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1 INTRODUCTION

This Locality Chapter applies to land identified as the former Port Kembla School Site, located off Military Rd, Port Kembla (Lot 1 DP 811699), as shown in **Figure 1** below.

This Locality Chapter is intended to supplement the land use planning controls applied by Part B of the Wollongong Development Control Plan 2009 (WDCP) to guide development of the former Port Kembla school Site. This Chapter recognises the unique opportunity the former school site offers to provide a variety of housing types in a high amenity, open space setting, in close proximity to the Port Kembla Town Centre.

This Chapter should also be read in conjunction with Part A, B, C, D and E of WDCP, the Wollongong Local Environmental Plan 2009 (WLEP) and relevant State Environmental Planning Policies. In the event of any inconsistency between the provisions of this and any other chapters of WDCP, the provisions of this Chapter shall prevail to the extent of that inconsistency. In the event of any inconsistency between the provisions of this chapter of the WDCP 2009 and State Environmental Planning Policy 65 – Design Quality of Residential Apartment Development (SEPP 65) and the Apartment Design Guide (ADG), SEPP 65 and the ADG will prevail to the extent of that inconsistency



Figure 1- Land to which this plan applies

2 AIMS AND OBJECTIVES

The overall aim of this Locality Chapter is to provide supplementary planning controls to facilitate urban renewal of the former Port Kembla School Site.

The key objectives of this Chapter are to -

- a. Enable the development of the Site in a manner consistent with Wollongong Local Environmental Plan 2009 and the design principles outlined in this Chapter of WDCP 2009.
- b. Supplement the planning controls of Wollongong DCP 2009 to create a liveable and sustainable residential precinct that provides high quality housing and high levels of amenity for future residents and the wider community.
- c. Ensure that development of the Site results in an open and welcoming urban environment to facilitate integration and connection between future residents and the wider community.
- d. Ensure that future development acknowledges, respects and celebrates the shared cultural heritage significance of the Site, and provides opportunities for interpretation of the significant values and sympathetic built form design.
- e. Ensure that the site is developed to its potential whilst respecting neighbouring properties by sensitively integrating the new development with the existing adjacent residential buildings
- f. Retain the existing mature trees on the Site boundary as a green buffer to the development, and at the proposed public space bounded by Military Road and Electrolytic Street. Provide suitable space to incorporate new tree plantings to support a future urban tree canopy.
- g. Create a high quality, safe and accessible public domain.
- h. Develop a clear and safe hierarchy of roads, lanes, pedestrian paths, and cycle ways to integrate the Site with the wider Port Kembla area and to encourage walking and cycling.
- i. Ensure the resultant built form and public domain optimises solar access and frames key views to the coast, Hill 60 and Illawarra Escarpment.
- j. Ensure future residential development and open space is located and designed to mitigate against noise and other impacts associated with current and future uses within the SEPP (Transport and Infrastructure) 2021 (Ports SEPP) area.
- k. Provide a suitable buffer distance between development within the Site and uses within the Ports SEPP land through building design, materiality and landscaping for noise mitigation to protect residential development and open space.

3 DEFINITIONS

For all definitions refer to **Appendix 4: Definitions of the Wollongong Development Control Plan 2009** (Wollongong DCP 2009).

4 DESIGN PRINCIPLES

A number of planning principles will guide the future character and development of the Site. All future development applications must demonstrate that the objectives and development controls in this DCP Chapter have been considered and will be achieved.

4.1 Desired Future Character

The former Port Kembla School Site will be developed to provide a diversity of housing choice, including affordable housing, close to existing services offered by the Port Kembla Town Centre, providing connectivity and direct linkage to public transport, public facilities, and the coast. The residential development will be set within a high-quality public domain, integrated with heritage interpretation opportunities and pedestrian connections.

Development of the Site will acknowledge and respond to the arrangement of the former Port Kembla School buildings and celebrate the shared heritage significance of the Site through innovative and interactive interpretation outcomes.

In recognition of being listed as a Key Site in WLEP 2009 due to its prominence and heritage values, the Site will be developed to deliver the highest standard of Architectural and Urban Design. Built form will be designed and distributed to provide appropriately scaled interfaces to areas of heritage significance and the existing adjacent residential development; optimise key views from the site; maximise solar access; and mitigate against potential noise and other amenity impacts to future residents and the community in general from the Port at Port Kembla and associated industry. A landscaped buffer and noise attenuation barrier along the northern boundary (Electrolytic Street) will assist with attenuating the noise from the existing Port and industrial operations, and potential expansion of the Port activity.

The development will encourage walking through green streets and the Site will be open and permeable to invite the broader community to use its public space and appreciate its historical significance.

5 DEVELOPMENT CONTROLS

A diverse range of building types, sizes and built form is encouraged for the purpose of creating a vibrant urban setting, which respects the heritage value of the former Port Kembla School Site and surrounding suburb. Chapter B1 of Wollongong DCP 2009 provides general development controls which apply to residential development, and Chapter B2 (Section 6) provides development controls which apply to Subdivision Design. The following controls supplement WDCP 2009 providing controls specific to the former Port Kembla School Site.

5.1 Views and Vistas

5.1.1 Objectives

- a. Ensure that development of the Site identifies and respects key public view corridors, cultural views and connections to significant landscape elements in the final built form/layout, for example to the Escarpment, coast and Hill 60.

5.1.2 Development Controls

1. New development will maintain key view corridors, as guided by an updated View Analysis to be completed to inform built form, design and siting.
2. Buildings are to be positioned, scaled and set back to ensure key views are maintained

5.2 Built Form Setbacks

5.2.1 Objectives

- a. Create an appropriate street interface and maximise contiguous areas of deep soil adjacent to the public domain through setbacks and articulation.
- b. Ensure development at highly visible sites, such as view terminations and street intersections, are of the highest architectural quality.
- c. Encourage façade both vertical and horizontal articulation and modulation, particularly on street facing elevations generally.
- d. Ensure setbacks provide space for landscaping.
- e. Ensure future development respects neighbouring properties by sensitively integrating the new development with the existing adjacent residential buildings.
- f. Ensure that the built form acknowledges and responds to the arrangement of the former Port Kembla School Buildings.

5.2.2 Development Controls

1. Development within the 9m height limit areas along Marne and Reservoir Streets is to be a maximum of two (2) storeys.

2. A minimum 6m setback to Military Road – to be vegetated to enhance the interface between the street and the new development. Build to alignment, along Military Road, is to be a minimum of 60% of each building façade.
3. A minimum setback of 4.5m along Reservoir Street – sites facing this street are also to have a 1.5m articulation zone.
4. A minimum setback of 4.5m along Marne Street – sites facing this street are also to have a 1.5m articulation zone to encourage facade modulation variety.
5. Any Terrace houses are to be built to the boundary on both sides, or one side where the terrace is the end of the row. Terrace housing is not to be continuous for the whole length of Reservoir or Marne Streets – a break in the possible form is required. Development must respond to any slope of the land by stepping down the slope.
6. A minimum setback of 10m along Electrolytic Street to facilitate construction of a suitable noise attenuation barrier.
7. Up to 70% of the articulation zone can be occupied by architectural elements. Articulation zone means a zone forward of the main facade line that may include architectural features such as pergolas, roof elements, bay windows, sun shading and verandahs. The articulation zone may not include habitable floor area or basement levels above ground.
8. Maximum of 30% of façade length can be located in the articulation zone.
9. Maximum of 60% of façade length of any individual building can be located in the articulation zone.
10. Basement levels are not to protrude into ground floor setbacks, including articulation zones.
11. Setbacks must provide a street wall that provides sympathetic integration and transition in form to surrounding buildings.

5.3 Architectural Diversity and Building Design

5.3.1 Objectives

- a. Ensure quality and innovative architectural designs that reflect the desired future character of the Site, interpret shared heritage cultural values, and avoid a bland and monotonous architectural style.
- b. Design and locate buildings to mitigate against noise impacts including low frequency noise from adjacent heavy industries associated with the current and future uses within the Ports SEPP area surrounding the Port of Port Kembla.
- c. Ensure that the site is developed to its potential whilst respecting neighbouring properties by sensitively integrating the new development with the existing adjacent residential buildings.
- d. Ensure the resultant-built form and public domain optimises key views to the coast, Illawarra Escarpment and significant cultural landscape elements.
- e. Locate dwellings to encourage optimal amenity (visual privacy, solar access and functional amenity) and passive surveillance of communal and public spaces, including streets.

5.3.2 Development Controls

1. The Subdivision layout is to respond to and utilise the site's topography, and promote appropriate lot orientation to maximise the northern aspect.
2. The Site layout is to respond appropriately to potential noise and other amenity impacts resulting from the Port of Port Kembla and any future heavy industrial or Port related development within the Ports SEPP area, and where possible use the built form of buildings to shield residential areas located further from the noise source.
3. Future development and architecture is to be of the highest quality, respond to the heritage significance of the Site and the former school buildings, and be sympathetic to the existing surrounding local character.
4. Buildings are to be designed to reduce the level of potential disturbance from the Port activities, including orientation of buildings, materials selection and noise attenuation. A suitably qualified and accredited acoustic consultant shall be engaged to prepare an updated Acoustic Assessment and provide advice on construction methods and materials in relation to walls, ceiling and roof systems and windows/doors, noting that masonry style

faced construction performs well at low noise frequencies. Noise mitigation façade treatments are to be employed as indicated by the updated Acoustic Assessment.

5. A noise attenuation barrier is to be created along the north-eastern boundary (Electrolytic Street), designed by a suitably qualified and accredited Acoustic Engineer, to reduce the impact of noise generated by port activities on properties within the development. It is anticipated that an engineered solid lapped acoustic barrier will be required. The design and height of the acoustic barrier will respond to the proposed building heights and orientation.
6. The design of buildings is to achieve architectural diversity. A diverse range of housing types, sizes and built form is to be delivered, including affordable rental dwellings subject to a Voluntary Planning Agreement (VPA). Housing types are to cater for a diversity of household types and demographic profiles, and include townhouses/terraces, villas and apartments.
7. Multi dwelling and attached housing are to have direct frontage to a public road with access from the footpath to a front door (i.e., are not to be built on battle-axe lots)
8. The design of new built form located on the footprint of former school buildings should allow for interpretation of former use of the site and reflect the setback, scale, form, and proportions of the former school buildings.
9. Materiality should respond to the desired future character statement of the site and setting of the development. A suitable mix of materials that are sympathetic to the former school buildings should be utilised.
10. Design of new buildings should minimise the overall sense of bulk and scale and maximise building separation. The modulation of the components of the buildings and the composition and detailing of their facades will also contribute to their perceived scale. Designs must demonstrate consideration of all of these elements. Landscaping, articulation, upper floor setbacks, balconies, sun shading devices and awnings should be used to help reduce the apparent bulk of buildings. Limit blank walls to 30% of any façade facing a boundary.
11. Living areas and balconies are to be oriented to the north, with bedroom areas oriented away from the Port and surrounding industrial areas, to mitigate from noise sources in the north. Apartment layouts which extend from one side of the building to the other, or use internal light wells, are to provide shielding from Port noise. Glazing to windows and doors is to be provided for apartment layouts such that when windows are closed, low internal noise levels can be achieved. Fresh air ventilation and thermal comfort measures are to be provided to ensure windows can be closed to improve amenity in accordance with the Building Code of Australia. Measures such as draught and acoustic sealing, venting and window orientation should be considered and employed on a case by case basis to minimise amenity impacts. A final assessment of individual dwellings will be required prior to the issue of a construction certificate.
12. Locate dwellings to encourage optimal amenity (visual privacy, solar access and functional amenity) and passive surveillance of communal and public spaces, including streets. Buildings directly adjoining open space must be designed with an appropriate interface and frontage to the open space. An appropriate interface will include buildings which front the open space, clear entries to residential lobbies and/or individual dwelling entries at the ground floor, sufficient landscaped setbacks to create a transition and delineation between public and private space, landscaped verge and shared paths and/or roads clearly defining the extent of public domain. Dwellings on the ground floor facing the street are to have individual entries from the street. Outdoor areas are to be designed to take advantage of any acoustic shielding by the building structure or surrounding buildings.
13. Buildings are to be located to provide an outlook to and passive surveillance of the public domain where possible. Apartment setbacks to the side and rear boundaries should be a minimum 6m.
14. Residential development should comply with the Development Near Rail Corridors and Busy Roads Interim Guideline, NSW Government and any other relevant State Environmental Planning Policy (i.e., SEPP (State Environmental Planning Policy (Transport and Infrastructure) 2021)) and NSW EPA Noise Guidelines for Local Government.

15. Section 10.7 Planning Certificates are to include a notation that the property is affected by impacts of a 24-hour operating port (noise, light, air/dust etc) and also reference any required long-term site management plan (SMP) in the case that on site encapsulation is the preferred strategy for the management of contamination.
16. Any on site containment of contamination is to be placed under buildings under private ownership with appropriate S88B wording, and not in open space areas or under roadways, due to potential future problems when these areas may need to be disturbed/dug up for maintenance etc.

5.4 Movement Network

5.4.1 Objectives

- a. Deliver a clear and safe hierarchy of roads, lanes, pedestrian paths and cycle ways to integrate the site with the wider Port Kembla community and established Port Kembla Town Centre.
- b. Ensure people can move through and within the site including pedestrians, cyclists and traffic by creating new streets that link into the existing grid.
- c. Ensure a safe and functional internal road network, including the provision of on street parking.
- d. Provide consolidated vehicular access to all lots within the site.
- e. Provide continuous footpaths within the site.
- f. Ensure no vehicular access to individual lots directly off Military Road and Reservoir Street.

5.4.2 Development Controls

1. All roads and laneways will be consistent with Transport for NSW Roads and Wollongong City Council engineering requirements. .
2. Any proposed access to the Site from Military Road will require the developer to provide a roundabout – the future design of the roundabout will need to cater for the existing and future cycle and pedestrian network provided within Military Road road reserve and should ensure compliance with the NSW Government Road User Space Allocation Policy and Procedures as well as the NSW Government Movement and Place Framework.
3. The final Master Plan is to create new streets that link to the existing grid to distribute traffic throughout the site, with footpaths and verge to both sides of the road to support pedestrian and cyclist safety and amenity.
4. For terrace housing car parking access must be from rear lanes only.
5. An updated Traffic Impact Study and onsite parking is to be provided according to the requirements of WDCP 2009 Chapter E3: Car Parking, Access, Servicing/Loading Facilities and Traffic Management.

5.5 Accessible Private Open Space and Natural Environment Public Domain

The former Port Kembla School development is to provide a range of open spaces for the community and residents, integrated with heritage interpretation opportunities, pedestrian connections and residential development.

5.5.1 Objectives

- a. Provide multiple high quality, safe and accessible open spaces of various scales to cater for a wide range of user needs, including both future residents and the wider community.
- b. Create a safe and accessible open space network that provides connectivity to Port Kembla Town Centre and other recreation spaces such as Gallipoli Park and King George V Oval.
- c. Ensure publicly accessible areas are activated with passive surveillance to provide a sense of security and safety.

- d. Celebrate and acknowledge the shared heritage significance of the Site through innovative and interactive interpretation outcomes guided by the recommendations of an endorsed Heritage Interpretation Plan and Designing with Country Guidelines (2019).
- e. Retain the existing mature trees on the Site boundary as a green buffer to the development, and at the proposed public open space bounded by Military Road and Electrolytic Street.

5.5.2 Development Controls

1. Development of the Site is to incorporate a range of open spaces for the community and resident use.
2. A landscaped setting is to be created within the area of open space in the north of the Site to provide passive recreation opportunities and a location for interpretation of the shared cultural heritage and history of the Site. This prominent public open space located in close proximity to the existing Port Kembla Town Centre will be accessible, attractive and welcoming to the wider community
3. A landscaping plan is to be submitted to Council for approval with the relevant development application for any of the open space and public realm areas.
4. The identified public and private open spaces are to be landscaped in a manner in keeping with the former ecological nature of the Site, including native and endemic plant species.
5. The existing mature trees on the Site boundary, and at the proposed public open space bounded by Military Road and Electrolytic Street, are to be retained as a green buffer to the development.
6. An updated Heritage Interpretation Plan is to be submitted to Council for approval for the whole Site with the first development application or subdivision application for the site.
7. The updated Heritage Interpretation Plan should consider the archaeology on the site including school building footings and how these can be included in on-site interpretation.
8. A historic archaeological assessment report is required to be submitted with any future Development Application and a section 140 excavation permit obtained under the NSW Heritage Act 1977 where required.
9. The landscaping plan is to detail any proposed public art in accordance with Council's Public Art Strategy and Guidelines 2016-2021 and other interactive elements developed with the local Aboriginal community to celebrate the history of the Site, as endorsed by the Heritage Interpretation Plan. Public art should be considered at selected locations within the proposed public open space. Any public art should be robust and low maintenance and designed with consideration of public safety.
10. Locational and appropriate lighting shall be provided as part of the open space system in line with Crime Prevention Through Urban Design (CPTED) principles.
11. Design of the public open space and the elements within it is to be undertaken in consultation with the local Indigenous Aboriginal community, in accordance with the principles set out in the NSW Government Architect Draft Connecting with Country guidelines. This should form part of the landscaping plan and be guided by an updated Heritage Interpretation Plan to be endorsed by Council.
12. Any servicing facilities are to be located to minimise impacts on the public domain. Any substation located within this public open space is to be positioned to minimise its functional and visual impact, and appropriately screened.
13. Open space to be activated by interfacing residential development, and where possible, abutted by the local road network. Direct and accessible access to the open spaces is to be maximised.
14. Interpretative elements, including introduced devices and signage should be included throughout the landscape setting of the Site, responding to the siting, location and materiality of the former School Buildings.