development incorporated in mixed use developments, is encouraged within walking distance of the North Wollongong rail station and in areas abutting the general residential zone to the east. The character of the area will be of an attractive city boulevard lined with trees and high quality buildings of medium scale with large showroom windows fronting the street with landscaped setbacks.'

Chapter D13, 7.3 also identifies objectives and controls to ensure that non-residential development within the enterprise corridor zone addresses:

- Provision of a mix of business, employment and retail uses along with warehouse development.
- Compatibility with surrounding land uses.
- Interfaces with the public domain.
- Provision of appropriate vehicle access points, including vehicle access off Flinders Street.
- Provision of appropriate pedestrian access and ensuring pedestrian safety and amenity.
- Supporting Flinders Street as a 'boulevard'.
- Quality of construction, materials and finishes.

Additionally the precinct, being currently entirely zoned as E3 Productivity Support is identified in Part B Chapter B4 of the WDCP as a 'Peripheral Sales Precinct'. Table 1 - 'Desired characteristics of Centres and Peripheral Sales Precincts' outlines the desired character of precincts in terms of population catchment, function, accessibility, retail uses and residential uses. These largely reflect the objectives in D13 7.3 outlined above. The table notes that 'Residential uses are subservient to other uses in these precincts, and land use conflicts must be carefully managed'.

The WDCP acknowledges the unique and varied character of the Flinders Street Precinct, particularly its importance as an arrival 'boulevard' into Wollongong City Centre, with a mix of business and residential development.

This UDF reinforces the character statement within the WDCP and provides recommendations for objectives and principles, which will provide further guidance on the desired future character of the precinct.

1.6 Key constraints

Flooding

- Land identified as a High Flood Risk Precinct or a floodway is considered unsuitable for a range of uses or intensification under the WDCP 2009 and Local Planning Direction. This would apply to large areas north of Bourke Street that are significantly impacted by a 1% Annual Exceedance Probability (AEP) and Probable Maximum Flood (PMF) event, as well some areas immediately along the creek line.
- Land identified as a Medium Flood Risk Precinct is within the Flood Planning Level and will be subject to flood-related clauses in the WLEP and WDCP, including appropriate freeboard as well as adequate access and egress requirements. This would apply to significant areas north of Bourke Street and between the railway corridor and Fairy Creek.

Zoning

- Within the E3 zone, only a limited number of commercial uses are permitted. This restricts the uses that can be developed on the ground floor of a shop-top housing development.
- Rezoning land within the flood planning area to another zone which increases the permissibility of residential uses is not consistent with Local Planning Direction 4.1 Flooding. This may mean that existing zoning may need to remain in some cases, even where another zone may be seen as a 'better fit'.

Development context

- A number of sites are at various stages of redevelopment. Development types range from single storey fast food development to 4-8 storey mixed use development.
- There are several strata titled sites, particularly along the eastern side of Flinders Street, that are considered unlikely to change in future. This consists of predominantly walk up apartments up to 4 storeys. This may leave some sites isolated to future redevelopment.
- Heritage items are considered unlikely to change significantly and may include some adaptive reuse.
- The above development constraints means that future development may be piecemeal and patchy needing well-considered design guidance to ensure that built form and streetscape outcomes are reflective of the desired character and vision for the precinct.

Views

- The balance between increased height and scale and the retention of key view corridors to Mount Keira is an important consideration. Clear view protection and built form controls will be needed to ensure these views are retained and celebrated.

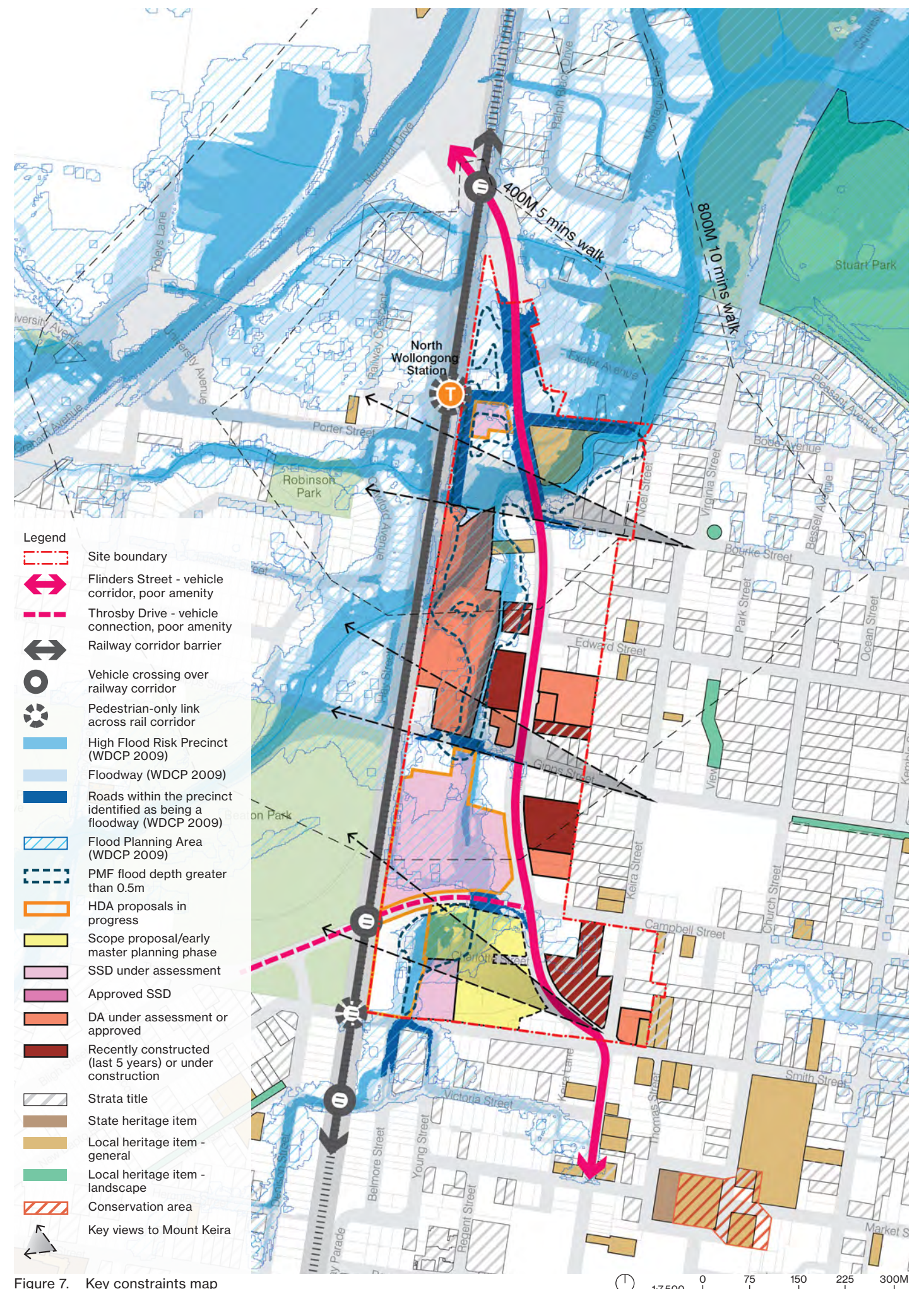


Figure 7. Key constraints map

Key constraints

Access and movement

- Flinders Street will continue to be a key movement corridor into Wollongong City Centre, and for a few sites, is the only access point. It is also a Tier 1 bus route and is an important connection to North Wollongong Station.
- The busy Flinders Street along with the mixed public domain quality along the corridor creates poor amenity for pedestrians and active transport options.
- The area is bounded by the railway corridor on the west with a single vehicle connection along the south along Throsby Drive. This road is not pedestrian friendly, and there is only three other pedestrian connections across the rail line; one through the North Wollongong Station concourse, a pedestrian underpass at Smith Street linking to Denison Street, and one located at the railway overpass at the northern end of the precinct. There is limited access to key destinations to the west such as Beaton Park, Wollongong TAFE and University of Wollongong and Gwynneville Village Centre.
- Connections from the Precinct towards the east and the beaches are challenging due to the sloping terrain.

Access to open space

- The precinct does not include any public open space and access to public open space outside the precinct is limited due to distance and access constraints.

Coastal hazards

- Inundation of land due to coastal processes can occur along with flooding from rainfall, and this is included with flood risk mapping. However, tidal and coastal inundation also may occur in the absence of rainfall, driven solely by coastal processes. The Wollongong Coastal Hazard Study mapped land that may be affected by tidal inundation and coastal inundation without any catchment rainfall inputs.
- Land identified in the Wollongong Coastal Hazard Study that may be affected by **current coastal inundation** includes areas immediately along the creek line, and **future coastal inundation** (taking into account sea level rise) includes areas north of Bourke Street and between Flinders Street and the railway corridor.
- Land identified in the Wollongong Coastal Hazard Study that may be affected by future **tidal inundation** (taking into account sea level rise) includes areas adjacent to the creek line in the North Wollongong Hotel area.



View from Flinders Street near the intersection with Smith Street looking north

1.7 Key opportunities

- ① Retain E3 Productivity Support zoning in the northern portion of the precinct due to flooding constraint and suitability for commercial development.
- ② Retain E3 Productivity Support zoning along the western side of the Fairy Creek riparian corridor due to flooding constraints, and large lots suitable for large floor plate and/or commercial uses.
- ③ Reinforce Flinders Street as a mixed use corridor offering a variety of business, retail and residential uses.
- ④ Enhance the character and role of Flinders Street as a entry 'boulevard' into the Wollongong City Centre and increase greening and public domain amenity.
- ⑤ Ensure that future development preserves key view corridors west towards Mount Keira.
- ⑥ Activate the entry point around North Wollongong Station with retail attractors to support students, residents, visitors and commuters going through the precinct. This would require additional permitted uses.
- ⑦ Retain and enhance the heritage-listed North Wollongong Hotel as a key attractor.
- ⑧ Create a key activity node at the junction of Flinders/Keira/Smith Street marking the entry point into the precinct and connection further south to the Wollongong City Centre.
- ⑨ Create an activity node at the junction of Flinders and Gipps Street including activation at ground.
- ⑩ Continue to preserve and regenerate the riparian corridor as the precinct evolves over time.
- ⑪ Advocate for improved active transport permeability east-west across the railway line.
- ⑫ Advocate for active transport improvements to the Smith Street underpass.
- ⑬ Support active transport connectivity within, to and through the precinct with safe crossing points and generous well lit footpaths.
- ⑭ Investigate opportunities for key/large sites to provide through site links and publicly accessible open space.
- ⑮ Support public transport use and improve bus stop infrastructure along Flinders Street.
- ⑯ Advocate to TfNSW for improved intersections and public transport efficiency and continue to collaborate to determine the future function of Flinders Street for public transport and intersections to enable safe crossing points. Prioritise safety improvements to the intersections of Campbell, Throsby and Flinders Street.
- ⑰ Advocate for bike riding along the rail corridor.

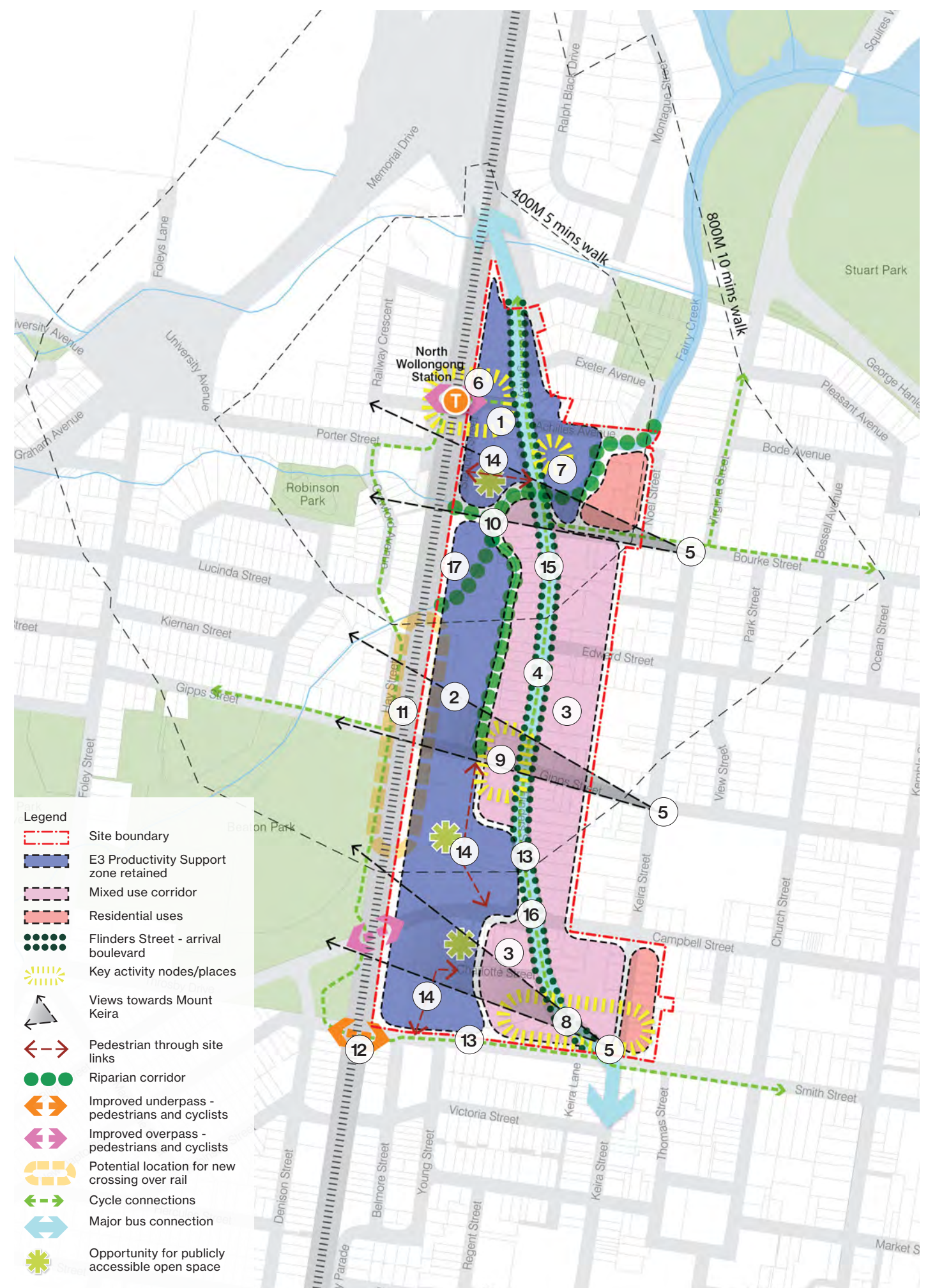


Figure 8. Key opportunities map

Mount Keira and the Illawarra Escarpment
are icon views seen from multiple locations
throughout the Flinders Street Precinct

(View of intersection of Bourke Street and
Keira Street)



VISION AND PRINCIPLES

2.1 Vision

The Flinders Street Precinct is the key arrival boulevard into the Wollongong City Centre. It is a place where a mix of businesses can thrive, while also supporting other uses such as apartment living, within a walk and cycle of North Wollongong Station, the city centre and the beach.



A mixed use corridor of mid to high rise development will define Flinders Street, with active commercial uses fronting the street, tree lined setbacks, and apartments above. Gateway development at the southern end of Flinders Street creates a mixed use attractor and provides a transition to the city centre character further south.

The northern gateway will have a commercial focus with a key activity node at the Station. Employment uses including warehousing, light industrial and commercial are retained along the railway corridor.

01
Mid to high-rise
built form with
active commercial
uses at the
ground floor and
apartments above

Development within the precinct is well-considered and designed to be climate responsive and address issues of flooding and urban heat island effect.

02
Building design responds to flood constraints and ensures safe access for residents, workers and visitors

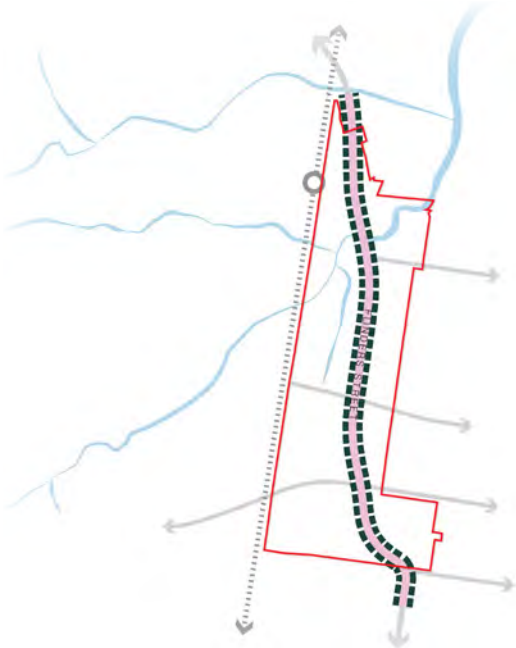


The Flinders Street Precinct responds to its unique context along Fairy Creek and with Mount Keira, Mount Kembla and the escarpment overlooking, acknowledging Aboriginal cultural and spiritual connections to Country.

03
New development sensitively interfaces with Fairy Creek and enhances its ecological and landscape values

04
Important views towards Mount Keira are retained to celebrate and respect its landscape, cultural and spiritual values

2.2 Design Principles

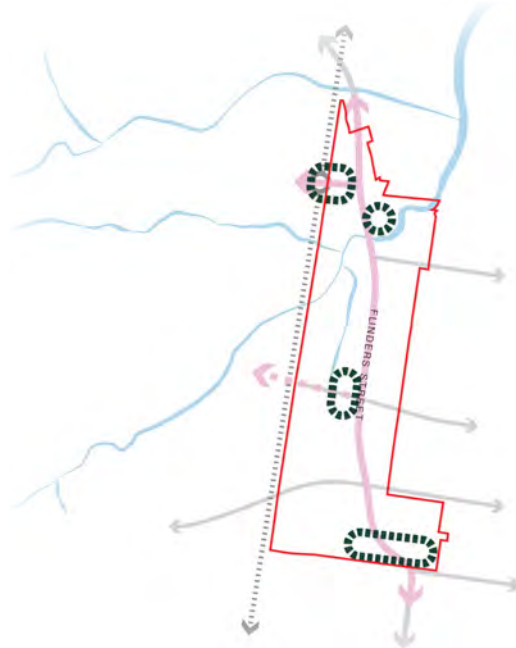


Arrival boulevard
Reinforce Flinders Street as the key arrival boulevard into Wollongong City Centre with opportunities for high density mixed use development and improved public domain amenity.



Sub-precincts
Identify distinct sub-precincts that define varying land use, built form and streetscape character of the Flinders Street Precinct.

- North Wollongong sub-precinct
- Fairy Creek South sub-precinct
- Flinders Street East sub-precinct
- Flinders Street West sub-precinct
- Parkside sub-precinct
- Gateway South sub-precinct
- Flinders Street South sub-precinct
- Coach House sub-precinct

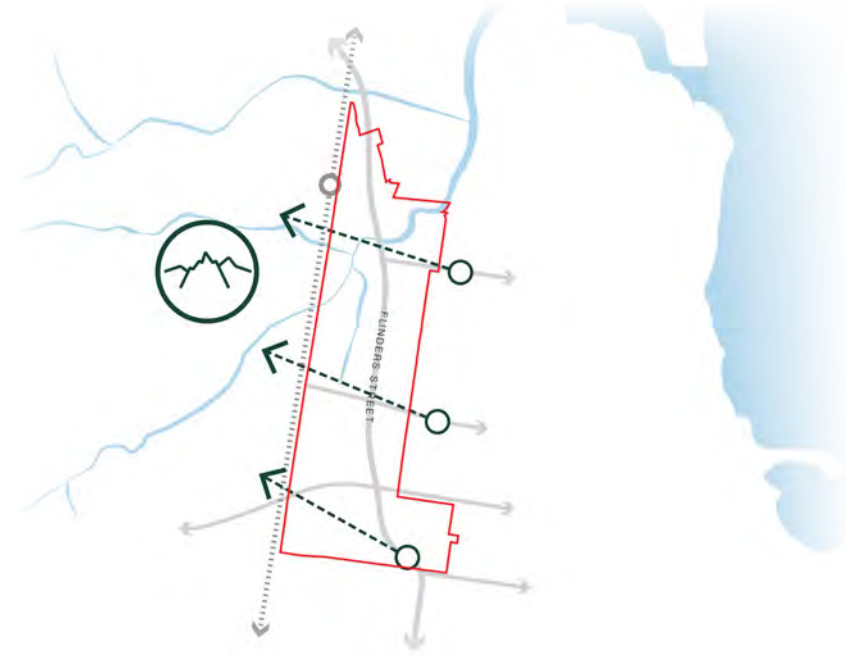


Key places and attractors
Establish activity nodes that attract people to key places in the precinct.

- North Wollongong Station node
- North Wollongong Hotel node
- Gipps Street node
- Southern Gateway node

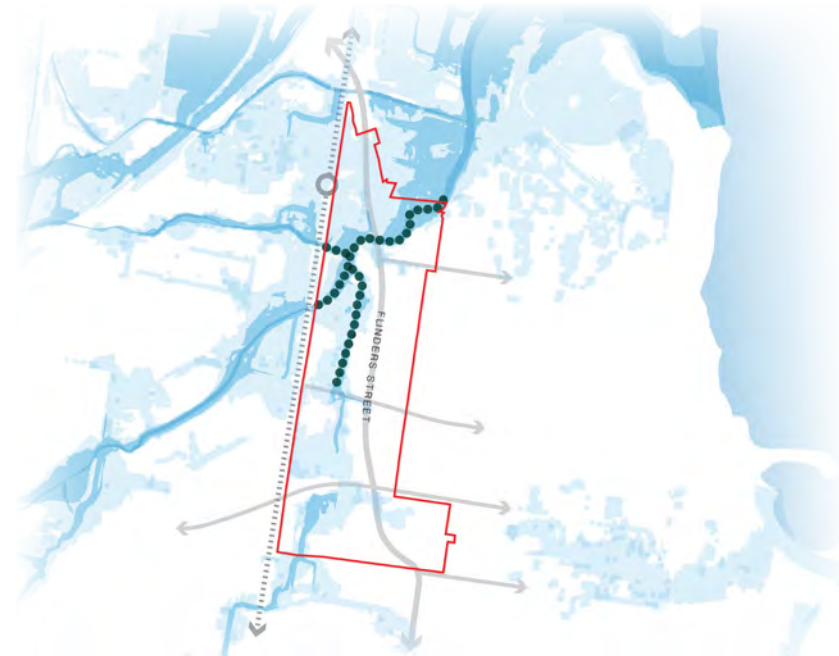
Figure 9. Design principles

Design Principles



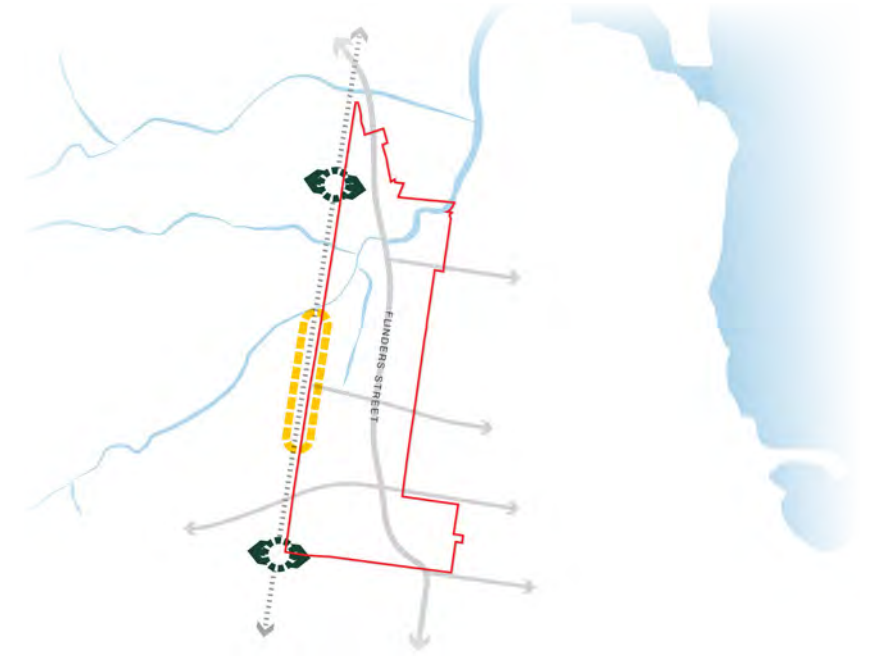
Views to Mount Keira

Preserve and celebrate key view corridors and vistas to Mount Keira, an important feature of the landscape that holds significant cultural and spiritual value for the Aboriginal community and is highly valued by the wider community for its contribution to the identity and character of the area.



Fairy Creek riparian corridor

Preserve the Fairy Creek riparian corridor and ensure that future development addresses potential flooding issues, preserves ecological and Aboriginal cultural values, and enhances the landscape character.



East-west connections

Enhance existing pedestrian and cycle crossing across the railway corridor to improve linkages to key destinations including education, open spaces, the city centre and the beach.

2.3 Position Statements

The adjacent position statements set clear objectives and actions for the Flinders Street Precinct.

- 1 Adapt zoning and heights to enable some areas within the precinct to become thriving mixed-use neighbourhoods with increased housing provision including affordable housing.
- 2 Maintain the current zoning and development capacity in areas not suited to intensification due to flood affectations.
- 3 Ensure the urban form (height and density) of the precinct is contextual, and does not compete with that of the adjacent Commercial Centre Zone, or establish an urban form anomaly in relation to the adjacent low density residential and general residential zones.
- 4 Plan for the provision of new publicly accessible open space and improved connections to existing open space, pedestrian permeability and amenity, cycling infrastructure and vehicle movement commensurate with the planned increased density.
- 5 Maintain public views from key locations at Bourke, Gipps and Flinders Streets to Mt Keira by limiting building heights in these view corridors, noting their Aboriginal Cultural significance, and value to the broader community.
- 6 Improve the health and attractiveness of the Fairy Creek Riparian Corridor, noting its Aboriginal Cultural significance and potential contribution to improving biodiversity and healthy natural systems in the precinct.
- 7 Contribute to the community's net zero operational emissions target by 2050 and reducing emissions from embodied carbon through low carbon design and construction.
- 8 Plan for high quality architecture and public domain that is liveable, functional, productive and attractive.

2.4 Structure Plan

The Structure Plan describes the key structuring moves for the Flinders Street Precinct, including the approach to built form and land use, view protection, riparian corridors and connections.



Connecting with Country

- Acknowledge and celebrate the profound spiritual value of Mount Keira, Mount Kembla and the Illawarra escarpment and ensure visual connections to these cultural landmarks are retained.
- Celebrate the views to the coast from Mount Keira and ensure that the growing city enhances and does not detract from these visual and cultural connections.
- Respect and revitalise Fairy Creek which holds significant environmental and cultural value.
- Utilise visual and natural landmarks of Country including the creeks and fig trees as focal points for publicly accessible open spaces and places for gathering, sharing and placemaking.
- Engage with Aboriginal Elders and Community to embed Connection with Country principles through development.



Built form and land use

- Retain E3 Productivity Support zoning along the western portion of the precinct to provide a mix of uses including employment.
- Rezone Flinders Street to MU1 Mixed Use to reinforce Flinders Street as a mixed use corridor offering a variety of business, retail and residential uses.
- Support housing opportunities within non-high risk flood affected areas within walking distance of North Wollongong Station and Wollongong City Centre, including within the

proposed North Wollongong Station Precinct (TOD) area.

- Create key nodes within the precinct, including at North Wollongong Station, North Wollongong Hotel, Gipps Street, and at the Flinders/Smith/Keira Street intersection to focus activity.
- Identify key sites that can provide high quality development outcomes as well as provision of through site links in conjunction with publicly accessible open spaces.



View protection

- Ensure that development retains key view corridors to Mount Keira from Flinders Street, Gipps Street and Bourke Street.



Riparian corridors and flooding

- Enhance the Fairy Creek riparian corridor which holds environmental and cultural value.
- Ensure future development responds to flooding considerations with excellent design outcomes for the public domain.



Connections

- Reinforce Flinders Street as the arrival boulevard into the Wollongong City Centre and enhance the streetscape character.
- Improve the public domain amenity of the precinct and encourage walking and cycling.
- Improve public transport access and amenity, including improved streetscape at bus stops and connectivity to the station.

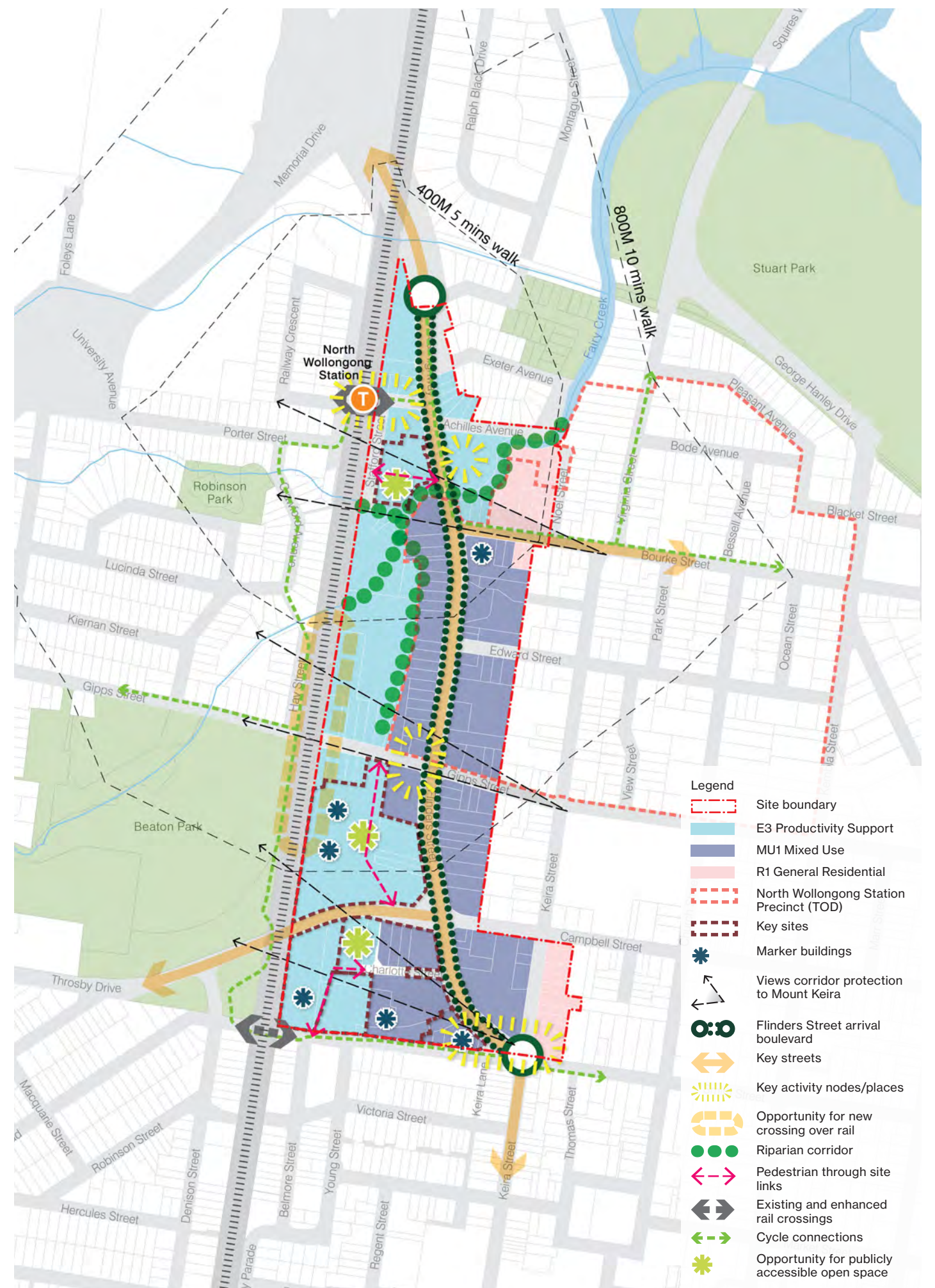


Figure 10. Structure plan

Example of recent mixed use development
interfacing with commercial uses within the
Flinders Street Precinct.

(View of intersection of Flinders Street and
Campbell Street)



PRECINCT APPROACH

3.1 Setbacks, street frontage height and activation

The approach to setbacks, street frontage height and activation is based on a combination of WDCP guidelines and proposed controls to shape the streetscape character of the Flinders Street Precinct.

Key principles and controls

Street setbacks

- Nil setback along Station and Stafford Streets adjacent to North Wollongong Station (WDCP 2009).
- 4m setback along Flinders Street (WDCP 2009) for footpath widening.
- Proposed 3m setback along Keira Street.
- Proposed 4m setback on all other streets for footpath widening and increased landscape and tree canopy, as well as to transition to the residential uses east of the precinct.
- Proposed 9m setback to the busy Throsby Drive and retain landscape edge.
- Setbacks to railway corridor based on transport requirements.

Street frontage height

- Proposed street frontage height along Flinders, Gipps, Station and Stafford Street that is equivalent to 2 typical levels of commercial/retail uses or single level of large format/showroom retail.
- 4 storey street frontage height on side streets interfacing with adjacent residential areas.

Activation

- Activity nodes at North Wollongong Station, North Wollongong Hotel, the intersection of Flinders and Gipps Street, and at the southern gateway at the intersection of Flinders, Keira and Smith Streets. This includes focal points for retail activation at the ground floor, pocket parks and public domain enhancement.
- Generally active frontages encouraged along Station and Stafford Streets at North Wollongong Station, along Flinders Streets including wrapping to side streets and Smith Street.
- Provision for a continuous 3m awning where active frontages occur, to provide shade and weather protection and improve the public domain amenity.

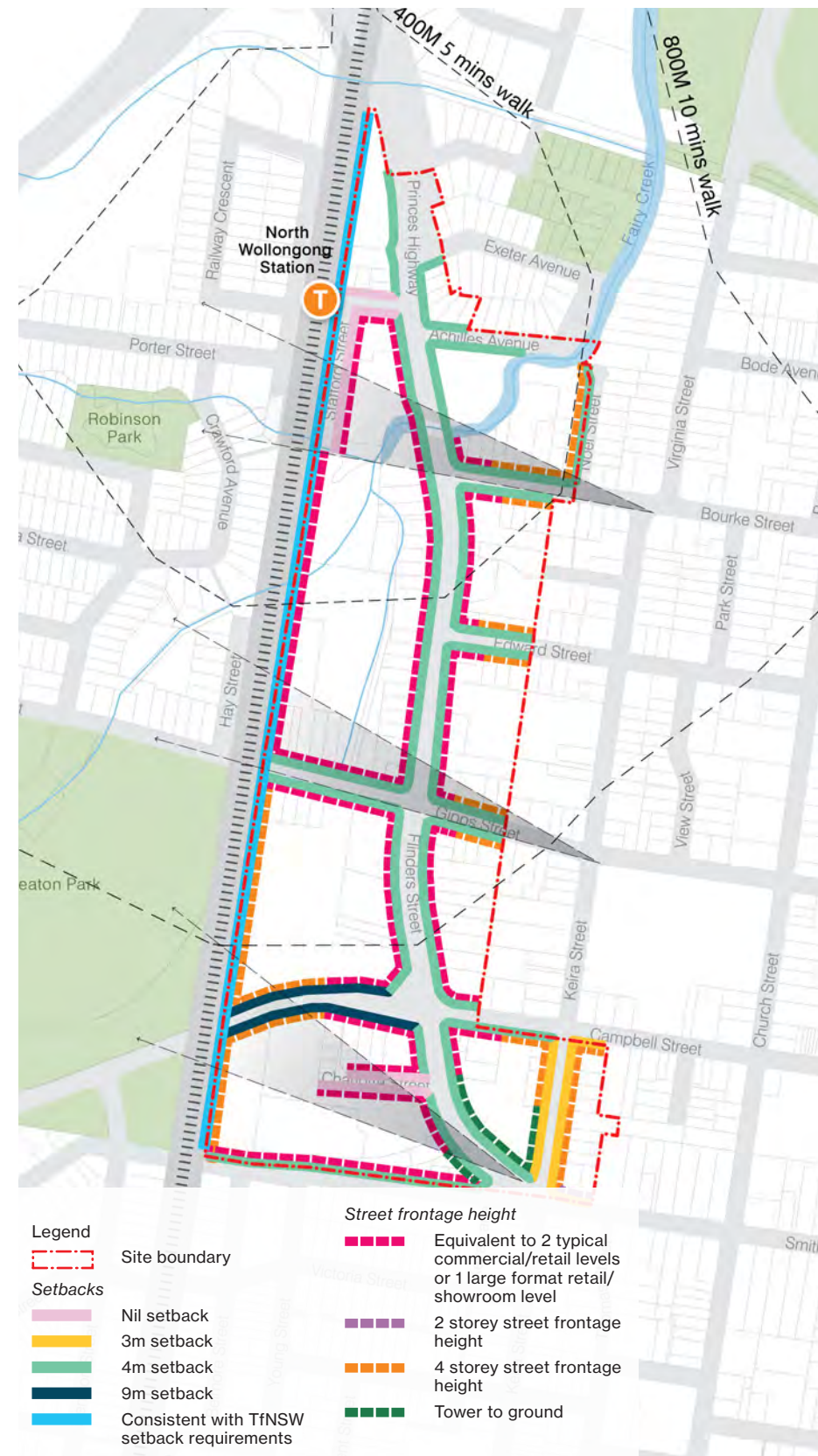


Figure 11. Setbacks and street frontage height map

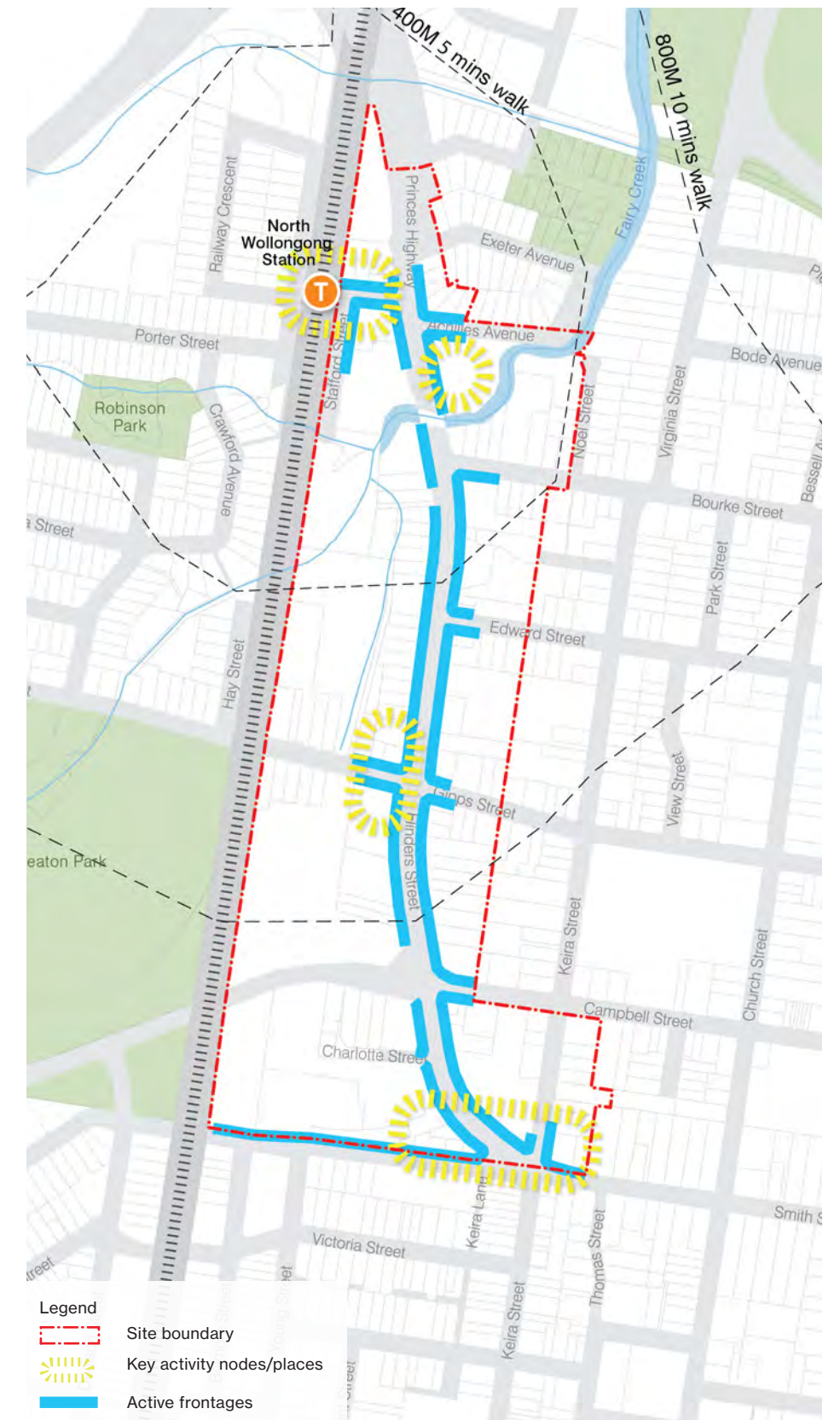


Figure 12. Active frontages and activity nodes map

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3.2 Building height and scale

Key principles and controls

- Define the built form character and scale along the Flinders Street mixed use corridor, with maximum heights ranging between 8-15 storeys.
- Retain existing height and FSR controls north of Bourke Street due to existing flood constraints.
- Ensure that built form height and scale responds to the nominated view protection corridors to Mount Keira (see 3.4 View Protection for further detail).
- Support marker towers across the precinct, ranging between 12-15 storeys to act as key buildings that help to anchor and distinguish the precinct.
- Provide increased height along Smith Street of up to 15 storeys, to integrate with the existing height corridor and transition to the city centre context.
- Ensure that areas with increased height provide well-separated tower forms that maximise solar and visual amenity, and opportunities for deep soil and landscaping at ground.

Height (m)	No. of storeys
9m	2 storeys
16m	4 storeys
24m	6-7 storeys
32m	8-9 storeys
40m	11-12 storeys
52m	14-15 storeys

Considerations relevant to setting height controls

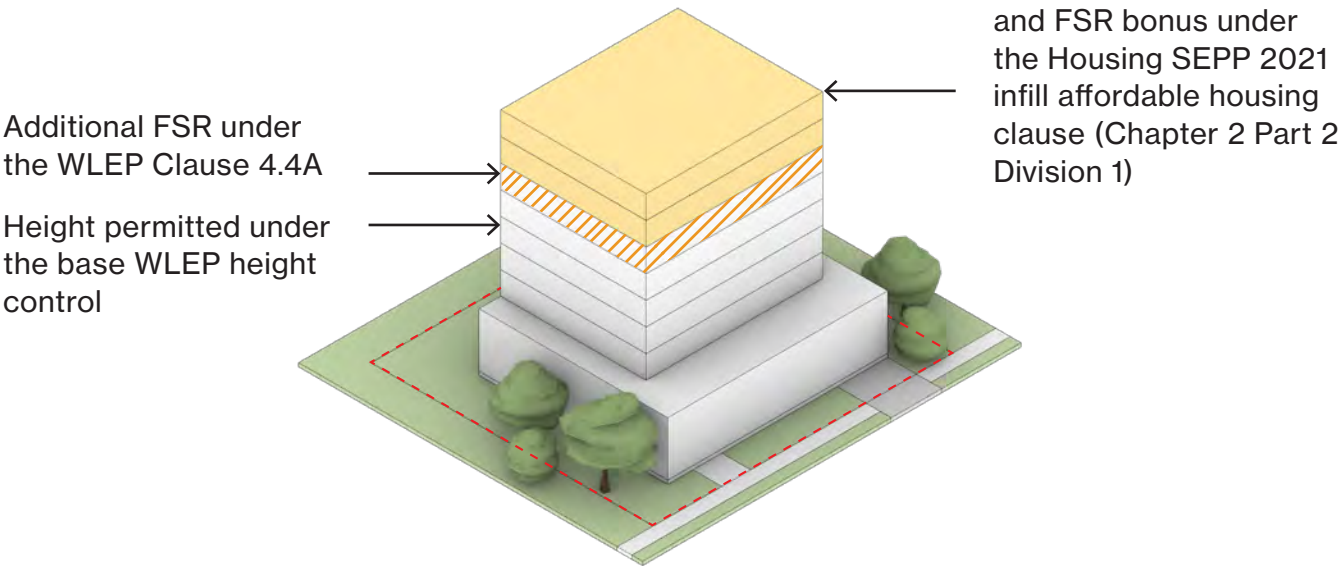


Figure 13. Considerations relevant to setting height controls

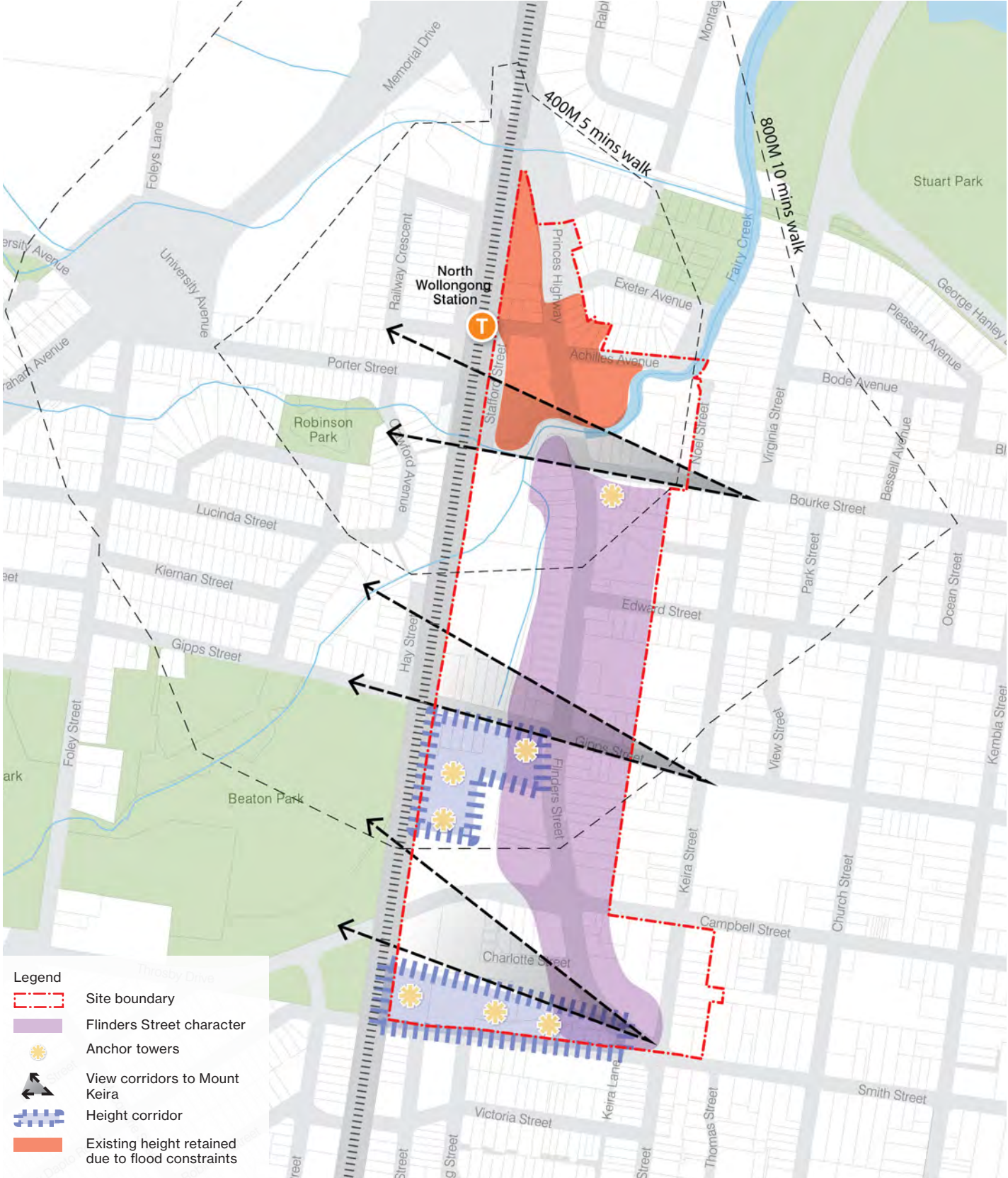


Figure 14. Approach to building heights map

3.3 Building typologies

The Flinders Street Precinct will support a range of commercial, mixed use and residential development. The following describes the key built form outcomes and parameters for each building typology.

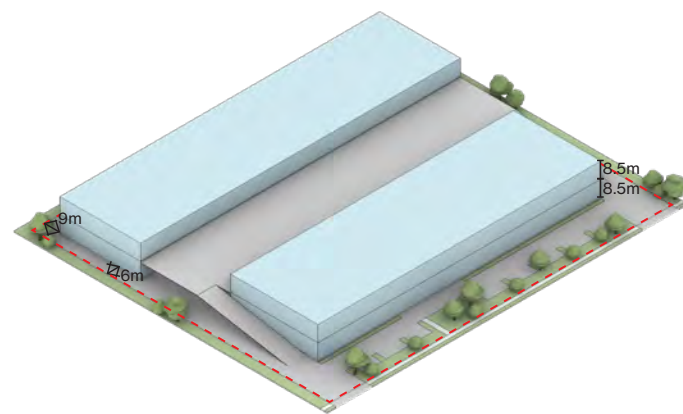


Figure 15. Typical warehouse typology

Warehouse

The warehouse typology supports employment uses that require large footprint buildings and circulation spaces. Deep soil, tree planting and landscape is encouraged within setbacks to balance the development footprint and support landscape character and amenity.

- Typically two large warehouse levels with mezzanines; 8.5m floor to floor height (combined ground and mezzanine levels).
- Street frontage setback of 4m; generally site specific.
- Side setbacks of 6m and rear setbacks of 9m.
- In flood affected areas, floor levels will need to respond to flood requirements.

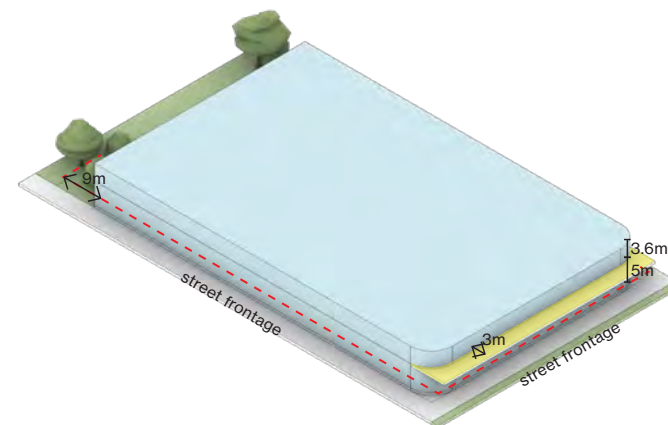


Figure 16. Typical commercial typology

Commercial

The precinct supports a range of employment uses with opportunity for retail activation at the ground floor.

- Typically 5m floor to floor height at the ground floor and 3.6m floor to floor height for other levels.
- Street frontage setback of 0-4m; generally site specific.
- Rear setback of 9m.
- 3m continuous awnings; site specific.
- In flood affected areas, floor levels will need to respond to flood requirements.

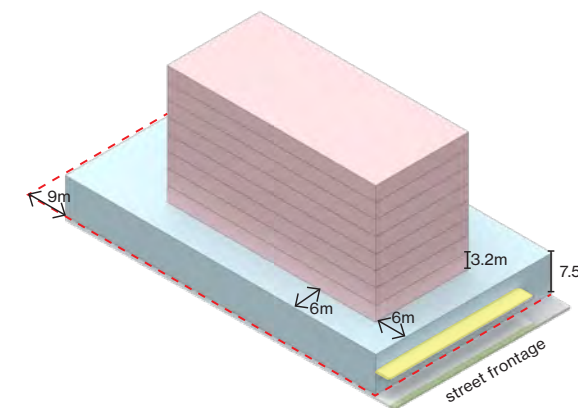


Figure 17. Typical mixed use typology

Mixed use - commercial street frontage height with residential above

This mixed use typology supports showroom and large format retail or a fine grain mix of commercial uses at the ground floor with residential uses well setback above to respond to the interface and amenity considerations of busy streets such as Flinders Street.

- Allows retail/commercial at ground with residential uses above. A single retail/commercial level with a 7.5m floor to floor height for showroom or large format retail, or two storeys for smaller retail/commercial uses.
- Residential 3.2m floor to floor height.
- Street frontage setback of 0m; site specific.
- Side setback of 0m and rear setback of 9m.
- 6m setback above the retail/commercial ground floor; site specific.
- 3m continuous awnings; site specific.
- In flood affected areas, floor levels will need to respond to flood requirements.

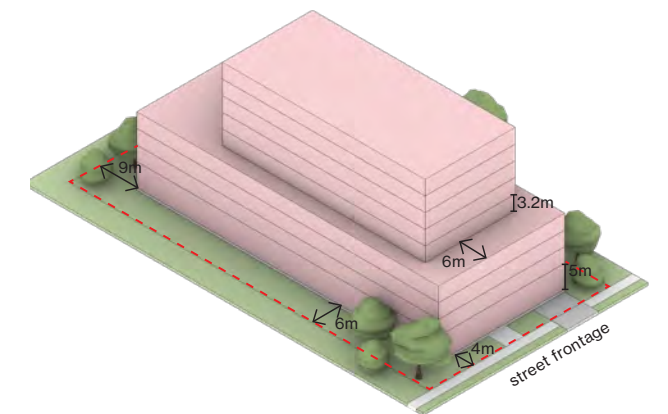


Figure 18. Typical residential typology

Residential

Residential or shop top development to the east of the precinct supports a 4 storey street frontage height typology which integrates with the surrounding residential context. Generous setbacks and separation ensure that good amenity and landscape outcomes can be achieved.

- Allows residential or retail ground floor with a 5m floor to floor height and residential above with a 3.2m floor to floor height.
- Street frontage setback of 0-4m; generally site specific.
- Side setback of 6m and rear setback of 9m.
- 3-6m setback above the street frontage height.
- In flood affected areas, floor levels will need to respond to flood requirements.

3.4 View protection

Key principles and controls

Protect views to Mount Keira from key locations:

- 1 Bourke Street view corridor (near the intersection with Keira Street)
-34.414407, 150.895501
- 2 Gipps Street view corridor (near the intersection with Keira Street)
-34.417968, 150.894675
- 3 Flinders Street view corridor (near the intersection with Smith and Keira Street)
-34.421261, 150.893794

Building height and upper level setback requirements are proposed to ensure that view corridors are retained. Sites that may be impacted or partially impacted by the view protection controls are highlighted in the adjacent map, and proposed maximum heights identified in the table. For further information see Section 4 Sub-precincts.

Further design guidance include:

- Ensure that the massing and arrangement of the skyline and building bulk, scale and articulation of new development is carefully considered and complements the escarpment backdrop.
- Encourage slender buildings and appropriate separation to ensure that intermittent views to Mount Keira, Mount Kembla and the escarpment can be provided between buildings when viewed along Flinders Street.
- All development proposals are to provide a visual impact assessment to ensure that they meet the principles above, and demonstrate that the nominated view corridors to Mount Keira are maintained.
- Ensure that new development addresses the objectives and development controls described under Chapter D13 Wollongong City Centre, 3.3 Public Views (Draft WDCP 2009) for the relevant views identified in Figure 12. Public Views.

Block ID	Maximum heights*
Bourke Street view corridor	
B1	16m
B2	32m
B3	15m
Gipps Street view corridor	
G1	20m
G2	32m
G3	32m
G4	32m
Smith Street view corridor	
S1	24m
S2	24m
S3	30m
S4	37m

*The maximum heights apply to areas within the view cone (in adjacent map) and not the entire site.

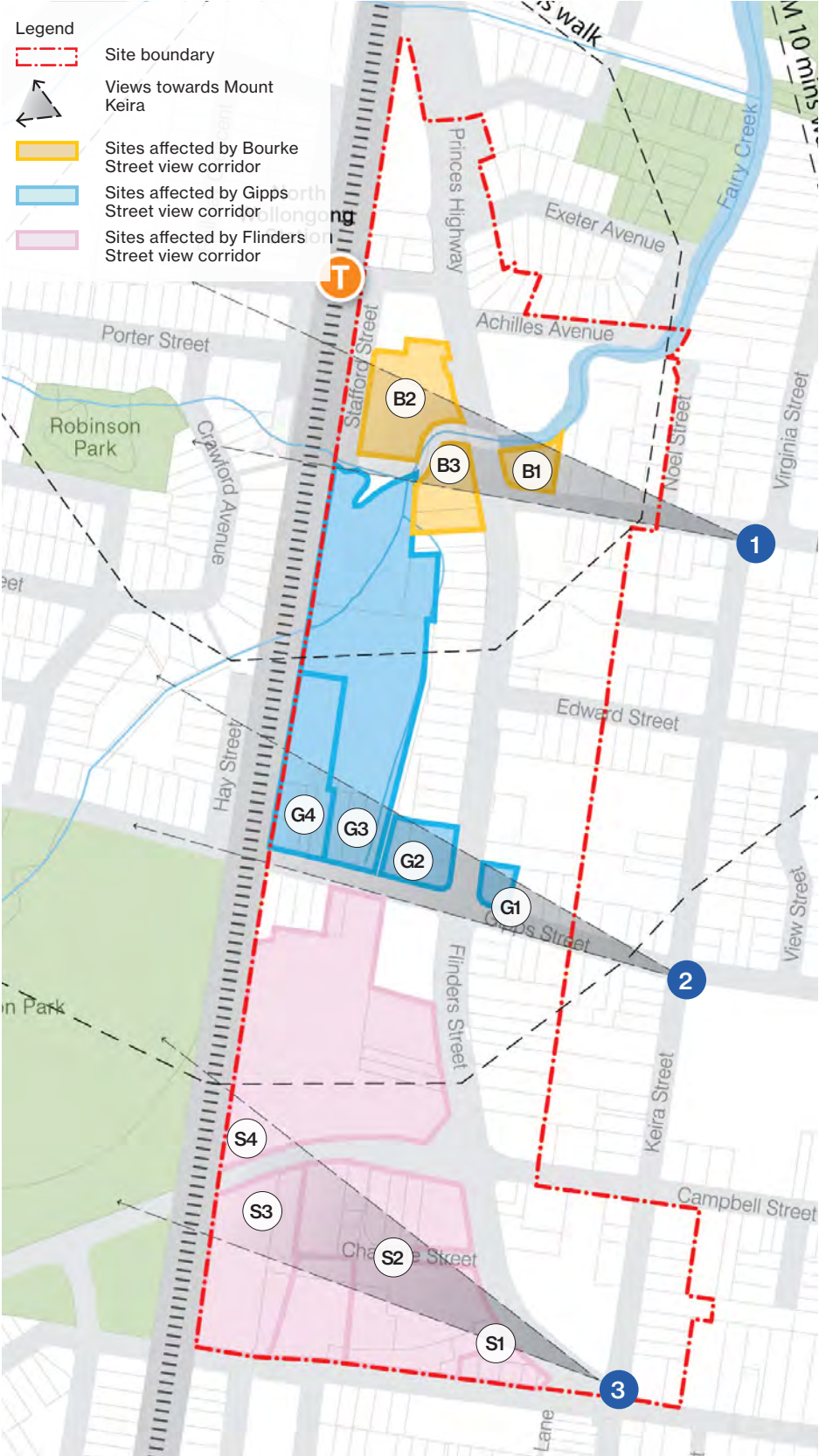


Figure 19. View corridor protection map



Existing view from Bourke Street



Existing view from Gipps Street



Existing view from Flinders Street

3.5 Riparian corridors and flooding

Key principles and controls

Flooding

- Locate development within areas that are least flood constrained. Areas that are identified as being high flood risk or floodways are unsuitable for a range of uses or increased uses under the WDCP 2009 and the Local Planning Direction 4.1. This predominantly applies to areas north of Bourke Street which are significantly inundated during a 1% AEP and PMF event, within lots and the street network. This will impact access and evacuation.
- Development located within the flood planning area to provide appropriate freeboard as well as adequate access and egress (WDCP 2009 - Chapter E13 - Flood Planning Management). Ensure that development considers design solutions that provide appropriate access and building interfaces, particularly in areas that require a freeboard.
- Proposed development within a flood prone area will be required to demonstrate compliance with Wollongong LEP 2009 and WDCP 2009 Chapter E13.

Riparian corridors

- Preserve and enhance the landscape character of Fairy Creek in consultation with Aboriginal Community.
- Development to be setback from the creek corridor. Some areas may require increased setbacks to the creek to respond to both the ecological preservation of the corridor and additional flooding requirements.
- Contribute to the landscape character of the creek particularly where it has been channelised.

- Provide a 10m setback from Fairy Creek (from top of bank), indicatively shown on the adjacent map (WDCP 2009 - Chapter E23 - Riparian Land Management - Table 1 Minimum Width Requirements for Riparian Corridors).
- Provide a 10m setback from Fairy Creek where it is a concrete drainage channel (from top of channel).

Significant trees

- Retain and preserve existing trees and vegetation including significant trees.
- Retain existing mature fig trees (shown on aerial plan below), identified as having Aboriginal cultural and environmental significance.



Figure 20. Significant trees map

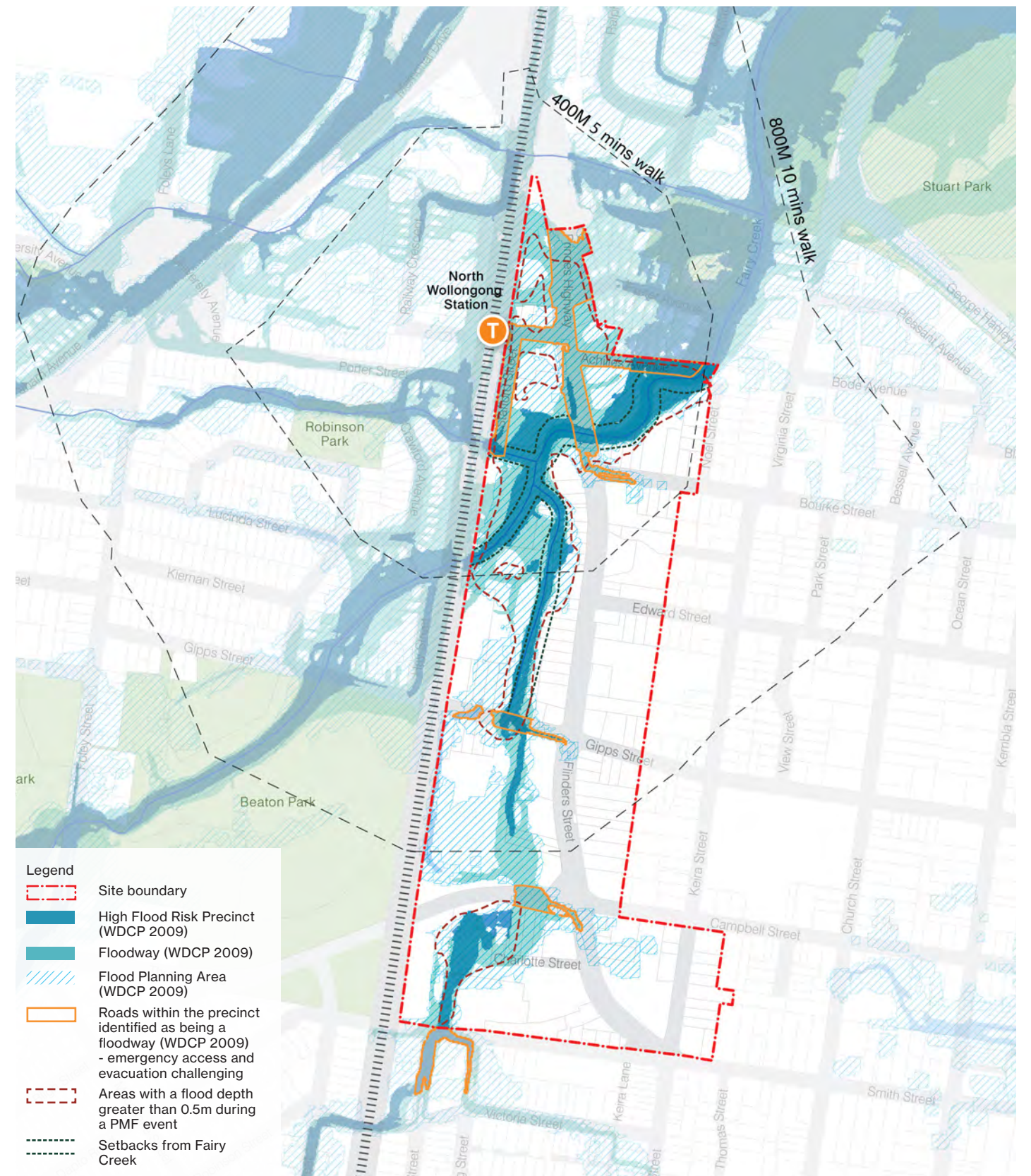


Figure 21. Flooding and riparian corridors strategy map

3.6 Connections and open space

Key principles and controls

- Vehicle access to sites is to be from side streets.
- Minimise driveway crossovers.
- Create through site links in key areas to encourage pedestrian permeability.
- Define Flinders Street as an arrival boulevard into Wollongong by enhancing the public domain amenity and character.
- Improve the streetscape through increased street trees and landscaping to create a better and more comfortable pedestrian experience which meets CPTED both day and night.
- Encourage key large sites within the precinct to provide much-needed publicly accessible open space and create opportunities for activation and increased amenity.
- Investigate opportunities to provide more east-west connections over the railway corridor, particularly in the vicinity of Gipps Street.
- Promote Flinders Street as a key corridor for active transport and public transport.
- Improve CPTED cycling routes along Flinders Street to support daytime and nighttime cycling connections. The existing main cycling route along the western side of the railway link is currently only for daytime use due to safety issues at night. Flinders Street will be the only all-day walking and cycling route due to lighting and passive surveillance and direct route in/out of the city.
- Encourage lighting and awnings at ground level to improve pedestrian amenity.
- Encourage pocket parks, seating, landscaping and under-ground power lines to help improve the public domain along Flinders Street.

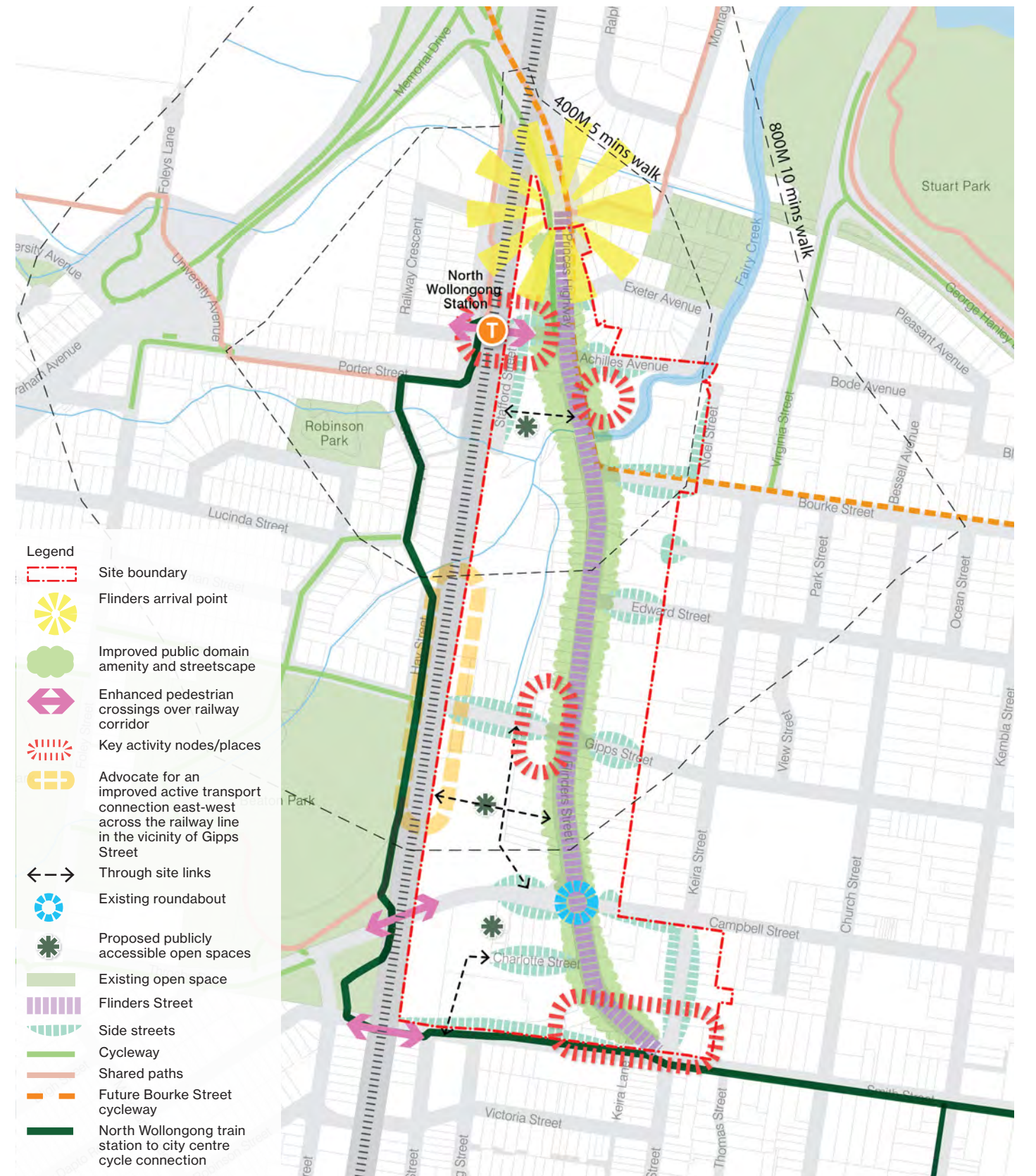


Figure 22. Access and connections strategy map

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Connections and open space

The following street sections describe the proposed future streetscape and built form character of key streets including Flinders Street, Bourke Street and Smith Street.

Flinders Street north

Flinders Street north is the key vehicle arrival point into Wollongong from the highway. This street section is taken along Flinders Street near Station Street looking south, and consists of the following key features:

- This portion of Flinders Street has seven car lanes as it is the entrance from the Princes Highway. To note the middle travel lane to the left of the road divider is a turn bay which takes you onto Station Street (and therefore to the train station shown at the right of the section).
- A generous front setback allows for pedestrian footpaths and awnings along the ground floor. The remaining verge is reserved for a vegetation buffer with opportunities for tree planting.
- This area is proposed to be predominantly low scale large format commercial uses.
- Floor levels should respond to flooding issues and create a well-designed interface with the public domain.
- The area to the left (east) of the section adjacent to the commercial building is predominantly existing low scale residential.

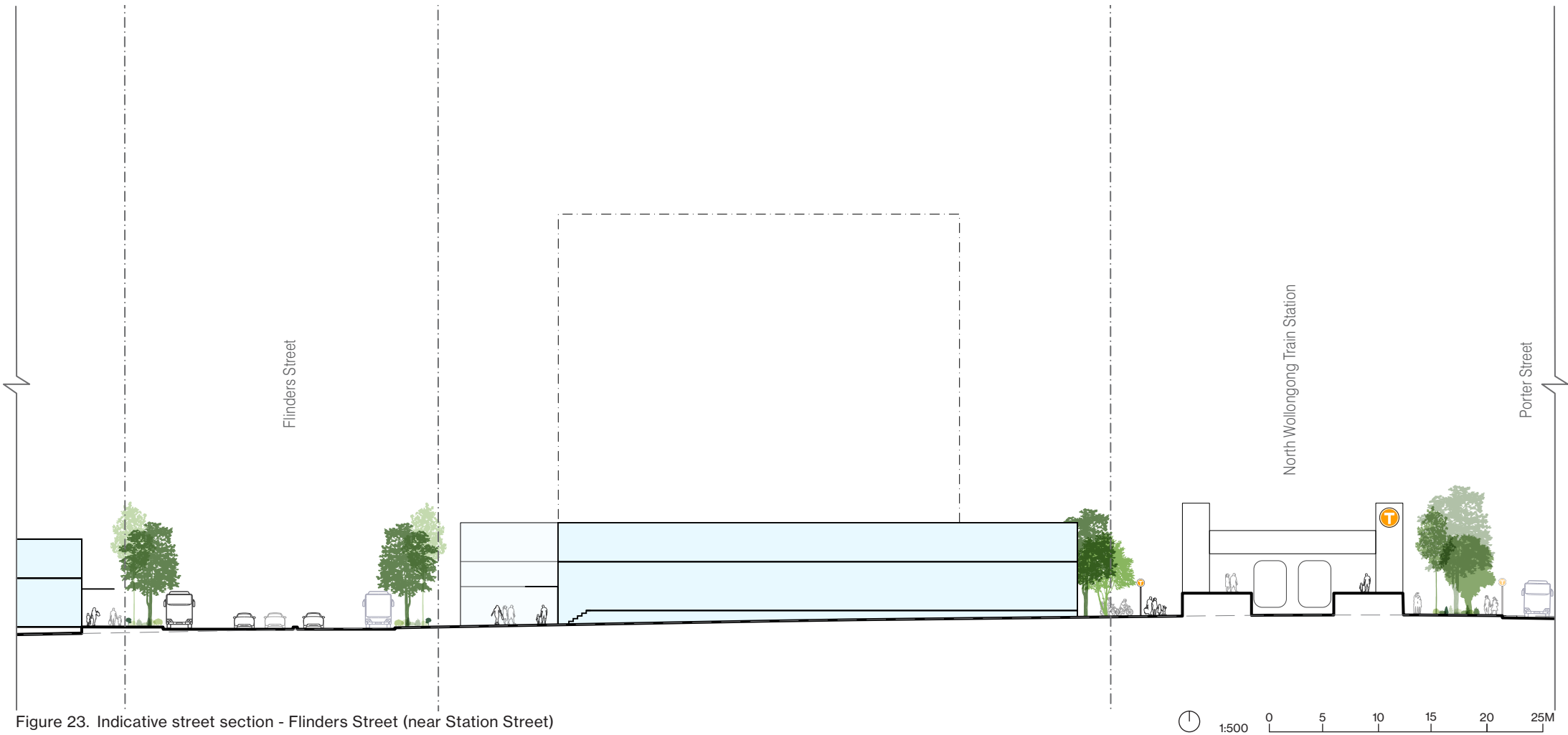


Figure 23. Indicative street section - Flinders Street (near Station Street)



- Legend
- Lot boundaries
 - Commercial

Connections and open space

Bourke Street

Bourke Street is an important connection linking Flinders Street to the beach further east. Currently an arterial road, a shared path is also proposed that supports walking and cycling across the area.

This street section is taken along Bourke Street near the intersection with Flinders Street looking west, and consists of the following key features:

- The street has three car lanes, which shifts into four car lanes further east along Bourke Street.
- Front setbacks allow for pedestrian footpaths and awnings along the street frontage and opportunities for increased tree planting. The remaining verge on the northern side of the street is for an increased footpath which will become a shareway that will support cycling, as well landscape and street trees.
- This intersection is proposed to be shop-top housing where it interfaces with Flinders Street. These proposed buildings have a 1 to 2 storey street frontage height with an upper setback for the levels above. The area adjoins walk up apartments to the east.
- Seen in the background of the section is a preserved view corridor towards Mount Keira. Additional height controls within this view corridor ensures that visual connections to Mount Keira are retained.
- On the right side (north) of the section is Fairy Creek riparian corridor, where development must provide a setback to the creek.
- Floor levels should respond to flooding issues and create a well-designed interface with the public domain.

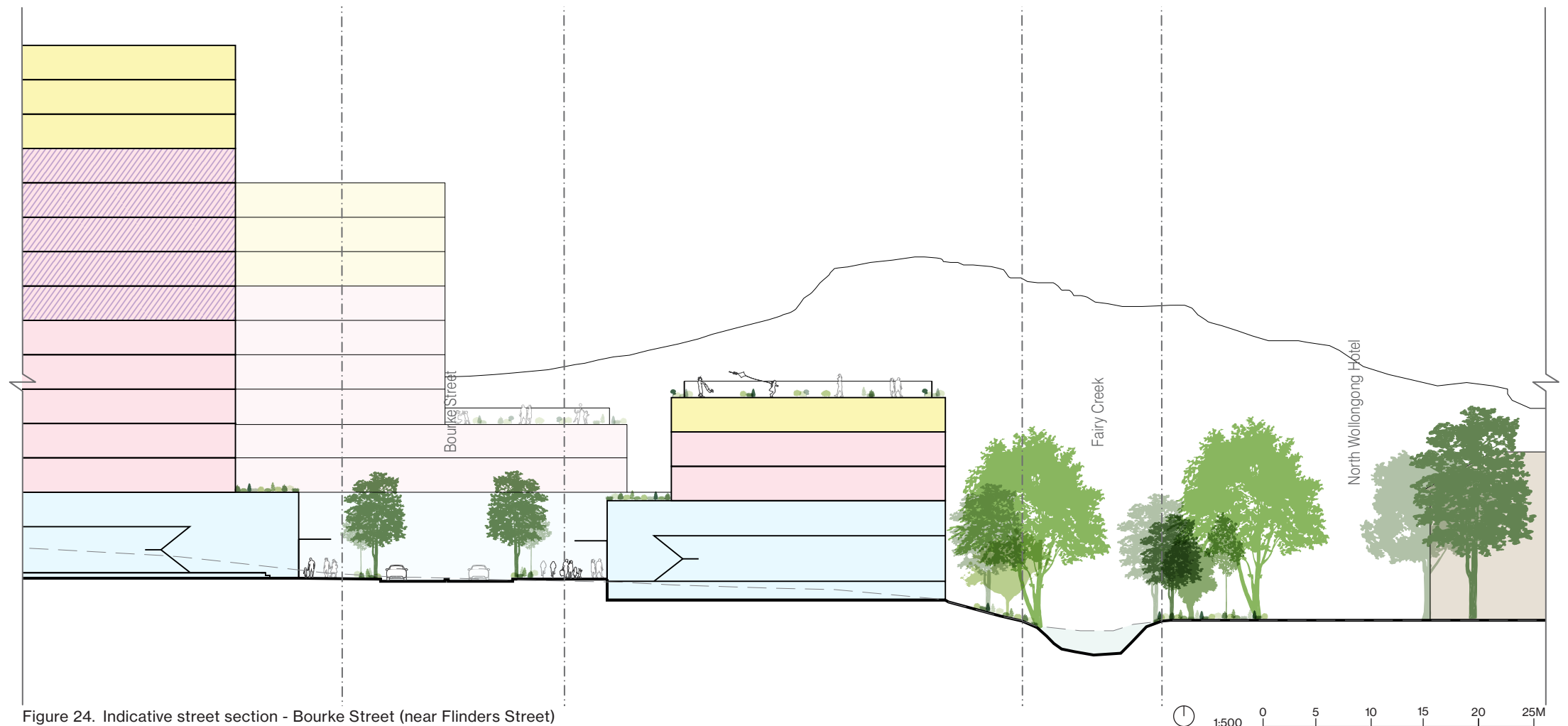
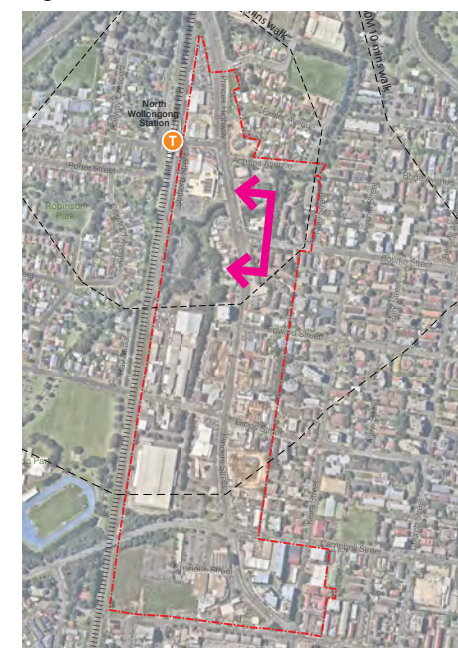


Figure 24. Indicative street section - Bourke Street (near Flinders Street)



- Legend
- Lot boundaries
 - Retail/commercial
 - No. of storeys permitted under base height control
 - Proposed increased HOB controls
 - Additional 30% maximum height and FSR under the Housing SEPP infill affordable housing bonus
 - Existing heritage items

Connections and open space

Flinders Street (near Gipps Street)

Flinders Street is the major movement corridor into Wollongong CBD. This street section is taken along Flinders Street near Gipps Street looking north, and consists of the following key features:

- This portion of Flinders Street has four car lanes, two in each direction.
- Front setbacks allow for pedestrian footpaths and awnings along the street frontage. The remainder of the verge allows for a widened footpath and vegetation buffer, including increased landscaping and street trees.
- This area is proposed to be predominantly shop-top housing. These proposed buildings have a 1 to 2 storey street frontage height with an upper setback for the levels above.
- The development shown to the left (west) of the section is a current development proposal that is under construction.
- On the left side (west) of the section cuts through the Fairy Creek riparian corridor Development along the creek line should be setback from the creek.
- Floor levels should respond to flooding issues and create a well-designed interface with the public domain.

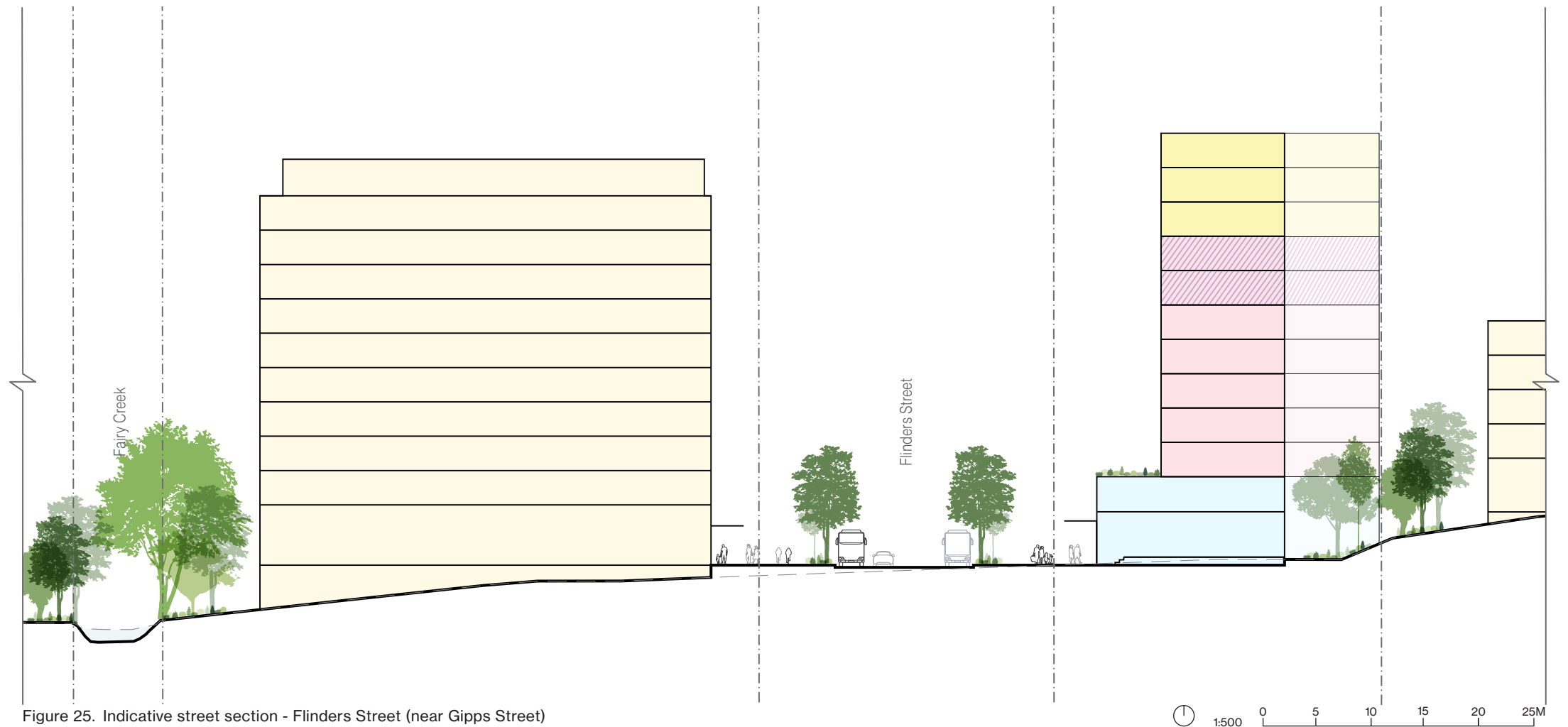
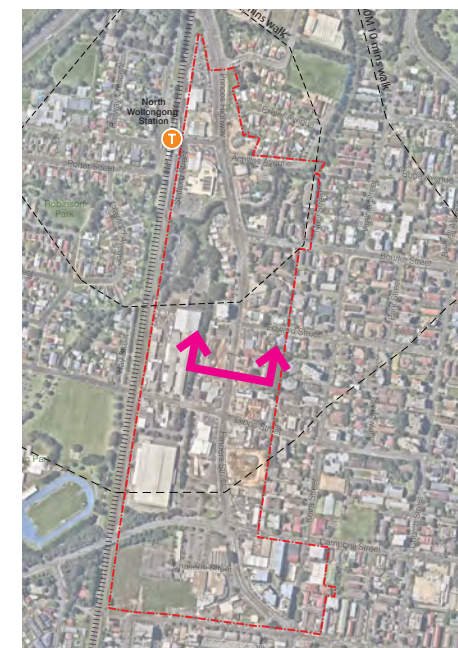


Figure 25. Indicative street section - Flinders Street (near Gipps Street)



- Legend
- Lot boundaries
 - Retail/commercial
 - No. of storeys permitted under base height control
 - Proposed increased HOB controls
 - Additional 30% maximum height and FSR under the Housing SEPP infill affordable housing bonus
 - Surrounding development proposals

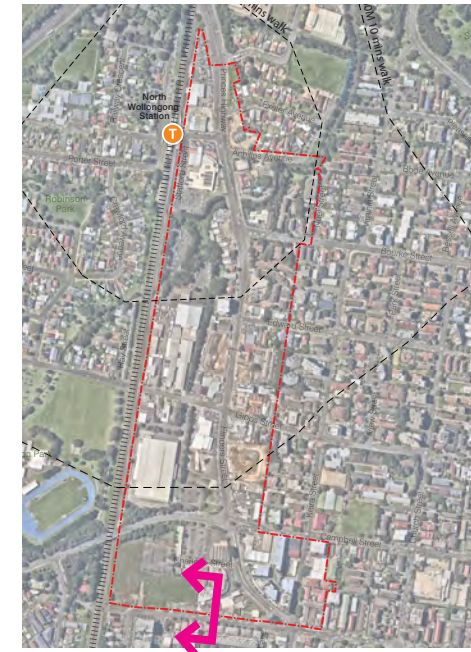
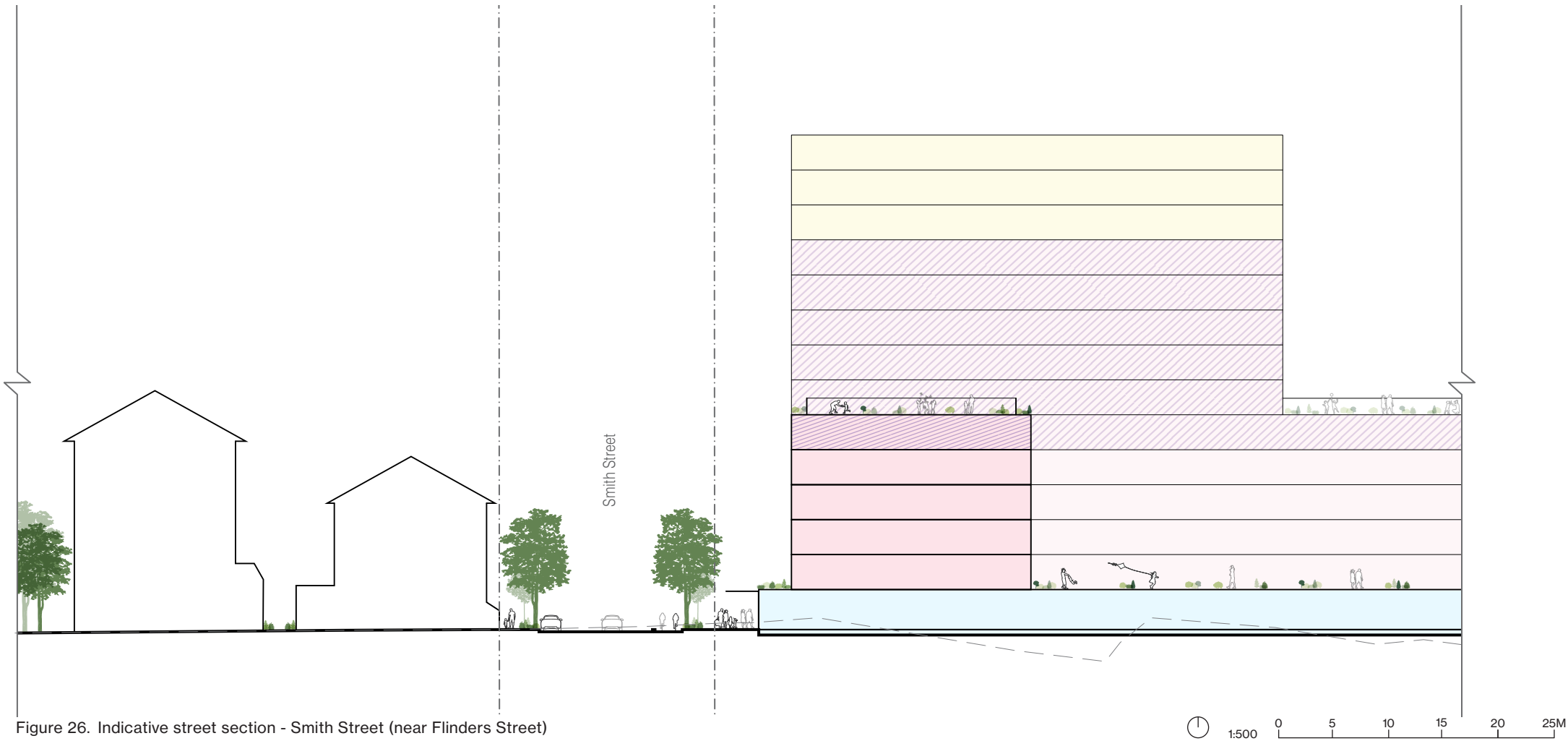
Connections and open space

Smith Street

Smith Street is a key east-west street that provides local access, including a recently constructed cycleway. Smith Street bounds the Flinders Street Precinct along the south, and has a transitional character, interfacing with mixed residential uses, commercial uses and fine grain shops.

This street section is taken along Smith Street looking west near the intersection with Keira and Flinders Streets, and consists of the following key features:

- The street has four car lanes, two of which are reserved for on street parallel parking. On the northern side of the street is a separated cycleway.
- Street setbacks allow for widened pedestrian footpaths and awnings along the ground floor, and opportunities for increased landscape and street trees.
- This area is proposed to be predominantly shop-top housing. These proposed buildings have a 1 to 2 storey street frontage height with an upper setback for the levels above.
- The development on the left side (south) of the section is an existing 2 to 3 storey townhouse block. Variation in building height and form addresses this interface and transition in scale.



- Legend
- Lot boundaries
 - Retail/commercial
 - No. of storeys permitted under base height control
 - Proposed increased HOB controls
 - Additional 30% maximum height and FSR under the Housing SEPP infill affordable housing bonus

SUB-PRECINCTS

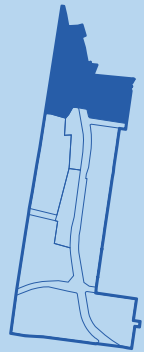
4.1 Sub-precinct overview

There are eight sub-precincts that shape the built form and land use character of the Flinders Street Precinct.



Figure 27. Overview of sub-precincts

4.2 North Wollongong sub-precinct



The North Wollongong sub-precinct is a commercial node at the northern entrypoint into Wollongong, with access to North Wollongong Station. The sub-precinct supports a range of showroom retail with some retail activation including food and beverage and a supermarket next to the station.



Design guidance



Zoning

- Retain the E3 Productivity Support zoning in the areas north of Fairy Creek due to flooding constraints. Prioritise commercial/retail uses.
- Rezone the sites at the block bounded by Bourke and Noel Streets to R1 General Residential to prioritise housing. TOD controls (2.5:1 FSR and 24m/6 storeys) were recently implemented for this area.



Built form

- Create an activity node on Station and Stafford Streets capitalising on its proximity to North Wollongong Station. Activate the ground floor with retail, and commercial uses above. Additional permitted uses (APUs) to be explored to encourage retail diversity.
- Provide a nil setback along Stafford and Station Streets with an additional 3m setback above the ground floor. Provide active frontages and awnings to improve public domain amenity and support outdoor dining.
- Identify a key site at 6 Flinders Street with the opportunity to provide high quality development with activation opportunities, through site links and publicly accessible open space.
- Enhance the existing attractor created by the heritage-listed North Wollongong Hotel.



View protection

- Retain the view corridor looking west towards Mount Keira from Bourke Street:
 - For development at the corner of Bourke and Flinders Street - Limit height to 16m (approximately 4 storeys).
 - For development along Stafford Street within the view corridor - Limit height to 32m (approximately 8 storeys).



Flooding

- Prioritise development in areas with fewer flood constraints. Some areas to the north of Fairy Creek are considered high hazard for flooding and are unsuitable for a range of uses and for uplift.
- Provide a minimum 10m setback from the Fairy Creek corridor (top of bank - survey and flood study required).
- Encourage well-considered design in flood-prone areas to ensure appropriate access and building interfaces are provided, particularly where there are freeboard requirements for land within the flood planning area.



Landscape

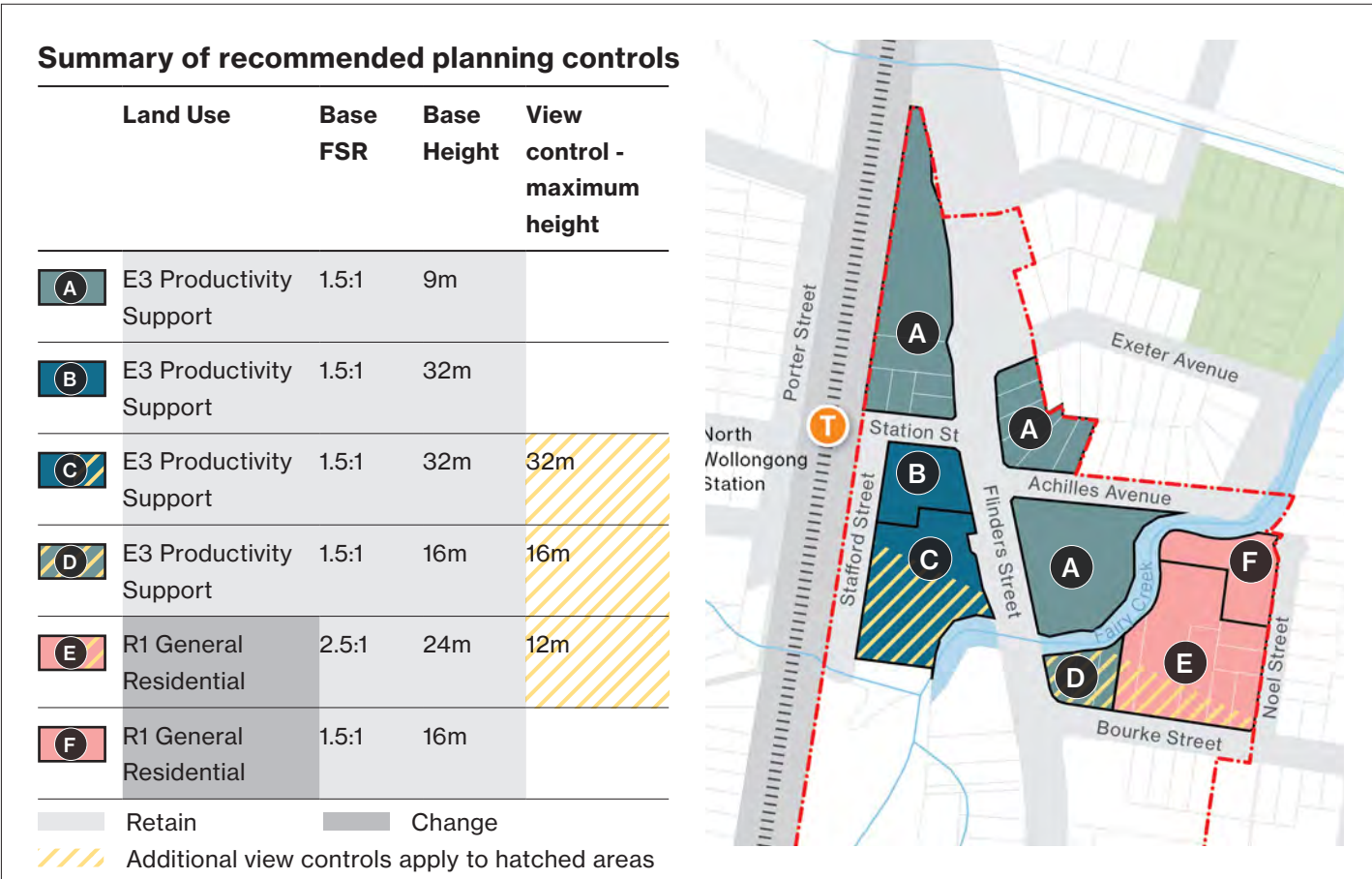
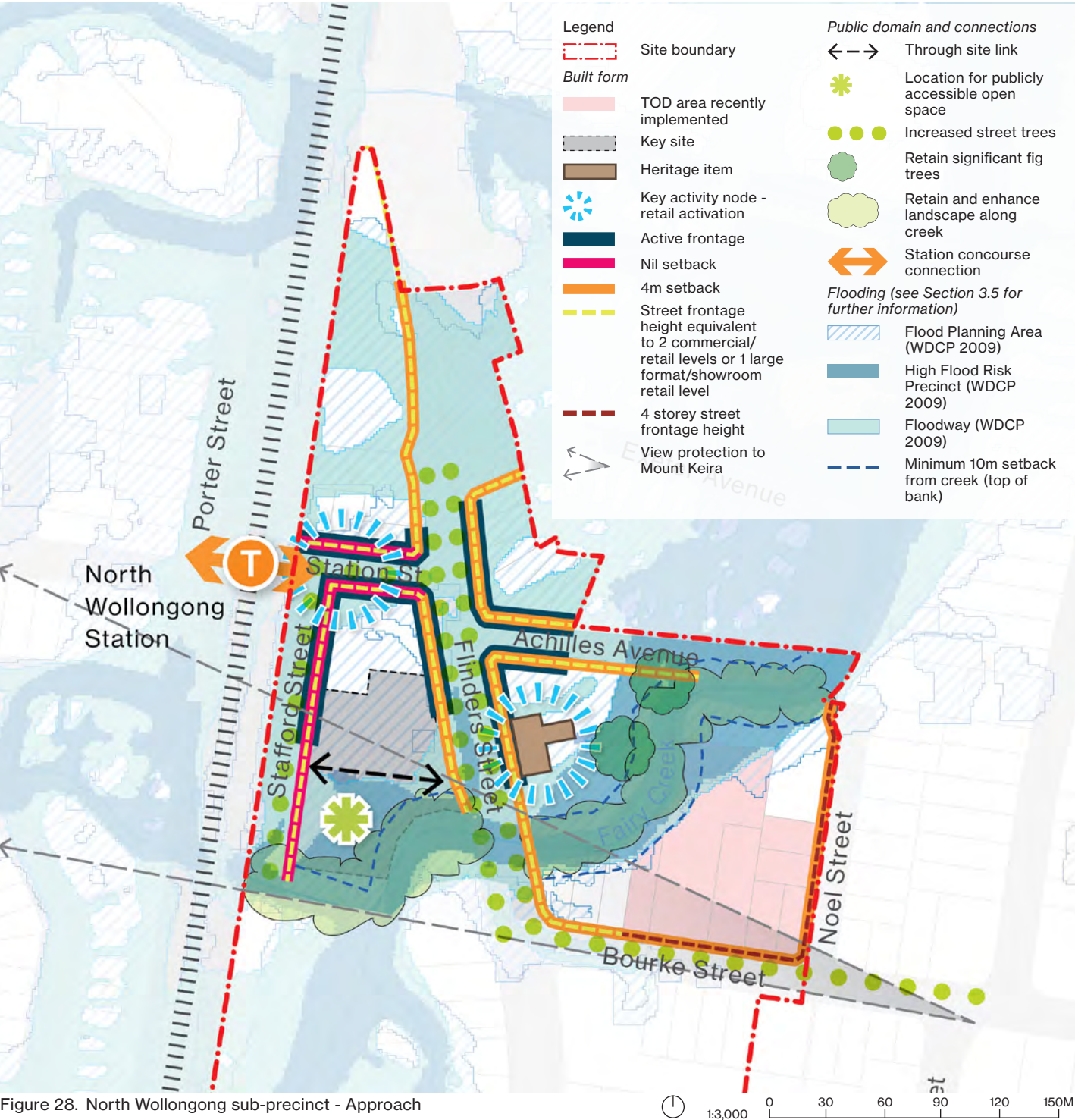
- Restore and enhance the riparian corridor and provide increased vegetation and tree canopy including native flora.
- Enhance the streetscape character by providing street trees and landscape along key frontages within the front setback.
- Retain existing vegetation and mature trees, including the heritage-listed trees behind North Wollongong Hotel and fig trees that have been identified as having cultural value.



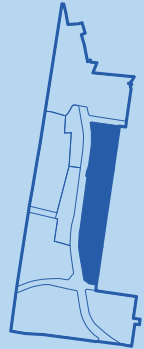
Access and links

- Prioritise vehicle access on side streets, and not on Flinders Street where possible, and limit driveway crossovers.
- Provide a pedestrian through site link between Flinders and Stafford Street and Flinders Street and Achilles Avenue.

North Wollongong sub-precinct



4.3 Flinders Street East sub-precinct



The Flinders Street East sub-precinct extends and enhances the precinct's mixed use corridor and provides retail, office uses, services and amenities, along with opportunities for housing within a 10-minute walk or cycle of North Wollongong Station, Wollongong City Centre and the beach. Built form of medium to high scale lines the Flinders Street boulevard with a mix of fine grain commercial and retail uses along the street frontage and tree lined setbacks that enhance the amenity and walkability of Flinders Street.



Design guidance



Zoning

- Rezone the Flinders Street corridor to MU1 Mixed Use to allow for a diverse range of uses such as commercial, retail, residential and hotel/motel.
- Blocks between Bourke and Gipps Street were recently changed in the WLEP to reflect the TOD controls including an FSR of 2.5:1 and building height of 24m (6 storeys). Increase the base height to 32m (8 storeys), to enable more slender tower forms and increased setbacks and deep soil.
- Rezone the block between Gipps and Campbell Street to match the proposed base height of 32m along this corridor.
- Support marker development at the corner of Flinders and Bourke Street with an increased base height of 40m (11 storeys), to mark the entrypoint in the precinct and Wollongong.



Built form

- Provide non-residential ground floor uses along Flinders Street; a residential ground floor is not permitted. Potential for full residential development on side streets along Bourke, Edward and Gipps Streets where active frontages are not mapped.
- Support a range of commercial and retail uses aligned with the character and land use objectives of the Flinders Street corridor.
- Locate apartments above the commercial/retail ground floor, well setback from the street, and oriented towards greater amenity.
- Provide a 4m street setback to allow for footpath widening and landscape opportunities, with upper levels setback.



View protection

- Retain the view corridor looking west towards Mount Keira from Gipps Street and Bourke Street.
- Limit development within the view corridor along the northern side of Gipps Street to 20m (approximately 5 storeys) to preserve the view to the top of the Mount Keira.
- Ensure that the visual bulk and scale of new development is minimised within and adjacent to key view corridors. Development proposals to provide a visual impact assessment.



Landscape

- Enhance the streetscape character along Flinders Street by providing increased street trees and landscape within the front setback.



Access and links

- Prioritise vehicle access on side streets, and not on Flinders Street where possible, and limit driveway crossovers.

Flinders Street East sub-precinct

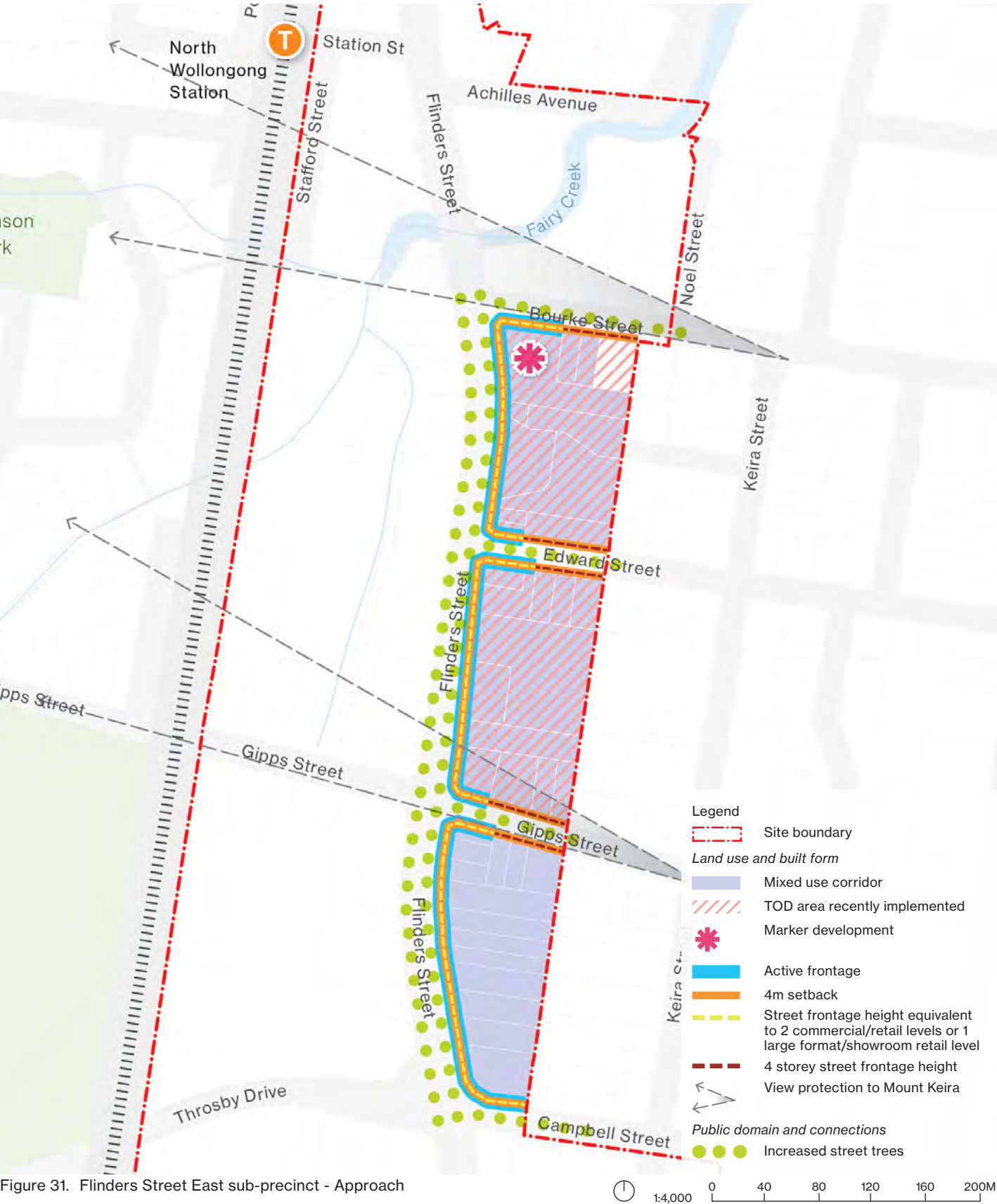


Figure 31. Flinders Street East sub-precinct - Approach

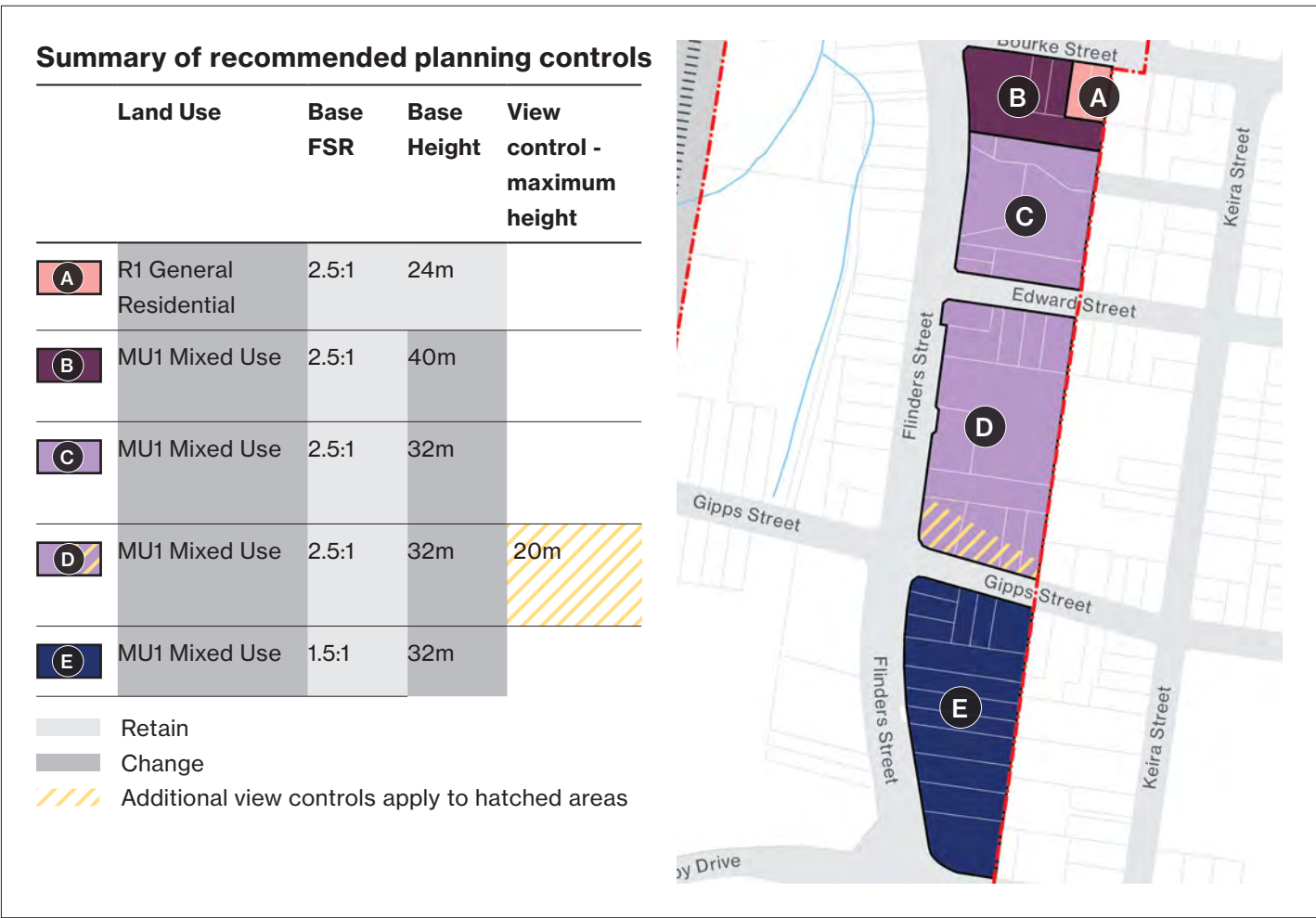
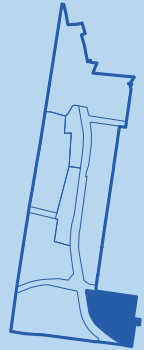


Figure 32. Flinders Street East sub-precinct - Recommended controls



Figure 33. Flinders Street East sub-precinct - Indicative built form

4.4 Gateway South sub-precinct



The Gateway South sub-precinct is a mixed use node at the southern entryptpoint into the Flinders Street Precinct providing retail activation including food and beverage and everyday services, as well as increased housing within walking distance of Wollongong City Centre. The mid-rise character of the sub-precinct compliments adjacent heritage and historical buildings, fine grain retail areas and residential neighbourhoods.



Design guidance



Zoning

- Rezone the land on the eastern side of Keira Street to R1 General Residential, adjoining an existing R1 zone, and retain existing height and FSR controls.
- Rezone the block between Flinders, Keira and Campbell Streets to MU1 Mixed Use.
- Support the mixed use character created by the recent PARQ development on the corner on Flinders and Keira Street.
- Support taller development at the corner of Flinders and Campbell Streets with a base height of 32m to allow for more slender tower forms at a prominent intersection within the precinct.



Built form

- Provide a 4 storey street frontage height along Keira Street and a portion of Campbell Street. This compliments the character set by existing development and expresses the transition to a more urban, city centre character at the southern gateway.
- Provide a retail/commercial ground floor on sites located at the corner of Flinders and Campbell Streets. Apartments above are to be well setback from the street as this site faces a busy intersection.
- Enhance the existing heritage item at 90-122 Smith Street through adaptive reuse opportunities with active uses.
- Ensure development adjoining heritage items along Smith Street provides an appropriate scale transition to the heritage item. A 2-storey interface is recommended.
- Support retail activation at the junction of Flinders, Keira and Smith Streets focusing activity at the southern gateway of the Flinders Street Precinct.



Landscape

- Reinforce the enhanced landscape and public domain amenity created by the PARQ development through widened footpaths, tree planting and landscaping within the 4m setback.
- Provide a 3m setback along Keira Street to encourage garden apartments at ground with landscape and tree planting.



Access and links

- Prioritise vehicle access on side streets, and not on Flinders Street where possible, and limit driveway crossovers.

Gateway South sub-precinct

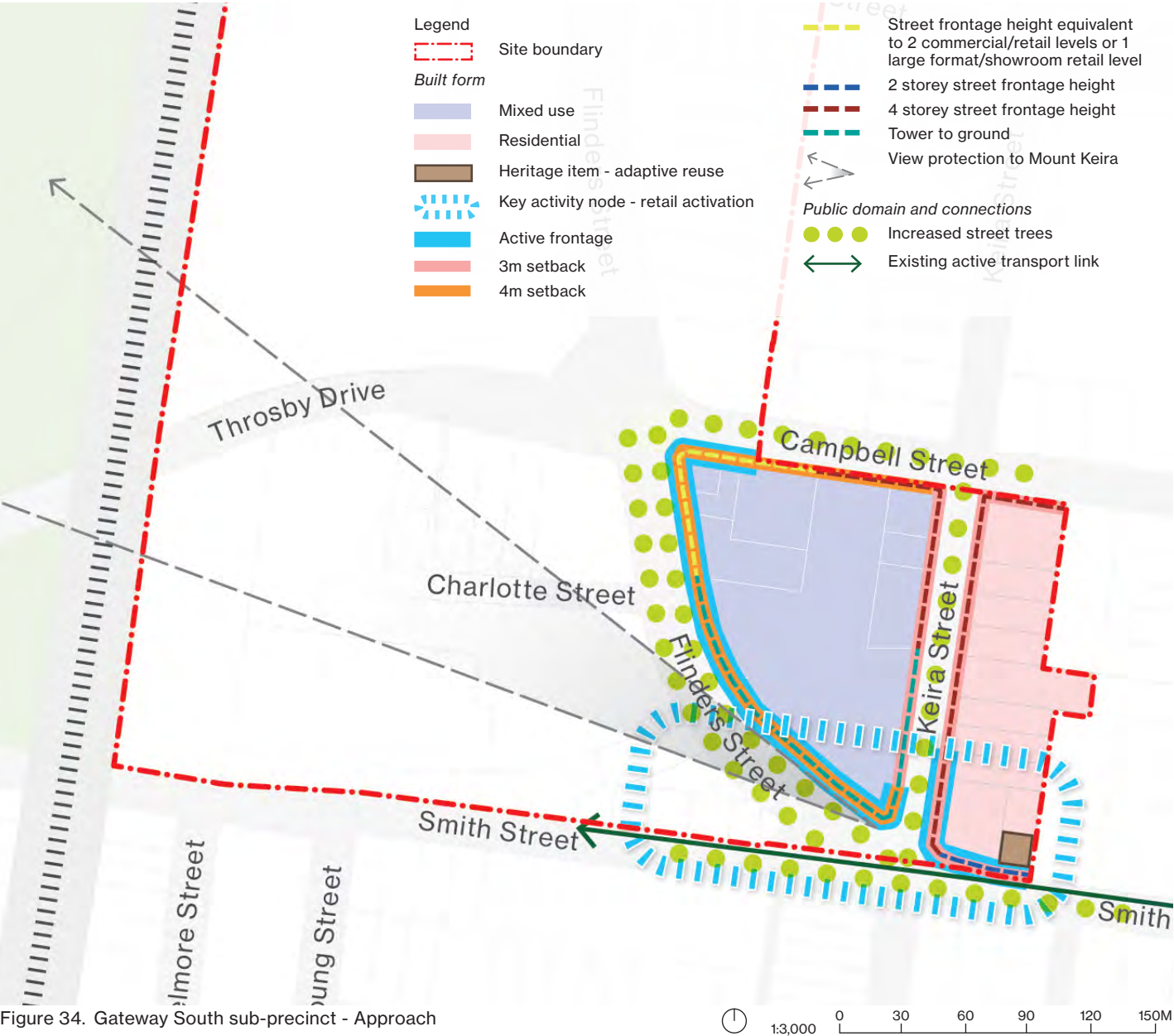


Figure 34. Gateway South sub-precinct - Approach

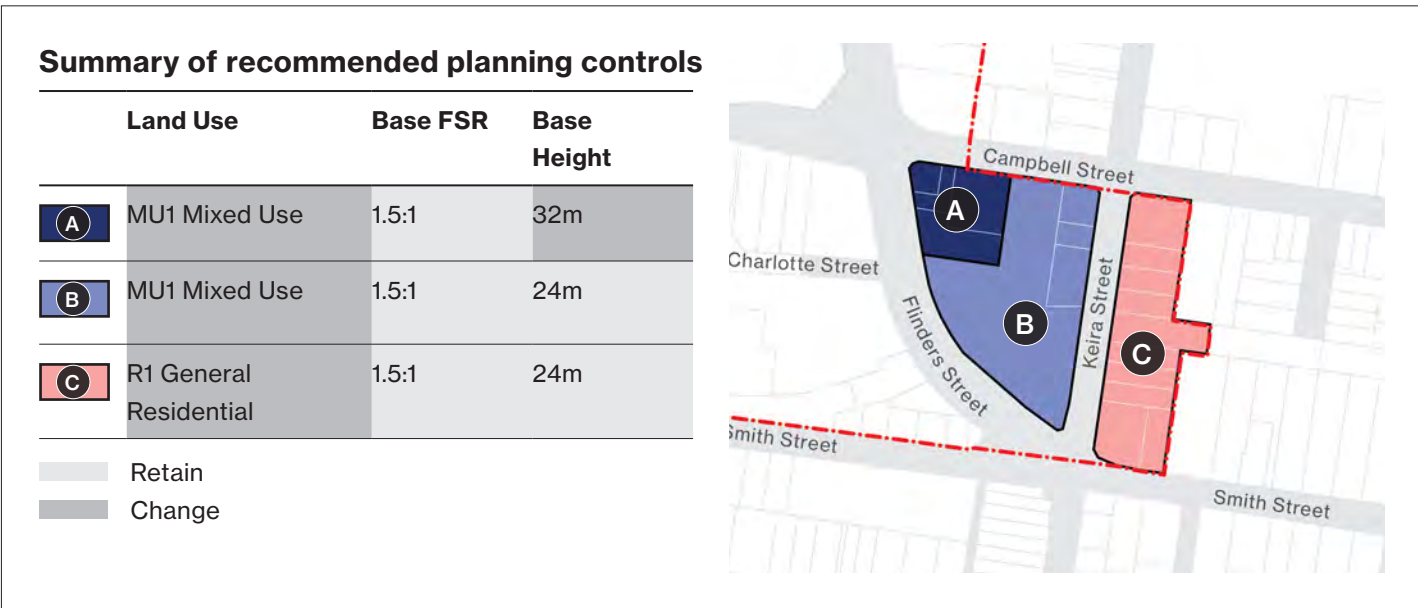
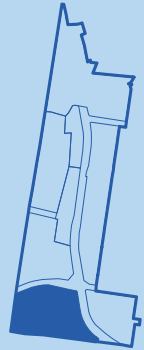


Figure 35. Gateway South sub-precinct - Recommended controls



Figure 36. Gateway South sub-precinct - Indicative built form

4.5 Flinders Street South sub-precinct



The Flinders Street South sub-precinct reinforces the southern mixed use node within the precinct. The sub-precinct provides significant commercial and housing opportunities close to Wollongong City Centre. Anchored by the Collegians Club, the sub-precinct provides retail and entertainment uses away from the busy Flinders Street and supports destination offerings that attract people to the precinct. Variation in building height protects views towards Mount Keira as you exit Wollongong City Centre.



Design guidance



Zoning

- Rezone the eastern portion of the sub-precinct to M1 Mixed Use reinforcing the mixed use character of the Flinders Street corridor.
- Retain the E3 Productivity Support zoning on the western portion of the sub-precinct due to flooding that may constrain more sensitive uses. The WLEP allows shop top housing as an additional permitted use.
- Create a height corridor along Smith Street with a 40m base height, integrating with adjacent controls to the south and reinforcing the transition to a city centre character.
- Retain existing controls for areas that are significantly flood constrained.
- Enable additional height at the corner of Flinders Street and Throsby Drive with a base height of 32m.



Built form

- Support a slender marker tower at the corner of Flinders and Smith Streets, signifying the southern entrypoint into the Flinders Street Precinct and transition to the city centre.
- Provide a 4m setback along Smith Street with an additional 3m setback above ground floor, to ensure an appropriate interface and scale transition to adjoining housing and fine grain shops along Keira Street.
- Provide appropriate building separation and setbacks to address solar amenity, view sharing and visual privacy.
- Reinforce the mixed use node at the intersection of Flinders, Smith and Keira Streets and support a mix of retail activation that attracts people to the precinct.
- Nominate the sub-precinct as a key site that can deliver high quality development including activation opportunities, through site links and publicly accessible open space.



View protection

- Protect the view corridor to Mount Keira from Flinders Street, near the intersection with Keira and Smith Street.
 - Built form directly within the view corridor e.g. a portion of the Collegian Club site, and land at the northwest corner of the sub-precinct along Throsby Drive, is limited to 24m (approximately 6 storeys) to retain views to Mount Keira.
 - Development at the corner of Flinders and Smith Street to be slender and setback to ensure the view corridor is maintained.
- Ensure that the visual bulk and scale of new development is minimised within and adjacent to key view corridors to Mount Keira and Mount Kembla. Provide well-separated and slender built form. Development proposals to provide a visual impact assessment.



Flooding

- Prioritise development in areas that are less impacted by flooding. The area immediately south of Throsby Drive is identified as high hazard and within a floodway and is unsuitable for a range of uses or uplift.
- Encourage well-considered design in flood-prone areas to ensure appropriate access and building interfaces are provided, particularly where there are freeboard requirements for land within the flood planning area.

Flinders Street South sub-precinct

Landscape

- Enhance the streetscape character along Flinders Street by providing increased street trees and landscape within the front setback.
- Enhance the landscape character at the junction of Flinders and Smith Streets where there is an existing landscaped traffic island.
- Extend the existing landscape edge along Throsby Drive and set back development from the busy road.
- Provide a 9m landscape buffer along the railway corridor with trees and vegetation.
- Investigate provision of publicly accessible open space at the end of Charlotte Street combined with WSUD and stormwater management strategies where there is significant flood affectation.

Access and links

- Prioritise vehicle access on side streets, and not on Flinders Street where possible, and limit driveway crossovers.
- Provide pedestrian through site links between Smith Street and Charlotte Street.

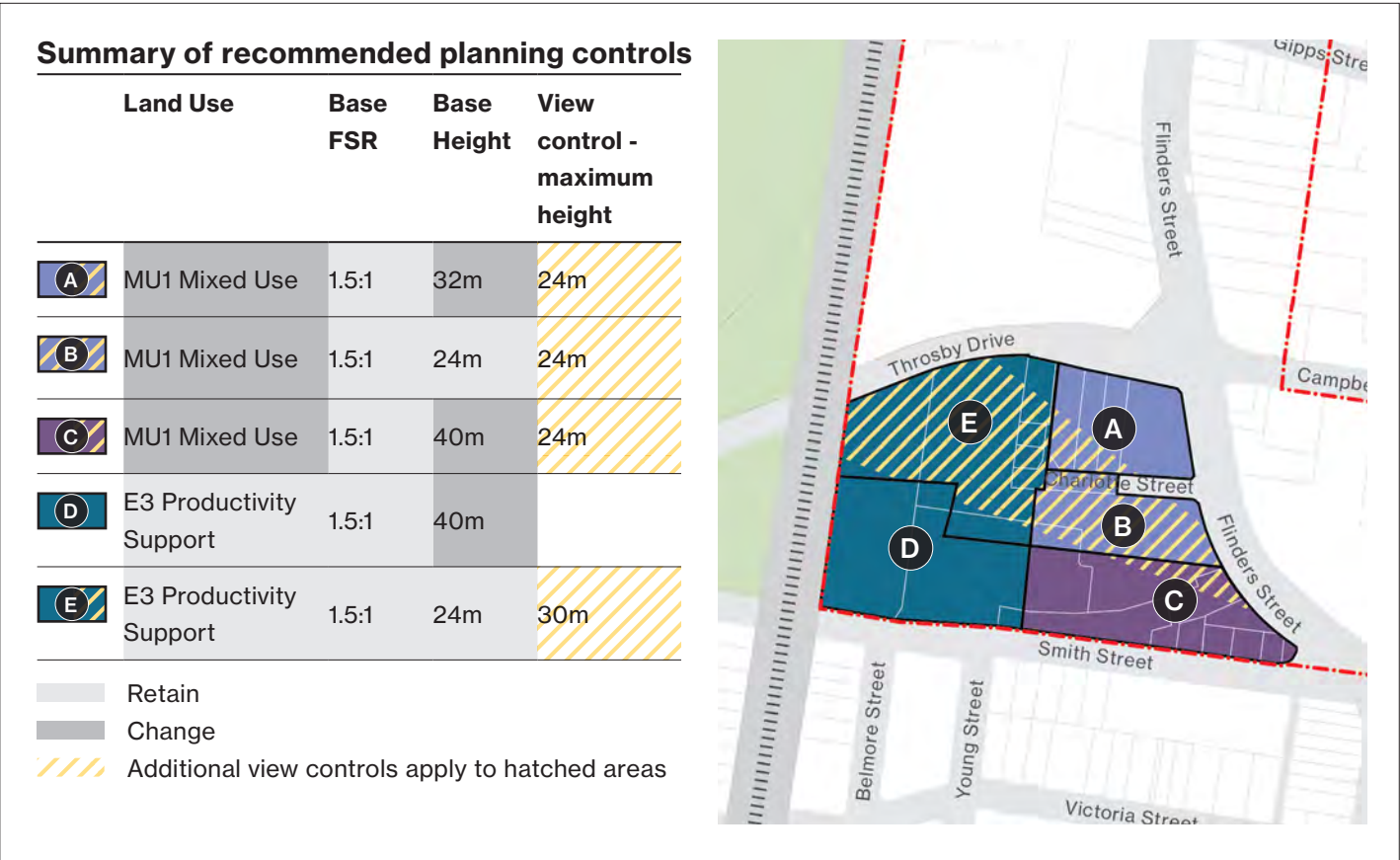
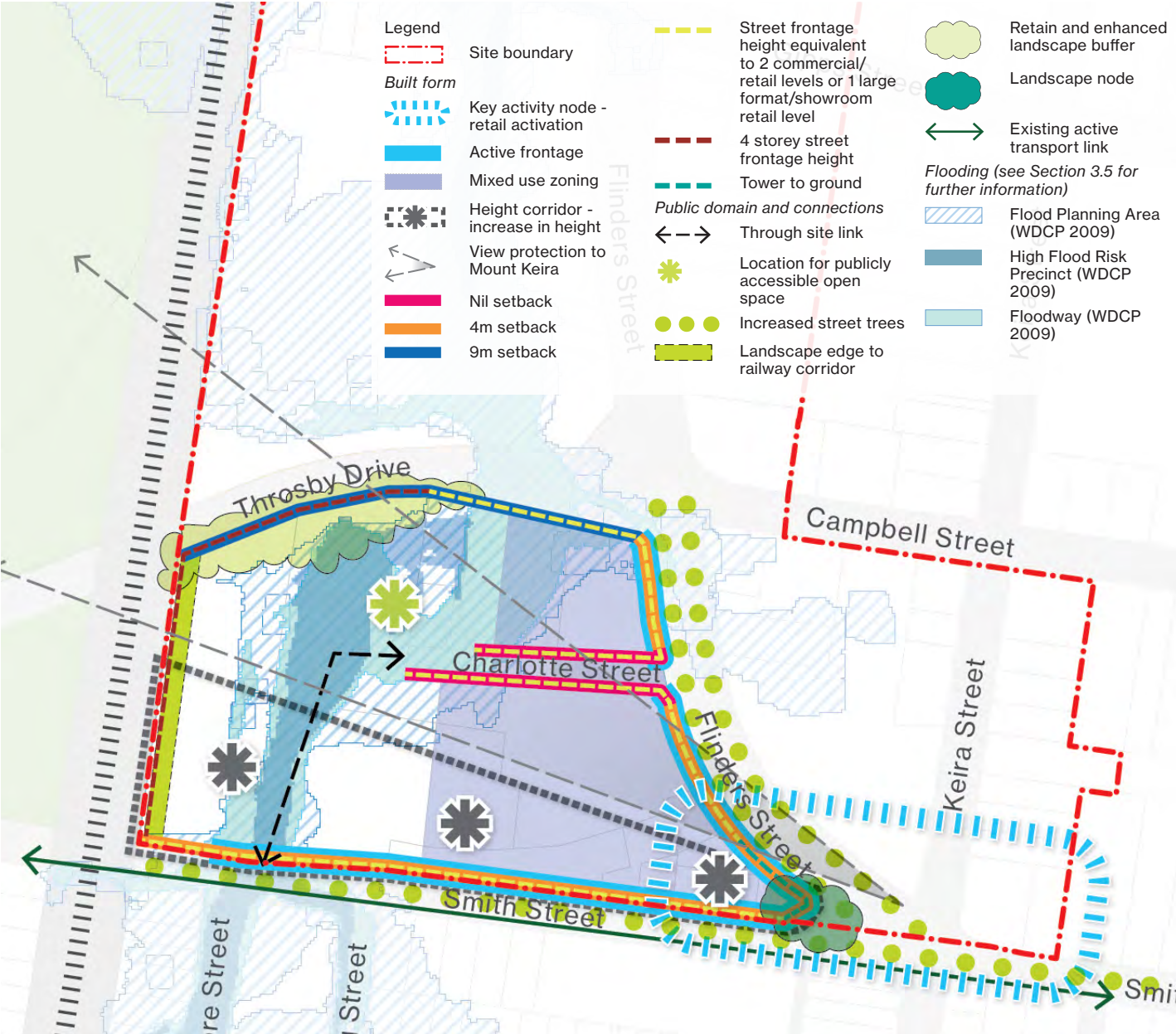
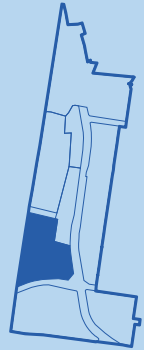


Figure 37. Flinders Street South sub-precinct - Recommended controls

Figure 39. Flinders Street South sub-precinct - Indicative built from

4.6 Parkside sub-precinct



The Parkside sub-precinct provides new high density precinct-style development overlooking Beaton Park. Retail activation, through site links and open spaces creates a vibrant precinct that will attract people to stay and linger. The landscape character of Beaton Park will be extended through landscaped edges and increased tree canopy.



Flinders Street Precinct Wollongong City Council

Design guidance



Zoning

- Retain the E3 Productivity Support zoning on the western portion of the sub-precinct due to flood constraints. The WLEP allows shop top housing as an additional permitted use.
- Enable additional commercial uses at ground to support the potential large residential population of this sub precinct.
- Retain existing controls on the lots fronting Gipps Street due to flood constraints.



Built form

- Identify a key site (former Bunnings site) within the sub-precinct that can support high quality built form and streetscape outcomes, including the provision of through site links and publicly accessible open space. There is an existing State Significant Development proposal for this site.
- Enable an increase in base height to 40m (approximately 12 storeys) for the key site.
- Locate taller development along the railway corridor where it overlooks Beaton Park.
- Ensure that development addresses overshadowing, solar amenity, view sharing and visual privacy issues.
- Encourage activation opportunities within the block where greater levels of amenity can be achieved.



View protection

- Preserve the Flinders and Gipps Street view corridors to Mount Keira.
- Ensure that development within the Smith Street view corridor is limited to 37m. This applies to the southwest corner of the sub-precinct.
- Ensure that development is well-separated and varies in height to maintain views towards the escarpment. Development proposals to provide a visual impact assessment.



Flooding

- Locate development in areas with fewer flood constraints. Some of the land along the former creek line (currently piped) is identified as being high hazard and/or a floodway. Uplift and a range of uses are generally not permitted in these areas.
- Encourage well-considered design in flood-prone areas to ensure appropriate access and building interfaces are provided, particularly where there are freeboard requirements for land within the flood planning area.



Landscape

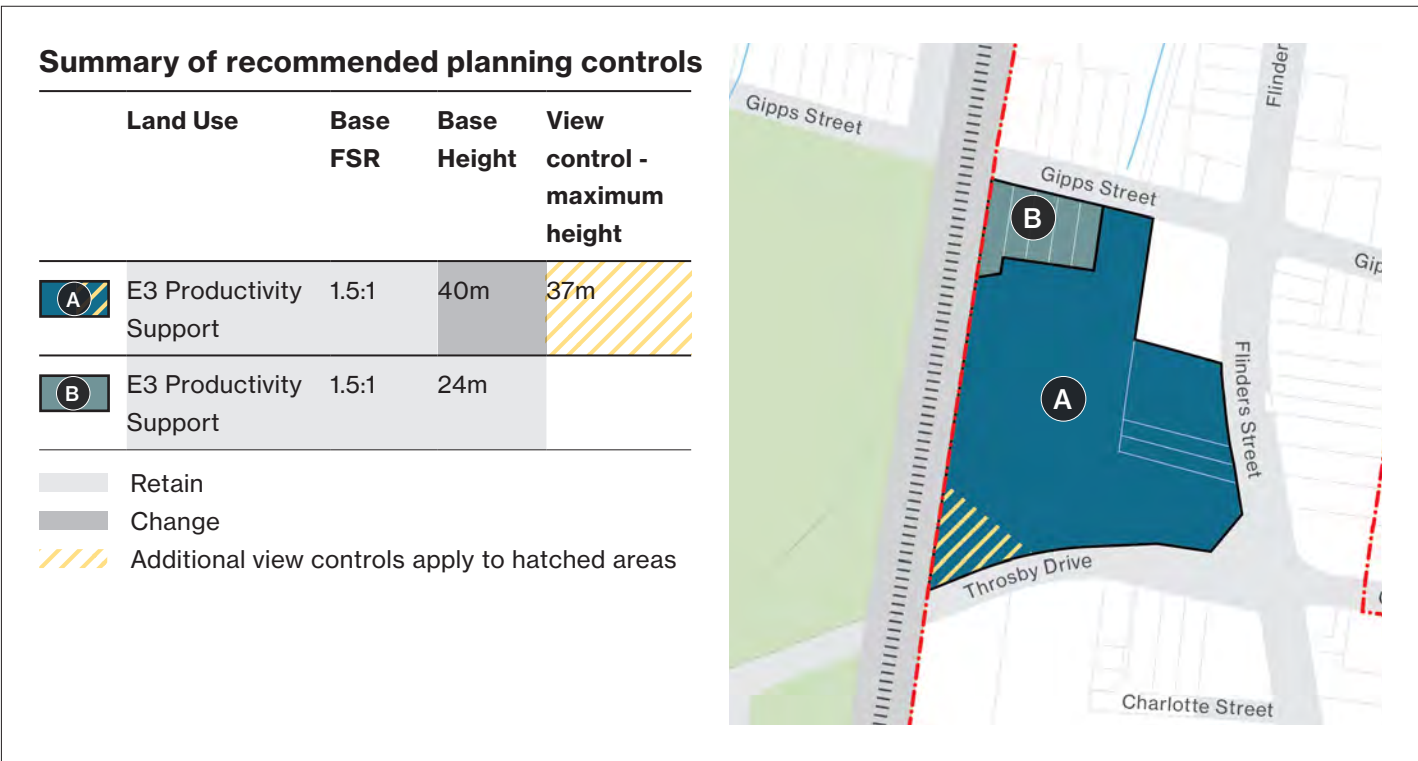
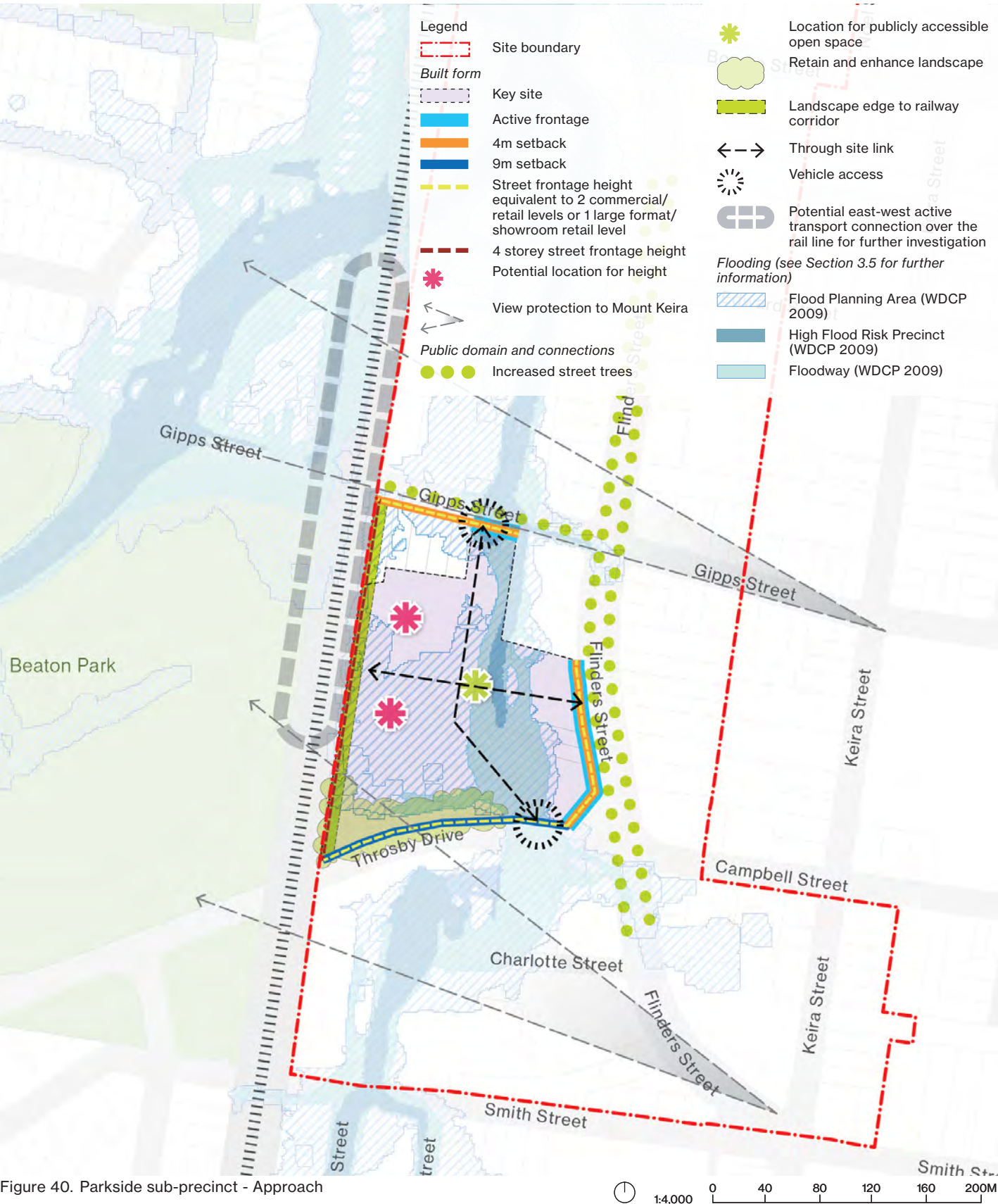
- Extend the landscape edge along Throsby Drive and setback development (minimum 9m) from the busy road.
- Provide a 9m landscape buffer along the railway corridor with trees and vegetation.
- Investigate opportunity to provide a publicly accessible open space centrally located within the block.
- Extend the landscape character created by Beaton Park and the escarpment and provide increased tree canopy and landscaping.



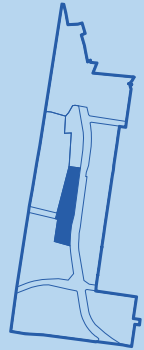
Access and links

- Prioritise vehicle access on Gipps Street and Throsby Drive.
- Provide pedestrian through site links between Throsby Drive, Flinders Street and Gipps Street.

Parkside sub-precinct



4.7 Flinders Street West sub-precinct



The Flinders Street West sub-precinct provides new mixed use development that activates Gipps Street. Retail uses are focused along Gipps Street and at the intersection with Flinders Street, where secondary streets with landscape setbacks creates an attractive streetscape and pedestrian environment. Variation in building form and height retains and celebrates important views looking west towards Mount Keira and the Illawarra Escarpment.



Design guidance



Zoning

- Rezone to M1 Mixed Use reinforcing the mixed use character of the Flinders Street corridor.
- Support increased height at the corner of Gipps and Flinders Street to a base 40m height to integrate with the Parkside sub-precinct.



Built form

- Support a range of commercial and retail uses aligned with the character and land use objectives of the Flinders Street corridor.
- Locate apartments above the commercial/retail ground floor, well setback from the street, and oriented towards greater amenity.
- Create an activity node at the intersection of Gipps and Flinders Streets to encourage retail activation away from the busy Flinders Street.



View protection

- Protect the view corridor from Gipps Street looking west towards Mount Keira.
- Limit development on the northern side of Gipps Street to 32m (approximately 8 storeys), to ensure that the top of Mount Keira is visible.
- Setback taller development away from the view corridor and encourage smaller building footprints and appropriate separation to enable views towards the lower slopes of Mount Keira and the escarpment between buildings.



Flooding

- Provide a minimum 10m setback from the existing concrete drainage channel (Fairy Creek).
- Encourage well-considered design in flood-prone areas to ensure appropriate access and building interfaces are provided, particularly where there are freeboard requirements for land within the flood planning area.



Landscape

- Enhance the streetscape character along Flinders Street by providing increased street trees and landscape within the 4m front setback.
- Enhance the public domain amenity of Gipps Street through providing increased street trees and landscape along the frontage and within the 4m setback.



Access and links

- Prioritise vehicle access on Gipps Street where possible, and limit driveway crossovers on Flinders Street.

Flinders Street West sub-precinct

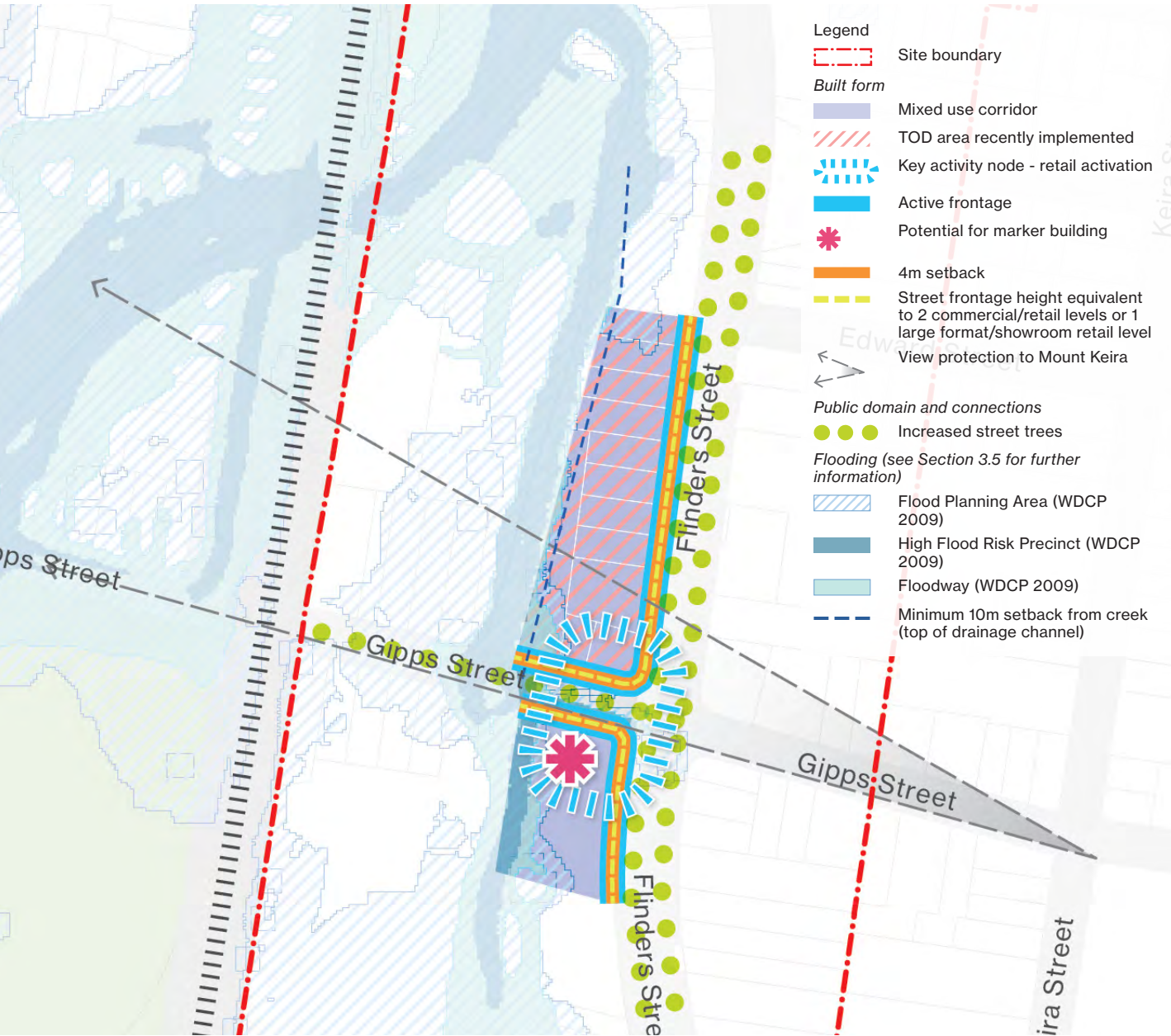


Figure 43. Flinders Street West sub-precinct - Approach

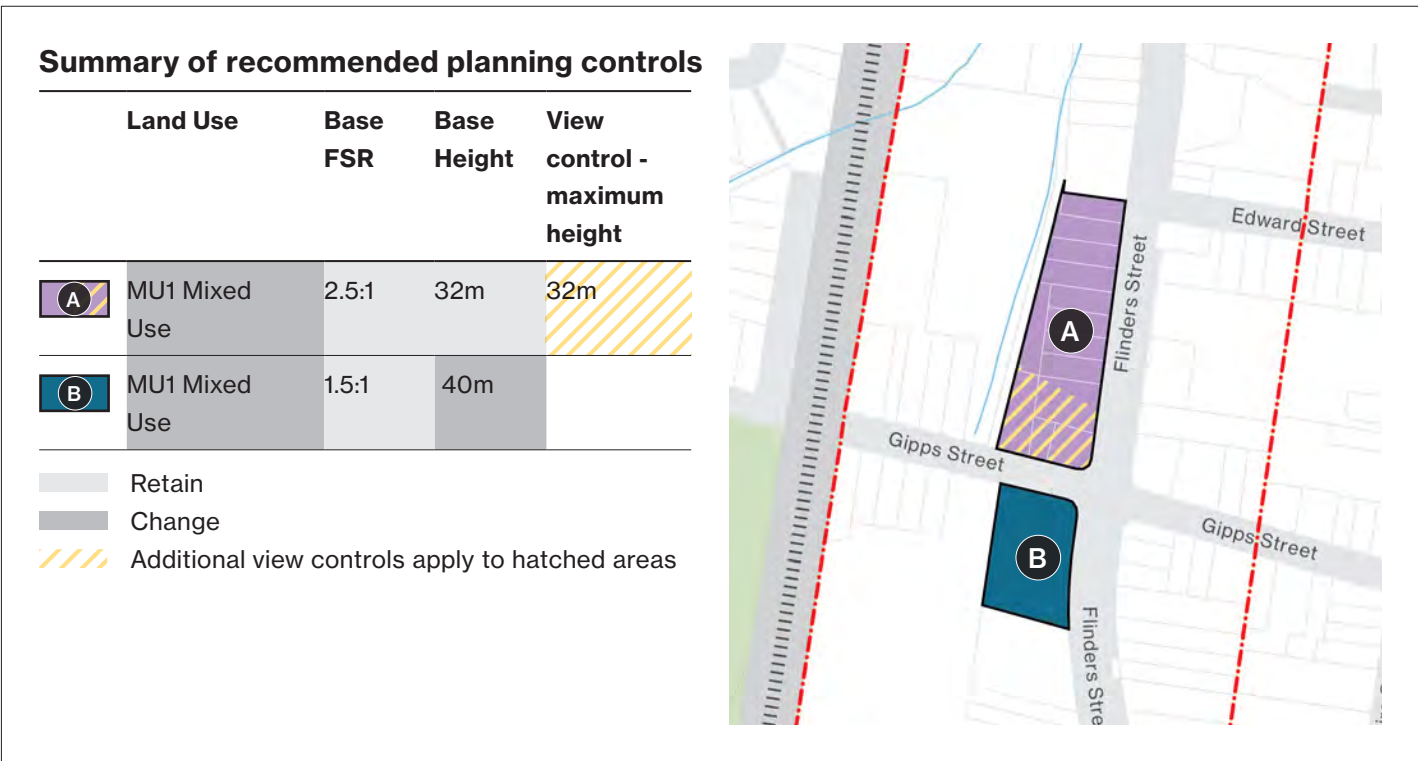
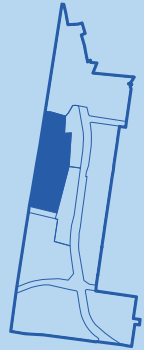


Figure 44. Flinders Street West sub-precinct - Recommended controls



Figure 45. Flinders Street West sub-precinct - Indicative built form

4.8 Fairy Creek South sub-precinct



The Fairy Creek South sub-precinct preserves and enhances the area's employment strengths catering to traditional warehousing, light industrial and commercial uses. The ecological values of Fairy Creek are respected through adequate setbacks, increased landscape and tree canopy, and the implementation of water sensitive urban design to manage stormwater and flooding.



Design guidance



Zoning

- Preserve the E3 Productivity Support zoning within the Fairy Creek South sub-precinct due to flood constraints and existing employment uses.



Built form

- Support a mix of warehousing, large format commercial and light industrial suites within the sub-precinct.
- Provide appropriate setbacks and separation between buildings to encourage landscape and deep soil.



View protection

- Preserve the Gipps Street view corridor to Mount Keira. Ensure that development within the view corridor is limited to 32m (approximately 6 storeys) to retain views to the top of Mount Keira.
- Ensure that built form greater than 24m provides appropriate separation between buildings to ensure views to Mount Keira and the escarpment can be retained.



Flooding

- Prioritise development in areas with fewer flood constraints. Areas adjoining Fairy Creek to the north are considered high hazard for flooding and are floodways in some portions. These areas are unsuitable for a range of uses, nor for additional uplift.

- Provide appropriate setbacks to Fairy Creek:
 - Where development adjoins the natural creek, provide a minimum 10m setback from the creek (top of bank - survey and flood study required).
 - Where development adjoins a concrete drainage channel, provide a minimum 10m setback.
- Ensure that development including large footprint warehouse types incorporate appropriate stormwater and flood management strategies to mitigate flood impacts.
- Encourage well-considered design in flood-prone areas to ensure appropriate access and building interfaces are provided, particularly where there are freeboard requirements for land within the flood planning area.



Landscape

- Restore and enhance the landscape character of the riparian corridor with increased vegetation, including native flora.
- Visually extend the landscape character created by the escarpment, creek corridor and Beaton Park through increased street tree planting and landscape along Gipps Street, and enhanced tree canopy and deep soil.
- Provide a 9m landscape buffer along the railway corridor with trees and vegetation.



Access and links

- Minimise driveway crossovers on Gipps Street.

Fairy Creek South sub-precinct

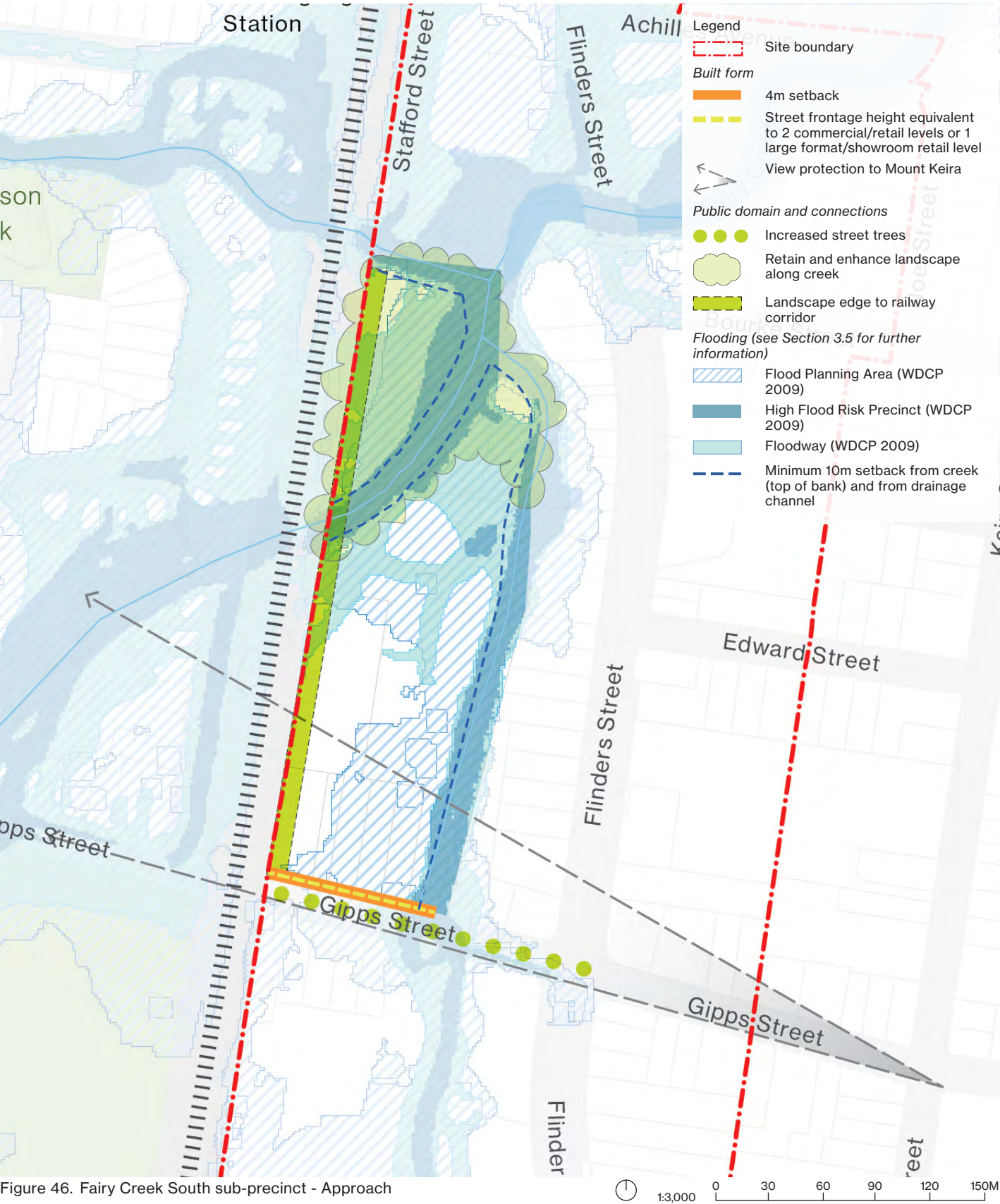


Figure 46. Fairy Creek South sub-precinct - Approach

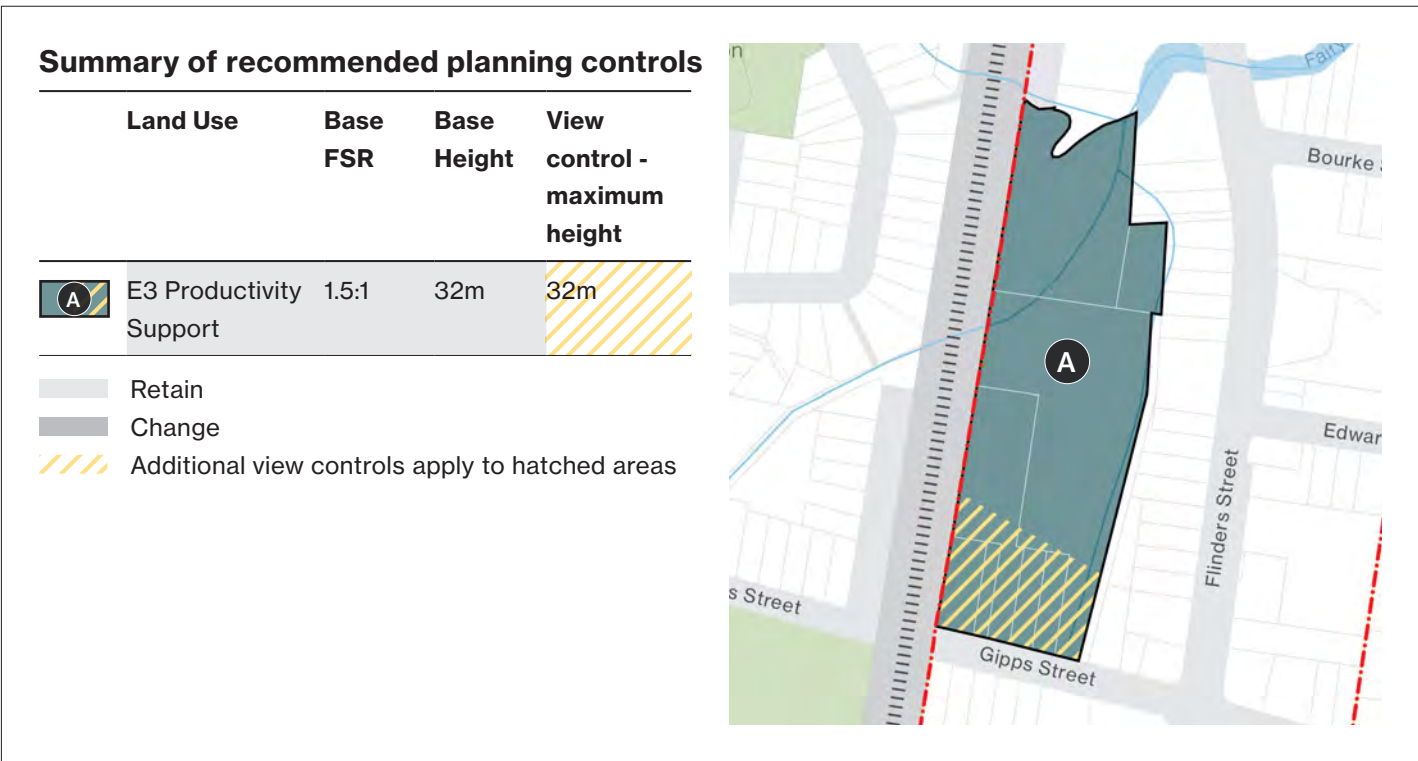
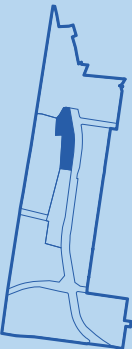


Figure 47. Fairy Creek South sub-precinct - Recommended controls



Figure 48. Fairy Creek South sub-precinct - Indicative built form

4.9 Coach House sub-precinct



The Coach House sub-precinct provides new mid to high-rise development, along with the adaptive reuse of the heritage-listed former Coach House for public and active uses. The sub-precinct adjoins Fairy Creek and ensures that new development sensitively interfaces with the creek through setbacks and separation. Careful design ensures that development responds to ecological and flooding requirements of the riparian corridor.



Design guidance



Zoning

- Rezone to M1 Mixed Use reinforcing the mixed use character of the Flinders Street corridor.



Built form

- Support mixed use/shop top development with a commercial/retail at the ground floor and residential uses well set back from the busy Flinders Street. Residential uses are not permitted at ground level.
- Investigate the opportunity for the adaptive reuse of the heritage-listed former Coach House for active uses such as retail or food and beverage. Ensure that development provides an appropriate interface to the heritage item.



View protection

- Protect the view corridor from Bourke Street looking west towards Mount Keira (view corridor taken from the centreline of Bourke Street near Keira Street).
- Limit development within the view corridor to 15m (approximately 3 storeys).
- Setback taller development away from the view corridor and encourage smaller building footprints and appropriate separation to enable views towards the escarpment between buildings.



Flooding

- Locate development where there are fewer flood constraints. The rear of the lots within this sub-precinct adjoins a channelised Fairy Creek and is flood prone, however there is flood free access from Flinders Street.
- Provide appropriate setbacks to Fairy Creek:
 - Where development adjoins the natural creek, provide a minimum 10m setback from the creek (top of bank - survey and flood study required).
 - Where development adjoins a concrete drainage channel, provide a minimum 10m setback.
- Encourage well-considered design in flood-prone areas to ensure appropriate access and building interfaces are provided, particularly where there are freeboard requirements.



Landscape

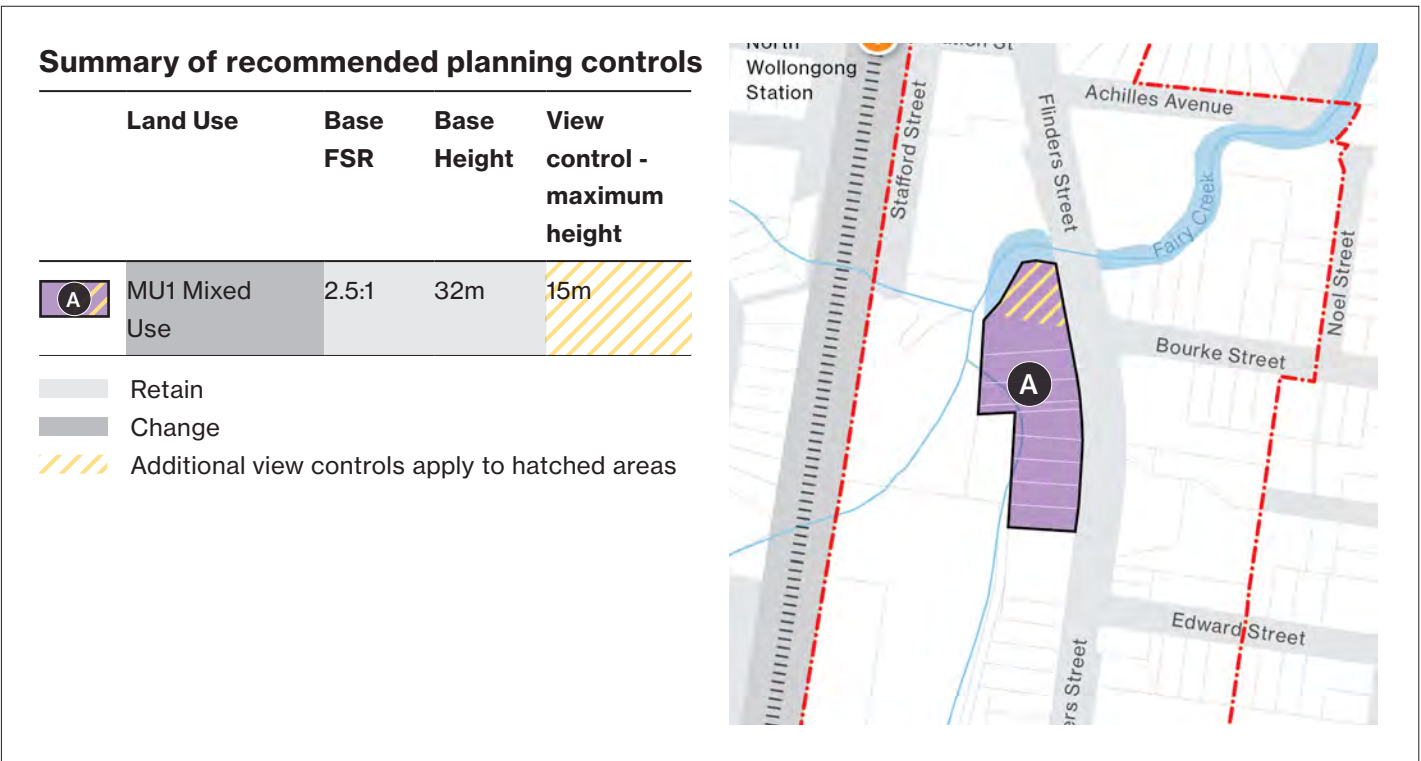
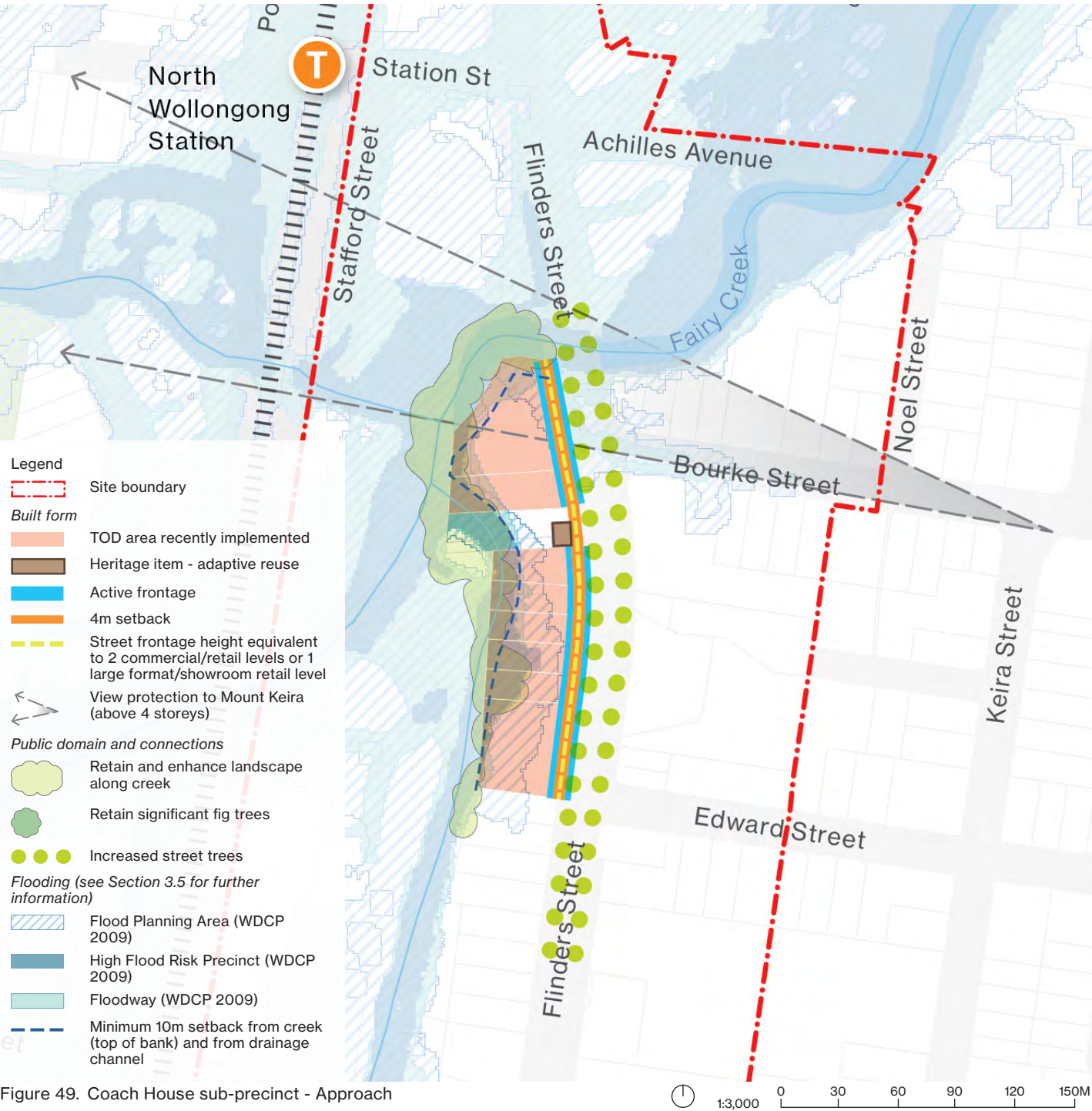
- Restore and enhance the landscape character of Fairy Creek.
- Retain existing vegetation and mature trees, including the significant fig tree at the rear of 20 Flinders Street, that is identified as having environmental and cultural value.
- Enhance the streetscape character along Flinders Street by providing increased street trees and landscape within the 4m front setback.



Access and links

- Minimise driveway crossovers on Flinders Street.

Coach House sub-precinct



CONCLUSION

5.1 Summary and key outcomes

This Urban Design Framework provides a planning framework that can support positive renewal outcomes aligned with the changing role and vision for the Flinders Street Precinct.

Key urban design strategies related to built form, view protection, streets and connections, publicly accessible open space, environment, and responding to Country, are described through precinct-wide and sub-precinct approaches to the Flinders Street Precinct, to ensure that the unique elements of context and place are understood and enhanced, and can guide future development outcomes.

The UDF will be an important advocacy document for Council to assess and provide advice for future proposals, including during engagement with DPHI on state-assessed proposals. The UDF will also be a useful tool in infrastructure planning, both through Council-led strategies, as well as ongoing discussions with other government organisations such as TfNSW and DPHI on road, rail and other infrastructure investment aligned with the North Wollongong Station Precinct (TOD).

The vision for the Flinders Street Precinct and key outcomes aligned with the precinct position statements are outlined adjacent.

Vision

The Flinders Street Precinct is the key arrival boulevard into the Wollongong City Centre. It is a place where a mix of businesses can thrive, while also supporting other uses such as apartment living, within a walk and cycle of North Wollongong Station, the city centre and the beach.

A mixed use corridor of mid to high rise development will define Flinders Street, with active commercial uses fronting the street, tree lined setbacks, and apartments above. Gateway development at the southern end of Flinders Street creates a mixed use attractor and provides a transition to the city centre character further south.

The northern gateway will have a commercial focus with a key activity node at the Station. Employment uses including warehousing, light industrial and commercial are retained along the railway corridor.

Development within the precinct is well-considered and designed to be climate responsive and address issues of flooding and urban heat island effect.

The Flinders Street Precinct responds to its unique context along Fairy Creek and with Mount Keira, Mount Kembla and the escarpment overlooking, acknowledging Aboriginal cultural and spiritual connections to Country.

Key outcomes

The principles and strategies identified in the Flinders Street Precinct UDF reinforce the vision and position statements. Key outcomes include:

 Recommended changes to planning controls retains existing employment floorspace while also supporting a mix of business, retail activation and increased housing opportunities including affordable housing, in a strategic location near North Wollongong Station and the Wollongong CBD.

 Current zoning and development capacity are retained in areas not suited to intensification due to flood affectations, while increased density, including housing provision are focussed in areas less constrained by flooding.

 Guidance for new development and urban form that is contextual and addresses interfaces with adjacent lower scale areas.

 Support for new publicly accessible open spaces and improved connections to existing open space, as well as enhanced pedestrian permeability, amenity and cycling infrastructure, while acknowledging the ongoing importance of Flinders Street as a primary movement corridor into Wollongong.

 Acknowledgement of the cultural and spiritual significance of Mount Keira, through maintaining public views from key locations at Bourke Street, Gipps Street and Flinders/Keira/Smith Streets.

 Approach to the Fairy Creek riparian corridor that values its cultural significance for the Wodi Wodi People, improves the health and biodiversity of the creek, and addresses flooding considerations.

 Contribute to the community's net zero operational emissions target by 2050 and reducing emissions from embodied carbon through low carbon design and construction.

 A sub-precinct approach that provides guidance for built form, streetscape and connections, and environmental considerations that supports opportunities for high quality architecture and public domain that is liveable, functional, productive and attractive.

 Advocate for investment in public transport services and active transport improvements proportionate to the increase in residents and workers in the precinct.

A

APPENDIX

The following work undertaken in appendix A was completed in May 2025, and all information in this section was correct at this time.

A

ANALYSIS

A.1 Existing WLEP controls

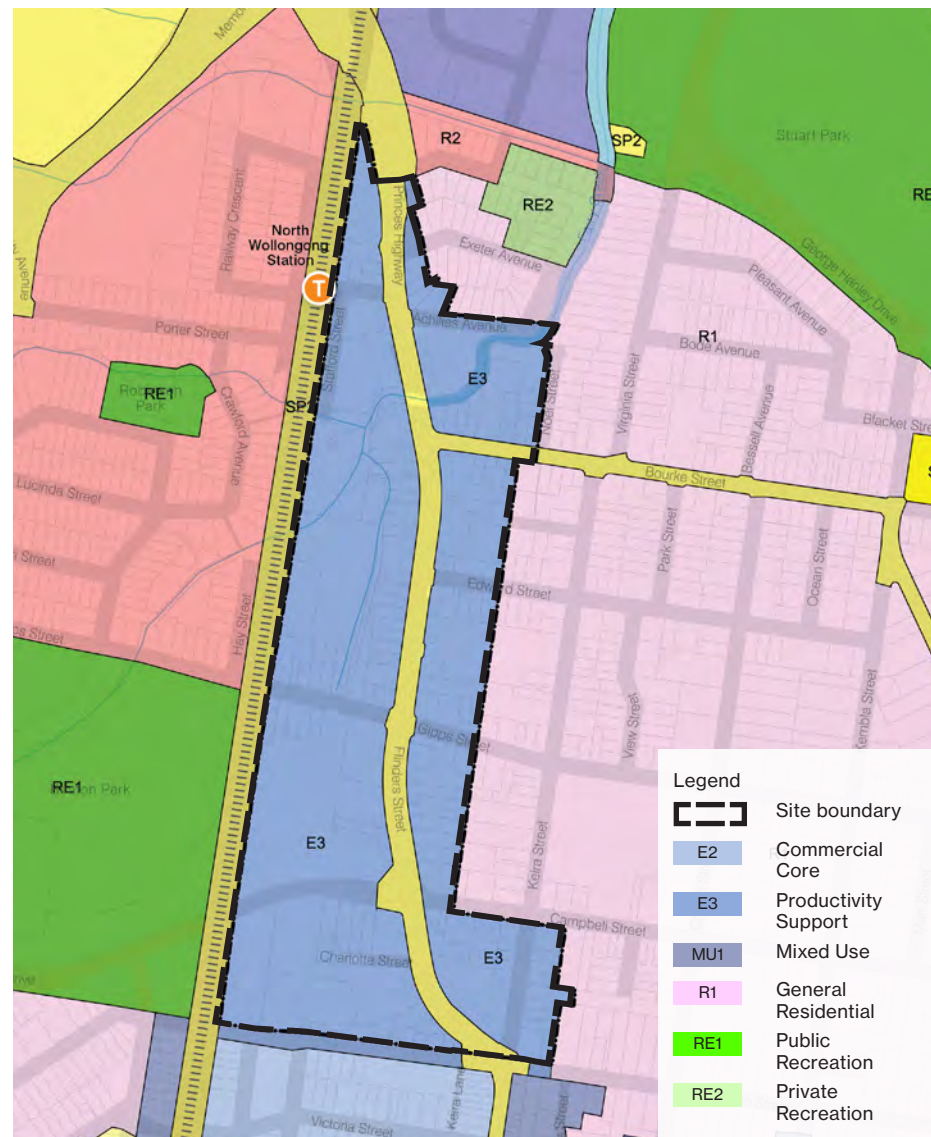


Figure 52. Existing land use map

Land Use

- Currently zoned E3 Productivity Support, which permit, with consent, a range of commercial, light industrial, recreation use, and hotel or motel accommodation.
- Shop top housing and serviced apartments are an additional permitted use.

A number of sites within the E3 zone already deliver a range of uses that are not aligned with the objectives of the zone such as mixed use residential development. The built form and land use character is mixed. It is the objective of this study to review the extent of the E3 zone and potential to introduce other land uses to better guide the future role and character of the precinct.

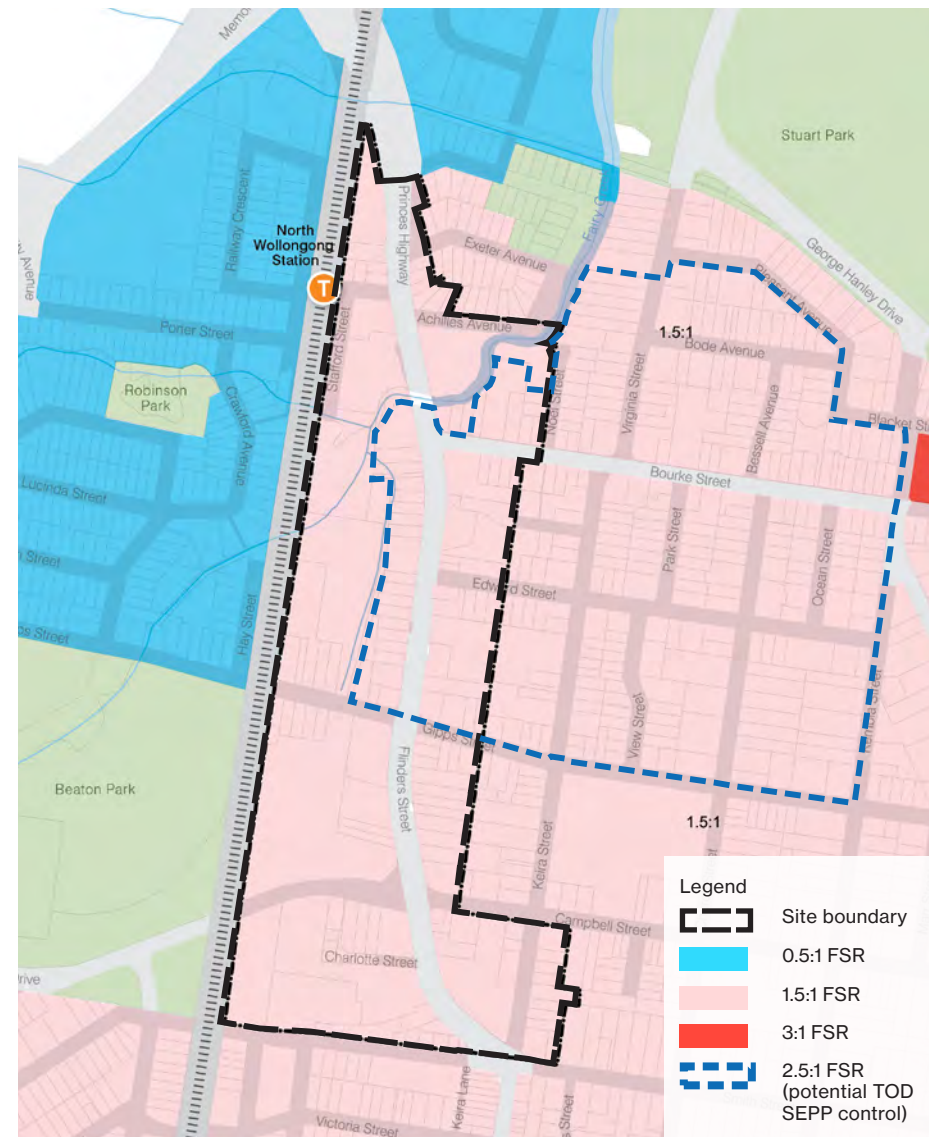


Figure 53. Existing floor space ratio map

Floor Space Ratio

- 1.5:1 Floor Space Ratio across the entire precinct.
- WLEP Clause 4.4A allows an increase in the maximum FSR for sites with a street frontage greater than 20m. This increases the FSR to a maximum of 3:1 for non-residential uses and 2.5:1 for residential uses - or approximately 2.6:1 assumed for shop top/mixed use development. 100% residential uses are not permitted within the current E3 zone.
- SEPP Housing 2021 under Chapter 2 Part 2 Division 1 Infill Affordable Housing permits up to an additional 30% FSR over the permissible FSR with the provision of minimum 10%-15% affordable housing.

The sliding scale FSR and Affordable Housing SEPP bonus allows for denser and taller development. The FSR will need to be tested together with building height to ensure that the built form and landscape outcomes permitted by the controls are appropriate.

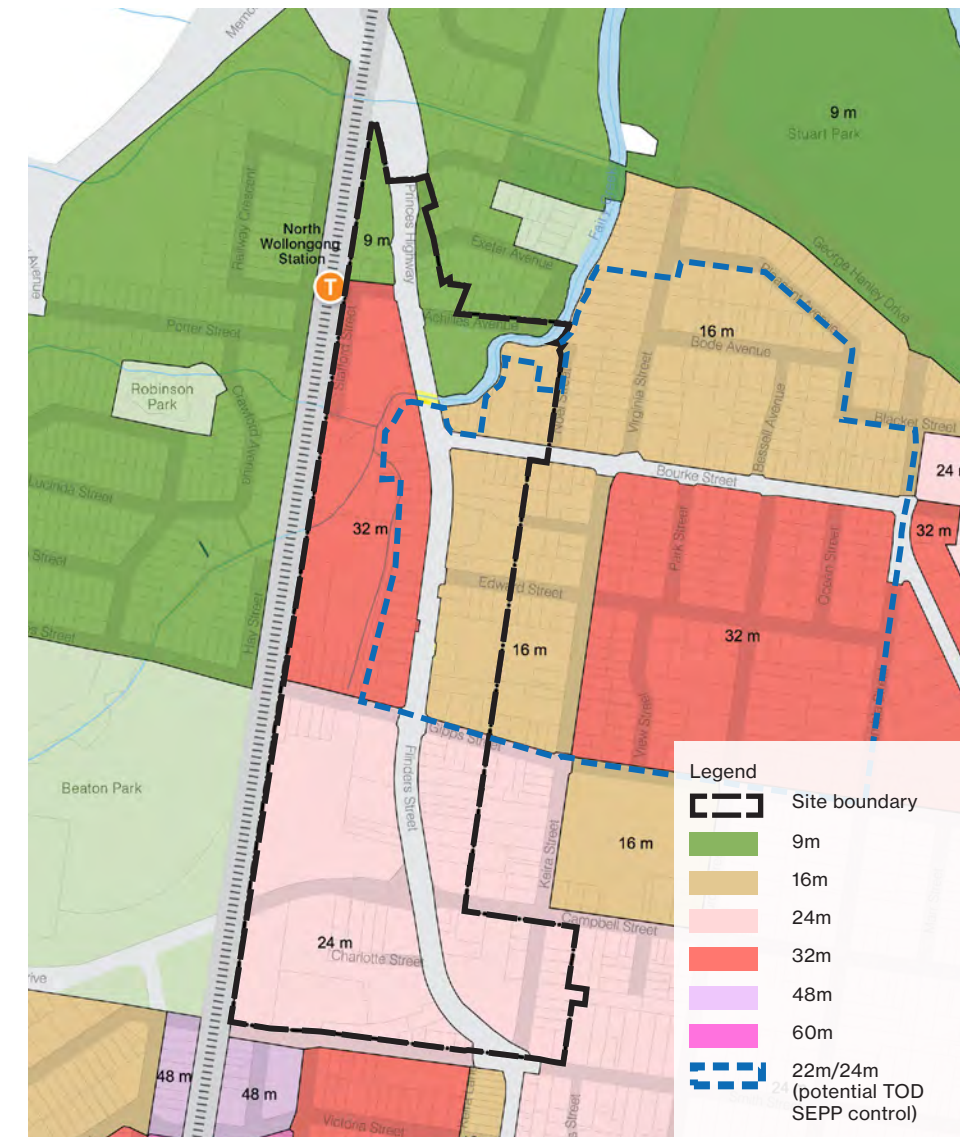


Figure 54. Existing height of building map

Building height

- Maximum permissible height varies:
 - 9m (approx 2 storeys) in the northern portion.
 - 32m (approx 8 storeys) west of Flinders Street.
 - 16m (approx 4 storeys) east of Flinders Street.
 - 24m (approx 6 storeys) in the southern portion.
- SEPP Housing 2021 under Chapter 2 Part 2 Division 1 Infill Affordable Housing permits up to an additional 30% height over the permissible height with the provision of minimum 10%-15% affordable housing.

'Tall' buildings are already permitted within the precinct ranging between 6-8 storeys. The 30% height bonus for affordable housing enables additional height. The overall height context of the city centres, interfaces with adjoining lower scale areas, and key views towards Mount Keira will need to be considered in any additional increases to height.

Existing WLEP controls

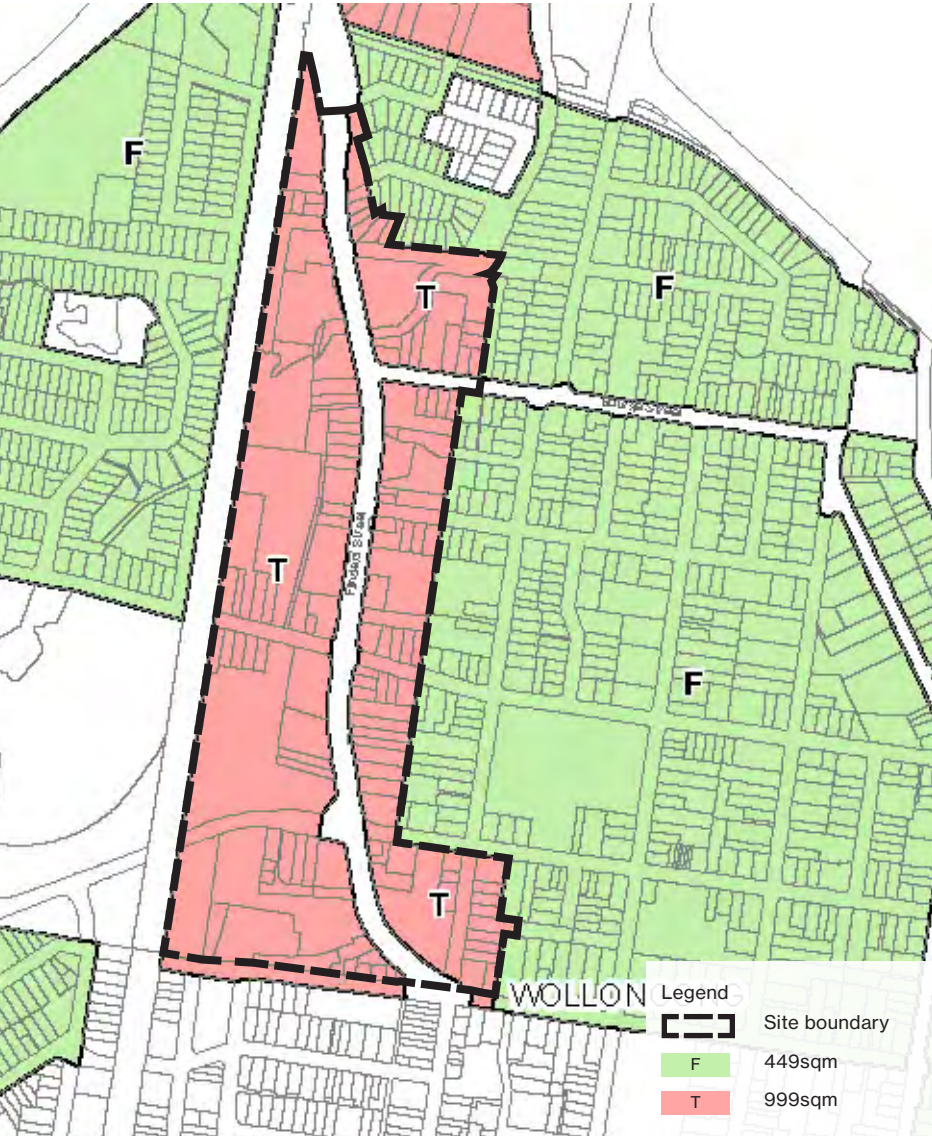


Figure 55. Existing minimum lot size map

Existing minimum lot size

- Current minimum lot size for subdivision across the precinct is 999sqm.

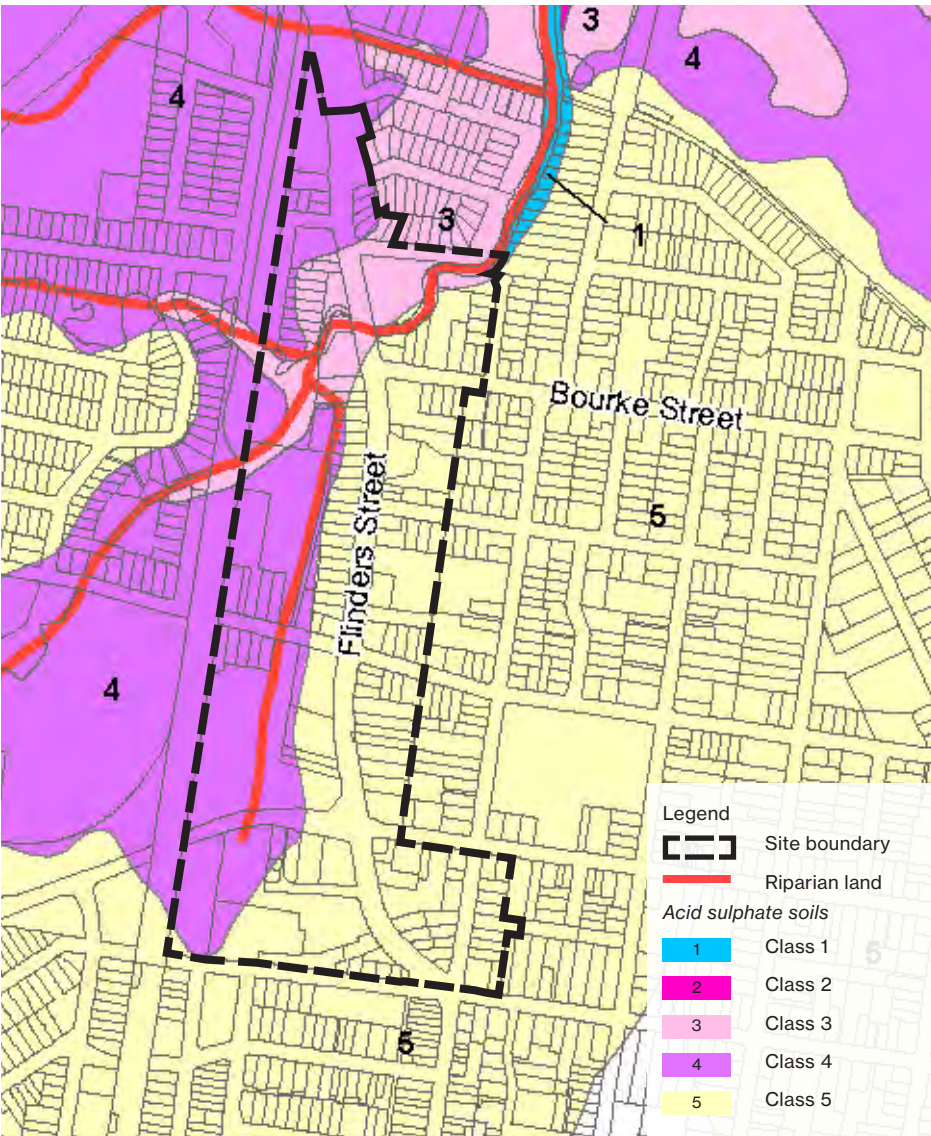


Figure 56. Existing riparian land and acid sulphate soils map

Riparian land

- Fairy Creek extends northeast to southwest and can cause significant flooding impacts to the majority of the site. Further detail on flood constraints is provided in Section A.7 Environmental Constraints of this report.

Acid sulphate soils

- The precinct is currently identified as being impacted by acid sulphate soils, classes 3, 4, and 5, where development consent is required for works more than 1m below the natural ground surface. The area also includes contaminated land.

Flooding has an impact on the types of potential uses and activities that would be permissible on the site, particularly residential uses. Additionally, there are development requirements associated with different flood events such as the 1% AEP (1 in 100 year flood) and PMF. This will inform the land use, height and FSR approach to the precinct.

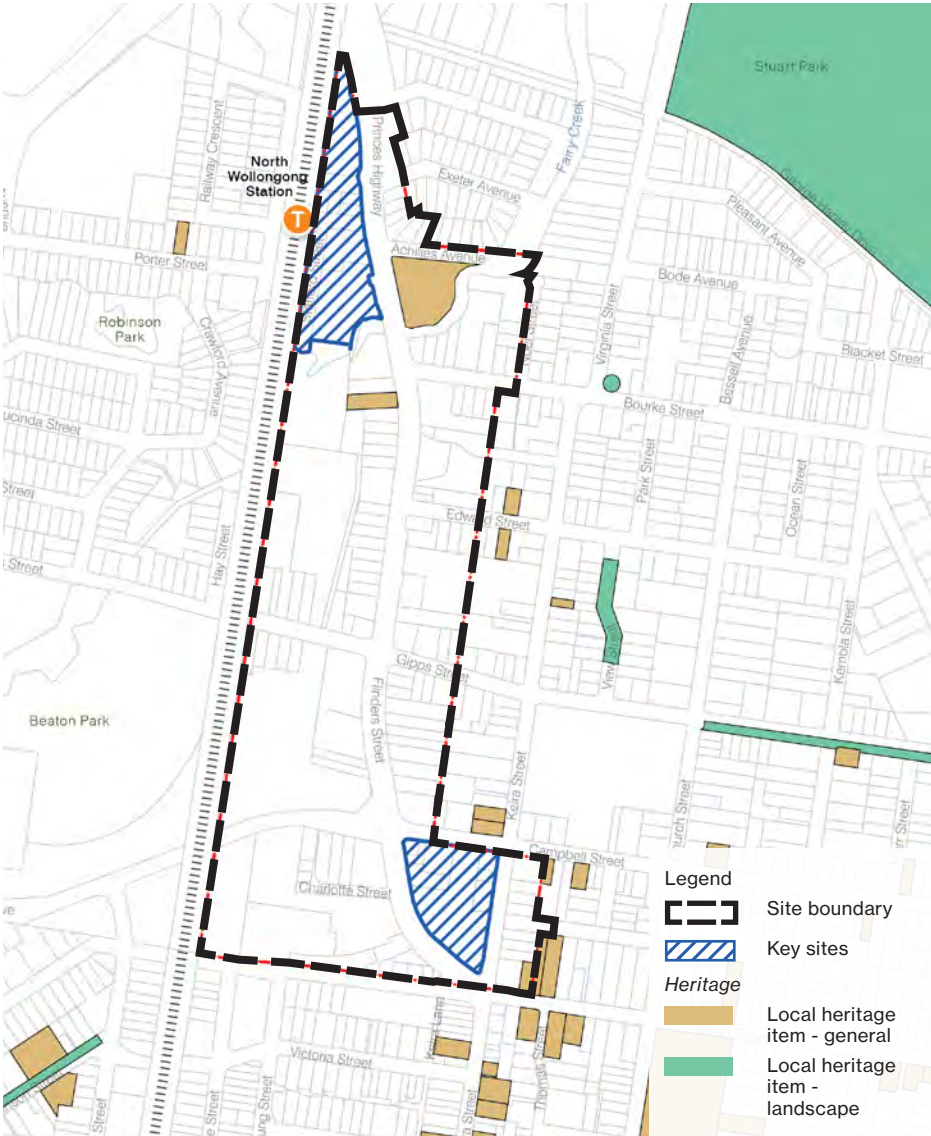


Figure 57. Existing heritage and key sites map

Heritage

- There are 3 heritage items within the precinct boundary:
 - North Wollongong Hotel and Group of Trees at 3 Flinders Street.
 - Former Coach House at 10A-10B Flinders Street.
 - 'Ken Elm' heritage house at 90 Smith Street.

Key sites

- North Wollongong Station.
- Flinders Street Gateway, which has mostly been redeveloped into high density 'shop top' housing.

Heritage and key sites are both important built form considerations in the development of the structure plan for the precinct.

A.2 Site visit observations

The following captures key observations from the site visit and preliminary opportunities for further investigation.



Several 'shop top' residential buildings, new or under construction, up to 8 storeys scattered through the precinct in between lower scale employment uses.

Careful consideration will be required to ensure that land use and scale interfaces between different types creates a suitable development and streetscape outcome.



Flinders Street is a highly dominant and busy vehicular entry point into the precinct and Wollongong City Centre.

Opportunity to enhance the arrival experience for the precinct and city.



Variety of different pedestrian conditions along Flinders Street, however the busy road impacts on pedestrian amenity and experience.

Opportunity to improve pedestrian access and connectivity through the precinct as the area evolves into a mix of uses.



Multiple view corridors through the precinct looking west towards Mount Keira, a significant cultural and geographical landmark.

Ensure that the future development context retains and enhances key views and vistas to Mount Keira.



The terrain generally falls west towards Fairy Creek, and is steep in some parts.

The sloping terrain can be an advantage in the approach to height, while it can also pose constraints to the development type, access and flooding.



Fairy Creek is a well established and lush existing riparian corridor, with an established and rich ecosystem, however can also cause flooding issues.

Enhance the landscape character and ensure that new development does not impact on the health of the creek or worsen flooding.



Multiple large parcels of undeveloped land and car parks scattered throughout the precinct.

Opportunity to investigate possible development potential in vacant or underutilised sites within the precinct.

A.3 Connecting with Country

The Flinders Street Precinct holds particular significance for the Wodi Wodi community, whose ancestral ties to the land offer a unique lens through which the zoning decisions should be evaluated. Maintaining the E3 Productivity Support Zoning could preserve the connection to the land's historical and cultural narratives, ensuring that Aboriginal values are embedded in its future use. Conversely, transitioning parts of the precinct to mixed or residential zoning could accommodate evolving urban needs while still respecting and integrating Aboriginal heritage through thoughtful planning and community consultation.

- Wodi Wodi Elder

Council have engaged with the Illawarra Local Aboriginal Council (ILALC) and key cultural knowledge holders as part of ongoing Aboriginal Consultation on the project.

The Flinders Street Precinct area holds profound significance for the Wodi Wodi People, the original custodians of the land. Their enduring legacy is embedded in natural and spiritual landmarks; the coast and creek lines, fig trees, midden sites, and burial sites, that serve as vital resources and sacred sites for the community. Understanding and embedding Aboriginal values is an intrinsic element of planning for the growth of the Flinders Street Precinct.

A Walk on Country with the ILALC, and advice from a Wodi Wodi Elder, identified the following cultural values within the Flinders Street Precinct:

- A small tributary of Fairy Creek that runs through the precinct, while highly modified and confined by modern infrastructure, continues to hold cultural importance as part of the broader system of freshwater flows connected to Country. Ancestral campsites

were often located near creeks to provide essential water supplies, food resources, and were essential to the community's daily life and spiritual traditions.

- Two large fig trees located within the precinct have been identified by community members as culturally and spiritually significant landscape features; as enduring symbols of life and renewal.
- Mount Keira (known as Mt Djeera), holds profound spiritual and cultural significance for the Wodi Wodi People, being the connection between the escarpment and the sea. Mt Djeera is a focal point for education and sharing cultural heritage, being an irreplaceable element that ensures the continuity of these stories through the unbroken sacred and visual connections from the land to the coast.

The preservation of view lines and sightlines to Mount Keira (Mt Djeera) and Mount Kembla must be retained wherever possible. In particular the following view/sightline corridors were identified to be of critical importance:

- Bourke Street to Mount Keira
- Gipps Street to Mount Keira
- The intersection of Keira Street, Princes Highway and Smith Street to Mount Keira and Mount Kembla.

Source: Wodi Wodi Elder and ILALC.

Understanding Aboriginal values and stories contributes to creating a well-considered framework for the Flinders Street Precinct, that respects and enhances Connecting with Country principles. Council will continue to engage with the Aboriginal community.



Fairy Creek holds cultural importance as part of a system of freshwater flows through the area.



Mature fig trees are culturally significant landscape features.



Mount Keira, Mount Kembla and the escarpment holds significant cultural and spiritual importance to the Aboriginal community.

A.4 Existing character and context

The Flinders Street Precinct consists of a large collection of sites that cover approximately 32 hectares. The precinct is at the northern entry point into Wollongong City from the Princes Motorway (M1) and has a variety of commercial and retail establishments as well as shop top housing.

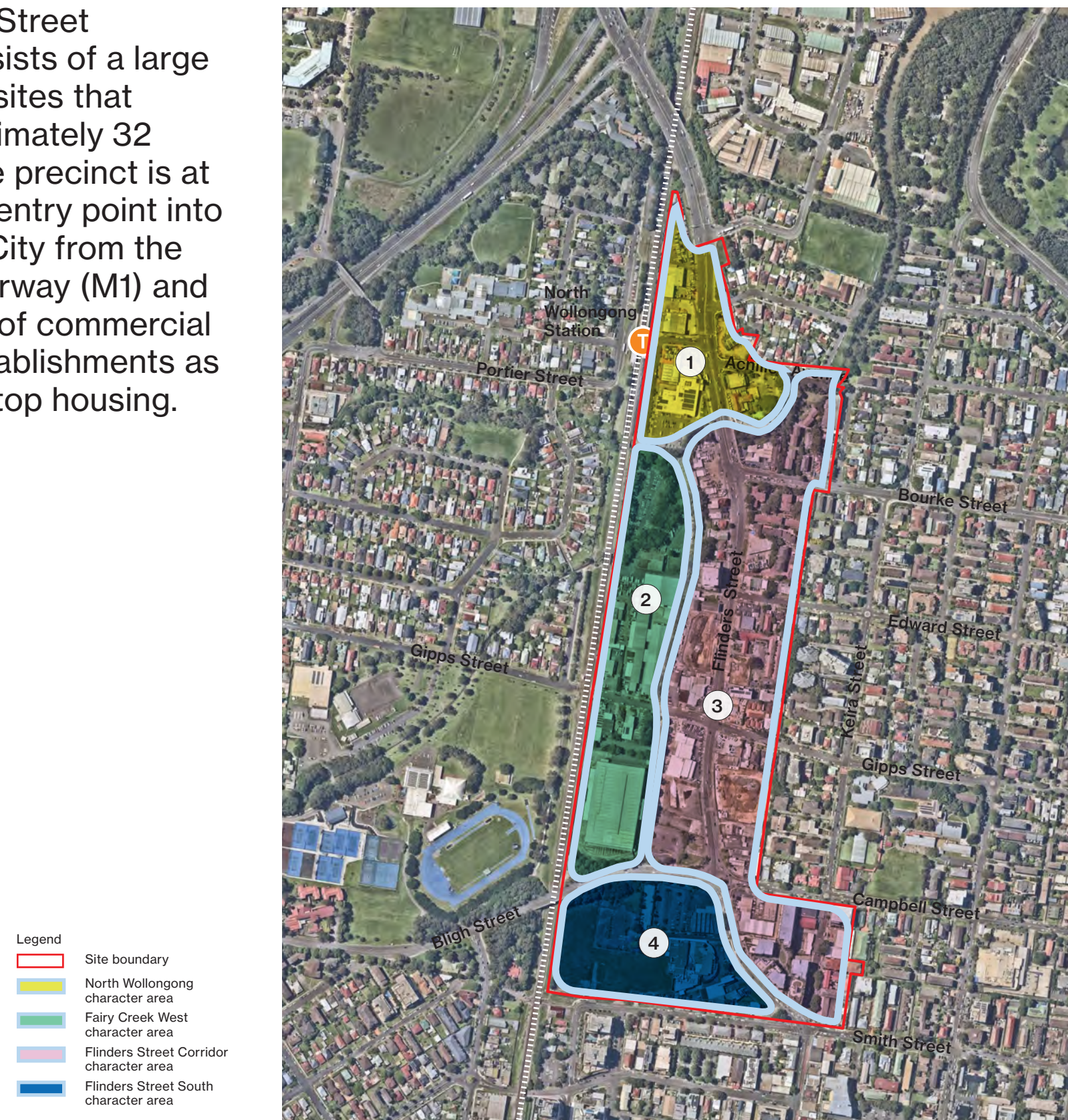


Figure 58. Existing character areas and context map



1 North Wollongong

The North Wollongong character area is the key entry point into Wollongong from the motorway, and is a highly used six lane street. Along the western edge of the area is the North Wollongong train station that connects the area to Sydney CBD and further southern coastal towns.

The character is predominantly single storey larger footprint retailers including car dealerships, liquor stores and equipment hire shops. In addition to these is the North Wollongong Hotel and pub, which is a locally significant heritage item.

Located along the south-eastern edge of the North Wollongong character area is Fairy Creek which is a lush riparian corridor that is also prone to flood with heavy downfall affecting most of the sites in this area due to the southeast to northwestern terrain fall.

Existing character and context



② Fairy Creek West

The Fairy Creek West character area sits between the train line and Fairy Creek and is bounded by Throsby Drive to the south. Gipps Street runs east-west across the area and is the main access point for the area.

The character is predominantly 1 to 3 storey retail, commercial and warehouses, with the largest parcels being occupied by a Kennards Self Storage and former Bunnings.

Similar to the North Wollongong area, the Fairy Creek West character area is also prone to flooding and is the lowest point within the precinct.



③ Flinders Street Corridor

Flinders Street Corridor character area follows Flinders Street which runs north-south through the subject area. Flinders Street starts as a six lane road from the north and transitions into a four lane road after Bourke Street.

The character is mixed predominantly consisting of 1 to 2 storey retail and commercial buildings; including car dealerships, equipment hire and repair shops. In addition to this, there are three newer shop top developments that range from five to nine storeys, with ground level retail and apartments above. In the northern portion of the character area is the former 'Coach House' which was originally built in 1886 and is a locally significant heritage item. The eastern side of the precinct adjoins an existing R1 General Residential zone that consists of a mix of apartment development and single dwellings.

The corridor generally sits higher than the rest of the precinct as the land slopes up to the east.



④ Flinders Street South

Flinders Street South character area is located in the southwestern corner of the precinct. The area is bounded by Throsby Drive to the north and Smith Street to the south, with the South Coast and Illawarra train line running along the western edge of the area.

The character is mixed with 1 to 2 storey buildings along Flinders street. The Collegians Rugby League Football Club occupies a large site at the corner of Flinders and Throsby Drives, while there is a large vacant site along Smith Street. Surrounding the area is residential/mixed use specifically along the southern edge ranging between 3 to 10 storeys.

A large roundabout and groupings of palm trees creates a unique landscape character at the Throsby Drive and Flinders Street junction.

Flinders Street South slopes from east to west with the western portion of the area being subject to potential flooding.

A.5 Access and movement

The Flinders Street Precinct is situated along Flinders Street at the northern entrance to Wollongong from the Princes Motorway (M1), making it a highly busy vehicle route.

The Illawarra and South Coast train line runs parallel to the precinct and creates a distinct and physical separation from the city side (on the east) and the suburban side (on the west). East-west vehicle movement is limited due to this train line with Throsby Drive being the only vehicle crossing point within the study area.

Originally Gipps Street which runs east-west through the middle of the precinct was once an at grade rail crossing but has since been blocked off for both pedestrians and vehicles. While there have been minor investigations into implementing a bridge in this location, nothing has been implemented so far. Creating a connection point across the rail in the vicinity of Gipps Street would allow easier connections across the centre and allow for a better link to Beaton Park.

There is little to no active transport connections within the precinct. There is an existing cycle and pedestrian path along the western side of the railway line and some shared paths through Beaton Park, however this can only be accessed via the underpass adjacent to Smith Street or through the North Wollongong Station concourse. The path along Throsby Drive over the railway corridor is generally not a very safe environment for pedestrians or cyclists due to the busy traffic, minimal footpath space and poor sightlines.

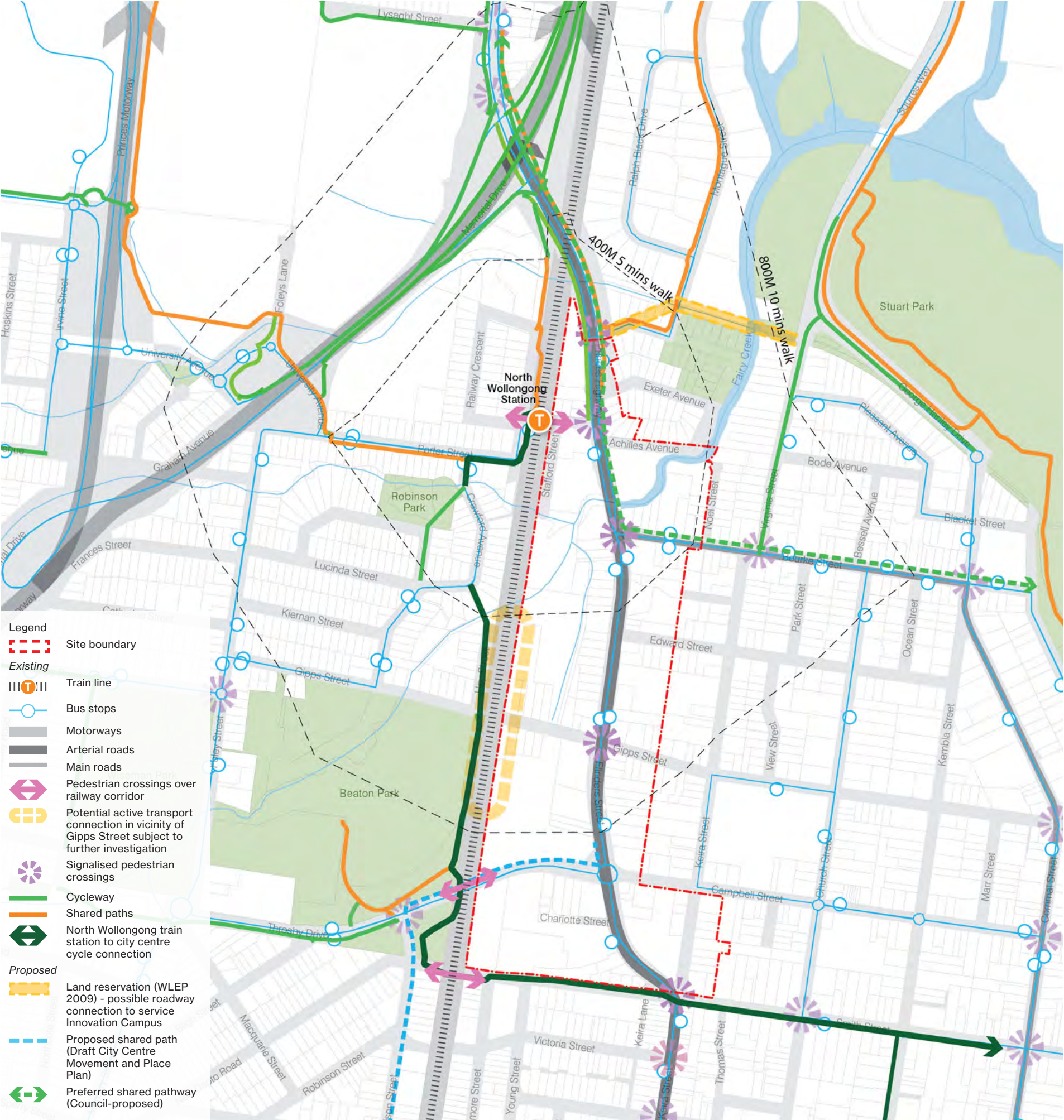


Figure 59. Access and movement map

A.6 Heritage

Heritage items are important elements of the urban environment, reflective of the area's social and cultural history as well as contributing to creating local character.

There are three existing heritage items within the precinct of varying quality and use. The precinct also adjoins the Keira Street 'Special Area' (identified in the WDCP) to the south, which is characterised by fine grain shops with historical character.

Generally, heritage items will be considered as being retained within this study. The continued adaptive reuse of heritage items and small alterations and additions to heritage items are assumed to be possible under current controls. The precinct will also need to consider interfaces with heritage items and special areas, including along Keira Street and Smith Street.



2 Former Coach House

Built in 1886 the 'Former Coach House has undergone multiple modifications and changes but retains its 'potential to interpret the history'. In 1973-1974 the early to mid-Victorian period house was significantly altered due to the widening of Flinders Street and the rising of the road level and pedestrian footpath of approximately 60cm. The building currently appears to be vacant.



1 North Wollongong Hotel and group of trees

The 'North Wollongong Hotel' site has provided hotel services since the 1870s and was formally known as 'Bode's Hotel'. The current 2 storey building was built in 1923 and plays a prominent part in the streetscape for the entrance of the city. Included on this lot is a separate heritage item which protects the mature trees that are located at the rear of the site.



3 'Ken Elm' house

The 'Ken Elm' house was likely built around 1890 and is significant for its 'historical, aesthetic and reasons of representativeness'. The house is also an example of the Victorian Free Classical style and has a major contribution to the streetscape on Smith Street. It has recently been adaptively reused for commercial uses.



A.7 Environmental constraints

Located along the Fairy Creek riparian corridor, there is a range of environmental constraints including flooding that will need to be considered by future development.

Key flood considerations

- Areas that are High Flood Risk Precinct are considered not suitable for an increase in development or intensification
- Uplift is generally not permitted in areas that do not have reliable road access during a 1% AEP and PMF event.
- Areas that may require a finished floor level (FFL) 1m above natural ground due to freeboard requirements will need careful design consideration to ensure appropriate access, interfaces and built form character.



Flood signage adjacent to Fairy Creek

Flooding

The Flinders Street Precinct lies within the Fairy and Cabbage Tree Creeks catchment. Fairy Creek traverses through the precinct flowing from the southwest to northeast. The majority of the site is flood prone specifically in the north and along the western side of Flinders Street.

There are a number of flood planning requirements for a 1% AEP (1 in 100 year flood) and Probable Maximum Flood (PMF) event that apply to the precinct described below. These constraints will also assist in the development of a planning and design framework for the precinct, which will seek to locate land use and development in the right places and ensure that flood impacts can be mitigated.

Local Planning Direction

Local Planning Direction 4.1 sets out directions for development within flood prone and flood planning areas, where planning proposals must not occur or be supported unless they satisfy the ministerial directions. Significantly the directions does not permit planning proposals that will develop:

- Floodway areas;
- Residential uses in high hazard areas;
- Significant increases in the development or dwelling density of the land; and
- Sensitive uses including childcare, senior housing and aged care, hospitals and hostels where the occupants cannot effectively evacuate.

Flooding Planning Area

The Flood Planning Area consists of land that is below the Flood Planning Level (FPL), which is the area impacted by the 1% AEP and requires 0.5m freeboard, according to the Wollongong DCP 2009. This also triggers Clause 5.21 Flood planning in the Wollongong LEP 2009.

The majority of the Flinders Street Precinct is subject to freeboard requirements and will impact the maximum height of development.

Flood Risk Precincts

Section DCP6.3 of the Wollongong DCP 2009 identifies Flood Risk Precincts (FRPs) with a three tier classification in order to inform planning and development within these areas. The majority of the Flinders Street Precinct falls within an FRP, apart from some portions east of Flinders Street and immediately north of Smith Street. Relevant considerations include:

- High Flood Risk Precinct: Areas where there may be high flood damages, potential risk to life and/or evacuation problems. It includes areas greater than H3 hazard conditions in the 1% AEP flood (generally unsafe for people and vehicles, with potential for building failure), and in floodways. Most land uses, including residential, is generally not permitted within a High FRP.
- Medium Flood Risk Precinct: Includes areas where there would be significant likelihood of flood damage or danger to life, but this may be minimised through appropriate development controls. This includes land below the 1% AEP level plus 0.5m, that is not in the High FRP area. This relates to the Flood Planning Area, and affects the majority of the precinct. Most uses are permitted within a Medium FRP, apart from essential/critical uses.
- Low Flood Risk Precinct: Includes areas within the floodplain where likelihood of damages is low for most land uses.

Additional flood requirements

- Access and evacuation: The northern parts of the precinct may experience significant flooding, including roadways, which may impact on access and evacuation. In both a 1% AEP and PMF scenario, development must provide reliable access, evacuation and refuge.
- Land within the 1% AEP and PMF also triggers Clause 5.22 Special Flood Considerations in the WLEP.

Environmental constraints

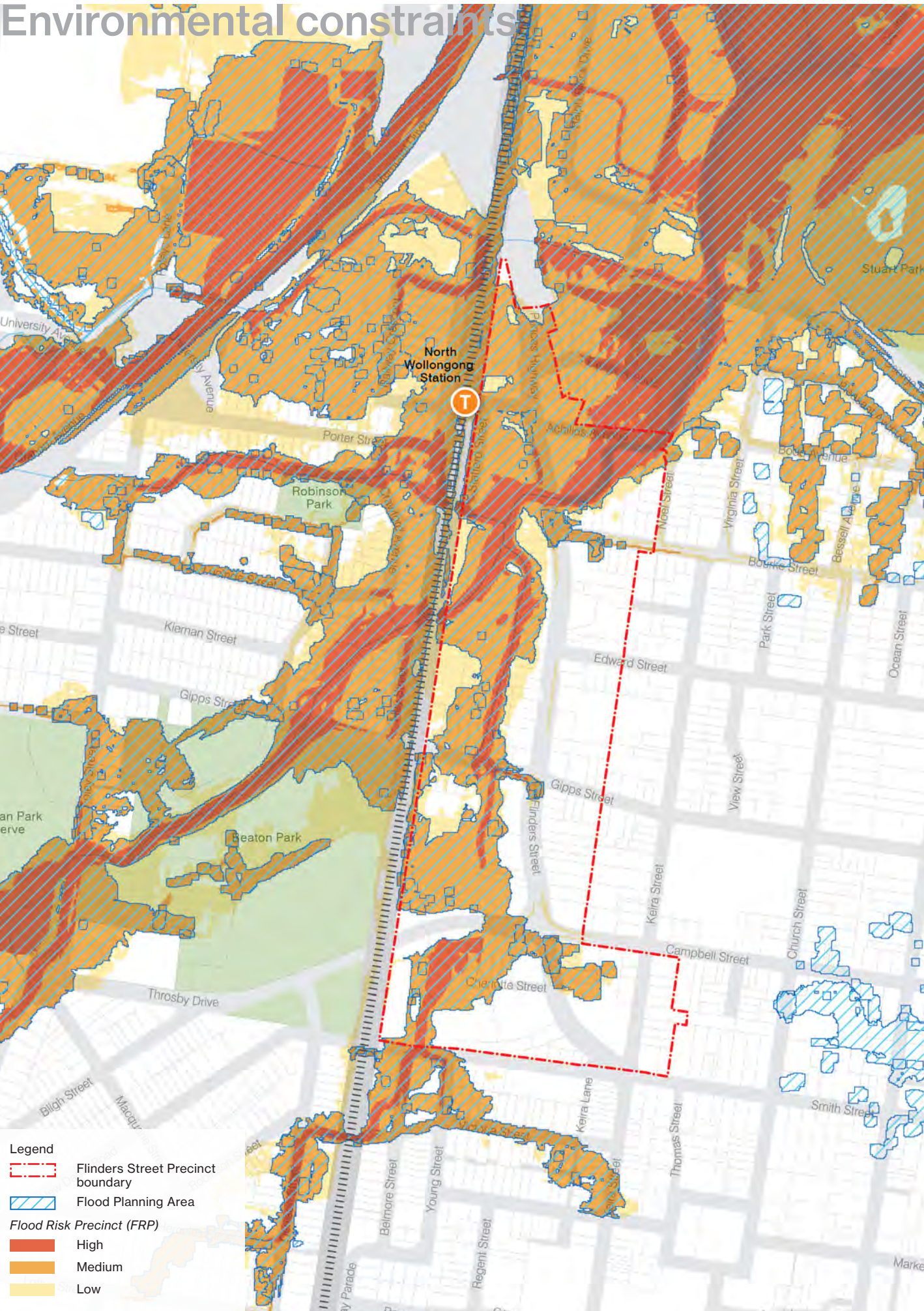


Figure 61. Flood constraints - Flood Risk Precinct and Flood Planning Area

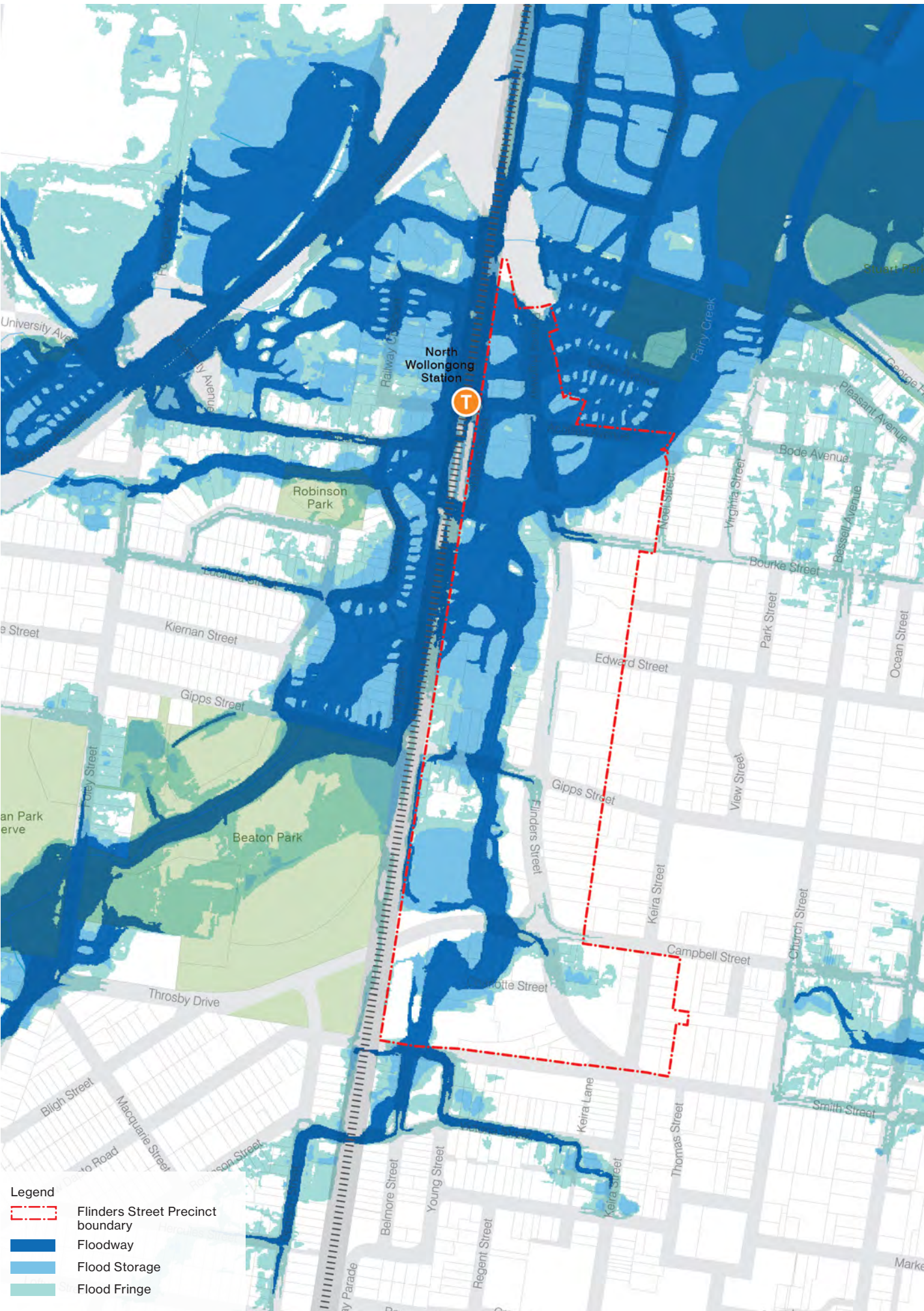
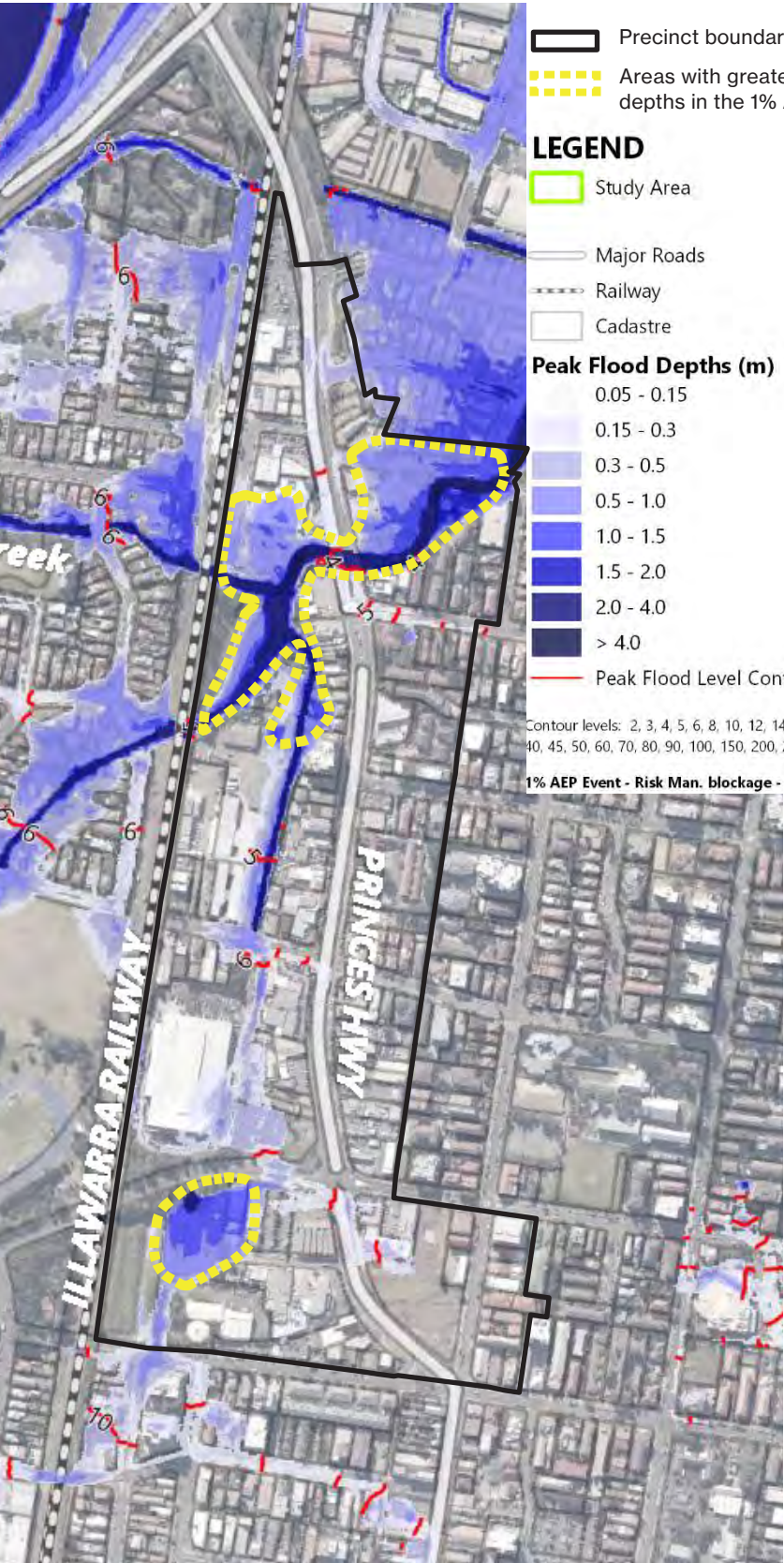


Figure 62. Flood constraints - PMF Functions

Environmental constraints



- Precinct boundary
- Areas with greatest depths in the 1% AEP
- LEGEND**
- Study Area
- Major Roads
- Railway
- Cadastral
- Peak Flood Depths (m)**
- 0.05 - 0.15
 - 0.15 - 0.3
 - 0.3 - 0.5
 - 0.5 - 1.0
 - 1.0 - 1.5
 - 1.5 - 2.0
 - 2.0 - 4.0
 - > 4.0
- Peak Flood Level Contours (mAHD)

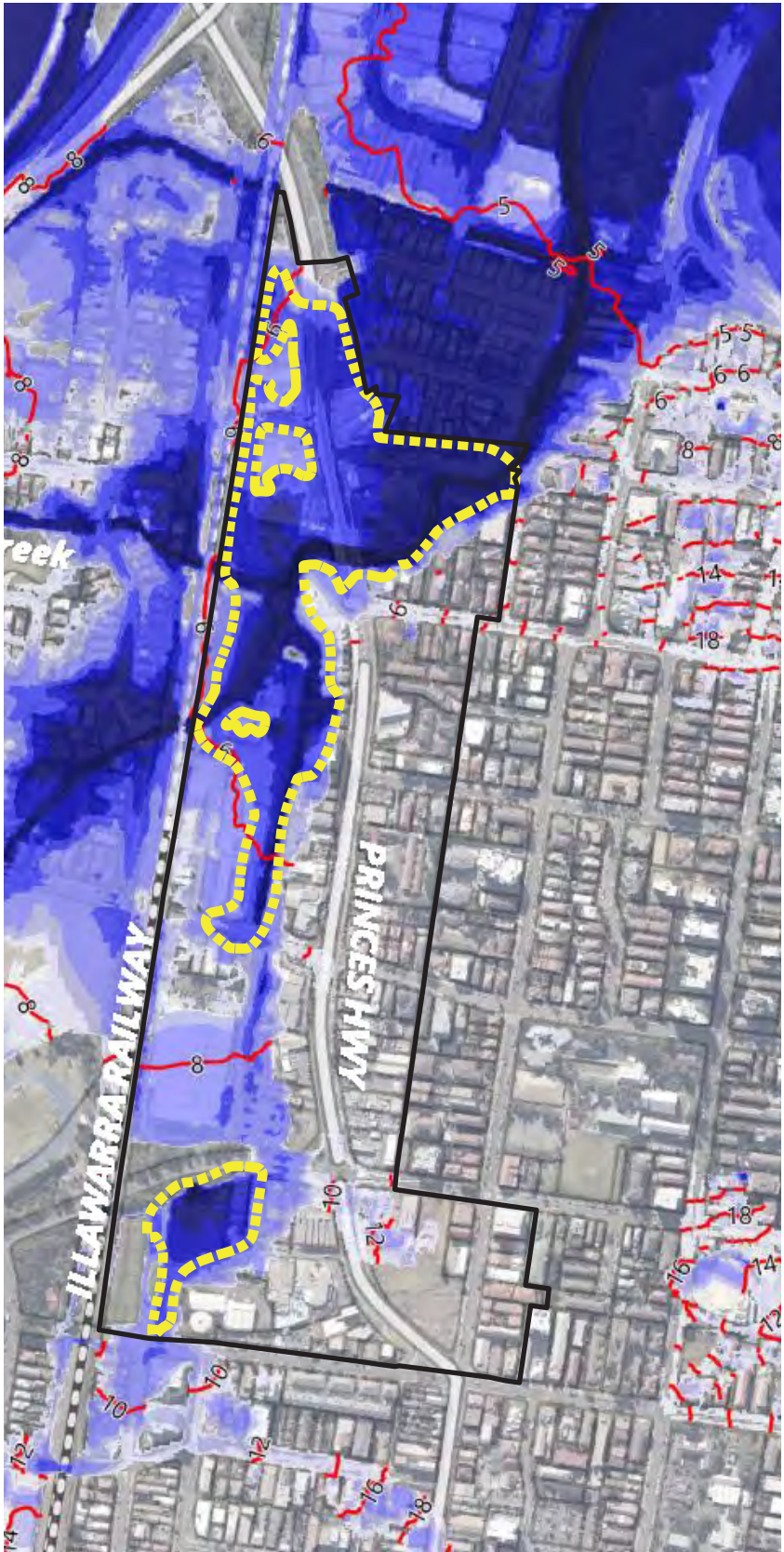
Contour levels: 2, 3, 4, 5, 6, 8, 10, 12, 14, 16, 18, 20, 25, 30, 35, 40, 45, 50, 60, 70, 80, 90, 100, 150, 200, 250, 300, 350, 400

1% AEP Event - Risk Man. blockage - peak depth

1% AEP - flood depths

Areas adjoining Fairy Creek and also immediately south of Throsby Drive are impacted by significant flood depths in the 1%AEP event.

Areas where there are greater flood depths and may require a raised FFL 1m above natural ground due to freeboard requirements may be challenging for redevelopment unless appropriate access and design response is achieved.



PMF - flood depths

Large areas to the north and east of Fairy Creek may experience significant inundation during a PMF event. Severe flooding in the roadway north of Bourke Street and along Gipps Street impacts the ability for safe access and evacuation. These are areas where evacuation is challenging so they are not appropriate for uplift.

Uplift greater than permitted under the existing controls in areas that have no safe access, are in high flood risk or floodway areas, or increase demand on emergency services in the event of a flood is generally not permitted. As per the ministerial directions this excludes land above the FPL.

- Precinct boundary
- Areas with greatest flood depths in the PMF
- LEGEND**
- Study Area
- Major Roads
- Railway
- Cadastral
- Peak Flood Depths (m)**
- 0.05 - 0.15
 - 0.15 - 0.3
 - 0.3 - 0.5
 - 0.5 - 1.0
 - 1.0 - 1.5
 - 1.5 - 2.0
 - 2.0 - 4.0
 - > 4.0
- Peak Flood Level Contours (mAHD)

Contour levels: 2, 3, 4, 5, 6, 8, 10, 12, 14, 16, 18, 20, 25, 30, 35, 40, 45, 50, 60, 70, 80, 90, 100, 150, 200, 250, 300, 350, 400

PMF Event - Risk Man. blockage - peak depth

Figure 63. 1% AEP flood depths (extract Fairy and Cabbage Tree Creeks - Floodplain Risk Management Study & Plan, Advisian 2024)

Figure 64. PMF flood depths (extract Fairy and Cabbage Tree Creeks - Floodplain Risk Management Study & Plan, Advisian 2024)

Environmental constraints

Riparian corridors and ecology
The Fairy Creek corridor extends north-east to south-west across the precinct. The portion where the creek traverses to the south of the North Wollongong Hotel and the existing Dan Murphy's property consists of a natural creek with dense vegetation along its embankments.

The natural creek changes to a channel as it travels south towards Throsby Drive and southwest towards Beaton Park, with some vegetation along the channel edges.

Adequate setbacks from the riparian corridor and channel will be required to protect the ecological values of the creek, in addition to addressing flooding impacts.





A.8 Topography and views

The Wollongong area is located between the coast and the Illawarra Escarpment, with two notable landscape and cultural markers; Mount Keira and Mount Kembla. Mount Keira is located to the north-west of the precinct at 464m in height and falls towards the coastline to the east. From the Flinders Street Precinct, there are prominent views towards the escarpment, particularly Mount Keira.

Retaining views and vistas towards Mount Keira is significant to the area, especially along key street such as Bourke Street, Gipps Street and Smith Street. There may also be moving views to Mount Keira as Flinders Street is a key movement corridor where one may appreciate the views of the escarpment while arriving or exiting Wollongong.

Immediately to the east of the precinct, the land rises up to a small hill before sloping towards the ocean. There may be potential for partial views of the ocean at upper levels.

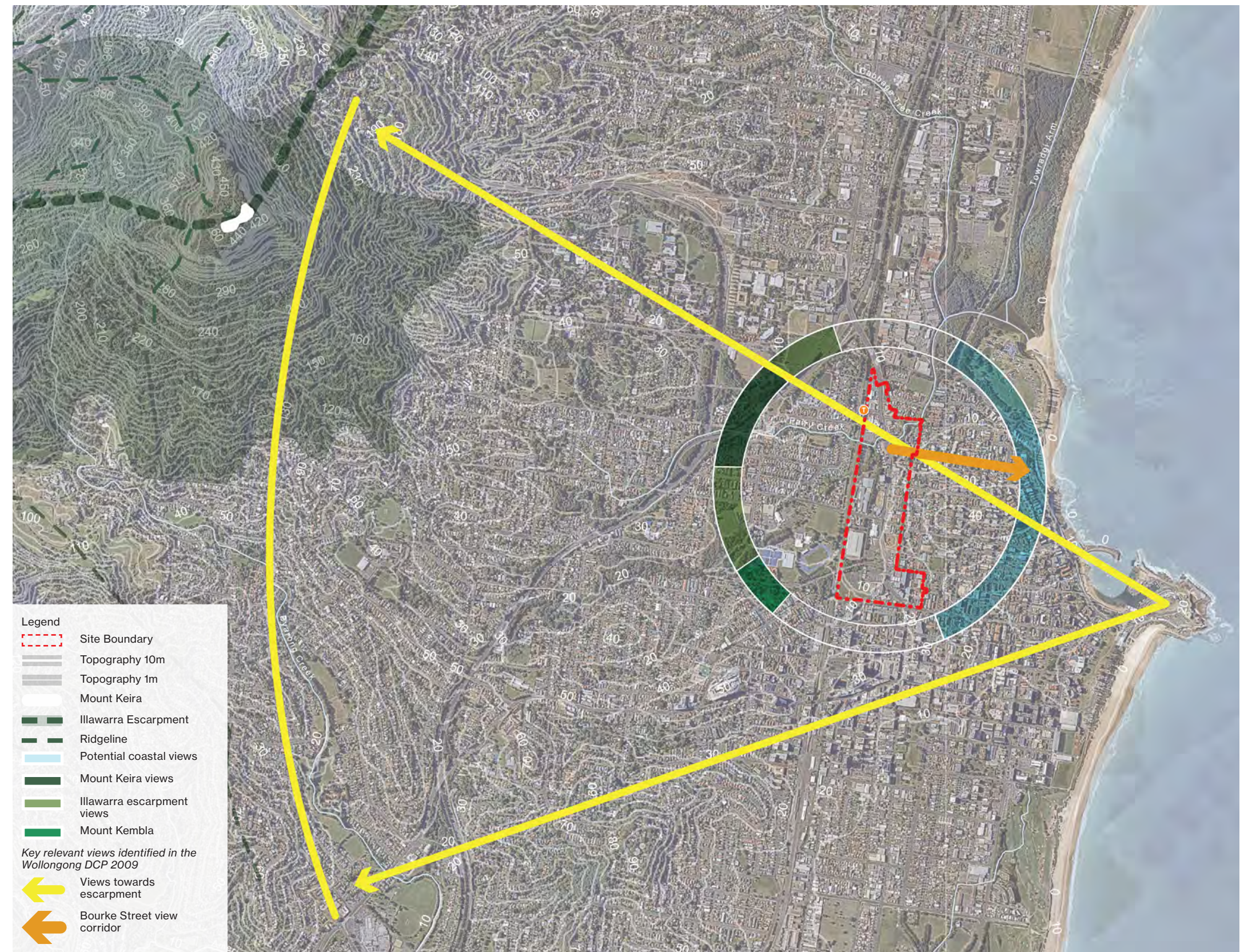


Figure 66. Topography and existing identified views (WDCP 2009 Chapter D13)

Topography and views

The following key views towards Mount Keira are considered important to retain and celebrate. The extent of view protection for these views will need to be considered in the approach to built form height and scale within the precinct.



Key plan - view locations

View from Bourke Street looking west towards Mount Keira

Bourke Street is a key movement corridor connecting North Wollongong and the motorway with North Wollongong Beach. The current view west travelling along Bourke Street is an open view with Mount Keira and the escarpment at the end of the view. New development at the end of Bourke Street along Flinders Street may impede views towards the Mount Keira.

View from intersection of Flinders/Smith/Keira Street looking west towards Mount Keira

The intersection at Flinders, Smith and Keira Streets is a key junction signalling the transition into the Wollongong City Centre. Smith Street is also a key east-west connection for vehicles, pedestrians and cyclists.

Mount Keira can be seen when travelling north along Flinders Street and is a key visual marker exiting Wollongong. Currently a wide view towards Mount Keira can be appreciated from this junction, however recent proposals on sites along the railway corridor partially blocks the escarpment. Significantly, future development on sites along Flinders Street between Throsby Drive and Smith Street may have a considerable impact on this view.

View from Gipps Street looking west towards Mount Keira

Gipps Street is located on higher topography with expansive views towards Mount Keira, Mount Kembla and the escarpment as the land descends down towards Flinders Street. The view narrows around the intersection of Gipps and Keira Streets, with Mount Keira at the end of the view. Future development proposals currently partially block Mount Keira and escarpment at the lower slopes.

View from Bourke Street looking west towards Mount Keira



Figure 67. Bourke Street - Existing view



Figure 68. Bourke Street - Potential future view (includes DAs/SSDs approved or under assessment, show in yellow)

Topography and views

View from intersection of Flinders/Smith/Keira Street looking west towards Mount Keira



Figure 69. Smith Street - Existing view

View from Gipps Street looking west towards Mount Keira



Figure 71. Gipps Street - Existing view

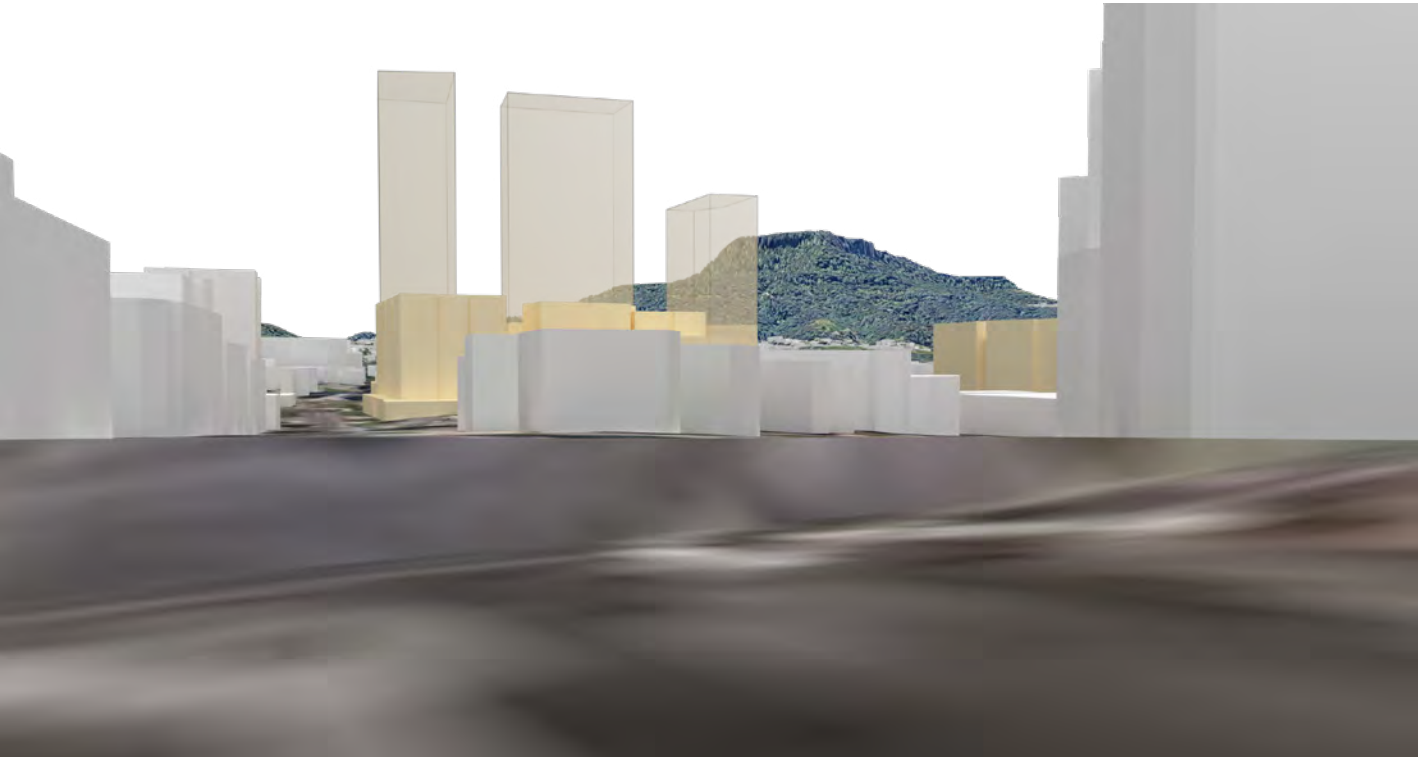


Figure 70. Smith Street - Potential future view (includes DAs/SSDs approved or under assessment, show in yellow)



Figure 72. Gipps Street - Potential future view (includes DAs/SSDs approved or under assessment, show in yellow)

A.9 Development context

The precinct has seen a boost in recent years with several scoping proposals, master plans, SSDs and DAs being submitted, approved and a few constructed throughout the precinct.

- Most proposals consist of shop top/mixed use development with a retail or commercial ground floor and residential uses above. The majority of these developments exceed the base WLEP height controls by tapping into the bonus provisions available under the Housing SEPP.
- The built form character for new and proposed shop top/mixed use development varies - ranging from 2-4 storey podiums to tower to ground arrangements, contributing to the changing character of Flinders Street.
- There are a large number of strata title sites, particularly along the eastern side of Flinders Street where it adjoins with the existing R1 General Residential zone. Most of these consist of 3-4 storey walk up apartments are considered unlikely to change in the short to medium term.
- There are two sites that have been recently nominated to progress through the Housing Delivery Authority (HDA) pathway, which propose significant mixed use development.

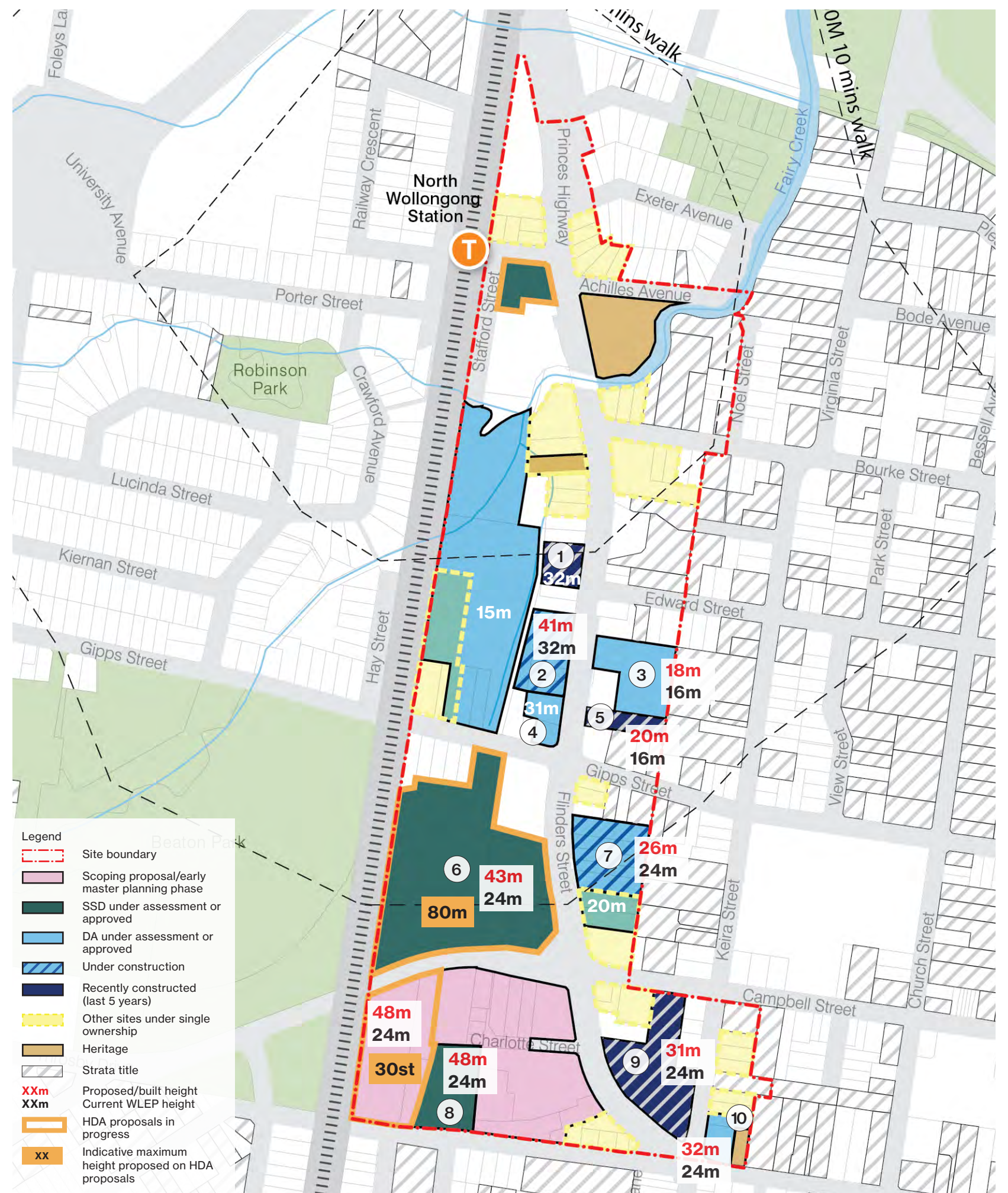


Figure 73. Development context map

Development context



① **22-26 Flinders Street, Wollongong**
Completed at the end of 2018, HOB 32m.



② **36 Flinders Street, Wollongong**
Currently under construction.



③ **19-23 Flinders Street, Wollongong**
Approved DA, HOB 18m.



④ **46 Flinders Street, Wollongong**
Approved DA.



⑤ **27 Flinders Street, Wollongong**
Completed at the beginning of 2023, HOB 20m.



⑥ **73-75 Gipps Street and 60-74 Flinders Street, Wollongong**
Currently under review HOB 43-80m.



⑦ **35-43 Flinders Street, Wollongong**
Currently under construction, HOB 26m.



⑧ **120 Smith Street (Stage 1), Wollongong**
Approved SSDA.



⑨ **83 Campbell Street and 65-73 Flinders Street, Wollongong**
Completed at the end of 2020, HOB 31m.



⑩ **81 Keira Street, Wollongong**
Partially approved DA. Additional alterations and levels currently under investigation.

A.10 Lot types

Lot sizes

The Flinders Street Precinct has a variety of differing lot sizes ranging between small lots less than 1,000sqm to larger lots over 5,000sqm in size, which can support diverse building types and uses.

There are a number of large sites under single ownership that may be able to deliver significant renewal. Lot consolidation may need to be considered in some areas where there are smaller lots in order to enable feasible development.

Lot widths

Lot frontage widths smaller and greater than 20m have been mapped adjacent, which relates to the FSR clause 4.4A in the WLEP. The majority of the lots have a lot frontage width greater than 20m and would be able to trigger clause 4.4A for increased FSR. Sites with a lot frontage width less than 20m may need to consider lot amalgamation to broaden potential development opportunities including additional FSR.

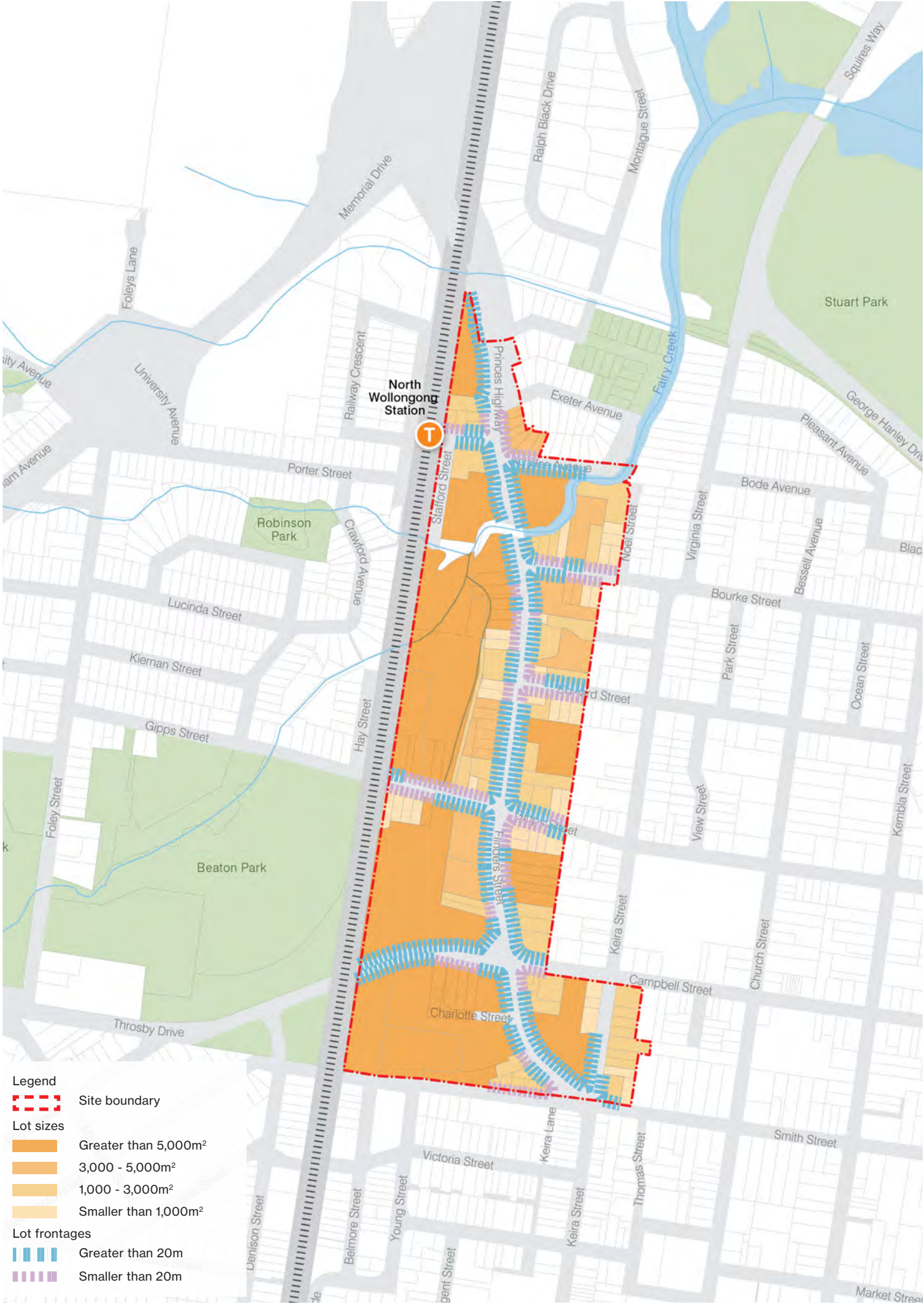
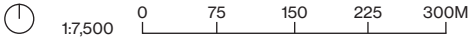


Figure 74. Lot size and frontage map



B

SCENARIO TESTING

B.1 Built form parameters

Building separation

Building Condition	Min. side setback	Min. rear setback
Commercial up to 24m	3m	9m
Commercial above 24m	6m	12m
Residential up 12m		
Habitable rooms	6m	6m
Non-habitable rooms	3m	4.5m
Residential 12-24m		
Habitable rooms	9m	9m
Non-habitable rooms	4.5m	4.5m
Residential above 24m		
Habitable rooms	12m	12m
Non-habitable rooms	6m	6m

Building efficiencies

- Ground level non-residential (shop-top) GBA to GFA efficiency is calculated at 60%.
- Ground and upper level warehouse / commercial GBA to GFA efficiency is calculated at 95%.
- Above ground non-residential GBA to GFA efficiency is calculated at 85%.
- Non-residential (non shop-top) GBA to GFA efficiency is calculated at 85%.
- Residential GBA to GFA efficiency is calculated at 75%.

Building height assumptions

Type / level	Height
Topography variations	0.5m
Sites requiring a freeboard above the 1% AEP	0.5 - 1m
Ground floor height	
Showroom / large format retail	7.5m
Warehouse	8.5m
General retail / commercial	5m
Typical floor heights	
Commercial	3.6m
Residential	3.2m

Note:

- Minor roof elements such as lift overruns have not been specifically modelled/tested and additional height may be needed in the final recommendation for height limits in the precinct.

Building typologies

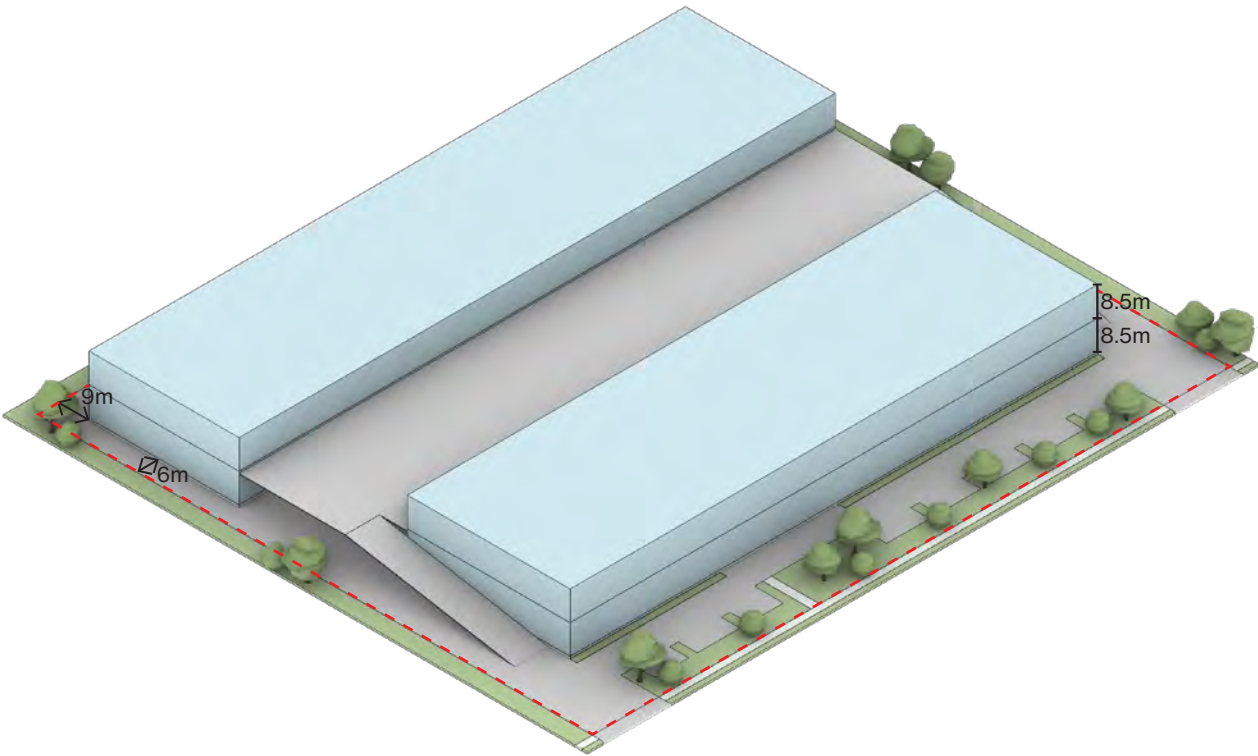


Figure 75. Typical warehouse typology

Warehouse typology

- 2 large warehouse levels with mezzanines.
- 4m setback from street frontage; site specific.
- 6m side setbacks from boundary
- 9m rear setback from boundary.
- 8.5m ground floor height and above ground floor height; warehouse
- In flood affected areas, floor levels will need to respond to flood requirements.

Built form parameters

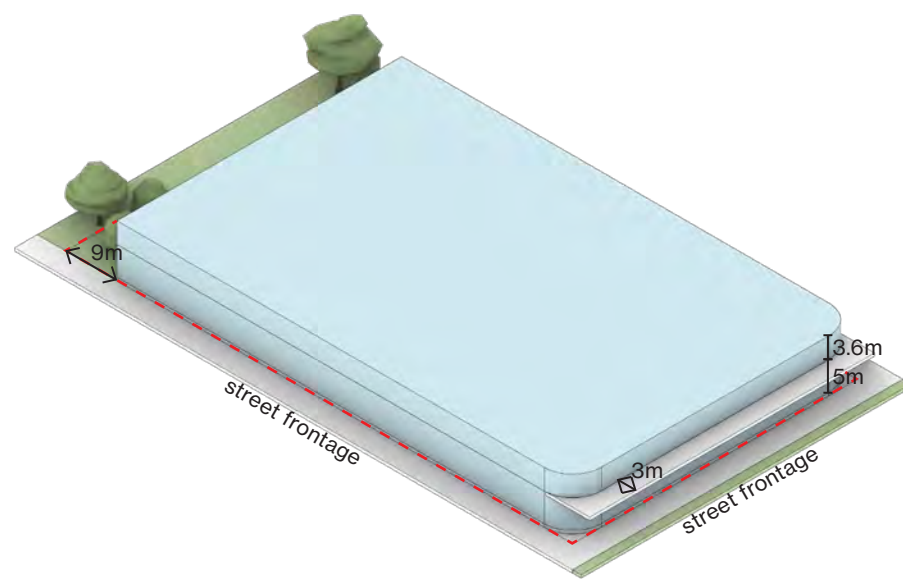


Figure 76. Typical commercial typology

Commercial typology

- Commercial-only.
- 3m awning; site specific.
- 0m setback from boundary; site specific.
- 9m rear setback from boundary.
- 5m ground floor height; general commercial / retail.
- 3.6m above ground floor height; commercial / retail.
- In flood affected areas, floor levels will need to respond to flood requirements.

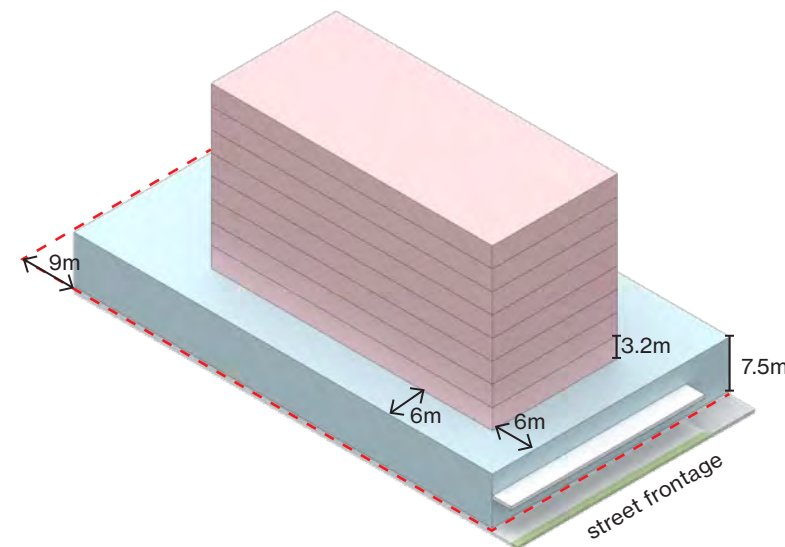


Figure 77. Typical shop top/mixed use typology

Shop top/mixed use typology

- Retail/commercial at ground with residential uses above.
- 0m side setbacks from boundary.
- 9m rear setback from boundary.
- 6m upper level setback along street frontage; site specific.
- 7.5m ground floor height; showroom / large format retail, or two storeys for smaller retail / commercial uses.
- 3.2m above ground floor height; residential.
- In flood affected areas, floor levels will need to respond to flood requirements.

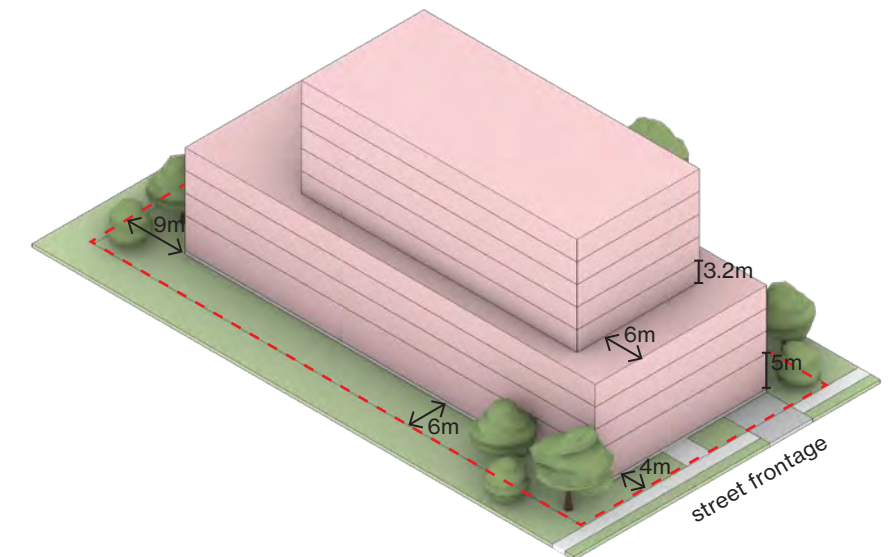


Figure 78. Typical residential typology

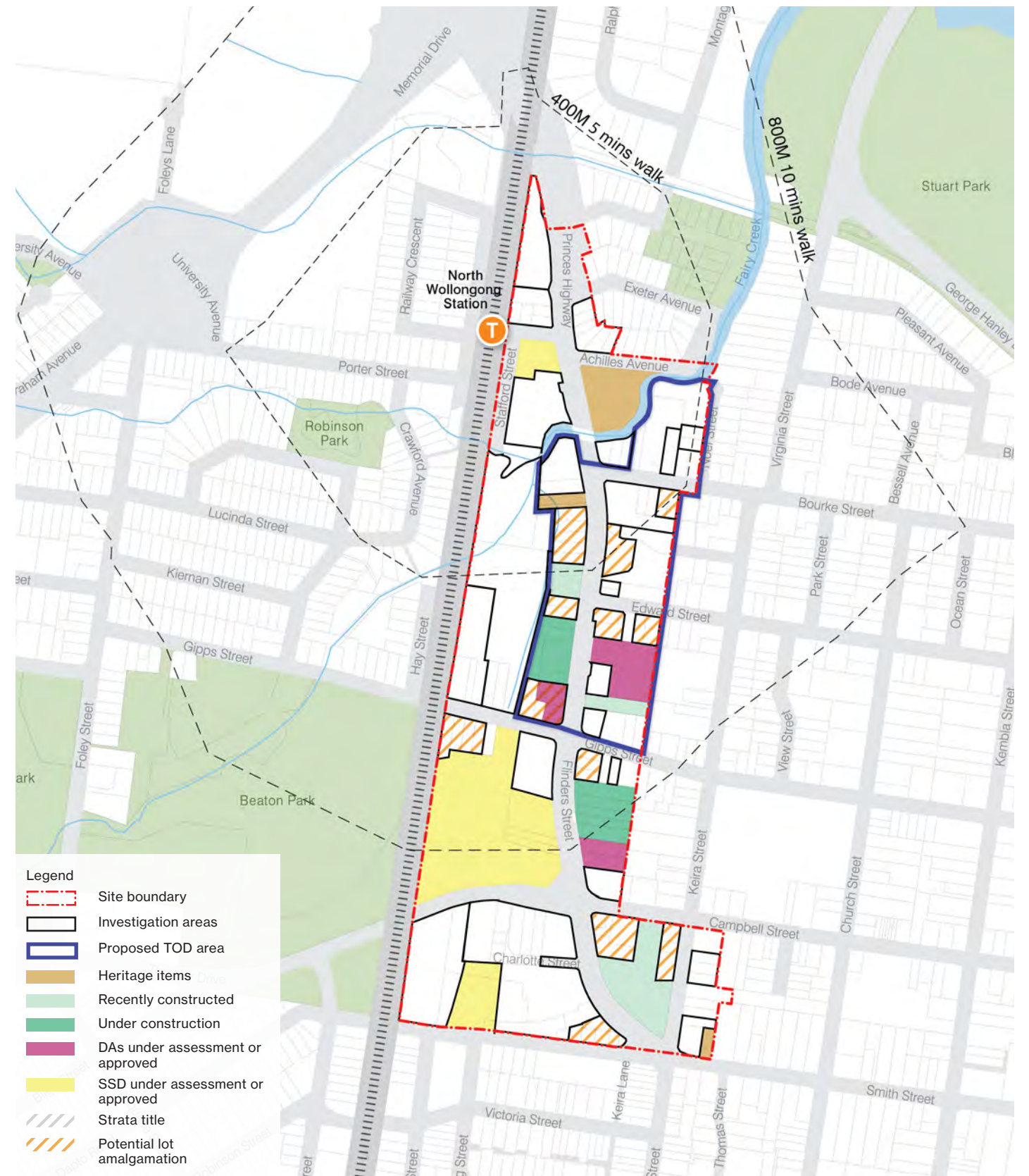
Residential typology

- Residential or retail/commercial at ground with residential uses above.
- 4m setback from street frontage; site specific.
- 6m side setbacks from boundary.
- 9m rear setbacks from boundary.
- 3-6m upper level setback along street frontage; site specific.
- min. 3m upper level setbacks on the rear and sides.
- 5m ground floor height.
- 3.2m above ground floor height; residential.
- In flood affected areas, floor levels will need to respond to flood requirements.

B.2 Approach to scenario testing

The following considerations have informed scenario testing for the Flinders Street Precinct.

- Areas excluded from testing:
 - Strata title lots as these areas are considered unlikely to change.
 - Development under construction or recently constructed.
 - Approved Development Applications.
 - SSDs under assessment or approved.
 - Heritage items are retained.
- The area between Bourke and Gipps Street is proposed to under TOD SEPP controls which includes a maximum height of 22m and 24m for residential and shop top housing, respectively, and maximum 2.5:1 FSR. However the height controls in some areas already exceed the TOD control.
- Potential lot amalgamation for remaining lots to achieve a more feasible lot size.
- Land use:
 - Areas north of Fairy Creek proposed to be retained as commercial-only uses given significant flood constraints.
 - Areas west of Fairy Creek i.e. existing Kennards Storage site, to be retained as warehousing.
 - Lots along Flinders Street to be tested as shop top/mixed use development.
 - The block between Throsby Drive and Smith Street to be tested as shop top/mixed use development.



B.3 Overview of scenarios

Scenario 1 - Base case under current controls

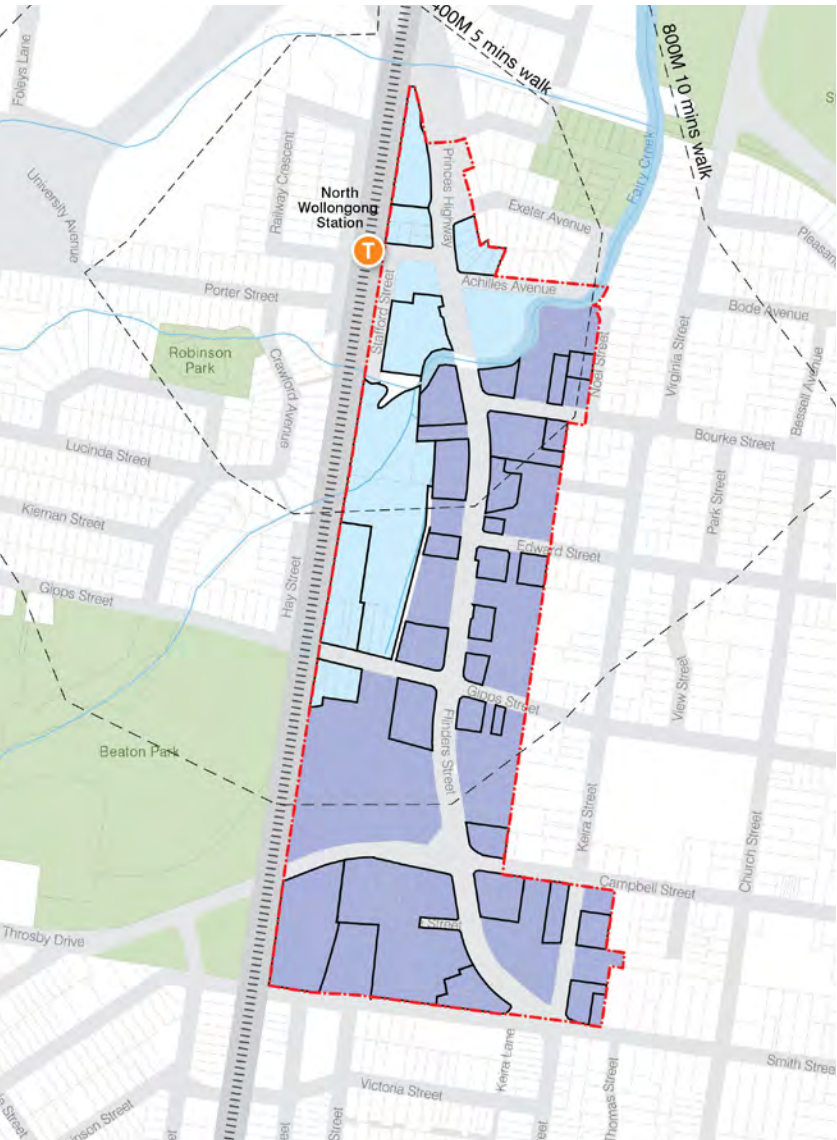


Figure 80. Scenario 1 - Base case approach

- Legend
- Site boundary
 - Investigation areas
 - Commercial focus
 - Mixed use focus

Scenario 2 - Proposed controls

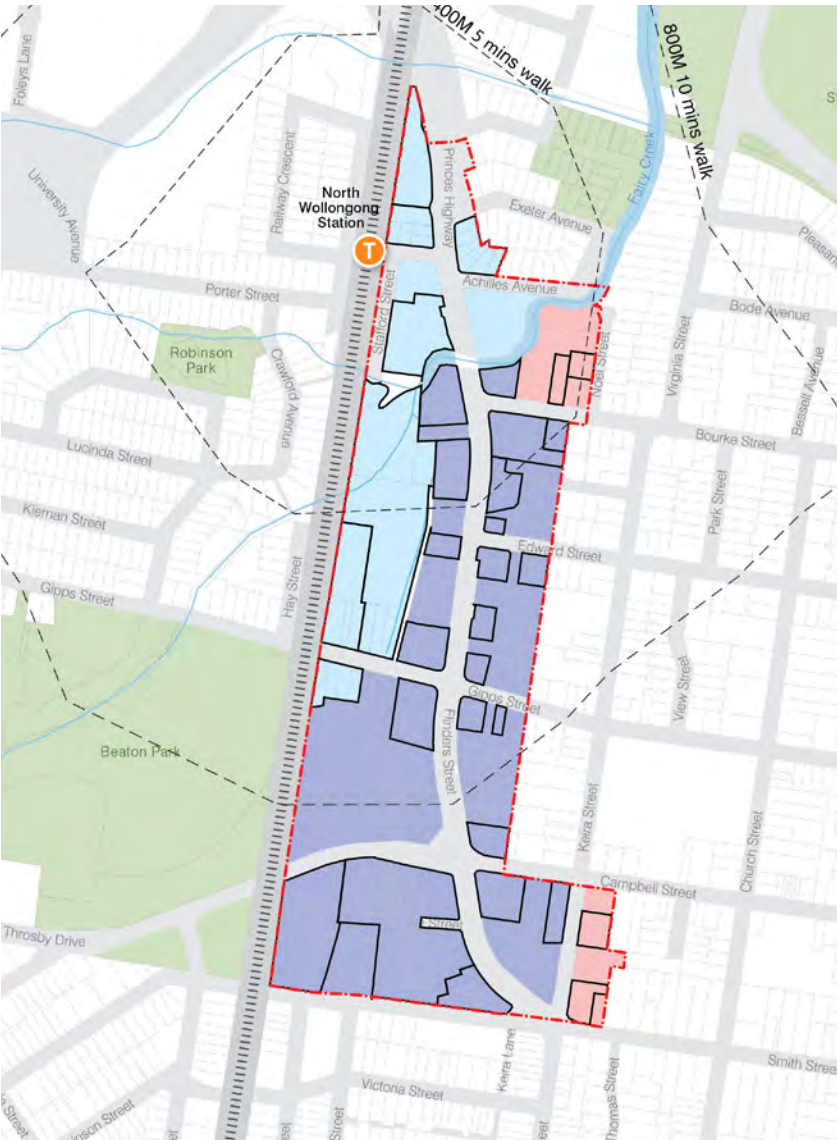


Figure 81. Scenario 2 - Proposed controls approach

- Legend
- Site boundary
 - Investigation areas
 - Commercial focus
 - Mixed use focus
 - Residential

- Assumptions:
- Same assumptions as Scenario 1 except:
- Sites to the east of Keira Street and north of Bourke Street are assumed to be residential.
 - Proposed increase in building height in key areas.

B.4 Scenario 1

A base case scenario was tested to understand the development capacity under controls. This will inform proposed changes to controls identified in Scenario 2. An overview of the testing outcomes is provided on the following pages.

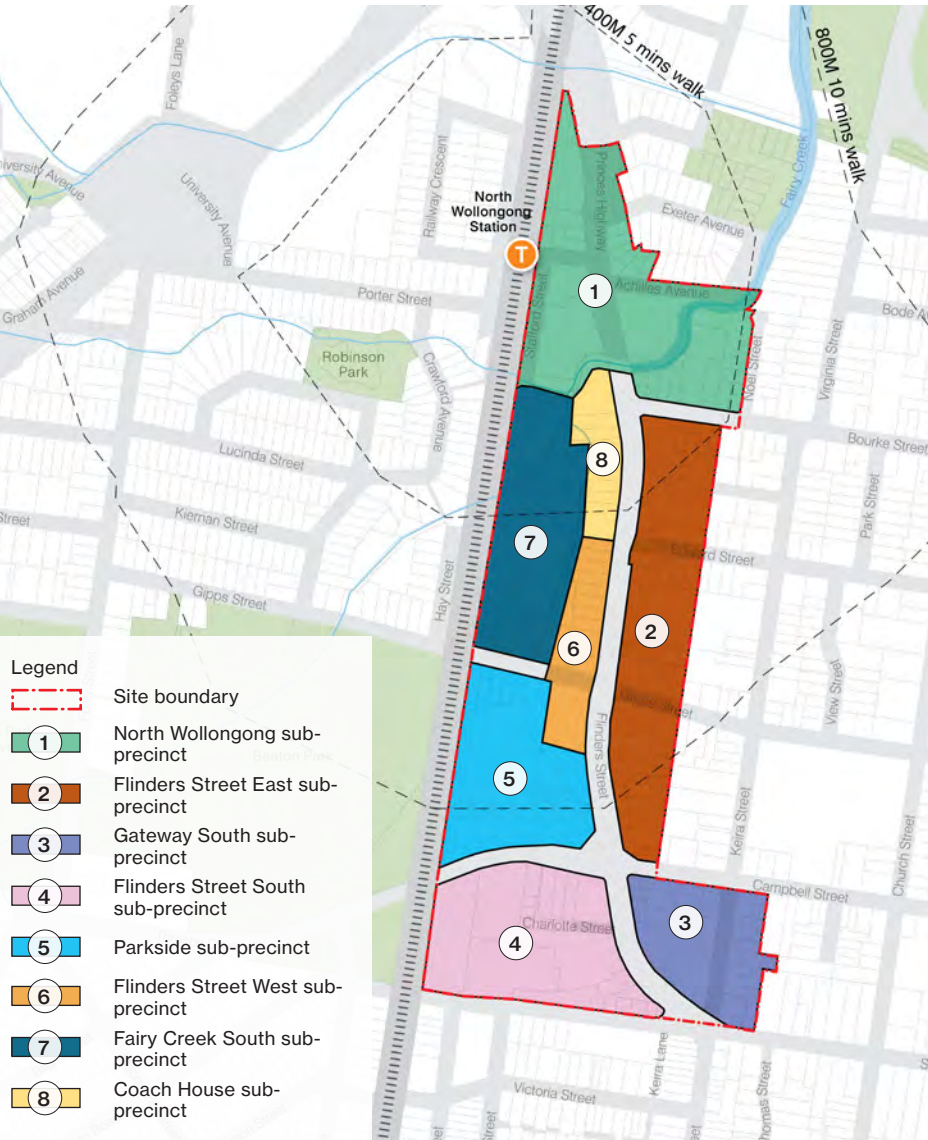


Figure 82. Sub-precincts key plan

Key findings from testing	Summary of Height/FSR outcomes
1 <u>North Wollongong sub-precinct</u> - Additional controls required on specific sites to protect view corridor from Bourke Street to Mount Keira. - Area significantly impacted by flooding. Areas with high flooding risk are unsuitable for residential uses, and are retained as commercial-only use. - Potential development lots along Bourke and Noel Streets restricted by size and strata to redevelop.	- FSR generally not achievable within height limit in commercial-only areas. - FSR generally not achievable within height limit in residential and mixed use areas. - TOD FSR controls generally not achievable within the TOD height limit.
2 <u>Flinders Street East sub-precinct</u> - Additional controls required on specific sites to protect view corridor from Gipps Street to Mount Keira. - Potential development lots restricted by size and strata to redevelop.	TOD FSR controls generally not achievable within the TOD height limit.
3 <u>Gateway South sub-precinct</u> Potential development lots restricted by size and strata to redevelop.	FSR generally not achievable within height limit in residential and mixed use areas.
4 <u>Flinders Street South sub-precinct</u> - Additional controls required on specific sites to protect view corridor from intersection of Smith, Keira and Flinders Street to Mount Keira. - Area impacted by flooding.	FSR generally not achievable within height limit.
5 <u>Parkside sub-precinct</u> Area largely occupied by Bunnings SSD site - proposed mixed use development.	FSR generally not achievable within height limit.
6 <u>Flinders Street West sub-precinct</u> Additional controls required on specific sites to protect view corridor from Gipps Street to Mount Keira.	WLEP height controls currently exceed the TOD height control, however the FSR controls are generally not achievable.
7 <u>Fairy Creek South sub-precinct</u> - Area best suited for low scale warehouses. - Area greatly impacted by flooding.	Height and FSR unlikely to be achieved through warehouse development.
8 <u>Coach House sub-precinct</u> - Additional controls required on specific sites to protect view corridor from Bourke Street to Mount Keira. - Area greatly impacted by flooding, particularly at the rear of the lots.	WLEP height controls currently exceed the TOD height control, however the FSR controls are generally not achievable.

Scenario 1



Scenario 1

Height and FSR outcomes matrix

No.	Type	Existing HOB	Existing FSR	Additional 30% HOB	Additional 30% FSR	Achievable HOB	Achievable FSR
1	Commercial	9m	3:1	-	-	8.0m (2 S.)	0.72:1
2	Commercial	9m	3:1	-	-	8.0m (2 S.)	1.15:1
3	Commercial	9m	3:1	-	-	8.0m (2 S.)	0.84:1
4	Commercial	32m	3:1	-	-	8.0m (2 S.)	0.65:1
5	Commercial	32m	3:1	-	-	21.5m (2 S.)	0.52:1
6	Commercial	32m	3:1	-	-	20.5m (2 S.)	1.19:1
7	Commercial	24m	3:1	-	-	20.5m (2 S.)	1.62:1
8	Shop-top	16m	2.6:1	20.8m	3.4:1	18.6m (4 S.)	1.91:1
9	Shop-top	24m	2.5:1	31.2m	3.3:1	27.9m (8 S.)	2.28:1
10	Shop-top	24m	2.5:1	31.2m	3.3:1	30.4m (8 S.)	1.60:1
11	Shop-top	24m	2.5:1	31.2m	3.3:1	30.4m (8 S.)	2.27:2
12	Shop-top	32m	2.6:1	41.6m	3.4:1	41.0m (11 S.)	1.68:1
13	Shop-top	32m	2.6:1	41.6m	3.4:1	41.0m (11 S.)	1.15:1
14	Shop-top	24m	2.5:1	31.2m	3.3:1	30.4m (8 S.)	1.39:1
15	Shop-top	16m	1.5:1	20.8m	2.0:1	17.6m (4 S.)	1.01:1
16	Shop-top	32m	1.5:1	41.6m	2.0:1	24.0m (6 S.)	1.82:1
17	Shop-top	24m	2.5:1	31.2m	3.3:1	30.4m (8 S.)	1.84:1
18	Shop-top	24m	2.5:1	31.2m	3.3:1	30.4m (8 S.)	1.63:1
19	Shop-top	24m	2.5:1	31.2m	3.3:1	30.4m (8 S.)	1.47:1
20	Shop-top	32m	2.6:1	41.6m	3.4:1	30.4m (8 S.)	3.16:1
21	Shop-top	24m	2.5:1	31.2m	3.3:1	20.8m (5 S.)	1.05:1
22	Shop-top	24m	2.6:1	31.2m	3.4:1	30.4m (8 S.)	1.87:1
23	Shop-top	24m	2.6:1	31.2m	3.4:1	30.4m (8 S.)	1.82:1
24	Shop-top	24m	2.6:1	31.2m	3.4:1	30.4m (8 S.)	2.05:1
25	Shop-top	24m	2.6:1	31.2m	3.4:1	28.2m (7 S.)	1.50:1
26	Shop-top	24m	2.6:1	31.2m	3.4:1	28.2m (7 S.)	1.33:1
27	Shop-top	24m	2.6:1	31.2m	3.4:1	30.4m (8 S.)	1.81:1
28	Shop-top	24m	2.6:1	31.2m	3.4:1	30.4m (8 S.)	2.52:1
29	Shop-top	24m	2.6:1	31.2m	3.4:1	31.1m (9 S.)	2.61:1
30	Shop-top	24m	2.6:1	31.2m	3.4:1	31.1m (9 S.)	2.32:1
31	Shop-top	24m	2.6:1	31.2m	3.4:1	31.1m (9 S.)	2.16:1

Figure 85. Scenario 1 - Height and FSR outcomes matrix

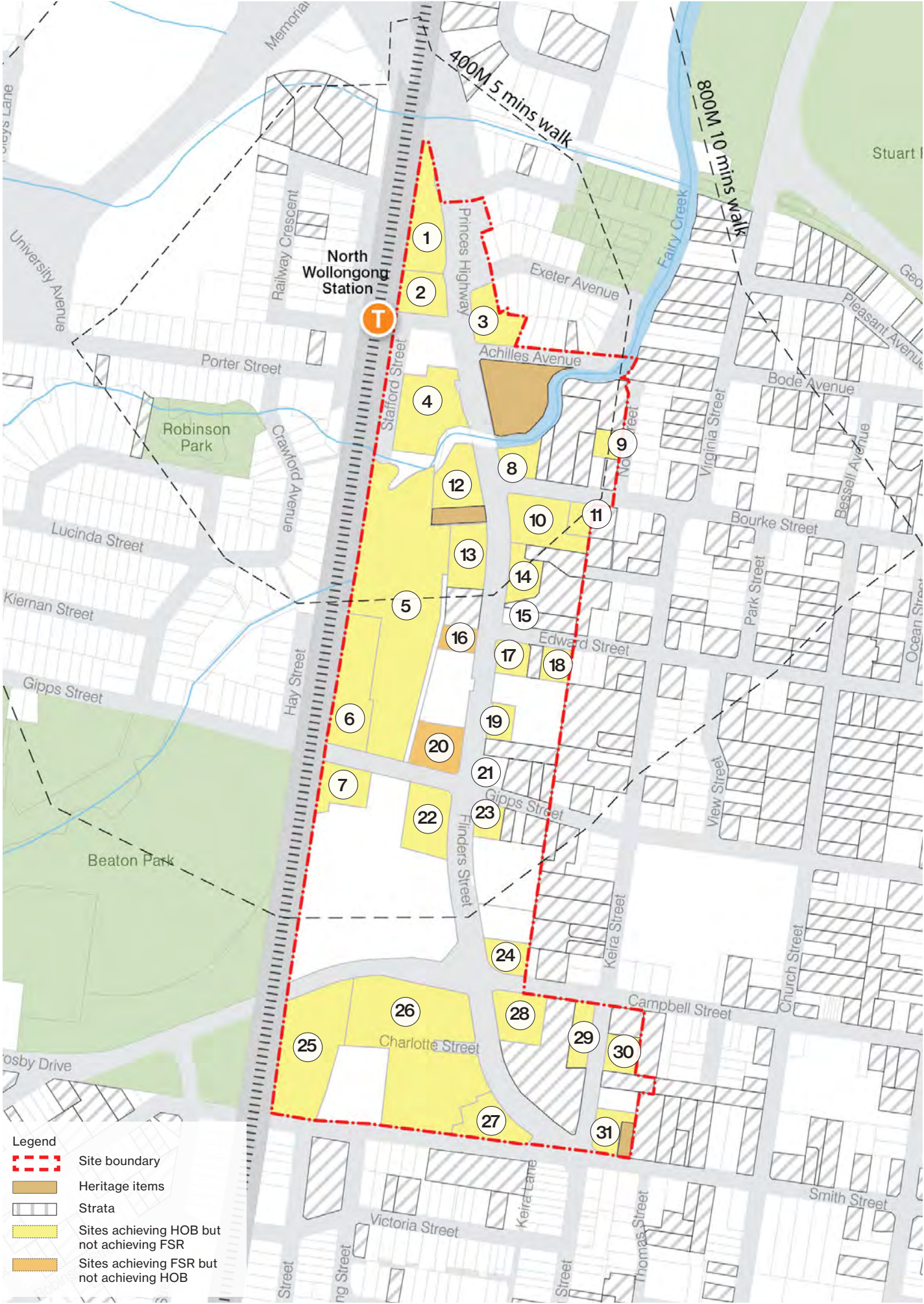


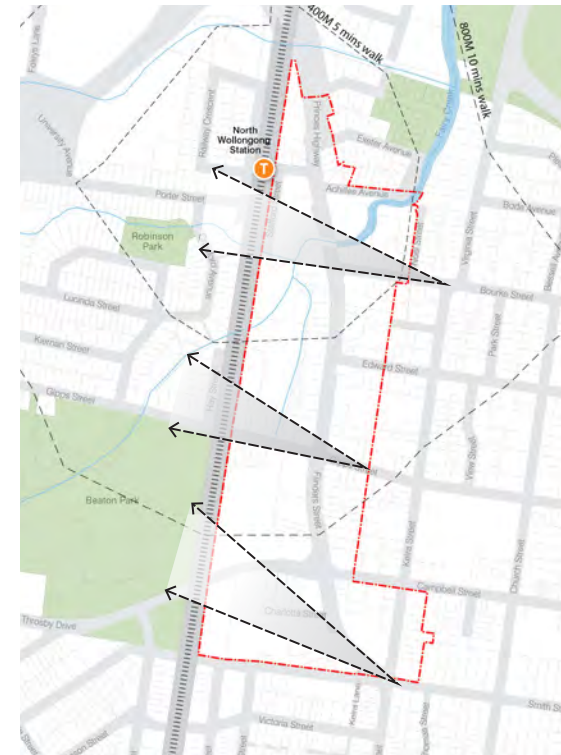
Figure 84. Scenario 1 - Key plan

Scenario 1

Views towards Mount Keira

New development may impact views towards Mount Keira from key streets. Additional controls may be required to inform the retention of nominated view corridors. These protected view corridors are:

- View corridor along Bourke Street. This corridor restricts the height of site 4 (behind site 8) and site 8 and requires a northern upper level setback on site 12.
- View corridor along Gipps Street. This corridor restricts the heights of sites 5, 6, 20 and 21.
- View corridor at the intersection of Flinders, Smith and Keira Streets. This corridor restricts the heights of sites 25 and 26 and requires an upper level setback on site 27.



Key plan - view locations

View from Gipps Street looking west towards Mount Keira



Figure 86. Scenario 1 - Gipps Street view

View from Bourke Street looking west towards Mount Keira

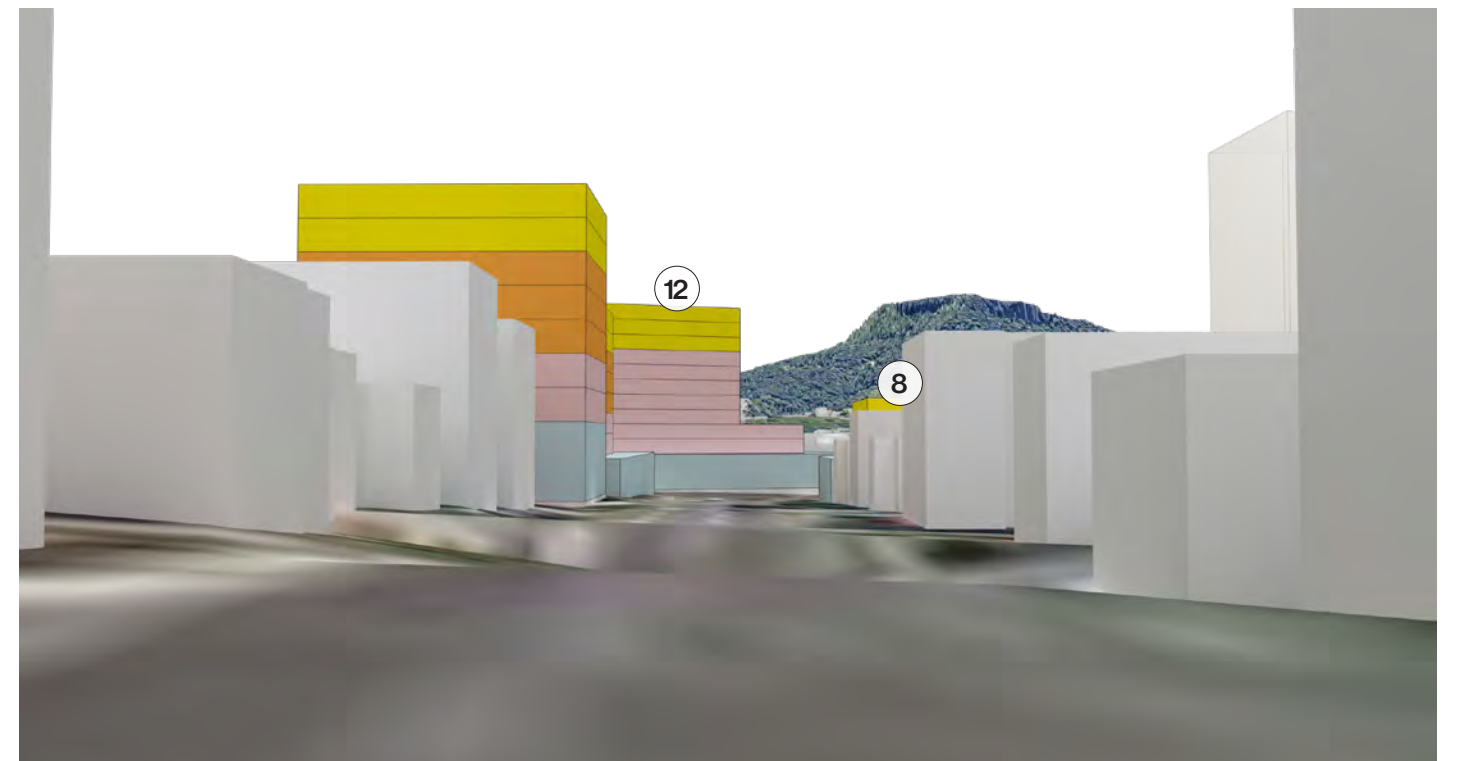


Figure 87. Scenario 1 - Bourke Street view

View from intersection of Flinders/Smith/Keira Street looking west towards Mount Keira

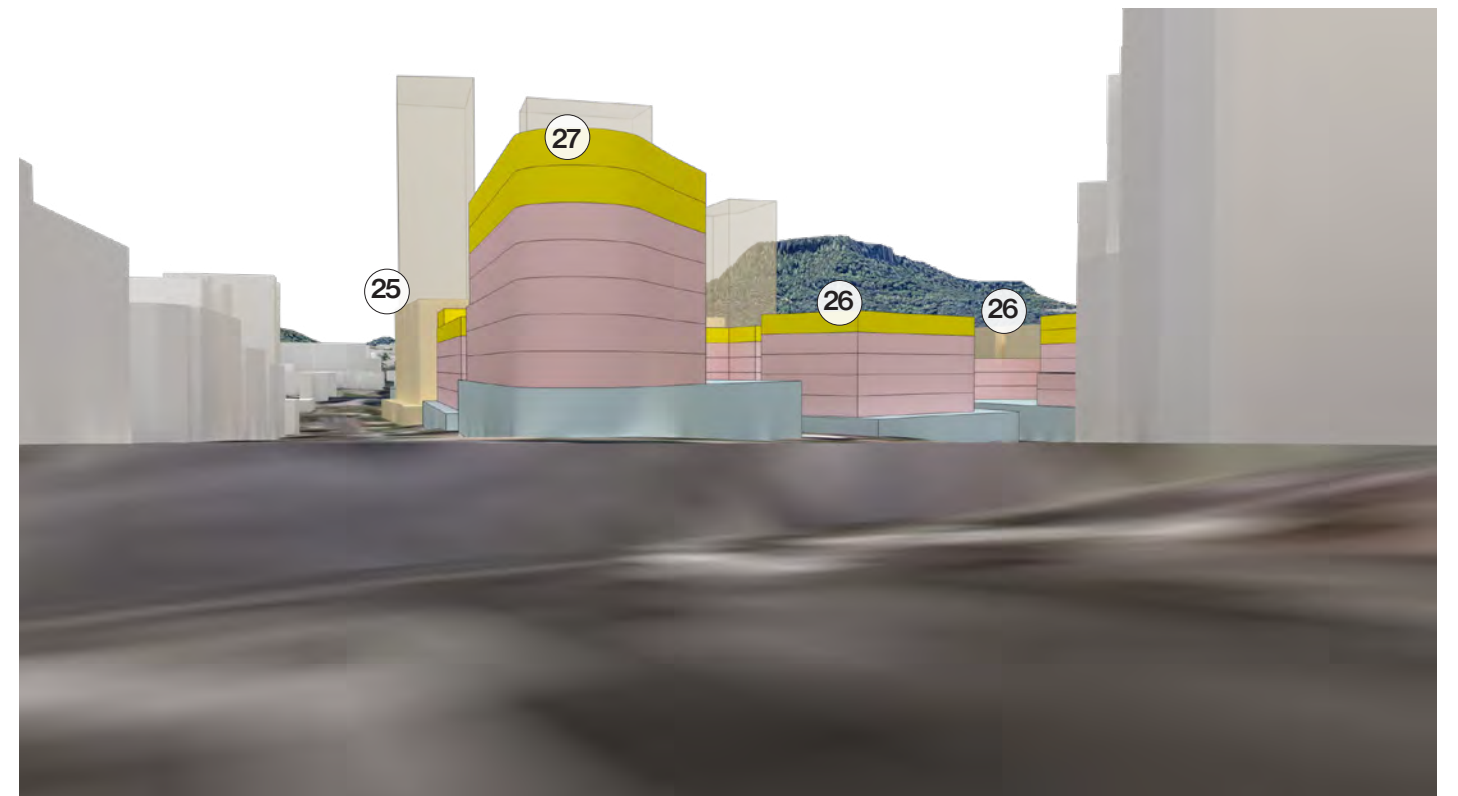


Figure 88. Scenario 1 - Smith Street view

B.5 Scenario 2

A proposed scenario has been iteratively developed to test increases in the base controls. Generally there is no proposed increase to FSR, except those areas that are nominated to fall under TOD controls. Additional height in key areas can assist in achieving development potential under the FSR controls, while enabling built form outcomes that consider building separation, deep soil, variation in form and views.

- Key outcomes**
- Opportunity for increased height along the eastern side of Flinders Street between Bourke and Campbell Streets to match the western side, helping to define the streetscape character along Flinders Street. Parts of this area is also nominated as a TOD area, where proposed increases in height above the TOD control can provide flexibility in development outcomes to meet a base 2.5:1 FSR under TOD.
 - Opportunity for increased height on key sites e.g. Smith Street, corner of Gipps and Flinders Street, and corner of Bourke and Flinders Street, to provide variation in built form and create marker buildings on key intersections.
- For further information see 6.4 Sub-precinct outcomes.

Sub-precinct	Proposed zone change	Increased HOB	Increased FSR	Review setbacks and street frontage height
1 North Wollongong	● partial	● partial (TOD)	● partial (TOD)	●
2 Flinders Street East	●	●	● TOD	●
3 Gateway South	●	● partial	●	●
4 Flinders Street South	● partial	● partial	●	●
5 Parkside	●	●	●	●
6 Flinders Street West	●	● partial	●	●
7 Fairy Creek South	●	●	●	●
8 Coach House	●	●	●	●

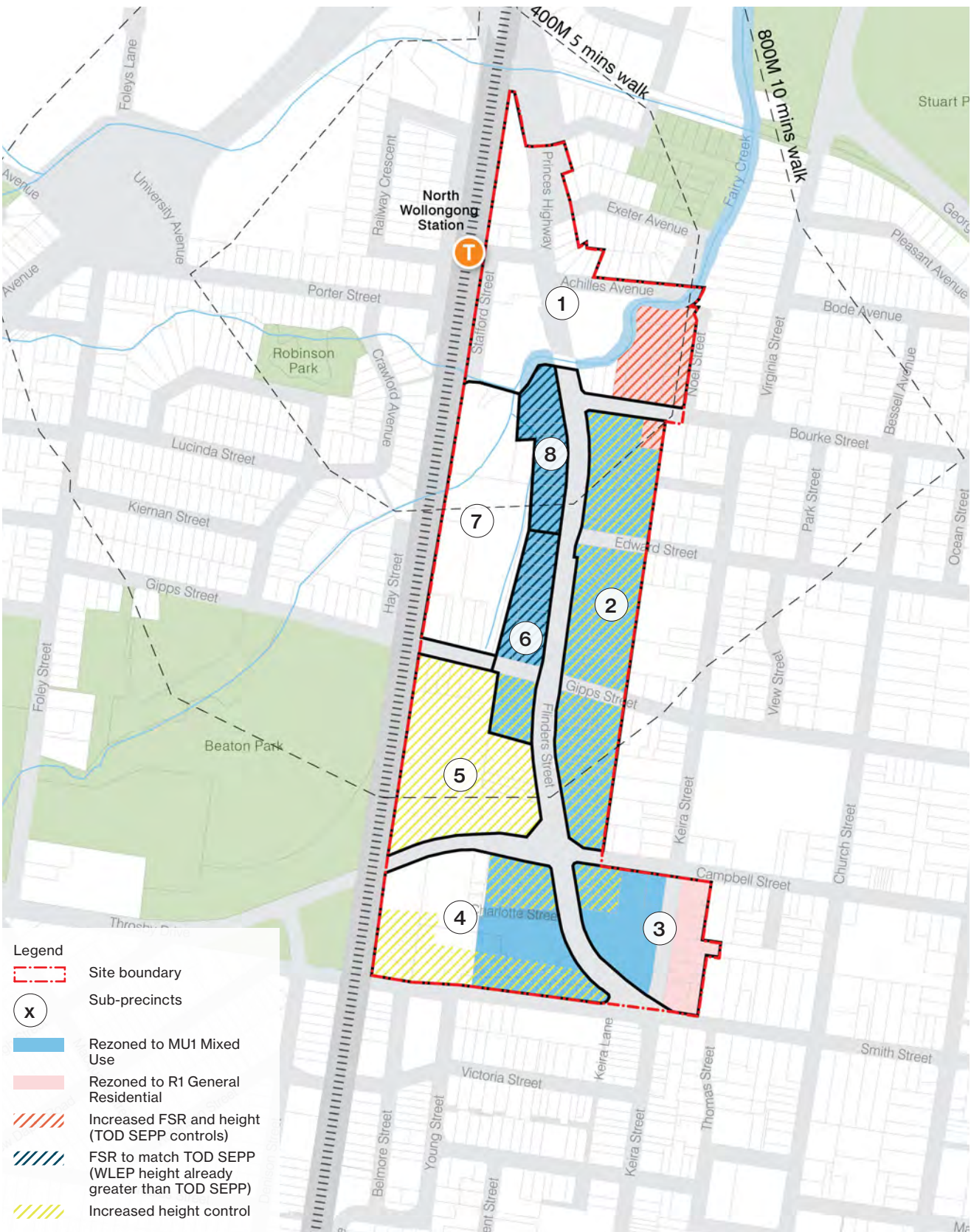


Figure 89. Scenario 2 - Overview of recommendations

Scenario 2

Scenario 2 (proposed)



Figure 90. Scenario 2 (proposed) - built form testing

Scenario 2

Height and FSR outcomes matrix

No.	Type	Existing HOB	Proposed HOB	Existing FSR	Additional 30% HOB	Additional 30% FSR	Achievable HOB	Achievable FSR
1	Commercial	9m	-	3:1	-	-	8.0m (2 S.)	0.72:1
2	Commercial	9m	-	3:1	-	-	8.0m (2 S.)	1.15:1
3	Commercial	9m	-	3:1	-	-	8.0m (2 S.)	0.84:1
4	Commercial	32m	-	3:1	-	-	8.0m (2 S.)	0.65:1
5	Commercial	32m	-	3:1	-	-	21.5m (2 S.)	0.52:1
6	Commercial	32m	-	3:1	-	-	20.5m (2 S.)	1.19:1
7	Commercial	24m	-	3:1	-	-	20.5m (2 S.)	1.62:1
8	Shop-top	16m	-	2.6:1	20.8m	3.4:1	18.6m (4 S.)	1.19:1
9	Shop-top	24m	-	2.5:1	38.6m	3.3:1	27.9m (8 S.)	2.28:1
10	Shop-top	24m	40m	2.5:1	52.0m	3.3:1	49.6m (14 S.)	2.41:1
11	Shop-top	24m	-	2.5:1	28.6m	3.3:1	27.9m (8 S.)	2.27:1
12	Shop-top	32m	-	2.6:1	41.6m	3.4:1	41.0m (11 S.)	1.68:1
13	Shop-top	32m	-	2.6:1	41.6m	3.4:1	41.0m (11 S.)	1.15:1
14	Shop-top	24m	32m	2.5:1	41.6m	3.3:1	40.0m (11 S.)	1.87:1
15	Shop-top	16m	32m	1.5:1	41.6m	2.0:1	17.6m (4 S.)	1.01:1
16	Shop-top	32m	-	1.5:1	41.6m	2.0:1	24.0m (6 S.)	1.82:1
17	Shop-top	24m	32m	2.5:1	41.6m	3.3:1	40.0m (11 S.)	2.51:1
18	Shop-top	24m	32m	2.5:1	41.6m	3.3:1	40.0m (11 S.)	2.21:1
19	Shop-top	24m	32m	2.5:1	41.6m	3.3:1	40.0m (11 S.)	2.00:1
20	Shop-top	32m	-	2.6:1	41.6m	3.4:1	30.4m (8 S.)	3.16:1
21	Shop-top	24m	-	2.5:1	39.0m	3.3:1	20.8m (5 S.)	1.05:1
22	Shop-top	24m	40m	2.6:1	52.0m	3.4:1	49.6m (14 S.)	2.57:1
23	Shop-top	24m	32m	2.6:1	41.6m	3.4:1	40.0m (11 S.)	2.46:1
24	Shop-top	24m	32m	2.6:1	41.6m	3.4:1	40.0m (11 S.)	2.78:1
25	Shop-top	24m	40m	2.6:1	52.0m	3.4:1	50.6m (14 S.)	2.22:1
26	Shop-top	24m	40m	2.6:1	52.0m	3.4:1	50.6m (14 S.)	1.66:1
27	Shop-top	24m	40m	2.6:1	52.0m	3.4:1	49.6m (14 S.)	3.14:1
28	Shop-top	24m	32m	2.6:1	41.6m	3.4:1	40.0m (11 S.)	3.25:1
29	Shop-top	24m	-	2.6:1	31.2m	3.4:1	31.1m (9 S.)	2.61:1
30	Shop-top	24m	-	2.6:1	31.2m	3.4:1	31.1m (9 S.)	2.32:1
31	Shop-top	24m	-	2.6:1	31.2m	3.4:1	31.1m (9 S.)	2.16:1

Figure 91. Scenario 2 - Height and FSR outcomes matrix

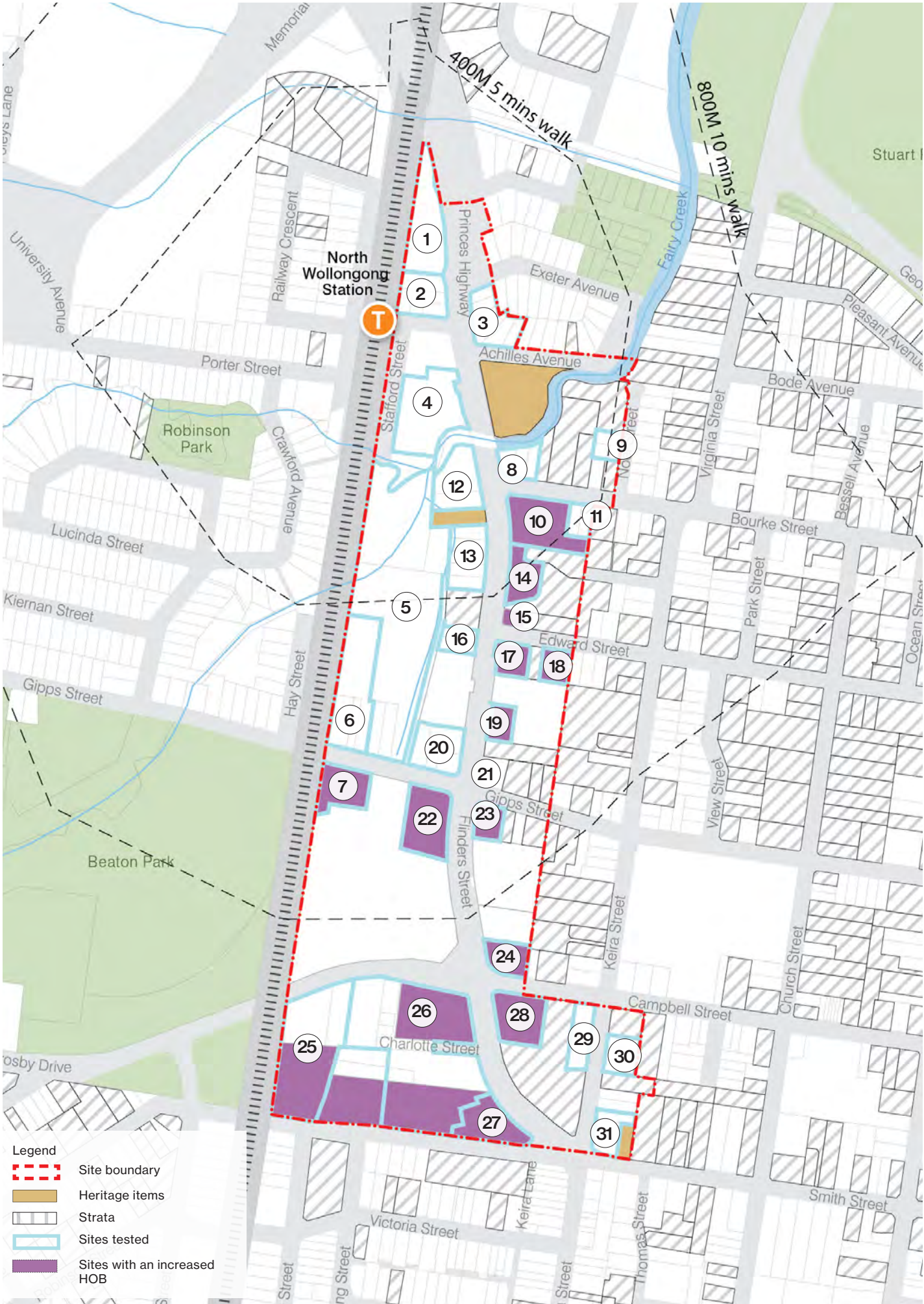


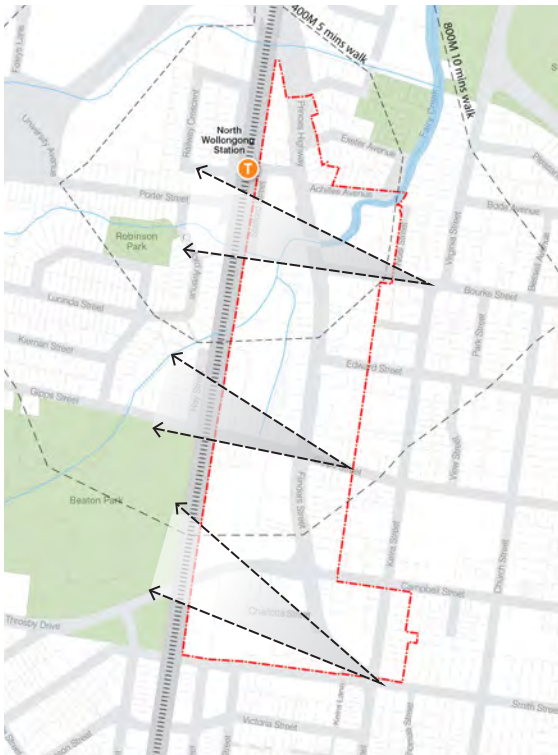
Figure 92. Scenario 2 - Key plan

Scenario 2

Views towards Mount Keira

Views towards Mount Keira from key streets may be restricted by new development. Additional controls may be required to inform the retention of nominated view corridors. These additional controls are:

- 12 Requires approximately a 40m setback from the northern boundary, with a maximum height of 15m (approx. 3 storeys).
- 8 Maximum building height of 17m (approx. 4 storeys).
- 6 Maximum building height of 32m (approx. 8 storeys).
- 5 Maximum building height of 32m (approx. 8 storeys).
- 20 Maximum building height of 32m (approx. 8 storeys).
- 21 Maximum building height of 20m (approx. 5 storeys).
- 26 Maximum building height of 24m (approx. 6 storeys).



Key plan - view locations

View from Gipps Street looking west towards Mount Keira

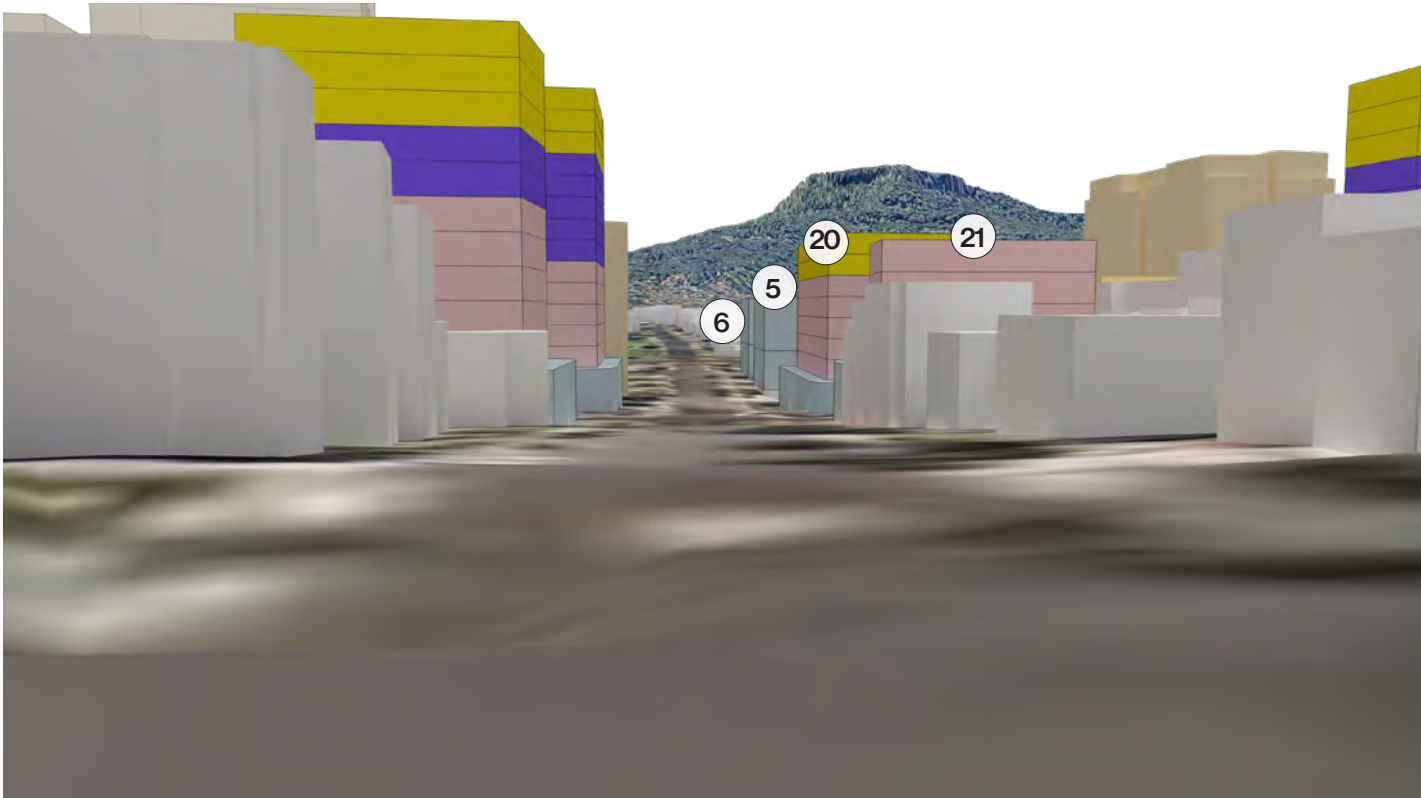


Figure 93. Scenario 2 - Gipps Street view

View from Bourke Street looking west towards Mount Keira



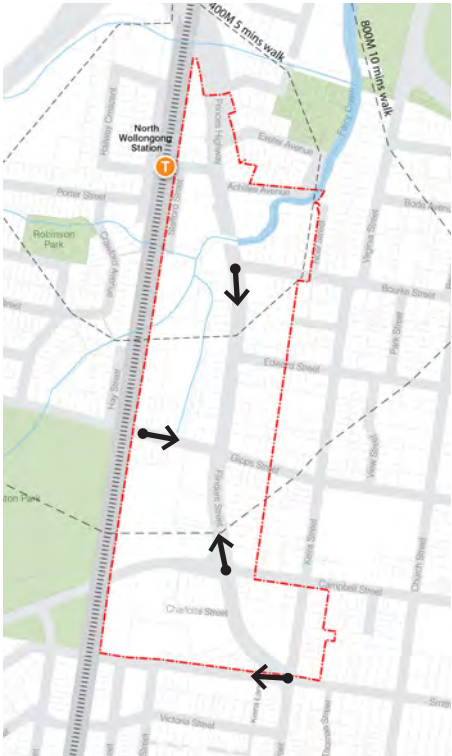
Figure 94. Scenario 2 - Bourke Street view

View from intersection of Flinders/Smith/Keira Street looking west towards Mount Keira



Figure 95. Scenario 2 - Smith Street view

Scenario 2



Key plan - view locations

View from Flinders Street near Throsby Drive looking north

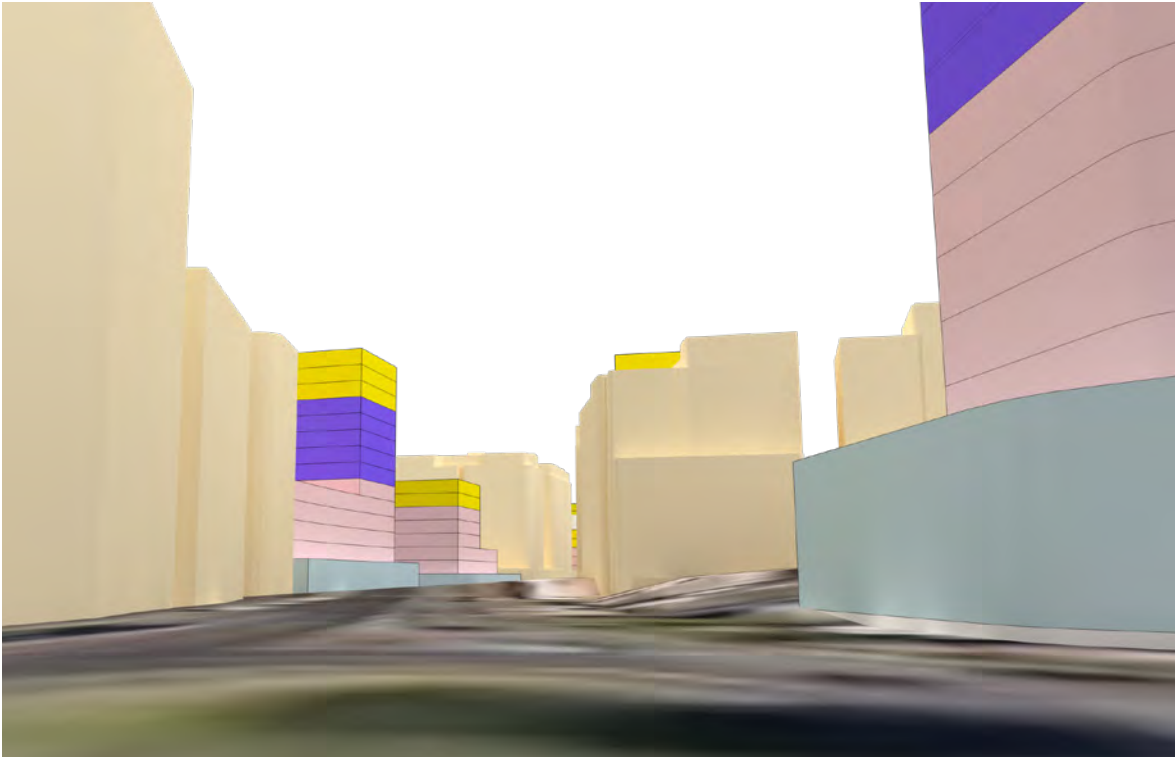


Figure 96. Scenario 2 - View form Flinders Street near Throsby Drive

View from Flinders Street near Bourke Street looking south

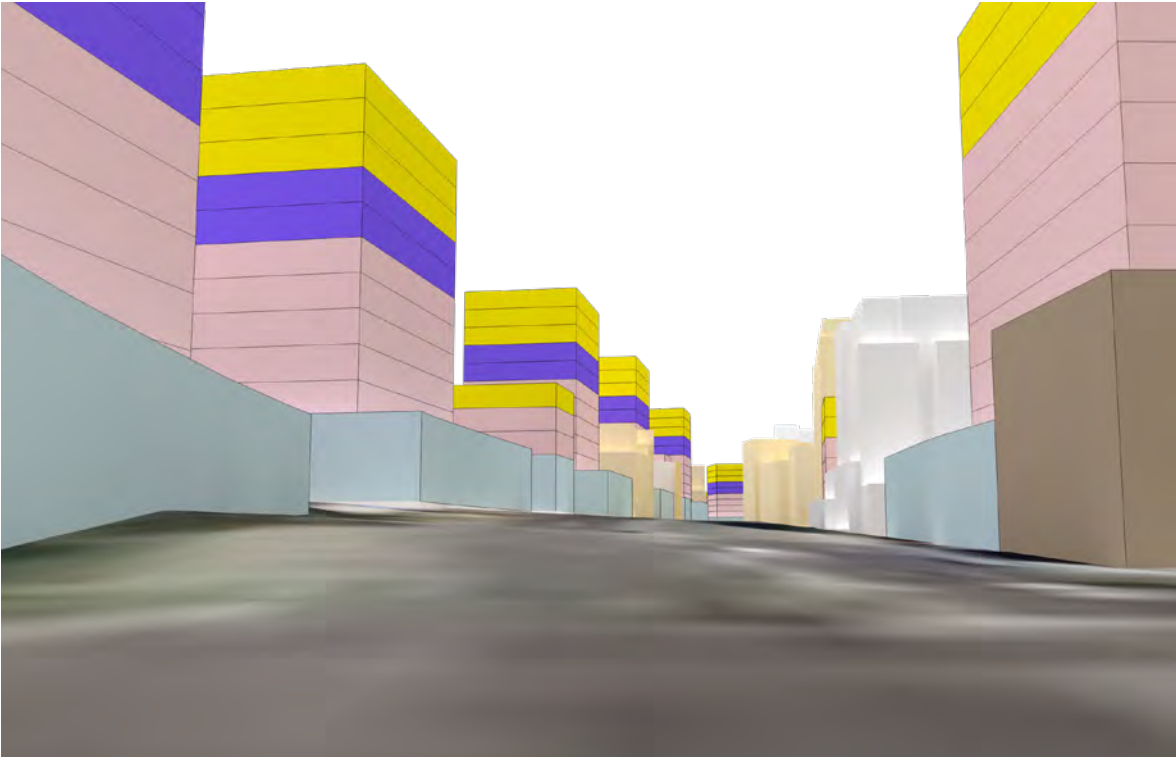


Figure 98. Scenario 2 - View from Flinders Street near Bourke Street

View from Gipps Street looking east

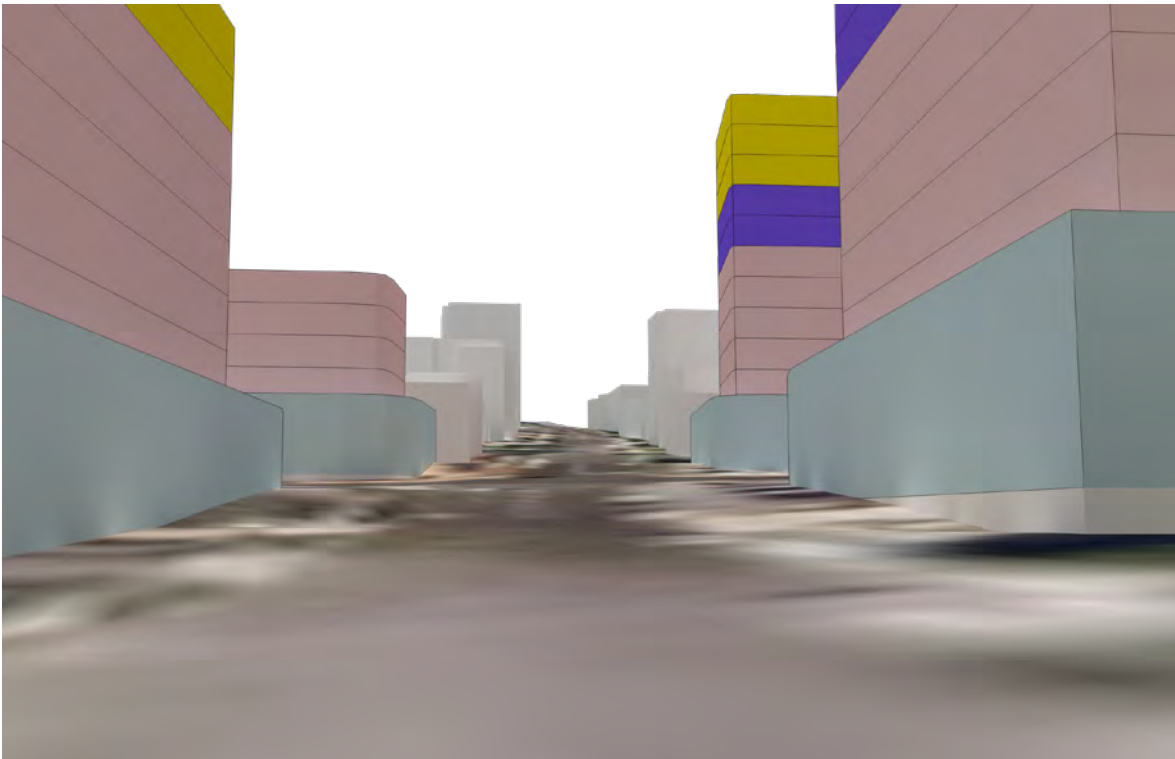


Figure 97. Scenario 2 - View from Gipps Street

View from Smith Street looking west

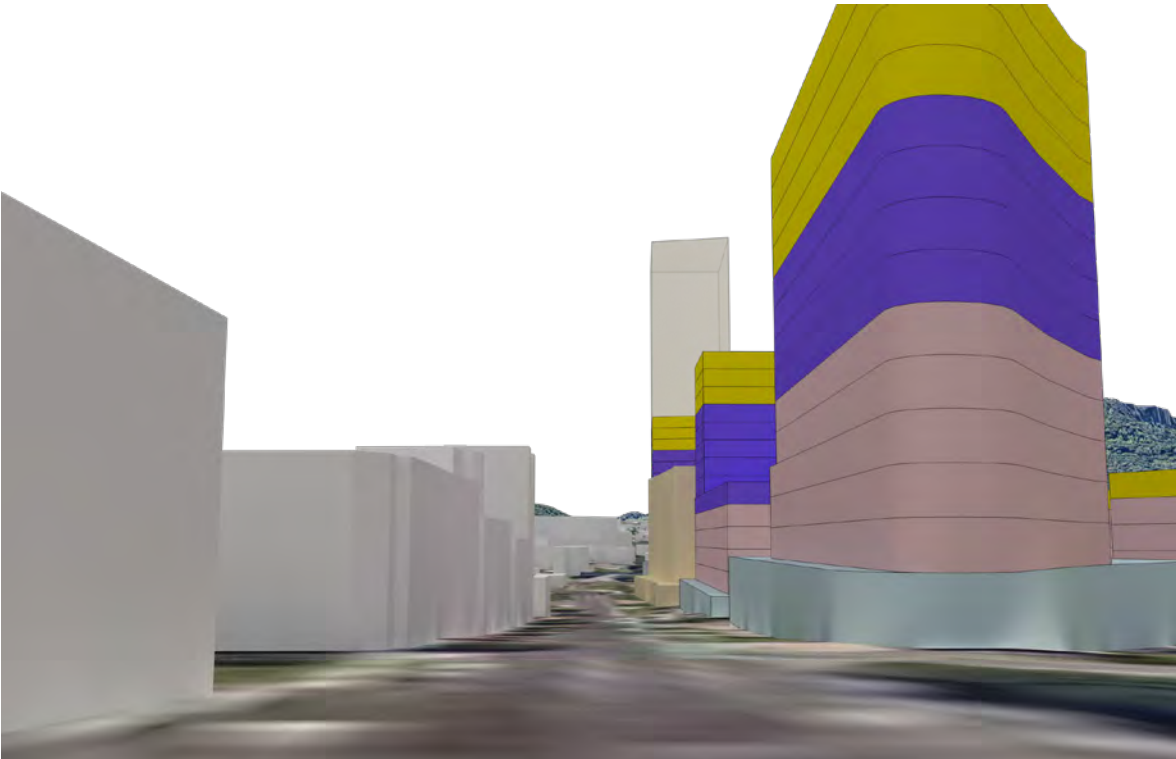


Figure 99. Scenario 2 - View from Smith Street

Scenario 2

Views from the sun

The adjacent images display the view from the sun between 9am and 12pm during midwinter, demonstrating the potential overshadowing impacts of the proposed controls to the Beaton Park complex.

Given the orientation of the precinct, future development will only have a minor overshadowing between 9am and 10am.



June 21 9:00am



June 21 9:30am



June 21 10:00am



June 21 10:30am



June 21 11:00am



June 21 11:30am



June 21 12:00pm

Figure 100. Scenario 2 - Views from the sun

Figures list

Figure 1.	Structure Plan	6	Figure 35.	Gateway South sub-precinct - Recommended controls	43	Figure 69.	Smith Street - Existing view	73
Figure 2.	Site location and context	9	Figure 36.	Gateway South sub-precinct - Indicative built form	43	Figure 70.	Smith Street - Potential future view	73
Figure 3.	Aerial - site location and context	11	Figure 37.	Flinders Street South sub-precinct - Recommended controls	45	Figure 71.	Gipps Street - Existing view	73
Figure 4.	Existing land use map	13	Figure 38.	Flinders Street South sub-precinct - Approach	45	Figure 72.	Gipps Street - Potential future view	73
Figure 5.	Existing floor space ratio map	13	Figure 39.	Flinders Street South sub-precinct - Indicative built from	45	Figure 73.	Development context map	74
Figure 6.	Existing building height map	13	Figure 40.	Parkside sub-precinct - Approach	47	Figure 74.	Lot size and frontage map	76
Figure 7.	Key constraints map	15	Figure 41.	Parkside sub-precinct - Recommended controls	47	Figure 75.	Typical warehouse typology	78
Figure 8.	Key opportunities map	16	Figure 42.	Parkside sub-precinct - Built form	47	Figure 76.	Typical commercial typology	79
Figure 9.	Design principles	20	Figure 43.	Flinders Street West sub-precinct - Approach	49	Figure 77.	Typical shop top/mixed use typology	79
Figure 10.	Structure plan	23	Figure 44.	Flinders Street West sub-precinct - Recommended controls	49	Figure 78.	Typical residential typology	79
Figure 11.	Setbacks and street frontage height map	26	Figure 45.	Flinders Street West sub-precinct - Indicative built form	49	Figure 79.	Approach to scenario testing	80
Figure 12.	Active frontages and activity nodes map	26	Figure 46.	Fairy Creek South sub-precinct - Approach	51	Figure 80.	Scenario 1 - Base case approach	81
Figure 13.	Considerations relevant to setting height controls	27	Figure 47.	Fairy Creek South sub-precinct - Recommended controls	51	Figure 81.	Scenario 2 - Proposed controls approach	81
Figure 14.	Approach to building heights map	27	Figure 48.	Fairy Creek South sub-precinct - Indicative built form	51	Figure 82.	Sub-precincts key plan	82
Figure 15.	Typical warehouse typology	28	Figure 49.	Coach House sub-precinct - Approach	53	Figure 83.	Scenario 1 - Built form testing	83
Figure 16.	Typical commercial typology	28	Figure 50.	Coach House sub-precinct - Recommended controls	53	Figure 85.	Scenario 1 - Height and FSR outcomes matrix	84
Figure 17.	Typical mixed use typology	28	Figure 51.	Coach House sub-precinct - Indicative built form	53	Figure 84.	Scenario 1 - Key plan	84
Figure 18.	Typical residential typology	28	Figure 52.	Existing land use map	58	Figure 86.	Scenario 1 - Gipps Street view	85
Figure 19.	View corridor protection map	29	Figure 53.	Existing floor space ratio map	58	Figure 87.	Scenario 1 - Bourke Street view	85
Figure 20.	Significant trees map	30	Figure 54.	Existing height of building map	58	Figure 88.	Scenario 1 - Smith Street view	85
Figure 21.	Flooding and riparian corridors strategy map	30	Figure 55.	Existing minimum lot size map	59	Figure 89.	Scenario 2 - Overview of recommendations	86
Figure 22.	Access and connections strategy map	31	Figure 56.	Existing riparian land and acid sulphate soils map	59	Figure 90.	Scenario 2 (proposed) - built form testing	87
Figure 23.	Indicative street section - Flinders Street (near Station Street)	32	Figure 57.	Existing heritage and key sites map	59	Figure 91.	Scenario 2 - Height and FSR outcomes matrix	88
Figure 24.	Indicative street section - Bourke Street (near Flinders Street)	33	Figure 58.	Existing character areas and context map	62	Figure 92.	Scenario 2 - Key plan	88
Figure 25.	Indicative street section - Flinders Street (near Gipps Street)	34	Figure 59.	Access and movement map	64	Figure 93.	Scenario 2 - Gipps Street view	89
Figure 26.	Indicative street section - Smith Street (near Flinders Street)	35	Figure 60.	Heritage map	65	Figure 94.	Scenario 2 - Bourke Street view	89
Figure 27.	Overview of sub-precincts	37	Figure 61.	Flood constraints - Flood Risk Precinct and Flood Planning Area	67	Figure 95.	Scenario 2 - Smith Street view	89
Figure 28.	North Wollongong sub-precinct - Approach	39	Figure 62.	Flood constraints - PMF Functions	67	Figure 96.	Scenario 2 - View form Flinders Street near Throsby Drive	90
Figure 29.	North Wollongong sub-precinct - Recommended controls	39	Figure 63.	1% AEP flood depths	68	Figure 97.	Scenario 2 - View from Gipps Street	90
Figure 30.	North Wollongong sub-precinct - Indicative built form	39	Figure 64.	PMF flood depths	68	Figure 98.	Scenario 2 - View from Flinders Street near Bourke Street	90
Figure 31.	Flinders Street East sub-precinct - Approach	41	Figure 65.	Riparian corridors and ecology map	69	Figure 99.	Scenario 2 - View from Smith Street	90
Figure 32.	Flinders Street East sub-precinct - Recommended controls	41	Figure 66.	Topography and existing identified views	71	Figure 100.	Scenario 2 - Views from the sun	91
Figure 33.	Flinders Street East sub-precinct - Indicative built form	41	Figure 67.	Bourke Street - Existing view	72			
Figure 34.	Gateway South sub-precinct - Approach	43	Figure 68.	Bourke Street - Potential future view	72			



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