

## ITEM 5

## PUBLIC EXHIBITION - PLANNING PROPOSAL CENTRES AND INDUSTRIAL LANDS, AND REVIEW OF WOLLONGONG DCP CHAPTER B4 DEVELOPMENT IN CENTRES AND PERIPHERAL SALES PRECINCTS

This report outlines a Planning Proposal to amend the Wollongong Local Environment Plan 2009 which seeks to implement a range of actions from the Wollongong Retail and Business Centres Strategy (2023) and the Wollongong Industrial Lands Review (2023), and incorporates the proposed listing of 15 Heritage Items, and one Heritage Conservation Area.

The Planning Proposal is supported by a comprehensive review of Wollongong Development Control Plan 2009 Chapter B4 Development in Centres and Peripheral Sales Precincts.

This report recommends that Council supports the progression of a Planning Proposal and endorse a combined public exhibition of the Planning Proposal and Draft Chapter B4 for a minimum period of 28 days.

### RECOMMENDATION

- 1 The Centres and Industrial Lands Planning Proposal (outlined in Attachments 1 and 2) be endorsed for referral to the NSW Department of Planning, Housing and Infrastructure for a Gateway Determination,
- 2 If a Gateway Determination is issued, the Planning Proposal be exhibited for a minimum period of 28 days.
- 3 The draft amendments to Wollongong Development Control Plan 2009, Chapter B4: Development in Centres and Peripheral Sales Centres (Attachment 7) and Appendix 4 Definitions (Attachment 8) be exhibited for a minimum period of 28 days, concurrent with the exhibition of the Planning Proposal.
- 4 The NSW Department Planning, Housing and Infrastructure be advised that Council is not seeking to use its delegations to finalise the Planning Proposal as it includes Council owned land.

### REPORT AUTHORISATIONS

Report of: Luke Musgrave, Manager City Strategy

Authorised by: Linda Davis, Director Planning + Environment - Future City + Neighbourhoods

### ATTACHMENTS

- 1 Planning Proposal (covering document)
- 2 Planning Report
- 3 Combined Mapbook
- 4 Summary of Significance - Proposed Heritage Items and Heritage Conservation Area
- 5 Urban Design Findings Report
- 6 Summary of proposed changes - DCP Chapter B4
- 7 Draft DCP Chapter B4 Development in Centres and Peripheral Sales Precincts
- 8 Proposed inclusions - DCP Appendix 4 Definitions

### ACRONYMS USED IN REPORT

| Abbreviation    | Meaning                                                                                                     |
|-----------------|-------------------------------------------------------------------------------------------------------------|
| CDC             | Complying Development Certificate                                                                           |
| DCP             | Wollongong Development Control Plan 2009                                                                    |
| Chapter B4      | Wollongong Development Control Plan 2009, Chapter B4 Development in Centres and Peripheral Sales Precincts. |
| EP&A Act        | <i>Environmental Planning and Assessment Act 1979</i>                                                       |
| Findings Report | Built Form Controls for Centres, Urban Design Finding Report (Studio GL, 2025)                              |
| ILR             | Wollongong Industrial Lands Review (2023)                                                                   |

| Abbreviation    | Meaning                                                 |
|-----------------|---------------------------------------------------------|
| LEP             | Wollongong Local Environmental Plan 2009                |
| LGA             | Local Government Area                                   |
| PK2505          | Port Kembla 2505 Revitalisation Plan                    |
| RBCS            | Wollongong Retail and Business Centres Strategy (2023)  |
| LSPS            | Wollongong Local Strategic Planning Statement 2025-2045 |
| Land Use Zones  |                                                         |
| E1              | E1 Local Centre                                         |
| E2              | E2 Commercial Centre                                    |
| E3              | E3 Productivity Support                                 |
| E4              | E4 Light Industrial                                     |
| E5              | E5 Heavy Industrial                                     |
| MU1             | MU1 Mixed Use                                           |
| R2              | R2 Low Density Residential                              |
| R3              | R3 Medium Density Residential                           |
| RE1             | RE1 Public Recreation                                   |
| RU1             | RU1 Primary Production                                  |
| SP3             | SP3 Tourist                                             |
| LEP Terminology |                                                         |
| APU             | Schedule 1 Additional Permitted Use                     |
| FSR             | Floor Space Ratio                                       |
| GFA             | Gross Floor Area                                        |
| HCA             | Heritage Conservation Area                              |
| HOB             | Height of Buildings (maximum)                           |
| MLS             | Minimum lot size (for subdivision)                      |

## BACKGROUND

This report details proposed changes to planning controls which relate to Centres and Industrial Lands precincts, including some proposed heritage listings.

### Centres

Between 2013 and 2024 Council adopted a number of town and village plans which proposed various amendments to planning controls, infrastructure upgrades and community projects:

- Corrimal Town Centre Plan 2015-2025 (2015).
  - o Wilga Street Block Corrimal Planning Strategy (2024).
- Dapto Town Centre Plan (2017).
- Figtree Town Centre Plan (2013).
- Helensburgh Town Centre Plan (2020).
- Port Kembla 2505 Revitalisation Plan 2018-2045 (2018).
- Unanderra Town Centre Master Plan (2013).



- Warrawong Town Centre Master Plan (2013).
- West Dapto Town Centres Urban Design Report (2024) (relating to Fowlers and Marshall Mount Centres).

In 2023 Council adopted three LGA-wide Strategies for housing, town centres and industrial lands, which would guide the overall strategic direction of land use planning in the LGA. The Wollongong Housing Strategy (2023), Wollongong Retail and Business Centres Strategy (2023) (RBCS) and the Industrial Lands Review (2023) (ILR) have all been endorsed by the Department of Planning, Housing & Infrastructure as strategies. These strategies included a range of planning actions for LEP and DCP amendments and incorporate the actions of the Town Centre plan as relevant.

In 2024 Studio GL Pty Ltd was engaged to bring together and test the recommendations relating to twelve town centres and summarise these in a Built Form Finding Report (Findings Report) (Attachment 5). The findings report considers the recommendations from various strategic documents holistically and takes into account changes to state planning policy. The report documents the urban design analysis, the outcomes of built form testing for select sites and recommended changes to planning controls. The testing conducted by the consultant resulted in the modification of some recommendations of the RBCS, which is documented in the Findings Report. The findings report has informed the proposed changes relating to centres within this planning proposal and the review of Wollongong DCP 2009 Chapter B4 Development in Centres and Peripheral Sales Precincts.

This report does not propose any amendments to land within the Wollongong City Centre (excepting those which apply to the land use tables).

### **Industrial Lands**

The Industrial Lands Review (ILR) includes analysis of 42 industrial precincts across Wollongong, and recommended Council investigate a wide range of actions, some of which were initially flagged in the RBCS. The recommendations are both LGA wide and precinct based.

This planning proposed has not reviewed any of the significant enabling actions that seek to unlock capacity within certain precincts, however they will form part of a separate project in the future. No amendments to Wollongong DCP 2009 Chapter B5 Industrial Development are proposed as part of this project.

### **Heritage**

On 9 October 2023 Council adopted the Wollongong Heritage Strategy and Implementation Plan 2023-2027. The Strategy and actions relevant to this report are:

- Strategy 2, Maintain an up-to-date list of heritage items
- Implementation Plan Action 2.1 “Finalise Stage 2 of the Wollongong Heritage Schedule Review and update the State Heritage Inventory Database accordingly

The Heritage Schedule Review Project has been progressed in separated stages:

- Stage 1- Housekeeping Amendments to Schedule 5 of the Wollongong LEP 2009 and updates to existing items – Completed April 2021.
- Stage 2 - Listing of potential Heritage Items and one Heritage Conservation Area on the Wollongong LEP 2009. Now further broken down into the following projects:
  - o City Centre Heritage Study and Planning Proposal (2022) – Completed.
  - o City Centre Planning Proposal – (in progress – includes 1 remaining listing).
  - o Centres and Industrial lands planning proposal – subject of this report.
  - o Stage 2 Heritage Schedule Review City Wide Planning Proposal – Current and progressing (excludes Centres and Industrial lands items).

This report proposes the listing of 15 proposed heritage items and one Heritage Conservation Area (Port Kembla Commercial Area).

## **Heritage Items**

A local heritage item is a building, structure, object, landscape or location, which has local significance. Heritage items which are deemed to have community significance are listed in the Wollongong Local Environmental Plan 2009 (LEP) which is prepared and managed by Council. These are 'Local Heritage Listings'. The listing guides the design of alterations or additions along with Chapter E11: Heritage Conservation of the Wollongong Development Control Plan to ensure the work is sympathetic to the local heritage significance. It does not affect the owner's use, privacy, or ownership rights to a site and does not oblige private owners to undertake conservation works. Further detail on what a Heritage listing means for development is included with attachment 4 (Summary of Significance). Conservation incentives are available to Heritage listed properties under Wollongong LEP Clause 5.10 (10).

Wollongong City Council has over 490 local heritage sites across the LGA. Of these items, 24 are listed on the NSW State Heritage Register as being items of significance to the state of New South Wales.

There are 15 proposed heritages items included in this planning proposal, they have arisen from a range of sources including community nominations, town centre plans, and heritage studies (Table 5).

## **Heritage Conservation Area (HCA)**

A heritage conservation area (HCA) is an area recognised and valued for its special historical and aesthetic character and listed on Schedule 5 Part 2 of the Local Environmental Plan (LEP). Important elements that contribute to the heritage significance of a HCA include the architectural style of buildings, paint colours, facades, the subdivision pattern and landscaping. Heritage listings and HCAs do not prevent change from occurring to a site or require owners to restore their properties, rather they support the conservation of significance attached to a particular place.

Further detail on what a HCA means for development is included with attachment 4 (Summary of Significance).

There are currently 9 HCAs listed in Schedule 5 of the LEP being Austinmer, Brownsville, Old Bulli – Princes Highway, Bulli Commercial Centre and Railway, Kembla Heights, Garrawarra, North Beach and Belmore Basin State Heritage Precincts, Market Street, and the Illawarra Escarpment Landscape Area.

The proposed Wentworth Street Port Kembla HCA arose from community feedback from the Port Kembla 2505 Revitalisation Plan (PK2505) which was adopted by Council in 2018. This community feedback was tested via a heritage assessment in 2018 which determined that the streetscape of Port Kembla Town Centre has historical, aesthetic, social, and technical significance. This commercial area is important to the development of Port Kembla as the first commercial street established as part of the subdivision of the Five Islands Estate in 1909. The place is aesthetically preserved with building styles from Edwardian period onwards, including Victorian style hotels, Inter War and Post War, Art Deco and Functionalist style buildings. The topography of Wentworth Street is also well known for its views from the high points to north and south and along the street frontages.

More detail is provided within attachment 4 (Summary of Significance).

PK2505 identified the importance of protecting and celebrating the architectural character, heritage and history of Port Kembla and recommends implementing "a conservation area for Wentworth Street to retain and protect the streetscape".

Heritage Items and HCAs have a strong character and appeal, which can encourage investment. Often conservation incentives are available for heritage owners such as the Wollongong Local Heritage Grant Fund, reimbursement of Development Application and Pre-Lodgement Fees and flexibility in planning controls relating to zoning to allow conservation outcomes to be achieved.

For non-contributory buildings within a HCA, the focus for redevelopment would be on the future built form and how it integrates and reinforces the character of the streetscape.

## **DCP Chapter B4**

The Wollongong Development Control Plan (DCP) 2009 came into force on 3 March 2010. Chapter B4 Development in Business Zones applied to retail, office, business and bulky goods premises, as well as shop top housing and mixed-use development on land that was zoned for Business purposes (i.e. B1, B2, B3, B4, B6, or B7 under the previous zones).

Chapter B4 was renamed Chapter B4 Development in Centres and Peripheral Sales Centres as part of a Stage 1 Review which was adopted by Council on 26 June 2023. The Stage 1 update focussed on updating the Centres Hierarchy in line with the RBCS and in response to the Employment Zones Reforms being led by the NSW Government. The need for a stage 2 review was identified at the time and was to occur after a Built Form Study had been completed. The Built Form Study has been completed, and this report outlines proposed changes to Chapter B4.

An amendment to Chapter B4 was adopted by Council 18 March 2024 to include location specific controls for the Wilga Street Block in Corrimal came into force on 18 December 2024 corresponding with the finalisation of a planning proposal relating to the same area. Those amendments have been incorporated into this review in order to update the relevant section of the DCP with the same proposed graphic style.

## PROPOSAL

### Planning Proposal

A Planning Proposal is required to implement a range of clause and map-based amendments as identified in Council's strategic documents or in response to changing policy context. An overview is provided below with more information provided in the attachments.

#### 1 Proposed changes to Land Use Table

A number of changes are proposed to the land use table which will change what uses are permitted with consent and/or prohibited in a number of zones.

A summary of the proposed change is included in **Table 1** below, with a more detailed explanation of these changes in Attachment 2.

**Table 1: Summary of proposed changes to the LEP Land Use Table**

| Land Use Term                   | Proposed Change                                                                                               | Rationale                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|---------------------------------|---------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| creative industry               | <b>Permit with consent</b> in Zone E1 Local Centre<br><b>Permit with consent</b> in Zone E2 Commercial Centre | The term 'creative industries' was introduced as part of the Employment Zones Reform which commenced in April 2023. 'Creative Industries' is a type of 'light industry' and is currently only permitted with consent in the LEP where 'light industry' is permitted being, E3 Productivity Support, E4 General Industry, and MU1 Mixed Use zones.<br><br>Due to it being a newly created term, it was not considered in the finalisation of the RBCS or ILR. It is considered appropriate to permit with consent 'creative industries' in E1 Local Centre and E2 Commercial Centre zones. |
| restaurant or cafe              | <b>Permit with consent</b> in R2 Low Density Residential                                                      | The inclusion of 'restaurant or café' as permitted use in the R2 zone arose from WLPP Advice – Item 2 – Planning Proposal – 190 Military Road, Port Kembla.<br><br>The proposed introduction of this use in the R2 zone is to be supported by a <b>local provision</b> to ensure any impact is appropriately considered and managed. This is proposed to include a 100m <sup>2</sup> limit on GFA, not be located on a local road, and be within 400m of a bus stop.                                                                                                                      |
| goods repair and reuse premises | <b>Permit with consent</b> in zone E3 Productivity Support.                                                   | This land use is compatible with the objectives of the E3 zone.<br><br>The use is also currently permissible in the E4 zone                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| Land Use Term                          | Proposed Change                                                                                                          | Rationale                                                                                                                                                                                                                                                                                                                                                                                                |
|----------------------------------------|--------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| heavy industrial storage establishment | <b>Prohibit</b> in zone E3 Productivity Support.                                                                         | <p>This land use is already permitted in the E5 zone where it is considered most appropriate due to the potential need for separation from other land uses associated with hazardous/offensive storage.</p> <p>As such, these kinds of storage are inappropriate for the E3 zone which is often close to (or includes) residential and/or Town Centres and does not align with the zone objectives.</p>  |
| truck depot                            | <p><b>Prohibit</b> in zone E3 Productivity Support.</p> <p><b>Permit with consent</b> in zone E4 General Industrial.</p> | <p>Truck depots are currently permissible in both the E3 and E5 zones but not E4.</p> <p>This Review recommends their inclusion in the E4 zone and removal from E3 as their current permissibility is inconsistent with the zone objectives.</p> <p>Similar land uses such as 'Freight transport depots' are already permissible in the E4 zone.</p>                                                     |
| timber yard                            | <b>Permit with consent</b> in E4 General Industrial.                                                                     | <p>Timber yards are a type of retail premise currently permissible in zone E3 and E5.</p> <p>This Review recommends their inclusion in the E4 zone for consistency as it is noted that other similar retail uses such as 'Garden centres', 'Hardware and building supplies' and 'Landscaping materials supplies' are already permitted and there is no conflict with the zone objectives.</p>            |
| storage premises                       | <b>Permit with consent</b> in E4 General Industrial.                                                                     | <p>'Storage premises' are a group level land use definition within the LEP and currently permissible in both E3 and E5.</p> <p>'Self storage units' are a type of 'storage premises'.</p> <p>As a housing keeping amendment, it is recommended that 'Self-storage units' be replaced by 'Storage premises' in the E4 General Industrial zone for consistency.</p>                                        |
| self-storage units                     | <b>Remove reference</b> in E4 General Industrial                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                          |
| waste or resource management facility  | <b>Permit with consent</b> in E5 Heavy Industrial                                                                        | <p>This land use is already permissible in the E4 General Industrial zone.</p> <p>These land uses can involve heavy industrial like operations with emissions, particularly resource recovery facilities. As such, it is considered that the E5 zone is most suitable although permissibility in the E4 should also remain.</p>                                                                          |
| take away food and drink premises      | <b>Prohibit</b> in E5 Heavy Industrial.                                                                                  | <p>The permissibility of kiosks is considered to be sufficient within the zone for providing for the everyday food needs of workers. A consequential amendment to the size of kiosks is proposed below.</p> <p>'Take away food and drink premises' allows for a wider range of premises, including drive through fast food premises, that may compromise the heavy industrial objective of the zone.</p> |

## **2 Amend clause 5.4 Controls relating to miscellaneous permissible uses to increase the allowable gross floor area of a 'kiosk'**

This planning proposal seeks to increase the permitted GFA from 30m<sup>2</sup> to 50m<sup>2</sup>. This will provide greater flexibility for the offerings of the kiosks, acknowledging that 'takeaway food and drink premises' is proposed to be prohibited in zone E5 Heavy Industrial.

## **3 Active Frontages**

Amend the clause 7.19 Active frontages and associated maps to identify active frontages for all centres and enable clause 7.13 Certain land within employment or mixed use zones to be repealed.

Repeal clause 7.13 Certain land within employment or mixed use zones. Amend clause 7.19 Active Frontages to support a high level of pedestrian interest and interaction at street level and a direct connection between the ground floor of buildings and the street.

Amend the Active Frontage Map to identify the location of active frontages in E1, E2, and MU1 zones across the LGA. Active frontages within the Wollongong City Centre form part of a separate planning proposal, and will also apply to certain land zoned SP3 in addition to the aforementioned zones.

A detailed description of the proposed amendments to active frontages is included within the Planning Report, see attachment 2. As there is a relationship between land zoning and active frontages, the proposed active frontage locations and the proposed land zone changes have been combined onto one map – proposed active frontage locations can be viewed in the attached map books – see attachment 3.

## **4 Schedule 1 Additional Permitted Uses**

- a) Amend Schedule 1 Additional permitted uses and the associated map to permit with consent 'dwelling houses' in small village centres, identified as Area A on the Key Sites Map (note specific requirements regarding location and land use are detailed in the planning report).
- b) Amend Schedule 1 Additional Permitted Uses (APU) 33 Use of certain land in Zone E1 to remove reference to 'self-storage units'. APU 33 currently permits with consent Residential Flat Buildings and self-storage units in certain E1 zones and was introduced as part of the Employment Zones Reforms to maintain permissibility in the former B2 Local Centre Zone. Self storage units are not considered to be consistent with the objectives of the E1 zone. Self-storage units will remain permissible in Zones E2 Commercial Centre, E3 Productivity Support, E4 General Industrial, E5 Heavy Industrial and MU1 Mixed Use.
- c) Remove the application of APU 33 for Residential flat building and self storage units from certain sites in Port Kembla (this proposed change is included in table 4).
- d) Amend Schedule 1 Additional permitted uses and the associated map to permit with consent 'light industry' for land in Port Kembla, 31-33 Military Road, Port Kembla (this proposed change is included within table 4). The proposed change has arisen from a Scoping Proposal submitted to Council. The proposed change is considered in alignment with the strategic framework for Port Kembla, and an active frontage will be maintained to Allan Street through the proposed Active Frontage maps.

## **5 Schedule 3 Complying Development**

The planning proposal seeks to repeal *Schedule 3: Complying Development – Part 1 Types of development – Alterations and additions to industrial and warehouse buildings in industrial zones* as it is now superseded by SEPP (Exempt and Complying Development) 2008.

## **6 Rezone certain land to tighten centre boundaries and create resilient and active centres**

Based on analysis as part of the RBCS, the physical extent and feasible capacity of some centres is in excess of what is required to meet demand. Town and Village Plans have also identified portions of centre zoned land which is considered excess to the functional extent of the centre. These excess areas often have vacancies or have been developed as strata residential and are unlikely to be redeveloped for business uses. Excessively large business zones can dilute retail activity, often leaving central areas less active than is optimal.

Table 2 outlines the land that is proposed to be rezoned from either E1 Local Centre or E2 Commercial Centre to an alternate zone. Detailed analysis can be found in attachment 2.



**Table 2: Summary of Proposed Changes - tighten centre boundaries**

| Centre      | Location                                                                                       | Summary of Proposed Change                                                                                                                                                                                                   |
|-------------|------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Berkeley    | 9 Devon Street                                                                                 | <ul style="list-style-type: none"> <li>• Rezone from E1 to R3</li> <li>• Amend FSR from 1.5:1 to 1.3:1</li> <li>• Amend HOB from 12m to 17m</li> <li>• Apply a MLS of 449sqm</li> <li>• Remove APU 33.</li> </ul>            |
| Helensburgh | 69 and 71 Walker Street                                                                        | <ul style="list-style-type: none"> <li>• Rezone from E1 to R2</li> <li>• Amend FSR from 1.5:1 to 0.5:1</li> <li>• Amend HOB from 12m to 9m</li> <li>• Apply a 449sqm minimum lot size</li> <li>• Remove APU 33</li> </ul>    |
|             | Block bound by Stuart St, Bush Pea Lane, Gibbons Lane and Lilyvale St, Helensburgh             | <ul style="list-style-type: none"> <li>• Rezone from E1 to R3</li> <li>• Amend FSR from 1.5:1 to 1:1</li> <li>• No change to HOB, remain 12m.</li> <li>• Apply a 449sqm minimum lot size</li> <li>• Remove APU 33</li> </ul> |
| Port Kembla | Land bound by Fitzwilliam Street, Military Lane, Church Street and Wentworth Lane, Port Kembla | <ul style="list-style-type: none"> <li>• Rezone from E1 to MU1</li> <li>• Amend HOB from 12m to 11m.</li> <li>• Apply a MLS of 549sqm</li> <li>• Remove APU 33</li> <li>• No change to FSR (1.5:1)</li> </ul>                |
| Warrawong   | 282 Cowper Street, Warrawong                                                                   | <ul style="list-style-type: none"> <li>• Rezone from E2 to R3</li> </ul>                                                                                                                                                     |
|             | 21 to 35 Greene Street, Warrawong                                                              | <ul style="list-style-type: none"> <li>• Apply a MLS of 449sqm</li> </ul>                                                                                                                                                    |
|             | 7 to 17 Montgomery Ave,                                                                        | <ul style="list-style-type: none"> <li>• Amend FSR from 2.5:1 to 2:1.</li> <li>• No change to HOB (24m).</li> </ul>                                                                                                          |
| Windang     | Lot 22 DP 654437 and lot 23 DP 17906, Windang Road<br><i>Council owned asset</i>               | <ul style="list-style-type: none"> <li>• Rezone from E1 to RE1</li> <li>• Remove the Floor Space Ratio and APU 33</li> <li>• No change to HOB (9m) or classification (community land)</li> </ul>                             |

## 7 Rezone certain land to protect existing required supply

Many of our centres have components of active and productive business uses that are not on land zoned for business uses. This means the supply provided by the business, and the role it has in the structure and operation of the centre, is not assured, and could be lost to redevelopment for other uses. For centres where the employment zoning boundary does not reflect the functional extent of the commercial activity of the centre, we are able to consider expanding employment zoning to encompass adjacent properties with established business uses where appropriate.

Some businesses have established or maintained functional small neighbourhood centres on land that is currently zoned residential. Often maintaining or altering these premises can be difficult, requiring the need to establish existing use rights to continue operations. Given the active role some of these places have in our retail network, there is a need to consider whether a formal business zoning is required, or if there are other planning pathways available.

Table 3 below outlines the land that is proposed to be rezoned from a R2 Low Density Residential to E1 Local Centre. Detailed analysis can be found in attachment 2.

**Table 3: Summary of proposed changes - protect existing required supply**

| Centre           | Location                                           | Summary of proposed change                                                                                                                                                                         |
|------------------|----------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Helensburgh.     | 112 Parkes Street                                  | <ul style="list-style-type: none"> <li>• Rezone from R3 to E1</li> <li>• No change to FSR (0.75:1), HOB (11m) or MLS (449sqm).</li> <li>• Apply APU33 consistent with E1 centre</li> </ul>         |
| Bulli            | 236 to 240 Princes Highway                         | <ul style="list-style-type: none"> <li>• Rezone from R2 to E1</li> <li>• No change to HOB (9m) or FSR (0.5:1)</li> <li>• Remove MLS</li> <li>• Apply APU 33</li> </ul>                             |
|                  | 231-233 Princes Highway                            |                                                                                                                                                                                                    |
| Austinmer        | 34-40 Moore Street                                 | <ul style="list-style-type: none"> <li>• Rezone from R2 to E1</li> <li>• Amend FSR from 0.5:1 to 0.75:1</li> <li>• No change to HOB (9m)</li> <li>• Remove MLS.</li> <li>• Apply Area A</li> </ul> |
| Bulli            | 40 (A to E) Point Street                           |                                                                                                                                                                                                    |
| Coledale         | 749 to 759 Lawrence Hargrave Drive                 |                                                                                                                                                                                                    |
| Cordeaux Heights | 26 Derribong Road                                  |                                                                                                                                                                                                    |
| Figtree          | 99 and 101 Bellevue Road                           |                                                                                                                                                                                                    |
|                  | 20 and 22 Walang Avenue                            |                                                                                                                                                                                                    |
| West Wollongong  | 41 and 43 Yellagong Street                         |                                                                                                                                                                                                    |
|                  | 424 to 438, 493 to 497 and 503 to 507 Crown Street |                                                                                                                                                                                                    |

**Explanatory Note:** Area A – Clause 7.23 Drive-through food and drink premises of the LEP prohibits food and drink premise that include a drive-through service on land identified as “Area A” on the Key Sites Map. Area A generally applies to Small Village Centres, and most Village Centres as per the Centre’s Hierarchy.

## 8 Rezone certain land as identified in the Industrial Lands Review

Table 4 provides an outline of the proposed changes arising from the ILR. The proposed changes within Bulli, Russell Vale and Fairy Meadow remove split zones and reflect the use of the site. Changes in Port Kembla and Unanderra have been informed by RBCS, Town Centre Plans and built form testing. Further detail is provided in the Planning Report (attachment 2) and the Finding Report (attachment 5).



**Table 4: Summary of proposed Changes - Industrial Lands Review**

| Centre/Precinct                                | Location                                                                                                                                                | Summary of Proposed Change                                                                                                                                                                                                                                                                                                                                                                                                                 |
|------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Precinct M3:<br>Bulli – Remnant Mining Lands   | Lot 1 DP 711752, 177C Princes Highway, Bulli<br><i>Council owned land</i>                                                                               | For the part of each lot zoned RU1 <ul style="list-style-type: none"> <li>• Rezone to E4</li> <li>• Apply a FSR of 0.5:1</li> </ul>                                                                                                                                                                                                                                                                                                        |
|                                                | Lot 53 DP 1201697, 179 Princes Highway                                                                                                                  | <ul style="list-style-type: none"> <li>• Amend MLS from 39.99sqm to 999sqm</li> <li>• No change to HOB (9m)</li> </ul>                                                                                                                                                                                                                                                                                                                     |
|                                                | Part of road reserve containing pedestrian path. Located between 179 and 181 Princes Highway                                                            | <ul style="list-style-type: none"> <li>• Rezone from RU1 to R2</li> <li>• Apply a FSR of 0.5:1</li> <li>• Amend MLS from 39.99sqm to 449sqm</li> <li>• No change to HOB (9m)</li> </ul>                                                                                                                                                                                                                                                    |
| Precinct 10:<br>Russell Vale – Princes Highway | 601-607 Princes Highway                                                                                                                                 | For the part of the lot zoned R2: <ul style="list-style-type: none"> <li>• Rezone to E3</li> <li>• Amend MLS from 449sqm to 999sqm</li> <li>• No change to HOB (9m) or FSR (0.5:1)</li> </ul>                                                                                                                                                                                                                                              |
| Precinct 17:<br>Fairy Meadow – Princes Highway | 135-143 Princes Highway, Fairy Meadow                                                                                                                   | For the part of the lot zoned R2: <ul style="list-style-type: none"> <li>• Rezone to E3</li> <li>• Amend height from 9m to 11m.</li> <li>• Amend MLS from 449sqm to 999sqm</li> <li>• Apply APU 34</li> <li>• No change to FSR (0.5:1)</li> </ul>                                                                                                                                                                                          |
| Precinct 31: Port Kembla – Military Road       | Military Road, Port Kembla                                                                                                                              | <input type="checkbox"/> Rezone from E1 to E3<br><input type="checkbox"/> Amend HOB from 12m to 11m.<br><input type="checkbox"/> Amend FSR from 1.5:1 to 0.5:1.<br><input type="checkbox"/> Remove APU 33                                                                                                                                                                                                                                  |
| Precinct 32: Port Kembla – Wentworth Street    | Lots 1 and 2 DP 377931, Lots 3 and 4 DP 510484, Lots 3 to 6, Sec 1 DP 5668                                                                              | <input type="checkbox"/> Apply an APU for “light industry”.<br>The associated APU clause in Schedule 1 is to include parameters to support the activation of Allan Street in line with PK2505.<br>For example: development for the purposes of ‘light industry’ is permitted with development consent, only if an active frontage is presented to Allan Street. <ul style="list-style-type: none"> <li>• Remove APU 33 for RFBs</li> </ul> |
|                                                | Lots 7-11 Sec 1 DP 5868 (Former Port Kembla RSL)                                                                                                        | <ul style="list-style-type: none"> <li>• Rezone from E4 to E1</li> <li>• Remove MLS</li> <li>• Amend FSR from 0.5:1 to 1.5:1</li> <li>• Amend HOB from 11m to 12m</li> <li>• Remove APU33 consistent with land adjacent (Former Port Kembla RSL)</li> </ul>                                                                                                                                                                                |
|                                                | Lot 5 Sec 2 DP 5868<br><i>Council owned asset.</i>                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                                                | Carpark at northern end of Wentworth Street, Port Kembla, bound by Five Islands Road, Wentworth Street and unnamed lane.<br><i>Council owned asset.</i> | <ul style="list-style-type: none"> <li>• Rationalise the E3 zone boundary in a logical format</li> <li>• Amend the corresponding FSR, HOB, and MLS maps</li> <li>• Remove/do not apply APU 34</li> </ul>                                                                                                                                                                                                                                   |

| Centre/Precinct                           | Location                                                                                                                                           | Summary of Proposed Change                                                                                                                                                       |
|-------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Precinct 26: Unanderra – Princess Highway | 113 to 159 Princes Highway                                                                                                                         | <ul style="list-style-type: none"> <li>Rezone from E3 to E1</li> <li>Amend HOB from 11m to 9m</li> <li>Remove APU 34</li> </ul>                                                  |
|                                           | 135 to 157 Princes Highway                                                                                                                         | <ul style="list-style-type: none"> <li>Amend the FSR from 0.5:1 0.8:1</li> <li>Remove APU 34</li> </ul>                                                                          |
|                                           | 105 and 107 Princes Highway                                                                                                                        | <ul style="list-style-type: none"> <li>Rezone from E3 to E1</li> <li>Amend HOB from 11m to 9m</li> </ul>                                                                         |
|                                           | 163 to 179 Princes Highway                                                                                                                         | <ul style="list-style-type: none"> <li>No change to FSR</li> </ul>                                                                                                               |
|                                           | Part of Lot 1000 DP 1141456.<br>This is a large lot that includes the Unanderra Train Station, access road, carpark and part of the rail corridor. | <ul style="list-style-type: none"> <li>Rezone the E3 part of the lot to E1</li> <li>Amend HOB from 11m to 9m</li> <li>Remove APU 34</li> <li>No change to FSR (0.5:1)</li> </ul> |

**Explanatory Note:** *APU 34 – APU 34 Use of certain land in Zone E3 permits with consent shop top housing on land identified as ‘34’ on the Additional Permitted Uses Map. Areas subject to APU 34 generally align with the former zone B6 Enterprise Corridor, prior to implementation of the Employment Zones Reforms in 2023.*

## 9 Amend the Height map for land zoned MU1 Mixed Use in Dapto

Dapto is within a Transport Orientated Development Area (Dapto Train Station) and a Low- and Mid-Rise Housing Area (Dapto Town Centre) as identified via SEPP (Housing) 2021. The LMRH provisions do not apply where the TOD applies. The application and overlap of these policies has resulted in the MU1 zoned land within Dapto having lower development potential than much of the surrounding area despite being well-located.

The increase of HOB from 11m to 24m within the MU1 zone in Dapto responds to changes in NSW Government Policy and applies to land bound by Werowi Street, Moomba Street, Mall Lane and Princes Highway Dapto.

This enables a more flexible six-storey outcome, to increase housing supply and to be consistent with the Low- and Mid-Rise Housing and Transport Oriented Development policies which apply to the surrounding land (zoned R3 and E2).

## 10 Amend certain maps to enable the outcomes of the West Dapto Centres Masterplan

Centre Master Plans for Marshall Mount Town Centre and Fowlers Village centres were endorsed by Council on 24 June 2024 and included within WDCP Chapter D16 – West Dapto Release Area on 25 November 2024. On 24 June 2024 Council resolved the following:

- The West Dapto Centres Urban Design Report be Adopted.*
- The draft Wollongong Development Control Plan 200 – Chapter D16 – West Dapto Release Area be exhibited for a minimum of 28 days.*
- Council Staff commence further detailed review of the Wollongong Development Controls Plan 2009 and Wollongong Local Environmental Plan 2009 to ensure relevant environmental planning instrument provisions are consistent with the intended outcomes of the Centres Master Plans.*

To facilitate improved alignment between the LEP and the Master Plans the following changes are proposed:

For Cleveland (Fowlers Village Centre and Council owned land):

- Rezone part of the lot from E1 to MU1 and apply a MLS of 249m<sup>2</sup>.
- Amend the HOB from 9m to 12m for the E1 zone.

- Apply Area A.
- Map active frontages.

Proposed amendment for Marshall Mount Town Centre:

- Amend the Active frontage map.
- Amend the HOB map from 15m to 12m on the northwestern side of Marshall Mount Road.

## 11 Heritage

This planning proposal proposes the listing of 15 local heritage items and one heritage conservation area. Details are provided in table 5 below. The proposed items and Heritage Conservation Area have come from a range of sources including community nominations, town centre plans, heritage studies and publications. An Assessment of Significance as per the Heritage NSW Guidelines has been prepared for each proposed listing by an independent heritage consultant to ensure it meets the criteria for a local heritage listing. This information is captured within the Inventory Sheets. Landowners of the proposed items and within the proposed heritage conservation area have been notified. The majority of the proposed items are within centres, one item adjoins a centre (#9), four items (#11-15) occur within Industrial Lands precincts. A summary of significance for the proposed items and HCA is contained in attachment 4.

**Table 5: Summary of proposed heritage listings**

| Suburb                                     | Item Name                                   | Address                                                  | Property Description                       | Nomination                           | Map    |
|--------------------------------------------|---------------------------------------------|----------------------------------------------------------|--------------------------------------------|--------------------------------------|--------|
| <b>Proposed Heritage Conservation Area</b> |                                             |                                                          |                                            |                                      |        |
| Port Kembla                                | Wentworth Street Heritage Conservation Area | Wentworth Street from Church Street to Darcy Road        | Various                                    | Port Kembla 2505 Revitalisation Plan | HCA 1  |
| <b>Proposed Heritage Items</b>             |                                             |                                                          |                                            |                                      |        |
| Coledale                                   | Coledale RSL Club                           | 731-735 Lawrence Hargrave Drive                          | Lot 2 DP 77041                             | Community Nomination                 | Item 1 |
| Fairy Meadow                               | St John Vianney's Cathedral                 | 7 Cabbage Tree Lane                                      | Lot 1 DP 1237970                           | Migration Heritage Study 2007        | Item 3 |
| Helensburgh                                | Sandstone Kerb and Guttering*               | Sawan Lane, Walker Street, Parkes Street and Tunnel Road | Road Reserve<br><i>Council owned asset</i> | Helensburgh Town Centre Plan         | Item 4 |
| Port Kembla                                | Central Chambers                            | 57-61 Wentworth Street                                   | Lot 1 DP 324146, Lot 9 Sec 6 DP 5868       | Port Kembla 2505 Revitalisation Plan | Item 5 |
| Port Kembla                                | Commercial Building                         | 117-119 Wentworth Street                                 | Lot 11 Sec 5 DP 5868                       | Port Kembla 2505 Revitalisation Plan | Item 6 |
| Port Kembla                                | Former Bank                                 | 73-75 Wentworth Street                                   | Lot 130 DP 806762                          | Port Kembla 2505 Revitalisation Plan | Item 7 |
| Port Kembla                                | Kembla Court                                | 96-106 Wentworth Street                                  | Part of Lot 19, Lots 20-21 Sec 2 DP 5868   | Port Kembla 2505 Revitalisation Plan | Item 8 |
| Port Kembla                                | Commercial Building                         | 64-66 Wentworth Street                                   | Lot 29 Sec 2 DP 5868                       | Port Kembla 2505 Revitalisation Plan | Item 9 |

| Suburb                         | Item Name                       | Address                 | Property Description | Nomination                                            | Map     |
|--------------------------------|---------------------------------|-------------------------|----------------------|-------------------------------------------------------|---------|
| <i>Proposed Heritage Items</i> |                                 |                         |                      |                                                       |         |
| Port Kembla                    | Former Migrant Boarding House   | 19 Wentworth Street     | Lot 9 DP 18546       | Migration Heritage Study 2007                         | Item 10 |
| Wollongong                     | House with Verandah Details     | 63 Auburn Street        | Lot 22 Sec C DP 4203 | 20th Century Architecture in Wollongong (publication) | Item 11 |
| Wollongong                     | Federation / Interwar House     | 69 Auburn Street        | Lot 25 Sec C DP 4203 | South Wollongong Study 2017                           | Item 12 |
| Wollongong                     | Former Crystal Clothing Factory | 29 Ellen Street         | Lot 20 DP 864689     | Migration Heritage Study 2007                         | Item 13 |
| Wollongong                     | English Cottage Revival House   | 137 Kembla Street       | Lot 3 DP 19969       | South Wollongong Study 2017                           | Item 14 |
| Wollongong                     | Californian Bungalow            | 96 Church Street        | Lot 11 DP 1114586    | South Wollongong Study 2017                           | Item 15 |
| Woonona                        | Bulli Fire Station              | 325-327 Princes Highway | Lots 2 & 3 DP 6454   | Stedinger Heritage Study 2004                         | Item 16 |

“\*\*” Indicates an archaeological site or a heritage site with an archaeological component.

## Draft Amendments to DCP Chapter B4

This planning proposal is supported by a comprehensive review of Wollongong Development Control Plan 2009 – Chapter B4 Development in Centres and Peripheral Sales Precincts. A copy of the revised Chapter B4 is contained in attachment 7, with a summary of changes contained in attachment 6. Key changes have been summarised below.

### 1 Introduction

The introductory sections of the DCP have been reviewed and reformatted in line with the new DCP template. Definitions have been removed as they are included within Appendix 4 Definitions.

### 2 Centres Hierarchy (figure and table)

Has been updated to ensure all existing and proposed centres are captured.

### 3 Economic Impact Assessment

This section has been removed. The requirements of this section are now accounted for within the Centres hierarchy controls, the RBCS and/or are not considered appropriate to require at development application stage. The economic impact assessment requirements have not been amended since Chapter 4 came into force in 2009.

### 4 Location specification controls

Chapter B4 includes location specific controls for a range of centres, commensurate with where the centre sits in the hierarchy. Part D of the DCP includes locality based chapters for a range of centres (D12 Thirroul Village Centre, D13 Wollongong City Centre, D16 West Dapto, D19 Former Corimal Coke Works Site and D21 Tallawarra Lands), no changes have been proposed to the application or interaction between Chapter B4 and Part D.

The location specific controls for 12 centres were reviewed in detail by a consultant, and the findings were documented in the Findings Report (attachment 5).

Each tier of the hierarchy now includes an overarching set of objectives followed by location specific objectives and controls.

The location specific controls for Major Regional Centres, Major Towns and Towns were updated to reflect existing Centre-specific studies and masterplans. Each section uses the following structure -

- Objectives: general objectives applicable to the whole section.
- General for each Centre: where the sub-section applies, existing context, desired future character, core and transitions areas, and street role and function.
- Key public views (where applicable).
- Access and Movement.
- Built form and Setbacks.
- Public Open Space (where applicable).

Movement and Place designations for key streets has been included for 11 centres; this helps to guide the vision for the role and function of streets and links these with the design guidance in TfNSW Design of Roads and Streets Manual.

The Village and Small Village Centres objectives and controls were consolidated and applied to all centres of this scale. The controls follow a similar structure to the higher order centres:

- Objectives: general objectives applicable to the whole section.
- Built Form and Setbacks.
- Access and movement.

Where Village and Small Village centres required bespoke location specific controls which were different to the default controls, these have been retained and grouped under the relevant subheading.

## **5 General Controls for development in all centres**

This section now combines what was the general requirements for retail and business premises, retail shopping centres and fast food restaurants. The controls were combined to reduce duplication, clarify which planning controls apply to all Centres, and strengthen the relationship between objectives and controls.

The section has been structured to focus on development features rather than land use. New clauses were added to reflect the complexity of Centres and to support improved design outcomes.

## **6 Controls for Peripheral Sales Precincts**

Peripheral Sales Precincts are often on the edge of centres and typically include hardware stores, household goods stores, furniture stores and car dealerships that require large sites.

This section has been restructured and reviewed to apply to all Peripheral Sales Precincts. A new introductory paragraph has been included to provide context and clarity. Location specific controls have been removed where they no longer add value or are duplicated. This creates a consistent approach and improves readability.

Reference to bulky goods has been replaced with specialised retail premises to reflect the most current land use terms.

## **7 Controls for Environmental Performance**

In line with Council's commitment in the Net Zero Wollongong Climate Mitigation Plan planning policy is being reviewed to increase sustainability principles, measured in relation to stationary energy consumption. On the adoption of DCP Chapter A2 Ecologically Sustainable Development Council noted the staged review of a number of chapters of the DCP, including Chapter B4.

A new section of Chapter B4 has been included to set limits on the use of fossil fuel gas in new development. Other controls to reduce urban heat, increase tree canopy cover, deep soil, and active transport have been reviewed and improved to improve overall environmental performance.

## 8 Appendix 4 Definitions

To support the interpretation of Chapter B4, additional terms are proposed to be included in Appendix 4 Definitions. The additional terms are provided in attachment 8.

### CONSULTATION AND COMMUNICATION

Consultation has occurred with relevant teams across Council including Development Assessment, Development Engineering, Transport, Heritage, Environment, Property, Landscape, and Community Safety.

The proposed amendments arise from adopted strategies and plans that have previously undergone extensive consultation. During the exhibition of the RBCS and ILR letters were sent to land owners advising them of the changes being proposed in the actions of those documents. Given this established consultation with the community over time, further preliminary consultation relevant to this Planning Proposal and DCP update has not occurred, with the exception of the proposed heritage listings (see below).

Should Council resolve to progress a Planning Proposal, it will be sent to the NSW Department of Planning, Housing and Infrastructure seeking Gateway determination and the proposal be placed on exhibition for a minimum period of 28 days, in line with the requirements of the Gateway Determination and Council's Community Participation Plan.

The exhibition of the draft amendments to DCP Chapter B4 will be exhibited concurrently with the planning proposal.

The exhibition will be advertised on Council's engagement website. Hard copies of the exhibition material will be available at Council's Administration Building and libraries, and an electronic copy will be placed on Council's website. Relevant landowners will be notified of the exhibition in accordance with the Community Participation Plan.

Following the exhibition, submissions will be reported to Council for consideration.

### Wollongong Local Planning Panel

The Planning Proposal was reported to the Wollongong Local Planning Panel on 28 August 2025. The Panel provided the following advice:

- 1 *The Panel advises that it supports the Planning Proposal proceeding as recommended as it has strategic merit.*
- 2 *The Panel notes the comprehensive research and review undertaken to inform the recommendations made.*
- 3 *The Panel encourages Council to prepare supporting DCP provisions on supporting contributory, neutral and detracting buildings within the proposed Port Kembla HCA (for example see the Woollahra DCP).*

Recommendation 3 from the WLEPP is not progressing as part of this project. DCP Chapter E11 includes general controls for development in Heritage Conservation Areas. Contributory, neutral and detracting buildings within existing Heritage Conservation Areas are not mapped with the Chapter E11. The draft location specific controls proposed within Chapter B4 have been drafted with heritage in mind.

### Wollongong Heritage Reference Group

The Heritage Reference Group considered a report on the staged progression of the Wollongong Heritage Schedule Review on the 11 September 2025. The draft resolution is provided below, pending confirmation of the minutes at the next reference group meeting scheduled for 27 November 2025: -

*The Wollongong Heritage Reference Group recommend that Stage 2 of the Wollongong Heritage Schedule Review be progressed, by:*

- 1 *Progressing the 15 potential heritage items and the Wentworth Street Heritage Conservation Area as part of the Centres and Industrial Lands Review reporting process;*
- 2 *A further report to Council be prepared recommending that a draft Planning Proposal be prepared and exhibited to progress 67 potential heritage items as part of the broader Wollongong Heritage Schedule.*



## Landowner notification (Heritage)

Landowners of the proposed heritage items, and/or within the proposed HCA have been notified of this report being considered by Council and will be notified of the public exhibition period should Council resolve to progress a draft Planning Proposal.

## PLANNING AND POLICY IMPACT

### Community Strategic Plan - Our Wollongong Our Future 2035

This report contributes to the delivery of Our Wollongong Our Future 2035 Goal 2 – “We have well planned, connected and liveable places”. It specifically delivers on -

| Community Strategic Plan 2035                                                                                                       | Delivery Program 2025-2029 |
|-------------------------------------------------------------------------------------------------------------------------------------|----------------------------|
| Strategy                                                                                                                            | Service                    |
| 2.1 Urban areas are planned and well maintained to provide a healthy and safe environment for our community to live, work and play. | Land Use Planning          |

### Illawarra Shoalhaven Regional Plan 2041

In June 2021, the Illawarra Shoalhaven Regional Plan 2041 was released by the State Government. The updated Regional Plan guides strategic planning and land use decisions in the region for the next 20 years. The Plan contains 30 objectives, supported by a mix of actions. Strategies and collaboration activities.

The proposal is generally consistent with:

- Objective 7: Respond to the changing nature of retail.
- Objective 21: respond to the changing needs of local neighbourhoods.
- Objective 23: celebrate, conserve and reuse cultural heritage.
- Objective 24: support major events, public art and cultural services.

### Ministerial Directions under s9.1 of the EP&A Act

The proposal is generally consistent with the directions, where an inconsistency has arisen it is considered minor or is justified by an endorsed strategic plan such as the RBCS or ILR.

A comprehensive assessment against the relevant ministerial direction is contained within the Planning Report (Attachment 2).

### Wollongong Local Strategic Planning Statement 2025-2045

On 28 July 2025, Council resolved to endorse the Wollongong Local Strategic Planning Statement (LSPS) 2025-2045. The LSPS sets out Council's 20-year land use planning vision for the LGA and strategic planning priorities with reference to a range of adopted supporting documents.

The LSPS contains 12 planning priorities which align with and expand upon the matters for consideration under the Wollongong Planning Proposal Policy.

A comprehensive assessment against the relevant planning priorities is contained within the Planning Report (Attachment 2).

### Wollongong Retail and Business Centres Strategy (2023)

The RBCS was adopted by Council and endorsed by Department of Planning, Housing and Infrastructure in 2023. The Strategy demonstrates that Wollongong's Centres have sufficient retail supply to meet current demand. Our Centres also have a generous amount of feasible supply within the existing planning framework to allow retail businesses to grow in response to increased demand to 2041 and beyond. This room to grow will also need to accommodate complimentary uses appropriate to the type of Centre.

This planning proposal, supported by the review of DCP Chapter B4, seeks to implement actions under the following recommendation themes:

- Recommendation 3: tighten centre boundaries to create resilient and active centres.
- Recommendation 5: protect existing required supply.
- Recommendation 12: update active frontage planning controls to improve street presentation.

### **Wollongong Industrial Lands Review (2023)**

The ILR was adopted by Council in 2023, and endorsed by Department of Planning, Housing and Infrastructure. The Strategy acknowledges the important economic role that Wollongong's industrial lands play at a local, regional and national level. The Strategy finds that Wollongong's industrial lands are adequately providing for 'urban services' which enable local residents to access everyday goods and services and support efficient supply chains. The ILR includes a range of recommendations to inform future land use planning for industrial lands across the LGA. This planning proposal seeks to implement a number of recommendations from the ILR including changes to land use tables and some zoning amendments relating to following precincts:

- Precinct M3: Bulli – Remnant Mining Lands.
- Precinct 10: Russell Vale – Princes Highway.
- Precinct 17: Fairy Meadow – Princes Highway.
- Precinct 31: Port Kembla – Military Road.
- Precinct 32: Port Kembla – Wentworth Street.

### **Town & Village Plans**

This planning proposal has also been informed by the following town and village plans -

- Corrimal Town Centre Plan 2015-2025.
- Dapto Town Centre Plan.
- Figtree Town Centre Plan.
- Helensburgh Town Centre Plan.
- Port Kembla 2505 Revitalisation Plan 2018-2045.
- Unanderra Town Centre Master Plan.
- Warrawong Town Centre Master Plan.
- West Dapto Town Centres Urban Design Report (2024).

The planning proposal seeks to enable a wide range of actions from the above documents. Details are provided in attachment 2.

### **SUSTAINABILITY IMPLICATIONS**

In line with Council's commitment in the Net Zero Wollongong Climate Mitigation Plan planning policy is being reviewed to increase sustainability principles, measured in relation to stationary energy consumption.

A new section of Chapter B4 has been included to set limits on the use of fossil fuel gas in new development. The proposed objectives for all scales of Centres include objectives relating to urban greening to support urban greening and a comfortable microclimate. Other controls to reduce urban heat, increase tree canopy cover, deep soil, and active transport have been reviewed and improved to improve overall environmental performance.

### **RISK MANAGEMENT**

The exhibition process will allow community, landowners, industry and other stakeholder to provide further input into the Planning Proposal and proposed amendments to Chapter B4.

## Heritage

*State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* enables a Complying Development Certificate (CDC) for the demolition of buildings to be obtained without Council approval.

It is noted that if a CDC is obtained for demolition, Council has delegation under *the NSW Heritage Act 1977* to place an Interim Heritage Order on a property to prevent demolition for a period of six months.

Once a draft Planning Proposal is progressed, draft heritage items cannot be approved for demolition through a Complying Development Certificate. A Development Application can be lodged seeking approval to demolish.

The progression of a range of proposed new heritage listings is anticipated to attract a wide range of community views and submissions. It is important that these views are understood and considered in the progression of any proposal.

To ensure the management of these risks, a range of community consultation is proposed, including direct discussion with affected owners of identified potential items as part of the public exhibition process. The exhibition of the Planning Proposal will ensure that broad community input can be considered in finalising the proposal.

## FINANCIAL IMPLICATIONS

This project has been undertaken using project budgets and internal resources.

## CONCLUSION

The Centres Planning Proposal seeks to implement a range of recommendations from Council's adopted strategic documents including the Wollongong Retail and Business Centres Strategy, Wollongong Industrial Lands Review and town centre plans. Actions of the LGA wide Stage 2 Heritage Schedule Review and Net Zero Wollongong have also been captured in the draft documents. The planning proposal also includes other amendments in response to changing NSW Government Policy and other arising matters. The planning proposal is supported by a comprehensive review of DCP Chapter B4.

This report recommends that the Planning Proposal be endorsed to be sent to the Department of Planning, Housing, & Infrastructure for a Gateway Determination and pending the receipt of a favourable Gateway Determination, the Planning Proposal and draft Chapter B4 be placed on public exhibition for a minimum of 28 days.



## PLANNING PROPOSAL – CENTRES AND INDUSTRIAL LAND

### To amend Wollongong LEP 2009

**LOCAL GOVERNMENT AREA:** Wollongong City Council

**NAME OF LEP:** Wollongong Local Environmental Plan 2009

Centres and Industrial Land: active frontages, boundaries,  
heritage, and housekeeping

PP-2025/10

**ADDRESS OF LAND:** This planning affects land within centres, zoned E1 Local Centre, E2 Commercial Centre, E3 Productivity Support, MU1 Mixed Use. It also includes amendments to land zoned R2 Low Density Residential and certain lots zoned RU1 Primary Production and E4 General Industrial.

| DOCUMENT REGISTER |                |                                                               |             |          |
|-------------------|----------------|---------------------------------------------------------------|-------------|----------|
| Version           | Date           | Details                                                       | Prepared by | ECM ref  |
| 1                 | September 2025 | Preparation of planning proposal for consideration by Council | BM          | 25614726 |
| Current Version   |                | 1                                                             |             |          |

## Centres and Industrial land: active frontages, boundaries, heritage, and housekeeping

## Planning Proposal

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Centres and Industrial land: active frontages, boundaries, heritage, and housekeeping

Planning Proposal

## Part 1 – Objective and intended outcomes

### Objective

To amend the Wollongong LEP to action a range of site specific and LGA wide recommendations from endorsed strategic documents

### Intended Outcomes

This planning proposal and associated review of DCP Chapter B4 Development in Centres and Peripheral Sales Centres seeks to implement actions from a range of Council strategies, as well as other matters including proposed heritage listing, proposed heritage conservation area, and various changes in response to arising matters.

## Part 2 – Explanation of provisions

The planning proposal seeks to make amendments to the following components of the Wollongong LEP:

- Amend the Land Use Table for the following zones:
  - o E1 Local Centre
  - o E2 Commercial Centre
  - o E3 Productivity Support
  - o E4 General Industrial
  - o E5 Heavy Industrial
  - o R2 Low Density Residential
- Amend *clause 5.4 Controls relating to miscellaneous permissible uses*
- Insert new provision under *Part 7 Local Provisions* relating to 'restaurant and cafes' in R2 zones.
- Repeal *clause 7.13 Certain land within employment or mixed use zones*
- Amend *clause 7.19 Active Frontages*
- Amend *Schedule 1 Additional Permitted Uses*
- Repeal *Schedule 3: Complying Development – Part 1 Types of development – Alterations and additions to industrial and warehouse buildings in industrial zones*
- Amend *Schedule Environmental heritage*
  - o List 15 items within *Part 1 Heritage items*
  - o List one new conservation area within *Part 2 Heritage Conservation Areas*.

The planning proposal seeks to amend the following Wollongong LEP maps:

- Land Zoning
- Floor Space Ratio
- Height of Buildings
- Key Sites
- Lot Size
- Active Frontages
- Heritage
- Additional Permitted Uses

Please refer to the Planning proposal for a detailed explanation of provisions.



Centres and Industrial land: active frontages, boundaries, heritage, and housekeeping

Planning Proposal

### Part 3 – Justification

#### Section A – Need for the Planning Proposal

##### Q1: Is the planning proposal a result of an endorsed LSPS, strategic study or report?

Yes. The planning proposal seeks to action recommendations from:

- Wollongong Retail and Business Centres Strategy (2023)
- Industrial Lands Review (2023)
- Corrimal Town Centre Plan 2015-2025 (2015).
  - o Wilga Street Block Corrimal Planning Strategy (2024)
- Dapto Town Centre Plan (2017).
- Figtree Town Centre Plan (2013).
- Helensburgh Town Centre Plan (2020).
- Port Kembla 2505 Revitalisation Plan 2018-2045 (2018).
- Unanderra Town Centre Master Plan (2013).
- Warrawong Town Centre Master Plan (2013).
- West Dapto Town Centres Urban Design Report (2024).

Further detail is provided in the Planning Report

##### Q2: Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes. The proposed outcomes can only be achieved through a planning proposal and will give effect to adopted strategies.

#### Section B – Relationship to strategic planning framework

##### Q3: Will the planning proposal give effect to the objectives and actions of the applicable regional or district plan or strategy (including any exhibited draft plans or strategies)?

###### The Illawarra-Shoalhaven Regional Plan 2041

The Planning Proposal is consistent with the following objectives within the Illawarra Shoalhaven Regional Plan 2041 –

Objective 7: Respond to the changing nature of retail

Objective 21: Respond to the changing needs of local neighbourhood.

Objective 22: Embrace and respect the region's local character

Objective 24: support major events, public art and cultural services

Further commentary is provided within the Planning Report.

##### Q4: Is the planning proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GCC, or another endorsed local strategy or strategic plan?

Yes, the planning proposal is consistent with:

- Wollongong Local Strategic Planning Statement (2025)
- Wollongong Retail and Business Centres Strategy (2023) – endorsed by DPHI
- Industrial Lands Review (2023) – endorsed by DPHI

Centres and Industrial land: active frontages, boundaries, heritage, and housekeeping

Planning Proposal

Further commentary is provided within the Planning Report.

**Q5: Is the planning proposal consistent with any other applicable State and regional studies or strategies?**

The Planning Proposal is generally consistent with adopted NSW State and regional studies.

**Q6: Is the planning proposal consistent with applicable SEPPs?**

A detailed review of the Planning proposal against all State Environmental Planning Policies (SEPPs) is provided in the Planning Report.

**State Environmental Planning Policy (Resilience and Hazards) 2021**

The Planning Proposal is generally consistent with Chapter 2: Coastal Management of the State Environmental Planning Policy (Resilience and Hazards) 2021. Some sites are located within the mapped Coastal Use Area or Coastal Environment Area. An assessment against the Coastal Guidelines is attached to this planning proposal.

The proposal will not result in development that is hazardous or offensive.

A number of sites are identified as potentially contaminated due to existing or previous uses. Majority of these sites are transitioning from R2 Low Density Residential to E1 Local Centre, which is considered less sensitive. Future development will need to address any contamination on site in accordance with Chapter 4 Remediation of land.

**Q7: Is the planning proposal consistent with applicable Ministerial Directions (section 9.1 Directions) or key government priority?**

The Minister for Planning, under section 9.1 of the EP&A Act issues Directions that relevant planning authorities, in this case Wollongong City Council, must follow when preparing Planning Proposal's for new Local Environmental Plans and associated amendments.

An assessment against the Ministerial Directions has been undertaken for planning consistency. The Directions cover the following broad categories:

- Planning Systems and Planning Systems
- Place Based
- Design and Place
- Biodiversity and Conservation
- Resilience and Hazards
- Transport and Infrastructure
- Housing
- industry and Employment
- Resource and Energy
- Primary Production

The following Ministerial Directions (s.9.1 Directions) are highlighted due to minor inconsistencies

- 4.1 Flooding
- 6.1 Residential Zones

## Centres and Industrial land: active frontages, boundaries, heritage, and housekeeping

### Planning Proposal

- 7.1 Employment Zones
- 9.1 Rural Zones

Due to the nature of this planning proposal inconsistencies arise through the interaction between existing and proposed residential, employment and rural zones. These inconsistencies are supported by the RBCS and/or ILR.

For sites identified as flood affected, a complete assessment against the Ministerial Direction has been completed and is attached to the Planning Report.

A complete assessment of the Planning Proposal's consistency against all s.9.1 Directions is provided in the Planning Report.

#### Section C – Environmental, social and economic impact

**Q8: Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected because of the proposal?**

It is unlikely that critical habitat or threatened species, populations or ecological communities, or their habitats, will be affected by this planning proposal. Further, the planning proposal applies to existing urban land.

Existing environmental management provisions with the Wollongong LEP will still apply to any proposed development, and a detailed assessment of any impacts will be addressed at the development application stage.

**Q9: Are there any other likely environmental effects of the Planning Proposal and how are they proposed to be managed?**

Flooding, Bushfire, and coastal management have been addressed in the Planning Report. Any future development will need satisfy the relevant requirements to address environmental constraints or effects relevant to the proposed development.

**Q10: Has the Planning Proposal adequately addressed any social and economic effects?**

Yes, planning proposal seeks to support the ongoing viability of centres across the LGA.

The planning proposal includes seeks to list 15 local heritage items and a Heritage Conservation Area to protect known environmental heritage. A statement of significance for each proposed item. forms part of the planning proposal documentation.

#### Section D – Infrastructure (Local, State and Commonwealth)

**Q11: Is there adequate public infrastructure for the Planning Proposal?**

Yes, the site is within an existing urban land that is connected to all major public infrastructure and is serviced by the local road network, electricity, water and sewer.

#### Section E – State and Commonwealth interests

**Q12: What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?**

Formal consultation with the relevant public authorities and government agencies will occur as part of the formal exhibition in accordance with the requirements of the Gateway Determination.

## Centres and Industrial land: active frontages, boundaries, heritage, and housekeeping

### Planning Proposal

Consultation with the following agencies is suggested, and to be confirmed by the Gateway Determination:

- Heritage NSW
- Jemena (Gas Pipeline Operator)
- NSW Environment, Energy and Science (Flooding and Water)
- NSW EPA
- NSW Ports (responsible for the management of the Port Kembla)
- NSW Rural Fire Service
- NSW SES
- Transport for NSW

### Part 4 – Mapping

Please refer to the attached map books.

### Part 5 – Community Consultation

The requirements for consultation are outlined in the EP&A Act and the minimum requirements for this consultation are identified in Section 1, Stage 5 of the Local Environmental Plan Making Guideline (Department of Planning and Environment August 2023). The requirements set out in Stage 5 relate to the notification requirements and what material is to be made available for inspection.

The Planning Proposal is to be exhibited for a minimum period of 28 days.

### Part 6 – Projected Timeline

| Action                                                        | Timeframe<br>(working days) | Timeline                     |
|---------------------------------------------------------------|-----------------------------|------------------------------|
| Consideration by Wollongong Local Planning Panel              | Complete                    | 28 August 2025               |
| Consideration and decision by Council                         |                             | 17 November 2025             |
| Submitted to Department of Planning & Environment for Gateway |                             | November 2025                |
| Gateway Determination                                         | Max 25 days                 | November 2025                |
| Post Gateway / Pre-exhibition                                 | Max 50 days                 | December 2025 – January 2026 |
| Commencement and completion of public exhibition period       | Max 95 days                 | February 2026                |
| Consideration of submissions                                  |                             | March 2026                   |
| Post exhibition review and additional studies                 |                             | April 2026                   |
| Final Council Decision                                        |                             | May 2026                     |

Centres and Industrial land: active frontages, boundaries,  
heritage, and housekeeping

Planning Proposal

|                                           |             |           |
|-------------------------------------------|-------------|-----------|
| Submission to Department for finalisation | Max 55 days | May 2026  |
| Notification of LEP amendment             |             | June 2026 |



# PLANNING REPORT

## Centres and Industrial Lands Planning Proposal

**PP-2025/10**



**Version 1, October 2025**



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## 1 Introduction

This planning proposal and associated review of DCP Chapter B4 Development in Centres and Peripheral Sales Centres seeks to implement actions from a range of Council strategies, as well as other matters including proposed heritage listings, a proposed heritage conservation area, and various changes in response to arising matters.

This planning report outlines the proposed amendments to the LEP and includes their strategic justification, assessment against State Environmental Planning Policies and Ministerial Local Planning Directions, and suggested drafting and mapping.

### Background

Since 2013, Council has developed town centre plans for several higher order centres in Wollongong. In 2023, Council adopted the Retail & Business Centres Strategy (RBCS) and the Industrial Lands Review (ILR) which considered our centres and industrial lands across the LGA. These strategies include a range of recommendations for changes to the Wollongong Local Environmental Plan 2009 (LEP) and the Wollongong Development Control Plan 2009 (DCP).

This planning proposal has been informed by the following town and village plans:

- Corrimal Town Centre Plan 2015-2025 (2015).
  - o Wilga Street Block Corrimal Planning Strategy (2024)
- Dapto Town Centre Plan (2017).
- Figtree Town Centre Plan (2013).
- Helensburgh Town Centre Plan (2020).
- Port Kembla 2505 Revitalisation Plan 2018-2045 (2018).
- Unanderra Town Centre Master Plan (2013).
- Warrawong Town Centre Master Plan (2013).
- West Dapto Town Centres Urban Design Report (2024).

Studio GL, supported by John Outtram Heritage & Design, was engaged to undertake design and analysis that will inform Council's development of location-specific draft planning controls for twelve Centres. These controls have been incorporated into the update to Chapter B4 Development in Centres and Peripheral Sale Precincts of the Wollongong Development Control Plan 2009 (DCP). The centres subject to this work were: Warrawong, Dapto, Corrimal, Fairy Meadow, Figtree, Bulli, Woonona, Helensburgh, Port Kembla, Berkeley, and Coniston.

The objectives of the project were to:

- Develop a draft set of strong and clear, location specific built form controls that facilitate high quality design outcomes which respond to the local context.
- Align the location specific controls in Chapter B4: Development in Centres and Peripheral Sales Precincts of the DCP with the vision, intent and recommendations of the endorsed strategic town centre studies and plans.

The scope of work involved developing draft location-specific DCP controls for twelve Centres, as well as providing limited recommendations for Height of Building (HOB) and Floor Space Ratio (FSR) controls, where zoning changes have been recommended in the Retail and

Business Centres Strategy. The project also included testing and recommendations for solar access protections for public spaces.

This work has been documented in an Urban Design Finding Report (Findings Report) attached under separate cover.

#### Process



## 2 Strategic framework

### 2.1 Illawarra Shoalhaven Regional Plan 2041 (2021)

The planning proposal is generally consistent with the following the intent of the Illawarra Shoalhaven Regional Plan 2041 (ISRP). In particular:

Objective 7: Respond to the changing nature of retail

The planning proposal specifically addresses Strategy 7.1 by providing flexibility in our centres and facilitating a broad range of commercial and retail uses. The planning proposal also seeks to reinforce existing centres in line the RBCS and recognising the role of exiting small centres by rezoning from R2 to E1.

Objective 21: respond to the changing needs of local neighbourhoods.

The ISRP notes that “Some centres and local neighbourhoods have competing land use pressures and require a clear direction. Council’s local strategic planning statements should seek to support these places with a clear vision for their future”. This planning proposal, supported by a review of chapter B4, seeks to provide clear direction on the vision of centres, through implementing the recommendations of relevant town and village plans, mapping active frontages and having clear DCP controls to inform future development.

Objective 23: celebrate, conserve and reuse cultural heritage.

This planning proposal includes the listing of a number of draft heritage items and a draft heritage conservation area for Wentworth Street, Port Kembla. Details of these draft listing is provided via a separate report.

Objective 24: support major events, public art and cultural services. The planning proposal seeks to permit with consent ‘creative industries’ in E1 Local Centre and E2 Commercial Centres zone. This is aligned with Strategy 24.1 to “enhance and protect creative work and performance spaces, and related facilities”

### 2.2 Community Strategic Plan, Our Wollongong Our Future 2035 (2025)

This project contributes to the delivery of Our Wollongong Our Future 2035 Goal 2 – “We have well planned, connected, and liveable places” and the following strategies:

- o 2.1 Urban areas are planned and well maintained to provide a healthy and safe environment for our community to live, work and play
- o 2.6 The growth of West Dapto urban release area is well planned with facilities, spaces and educational institutions to support the growing community.

It specifically delivers on core business activities of Land Use Planning as detailed in Delivery Program 2025-2029 and Operational Plan 2025-26 (2025)

### 2.3 Wollongong Local Strategic Planning Statement (2025)

On 28 July 2025, Council resolved to endorse the Wollongong Local Strategic Planning Statement (LSPS) 2025-2045. The LSPS sets out Council’s 20-year land use planning vision for the LGA and strategic planning priorities with reference to a range of adopted supporting documents.

The LSPS contains 12 planning priorities which align with and expand upon the matters for consideration under the Wollongong Planning Proposal Policy. Table 3 provides an assessment against the planning priorities.

**Table 1 - Assessment against the Wollongong Local Strategic Plan 2025-2045**

| Planning Priority                                                                     | Considerations                                                                                                                                                                                                                                                                                                                                                                                               | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|---------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Sustainable and resilient</b>                                                      |                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 1 We rehabilitate and protect natural environments and ecosystems                     | <p>Preservation and improvement of natural environments through the management and restoration of natural areas.</p> <p>Conserve endangered ecological communities and threatened species.</p> <p>Coastal management, floodplain risk management and stormwater management.</p>                                                                                                                              | <p>The proposal is generally consistent with the Strategic planning priority.</p> <p>The proposal is not expected to inhibit the ability to apply key plans to be delivered.</p>                                                                                                                                                                                                                                                                                                                                                                              |
| 2 We are resilient to climate risks and environmental hazards                         | <p>Ensure our urban areas are resilient, thrive in ideal conditions, adapt to change and survive and recover from extreme events to reduce the risks to our community from environmental hazards.</p> <p>Avoid intensification in flood-prone, bushfire-prone and coastal hazard areas and align with relevant guidelines and policies.</p> <p>Support net-zero targets and renewable energy transition.</p> | <p>The proposal is generally consistent with the Strategic planning priority.</p> <p>Flooding has been a key consideration when undertaking detailed analysis of the actions in the RBCS.</p> <p>The planning proposal has drawn upon the relevant Floodplain Risk Management Plans and Studies to inform the analysis of the actions within the RBCS. In some instances this has meant actions have not progressed or progressed in an alternate form.</p>                                                                                                   |
| 3 We have access to green and healthy urban open spaces and streets                   | <p>Provide and utilise green and healthy open spaces and streets to offset the impacts of urban heat island effects and improve amenity and community wellbeing.</p> <p>Ensure community access to high amenity natural and urban green space and utilise our existing open spaces and streets creatively to maximise urban greening and community recreation.</p>                                           | <p>The proposal is generally consistent with the Strategic planning priority.</p> <p>The planning proposal includes the rezoning of two lots of land in Windang from E1 Local Centre to RE1 Public Recreation to reinforce its role as public open space.</p> <p>The planning proposal is supported by a comprehensive review of Chapter B4 Development in Centres and Peripheral Sales Precincts which supports to the protection and delivery of open and green spaces in centres and includes setback controls to deliver improved street tree canopy.</p> |
| <b>Liveable and connected</b>                                                         |                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 4 The natural, built and cultural context informs the design of places and buildings. | <p>Respect the natural and cultural landscapes and environments with the Wollongong Local Government Area. Enable development which recognises and responds to environmental conditions, landscape character, heritage, and cultural values</p>                                                                                                                                                              | <p>The proposal is generally consistent with the Strategic planning priority.</p> <p>Detailed analysis of natural and built context has informed the proposed Port Kembla Heritage Conservation area. Complimentary controls in the draft DCP for Port Kembla and Bulli</p>                                                                                                                                                                                                                                                                                   |

| Planning Priority                                                                                                               | Considerations                                                                                                                                                                                                                                                                                                                                                 | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|---------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                | <p>support heritage conservation outcomes.</p> <p>The supporting DCP also introduces clear view controls to significant landscape and places of cultural value.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p>5 We are growing our capacity for housing, so our community have access to diverse and high-quality homes in the future.</p> | <p>Strategic planning provides the ability to deliver diverse and high-quality housing to meet the needs of our growing community. Housing should be suitable at all price points and created with community well-being and sustainable development in mind.</p>                                                                                               | <p>The proposal is generally consistent with the Strategic planning priority.</p> <p>The proposal is not expected to inhibit the ability to apply key plans to be delivered, which include the Wollongong Affordable Housing Contributions Scheme.</p> <p>The planning proposal seeks to enable diverse housing in and around centres.</p> <p>As a result of tightening some centre boundaries, the transition areas (mixed-use and medium density residential) around some centres are proposed to expand. Residential flat buildings and multi dwelling housing will be permitted in the transition areas of centres where an active frontage does not apply. In addition to increasing floor area for housing, this will enable more ground floor dwellings, potentially increasing options for those seeking accessible and family friendly dwellings. Live-work arrangements are proposed to be enabled in some small centres through making dwelling house permissible where no active frontage applies.</p> |
| <p>6 The network of Centres provides for the needs of our community</p>                                                         | <p>City, town and village centres meet the needs of the community and support creativity, economic growth, sustainability and social well-being.</p>                                                                                                                                                                                                           | <p>The proposal is generally consistent with the Strategic planning priority.</p> <p>The planning proposal seeks to deliver on a range of actions identified in the RBCS and town and village plans to support centres across the LGA. This includes reinforcing the centres hierarchy, protecting existing supply, improving concentration of retail activity, and planning for our new centres in West Dapto.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p>7 Transport options are safe, reliable and accessible</p>                                                                    | <p>Transport networks enable a shift in transport modes from private vehicles to public and active transport to reduce greenhouse gas emissions, urban heat, travel times and poor health outcomes, while increasing social and economic participation and street safety.</p> <p>Land use and transport planning is integrated to ensure infrastructure is</p> | <p>The proposal is not inconsistent with the Strategic planning priority.</p> <p>The planning proposal is supported by a comprehensive DCP chapter review. Streets within 12 centres have been categorised using the Movement and Place Framework. This has then informed the built form controls included with the Draft DCP Chapter B4 which supports this planning</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |



| Planning Priority                                                                                                                           | Considerations                                                                                                                                                                                                                                                                                                                                                                                              | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|---------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                             | maximised to support growth in well serviced locations.                                                                                                                                                                                                                                                                                                                                                     | proposals. This categorisation can be seen in the Findings Report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 8 The city reflects the creativity, history, identity of our people; invitees community participation, and contributes to a diverse economy | Enable development that responds to the cultural history of place and promotes ongoing engagement through restoration, interpretation and creative expression                                                                                                                                                                                                                                               | The planning proposal is not inconsistent with this planning priority. The planning proposal includes proposed heritage items and heritage conservation area (subject to a separate LPP report). This seeks to protect the history of the LGA.<br><br>The planning proposal also seeks to permit with consent 'creative industries' within the E1 and E2 zone, supporting creative uses in our centres.                                                                                                                                                                    |
| <b>Productive and vibrant</b>                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 9 Employment generating uses are prioritised in Centres and Industrial areas.                                                               | Plan for employment generating uses to support local and regional employment enhance Wollongong's economy and provide goods and services to the community.<br><br>Protect and retain diverse industrial land and enable its productivity and ability to cater to emerging industries.<br><br>Support the role of existing and planned centres as defined through the Retail and Business Centres Hierarchy. | The proposal is not inconsistent with the Strategic planning priority.<br><br>The proposal seeks to implement actions from the RBCS, ILR and adopted town and village plans to support centres of all scales across the LGA.<br><br>These changes include, but are not limited to, protecting existing required non-residential floorspace, tightening centre boundaries to create vibrant centres, mapping active frontages and amending land use tables to ensure appropriate uses within employment areas.                                                              |
| 10 The freight network is efficient, from international trade to the last mile                                                              | Ensure transport corridors link freight to ports, airports, retail centres and employment lands to promote economic and industrial growth.<br><br>Freight Transport corridors should be resilient to environmental hazards and have appropriate capacity while avoiding incompatible land uses.                                                                                                             | The proposal is not inconsistent with the Strategic planning priority.<br><br>The proposal will not impact on local and/or regional freight networks.                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 11 Port Kembla's industrial precinct and Port are a hub for economic growth, employment and innovation.                                     | Recognise, retain, and promote the Port of Port Kembla and surrounds as an area of significant economic importance focused on employment generation in heavy industry, port operations and clean energy investment                                                                                                                                                                                          | The proposal is not inconsistent with the Strategic planning priority.<br><br>It is not considered that the proposed changes impact on the planning, functioning and operation of the Port Kembla industrial precinct. Land use conflict between Port Kembla Town Centre and the nearby heavy industrial land was considered. the planning proposal also seeks to remove an additional permitted use for residential flat buildings on certain land along Military Road. This responds to the need for a transition and buffer to heavy industrial land to the east of the |

| Planning Priority                                                      | Considerations                                                                                                                                                                                | Response                                                                                                                                 |
|------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                        |                                                                                                                                                                                               | Port Kembla Town Centre, identified in PK2505.                                                                                           |
| 12 The growing visitor economy celebrates natural and cultural assets. | Grow the visitor economy of the Wollongong LGA through attracting more major events and tourism infrastructure to increase visitation rates while caring for our natural and cultural assets. | The proposal is not inconsistent with the Strategic planning priority.<br>The proposal will not impact on the delivery of local tourism. |

The Planning Proposal seeks to implement the recommendations of, and is therefore generally consistent with, the intent of two key strategies:

## 2.4 Retail and Business Centres Strategy (2023).

The RBCS was adopted by Council and endorsed by Department of Planning, Housing and Infrastructure in 2023. The Strategy demonstrates that Wollongong's Centres have sufficient retail supply to meet current demand. Our Centres also have a generous amount of feasible supply within the existing planning framework to allow retail businesses to grow in response to increased demand to 2041 and beyond. This room to grow will also need to accommodate complimentary uses appropriate to the type of Centre. The Strategy also identifies locations where existing supply should be protected through rezoning or additional permitted uses. The Wollongong Retail and Business Centres Strategy made a range of recommendations to benefit our network of centres and this planning proposal seeks to progress a number of these recommendations.

This planning proposal, supported by the review of DCP Chapter B4, seeks to implement actions under the following recommendations:

- Recommendation 3: tighten centre boundaries to create resilient and active centres.

Based on analysis as part of the RBCS, the physical extent and feasible capacity of some centres is in excess of what is required to meet demand. Town and Village Plans have also identified portions of centre zoned land which is considered excess to the functional extent of the centre. These excess areas often have vacancies or have been developed as strata residential and are unlikely to be redeveloped for business uses. Excessively large business zones can dilute retail activity, often leaving central areas less active than is optimal.

- Recommendation 5: protect existing required supply

Many of our centres have components of active and productive business uses that are not on land zoned for business uses. This means the supply provided by the business, and the role it has in the structure and operation of the centre, is not assured, and could be lost to redevelopment for other uses. For centres where the business zoning boundary does not reflect the functional extent of the commercial activity of the centre consider expanding business zoning to encompass adjacent properties with established business uses where appropriate

Some businesses have established or maintained functional neighbourhood centres on land that is currently zoned residential. Often maintaining or altering these premises can be difficult, requiring the need to establish existing use rights to continue operations. Given the active role some of these places have in our retail network, there is a need to consider whether a formal business zoning is required, or if there are other planning pathways available.

- Recommendation 6: Explore opportunities to increase residential density

The SGS study that informed the RBCS determined that there were some centres where there would be more retail. For centres with excess supply moving forward consider the opportunity to increase residential density when the centre has the urban structure and transport connectivity to support an increased population.

Whilst a comprehensive review of residential density in the catchment of or within certain centres is not within the scope of the planning proposal, a number of changes support the delivery of housing within centres. For example, the mapping of active frontages enables a more nuanced application of non-residential ground floor, and flexibility for residential uses at ground in appropriate location. The planning proposal also seeks to transition surplus employment to residential, encouraging residential development in proximity to centres.

- Recommendation 12: update active frontage planning controls to improve street presentation

A high level of pedestrian interest and interaction at street level and a direct connection between the ground floor of buildings and the street is critical in Centres. The RBCS makes a number of recommendations on how Active Frontages can be improved via the LEP and amendments to the DCP.

## 2.5 Industrial Lands Review (2023).

The ILR was adopted by Council in 2023, and endorsed by Department of Planning, Housing and Infrastructure. The Strategy acknowledges the important economic role that Wollongong's industrial lands play at a local, regional and national level. The Strategy finds that Wollongong's industrial lands are adequately providing for 'urban services' which enable local residents to access everyday goods and services and support efficient supply chains provides a range of recommendations to inform future land use planning for industrial lands across the LGA. This planning proposal seeks to implement a number of recommendations from the ILR including changes to land use table and some minor zoning amendments relating to following precincts:

- Precinct M3: Bulli – Remnant Mining Lands
- Precinct 10: Russell Vale – Princes Highway
- Precinct 17: Fairy Meadow – Princes Highway
- Precinct 26: Unanderra – Princess Highway
- Precinct 31: Port Kembla – Military Road
- Precinct 32: Port Kembla – Wentworth Street

## 2.6 Town and Village Plans

This planning proposal has also been informed by the following town and village plans:

- Corrimal Town Centre Plan 2015-2025
- Dapto Town Centre Plan
- Figtree Town Centre Plan
- Helensburgh Town Centre Plan
- Port Kembla 2505 Revitalisation Plan 2018-2045
- Unanderra Town Centre Master Plan
- Warrawong Town Centre Master Plan
- West Dapto Town Centres Urban Design Report (2024)

The planning proposal seeks to enable a wide range of actions from the above documents, such as changes to zoning, mapping active frontages, and heritage conservation.

## 2.7 Affordable Housing

On 12 August 2024 Council adopted the Affordable Housing Policy and Procedures which require an Affordable Housing Contribution for residential rezonings for larger residential developments. Council endorsed the exhibition of an Affordable Housing Scheme Planning Proposal and draft Affordable Housing Contributions Plan on 15 September 2025. This planning proposal does not propose significant uplift in FSR for residential purposes.

There is minor uplift in FSR (from 0.5:1 to 0.75:1) for the following sites being rezoned from R2 Low Density Residential to E1 Local Centre:

- 34 to 40 Moore Street, Austinmer
- 749-759 Lawrence Hargrave Drive, Coledale
- 26 Derribong Road, Cordeaux Heights
- 424 to 440, and 493 to 507 (excluding 501) Crown Street, West Wollongong
- 41 to 43 Yellagong Street, West Wollongong
- 20 to 22 Waland Avenue, Figtree
- 99 to 101 Bellevue Road, Figtree

This change is consistent with the planning controls for other small village centres and acknowledges the change in building form from a residential typology to commercial.

Redevelopment of land in the future may be subject to the Affordable Housing Scheme (once in force) or the Affordable Housing Procedures.

## 2.8 NSW Government Housing Reforms

The NSW Government has made a number of changes to state policy to incentivise the delivery of more housing, including affordable housing. Three key policies are relevant to this planning proposal, and are enabled through SEPP (Housing) 2021:

1. Low and Mid Rise Housing Policy provides an alternative planning pathway for low (1-2 storey) and mid rise (3-6 storey) residential development within 800m walking distance of nominated town centres and transport hubs. For Wollongong the nominated locations are:
  - Corrimal Town Centre
  - Dapto Town Centre
  - Fairy Meadow Town Centre
  - Warrawong Town Centre
2. Transport Oriented Development Program seeks to enable greater housing density around nominated transport hubs, and is divided in Tier 1 and Tier 2 TOD areas. This policy includes an affordable housing component. Wollongong has three tier 2 nominated transport hubs:
  - Dapto Train Station
  - Corrimal Train Station
  - North Wollongong Train Station (pending implementation)
3. In-fill affordable housing reforms provides a floor space ratio and/or height bonus of 20–30% for development that include at least 10-15% of gross floor area as affordable housing. The bonus is proportional to the delivery of affordable housing.

These policies have been considered in the proposed changes for centres and have informed built form testing as relevant.

## 2.9 State Environmental Planning Policy

| State Environmental Planning Policy                | Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|----------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SEPP (Biodiversity and Conservation) 2021          | The planning proposal does not contain provisions that will contradict or hinder the application of the SEPP                                                                                                                                                                                                                                                                                                                                                        |
| SEPP (Exempt and Complying Development Codes) 2008 | The planning proposal does not contain provisions that will contradict or hinder the application of the SEPP                                                                                                                                                                                                                                                                                                                                                        |
| SEPP (Housing) 2021                                | The planning proposal does not contain provisions that will contradict or hinder the application of the SEPP . The planning proposal considers the interaction of the provisions in this SEPP with various proposed changes, this is particularly relevant to the provisions of Chapter 2 Affordable Housing, Chapter 5 Transport oriented development and Chapter 6 Low and mid rise housing. Further commentary is provided throughout the report where relevant. |
| SEPP (Industry and Employment) 2021                | The planning proposal does not contain provisions that will contradict or hinder the application of the SEPP                                                                                                                                                                                                                                                                                                                                                        |
| SEPP (Planning Systems) 2021                       | The planning proposal does not contain provisions that will contradict or hinder the application of the SEPP                                                                                                                                                                                                                                                                                                                                                        |
| SEPP (Precincts—Central River City) 2021           | Not applicable                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| SEPP (Precincts—Eastern Harbour City) 2021         | Not applicable                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| SEPP (Precincts—Regional) 2021                     | The planning proposal does not contain provisions that will contradict or hinder the application of the SEPP                                                                                                                                                                                                                                                                                                                                                        |
| SEPP (Precincts—Western Parkland City) 2021        | Not applicable                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| SEPP (Primary Production) 2021                     | The planning proposal does not contain provisions that will contradict or hinder the application of the SEPP                                                                                                                                                                                                                                                                                                                                                        |
| SEPP (Resilience and Hazards) 2021                 | The planning proposal does not contain provisions that will contradict or hinder the application of the SEPP. Development will need to meet the relevant requirements of Chapter 2 Coastal Management and Chapter 4 Remediation of Land. Further commentary is provided below, see 2.10 Section 9.1 Ministerial Directions.                                                                                                                                         |
| SEPP (Resources and Energy) 2021                   | The planning proposal does not contain provisions that will contradict or hinder the application of the SEPP                                                                                                                                                                                                                                                                                                                                                        |
| SEPP (Sustainable Buildings) 2022                  | The planning proposal does not contain provisions that will contradict or hinder the application of the SEPP                                                                                                                                                                                                                                                                                                                                                        |
| SEPP (Transport and Infrastructure) 2021           | The planning proposal does not contain provisions that will contradict or hinder the application of the SEPP                                                                                                                                                                                                                                                                                                                                                        |
| Illawarra REP 1                                    | Repealed within Wollongong                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Illawarra REP 2                                    | Does not apply to Wollongong                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Greater Metropolitan REP No.2                      | Not applicable                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

## 2.10 Section 9.1 Ministerial directions

A high level assessment of Section 9.1 Ministerial Directions is provided in the table below. Where required a more detailed assessment of a relevant ministerial direction is provided later in the report in the consideration of each action.

| Ministerial Direction                  | Assessment                                                                                                              |
|----------------------------------------|-------------------------------------------------------------------------------------------------------------------------|
| <b>Focus Area 1 – Planning Systems</b> |                                                                                                                         |
| 1.1 Implementation of Regional Plans   | Consistent - the Planning Proposal is consistent with the overall intent of the Illawarra-Shoalhaven Regional Plan 2041 |

|                                                                                                                       |                                                                                                                                                                       |
|-----------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1.2 Development of Aboriginal Land Council land                                                                       | Not applicable                                                                                                                                                        |
| 1.3 Approval and Referral Requirements                                                                                | The planning proposal does not seek to include additional concurrence, consultation or referral provisions nor identify any development as designated development     |
| 1.4 Site Specific Provisions                                                                                          | The planning proposal will not introduce site-specific provisions                                                                                                     |
| 1.4A Exclusions of Development Standards from Variation                                                               | The planning will not alter existing exclusions to clause 4.6                                                                                                         |
| <b>Focus Area 1: Planning Systems – Place Based</b>                                                                   |                                                                                                                                                                       |
| 1.5 Parramatta Road Corridor Urban Transformation Strategy                                                            | Not Applicable to Wollongong                                                                                                                                          |
| 1.6 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan                 | Not Applicable to Wollongong                                                                                                                                          |
| 1.7 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan | Not Applicable to Wollongong                                                                                                                                          |
| 1.8 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan             | Not Applicable to Wollongong                                                                                                                                          |
| 1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor                                                   | Not Applicable to Wollongong                                                                                                                                          |
| 1.10 Implementation of the Western Sydney Aerotropolis Plan                                                           | Not Applicable to Wollongong                                                                                                                                          |
| 1.11 Implementation of Bayside West Precincts 2036 Plan                                                               | Not Applicable to Wollongong                                                                                                                                          |
| 1.12 Implementation of Planning Principles for the Cooks Cove Precinct                                                | Not Applicable to Wollongong                                                                                                                                          |
| 1.13 Implementation of St Leonards and Crows Nest 2036 Plan                                                           | Not Applicable to Wollongong                                                                                                                                          |
| 1.14 Implementation of Greater Macarthur 2040                                                                         | Not Applicable to Wollongong                                                                                                                                          |
| 1.15 Implementation of the Pyrmont Peninsula Place Strategy                                                           | Not applicable to Wollongong                                                                                                                                          |
| 1.16 North West Rail Link Corridor Strategy                                                                           | Not applicable to Wollongong                                                                                                                                          |
| 1.17 Implementation of the Bays West Place Strategy                                                                   | Not applicable to Wollongong                                                                                                                                          |
| 1.18 Implementation of the Macquarie Park Innovation Precinct                                                         | Not applicable to Wollongong                                                                                                                                          |
| 1.19 Implementation of the Westmead Place Strategy                                                                    | Not applicable to Wollongong                                                                                                                                          |
| 1.20 Implementation of the Camellia-Rosehill Place Strategy                                                           | Not applicable to Wollongong                                                                                                                                          |
| 1.21 Implementation of South West Growth Area Structure Plan                                                          | Not applicable to Wollongong                                                                                                                                          |
| 1.22 Implementation of the Cherrybrook Station Place Strategy                                                         | Not applicable to Wollongong                                                                                                                                          |
| <b>Focus Area 2: Design And Place</b>                                                                                 |                                                                                                                                                                       |
| [this focus area was blank when the directions were made]                                                             |                                                                                                                                                                       |
| <b>Focus Area 3: Biodiversity and Conservation</b>                                                                    |                                                                                                                                                                       |
| 3.1 Conservation Zones                                                                                                | Not inconsistent - The planning proposal does not apply to land zoned for environmental conservation purposes (C zones) and primarily applies to existing urban land. |

|                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|---------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3.2 Heritage Conservation                                                             | The planning proposal applies to existing heritage items and land within HCA, as well as proposes 15 heritage items and an HCA.<br>Proposed zoning changes are not expected to inhibit heritage conservation outcomes and the proposed listing will protect places of heritage value.<br>Overall, the planning proposal is considered consistent with this direction. Further detail is provided in the location specific analysis below.                         |
| 3.3 Sydney Drinking Water Catchments                                                  | The planning proposal does not apply to land within the Sydney Drinking Water Catchment.<br>Not applicable                                                                                                                                                                                                                                                                                                                                                        |
| 3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs | Not applicable to Wollongong                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 3.5 Recreation Vehicle Areas                                                          | Not inconsistent – the planning proposal will not enable land to be development for the purpose of a recreation vehicle area.                                                                                                                                                                                                                                                                                                                                     |
| 3.6 Strategic Conservation Planning                                                   | Not inconsistent - the planning proposal does not relate to land identified as avoided land or a strategic conservation area per the relevant SEPP.                                                                                                                                                                                                                                                                                                               |
| 3.7 Public Bushland                                                                   | Not applicable to Wollongong                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 3.8 Willandra Lakes Region                                                            | Not applicable to Wollongong                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 3.9 Sydney Harbour Foreshores and Waterways Area                                      | Not applicable to Wollongong                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 3.10 Water Catchment Protection                                                       | Not inconsistent, the planning proposal does not apply within a regulated catchment (Georges River Catchment or Sydney Drinking Water Catchment)                                                                                                                                                                                                                                                                                                                  |
| <b>Focus area 4: resilience and hazards</b>                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 4.1 Flooding                                                                          | Minor inconsistency.<br>A number of sites are mapped as flood affected. Detailed assessment against the Ministerial Direction is provided in Appendix A for land in Unanderra and Warrawong.<br>Consultation with relevant agencies will occur as part of public exhibition.                                                                                                                                                                                      |
| 4.2 Coastal Management                                                                | Not inconsistent. This direction applies to certain sites in Austinmer, Berkeley, Coledale, Port Kembla, Warrawong, and Windang and considered consistent with the object of the Coastal Management Act 2016, the NSW Coastal Management Manual, the NSW Coastal Design Guidelines.<br>An assessment against the Coastal Design Guidelines is included within Appendix B of this report.                                                                          |
| 4.3 Planning for Bushfire Protection                                                  | Not inconsistent – this direction applies to certain sites in Helensburgh and Cleveland which are mapped as bushfire prone land.<br>Consultation with the NSW RFS is proposed to occur following receipt of a gateway determination but prior                                                                                                                                                                                                                     |
| 4.4 Remediation of Contaminated Land                                                  | The planning proposal acknowledges a number of sites are mapped as having contamination or potentially contaminated due to current or previous uses.<br>Future development will need to satisfy the relevant provisions of SEPP (Resilience and Hazards) 2021 to ensure land is remediated to the required standard for any new development. Further detail is provided below.<br>It is the Planning Proposal is not inconsistent with the Ministerial Direction. |



|                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|---------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 4.5 Acid Sulfate Soils                                        | A number of lots subject to this planning proposal are mapped as wholly or partly as affected WLEP Acid Sulfate Soils Map.<br>Any future Development Applications on sites mapped as Acid Sulfate Soils will need to carry out the appropriate studies to address the site affectation.<br>Overall, the planning proposal is considered to be consistent with the Ministerial Direction, further detail is provided in relation to affected lots.                                                                                                                                                                                                                                                                                                  |
| 4.6 Mine Subsidence and Unstable Land                         | The Planning Proposal appears not to be located in areas mapped as being impacted by mines subsidence.<br>Not Applicable                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Focus area 5: transport and infrastructure</b>             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 5.1 Integrating Land Use and Transport                        | All sites are serviced by the existing road infrastructure network. Significant uplift is not proposed, and future development would need to satisfy the relevant access and servicing requirements.<br>The Planning Proposal is consistent with the direction.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 5.2 Reserving Land for Public Purposes                        | The Planning Proposal will not result in additional land being used or required or for public purposes. The proposal will not result in the removal of public land. The Planning Proposal is consistent with the direction.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 5.3 Development Near Regulated Airports and Defence Airfields | The planning proposal applies to land subject to Limitation or Operations Surfaces arising from the Shellharbour Airport. The changes as part of this planning proposal are not expected to impact the operations of the airport, and any future development will need to satisfy the provisions of cl. 7.9 Airspace Operations as relevant.<br>The planning proposal does not include land near a defence airport.                                                                                                                                                                                                                                                                                                                                |
| 5.4 Shooting Ranges                                           | Not applicable                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 5.5 High Pressure Dangerous goods pipeline                    | Cleveland (Fowlers Village) is in proximity to the Eastern Gas Pipeline.<br>The proposal is not inconsistent – further detail is provided below in relation to affected lots.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Focus Area 6: Housing</b>                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 6.1 Residential Zones                                         | The planning proposal includes existing (R2) and proposed (R2, R3) residential land, as well as employment zones which enable residential development (E1, E2, E3, MU1).<br><br>The proposal is generally consistent with this direction, and is supported by the RBCS. Further commentary is provided in the location specific analysis.<br><br>One proposed change is inconsistent with the direction, 69-71 Walker Street Helensburgh. The proposed zone change has been informed by the RBCS, Helensburgh Town Centre Plan and detailed analysis. Due to the site constraints, the proposed zone is considered appropriate as it reflects the development capacity of the land. Further commentary is provided in the location specific below. |
| 6.2 Caravan Parks and Manufactured Home Estates               | Not applicable                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Focus area 7: Industry and employment</b>                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 7.1 Employment Zones                                          | The planning proposal includes existing (E1, E2, E3) and proposed (E1, E3, E4, MU1) employment land.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

|                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                          |
|------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                              | On balance the planning proposal is considered generally consistent with the objectives of this direction. There planning proposal includes both rezoning of land from employment to residential zones, and vice versa. The changes have been identified through the RBCS. Further commentary is provided in the location specific section below.                                                                        |
| 7.2 Reduction in non-hosted short-term rental accommodation period           | Not applicable to Wollongong                                                                                                                                                                                                                                                                                                                                                                                             |
| 7.3 Commercial and Retail Development along the Pacific Highway, North Coast | Not applicable to Wollongong                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Focus area 8: resource and energy</b>                                     |                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 8.1 Mining, Petroleum Production and Extractive Industries                   | Not inconsistent – the planning proposal does not prohibit or restrict mining or extractive industries.                                                                                                                                                                                                                                                                                                                  |
| <b>Focus area 9: primary production</b>                                      |                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 9.1 Rural Zones                                                              | The planning proposal seeks to rezone certain RU1 land in Bulli to industrial and residential land. This is inconsistent with the objectives of the zone but considered minor. The RU1 land currently functions as an access handle to an industrial precinct and a road reserve comprising of a pedestrian overpass. The proposed change is identified in the ILR. Further commentary is provided later in this report. |
| 9.2 Rural Lands                                                              | Not applicable to Wollongong                                                                                                                                                                                                                                                                                                                                                                                             |
| 9.3 Oyster Aquaculture                                                       | Not applicable                                                                                                                                                                                                                                                                                                                                                                                                           |
| 9.4 Farmland of State and Regional Significance on the NSW Far North Coast   | Not applicable to Wollongong                                                                                                                                                                                                                                                                                                                                                                                             |

## 3 LGA Wide provisions

### 3.1 Land Use Tables

#### 3.1.1 Permit 'Creatives Industries' in E1 Local Centre and E2 Commercial Centre

##### Strategic Alignment

- Arising matter

##### Explanation

The term 'creative industries' was introduced as part of the Employment Zones Reforms which commences in April 2023. 'Creative Industries' is a type of 'light industry' and is currently only permitted with consent in the LEP where 'light industry' is permitted being, E3 Productivity Support, E4 General Industry, and MU1 Mixed Use zones.

This planning proposal seeks to introduce the term into the E1 Local Centre and E2 Commercial Centre Land Use Table as a land use that is permitted with consent.

Due to it being a newly created term, it was not considered in the finalisation of the RBCS or ILR. It is considered appropriate to permit with consent 'creative industries'.

NSW Government provided the following commentary within "Position Paper: Proposed Employment Zones Framework" (May 2021):

**Table 2: Extract from Position Paper: Proposed Employment Zones Framework (May 2021)**

| Land Use                                                                    | Intent                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Rationale                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-----------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Creative industry</b><br>New definition<br>Sub-term of 'light industry'. | Insert a new definition that provides a catch all definition for the creative industries and their activities and outputs.<br>The definition will capture occupations that commonly identify as creative including:<br><ul style="list-style-type: none"> <li>• traditional and digital media;</li> <li>• fine arts and crafts;</li> <li>• design; and</li> <li>• creative products</li> </ul> and extends to the activities carried out including production, workshops, display/performance and sale of items. | Creative industries are currently not defined under the SI LEP and therefore these uses are not captured clearly under the planning system. The intent of the new definition is to recognise the individual industries and activities that identify as creative.<br>This definition builds on definitions in local creative industries strategies and plans. Please note creative industries may include an 'industrial retail outlet' |

The Wollongong LSPS (2025) acknowledges the role of various sectors in supporting Wollongong's economy:

*A dynamic city for growth, investment and lifestyle, its resilient economy will be supported by diverse sectors including advanced manufacturing, clean energy, professional services, tech business and creative industries.*

Specifically, proposed inclusion of 'creative industry' as a permitted use with the E1 and E2 aligns with the following LSPS Planning Priorities:

6. The network of Centres provides for the needs of our community.

9. Employment generating uses are priorities in Centres and Industrial Areas.

This proposed change also aligns with the following focus areas within the Creative Wollongong 2024-2033 strategy:

Focus area 1: Creative & vibrant communities. Individuals and communities have the opportunity to engage and participate in the cultural life of the city, fostering creativity, expression and social connection. Aboriginal Cultural heritage and diverse communities are represented and celebrated.

Focus area 3: Creative spaces and places. With dedicated spaces and places for learning, discovery, play and celebration, our city by design fosters creative expression and a sense of belonging. With respect for our heritage, we see our natural and built environments align and connect.

### Proposed amendment

Amend the land use tables for E1 Local Centre and E2 Commercial Centre to permit with consent 'creative industries'.

### 3.1.2 Various changes to land use table for zones E3 Productivity Support, E4 General Industrial, and E5 Heavy Industrial.

#### Strategic Alignment

- Industrial Lands Review

#### Explanation and proposed amendments

A number of changes to the land use tables were recommended by the ILR, the following are proposed to actioned by this planning proposal are outlined in table 6 below.

**Table 3 - Summary of changes to E3, E4 and E5 zones**

| Land Use term and definition                                                                                                                                                                                                                                                                                                                                                                                                                                              | Proposed Change                                             | Rationale                                                                                                                                                                                                                                                                                                                                                                   |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>goods repair and reuse premises</b> means a building or place the principal purpose of which is to collect, repair or refurbish goods, including furniture and appliances, for the purposes of sale, hire or swap, and includes premises known as op shops.                                                                                                                                                                                                            | <b>Permit</b> with consent in zone E3 Productivity Support. | This land use is compatible with the objectives of the E3 zone. It is also currently permissible in the E4 zone                                                                                                                                                                                                                                                             |
| <b>heavy industrial storage establishment</b> means a building or place used for the storage of goods, materials, plant or machinery for commercial purposes and that requires separation from other development because of the nature of the processes involved, or the goods, materials, plant or machinery stored, and includes any of the following—<br>(a) a hazardous storage establishment,<br>(b) a liquid fuel depot,<br>(c) an offensive storage establishment. | <b>Prohibit</b> in zone E3 Productivity Support.            | This land use is already permitted in the E5 zone where it is considered most appropriate due to the potential need for separation from other land uses associated with hazardous/offensive storage. As such, these kinds of storage are inappropriate for the E3 zone which is often close to residential and/or Town Centres and does not align with the zone objectives. |

|                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                               |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>truck depot</b> means a building or place used for the servicing and parking of trucks, earthmoving machinery and the like.                                                                                                                                                                                                                                                                                                     | <b>Prohibit</b> in zone E3 Productivity Support.<br><br><b>Permit</b> with consent in zone E4 General Industrial. | Truck depots are currently permissible in both the E3 and E5 zones but not E4. This Review recommends their inclusion in the E4 zone and removal from E3 as their current permissibility is inconsistent with the zone objectives. Similar land uses such as 'Freight transport depots' are already permissible in the E4 zone.                                               |
| <b>timber yard</b> means a building or place the principal purpose of which is the sale of sawn, dressed or treated timber, wood fibre boards or similar timber products. It may include the cutting of such timber, boards or products to order and the sale of hardware, paint, tools and materials used in conjunction with the use and treatment of timber.                                                                    | <b>Permit</b> with consent in E4 General Industrial.                                                              | Timber yards are a type of retail premise currently permissible in E3 and E5.<br>This Review recommends their inclusion in the E4 zone for consistency as it is noted that other similar retail uses such as 'Garden centres', 'Hardware and building supplies' and 'Landscaping materials supplies' are already permitted and there is no conflict with the zone objectives. |
| <b>storage premises</b> means a building or place used for the storage of goods, materials, plant or machinery for commercial purposes and where the storage is not ancillary to any industry, business premises or retail premises on the same parcel of land, and includes self-storage units, but does not include a heavy industrial storage establishment, local distribution premises or a warehouse or distribution centre. | <b>Permit</b> with consent in E4 General Industrial.                                                              | 'Storage premises' are a group level land use definition within the LEP and currently permissible in both E3 and E5.<br>'Self storage units' are a type of 'storage premises'.<br>As a housing keeping amendment, it is recommended that 'Self-storage units' be replaced by 'Storage premises' in the E4 General Industrial zone for consistency.                            |
| <b>self-storage units</b> means premises that consist of individual enclosed compartments for storing goods or materials (other than hazardous or offensive goods or materials).                                                                                                                                                                                                                                                   | <b>Prohibit</b> in E4 General Industrial.                                                                         |                                                                                                                                                                                                                                                                                                                                                                               |
| <b>waste or resource management facility</b> means any of the following—<br>(a) a resource recovery facility,<br>(b) a waste disposal facility,<br>(c) a waste or resource transfer station,<br>(d) a building or place that is a combination of any of the things referred to in paragraphs (a)–(c).                                                                                                                              | <b>Permit</b> with consent in E5 Heavy Industrial                                                                 | This land use is already permissible in the E4 General Industrial zone.<br>These land uses can involve heavy industrial like operations with emissions, particularly resource recovery facilities. As such, it is considered that the E5 zone is most suitable although permissibility in the E4 should also remain.                                                          |
| <b>take away food and drink premises</b> means premises that are predominantly used for the preparation and retail sale of food or drink (or both) for immediate consumption away from the premises.                                                                                                                                                                                                                               | <b>Prohibit</b> in E5 Heavy Industrial.                                                                           | The permissibility of kiosks to be sufficient within the zone for providing for the everyday food needs of workers.<br>'Take away food and drink premises' allows for a wider range of premises, including drive through fast food premises, that may compromise the heavy industrial objective of the zone.                                                                  |

### 3.1.3 Permit 'Restaurant or café' in R2 Low Density Zone

#### Strategic alignment

- Arising matter

The inclusion of 'restaurant or café' as permitted use in the R2 zone arose from advice from the Wollongong Local Planning Panel on 12 May 2025 relating to PP-2025/1– 190 Military Road, Port Kembla:

*5. In general, the Panel considers that a café use should be permissible with consent in the R2 Low Density Residential zone. This anomaly may occur in other situations in the Wollongong Local Government Area (LGA) and it may be appropriate for Council to consider a LGA-wide mechanism to avoid the need to review other anomalies.*

#### Explanation

This inclusion of "restaurant or café" as a permitted use is consistent with one of the existing objectives within the R2 Zone:

- *To enable other land uses that provide facilities or services to meet the day to day needs of residents.*

An additional objective is proposed to be included to ensure amenity is considered given the typical character of a low-density area:

- *To ensure non-residential land uses are carried out in a way that minimises impacts on the amenity of a low density residential environment.*

A local provision is also recommended to ensure that development for the purpose of a 'restaurant or café' occurs in suitable locations and any impacts are appropriately mitigated and managed. The proposed 100sqm GFA limit is consistent with the limit on GFA for neighbourhood shops, permitted in the R2 zone. The requirement to not be located on a local road and within 400m of a bus stop is to minimise the impact on residential streets and encourage people to use active or public transport. The inclusion of 'restaurant or café' is intended to serve the surrounding population.

#### Proposed Amendment

Amend the R2 Low Density Residential Land Use Table to permit with consent "restaurant or café".

Introduced a new local provision, Suggested drafting:

#### **7.XX Restaurant or Café in Zone R2 Low Density Residential**

(1) the objective of this clause is to control the location and size of 'restaurant or café' permitted in the zones to which this control applies to ensure the scale and function of development is appropriate for the location

(2) this clause applies to zone R2 Low Density Residential

(3) Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that the development

(a) has a GFA no greater than 100sqm;

(b) is not located on a local road; and

(c) is within 400m of a bus stop;

## 3.2 Miscellaneous permissible use - Kiosks

### Strategic Alignment

- Industrial Lands Review recommendation: investigate increasing the size of 'kiosk' permitted uses via Clause 5.4(6) of WLEP 2009

### Explanation

Kiosks are permitted with consent under the WLEP2009 in the following zones: E1 Local Centre, E2 Commercial Centre, E3 Productivity Support, E4 General Industrial, E5 Heavy Industrial, MU1 Mixed Use, SP3 Tourist, RE1 Public Recreation, RE2 Private Recreation, W2 Recreational Waterways, and W4 Working Waterfront.

The Standard Instrument (SI) requires Council to input an area greater than 10m<sup>2</sup>, there is no upper GFA limit set out in the SI. A review of selected LEPs, see table 4, shows that there is no one standard approach to the size of 'Kiosk'

**Table 4 - Review of other GFA permitted by LEPs**

| Local Environmental Plan                    | Permitted GFA for Kiosks |
|---------------------------------------------|--------------------------|
| Campbelltown Local Environmental Plan 2015  | 12 m <sup>2</sup>        |
| Wingecarribee Local Environmental Plan 2010 | 15 m <sup>2</sup>        |
| Newcastle Local Environmental Plan 2012     | 20 m <sup>2</sup>        |
| Wollondilly Local Environmental Plan 2011   | 20 m <sup>2</sup>        |
| Sutherland Local Environmental Plan 2015    | 25 m <sup>2</sup>        |
| Penrith Local Environmental Plan 2010       | 50 m <sup>2</sup>        |
| Shellharbour Local Environmental Plan 2013  | 100 m <sup>2</sup>       |

This planning proposal seeks to increase the permitted GFA from 30m<sup>2</sup> to 50m<sup>2</sup>. This will provide greater flexibility for the offerings of the kiosks, acknowledging that 'takeaway food and drink premises' is proposed to be prohibited in zone E5 Heavy Industrial.

### Proposed Amendment

Within Clause 5.4(6) amend the reference to maximum gross floor from '30 square metres' to '50 square metres'.

## 3.3 Active Frontages

### Strategic alignment

- RBCS Recommendation 12: Update active frontage planning controls to improve street presentation.



- Town Plans which identify suggested Active Frontage locations: Helensburgh Town Centre Plan, Corrimal Town Centre Plan (including Wilga Street Block Planning Strategy), Port Kembla 2505 Revitalisation Plan, Warrawong Town Centre Masterplan
- Town Plans which informed Active Frontage Locations: Dapto Town Centre Plan, Unanderra Town Centre Plan, Figtree Town Centre Study.

### Supporting Documents

- Findings Report (Studio GL, 2025)

### Explanation

*Clause 7.13 Certain land within business zones*, in Wollongong LEP 2009 requires development within the MU1 Mixed Use zone, E1 Local Centre and E2 Commercial Centre zones to provide a non-residential ground floor use, to encourage the presence and movement of people. The clause effectively prohibits residential development unless non-residential active uses are provided at the ground floor.

This means that despite residential uses such as Residential Flat Buildings and Multi Dwelling Housing being included in the Land Use Table or Schedule 1 Additional Permitted Uses in some of these zones, they would not be given consent. Shop-top Housing is the only form of residential development which can occur in E1, E2 and MU1 zones under the Wollongong LEP.

*Clause 7.19 Active street frontages* was introduced in 2018 and is an alternate method for requiring active street frontages. The clause is linked to the Active Street Frontages Map, which shows the location of required active street frontages. Currently, Marshall Mount Town Centre and the Wilga Street Block in Corrimal, are the only locations with mapped active frontages. The clause was amended in December 2024 to remove “street” from the clause and map titles, as well also included references ‘public space’, in addition to ‘street’.

Currently, whilst residential flat buildings are permitted in some centres through a schedule 1 Additional Permitted use, due to the broad application of clause 7.13 they are not permitted as residential at ground in not permitted. This is appropriate in some locations but does not provide for nuanced approach. Residential at ground level may be appropriate in some locations, particularly within the MU1 Mixed Use zone. By mapping active frontages, it sets a clear expectation of where activity is to be concentrated and allows flexibility of uses for remaining land within a centre.

Clause 7.13 is a broad zone based active frontage provision. As it is zone based it does not allow sufficient nuance in its application. The RBCS recommendation 12 sets out a staged approach to transition from clause 7.13 to mapping all frontages per clause 7.19, ultimately repealing clause 7.13.

Recommendation 12 included a number of components relating to active frontages, a summary of the proposed outcome is provided in Table 5 below:

**Table 5: RBCS Recommendation 12**

|   | Recommendation                                                                                                      | Comment                                                |
|---|---------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|
| 1 | Update the Wollongong LEP 2009 Clause 7.13 to include additional requirements that ground floor premises in centres | Clause 7.13 is proposed to be repealed, point 4 below. |

|   |                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                  |
|---|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|   | <ul style="list-style-type: none"> <li>will be used for the purposes of business premises or retail premises,</li> <li>will enable direct visual and physical contact and interaction between the street and the interior of the building.</li> </ul>                        |                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 2 | Update Wollongong LEP 2009 Clause 7.13 to remove 'vehicular access' from part c.                                                                                                                                                                                             | 'Vehicle access' is only referenced in cl. 7.19 and is proposed to be removed.                                                                                                                                                                                                                                                                                                                                   |
| 3 | Undertake an analysis of key centres to map all active frontages, in conjunction with the Movement and Place planning for centres. Prioritise Centres based on their level in the Centres Hierarchy. Update the Wollongong LEP Active Street Frontages Map to include these. | <p>Mapped active frontages have been proposed for all centres (zones E1, E2 and MU1).</p> <p>Movement and Place designation for roads and streets in 11 higher order centres has been completed and included in the location specific controls within Chapter B4. The 11 centres include Warrawong, Dapto, Corrimal, Fairy Meadow, Dapto, Bulli, Woonona, Helensburgh, Port Kembla, Berkeley, and Unanderra.</p> |
| 4 | Once mapping is complete and included in LEP clause 7.19, remove clause 7.13 from the LEP                                                                                                                                                                                    | <p>Active frontage mapping for all Centres is proposed and will facilitate the repeal of clause 7.13.</p> <p>Active frontage provisions in the City Centre are progressing via a separate planning proposal</p>                                                                                                                                                                                                  |
| 5 | Update Wollongong DCP 2009 to include appropriate controls to improve the street presentation of active frontages.                                                                                                                                                           | This planning proposal is supported by a comprehensive review of Chapter B4 which includes frontage controls for centres (active, non-residential, and residential) with the aim to deliver improved built form outcomes.                                                                                                                                                                                        |

## Proposed amendments

### Map amendments

Amend the existing and create new maps to identify active frontages across all centres. Active frontages are proposed be identified in two ways:

- Land identified as 'Active Frontages' includes a red line identifying the location of required active frontages. They have been informed by existing development, town village plans, and masterplans. In many instances they maintain the status quo of cl. 7.13 (to be repealed).
- Land identified as 'Active Frontage – WDURA' include a broad application, this applies where detailed planning has not yet occurred to inform where active frontages are to be located. Future development applications for these centres will need to demonstrate and provide active frontages within these centres, however the application is more flexible to account for the further work that needs to be undertaken.

Refer to attached maps for details:

- Ward 1 Map books
  - active frontages
  - Bulli Town Centre
  - Coledale Small Village Centre
  - Helensburgh Town Centre
  - Austinmer Small Village Centre

- o Bulli (Point St)
- Ward 2 Map book
  - o Active frontages
  - o Unanderra Town Centre
  - o West Wollongong (Yellagong)
  - o West Wollongong (Crown Street)
  - o Cordeaux Heights
  - o Figtree (Walang Avenue)
  - o Figtree (Bellevue)
- Ward 3 Map books
  - Active frontages
  - Berkeley Town Centre
  - Cleveland (Fowlers Village)
  - Dapto Regional Centre
  - Marshall Mount Town Centre
  - Port Kembla Town Centre
  - Warrawong Major Regional Centre
  - Windang Village Centre

#### Clause amendments

- Repeal clause 7.13 *Certain land within employment or mixed use zones.*
- Amend clause 7.19 *Active frontages* as follows:  
Note: **Green** represents new text, **red-strike-through** represents deleted text

#### **7.19 Active Frontages**

(1) *The objective of this clause is to promote uses that attract pedestrian traffic to ground floor frontages in the following zones —*

- (a) *Zone E1 Local Centre,*
- (b) *Zone E2 Commercial Centre,*
- (c) *Zone E3 Productivity Support,*
- (d) *Zone MU1 Mixed Use,*
- (e) *Zone SP3 Tourist.***

(2) *This clause applies to the following —*

- (a) *for Zones E1, E2, **and** MU1 **and** SP3 – development on land identified as “Active frontages” **and** “Active Frontage – WDURA” on the Active Frontages Map.*
- (b) *for Zone E3—development for the purposes of shop top housing on land identified as “Active frontages” on the Active Frontages Map.*

(3) *Development consent must not be granted to the erection of a building, or a change of use of a building, unless the consent authority is satisfied that the building will have an active frontage after its erection or change of use.*

(4) **(repealed)** ~~*Despite subclause (3), an active frontage is not required for any part of a building that is used for any of the following —*~~

- ~~*(a) entrances and lobbies, including as part of mixed use development,*~~

~~(b) access for fire services,~~

~~(c) vehicular access or loading docks.~~

(5) For the purposes of ~~in~~ this clause, a building has an **active frontage** if—

(a) all premises on the ground floor of the building facing the street or public open space are used for ~~the purposes of business premises or retail premises~~ other than residential accommodation, and

(b) ~~the frontage~~ all ground floor elevations of the building which face the street or public open space enables direct visual and physical **interaction** ~~contact~~ between pedestrians on the street or public open space and the interior of the building, and

(c) it has design elements that encourage interaction between the inside of the building and the street or public open space adjoining the building.

(6) For the purposes of subclause (5) –

elements of a building façade that **encourage interaction** include, but are not limited to, awnings, clearly defined entrances, unobscured windows and/or openable facades

~~Note—~~

~~Clearly defined entrances, windows, awnings and shop fronts are elements of a building facade that contribute to an active frontage.~~

#### Interaction with Wollongong City Centre Planning Proposal (PP-2024/4)

The Wollongong City Centre Planning Proposal includes changes to the Active Frontage Clauses and introduce Active Frontage Mapping.

The proposed changes to clause 7.13 seek to exclude the city centre from it's application, this is aligned with the proposed repeal of clause 7.13 outlined in this planning report.

Changes to clause 7.19 are in alignment, with additional changes proposed to account for urban release areas including within the amendments outlined in this planning report.

## 3.4 Additional Permitted Uses

### 3.4.1 Dwellings on certain land zoned E1 Local Centre

#### Strategic Alignment

- Arising matters.

#### Explanation

The RBCS recognises that retail and business function also occur on land not zoned for these purposes. In some Centres, shops operate on land zoned residential that sit outside the existing business zones. Conversely, in some cases land zoned business is being used for purely residential purposes. This may be because of historic development activity; previous permissibility and/or lack of a market drive to deliver business outcomes in these locations. Within small village centres, a typology not captured by the standard instrument, being a traditional shop front to the primary “main” street and single dwelling at the rear, creates a permissible,

This form of village style development is considered an appropriate outcome and within character for many of the centres across the LGA. To acknowledge this development typology

a Schedule 1 Additional Permitted Use for 'Dwelling houses' is proposed for small village centres (zoned E1 Local Centre). The identification of an active frontage to the 'main street' should support the primary function of the centre to provide for the day-to-day needs of residents with flexibility to provide a single dwelling to the rear or lane way or maintain permissibility of any existing dwelling house.

Village and Small Village Centres currently mapped as Area A include: Austinmer, Bellambi (Bellambi Lane, Rothery St), Berkeley (Kelly St, Berkeley Rd), Dapto (Kent Street), Brownsville, Bulli (Farrell Rd), Coledale, Coniston, Cringila, East Corrimal, East Woonona, Fairy Meadow (Cabbage Tree Lane, Elliotts Road), Farmborough Heights, Figtree (Bellevue Rd), Gwynneville, Jersey Farm (Huntley), Kanahooka, Keiraville, Keiraville, Koonawarra, Lake Heights (Buena Vista Ave, Weringa Ave), Mangerton, Primbee, Stanwell Park, Tarrawanna, Towradgi, Unanderra (Farmborough Rd), West Wollongong (Thames St, 41 to 45 Princes Highway), Wollongong (449 to 453 Crown St), Wongawilli, and Yallah.

#### Example - Coledale

The land outlined in red is proposed to be rezoned from R2 Low Density Residential to E1 Local Centre. the area outlined in green is approximately boundary of residential uses. Lawrence Hargrave Drive has a Centre character, whereas Coledale Avenue has a residential character.



Figure 1 - Streetview of Lawrence Hargrave Drive, Coledale



Figure 3 - Streetview of Coledale Avenue, Coledale



Figure 2 - Rezoning Boundary (red) and approximate residential uses (green)

#### **Proposed Amendment**

Permit with consent via Schedule 1 Additional Permitted Uses 'Dwelling houses' in small village centres. This would apply to the area map or proposed to be mapped as Area A on the Key Sites Map.

#### **Schedule 1 Additional Permitted Uses**

#### **38 Use of certain land in Zone E1 and identified as Area A**

- (1) This clause applies to land identified as Area A on the Key Sites Map.
- (2) Development for the purposes of a 'dwelling house' is permitted with consent only if a non-residential use is present to the primary road, has an active frontage, the dwelling has access to a secondary road or laneway.

### 3.4.2 Self-Storage units on certain land zoned E1 Local Centre

#### Strategic Alignment

- Arising matters.

#### Explanation

Amend Schedule 1 Additional Permitted Uses 33 Use of certain land in Zone E1 to remove reference to 'self-storage units'. APU 33 currently permits with consent Residential Flat Buildings and self-storage units in certain E1 zones and was introduced as part of the Employment Zones Reforms to maintain permissibility in the former B2 Local Centre Zone. Self storage units are not considered to be consistent with the objectives of the E1 zone. Self-storage units will remain permissible in Zones E2 Commercial Centre, E3 Productivity Support, E4 General Industrial, E5 Heavy Industrial and MU1 Mixed Use.

#### Proposed Amendment

Amend Schedule 1 Additional Permitted Uses 33 Use of Certain Land in Zone E1 to remove reference to 'self-storage units'.

#### Schedule 1 Additional Permitted Uses

#### 33 Use of certain land in Zone E1

- (3) (1) This clause applies to certain land in Zone E1 Local Centre identified as "33" on the Additional Permitted Uses Map.
- (4) (2) Development for the purposes of residential flat buildings ~~or self-storage units~~ is permitted with development consent.

## 3.5 Complying Development

#### Strategic Alignment

- Industrial Lands Review recommendation: Remove *Schedule 3: Complying Development – Part 1 Types of development – Alterations and additions to industrial and warehouse buildings in industrial zones* as it is now superseded by SEPP (Exempt and Complying Development) 2008.

#### Proposed Amendment

Repeal *Schedule 3: Complying Development – Part 1 Types of development – Alterations and additions to industrial and warehouse buildings in industrial zones*

## 4 Location Specific

### 4.1 Austinmer

#### Strategic alignment

- RBCS Recommendation 5: protect existing required supply
- RBCS Recommendation 12: update active frontage planning controls to improve street presentation

#### Proposed amendments

Ward 1 Map book – Austinmer Town Centre

| Address                                                                                                                                                                          | Proposed Amendment                                                                                                                                                                                 | Comment                                                                                                                  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|
| E1 zoned land on Moore Street, Austinmer                                                                                                                                         | Map an active frontage to Moore Street (existing and proposed E1 zone)                                                                                                                             | Refer to commentary in section 3.3 Active Frontages and attached maps for specific locations.                            |
| <i>RBCS action: Review the following land portions which form part of functional town centres and consider the merits of rezoning them from residential to business zonings:</i> |                                                                                                                                                                                                    |                                                                                                                          |
| 34-40 Moore St Austinmer                                                                                                                                                         | <ul style="list-style-type: none"> <li>• Rezone from R2 to E1</li> <li>• Amend FSR from 0.5:1 to 0.75:1</li> <li>• No change to HOB (9m)</li> <li>• Remove MLS.</li> <li>• Apply Area A</li> </ul> | The three lots are heritage listed, within a heritage conservation area, and are an existing group of established shops. |

#### Consideration of s9.1 Ministerial Directions

| Direction                 | Consistency         | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|---------------------------|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3.2 Heritage Conservation | Consistent          | 34 to 40 Moore Street includes heritage listed lots and is within a Heritage Conservation area. The proposed zone change will not inhibit the conservation of the heritage items or heritage conservation areas. The proposed change is considered consistent with this direction.                                                                                                                                                                                                 |
| 4.2 Coastal Management    | Not inconsistent    | 34 to 40 Moore Street is identified as being within the 'Coastal Environment Area'. It is not identified within a coastal vulnerability area, coastal wetland, or littoral rainforest area not as being affected by a current or future vulnerability.<br>An assessment against the Coastal Design Guidelines is included within Appendix B of this report.                                                                                                                        |
| 6.1 Residential Zones     | Minor inconsistency | The proposed rezoning 34 to 40 Moore Street alters existing residential land. The change in zone will reduce the range of residential housing typologies permitted with consent on the land.<br><br>the proposed change is not expected to significantly reduce the residential density of the land due to the increase in FSR, and the existing heritage listing shops.<br><br>The inconsistency with the ministerial direction is considered minor and is supported by the RBCS. |



|                      |            |                                                                                                                                                                                                                     |
|----------------------|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 7.1 Employment Zones | Consistent | The proposed rezoning of 34 to 40 Moore Street projects existing non-residential floor space within an existing centre. The proposed change does not reduce potential floor space and has been informed by the RBCS |
|----------------------|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

## 4.2 Berkeley

### Strategic alignment

- RBCS Recommendation 3: tighten centre boundaries to create resilient and active centres
- RBCS Recommendation 12: update active frontage planning controls to improve street presentation

### Proposed amendments

Ward 3 Map book – Berkeley Town Centre

| Address                                                                                                                                | Proposed Amendment                                                                                                                                                                                                | Comment                                                                                       |
|----------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|
| Certain frontages within the Berkeley Town Centre (zoned E1)                                                                           | Map an active frontage to Winnima Way, Pedestrian Mall and Bristol Street.                                                                                                                                        | Refer to commentary in section 3.3 Active Frontages and attached maps for specific locations. |
| <i>RBCS action: Review the lot at 9 Devon St Berkeley and consider transition from B2 Local Centre zoning to a residential zoning.</i> |                                                                                                                                                                                                                   |                                                                                               |
| 9 Devon Street                                                                                                                         | <ul style="list-style-type: none"> <li>• Rezone from E1 to R3</li> <li>• Amend FSR from 1.5:1 to 1.3:1</li> <li>• Amend HOB from 12m to 17m</li> <li>• Apply a MLS of 449sqm</li> <li>• Remove APU 33.</li> </ul> | This outcome has been informed by built form testing, outlined in the Findings Report.        |

### Consideration of s9.1 Ministerial Directions

| Direction              | Consistency      | Comment                                                                                                                                                                                                                                                                                                                                                                                         |
|------------------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 4.2 Coastal Management | Not inconsistent | 9 Devon Street is identified as being wholly within the 'Coastal Use Area' and partly within the "Coastal Use Area". The site is not identified within a coastal vulnerability area, coastal wetland, or littoral rainforest area not as being affected by a current or future vulnerability, An assessment against the Coastal Design Guidelines is included within Appendix B of this report. |
| 4.5 Acid Sulfate Soils | Not inconsistent | A number of lots are identified as being Class 5 Acid Sulfate Soils. Future development will need to satisfy the relevant provisions of Clause 7.5 Acid Sulfate Soils of the LEP and/or any other relevant requirements for the proposed development.                                                                                                                                           |
| 6.1 Residential Zones  | Consistent       | The proposed rezoning of 9 Devon Street from E1 to R3 increases the range of housing typologies permitted with consent. The site is well located in proximity to an existing centre.                                                                                                                                                                                                            |

|                      |                     |                                                                                                                                                                                                                                                                                |
|----------------------|---------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                     | Although there is a proposed reduced in FSR and HOB, this is reflective of transitioning from an employment to a residential zone and has been informed by built form testing (refer to Findings Report).<br>The proposed change is considered consistent with this direction. |
| 7.1 Employment Zones | Minor inconsistency | The proposed rezoning of 9 Devon Street reduces the total potential floor space area for employment uses. The change has been informed by the RBCS and is therefore considered a minor inconsistency.                                                                          |

### 4.3 Bulli

#### Strategic alignment:

- RBCS Recommendation 5: protect existing required supply
- RBCS Recommendation 12: update active frontage planning controls to improve street presentation.
- ILR, Precinct M3: Bulli – Remnant Mining Lands

#### Proposed amendments

Ward 1 Map book – Bulli Town Centre

Ward 1 Map book – Bulli (Point Street)

Ward 1 Map book – Bulli (Rural land)

| Address                                                                                                                                                                          | Proposed Amendment                                                                                                                                                                                                                                      | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Certain frontages within the Bulli Town Centre (existing and proposed E1 zone)                                                                                                   | Map an active frontages to certain frontages on Princes Highway, Park Road, Stokes Lane, Station Street and Molloy Street                                                                                                                               | Refer to commentary in section 3.3 Active Frontages and attached maps for specific locations.                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <i>RBCS Action: Review the following land portions which form part of functional town centres and consider the merits of rezoning them from residential to business zonings:</i> |                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 236 to 278 Princes Hwy Bulli                                                                                                                                                     | For 236 to 240 Princes Hwy: <ul style="list-style-type: none"> <li>• Rezone from R2 to E1</li> <li>• No change to HOB (9m) or FSR (0.5:1)</li> <li>• Remove MLS</li> <li>• Apply APU 33</li> <li>• For the other lots identified: no change.</li> </ul> | This precinct is within a Heritage Conservation Area and includes locally and state listed heritage items. It includes established residential and non-residential uses.<br><br>For land to the south of the Heritage Hotel where no change is proposed, the lots are to remain R2 to avoid an ad hoc land use outcome due to flood limitation and residential uses. The sites are included within the location specific controls for Bulli, which provides an alternative recognition of the role of this land within the centre. |
| 231-233 Princes Hwy Bulli (established businesses in heritage listed Former                                                                                                      | <ul style="list-style-type: none"> <li>• Rezone from R2 to E1</li> <li>• No change to HOB (9m) or FSR (0.5:1)</li> </ul>                                                                                                                                | The proposed changes have been informed by the RBCS and built form testing.                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

|                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                 |                                                                                                                                                                                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Stockbank House and Former Post Office)                                                                                                                                                                                                                   | <ul style="list-style-type: none"> <li>Remove MLS</li> </ul>                                                                                                                                                                                    |                                                                                                                                                                                   |
| <b>ILR Action: Consider rezoning the small portion (part of two lots) of RU1 Primary Production on to E4 General Industrial (currently functioning as an access handle)</b>                                                                               |                                                                                                                                                                                                                                                 |                                                                                                                                                                                   |
| Lot 1 DP 711752, 177C Princes Highway, Bulli<br><i>Council owned land - North Depot</i>                                                                                                                                                                   | For the part of each lot zoned RU1 Primary Production <ul style="list-style-type: none"> <li>Rezone to E4 General Industrial</li> <li>Apply a FSR of 0.5:1</li> <li>Amend MLS from 39.99sqm to 999sqm</li> <li>No change to HOB (9m)</li> </ul> | The proposed changes remove split zonings and are consistent with the adjoining E4 General Industrial Zone. The land provides access from the Princes Hwy to the industrial area. |
| Lot 53 DP 1201697, 179 Princes Highway Bulli                                                                                                                                                                                                              |                                                                                                                                                                                                                                                 |                                                                                                                                                                                   |
| <b>ILR Action: Rezoning the adjacent road reserve from RU1 Primary Production to R2 Low Density Residential (currently functioning as a pedestrian pathway)</b>                                                                                           |                                                                                                                                                                                                                                                 |                                                                                                                                                                                   |
| Part of road reserve containing pedestrian path. Located between 179 and 181 Princes Highway Bulli                                                                                                                                                        | <ul style="list-style-type: none"> <li>Rezone from RU1 Primary Production to R2 Low Density Residential</li> <li>Apply a FSR of 0.5:1</li> <li>Amend MLS from 39.99sqm to 449sqm</li> <li>No change to HOB (9m)</li> </ul>                      | This proposed change is consistent with the adjoining R2 land and provides a consistent zoning for the pedestrian bridge asset.                                                   |
| <b>RBCS Action: review the following land portions which function as well-located commercial businesses and consider the merits of rezoning them from residential to business zonings, and/or establishing additional permitted uses for these sites:</b> |                                                                                                                                                                                                                                                 |                                                                                                                                                                                   |
| 40 (A to E) Point Street, Bulli                                                                                                                                                                                                                           | <ul style="list-style-type: none"> <li>Rezone from R2 to E1</li> <li>Amend FSR from 0.5:1 to 0.75:1</li> <li>No change to HOB (9m)</li> <li>Remove MLS.</li> <li>Apply Area A</li> <li>Map an active frontage to Point Street</li> </ul>        | This is an established grouping of shops and residential uses.                                                                                                                    |

### Consideration of s9.1 Ministerial Directions

| Direction                 | Consistency          | Comment                                                                                                                                                                                                                                                                                                                                                                       |
|---------------------------|----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3.2 Heritage Conservation | Consistent           | Bulli Town Centre is within the Bulli Heritage Conservation Area and includes locally and state listed heritage items.<br>The proposed zone change will not inhibit the conservation of the heritage items or heritage conservation areas. The proposed change is considered consistent with this direction.                                                                  |
| 4.1 Flooding              | Consistent           | Parts of the Bulli Town Centre are identified as flood affected. No change to land use zone is proposed within the Bulli Town Centre for land subject to a flood affectation.                                                                                                                                                                                                 |
|                           | Inconsistent - minor | <b>177C and 179 Princes Highway</b><br>The land is identified as flood affected. The land is functioning as an access handle to an existing Light Industrial Precinct. The proposed change to zone E4 is considered minor in nature. Any future development would need to satisfy the relevant flood provisions in the WLEP as well as DCP Chapter E13 Floodplain Management. |

|                        |                      |                                                                                                                                                                                                                                                                                                                                                                                                             |
|------------------------|----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                        | Inconsistent - minor | <b>Part of road reserve located between 179 and 181 Princes Highway Bulli</b><br>The land is identified as flood affected. the land is a road reserve with an existing pedestrian overpass, the proposed change to R2 is considered minor. Any future development would need to satisfy the relevant flood provisions in the WLEP as well as DCP Chapter E13 Floodplain Management.                         |
|                        | Consistent           | 40 Point Street is not identified as being flood affected.                                                                                                                                                                                                                                                                                                                                                  |
| 4.5 Acid Sulfate Soils | Not inconsistent     | Land within the Bulli Town Centre and 40 Point Street are identified as being Class 5 Acid Sulfate Soils. Future development will need to satisfy the relevant provisions of Clause 7.5 Acid Sulfate Soils of the LEP and/or any other relevant requirements for the proposed development.                                                                                                                  |
| 6.1 Residential Zones  | minor inconsistency. | The proposed rezoning land within Bulli Town Centre and Point Street alters existing residential land. The change in zone from R2 to E1 will reduce the range of residential housing typologies permitted with consent on the land. The proposed change is informed by the RBCS therefore considered a minor inconsistency. The proposed rezoning of land from RU1 to R2 is consistent with this direction. |
| 7.1 Employment Zones   | Consistent           | The proposed rezoning of land from R2 to E1 within Bulli Town Centre and Point Street protects existing non-residential floor space within existing centres. The proposed rezoning of RU1 land to E4 is consistent with this direction<br>The proposed change does not reduce potential floor space and has been informed by the RBCS                                                                       |
| 9.1 Rural Zones        | Minor inconsistency  | The planning proposal seeks to rezone certain land from a RU1 to R2 and E4. The RU1 land is currently function as an access handle to land zoned E4 or as the access ramp for a pedestrian overpass. The agricultural production value of the land is therefore considered limited. The proposed rezoning was identified in the ILR.                                                                        |

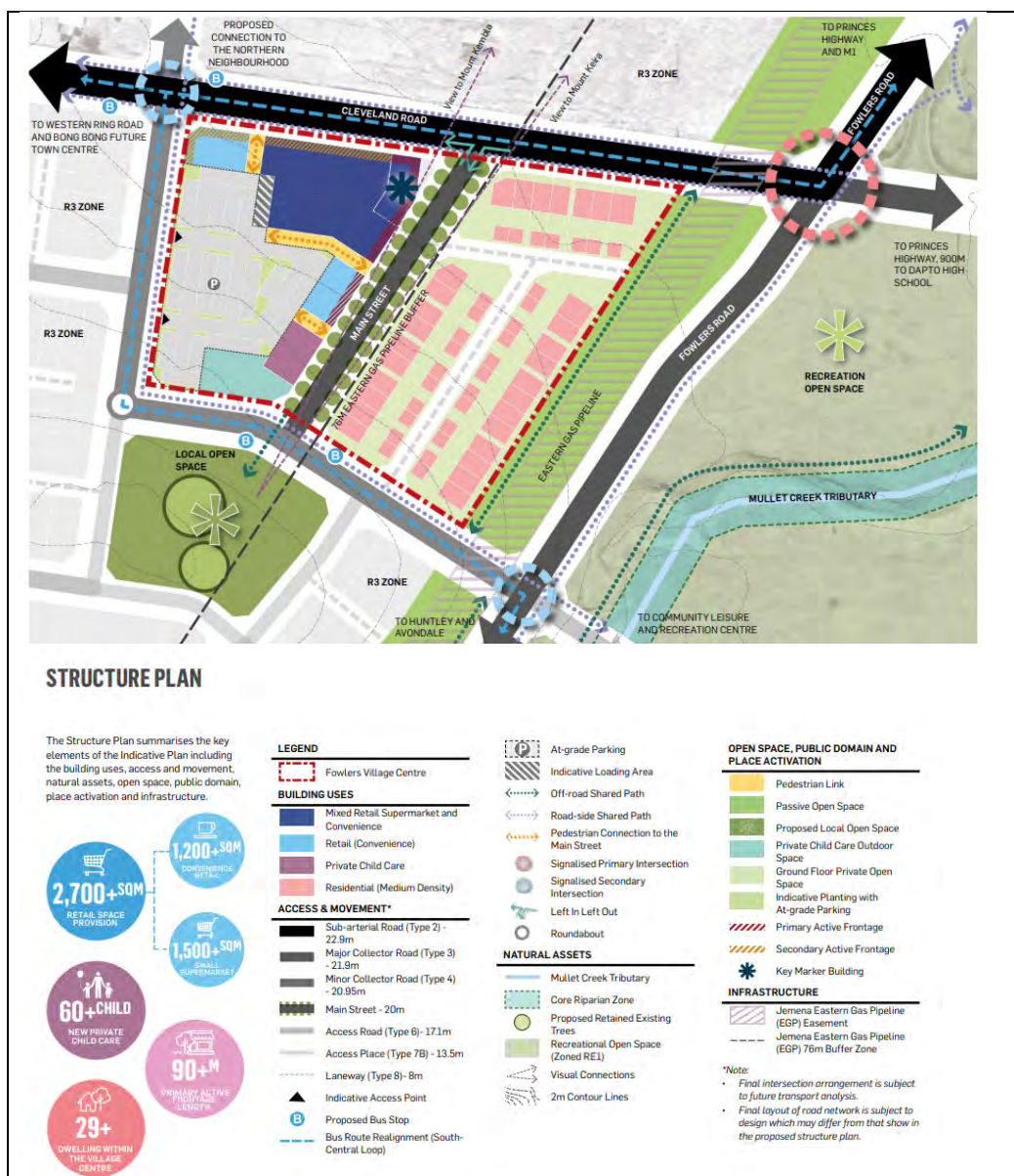
## 4.4 Cleveland (Fowlers Village)

### Strategic Alignment:

- West Dapto Urban Design Report
- RBCS Recommendation 12: update active frontage planning controls to improve street presentation

The Vision for Fowlers Village is “A compact and local scale retail precinct, conveniently located for daily needs and accessible via public and active transport. Characterised by a Main Street which is aligned to capture views to Mount Keira and Mount Kembla, it celebrates place and balances pedestrian and vehicle movement.”

The structure plan below accounts for 2,758m<sup>2</sup> of retail space (including a supermarket), 90m of active street frontage, potential location for a 60 place child care centre (private) and approximately 29 dwellings.



## Proposed amendments

### Ward 3 map book – Cleveland (Fowlers Village Centre)

| Address                                                              | Proposed Amendment                                                                                                                                                                   | Comment                                                                                                                                     |
|----------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|
| Part of 129 Cleveland Road, Cleaveland<br><i>Council owned asset</i> | <ul style="list-style-type: none"> <li>Rezone certain land from E1 to MU1</li> <li>Apply a MLS of 249sqm to the MU1land</li> <li>Amend the HOB from 9m to 12m for E1 zone</li> </ul> | The proposed changes seek to enable the outcomes of the masterplan and enable diverse housing typologies to the east of the village centre. |

|  |                                                                                                                                                                                                                        |  |
|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|  | <ul style="list-style-type: none"> <li>• Apply Area A consistent with other Small Villages Centres to prohibit drive through food and drink premises.</li> <li>• Map active frontages as per the Masterplan</li> </ul> |  |
|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|

### Consideration of s9.1 Ministerial Directions

| Direction                                   | Consistency          | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|---------------------------------------------|----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 4.3 Planning for Bushfire Protection        | Not inconsistent.    | The land is mapped as bushfire prone land – Vegetation Category 3.<br>Consultation with NSW RFS will occur following receipt of a Gateway Determination and prior to public exhibition.<br>Future development will need to comply with the relevant requirement of Planning for Bushfire Protection, the proposed changes will not inhibit its application.                                                                                                                                                                                                                                                                                                                                                                     |
| 5.5 high pressure dangerous goods pipelines | Inconsistent - minor | Fowlers Village Centre is in proximity to the Eastern Gas Pipeline.<br>An MU1 zone permits a wider range of residential typologies, however no change to FSR is proposed therefore the overall residential density is not increasing.<br>The permissibility of 'sensitive uses' as listed in the ministerial direction remain unchanged, with the exception of Correction Centres which are permitted with consent via SEPP (Transport and Infrastructure) 2021 in prescribed zones, including the MU1 zone. This is considered minor in the context of other sensitive uses already being permitted.<br>Future development will need to meet the relevant planning requirements for development in proximity to gas pipelines. |
| 6.1 Residential Zones                       | Consistent           | The proposed rezoning from E1 to MU1 for certain land seeks to enable the outcomes of the Fowlers Village Masterplan and deliver a medium density housing product. This is considered consistent with objectives of the ministerial direction.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 7.1 Employment Zones                        | Not inconsistent     | The proposed change retains an employment zone with the intent to enable a medium density housing outcome as per the Fowler Village Masterplan. The proposed change is considered consistent with the objective of the direction to 'support the viability of identified centres'.                                                                                                                                                                                                                                                                                                                                                                                                                                              |

## 4.5 Coledale

### Strategic alignment:

- Recommendation 3: tighten centre boundaries to create resilient and active centres
- RBCS Recommendation 12: update active frontage planning controls to improve street presentation
- Heritage

### Proposed amendments



| Address                                                                                                                                                                          | Proposed Amendment                                                                                                                                                                                 | Comment                                                                                       |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|
| Certain frontages within the Coledale Small Village Centre (existing and proposed E1 zone)                                                                                       | Map an active frontages to certain frontages on Lawrence Hargrave Drive and Cater Street.                                                                                                          | Refer to commentary in section 3.3 Active Frontages and attached maps for specific locations. |
| Coledale RSL, 731-735 Lawrence Hargrave Drive                                                                                                                                    | Proposed Local Heritage Listing                                                                                                                                                                    | See 4.18 for further detail on proposed heritage listing.                                     |
| <b>RCBS Action: Review the following land portions which form part of functional town centres and consider the merits of rezoning them from residential to business zonings:</b> |                                                                                                                                                                                                    |                                                                                               |
| 749-759 Lawrence Hargrave Drive, Coledale                                                                                                                                        | <ul style="list-style-type: none"> <li>• Rezone from R2 to E1</li> <li>• Amend FSR from 0.5:1 to 0.75:1</li> <li>• No change to HOB (9m)</li> <li>• Remove MLS.</li> <li>• Apply Area A</li> </ul> | This site is an established collection of shops and NSW Fire & Rescue Station.                |

#### Consideration of s9.1 Ministerial Directions

| Direction                 | Consistency         | Comment                                                                                                                                                                                                                                                                                                                                                                                   |
|---------------------------|---------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3.2 Heritage Conservation | Consistent          | The planning proposal includes the proposed listing of Coledale RSL as a local heritage item. The values of the Coledale RSL are outlined in the Summary of Significance document.                                                                                                                                                                                                        |
| 4.5 Acid Sulfate Soils    | Not inconsistent    | 749-759 Lawrence Hargrave Drive is identified as being Class 5 Acid Sulfate Soils. Future development will need to satisfy the relevant provisions of Clause 7.5 Acid Sulfate Soils of the LEP and/or any other relevant requirements for the proposed development.                                                                                                                       |
| 4.2 Coastal Management    | Not inconsistent    | 749-759 Lawrence Hargrave Drive is identified as being within the 'Coastal Use Area' and 'Coastal Environment Area'. It is not identified within a coastal vulnerability area, coastal wetland, or littoral rainforest area not as being affected by a current or future vulnerability. An assessment against the Coastal Design Guidelines is included within Appendix B of this report. |
| 6.1 Residential Zones     | Minor inconsistency | The proposed rezoning land within 749-759 Lawrence Hargrave Drive alters existing residential land. The change in zone from R2 to E1 will reduce the range of residential housing typologies permitted with consent on the land. The proposed change is informed by the RBCS therefore considered a minor inconsistency.                                                                  |
| 7.1 Employment Zones      | Consistent          | The proposed rezoning of 749-759 Lawrence Hargrave Drive protects existing and supports the provision of additional non-residential floor space within an existing centre. The proposed change does not reduce potential floor space and has been informed by the RBCS.                                                                                                                   |

## 4.6 Cordeaux Heights

#### Strategic actions:

- Recommendation 5: protect existing required supply
- RBCS Recommendation 12: update active frontage planning controls to improve street presentation



## Proposed amendments

Ward 2 Map book – Cordeaux Heights (Cordeaux Village)

| Address                                                                                                                                                                                                                                                   | Proposed Amendment                                                                                                                                                                                                                                     | Comment                                                                                                            |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|
| <i>RBCS Action: review the following land portions which function as well-located commercial businesses and consider the merits of rezoning them from residential to business zonings, and/or establishing additional permitted uses for these sites:</i> |                                                                                                                                                                                                                                                        |                                                                                                                    |
| Cordeaux Village Centre<br>(26 Derribong Rd<br>Cordeaux Heights)                                                                                                                                                                                          | <ul style="list-style-type: none"> <li>• Rezone from R2 to E1</li> <li>• Amend FSR from 0.5:1 to 0.75:1</li> <li>• No change to HOB (9m)</li> <li>• Remove MLS</li> <li>• Apply Area A</li> <li>• Map an active frontage to Derribong Road.</li> </ul> | This is an existing village centre and contains an existing shop top housing development and non-residential uses. |

## Consideration of s9.1 Ministerial Directions

| Direction                 | Consistency      | Comment                                                                                                                                                                                                                                                                                                                                                                 |
|---------------------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3.2 Heritage Conservation | Consistent       | The planning proposal includes the proposed listing of Coledale RSL as a local heritage item. The values of the Coledale RSL are outlined in the Heritage                                                                                                                                                                                                               |
| 4.1 Flooding              | Not inconsistent | The land is identified as partly flood prone, with a minor encroachment of the flood planning area along the rear boundary.<br>The minor increase in FSR is not anticipated to enable significant increase in residential density.<br>Any future development would need to satisfy the relevant Flood related LEP provision and DCP Chapter E13 – Floodplain management |
| 6.1 Residential Zones     | Consistent       | The proposed rezoning alters existing residential land. The change in zone will reduce the range of residential housing typologies permitted with consent on the land. However, the proposed change will not reduce the permissible residential density of the land (based on FSR). The proposed change is therefore considered consistent with this direction.         |
| 7.1 Employment Zones      | Consistent       | The proposed rezoning protects existing and supports the provision of additional non-residential floor space within an existing centre. The proposed change does not reduce potential floor space and has been informed by the RBCS.                                                                                                                                    |

## 4.7 Dapto

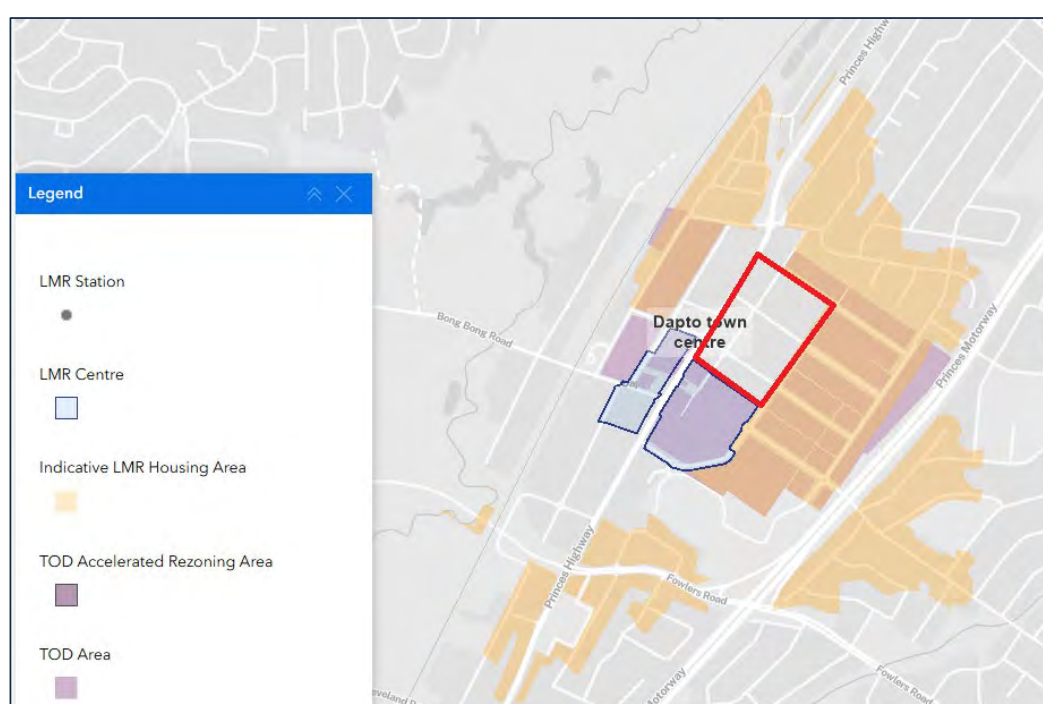
### Strategic alignment

- Arising matters – TOD and LMR Housing
- RBCS Recommendation 12: update active frontage planning controls to improve street presentation
- Dapto Town Centre Masterplan

### Explanation

The proposed amendment to the HOB and FSR within the MU1 zone in Dapto responds to changes in NSW Government Policy.

Dapto is with a Transport Orientated Development Area (Dapto Train Station) and a Low- and Mid-Rise Housing Area (Dapto Town Centre) as identified via SEPP (Housing) 2021. the LMRH provisions do not apply where the TOD applies. The application and overlap of these policies has resulted in the MU1 zoned land within Dapto having lower development potential than some much of the surrounding area despite being well-located. Figure 1 below shows the interaction between the TOD area and indicative LMR Housing Area, the existing MU1 is identified via the red line (indicative).



**Figure 4** Extract from Low and Mid-Rise Housing Policy Indicative Map (DPHI Spatial Portal, captured 22 August 2025)

The Findings Report recommends the MU1 zone brought it into alignment with the TOD and LMRH provisions. Only a change in height is proposed to facilitate a more flexible built form outcome within the existing floor space provided.

**Table 6 - Comparison of Current, TOD and LMRH controls**

|                    | Current                   | TOD area                 | LMRH (R3, 0-400m from centre) |
|--------------------|---------------------------|--------------------------|-------------------------------|
| <b>Zone</b>        | MU1 Mixed Use             |                          |                               |
| <b>Height</b>      | 11m<br>(3 storey outcome) | RFB: 22m<br>STH/ILU: 24m | RFB: 22m<br>STH: 24m          |
| <b>Floor Ratio</b> | 2:1                       | 2.5:1                    | 2.2:1                         |

## Proposed amendments

### Ward 3 Map book – Dapto Major Regional Centre

| Address                                                                                    | Proposed Amendment                                                                                                                                                                    | Comment                                                                                                                                                                                                                                                               |
|--------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Certain land with the Dapto Major Regional Centre (zoned E2, E1 or MU1)                    | Map an active frontage to certain frontages along the Princes Highway, Baan Baan Street, Bong Bong Road, Moombara Street, Marshall Street, Mall Lane and adjoining Dapto Town Square. | Refer to commentary in section 3.3 Active Frontages and attached maps for specific locations.                                                                                                                                                                         |
| MU1 Land – land bound by Werowi Street, Moombara Street, Mall Lane and the Princes Highway | <ul style="list-style-type: none"> <li>Amend HOB from 11m to 24m</li> <li>No change to Zone (MU1) or FSR (2:1)</li> </ul>                                                             | This seek to enable a more flexible development outcome, and development up to six storeys. Baan Baan Street and the Princes Highway are proposed to have mapped active frontages to maintain their role in contributing to non-residential floor area in the centre. |

## Consideration of s9.1 Ministerial Directions

| Direction                             | Consistency      | Comment                                                                                                                                                                                                                                                                   |
|---------------------------------------|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 4.1 Flooding                          | Not inconsistent | Two lots within the MU1 land are identified as being within the flood planning area. The proposed change does not alter permitted use nor change residential density (no change to FSR).                                                                                  |
| 4.4 Remediation of Contamination Land | Not inconsistent | Lot 1001 DP 1102886 is identified as potentially contaminated due to previous uses. The proposed increase in height does not introduce more sensitive uses. Any future development will need to meet the relevant requirements of the SEPP (Hazards and Resilience) 2021. |
| 4.5 Acid Sulfate Soils                | Not inconsistent | Land within the Dapto Centre is identified as being Class 5 Acid Sulfate Soils. Future development will need to satisfy the relevant provisions of Clause 7.5 Acid Sulfate Soils of the LEP and/or any other relevant requirements for the proposed development.          |
| 6.1 Residential Zones                 | Consistent.      | The proposed changes enables a more flexible development outcome within a mixed use area and does not limit the available commercial floor space and does not limit residential density.                                                                                  |
| 7.1 Employment Zones                  | Consistent       | The proposed changes enables a more flexible development outcome within a mixed use area and does not limit the available commercial floor space.                                                                                                                         |

## 4.8 Fairy Meadow (Peripheral Sales Precinct)

### Strategic alignment:

- ILR Precinct 17: Fairy Meadow – Princes Highway
- Heritage

### Proposed amendments

Ward 2 Map book – Figtree (peripheral sales precinct)

| Address                                                                                                                                                                 | Proposed Amendment                                                                                                                                                                                                                                                                             | Comment                       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
| 7 Cabbage Tree Lane                                                                                                                                                     | New Local Heritage Item - St John Vianney's Cathedral                                                                                                                                                                                                                                          |                               |
| <b>ILR Action: Investigate rezoning the portion of R2 Low Density Residential on Lot 80 DP 1115180 to E3 Productivity Support reflecting existing business premises</b> |                                                                                                                                                                                                                                                                                                |                               |
| 135-143 Princes Highway, Fairy Meadow                                                                                                                                   | For the part of the lot zoned R2 Low Density residential: <ul style="list-style-type: none"> <li>• Rezone to E3 Productivity Support</li> <li>• Amend height from 9m to 11m.</li> <li>• Amend MLS from 449sqm to 999sqm</li> <li>• Apply APU 34</li> <li>• No change to FSR (0.5:1)</li> </ul> | Removes split zoning for lot. |

Consideration of s9.1 Ministerial Directions

| Direction                 | Consistency         | Comment                                                                                                                                                                                                                                                                                                                                                              |
|---------------------------|---------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3.2 Heritage Conservation | Consistent          | The planning proposal includes the proposed listing of St John Vianneys Cathedral as a local heritage item. The values of the St John Vianneys Cathedral are outlined in the Summary of Significance document.                                                                                                                                                       |
| 4.1 Flooding              | Not inconsistent    | The site is identified as being within the Flood Planning Area, and includes high, medium and low risk areas. The proposed change reflects the existing development on the site<br>No change to FSR is proposed.                                                                                                                                                     |
| 4.5 Acid Sulfate Soils    | Not inconsistent    | 135-143 Princes Highway is identified as having class 4 and 5 Acid Sulfate Soils. Future development will need to satisfy the relevant provisions of Clause 7.5 Acid Sulfate Soils of the LEP and/or any other relevant requirements for the proposed development.                                                                                                   |
| 4.2 Coastal Management    | Not inconsistent    | 135-143 Princes Highway is identified as being partly within the 'Coastal Environment Area'. It is not identified within a coastal vulnerability area, coastal wetland, or littoral rainforest area not as being affected by a current or future vulnerability,<br>An assessment against the Coastal Design Guidelines is included within Appendix B of this report. |
| 6.1 Residential Zones     | Minor inconsistency | The proposed rezoning alters existing residential land. The change in zone will reduce the range of residential housing typologies permitted with consent on the land. the proposed change is supported by the ILR and reflects the existing use of the land                                                                                                         |
| 7.1 Employment Zones      | Consistent          | The proposed rezoning protects existing and supports the provision of additional non-residential floor space within an existing peripheral sales precinct. The proposed change does not reduce potential floor space and has been informed by the RBCS.                                                                                                              |

## 4.9 Figtree (proposed Small Village Centres)

### Strategic Alignment:

- RBCS Recommendation 5: protect existing required supply
- RBCS Recommendation 12: update active frontage planning controls to improve street presentation
- Figtree Town Centre Plan

### Proposed amendments

Ward 2 map book – Figtree (Walang Avenue)

Ward 2 map book – Figtree (Bellevue Road)

| Address                                                                                                                                                                                                                                                   | Proposed Amendment                                                                                                                                                                                                                                     | Comment                                                       |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|
| <i>RBCS Action: review the following land portions which function as well-located commercial businesses and consider the merits of rezoning them from residential to business zonings, and/or establishing additional permitted uses for these sites:</i> |                                                                                                                                                                                                                                                        |                                                               |
| 20-22 Walang Avenue Figtree                                                                                                                                                                                                                               | <ul style="list-style-type: none"> <li>• Rezone from R2 to E1</li> <li>• Amend FSR from 0.5:1 to 0.75:1</li> <li>• No change to HOB (9m)</li> <li>• Remove MLS.</li> <li>• Apply Area A</li> <li>• Map an Active Frontage to Walang Avenue</li> </ul>  | Existing shop top housing development.                        |
| 99-101 Bellevue Road Figtree                                                                                                                                                                                                                              | <ul style="list-style-type: none"> <li>• Rezone from R2 to E1</li> <li>• Amend FSR from 0.5:1 to 0.75:1</li> <li>• No change to HOB (9m)</li> <li>• Remove MLS.</li> <li>• Apply Area A</li> <li>• Map an Active Frontage to Bellevue Road.</li> </ul> | Existing commercial development within a low-density context. |

### Consideration of s9.1 Ministerial Directions

| Direction                            | Consistency          | Comment                                                                                                                                                                                                                                                                                             |
|--------------------------------------|----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 4.4 Remediation of Contaminated Land | Not inconsistent     | 99 Bellevue Road is currently used as a service station and as such is identified as potentially contaminated. Future development will need to satisfy the relevant provisions of SEPP (Resilience and Hazards) 2021 to ensure land is remediated to the required standard for any new development. |
| 6.1 Residential Zones                | Inconsistent - minor | The proposed rezoning alters existing residential land. The change in zone will reduce the range of residential housing typologies permitted with consent on the land. The proposed change is supported by the ILR and reflects the existing use of the land.                                       |
| 7.1 Employment Zones                 | Consistent           | The proposed rezoning protects existing and supports the provision of additional non-residential floor space within an existing peripheral sales precinct. The proposed change does not reduce potential floor space and has been informed by the RBCS.                                             |

## 4.10 Helensburgh

### Strategic Alignment:

- RBCS Recommendation 3: tighten centre boundaries to create resilient and active centres
- RBCS Recommendation 5: protect existing required supply
- RBCS Recommendation 12: update active frontage planning controls to improve street presentation
- Heritage
- Helensburgh Town Centre Plan

### Proposed amendments

Ward 1 map book – Helensburgh Town Centre

| Address                                                                                                                                                                                                                                    | Proposed Amendment                                                                                                                                                                                                                                                                                  | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Certain land with the Helensburgh Town Centre (existing and proposed E1)                                                                                                                                                                   | Map an active frontage to certain frontages along Walker Street, Parkes Street, Short Street, Gibbons Lane and Stuart Street.                                                                                                                                                                       | Refer to commentary in section 3.3 Active Frontages and attached maps for specific locations.                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Sawan Lane, Walker Street, Parkes Street and Tunnel Road<br><b>Council owned asset</b>                                                                                                                                                     | Proposed Local Heritage Listing – Standstone kerb and guttering                                                                                                                                                                                                                                     | See 4.18 for further detail on proposed heritage listing.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>RBCS Action: Undertake a planning proposal process to rezone 2 portions of land in Helensburgh Town Centre from B2 – Local Centre to R3 Medium Density Residential, in line with the adopted Helensburgh Town Centre Plan 2020-2045</b> |                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 65-71 Walker Street, Helensburgh                                                                                                                                                                                                           | For 65 Walker Street: no change proposed.<br>For 69 and 71 Walker Street: <ul style="list-style-type: none"> <li>• Rezone from E1 to R2</li> <li>• Amend FSR from 1.5:1 to 0.5:1</li> <li>• Amend HOB from 12m to 9m</li> <li>• Apply a 449sqm minimum lot size</li> <li>• Remove APU 33</li> </ul> | The proposed changes have been informed by built form testing, outlined in the Findings Report<br><br>65 Walker Street has been subject to a recent shop top housing development. The continuation of the E1 zone will support the future use of the ground flood tenancy.<br><br>69 and 71 Walker Street are constrained by topography, bushfire and riparian buffers zones. Built form testing (outlined in the Findings report) concluded that due to the sites constraints an R2 Low Density zone was the most appropriate for the two lots. |
| Block bound by Stuart St, Bush Pea Lane, Gibbons Lane and Lilyvale St, Helensburgh.                                                                                                                                                        | <ul style="list-style-type: none"> <li>• Rezone from E1 to R3</li> <li>• Amend FSR from 1.5:1 to 1:1</li> <li>• No change to HOB, remain 12m.</li> <li>• Apply a 449sqm minimum lot size</li> <li>• Remove APU 33</li> </ul>                                                                        | This block has an existing residential development. Built form testing (outlined in the findings report) determined an appropriate set of controls.                                                                                                                                                                                                                                                                                                                                                                                              |

| <i>RBCS Action: Undertake a planning proposal process to rezone 1 portion of land in Helensburgh Town Centre from R3 Medium Density Residential to B2 – Local Centre, in line with the adopted Helensburgh Town Centre Plan 2020-2045</i> |                                                                                                                                                                                            |                                                           |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------|
| 112 Parkes Street                                                                                                                                                                                                                         | <ul style="list-style-type: none"> <li>• Rezone from R3 to E1</li> <li>• No change to FSR (0.75:1), HOB (11m) or MLS (449sqm).</li> <li>• Apply APU33 consistent with E1 centre</li> </ul> | This site is a local heritage item, the Helensburgh Hotel |

### Consideration of s9.1 Ministerial Directions

| Direction                            | Consistency          | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|--------------------------------------|----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3.2 Heritage Conservation            | Consistent           | The planning proposal applies to existing heritage items (Helensburgh Hotel). The planning proposal also seeks to list an additional item – sandstone kerbing. The planning proposal is will not inhibit and will encourage conservation of items of environmental value.                                                                                                                                                                                                                                                                                                                             |
| 4.3 Planning for Bushfire Protection | Not inconsistent.    | 69 and 71 Walker Street is mapped as bushfire prone land – part vegetation category 1 and buffer. Consultation with NSW RFS will occur following receipt of a Gateway Determination and prior to public exhibition.<br>The proposed rezoning to R2 Low Density Residential, has been informed, in part, by the bushfire constraints, and as such the proposed change is considered consistent with the objectives of this direction. Future development will need to comply with the relevant requirement of Planning for Bushfire Protection; the proposed changes will not inhibit its application. |
| 6.1 Residential Zones                | Inconsistent - minor | For 112 Parkes Street – the proposed rezoning alters existing residential land. The change in zone will reduce the range of residential housing typologies permitted with consent on the land. However, the proposed change supports the existing heritage listed Hotel operating on the site. The rezoning is supported by the RBCS.                                                                                                                                                                                                                                                                 |
|                                      | Consistent           | For the Block bound by Stuart St, Bush Pea Lane, Gibbons Lane and Lilyvale St,<br><br>The proposed rezoning from E1 to R3 increases the range of housing typologies permitted with consent. The site is well located in proximity to an existing centre.<br>Although there is a proposed reduced in FSR, this is reflective of transitioning from an employment to a residential zone and has been informed by built form testing (refer to Findings Report).<br>The proposed change is considered consistent with this direction.                                                                    |
|                                      | Inconsistent Minor   | For 69-71 Walker Street<br>The planning proposal seeks to zone the land R2 which broadens in the range of permitted residential typologies compared to the E1 zone.<br>The proposed changes to development standards will reduce the possible residential density of the land,                                                                                                                                                                                                                                                                                                                        |



|                      |                      |                                                                                                                                                                                                                                                                                         |
|----------------------|----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                      | however this has been informed by the RBCS and built form testing. The site is constrained by topography, bushfire prone land and nearby riparian corridors. Therefore the inconsistency is considered minor.                                                                           |
| 7.1 Employment Zones | Inconsistent - minor | For 69-71 Walker Street and the Block bound by Stuart St, Bush Pea Lane, Gibbons Lane and Lilyvale St.<br><br>The proposed change reduces the extent of the E1 zone within Helensburgh. This change is supported by the RBCS and reflects existing residential development on the site. |
|                      | Consistent           | For 112 Parkes Street<br>The proposed rezoning protects existing and supports the provision of additional non-residential floor space within an existing centre. The proposed change does not reduce potential floor space and has been informed by the RBCS.                           |

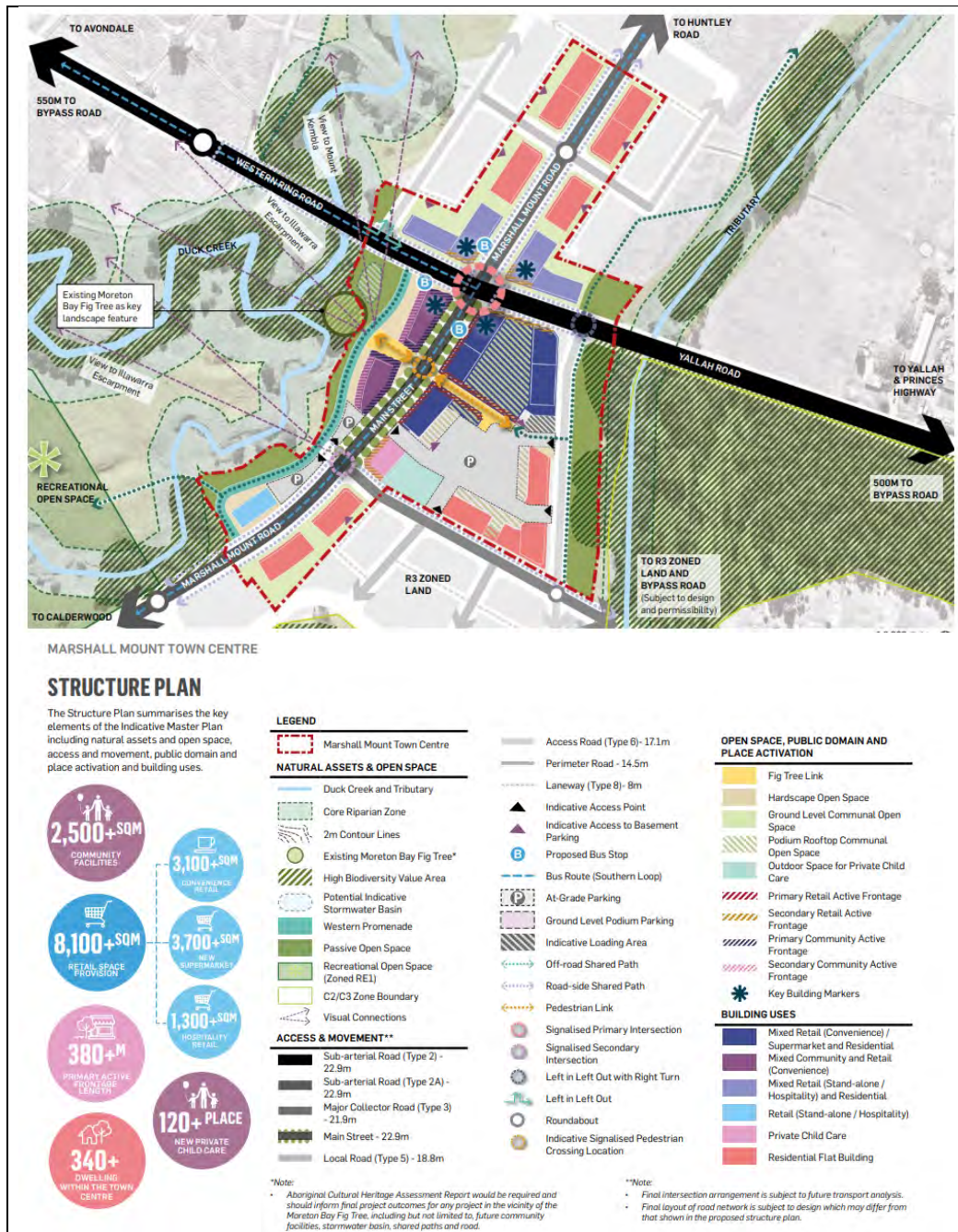
## 4.11 Marshall Mount

### Strategic Alignment

- West Dapto Urban Design Report
- RBCS Recommendation 12: update active frontage planning controls to improve street presentation.

The Vision for Marshall Mount Town Centre is “A compact mixed retail and community precinct with housing choice, conveniently located, and accessible by active and public transport. It is characterised by a vibrant main street that balances pedestrian and vehicular movements, and local places for people that celebrate views to the scenic Illawarra Escarpment and the existing Moreton Bay Fig Tree”

The structure plan below accounts for 8,100m<sup>2</sup> of retail space (including a supermarket), 2,500m<sup>2</sup> of community facilities space, 380m of active frontages, potential location for 120 place child care centre (private) and approximately 343 dwellings.



## Proposed amendments

Ward 3 map book – Marshall Mount Town Centre

| Address | Proposed Amendment | Comment |
|---------|--------------------|---------|
|---------|--------------------|---------|

|                                                                                                             |                                                                                                                  |                                                                                                                                                                  |
|-------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Certain land within the Marshal Mount Town Centre (existing MU1 and E1)                                     | Amend the Active Frontage Map in accordance with the Masterplan including to Yallah Road and Marshall Mount Road | Refer to commentary in section 3.3 Active Frontages and attached maps for specific locations.                                                                    |
| Western side of Marshall Mount Road (part of 240 Marshall Mount Road, refer to maps for specific locations) | Amend HOB from 15m to 12m                                                                                        | The proposed reduction in height seeks to align the LEP provisions with the intended outcome for this area of the town centre being 'Mixed community and retail' |

### Consideration of s9.1 Ministerial Directions

No additional commentary required. The proposed change in height does not affect permissibility, residential density or employment floor space.

## 4.12 Port Kembla

### Strategic actions:

- RBCS Recommendation 3: tighten centre boundaries to create resilient and active centres
- RBCS Recommendation 12: update active frontage planning controls to improve street presentation
- ILR Precinct 31: Port Kembla – Military Road
- ILR Precinct 32: Port Kembla – Wentworth Street.
- Port Kembla 2505 Revitalisation Plan
- Heritage
- Arising matter – Scoping Proposal for the Former Port Kembla RSL

### Proposed amendments

Ward 3 map book – Port Kembla Town Centre

| Address                                                                          | Proposed Amendment                                                                                                   | Comment                                                                                         |
|----------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|
| Certain land with the Fairy Meadow Town Centre (zoned E1, existing and proposed) | Map an active frontage to certain frontages along the Wentworth Street, Jubilee Street, Darcy Road and Allan Street. | A Refer to commentary in section 3.3 Active Frontages and attached maps for specific locations. |
| Wentworth Street                                                                 | Proposed Heritage Conservation area                                                                                  | See 'Summary of Significance for Proposed Heritage Items' for further details.                  |
| 57-61 Wentworth Street                                                           | Proposed Local Heritage Listing – Central Chamber                                                                    |                                                                                                 |
| 117-119 Wentworth Street                                                         | Proposed Local Heritage Listing – Commercial building                                                                |                                                                                                 |
| 73-75 Wentworth Street                                                           | Proposed Local Heritage Listing – former bank                                                                        |                                                                                                 |
| 96-106 Wentworth Street                                                          | Proposed Local Heritage Listing                                                                                      |                                                                                                 |

|                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 64-66 Wentworth Street                                                                                                                                                                                                                                                                                                               | Proposed Local Heritage Listing – commercial building                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <i>RBCS Action: Review the B2 Local Centre land on Wentworth Street Port Kembla, between Church and Fitzwilliam Streets in line with the adopted Port Kembla 2505 Revitalisation Plan 2018 - 2045. Consider transitioning this zoning to B4 Mixed Use, and amending Wollongong LEP clause 7.13 to omit reference to B4 Mixed Use</i> |                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Land bound by Fitzwilliam Street, Military Lane, Church Street and Wentworth Lane, Port Kembla                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>• Rezone from E1 Local Centre to MU1 Mixed Use.</li> <li>• Amend HOB from 12m to 11m.</li> <li>• Apply a MLS of 549sqm</li> <li>• Remove APU 33</li> <li>• No change to FSR (1.5:1)</li> </ul>                                                                                     | <p>The proposed changes are informed by the recommendations of the RBCS and Built form testing (outlined in the Findings Report).</p> <p>This transition area is supported by draft DCP controls to deliver a flexible ground floor that could support residential and non-residential uses. This will support any changes to demand over time and greater flexibility in uses.</p> <p>This area is within the proposed Heritage Conservation Area but does not include any existing or proposed heritage items.</p>                                                                                                                                                                                                                                            |
| <i>ILR Action: Rezoning the E1 Local Centre land along Military Road between Allan and Darcy Streets to E4 General Industrial, except for the lots facing Allan Street (Lots 7-11 Sec 1 DP 5868), acknowledging their role as part of the Town Centre</i>                                                                            |                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Military Road, Port Kembla<br>Lots 1 and 2 DP 377931, Lots 3 and 4 DP 510484, Lots 3 to 6, Sec 1 DP 5668                                                                                                                                                                                                                             | <ul style="list-style-type: none"> <li>• Rezone from E1 Local Centre to E3 Productivity Support.</li> <li>• Amend HOB from 12m to 11m.</li> <li>• Amend FSR from 1.5:1 to 0.5:1.</li> <li>• Remove APU 33</li> <li>• Proposed changes to HOB and FSR are consistent with land zoned E3 and E4 in the vicinity.</li> </ul> | <p>With more detail investigation, an E3 is considered a more appropriate zone. An E3 zone allows for a range of uses to support the town centre, reflects existing uses and provides a transition to the Heavy Industrial Land on the opposite side of Military Road. Some land zoned E3 also has an APU34 for shop top housing, this is not considered appropriate in this location. PK2505 identifies this area as providing a physical buffer to heavy industry, and the ILR recommended a General Industrial Zone, residential uses have not been expressly identified for this land.</p> <p>Additional residential uses are being encouraged within the town centre core, particularly along Wentworth Street between Fitzwilliam and Church Streets.</p> |
| Lot 711 DP 1319660 (Former Port Kembla RSL)                                                                                                                                                                                                                                                                                          | <ul style="list-style-type: none"> <li>• Apply an APU for "light industry". The associated APU clause in Schedule 1 is to include</li> </ul>                                                                                                                                                                              | This change has arisen from a scoping proposal. To minimise duplicate processes, it has been included in this planning                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

|                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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|                                                                                                                                                                          | <p>parameters to support the activation of Allan Street in line with the PK2505.</p> <p>For example: development for the purposes of 'light industry' is permitted with development consent, only if an active frontage is presented to Allan Street.</p> <ul style="list-style-type: none"> <li>Remove APU 33 for RFBs</li> </ul> | <p>proposal, this will allow all proposed changes in Port Kembla to be considered holistically but stakeholders. A light industrial use is considered appropriate due to surround uses and transition. PK2505 identifies the need for a physical buffer to the Heavy Industrial Lands – a RFB is not considered an appropriate land use to achieve this buffer. Shop top housing remains permissible via the LUT however would need to demonstrate appropriate consideration of any impacts from adjacent heavy industrial land.</p> <p>Additional residential uses are being encouraged within the town centre core, particularly along Wentworth Street between Fitzwilliam and Church Streets.</p> |
| <p><i>ILR Action: Investigate rezoning Lot 5 Sec 2 DP 5868 from E4 General Industrial to E1 Local Centre to ensure consistent zoning across Council's Car Park.</i></p>  |                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <p>Port Kembla<br/>Lot 5 Sec 2 DP 5868<br/><i>Council owned asset.</i></p>                                                                                               | <ul style="list-style-type: none"> <li>Rezone from E4 General Industrial to E1</li> <li>Remove MLS</li> <li>Amend FSR from 0.5:1 to 1.5:1</li> <li>Amend HOB from 11m to 12m</li> <li>Remove APU33 RFBs consistent with land adjacent (Former Port Kembla RSL)</li> </ul>                                                          | <p>PK2505 identifies the need for a physical buffer to the Heavy Industrial Lands – a RFB is not considered an appropriate land use to achieve this buffer. Shop top housing remains permissible via the LUT however would need to demonstrate appropriate consideration of any impacts from adjacent heavy industrial land.</p> <p>Additional residential uses are being encouraged within the town centre core, particularly along Wentworth Street between Fitzwilliam and Church Streets.</p>                                                                                                                                                                                                     |
| <p><i>ILR Action: Investigate the current and future role of adjacent vacant road reserve</i></p>                                                                        |                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <p>Carpark at northern end of Wentworth Street, Port Kembla, bound by Five Islands Road, Wentworth Street and unnamed lane.</p> <p><i>Note: Council owned asset.</i></p> | <ul style="list-style-type: none"> <li>Rationalise the E3 productivity Support zone boundary in a logical format</li> <li>Amend the corresponding FSR, HOB, and MLS maps</li> <li>Remove/do not apply APU 34</li> </ul>                                                                                                            | <p>Creating a logical zoning boundary will support future use of the site. Determining any alternative use for the site will be subject to separate processes, informed and led by the relevant sections of Council. The site is located in proximity to heavy industrial land and a heavy vehicle route Although the site is not included in within</p>                                                                                                                                                                                                                                                                                                                                              |



|  |  |                                                                                                                                                                                                                                                                                                                                                                       |
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|  |  | <p>the Illustrative Masterplan in PK2505, it can be inferred that it would form part of the transition buffer land. As such, non-residential uses are considered most appropriate for this site.</p> <p>Additional residential uses are being encouraged within the town centre core, particularly along Wentworth Street between Fitzwilliam and Church Streets.</p> |
|--|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

### Consideration of s9.1 Ministerial Directions

| Direction                            | Consistency      | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|--------------------------------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3.2 Heritage Conservation            | Consistent       | Within Port Kembla, there are 5 heritage items proposed, and an HCA for Wentworth Street. The Planning proposal. The planning proposal is consistent with this ministerial direction as it seeks to protect items of environmental heritage value.                                                                                                                                                                                                                                                                                                                                       |
| 4.1 Flooding                         | Not inconsistent | Lot 711 DP 1319660 (Former Port Kembla RSL) is identified within a flood fringe area (PMF). The Allans Creek FRMSP 2024 is relevant adopted study. The additional permitted use of 'light industry' will not increase sensitive uses. Future development will be required to meet the relevant requirement of the WLEP and DCP in relation to flooding.                                                                                                                                                                                                                                  |
| 4.4 Remediation of Contaminated Land | Not inconsistent | <p>The following sites are identified as potentially contaminated due to current or previous uses (and have a proposed zone change):</p> <ul style="list-style-type: none"> <li>Block bound by Wentworth Street, Church Street, Wentworth Lane and Fitzwilliam Street</li> <li>144-150 Wentworth Street (existing service station)</li> <li>Lot 5 Sec 2 DP 5868 (Council Carpark)</li> </ul> <p>Future development will need to satisfy the relevant provisions of SEPP (Resilience and Hazards) 2021 to ensure land is remediated to the required standard for any new development.</p> |
| 4.5 Acid Sulfate Soils               | Not inconsistent | Port Kembla Town Centre is identified as being Class 5 Acid Sulfate Soils. Future development will need to satisfy the relevant provisions of Clause 7.5 Acid Sulfate Soils of the LEP and/or any other relevant requirements for the proposed development.                                                                                                                                                                                                                                                                                                                              |
| 4.2 Coastal Management               | Not inconsistent | <p>With Port Kembla Town Centre, land generally to the north of Allan Street is identified as being within the 'Coastal Environment Area', with some land also being within the 'coastal use area'.</p> <p>Where a change in zone is proposed:</p> <ul style="list-style-type: none"> <li>The block bound by Darcy Road, Military Road, Military Lane and Allan Street is within the 'Coastal Environment Area'</li> <li>Carpark at northern end of Wentworth Street, bound by Five Islands Road, Wentworth Street</li> </ul>                                                            |

|              |                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|--------------|--------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|              |                          | and unnamed lane is with the 'Coastal Environment Area' and the 'coastal use area'.                                                                                                                                                                                                                                                                                                                                                                                                                           |
|              |                          | Land is not identified within a coastal vulnerability area, coastal wetland, or littoral rainforest area not as being affected by a current or future vulnerability, An assessment against the Coastal Design Guidelines is included within Appendix B of this report.                                                                                                                                                                                                                                        |
| 7.1<br>Zones | Employment<br>Consistent | The proposed zone changes have been informed by the RBCS, ILR and the PK2505.<br>The changes retains land as zoned for employment purposes.<br>The rezoning of one lot from E4 to E1 reduces floorspace in an industrial zone, however the land forms part of and has been utilised as a carpark since at least 1977 (based on available aerial imagery). The reduction is considered minor.<br>Overall, the proposed changes in Port Kembla are considered consistent with the objectives of this direction. |

## 4.13 Russell Vale

### Strategic actions:

- ILR

### Proposed amendments

Ward 1 map book – Russell Vale

| Address                                                                                                                                                 | Proposed Amendment                                                                                                                                                                                                                                                            | Comment                        |
|---------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|
| <i>ILR Action: Rezoning the portion of R2 Low Density Residential on Lot 100 DP 873314 to E3 Productivity Support reflecting existing business use.</i> |                                                                                                                                                                                                                                                                               |                                |
| 601-607 Princes Highway<br>RUSSELL VALE NSW 2517                                                                                                        | For the part of the lot zoned R2 Low Density residential:<br><ul style="list-style-type: none"> <li>• Rezone from R2 Low Density Residential to E3 Productivity Support</li> <li>• Amend MLS from 449sqm to 999sqm</li> <li>• No change to HOB (9m) or FSR (0.5:1)</li> </ul> | Removes split zoning from lot. |

### Consideration of s9.1 Ministerial Directions

| Direction             | Consistency              | Comment                                                                                                                                                                                                                                                      |
|-----------------------|--------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 6.1 Residential Zones | Minor inconsistency      | The proposed rezoning alters existing residential land. The change in zone will reduce the range of residential housing typologies permitted with consent on the land. the proposed change is supported by the ILR and reflects the existing use of the land |
| 7.1<br>Zones          | Employment<br>Consistent | The proposed rezoning protects existing and supports the provision of additional non-residential floor space within an existing peripheral sales precinct. The proposed change does not reduce potential floor space and has been informed by the RBCS.      |



## 4.14 Thirroul

### Strategic actions:

- RBCS Recommendation 3: tighten centre boundaries to create resilient and active centres

### Proposed amendments

Ward 1 map book – Active frontages

| Address                                                                                                                                                                                                                                                                                                                                                                           | Proposed Amendment                                                         | Comment                                                                                                                                                                                                                                                                                                                                                                           |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>RBCS Action: Review the B4 Mixed Use land on Railway St in Thirroul Town Centre. As per the findings of the SGS Study, the two northern lots contribute to the Town Centre with complimentary uses, however the remaining lots to the south provide no floorspace supply and are not required to meet future demand. Consider transition to a residential land use zoning.</i> |                                                                            |                                                                                                                                                                                                                                                                                                                                                                                   |
| 6 to 24 Railway Parade, Thirroul.                                                                                                                                                                                                                                                                                                                                                 | No change to zoning proposed<br><br>Do not apply a mapped active frontage. | An active frontage is not proposed to be mapped which will allow greater flexibility in development typologies within the existing permissibility, and allow for residential uses to be provided at ground.<br><br>A range of residential uses are permitted in the MU1 zone including boarding houses, multi-dwelling housing, residential flat buildings, and shop top housing. |

### Consideration of s9.1 Ministerial Directions

| Direction                            | Consistency      | Comment                                                                                                                                                                                                                                                              |
|--------------------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 4.4 Remediation of Contaminated Land | Not inconsistent | The land is identified as potentially contaminated due to previous uses.<br><br>Future development will need to satisfy the relevant provisions of SEPP (Resilience and Hazards) 2021 to ensure land is remediated to the required standard for any new development. |

## 4.15 Unanderra

### Strategic actions:

- RBCS Recommendation 3: tighten centre boundaries to create resilient and active centres
- RBCS Recommendation 12: update active frontage planning controls to improve street presentation
- ILR
- Unanderra Town Centre Plan

### Proposed amendments

Ward 2 map book – Unanderra Town Centre

| Address                                                                                                                                                                                                                                                                                                                                                                                         | Proposed Amendment                                                                                                                                                                                                 | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Certain land with the Unanderra Town Centre (existing and proposed E1)                                                                                                                                                                                                                                                                                                                          | Map an active frontage to certain frontages along the Princes Highway, Central Road, Tannery Street, Victoria Street, and Tallegalla Street.                                                                       | Refer to commentary in section 3.3 Active Frontages and attached maps for specific locations.                                                                                                                                                                                                                                                                                                                                                        |
| <i>RBCS Action: as part of the Industrial Lands Review review the recommendation of the adopted Unanderra Masterplan 2013 to transition the B6 Enterprise Corridor zoned land south-east of Unanderra Town Centre to a B2 – Local Centre</i>                                                                                                                                                    |                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <i>ILR Action: Supporting the recommendation of Council's Retail and Business Centres Strategy to rezone the identified E3 Productivity Support land to the east of the Town Centre up to and including the creek allotment (Lot 1 DP 1064623) to E1 Local Centre which would more appropriately meet the desired zone objectives and support the development of the Unanderra Town Centre.</i> |                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <ul style="list-style-type: none"> <li>113 to 159 Princes Highway</li> <li>135 to 157 Princes Highway</li> </ul>                                                                                                                                                                                                                                                                                | <ul style="list-style-type: none"> <li>Rezone from E3 Productivity Support to E1 Local Centre</li> <li>Amend HOB from 11m to 9m</li> <li>Remove APU 34</li> <li>Amend the FSR from 0.5:1 0.8:1</li> </ul>          | <p>Built form testing was undertaken to inform this recommendation.</p> <p>These sites are constrained by the Princes Highway to the west and the rail corridor (passenger and freight) to the east, a commercial outcome is considered more appropriate than residential due to potential noise. To discourage shop top development a 9m height limit is proposed, which allows 2 storeys of commercial, but not 3 storeys of shop top housing.</p> |
| <ul style="list-style-type: none"> <li>105 and 107 Princes Highway</li> <li>163 to 179 Princes Highway</li> </ul>                                                                                                                                                                                                                                                                               | <ul style="list-style-type: none"> <li>Rezone from E3 Productivity Support to E1 Local Centre</li> <li>Amend HOB from 11m to 9m</li> <li>No change to FSR</li> </ul>                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <p>Part of Lot 1000 DP 1141456.</p> <p>The is a large lot that includes the Unanderra Train Station, access road, carpark and part of the rail corridor.</p>                                                                                                                                                                                                                                    | <ul style="list-style-type: none"> <li>Rezone the E3 Productivity Support part of the lot to E1 Local Centre</li> <li>Amend HOB from 11m to 9m</li> <li>Remove APU 34</li> <li>No change to FSR (0.5:1)</li> </ul> |                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

Consideration of s9.1 Ministerial Directions

| Direction                            | Consistency         | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|--------------------------------------|---------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 4.1 Flooding                         | Minor inconsistency | <p>The proposed amendment includes land within the flood planning area and seeks to disincentivise shop top housing.</p> <p>Detailed assessment against this ministerial direction is contained in Appendix A.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 4.4 Remediation of Contaminated Land | Not inconsistent    | <p>The following lots are identified as potentially contaminated due to current or previous uses:</p> <ul style="list-style-type: none"> <li>163-165 Princes Highway</li> <li>Part lot 1000 DP 1141456 (Unanderra Train Station)</li> </ul> <p>Council has been advised that the following land is the subject of a site audit statement within the meaning of the Contaminated Land Management Act 1997.</p> <ul style="list-style-type: none"> <li>105-107 Princes Highway</li> </ul> <p>Future development will need to satisfy the relevant provisions of SEPP (Resilience and Hazards) 2021 to ensure land is remediated to the required standard for any new development.</p> |

|                      |            |                                                                                                                                                                                                    |
|----------------------|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 7.1 Employment Zones | Consistent | The proposed zone changes seek to implement the actions of the RBCS and ILR, and have been informed by built form testing. The proposed changes do not reduce the available employment floorspace. |
|----------------------|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

## 4.16 Warrawong

### Strategic actions:

- RBCS Recommendation 3: tighten centre boundaries to create resilient and active centres
- RBCS Recommendation 12: update active frontage planning controls to improve street presentation
- Warrawong Town Centre Plan

### Proposed amendments

Ward 3 map book – Warrawong Major Regional Centre

| Address                                                                                                                                                                                                                                                                                           | Proposed Amendment                                                                                                                                                                                  | Comment                                                                                                                                                                                                                                                                                                                                                      |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Certain land with the Warrawong Major Regional Centre (existing and proposed E1)                                                                                                                                                                                                                  | Map an active frontage to certain frontages along King Street, Greene Street, Montgomery Avenue, Cowper Street and Northcliffe Drive.                                                               | Refer to commentary in section 3.3 Active Frontages and attached maps for specific locations.                                                                                                                                                                                                                                                                |
| <i>Action: Undertake a planning proposal process to rezone 3 portions of land in Warrawong Town Centre from B3 Commercial Core to R3 Medium Density Residential, in line with the adopted Warrawong Town Centre Masterplan and Implementation Strategy</i>                                        |                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                              |
| 282 Cowper Street, Warrawong                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"><li>• Rezone from E2 Commercial Centre to R3 Medium Density Residential</li><li>• Apply a MLS of 449sqm</li><li>• No change to HOB (24m) or FSR (2.5:1)</li></ul> | The proposed changes are informed by the recommendations of the RBCS, Built form testing (outlined in the Findings Report), and the Low- and Mid-rise Housing reforms.                                                                                                                                                                                       |
| 21-35 Greene Street, Warrawong (8 lots)                                                                                                                                                                                                                                                           |                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                              |
| 7 to 17 Montgomery Ave, Warrawong (6 lots)                                                                                                                                                                                                                                                        |                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                              |
| <i>RBCS Action: Review the B4 Mixed Use land west of Warrawong Town Centre along Cowper St. As per the findings of the SGS Study, this land currently contributes no floorspace supply and is not required to meet future retail demand. Consider transition to a residential land use zoning</i> |                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                              |
| 284 to 314 Cowper Street, 1 Fairfax Road, 1 Lee Street, 2 Lee Street, and 8 First Avenue, Warrawong.                                                                                                                                                                                              | <ul style="list-style-type: none"><li>• No change to zone proposed.</li><li>• Do not map an active frontage.</li></ul>                                                                              | <p>Per the recommendation within the Findings Report this precinct requires further investigation and master planning to support any rezoning due to topography, access and flood affection.</p> <p>Not applying an active frontage to the MU1 land, there will be greater flexibility for future development until the detailed work can be undertaken.</p> |

### Consideration of s9.1 Ministerial Directions

| Direction              | Consistency         | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|------------------------|---------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 4.1 Flooding           | Minor inconsistency | Detailed assessment against this ministerial direction is provided in Appendix A for:<br>282 Cowper Street, 21-35 Greene Street and 7-17 Montgomery Avenue.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 4.5 Acid Sulfate Soils | Not inconsistent    | 282 Cowper Street, 21 to 35 Greene Street, and 7 to 17 Montgomery Ave, which are proposed to be rezoned from E2 to R3 are identified as being Class 5 Acid Sulfate Soils. Future development will need to satisfy the relevant provisions of Clause 7.5 Acid Sulfate Soils of the LEP and/or any other relevant requirements for the proposed development.                                                                                                                                                                                                                                                                                                                                        |
| 4.2 Coastal Management | Not inconsistent    | Parts of Warrawong identified as being within the 'Coastal Environment Area', 'Coastal Use Area' and 'Proximity Area for Coastal Wetland'. It is not identified within a coastal vulnerability area, coastal wetland, or littoral rainforest area not as being affected by a current or future vulnerability.<br>Of the land proposed to be rezoned R3:<br><ul style="list-style-type: none"> <li>- 282 Cowper Street, Warrawong is wholly within the 'coastal environment area'</li> <li>- 21-35 Greene Street, Warrawong (8 lots) are partly within the 'coastal environment area'</li> </ul> An assessment against the Coastal Design Guidelines is included within Appendix B of this report. |
| 6.1 Residential Zones  | Consistent          | The proposed rezoning will increase the range of housing typologies permitted with consent and has been informed by the RBCS and built form testing.<br>The proposed changes are considered consistent with this direction                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 7.1 Employment Zones   | Minor inconsistency | The proposed rezoning alters existing employment land. the change in zone will reduce the available employment floorspace available. However, this change was identified as part of the RBCS, and is therefore considered a minor inconsistency                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

## 4.17 West Wollongong (proposed small village centres)

### Strategic actions:

- RBCS Recommendation 3: tighten centre boundaries to create resilient and active centres
- RBCS Recommendation 12: update active frontage planning controls to improve street presentation

### Proposed amendments

Ward 2 map book – West Wollongong (Crown Street)

Ward 2 map book – West Wollongong (Yellagong Street)

| Address                                                                                                                                                                     | Proposed Amendment | Comment |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|---------|
| <i>Action: Review the following land portions which form part of functional town centres and consider the merits of rezoning them from residential to business zonings:</i> |                    |         |

|                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 424 – 440 & 493 – 507 Crown Street West Wollongong                                                                                                                                                                                                          | <p>No change to 501 and 440 Crown Street, West Wollongong</p> <p>For the other lots:</p> <ul style="list-style-type: none"> <li>• Rezone from R2 to E1</li> <li>• Amend FSR from 0.5:1 to 0.75:1</li> <li>• No change to HOB (9m)</li> <li>• Remove MLS</li> <li>• Apply Area A</li> <li>• Map an active frontage</li> </ul> | <p>440 Crown Street is an existing strata development on the edge of the edge of the study area, continuation of a R2 is considered most appropriate.</p> <p>501 Crown Street is an irregular shaped lot with existing residential development (owned by Homes NSW). Continuation of an R2 zone is considered most appropriate.</p> |
| <p><i>Action: review the following land portions which function as well-located commercial businesses and consider the merits of rezoning them from residential to business zonings, and/or establishing additional permitted uses for these sites:</i></p> |                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                     |
| 41-43 Yellagong St West Wollongong)                                                                                                                                                                                                                         | <ul style="list-style-type: none"> <li>• Rezone from R2 to E1</li> <li>• Amend FSR from 0.5:1 to 0.75:1</li> <li>• No change to HOB (9m)</li> <li>• Remove MLS</li> <li>• Apply Area A</li> <li>• Map an active frontage</li> </ul>                                                                                          | Traditional shop top housing developments within a low-density context.                                                                                                                                                                                                                                                             |

#### Consideration of s9.1 Ministerial Directions

| Direction                            | Consistency         | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|--------------------------------------|---------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 4.1 Flooding                         | Not inconsistent    | <p>497 Crown Street, Wollongong is identified as flood affected. The flood affectation applies to a portion of the rear of site, the site slopes to the rear.</p> <p>Any future development would need to satisfy the Flood related provision in the LEP and DCP Chapter E13 Floodplain Management.</p>                                                                                                                                                        |
| 4.4 Remediation of Contaminated Land | Not inconsistent    | <p>The following sites are currently used as service stations and as such are identified as potentially contaminated:</p> <ul style="list-style-type: none"> <li>- 507 and 505 Crown Street</li> <li>- 438 Crown Street</li> <li>- 434-436 Crown Street</li> </ul> <p>Future development will need to satisfy the relevant provisions of SEPP (Resilience and Hazards) 2021 to ensure land is remediated to the required standard for any new development.</p> |
| 6.1 Residential Zones                | Minor inconsistency | The proposed rezoning alters existing residential land. The change in zone will reduce the range of residential housing typologies permitted with consent on the land. the proposed change is supported by the RBCS and reflects the existing use of the land                                                                                                                                                                                                  |
| 7.1 Employment Zones                 | Consistent          | The proposed rezoning protects existing and supports the provision of additional non-residential floor space within existing centres. The proposed change does not reduce potential floor space and has been informed by the RBCS.                                                                                                                                                                                                                             |

## 4.18 Windang

### Strategic actions:

- Arising matters – review of Council owned land.
- RBCS Recommendation 12: update active frontage planning controls to improve street presentation

### Explanation

Lot 22 DP 654437 and lot 23 DP 17906 form part of a Council owned public reserve and are classified as Community Land. Lot 22 and 23 zoned E1 Local Centre and are identified by red dash outline in Figure 7. The seven lots to the north (Lots 15 – 21 DP 17906) also form part of the reserve and are zoned R2 Low Density. The rezoning of the R2 lots from R2 to RE1 was supported by Council at the 26 May 2025 meeting, and a planning proposal has been progressed separately without the two southern lots.

### Proposed amendments

Ward 3 map book – Windang Village Centre

| Address                                                                 | Proposed Amendment                                                                                                                                                                                                                                   | Comment                                                                                       |
|-------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|
| Certain land with the Windang Village Centre (existing and proposed E1) | Map an active frontage to certain frontages along Windang Road, Acacia Street and Cedar Avenue                                                                                                                                                       | Refer to commentary in section 3.3 Active Frontages and attached maps for specific locations. |
| Lot 22 DP 654437 and lot 23 DP 17906                                    | <ul style="list-style-type: none"> <li>• Rezone from E1 Local Centre to RE1 Public Recreation</li> <li>• Remove the Floor Space Ratio and Additional Permitted Use 33</li> <li>• No change to HOB (9m) or classification (community land)</li> </ul> | This land forms part of an existing park.                                                     |

### Consideration of s9.1 Ministerial Directions

| Direction              | Consistency      | Comment                                                                                                                                                                                                                                                                                                                                               |
|------------------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 4.1 Flooding           | Consistent       | Lot 22 and Lot 23 are identified as flood affected. Rezoning to RE1 significantly limits permissibility on the land, and does not permit any additional sensitive uses.                                                                                                                                                                               |
| 4.5 Acid Sulfate Soils | Consistent       | Lot 22 and 23 are identified as being Class 3 Acid Sulfate Soils. The proposed rezoning to RE1 limits the range of development permissible on the land. Future development would need to satisfy the relevant provisions of Clause 7.5 Acid Sulfate Soils of the LEP and/or any other relevant requirements for the proposed development.             |
| 4.2 Coastal Management | Not inconsistent | Lot 22 and Lot 23 are identified as being within the 'Coastal Environment Area'. It is not identified within a coastal vulnerability area, coastal wetland, or littoral rainforest area not as being affected by a current or future vulnerability. An assessment against the Coastal Design Guidelines is included within Appendix B of this report. |

|              |            |                      |                                                                                                                                                                                                                                   |
|--------------|------------|----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 7.1<br>Zones | Employment | Inconsistent - minor | The proposal reduces the amount of land zoned E1 Local Centre. however, the site forms part of a public reserve and is classified as Community Land. An RE1 zone is considered appropriate and reflective of the use of the land. |
|--------------|------------|----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

## 4.19 Proposed Heritage items and conservation area

This planning proposal includes the proposed listing of 15 heritage items and one Heritage conservation area. A summary of the proposed listings is included in the table below, with a summary of significance provided under separate cover.

Please refer to Heritage Map Book – Proposed Heritage Items and Heritage Conservation Area.

| Suburb                                     | Item Name                                   | Address                                                  | Property Description                       | Nomination                           | Map     |
|--------------------------------------------|---------------------------------------------|----------------------------------------------------------|--------------------------------------------|--------------------------------------|---------|
| <b>Proposed Heritage Conservation Area</b> |                                             |                                                          |                                            |                                      |         |
| Port Kembla                                | Wentworth Street Heritage Conservation Area | Wentworth Street from Church Street to Darcy Road        | Various                                    | Port Kembla 2505 Revitalisation Plan | HCA 1   |
| <b>Proposed Heritage Items</b>             |                                             |                                                          |                                            |                                      |         |
| Coledale                                   | Coledale RSL Club                           | 731-735 Lawrence Hargrave Drive                          | Lot 2 DP 77041                             | Community Nomination                 | Item 1  |
| Fairy Meadow                               | St John Vianney's Cathedral                 | 7 Cabbage Tree Lane                                      | Lot 1 DP 1237970                           | Migration Heritage Study 2007        | Item 3  |
| Helensburgh                                | Sandstone Kerb and Guttering*               | Sawan Lane, Walker Street, Parkes Street and Tunnel Road | Road Reserve<br><i>Council owned asset</i> | Helensburgh Town Centre Plan         | Item 4  |
| Port Kembla                                | Central Chambers                            | 57-61 Wentworth Street                                   | Lot 1 DP 324146, Lot 9 Sec 6 DP 5868       | Port Kembla 2505 Revitalisation Plan | Item 5  |
| Port Kembla                                | Commercial Building                         | 117-119 Wentworth Street                                 | Lot 11 Sec 5 DP 5868                       | Port Kembla 2505 Revitalisation Plan | Item 6  |
| Port Kembla                                | Former Bank                                 | 73-75 Wentworth Street                                   | Lot 130 DP 806762                          | Port Kembla 2505 Revitalisation Plan | Item 7  |
| Port Kembla                                | Kembla Court                                | 96-106 Wentworth Street                                  | Part of Lot 19, Lots 20-21 Sec 2 DP 5868   | Port Kembla 2505 Revitalisation Plan | Item 8  |
| Port Kembla                                | Commercial Building                         | 64-66 Wentworth Street                                   | Lot 29 Sec 2 DP 5868                       | Port Kembla 2505 Revitalisation Plan | Item 9  |
| Port Kembla                                | Former Migrant Boarding House               | 19 Wentworth Street                                      | Lot 9 DP 18546                             | Migration Heritage Study 2007        | Item 10 |



| Suburb     | Item Name                       | Address                 | Property Description | Nomination                                            | Map     |
|------------|---------------------------------|-------------------------|----------------------|-------------------------------------------------------|---------|
| Wollongong | House with Verandah Details     | 63 Auburn Street        | Lot 22 Sec C DP 4203 | 20th Century Architecture in Wollongong (publication) | Item 11 |
| Wollongong | Federation/Interwar House       | 69 Auburn Street        | Lot 25 Sec C DP 4203 | South Wollongong Study 2017                           | Item 12 |
| Wollongong | Former Crystal Clothing Factory | 29 Ellen Street         | Lot 20 DP 864689     | Migration Heritage Study 2007                         | Item 13 |
| Wollongong | English Cottage Revival House   | 137 Kembla Street       | Lot 3 DP 19969       | South Wollongong Study 2017                           | Item 14 |
| Wollongong | Californian Bungalow            | 96 Church Street        | Lot 11 DP 1114586    | South Wollongong Study 2017                           | Item 15 |
| Woonona    | Bulli Fire Station              | 325-327 Princes Highway | Lots 2 & 3 DP 6454   | Stedinger Heritage Study 2004                         | Item 16 |

## Appendix A – Detailed assessment against Ministerial Direction 4.1 Flooding

Consultation with the relevant NSW Government Agencies will occur during public exhibition to confirm the below information.

### A.1 Certain land in Unanderra



| 1) A planning proposal must include provisions that give effect to and are consistent with:                                                                                                |                                                                                 |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|
| a) the NSW Flood Prone Land Policy,                                                                                                                                                        | Satisfactory                                                                    |
| b) the principles of the Floodplain Development Manual 2005,                                                                                                                               | Satisfactory                                                                    |
| c) the Considering flooding in land use planning guideline 2021, and                                                                                                                       | Satisfactory                                                                    |
| d) any adopted flood study and/or floodplain risk management plan prepared in accordance with the principles of the Floodplain Development Manual 2005 and adopted by the relevant council | Allans Creek Flood Risk Management Study and Plan 2024.                         |
| 2) A planning proposal must not rezone land within the flood planning area from Recreation, Rural, Special Purpose or Conservation Zones to a Residential,                                 | Not applicable – proposed change relates to land zoned E3 Productivity Support. |

|                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Employment, Mixed Use, W4 Working Waterfront or Special Purpose Zones                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 3) A planning proposal must not contain provisions that apply to the flood planning area which:                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| a) permit development in floodway areas,                                                                                                                                                                                                                                            | <p>The precinct includes areas identified as within the floodway for the PMF and DFE. These areas are generally align with where Allans' Creek transects the precincts.</p> <p>These areas are currently zoned E3 and any development would be required to meet the relevant flood and riparian controls set out in the LEP and DCP.</p>                                                                                                                                                                                                                                                                                                                               |
| b) permit development that will result in significant flood impacts to other properties,                                                                                                                                                                                            | <p>Based on the current zoning, the development types when considering footprint are not likely to be significantly different.</p> <p>Chapter E13 of WDCP 2009 mandates acceptable impacts</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| c) permit development for the purposes of residential accommodation in high hazard areas,                                                                                                                                                                                           | <p>Shop top housing is currently permissible, and the proposed changes seek to disincentivise residential development in this location.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| d) permit a significant increase in the development and/or dwelling density of that land                                                                                                                                                                                            | <p>No significant increase in dwelling density – shop top housing is currently permissible.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| e) permit development for the purpose of centre-based childcare facilities, hostels, boarding houses, group homes, hospitals, residential care facilities, respite day care centres and seniors housing in areas where the occupants of the development cannot effectively evacuate | <p>These uses: shop top housing (via APU 34); centre-based childcare facilities, and respite day care centres are permitted in both E3 and E1 zones.</p> <p>Seniors housing, residential care facilities, hospitals, are permitted via SEPPs in both zones.</p> <p>These additional uses are permitted in the E1 zone: boarding houses and hostels.</p> <p>Group homes are not permitted in either the E1 or E3 zone.</p> <p>It must be noted that under WDCP2009 ChE13 uses such as hostels, and boarding houses are considered as residential uses under Appendix A of WDCP2009 ChE13 which allows shelter in place.</p> <p>Change is not considered significant</p> |
| f) permit development to be carried out without development consent except for the purposes of exempt development or agriculture. Dams, drainage canals, levees, still require development consent,                                                                                 | <p>The listed uses are prohibited in the proposed zone (E1 Local Centre)</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| g) are likely to result in a significantly increased requirement for government spending on emergency management services, flood mitigation and emergency response measures, which can include but are not limited to the provision of road                                         | <p>Not considered to result in an increased requirement for government spending on emergency management services, flood mitigation and emergency response measures</p> <p>While there are some changes in the type of residential development permitted, the existing zone already allows shop top housing.</p>                                                                                                                                                                                                                                                                                                                                                        |

|                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                        |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| infrastructure, flood mitigation infrastructure and utilities, or                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                        |
| h) permit hazardous industries or hazardous storage establishments where hazardous materials cannot be effectively contained during the occurrence of a flood event.                                                                                                                      | The listed uses are prohibited in the proposed zone (E1 Local Centre).                                                                                                                                                                                                                                                                 |
| 4) A planning proposal must not contain provisions that apply to areas between the flood planning area and probable maximum flood to which Special Flood Considerations apply which:                                                                                                      |                                                                                                                                                                                                                                                                                                                                        |
| a) permit development in floodway areas,                                                                                                                                                                                                                                                  | The precinct includes areas identified as within the floodway for the PMF and DFE. These areas are generally align with where Allans' Creek transects the precincts. These areas are currently zoned E3 and any development would be required to meet the relevant flood and riparian controls set out in the LEP and DCP.             |
| b) permit development that will result in significant flood impacts to other properties,                                                                                                                                                                                                  | No difference noting that Chapter E13 of WDCP 2009 mandates acceptable impacts                                                                                                                                                                                                                                                         |
| c) permit a significant increase in the dwelling density of that land                                                                                                                                                                                                                     | Not considered significant. It is noted that the existing zoning permits shop top housing and proposed changes seek to disincentivise housing in this location due to constraints.                                                                                                                                                     |
| d) permit the development of centre-based childcare facilities, hostels, boarding houses, group homes, hospitals, residential care facilities, respite day care centres and seniors housing in areas where the occupants of the development cannot effectively evacuate,                  | The zoning change will not result in a significant change. Currently zone E3 and E1 allows centre based childcare centres.<br><br>It is considered that centre-based childcare centre centres will NOT be able to effectively however this use is currently permitted, and therefore this change is not considered significant.        |
| e) are likely to affect the safe occupation of and efficient evacuation of the lot, or                                                                                                                                                                                                    | See above. Not considered to be a significant change to existing zoning                                                                                                                                                                                                                                                                |
| f) are likely to result in a significantly increased requirement for government spending on emergency management services, and flood mitigation and emergency response measures, which can include but not limited to road infrastructure, flood mitigation infrastructure and utilities. | Not considered to result in an increased requirement for government spending on emergency management services, flood mitigation and emergency response measures. Given shop top housing is permitted in current zone, and a reduction in height is proposed, there is not considered to be a significant change in residential density |
| 5) For the purposes of preparing a planning proposal, the flood planning area must be consistent with the principles of the Floodplain Development Manual 2005 or as otherwise determined by a Floodplain Risk Management Study or Plan adopted by the relevant council                   | Consistent                                                                                                                                                                                                                                                                                                                             |



## A.2 Certain land in Warrawong



|                                                                                                                                                                                            | 7 to 17 Montgomery Street                              | 21 to 31 Greene Street                                 | 33 and 35 Greene Street, 282 Cowper Street             |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|--------------------------------------------------------|--------------------------------------------------------|
| 6) A planning proposal must include provisions that give effect to and are consistent with:                                                                                                |                                                        |                                                        |                                                        |
| e) the NSW Flood Prone Land Policy,                                                                                                                                                        | Satisfactory                                           | Satisfactory                                           | Satisfactory                                           |
| f) the principles of the Floodplain Development Manual 2005,                                                                                                                               | Satisfactory                                           | Satisfactory                                           | Satisfactory                                           |
| g) the Considering flooding in land use planning guideline 2021, and                                                                                                                       | Satisfactory                                           | Satisfactory                                           | Satisfactory                                           |
| h) any adopted flood study and/or floodplain risk management plan prepared in accordance with the principles of the Floodplain Development Manual 2005 and adopted by the relevant council | No adopted Study                                       | No Adopted study                                       | No Adopted study                                       |
| 7) A planning proposal must not rezone land within the flood                                                                                                                               | Not applicable – proposed change relates to land zoned | Not applicable – proposed change relates to land zoned | Not applicable – proposed change relates to land zoned |

|                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                               |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| planning area from Recreation, Rural, Special Purpose or Conservation Zones to a Residential, Employment, Mixed Use, W4 Working Waterfront or Special Purpose Zones                                              | E2 Commercial Centre.                                                                                                                                                                                                                                           | E2 Commercial Centre.                                                                                                                                                                                                                                           | E2 Commercial Centre.                                                                                                                                                                                                                                                         |
| 8) A planning proposal must not contain provisions that apply to the flood planning area which:                                                                                                                  |                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                               |
| i) permit development in floodway areas,                                                                                                                                                                         | No floodway areas                                                                                                                                                                                                                                               | No Floodway Areas                                                                                                                                                                                                                                               | No Floodway areas                                                                                                                                                                                                                                                             |
| j) permit development that will result in significant flood impacts to other properties,                                                                                                                         | Based on the current zoning, the development types when considering footprint are not likely to be significantly different.                                                                                                                                     | Based on the current zoning, the development types when considering footprint are not likely to be significantly different.                                                                                                                                     | Based on the current zoning, the development types when considering footprint are not likely to be significantly different. Currently Kully Bay study indicates site predominantly not effected by the 1%AEP flood. Very minor encroachment into the PMF                      |
| k) permit development for the purposes of residential accommodation in high hazard areas,                                                                                                                        | No high hazard areas                                                                                                                                                                                                                                            | No high hazard areas                                                                                                                                                                                                                                            | No high hazard areas                                                                                                                                                                                                                                                          |
| l) permit a significant increase in the development and/or dwelling density of that land                                                                                                                         | No significant increase in dwelling density                                                                                                                                                                                                                     | No significant increase in dwelling density                                                                                                                                                                                                                     | No significant increase in dwelling density                                                                                                                                                                                                                                   |
| m) permit development for the purpose of centre-based childcare facilities, hostels, boarding houses, group homes, hospitals, residential care facilities, respite day care centres and seniors housing in areas | These uses: centre-based childcare facilities, hostels, boarding houses, group homes, hospitals, residential care facilities, respite day care centres and seniors housing in areas are permitted in both E2 and R3 zones. It must be noted that under WDCP2009 | These uses: centre-based childcare facilities, hostels, boarding houses, group homes, hospitals, residential care facilities, respite day care centres and seniors housing in areas are permitted in both E2 and R3 zones. It must be noted that under WDCP2009 | Site has flood free access to Greene Street. Note: These uses: centre-based childcare facilities, hostels, boarding houses, group homes, hospitals, residential care facilities, respite day care centres and seniors housing in areas are permitted in both E2 and R3 zones. |

|                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| where the occupants of the development cannot effectively evacuate                                                                                                                                                                                                                                            | ChE13 uses such as hostels, and boarding houses are considered as residential uses under Appendix A of WDCP2009ChE13 which allows shelter in place.<br><br>Change is not considered significant                                                                                                                                                                                                                                                                                                                                  | ChE13 uses such as hostels, and boarding houses are considered as residential uses under Appendix A of WDCP2009ChE13 which allows shelter in place.<br><br>Change is not considered significant                                                                                                                                                                                                                                                                                                                                  | It must be noted that under WDCP2009 ChE13 uses such as hostels, and boarding houses are considered as residential uses under Appendix A of WDCP2009ChE13 which allows shelter in place.<br><br>Change is not considered significant                                                                                                                                                                                                                             |
| n) permit development to be carried out without development consent except for the purposes of exempt development or agriculture. Dams, drainage canals, levees, still require development consent,                                                                                                           | The listed uses are prohibited in the proposed zone (R3 Medium Density Housing).                                                                                                                                                                                                                                                                                                                                                                                                                                                 | The listed uses are prohibited in the proposed zone (R3 Medium Density Housing).                                                                                                                                                                                                                                                                                                                                                                                                                                                 | The listed uses are prohibited in the proposed zone (R3 Medium Density Housing).                                                                                                                                                                                                                                                                                                                                                                                 |
| o) are likely to result in a significantly increased requirement for government spending on emergency management services, flood mitigation and emergency response measures, which can include but are not limited to the provision of road infrastructure, flood mitigation infrastructure and utilities, or | Not considered to result in an increased requirement for government spending on emergency management services, flood mitigation and emergency response measures<br>While there are some changes in the type of residential development permitted, the existing zone already allows shop top housing. This means the only real change is a shift of the ground floor from commercial uses to residential uses. Noting that the floor level and freeboard requirements will be the same in terms of residential uses between say a | Not considered to result in an increased requirement for government spending on emergency management services, flood mitigation and emergency response measures<br>While there are some changes in the type of residential development permitted, the existing zone already allows shop top housing. This means the only real change is a shift of the ground floor from commercial uses to residential uses. Noting that the floor level and freeboard requirements will be the same in terms of residential uses between say a | This site is only slightly affected in the PMF.<br>Not considered to result in an increased requirement for government spending on emergency management services, flood mitigation and emergency response measures<br>While there are some changes in the type of residential development permitted, the existing zone already allows shop top housing. This means the only real change is a shift of the ground floor from commercial uses to residential uses. |



|                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                               |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                                             | residential flat building and shop top housing this is not considered to create any significant change in risk.                                                                                                                                                         | residential flat building and shop top housing this is not considered to create any significant change in risk.                                                                                                                                                         |                                                                                                                                                                                                                                                               |
| p) permit hazardous industries or hazardous storage establishments where hazardous materials cannot be effectively contained during the occurrence of a flood event.                                                                        | The listed uses are prohibited in the proposed zone (R3 Medium Density Housing).                                                                                                                                                                                        | The listed uses are prohibited in the proposed zone (R3 Medium Density Housing).                                                                                                                                                                                        | The listed uses are prohibited in the proposed zone (R3 Medium Density Housing).                                                                                                                                                                              |
| 9) A planning proposal must not contain provisions that apply to areas between the flood planning area and probable maximum flood to which Special Flood Considerations apply which:                                                        |                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                               |
| g) permit development in floodway areas,                                                                                                                                                                                                    | N/A                                                                                                                                                                                                                                                                     | N/A                                                                                                                                                                                                                                                                     | N/A                                                                                                                                                                                                                                                           |
| h) permit development that will result in significant flood impacts to other properties,                                                                                                                                                    | No difference noting that Chapter E13 of WDCP 2009 mandates acceptable impacts                                                                                                                                                                                          | No difference noting that Chapter E13 of WDCP 2009 mandates acceptable impacts                                                                                                                                                                                          | No difference noting that Chapter E13 of WDCP 2009 mandates acceptable impacts                                                                                                                                                                                |
| i) permit a significant increase in the dwelling density of that land                                                                                                                                                                       | Not considered significant. It is noted that the existing zoning permits residential flat buildings                                                                                                                                                                     | Not considered significant. It is noted that the existing zoning permits residential flat buildings                                                                                                                                                                     | Not considered significant. It is noted that the existing zoning permits residential flat buildings                                                                                                                                                           |
| j) permit the development of centre-based childcare facilities, hostels, boarding houses, group homes, hospitals, residential care facilities, respite day care centres and seniors housing in areas where the occupants of the development | <p>The zoning change will not result in a significant change. Currently E2 and R3 allows centre based childcare centres, however R3 allows additional "Home-Based Child-Care Centres"</p> <p>It is considered that HOME Based Childcare centres will NOT be able to</p> | <p>The zoning change will not result in a significant change. Currently E2 and R3 allows centre based childcare centres, however R3 allows additional "Home-Based Child-Care Centres"</p> <p>It is considered that HOME Based Childcare centres will NOT be able to</p> | <p>The zoning change will not result in a significant change. Currently E2 and R3 allows centre based childcare centres, however R3 allows additional "Home-Based Child-Care Centres"</p> <p>Noted site has flood free access to Green Street in the PMF.</p> |

|                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                         |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| cannot effectively evacuate,                                                                                                                                                                                                                                                              | effectively evacuate, however nor will the <u>currently permitted CENTRE Based Child Care Centre</u> . The change is not considered significant                                                                                                                                                                                  | effectively evacuate, however nor will the <u>currently permitted CENTRE Based Child Care Centre</u> . The change is not considered significant                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                         |
| k) are likely to affect the safe occupation of and efficient evacuation of the lot, or                                                                                                                                                                                                    | See above. Not considered to be a significant change to existing zoning                                                                                                                                                                                                                                                          | See above. Not considered to be a significant change to existing zoning                                                                                                                                                                                                                                                          | Rezoning not likely to affect the safe occupation of and efficient evacuation of the lot.                                                                                                                                                                                                                                                                               |
| l) are likely to result in a significantly increased requirement for government spending on emergency management services, and flood mitigation and emergency response measures, which can include but not limited to road infrastructure, flood mitigation infrastructure and utilities. | Not considered to result in an increased requirement for government spending on emergency management services, flood mitigation and emergency response measures<br>Given residential flat building permitted in current zone, and no changes in height proposed not considered to be a significant change in residential density | Not considered to result in an increased requirement for government spending on emergency management services, flood mitigation and emergency response measures<br>Given residential flat building permitted in current zone, and no changes in height proposed not considered to be a significant change in residential density | Noting the minor flood affectation the rezoning will not result in an increased requirement for government spending on emergency management services, flood mitigation and emergency response measures<br>Given residential flat building permitted in current zone, and no changes in height proposed not considered to be a significant change in residential density |
| 10) For the purposes of preparing a planning proposal, the flood planning area must be consistent with the principles of the Floodplain Development Manual 2005 or as otherwise determined by a Floodplain Risk Management Study or Plan adopted by the relevant council                  | Consistent                                                                                                                                                                                                                                                                                                                       | Consistent                                                                                                                                                                                                                                                                                                                       | Consistent                                                                                                                                                                                                                                                                                                                                                              |

## Appendix B – NSW Coastal Design Guidelines, Assessment checklist for planning proposals

Hierarchy of coastal management areas:

1. CWLRA = coastal wetlands and littoral rainforests area
2. CVA = coastal vulnerability area
3. CEA = coastal environment area
4. CUA = coastal use area

### APPLIES TO:

*W = wholly affected, P = partly affected*

| Location Description                                                                                       | Suburb      | CWLRA | CVA | CEA | CUA |
|------------------------------------------------------------------------------------------------------------|-------------|-------|-----|-----|-----|
| 34 to 40 Moore Street                                                                                      | Austinmer   | -     | -   | W   | P   |
| 9 Devon Street                                                                                             | Berkeley    | -     | -   | W   | -   |
| 749-759 Lawrence Hargrave Drive                                                                            | Coledale    |       | -   | W   | W   |
| The block bound by Darcy Road, Military Road, Military Lane and Allan Street                               | Port Kembla | -     | -   | W   | -   |
| Carpark at northern end of Wentworth Street, bound by Five Islands Road, Wentworth Street and unnamed lane | Port Kembla | -     | -   | W   | W   |
| 282 Cowper Street                                                                                          | Warrawong   | -     | -   | W   | -   |
| 21 to 35 Greene Street                                                                                     | Warrawong   | -     | -   | P   | -   |
| Two lots within park (community land)<br><i>Lot 22 DP 654437 and lot 23 DP 17906</i>                       | Windang     | -     | -   | W   | -   |

**Note:** Requirements relating to coastal hazards must be considered for all coastal hazard and risk areas, regardless of which relevant coastal management area(s) these fall within. 'Coastal hazard and risk areas' mean any mapped coastal vulnerability areas and/or areas affected by (or projected to be affected by) coastal hazards that have been identified in a state environmental planning policy, local environmental plan, development control plan, coastal management program, coastal hazard policy or study adopted by council.

| 5. Outcome A. Protect and enhance coastal environmental values                                                                                     |                                     |                                       |                                                                                                                                    |
|----------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|---------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|
| Requirement                                                                                                                                        | Relevant coastal management area(s) | Applicable to planning proposal (Y/N) | Planning proposal is consistent with guidelines (Y/N)<br>If 'No', justify this                                                     |
| <b>Outcome A.1 Protect coastal ecosystems</b>                                                                                                      |                                     |                                       |                                                                                                                                    |
| <b>A.1a</b> Avoid development on undeveloped headlands and significant coastal landforms.                                                          | CVA, <b>CEA</b>                     | Yes                                   | <i>N/A. Not located on a headland or coastal landform</i>                                                                          |
| <b>A.1b</b> Do not increase development or intensify land uses where there is existing development on headlands and significant coastal landforms. | CVA, <b>CEA</b>                     | Yes                                   | <i>N/A. Not located on a headland or coastal landform</i>                                                                          |
| <b>A.1c</b> Identify, protect and enhance sensitive coastal ecosystems including coastal wetlands, littoral rainforests and other coastal          | CWLRA, <b>CEA</b>                   | Yes                                   | <i>N/A. The relevant sites do not contain, and are not located in close proximity to, coastal wetlands or littoral rainforests</i> |

| <b>5. Outcome A. Protect and enhance coastal environmental values</b>                                                                                                                                                                                    |                                     |                                       |                                                                                                                                                                                                          |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|---------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Requirement                                                                                                                                                                                                                                              | Relevant coastal management area(s) | Applicable to planning proposal (Y/N) | Planning proposal is consistent with guidelines (Y/N)<br>If 'No', justify this                                                                                                                           |
| threatened ecological communities that may be affected by development.                                                                                                                                                                                   |                                     |                                       | <i>or any other threatened ecological communities that are likely to be affected by the proposed changes.</i>                                                                                            |
| <b>A.1d</b> Maintain and protect the presence of beaches, rock platforms, coastal dunes, riparian vegetation and the natural features of foreshores, including along estuaries and coastal lakes.                                                        | CWLRA, CVA, <u>CEA</u>              | Yes                                   | <i>N/A. All sites is located more than 100m from the nearest foreshore feature and are separated by existing urban areas. Therefore, it will not have any direct impact on natural coastal features.</i> |
| <b>A.1e</b> Use environmental buffers and limit the number of access points and pathways to protect coastal ecosystems. In some cases, it may not be appropriate to allow public access to areas with highly sensitive ecosystems or animal populations. | CWLR, <u>CEA</u> , <u>CUA</u>       | Yes                                   | <i>N/A. There are no identified sensitive ecosystems or animal populations in this location.</i>                                                                                                         |
| <b>A.1f</b> Consider if the planning proposal is needed or if development zones could be better located to minimise effects on biodiversity.                                                                                                             | CWLRA, <u>CEA</u> , <u>CUA</u>      | Yes                                   | <i>YES. All sites are existing urban sites that have been previously cleared for urban purposes. Therefore, there are no anticipated adverse effects on biodiversity.</i>                                |
| <b>A.1g</b> Avoid development that may disturb, expose or drain areas of Class 1 and Class 2 acid sulfate soils.                                                                                                                                         | CWLRA, <u>CEA</u> , <u>CUA</u>      | Yes                                   | <i>YES. The land does not contain Class 1 or Class 2 soils on the Acid Sulfate Soils Map.</i>                                                                                                            |
| <b>A.1h</b> Consider direct and indirect effects of development, including any necessary infrastructure, on water quality, water quantity and hydrological flows of waterways and groundwater.                                                           | <u>CEA</u> , <u>CUA</u>             | Yes                                   | <i>YES. There is existing capacity in water and sewer systems to cater for development. Specific management measures can addressed and managed through the development application process.</i>          |
| <b>Outcome A.2 Protect coastal wetlands and littoral rainforests</b>                                                                                                                                                                                     |                                     |                                       |                                                                                                                                                                                                          |
| <b>A.2a</b> Identify coastal wetlands and littoral rainforests, including areas that could be rehabilitated or restored in the future, and do not increase development or intensify land uses in these areas.                                            | CWLRA                               | No                                    | <i>N/A. Proposal is not in CWLRA.</i>                                                                                                                                                                    |
| <b>A.2b</b> Allow for the adaptive management of stormwater run-off so that the quality of water leaving the site is better than pre-development quality to lessen effects on coastal wetlands or other sensitive receiving environments.                | <u>CEA</u> , <u>CUA</u>             | Yes                                   | <i>YES. Stormwater management measures will be managed as part of the development application process.</i>                                                                                               |

| <b>5. Outcome A. Protect and enhance coastal environmental values</b>                                                                                                                |                                     |                                       |                                                                                                                  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|---------------------------------------|------------------------------------------------------------------------------------------------------------------|
| Requirement                                                                                                                                                                          | Relevant coastal management area(s) | Applicable to planning proposal (Y/N) | Planning proposal is consistent with guidelines (Y/N)<br>If 'No', justify this                                   |
| <b>A.2c</b> Provide environmental buffers and riparian corridors that enable the long-term management and protection of areas of biodiversity and ecosystem integrity.               | CWLRA, CVA, <b>CEA, CUA</b>         | Yes                                   | <i>N/A. There are no anticipated impacts on biodiversity or identified need to provide environmental buffers</i> |
| <b>A.2d</b> Identify and protect areas that allow for landward migration pathways for coastal wetlands to respond to climate change.                                                 | CWLRA, <b>CEA</b>                   | Yes                                   | <i>N/A - land is within an existing urban area.</i>                                                              |
| <b>A.2e</b> Exclude land uses that affect the natural state of coastal wetlands and littoral rainforests or that will make it harder to rehabilitate these ecosystems in the future. | CWLRA                               | No                                    | <i>N/A. Land is not identified in a CWLRA</i>                                                                    |
| <b>Outcome A.3 Protect marine parks and aquatic reserves</b>                                                                                                                         |                                     |                                       |                                                                                                                  |
| <b>A.3a</b> Avoid development and land uses that affect the environmental, economic, social and cultural values of marine parks and aquatic reserves.                                | <b>CEA, CUA</b>                     | Yes                                   | <i>N/A. No marine parks or aquatic reserves in proximity to the site.</i>                                        |
| <b>A.3b</b> Protect the ecological health of marine parks and aquatic reserves, including providing for riparian vegetation and buffers in their catchments.                         | <b>CEA, CUA</b>                     | Yes                                   | <i>N/A. No marine parks or aquatic reserves in proximity to the site.</i>                                        |

| <b>6. Outcome B. Ensure the built environment is appropriate for the coast and local context</b>                                                                             |                                     |                                       |                                                                                                                                                                                                                              |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|---------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Requirement                                                                                                                                                                  | Relevant coastal management area(s) | Applicable to planning proposal (Y/N) | Planning proposal is consistent with guidelines (Y/N)<br>If 'No', justify this                                                                                                                                               |
| <b>Outcome B.1 Respond to and protect elements that make the place special</b>                                                                                               |                                     |                                       |                                                                                                                                                                                                                              |
| <b>B.1a</b> Integrate development within the natural topography of the site and ensure land use, building scale and height respond sympathetically to coastal landforms.     | CWLRA, CVA, <b>CEA, CUA</b>         | Yes                                   | <i>YES. Height and FSR controls are considered appropriate for the local context of each location. Proposed changes in Berkeley and Warrawong have been informed by built form testing.</i>                                  |
| <b>B.1b</b> Ensure the intended form and footprint of development does not dominate coastal elements, including foreshores, public spaces and other areas of natural beauty. | CWLRA, CVA, <b>CEA, CUA</b>         | Yes                                   | <i>YES. The proposed changes have been informed by the RBCS. Proposed changes in Berkeley and Warrawong have been informed by built form testing. In the context of surrounding built form, the proposed changes are not</i> |

| <b>6. Outcome B. Ensure the built environment is appropriate for the coast and local context</b>                                                                                                                           |                                     |                                       |                                                                                                                                                                             |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|---------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Requirement                                                                                                                                                                                                                | Relevant coastal management area(s) | Applicable to planning proposal (Y/N) | Planning proposal is consistent with guidelines (Y/N)<br>If 'No', justify this                                                                                              |
|                                                                                                                                                                                                                            |                                     |                                       | <i>likely to dominate coastal elements.</i>                                                                                                                                 |
| <b>B.1c</b> Incorporate adaptive, water-sensitive urban design into the development footprint to reduce run-off and manage water quality within receiving environments.                                                    | CWLR, <u>CEA</u> , <u>CUA</u>       | Yes                                   | YES. The proposed changes will not impact on the ability to include WSUD measures (at the development application stage).                                                   |
| <b>B.1d</b> Ensure that lot sizes, building heights and density are appropriate for the coastal settlement, and complement the existing or desired local character, supported by place-based strategies.                   | <u>CEA</u> , <u>CUA</u>             | Yes                                   | YES. The proposed changes have been informed by the RBCS support a compact settlement. Proposed changes in Berkeley and Warrawong have been informed by built form testing. |
| <b>B.1e</b> Avoid development that would harm geological features and geoheritage.                                                                                                                                         | <u>CEA</u> , <u>CUA</u>             | Yes                                   | N/A. Site does not contain, or located in close proximity to, any significant geological features or geoheritage                                                            |
| <b>Outcome B.2 Ensure urban development complements coastal scenic values</b>                                                                                                                                              |                                     |                                       |                                                                                                                                                                             |
| <b>B.2a</b> Limit ribbon development and urban sprawl wherever possible. In certain locations, place-based strategies may support increased development density and building heights as a better response to urban growth. | <u>CEA</u> , <u>CUA</u>             | Yes                                   | YES. The proposed changes have been informed by the RBCS and do not facilitate ribbon development or urban sprawl.                                                          |
| <b>B.2b</b> Use greenbelts to create, maintain and mark out separation between settlements.                                                                                                                                | <u>CEA</u> , <u>CUA</u>             | Yes                                   | YES. The land is within existing urban areas.                                                                                                                               |
| <b>B.2c</b> Consider effects on scenic values and maintain publicly accessible views to significant landmarks.                                                                                                             | <u>CEA</u> , <u>CUA</u>             | Yes                                   | YES. The proposed changes are not expected to detrimentally impact on public views to significant land marks.                                                               |
| <b>B.2d</b> Ensure that building heights consider the effect on views from different vantage points.                                                                                                                       | <u>CEA</u> , <u>CUA</u>             | Yes                                   | YES. The proposed heights are considered is in keeping with the surrounding context. Proposed changes in Berkeley have been informed by built form testing.                 |
| <b>B.2e</b> Retain or create views from public spaces. Prioritise this over creating views from private property.                                                                                                          | <u>CEA</u> , <u>CUA</u>             | Yes                                   | YES. The proposed change is not expected to impact on public views to significant landmarks.                                                                                |
| <b>B.2f</b> Provide for active transport links along foreshores, including along estuaries and coastal lakes, and between settlements to increase public access and amenity.                                               | CWLRA, CVA, <u>CEA</u> , <u>CUA</u> | Yes                                   | YES. The proposal will not inhibit the delivery of active transport infrastructure.                                                                                         |

| 7. Outcome C. Protect and enhance the social and cultural values of the coastal zone                                                                                         |                                     |                                       |                                                                                                                                                                                                                                                                                                                       |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|---------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Requirement                                                                                                                                                                  | Relevant coastal management area(s) | Applicable to planning proposal (Y/N) | Planning proposal is consistent with guidelines (Y/N)<br>If 'No', justify this                                                                                                                                                                                                                                        |
| <b>Outcome C.1 Protect and promote heritage values</b>                                                                                                                       |                                     |                                       |                                                                                                                                                                                                                                                                                                                       |
| <b>C.1a</b> Ensure development does not harm heritage values or sites.                                                                                                       | CWLRA, CVA, <u>CEA</u> , <u>CUA</u> | Yes                                   | Yes. The land in Austinmer includes listed heritage items and is within a heritage conservation area. The proposed change is not expected to detrimentally impact the heritage values, nor inhibit conservation processes.                                                                                            |
| <b>C.1b</b> Work collaboratively with local Aboriginal people before and throughout the planning proposal process.                                                           | CWLRA, CVA, <u>CEA</u> , <u>CUA</u> | Yes                                   | YES. There will be an opportunity to notify the Illawarra Local Aboriginal Land Council, as part of the Public Exhibition, should the Department should progress the Planning Proposal. It is not expected the proposal will result in development that would impact on known items or places of Aboriginal heritage. |
| <b>C.1c</b> With permission and guidance from local Traditional Custodians, identify and emphasise significant features of coastal land and sea Country.                     | CWLRA, CVA, <u>CEA</u> , <u>CUA</u> | Yes                                   | YES. There will be an opportunity to notify the Illawarra Local Aboriginal Land Council, as part of the Public Exhibition, should the Department should progress the Planning Proposal. It is not expected the proposal will result in development that would impact on known items or places of Aboriginal heritage. |
| <b>C.1d</b> With permission and guidance from local Traditional Custodians, identify and protect sacred and significant areas through the appropriate siting of development. | CWLRA, CVA, <u>CEA</u> , <u>CUA</u> | Yes                                   | YES. There will be an opportunity to notify the Illawarra Local Aboriginal Land Council, as part of the Public Exhibition, should the Department should progress the Planning Proposal. It is not expected the proposal will result in development that would impact on known items or places of Aboriginal heritage. |
| <b>C.1e</b> Ensure land use, building type, scale and height respond to heritage items and areas.                                                                            | <u>CEA</u> , <u>CUA</u>             | Yes                                   | Yes. The land in Austinmer includes listed heritage items and is within a heritage conservation area. The proposed change is not                                                                                                                                                                                      |



| 7. Outcome C. Protect and enhance the social and cultural values of the coastal zone                                                                                                                                                                                                                                                  |                                     |                                       |                                                                                                                                                                                                                                                                                                                                 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|---------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Requirement                                                                                                                                                                                                                                                                                                                           | Relevant coastal management area(s) | Applicable to planning proposal (Y/N) | Planning proposal is consistent with guidelines (Y/N)<br>If 'No', justify this                                                                                                                                                                                                                                                  |
|                                                                                                                                                                                                                                                                                                                                       |                                     |                                       | <i>expected to detrimentally impact the heritage values, nor inhibit conservation processes.</i>                                                                                                                                                                                                                                |
| <b>Outcome C.2 Provide public access to significant coastal assets</b>                                                                                                                                                                                                                                                                |                                     |                                       |                                                                                                                                                                                                                                                                                                                                 |
| <b>C.2a</b> Protect and, where practical, improve, public amenity, access to and use of beaches, foreshores, rock platforms, geoheritage sites and headlands, unless you must restrict access for public safety or for environmental or cultural protection. In doing so, consider both current and projected future coastal hazards. | CVA, <u>CEA</u>                     | Yes                                   | N/A. The proposal does not inhibit on the retention or delivery of any foreshore access.                                                                                                                                                                                                                                        |
| <b>C.2b</b> Identify opportunities to maintain and improve existing public access to beaches, foreshores, coastal waters and coastal lakes that support active and passive recreation activities, where this does not interfere with existing coastal industries.                                                                     | CWLR, CVA, <u>CEA</u> , <u>CUA</u>  | Yes                                   | N/A. The proposal does not inhibit on the retention or delivery of any foreshore access.                                                                                                                                                                                                                                        |
| <b>C.2c</b> Consolidate access points and consider alternative access to protect sacred and significant Aboriginal cultural areas.                                                                                                                                                                                                    | CWLRA, CVA, <u>CEA</u> , <u>CUA</u> | Yes                                   | N/A. There are no identified sacred and significant Aboriginal cultural areas on or adjoining the site.                                                                                                                                                                                                                         |
| <b>C.2d</b> Maintain and improve foreshore access and connections to existing or proposed networks of public open spaces. This includes waterways, riparian areas, bushland and parks for active and passive recreation.                                                                                                              | CWLRA, CVA, <u>CEA</u> , <u>CUA</u> | Yes                                   | N/A. The proposal does not inhibit on the retention or delivery of any foreshore access.                                                                                                                                                                                                                                        |
| <b>C.2e</b> Consider opportunities to protect and improve habitat connectivity through settlements, such as those described in the <i>Greener Places Design Guide</i> .                                                                                                                                                               | CWLRA, <u>CEA</u> , <u>CUA</u>      | Yes                                   | YES. While the proposal is not located in a significant habitat corridor, there are some existing trees that may contribute to local habitat. The proposed changes will not inhibit the retention of trees or additional street tree planting. Existing vegetation on site was retained in the built form testing for Berkeley. |
| <b>C.2f</b> Avoid development on coastal dunes and foreshore reserves unless it is for essential public purposes, such as surf life-saving club buildings. Any building or structure located on dunes must be                                                                                                                         | CVA, <u>CEA</u>                     | Yes                                   | N/A. There are no coastal dunes or foreshore reserves on the site                                                                                                                                                                                                                                                               |

| 7. Outcome C. Protect and enhance the social and cultural values of the coastal zone                                                                                                                                          |                                     |                                       |                                                                                                                                                                                                                                      |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|---------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Requirement                                                                                                                                                                                                                   | Relevant coastal management area(s) | Applicable to planning proposal (Y/N) | Planning proposal is consistent with guidelines (Y/N)<br>If 'No', justify this                                                                                                                                                       |
| of lightweight construction and relocatable.                                                                                                                                                                                  |                                     |                                       |                                                                                                                                                                                                                                      |
| <b>C.2g</b> Define the boundaries of development sites with a public edge – for example, a pedestrian pathway or public laneway.                                                                                              | <u>CEA, CUA</u>                     | Yes                                   | <i>N/A. the land is within existing urban areas with existing public roads. No site directly adjoins a coastal foreshore area.</i>                                                                                                   |
| <b>C.2h</b> Prevent the privatisation of coastal open space by ensuring development next to foreshores is set back, maintains public access and accessibility, and provides links and connections to other public accessways. | <u>CEA, CUA</u>                     | Yes                                   | <i>N/A. The site is not directly adjacent to coastal open space or the foreshore</i>                                                                                                                                                 |
| <b>Outcome C.3 Protect public amenity</b>                                                                                                                                                                                     |                                     |                                       |                                                                                                                                                                                                                                      |
| <b>C.3a</b> Avoid development that will overshadow the beach, foreshore or public domain. Apply the standard that there must be no overshadowing before 4 pm (midwinter) and 7 pm (Eastern Daylight-saving Time).             | <u>CEA, CUA</u>                     | Yes                                   | <i>YES. The proposal will not result in overshadowing of the foreshore or any public recreational areas.</i>                                                                                                                         |
| <b>C.3b</b> Protect the amenity of public spaces from buildings, structures or land uses that may be visually and/or acoustically intrusive or create wind funnels.                                                           | <u>CEA, CUA</u>                     | Yes                                   | <i>YES. Detailed design at development application stage would be required to assess visual, acoustic and wind impacts. However, the site is not located in proximity to public spaces that are likely to be adversely impacted.</i> |

| 8. Outcome D. Support sustainable coastal economies                                                                                                         |                                     |                                       |                                                                                                                                                |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|---------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|
| Requirement                                                                                                                                                 | Relevant coastal management area(s) | Applicable to planning proposal (Y/N) | Planning proposal is consistent with guidelines (Y/N)<br>If 'No', justify this                                                                 |
| <b>Outcome D.1 Support sustainable industries and recreational activities that depend on the coast</b>                                                      |                                     |                                       |                                                                                                                                                |
| <b>D.1a</b> Ensure that development will not harm sustainable coastal industries needing waterfront access, or recreational use of the coastal environment. | <u>CEA, CUA</u>                     | Yes                                   | <i>N/A. The proposed development will not impact coastal industries or recreational uses as it is not directly adjacent to the waterfront.</i> |
| <b>D.1b</b> Protect and improve essential facilities such as access ramps and jetties for sustainable coastal                                               | <u>CEA, CUA</u>                     | Yes                                   | <i>N/A. The proposal will not impact upon any waterfront</i>                                                                                   |

| 8. Outcome D. Support sustainable coastal economies                                                                                                                                       |                                     |                                       |                                                                                                                |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|---------------------------------------|----------------------------------------------------------------------------------------------------------------|
| Requirement                                                                                                                                                                               | Relevant coastal management area(s) | Applicable to planning proposal (Y/N) | Planning proposal is consistent with guidelines (Y/N)<br>If 'No', justify this                                 |
| industries needing waterfront access.                                                                                                                                                     |                                     |                                       | <i>facilities such as access ramps and jetties.</i>                                                            |
| <b>D.1c</b> Ensure access ramps, jetties, pontoons, groynes and other structures do not impede navigation on the water or harm coastal landforms or impair processes such as surf breaks. | CWLR, CVA, <u>CEA</u> , <u>CUA</u>  | Yes                                   | <i>N/A. The proposal does not include any development in waterways.</i>                                        |
| <b>D.1d</b> Ensure that the proposal considers how development in a waterway may affect the land.                                                                                         | <u>CEA</u> , <u>CUA</u>             | Yes                                   | <i>N/A. The proposal does not include any development in waterways.</i>                                        |
| <b>Outcome D.2 Promote green infrastructure</b>                                                                                                                                           |                                     |                                       |                                                                                                                |
| <b>D.2a</b> Do not allow development that is likely to significantly reduce connectivity of existing green infrastructure.                                                                | <u>CEA</u> , <u>CUA</u>             | Yes                                   | <i>N/A. Any impacts on surrounding infrastructure will be managed through Development Application process.</i> |
| <b>D.2b</b> Provide for diverse green infrastructure that can support the changing needs of current and future communities and provide tourism and recreational opportunities.            | <u>CEA</u> , <u>CUA</u>             | Yes                                   | <i>YES. The proposal will not limit the opportunities for green infrastructure to be provided.</i>             |

| 9. Outcome E. Respond to coastal hazards                                                                                                                                              |                                     |                                       |                                                                                                         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|---------------------------------------|---------------------------------------------------------------------------------------------------------|
| Requirement                                                                                                                                                                           | Relevant coastal management area(s) | Applicable to planning proposal (Y/N) | Planning proposal is consistent with guidelines (Y/N)<br>If 'No', justify this                          |
| <b>Outcome E.1 Respond to coastal processes</b>                                                                                                                                       |                                     |                                       |                                                                                                         |
| <b>E.1a</b> Planning proposals that affect land within a coastal hazard and risk area must not alter coastal processes in a way that harms the natural environment or other land.     | CWLRA, CVA, <u>CEA</u> , <u>CUA</u> | Yes                                   | <i>N/A. The site is not identified as being subject to current or projected future coastal hazards.</i> |
| <b>E.1b</b> Exclude development in areas affected by a current or projected future coastal hazard that is likely to increase the risk of coastal hazards on that land or other land.  | CWLRA, CVA, <u>CEA</u> , <u>CUA</u> | Yes                                   | <i>N/A. The site is not identified as being subject to current or projected future coastal hazards.</i> |
| <b>E.1c</b> Locate or consolidate development in areas with little or no exposure to current and projected future coastal hazards, to ensure public safety and prevent risks to life. | CWLRA, CVA, <u>CEA</u> , <u>CUA</u> | Yes                                   | <i>N/A. The site is not identified as being subject to current or projected future coastal hazards.</i> |

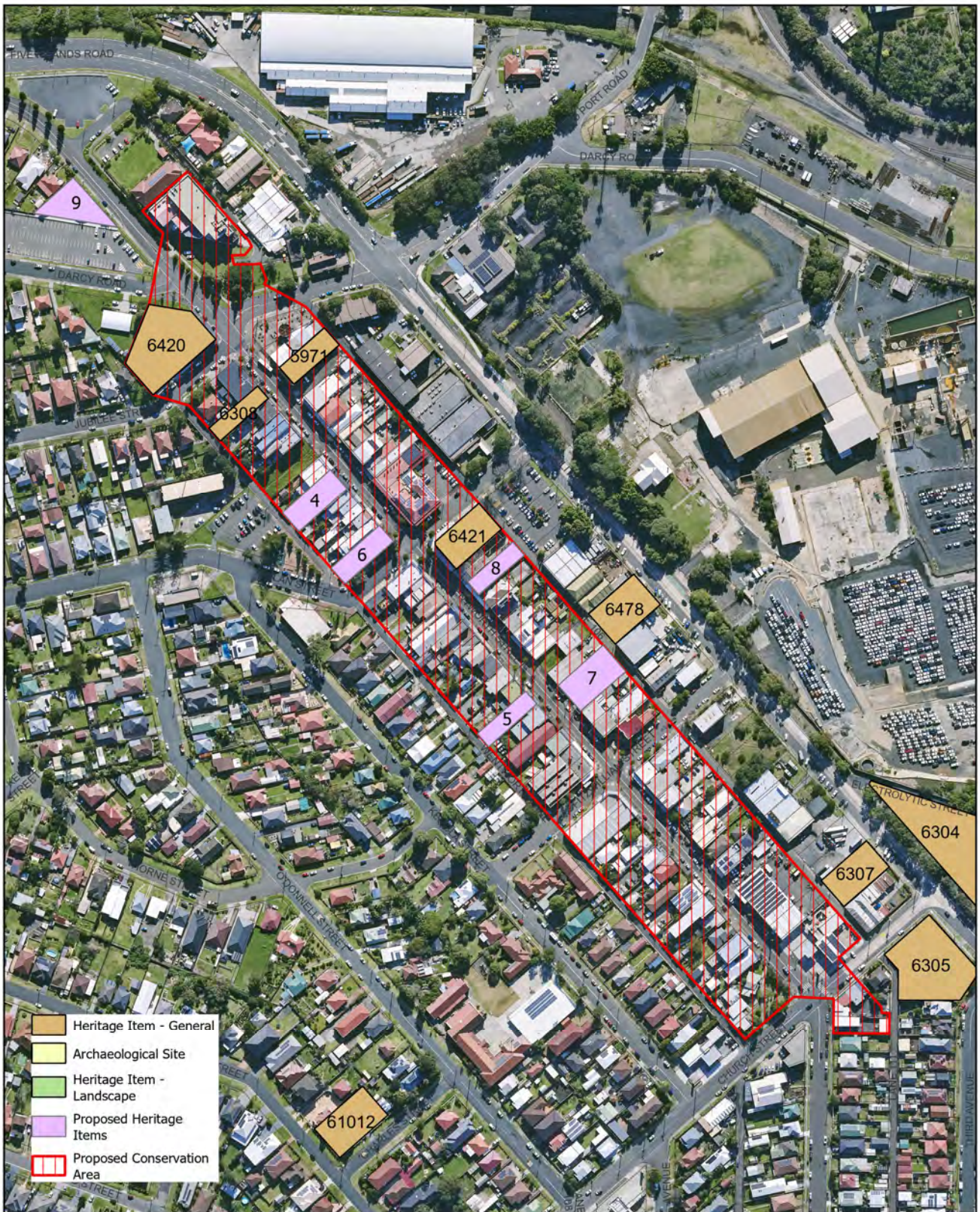
| 9. Outcome E. Respond to coastal hazards                                                                                                                                                                                                                                                       |                                     |                                       |                                                                                                         |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|---------------------------------------|---------------------------------------------------------------------------------------------------------|
| Requirement                                                                                                                                                                                                                                                                                    | Relevant coastal management area(s) | Applicable to planning proposal (Y/N) | Planning proposal is consistent with guidelines (Y/N)<br>If 'No', justify this                          |
| <b>E.1d</b> Do not increase development potential or intensify land uses in a coastal hazard or risk area.                                                                                                                                                                                     | CWLRA, CVA, <u>CEA</u> , <u>CUA</u> | Yes                                   | <i>N/A. The site is not identified as being subject to current or projected future coastal hazards.</i> |
| <b>Outcome E.2 Account for natural hazard risks</b>                                                                                                                                                                                                                                            |                                     |                                       |                                                                                                         |
| <b>E.2a</b> Identify areas on and near the proposal that are affected by current or projected future coastal hazards. Ensure that the proposal is compatible with any identified threat or risk.                                                                                               | CWLRA, CVA, <u>CEA</u> , <u>CUA</u> | Yes                                   | <i>N/A. The site is not identified as being subject to current or projected future coastal hazards.</i> |
| <b>E.2b</b> Account for potential interaction between coastal hazards and other current and future natural hazards. This includes flooding, bushfires, landslip, heatwaves, severe storms, east coast lows and cyclones. Refer to the <i>Strategic Guide to Planning for Natural Hazards</i> . | CWLRA, CVA, <u>CEA</u> , <u>CUA</u> | Yes                                   | <i>N/A. The site is not identified as being subject to current or projected future coastal hazards.</i> |
| <b>E.2c</b> Manage natural hazard risk within the development site. Avoid using public space or adjoining land to lessen risk.                                                                                                                                                                 | CWLRA, CVA, <u>CEA</u> , <u>CUA</u> | Yes                                   | <i>N/A. The site is not identified as being subject to current or projected future coastal hazards.</i> |
| <b>Outcome E.3 Account for climate change</b>                                                                                                                                                                                                                                                  |                                     |                                       |                                                                                                         |
| <b>E.3a</b> Demonstrate that the proposal applies a 100-year planning horizon for the full range of climate change projections for coastal hazards. This approach recognises that sea level is projected to continue to rise for centuries because of climate change.                          | CWLRA, CVA, <u>CEA</u> , <u>CUA</u> | Yes                                   | <i>N/A. The site is not identified as being subject to current or projected future coastal hazards.</i> |
| <b>E.3b</b> Consider how climate change could affect the risk profile of existing natural hazards and create new vulnerabilities and exposure for the proposal in the future.                                                                                                                  | CWLRA, CVA, <u>CEA</u> , <u>CUA</u> | Yes                                   | <i>N/A. The site is not identified as being subject to current or projected future coastal hazards.</i> |
| <b>Outcome E.4 Provide sustainable defences to coastal hazards</b>                                                                                                                                                                                                                             |                                     |                                       |                                                                                                         |
| <b>E.4a</b> Reduce exposure to coastal hazards by protecting, restoring or improving natural defences. This includes coastal dunes, vegetation, coastal floodplains and coastal wetlands, where suitable.                                                                                      | CWLRA, CVA, <u>CEA</u> , <u>CUA</u> | Yes                                   | <i>N/A. There are no natural defences or identified coastal hazards affecting the development site.</i> |
| <b>E.4b</b> If natural defences are not possible, reduce exposure to coastal hazards without significantly degrading:                                                                                                                                                                          | CWLRA, CVA, <u>CEA</u> , <u>CUA</u> | Yes                                   | <i>N/A. There are no natural defences or identified coastal hazards affecting the development site.</i> |

| 9. Outcome E. Respond to coastal hazards                                                                                                                                                                                                                                                                                                                |                                     |                                       |                                                                                                                                                           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|---------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|
| Requirement                                                                                                                                                                                                                                                                                                                                             | Relevant coastal management area(s) | Applicable to planning proposal (Y/N) | Planning proposal is consistent with guidelines (Y/N)<br>If 'No', justify this                                                                            |
| <ul style="list-style-type: none"> <li>- biological diversity and ecosystem integrity</li> <li>- ecological, biophysical, geological and geomorphological coastal processes</li> <li>- beach and foreshore amenity, or the social and cultural value of these areas</li> <li>- public safety and access to, or use of, beaches or headlands.</li> </ul> |                                     |                                       |                                                                                                                                                           |
| <b>Outcome E.5 Protect essential infrastructure</b>                                                                                                                                                                                                                                                                                                     |                                     |                                       |                                                                                                                                                           |
| <b>E.5a</b> Locate and design essential infrastructure to reduce vulnerability to current and projected future coastal hazards. Consider the effects of climate change over at least a 100-year planning horizon.                                                                                                                                       | CWLRA, CVA, <u>CEA</u> , <u>CUA</u> | Yes                                   | N/A. The site has access to existing essential infrastructure. The site is not identified as being subject to current or projected future coastal hazards |
| <b>E.5b</b> Where exposure to coastal hazards cannot be avoided, prepare adaptation plans for essential service infrastructure. These plans should be consistent with any applicable coastal management program.                                                                                                                                        | CWLRA, CVA, <u>CEA</u> , <u>CUA</u> | Yes                                   | N/A. The site is not identified as being subject to current or projected future coastal hazards.                                                          |
| <b>E.5c</b> Consult local Aboriginal land management experts and emergency management agencies on how to locate access routes and other essential infrastructure strategically.                                                                                                                                                                         | CWLRA, CVA, <u>CEA</u> , <u>CUA</u> | Yes                                   | N/A. The site is not identified as being subject to current or projected future coastal hazards.                                                          |
| <b>Outcome E.6 Change land uses to manage legacy issues and avoid creating new ones</b>                                                                                                                                                                                                                                                                 |                                     |                                       |                                                                                                                                                           |
| <b>E.6a</b> Ensure the proposal will not require coastal management interventions to remain viable over its expected lifespan.                                                                                                                                                                                                                          | CWLRA, CVA, <u>CEA</u> , <u>CUA</u> | Yes                                   | N/A. The site is not identified as being subject to current or projected future coastal hazards.                                                          |
| <b>E.6b</b> Consider the potential legacy effects of the proposal and if the proposed land uses or development will create a social, environmental, economic or cultural burden for future generations.                                                                                                                                                 | CWLRA, CVA, <u>CEA</u> , <u>CUA</u> | Yes                                   | YES. the proposed changes are not anticipated to create any legacy effects and have been informed by the RBCS.                                            |
| <b>E.6c</b> Consider if the proposed change of land use could remove redundant legacy infrastructure or reduce existing legacy effects.                                                                                                                                                                                                                 | CWLRA, CVA, <u>CEA</u> , <u>CUA</u> | Yes                                   | YES. The proposed changes have been informed by the RBCS. The land is not identified as having existing legacy affects.                                   |

# **MAP BOOK PP-2025/10**

# **Proposed Heritage Items and Heritage Conservation Area**

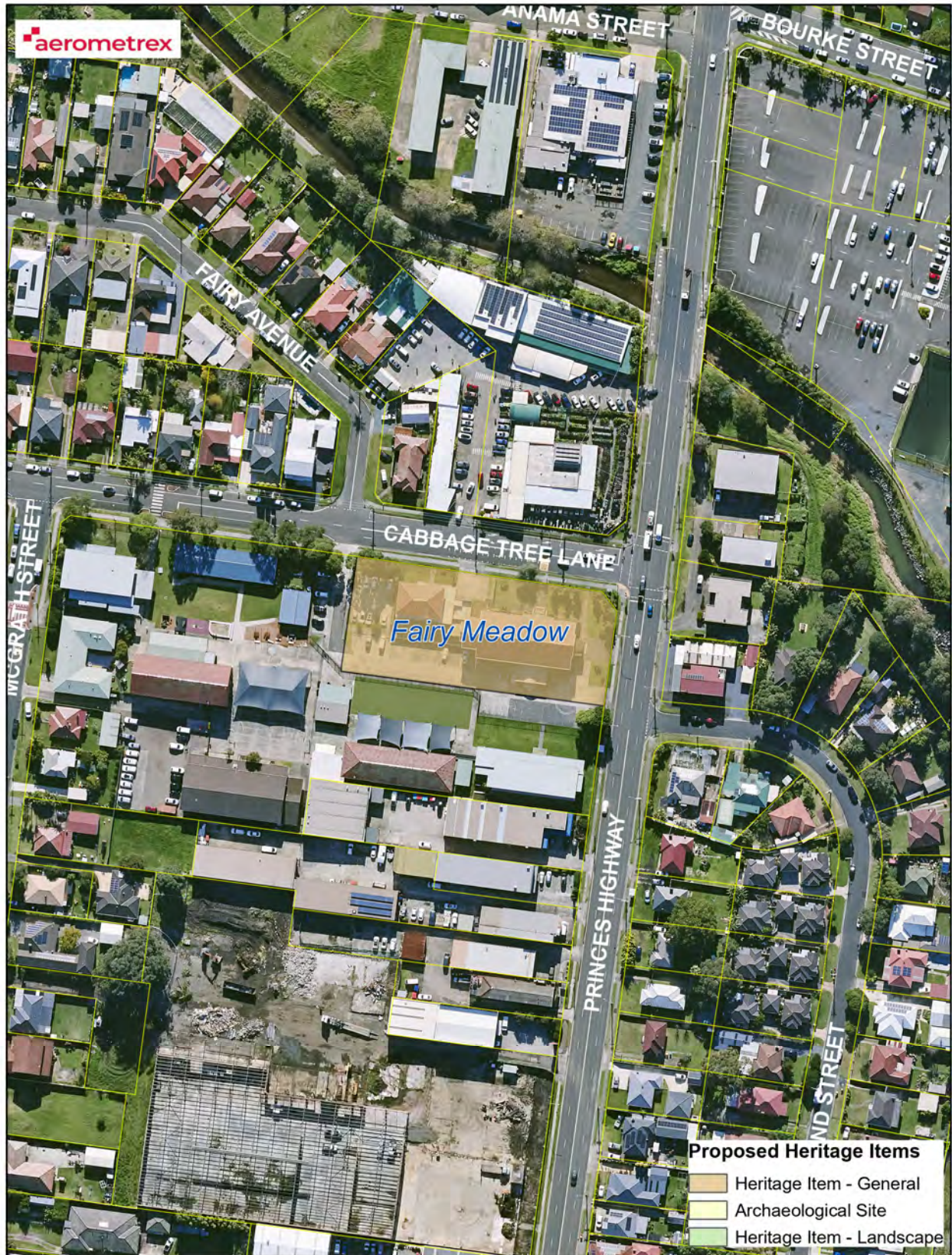




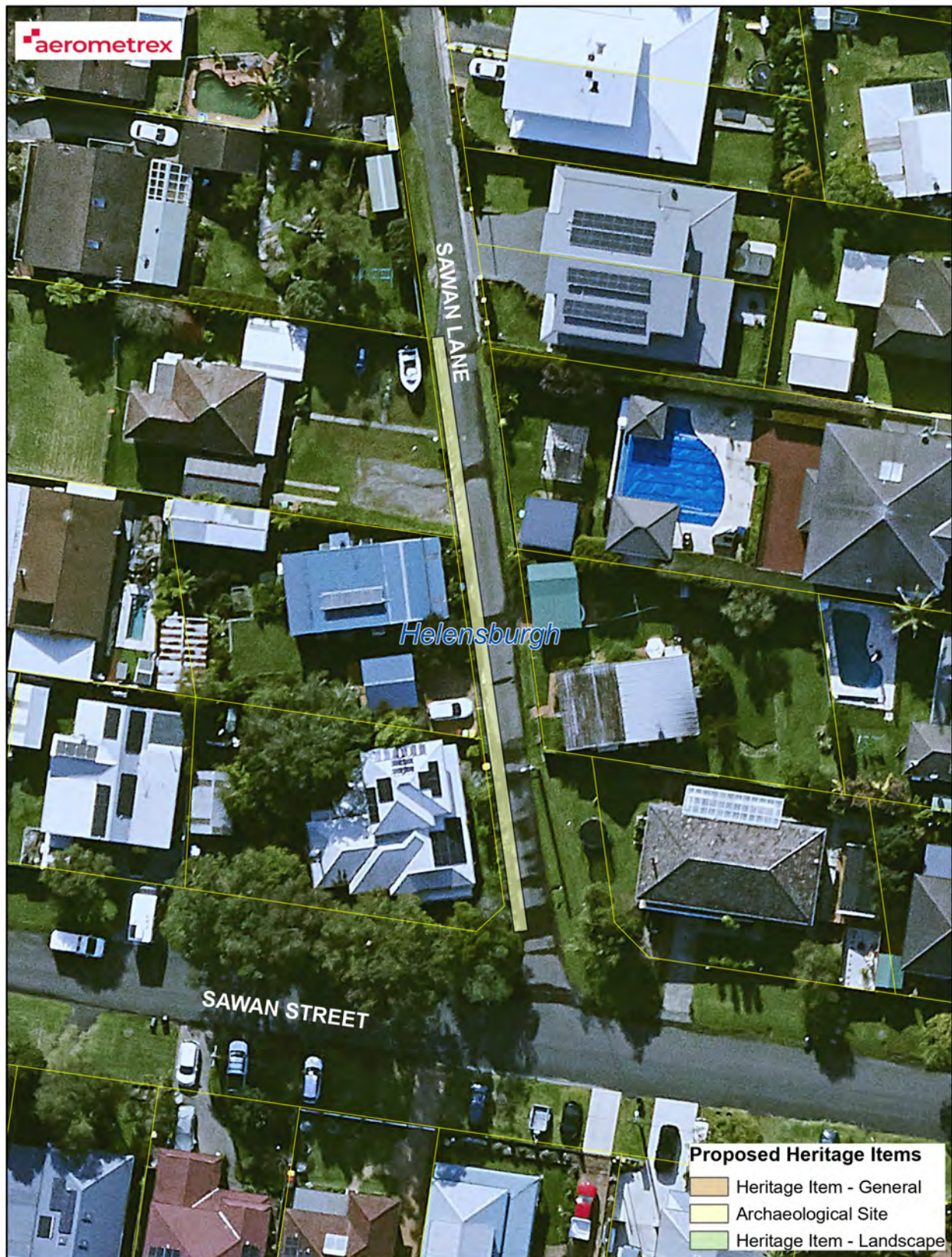








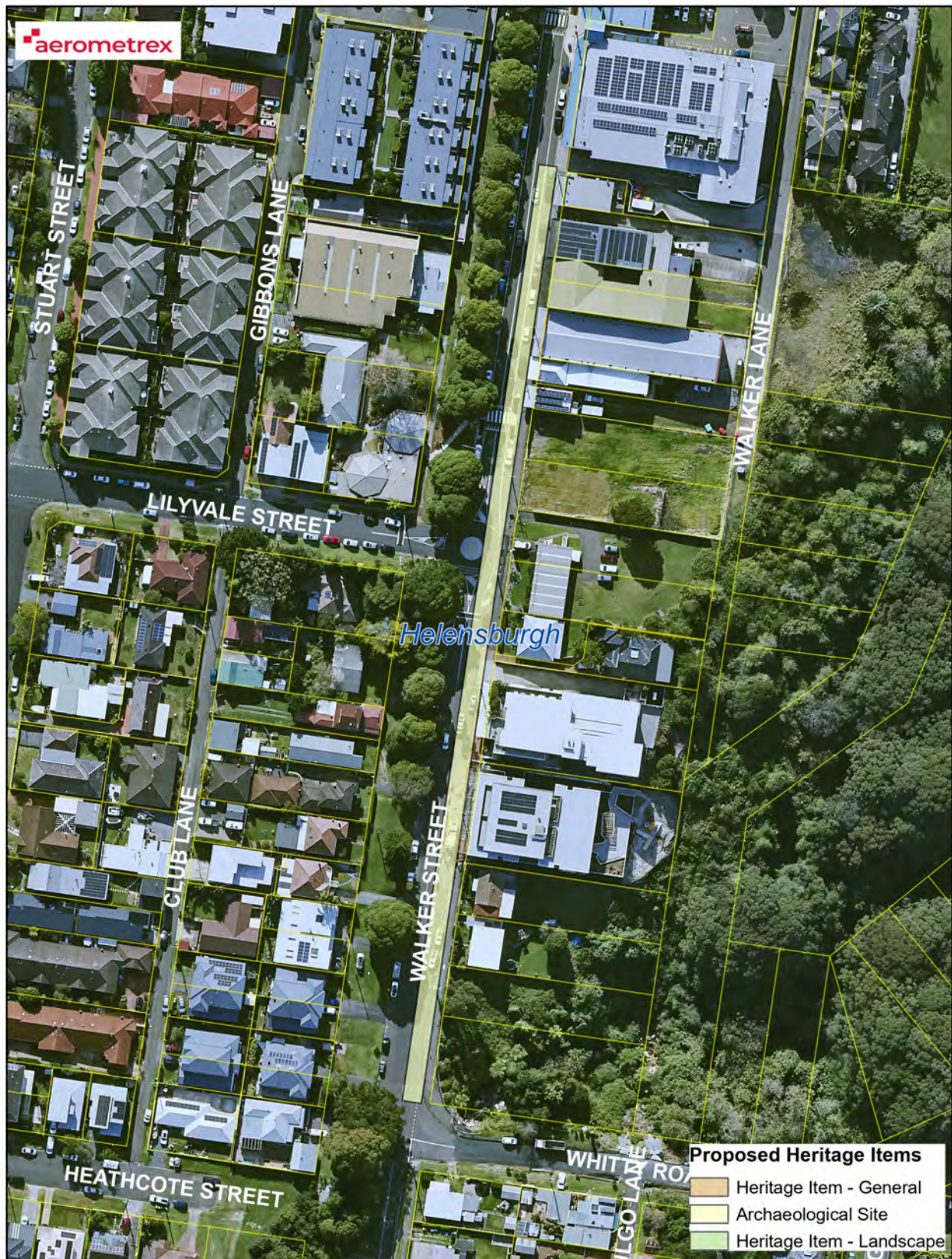








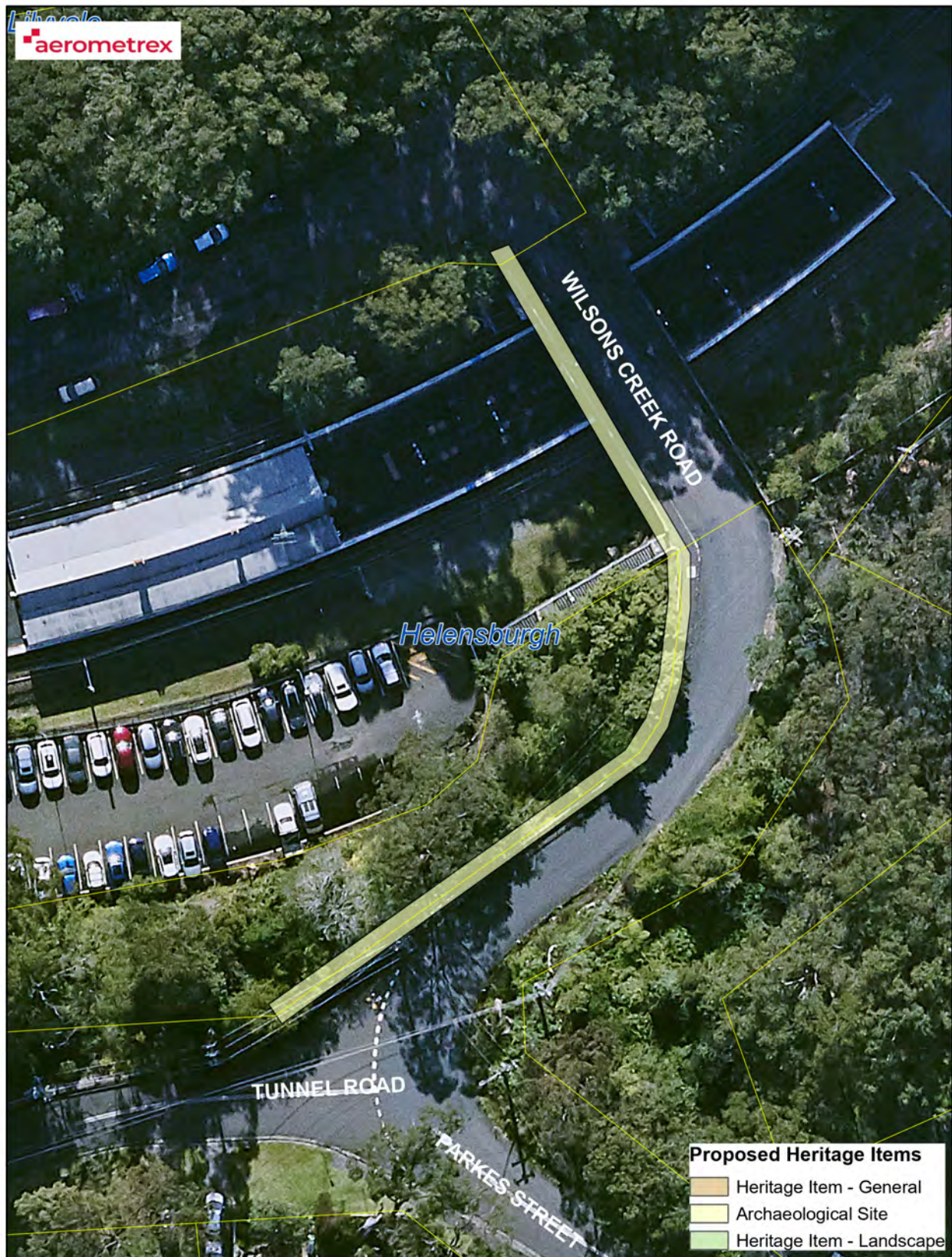




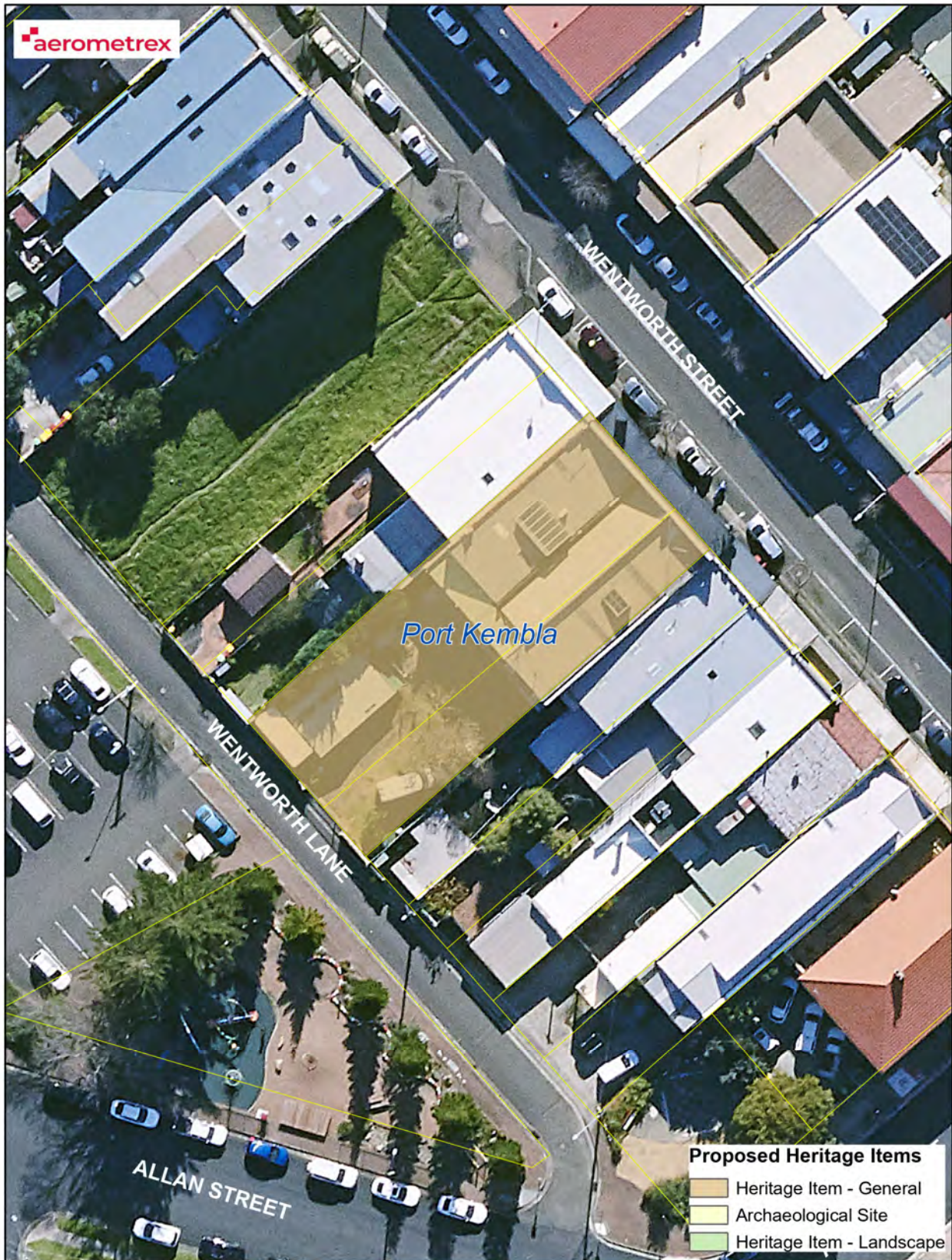




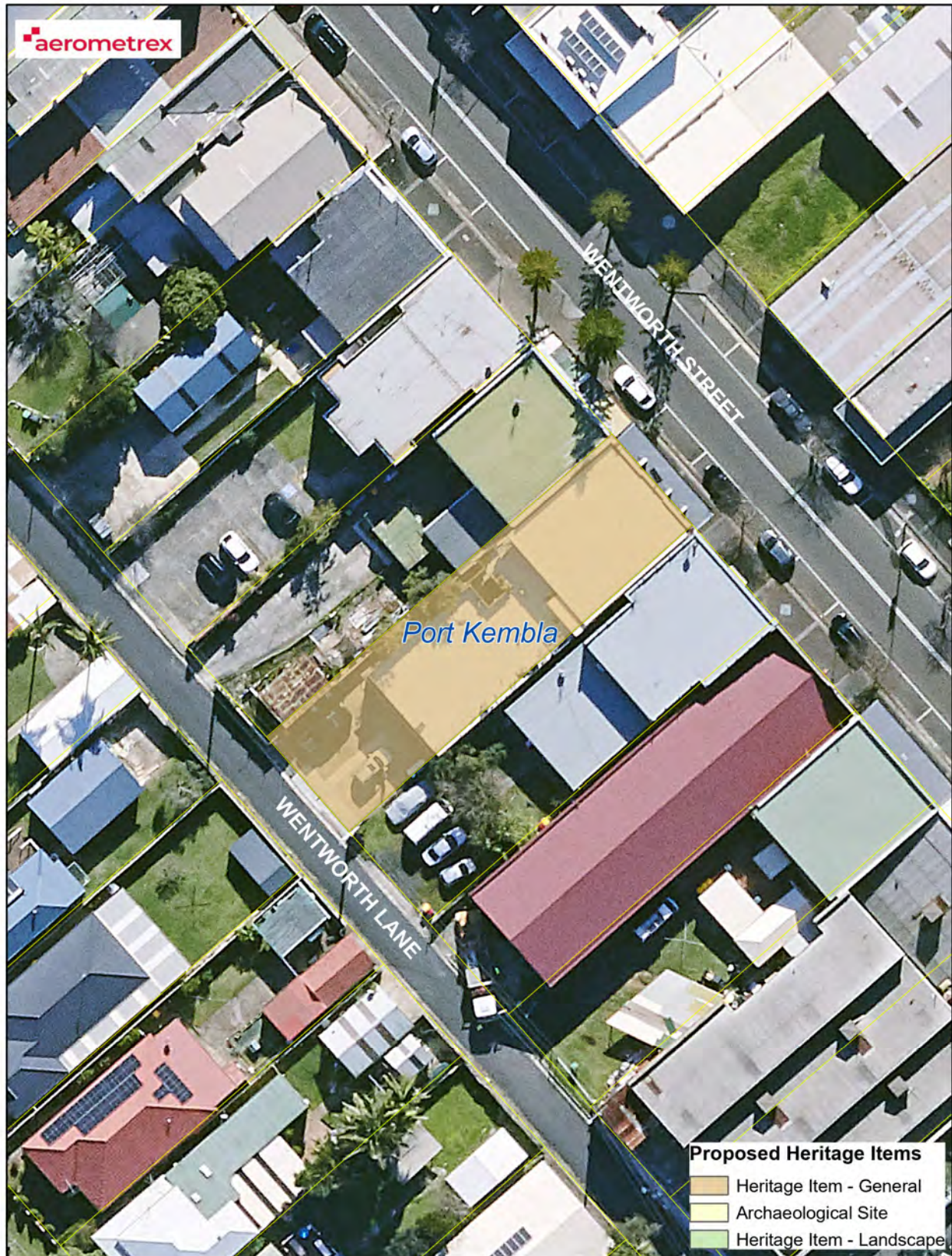




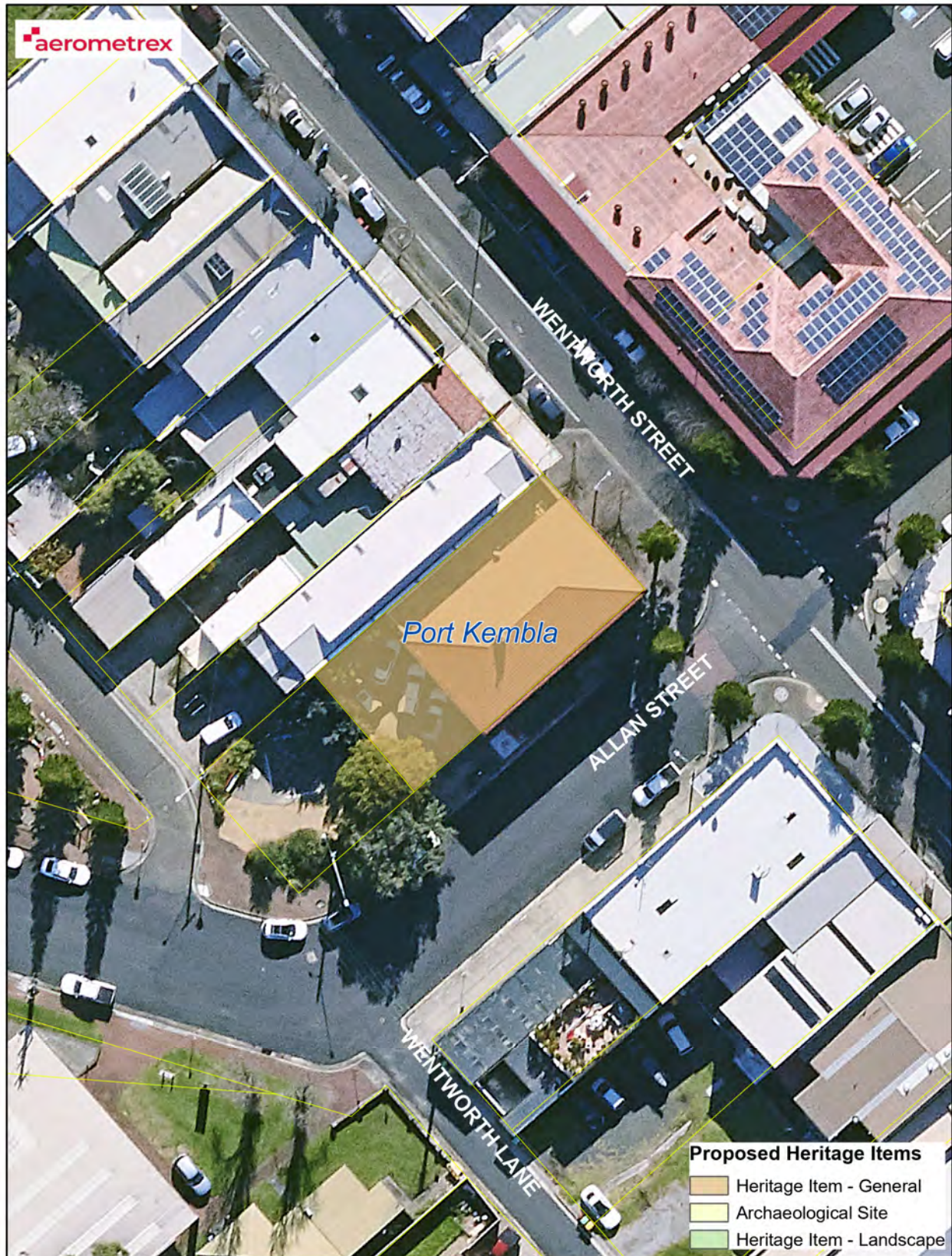








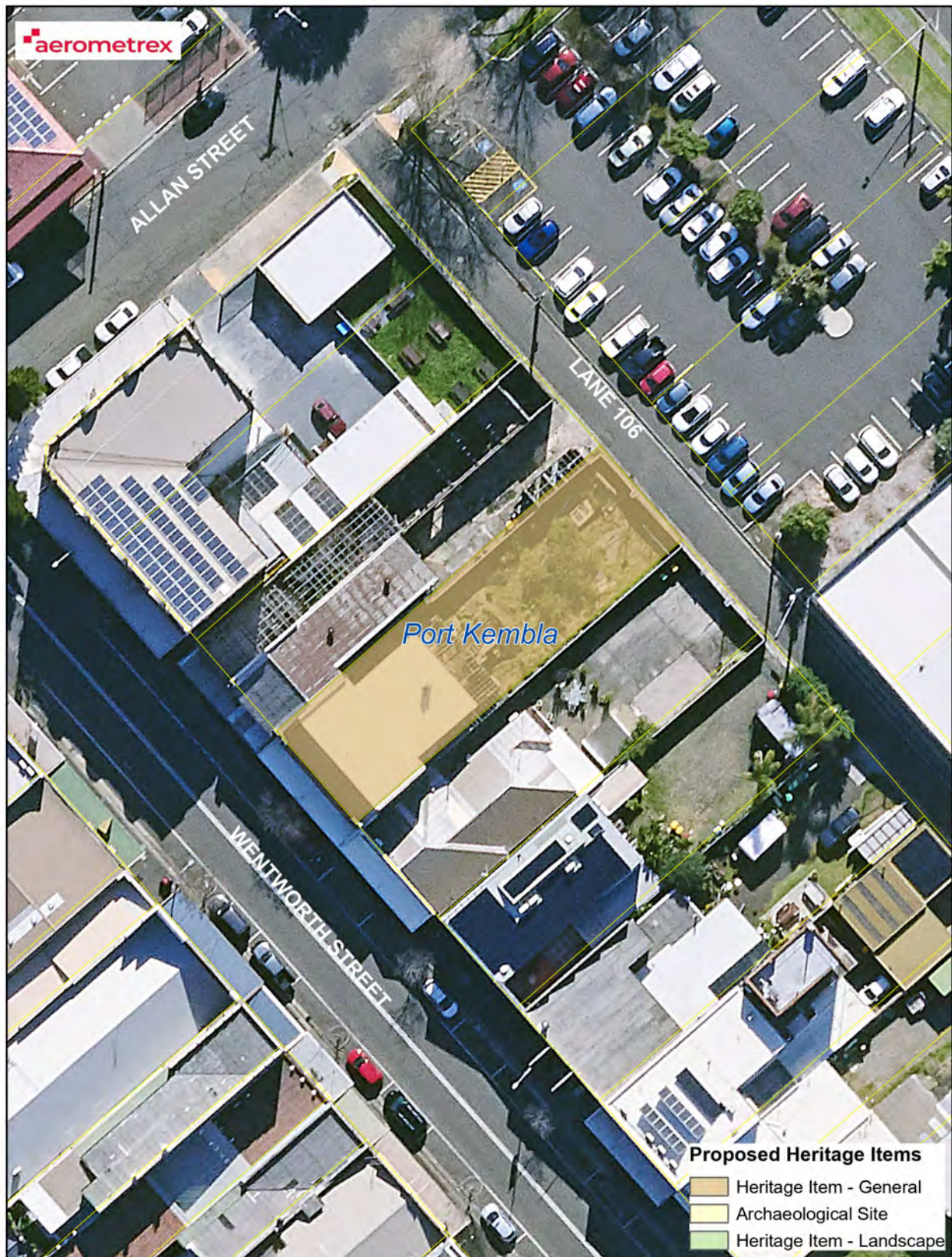




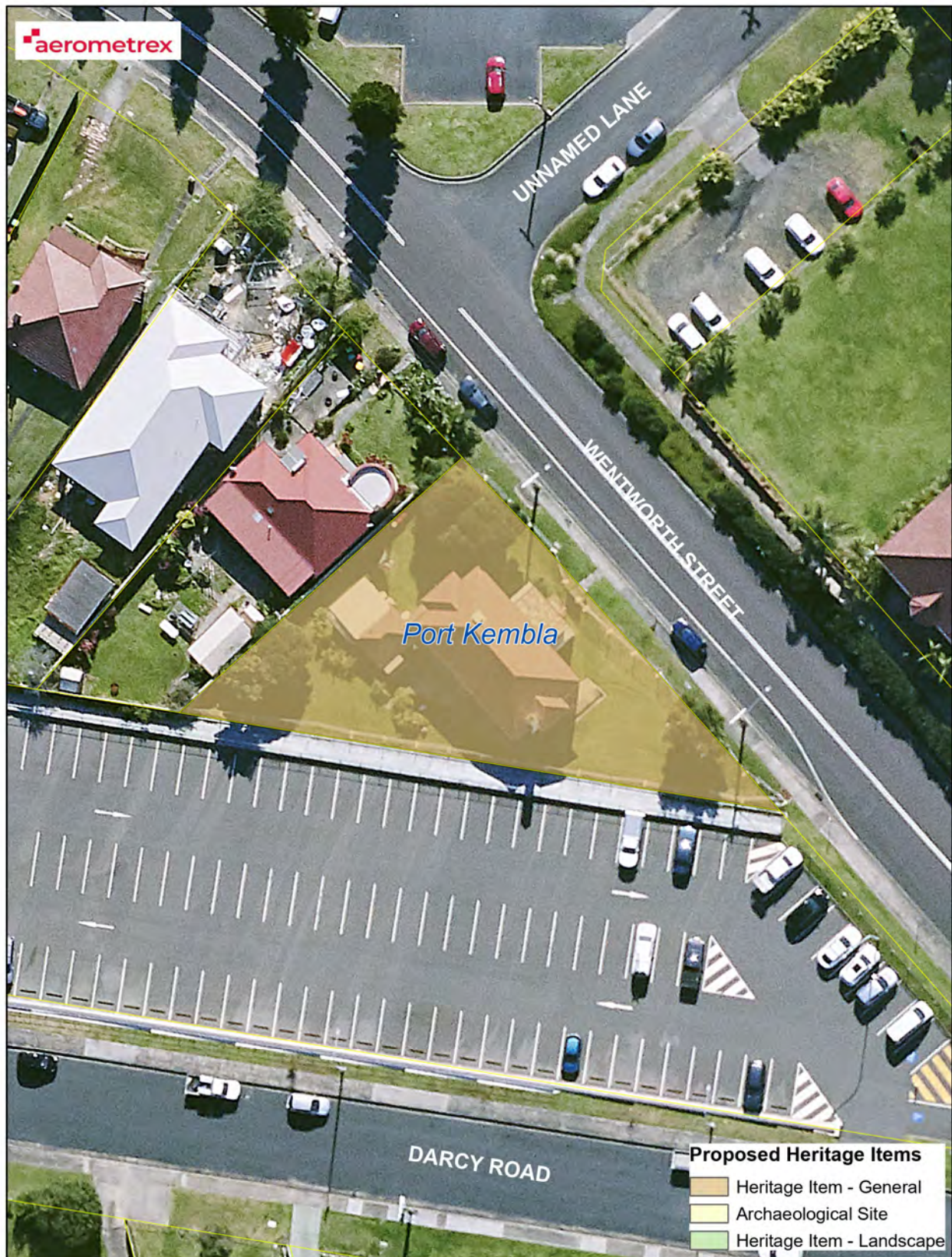




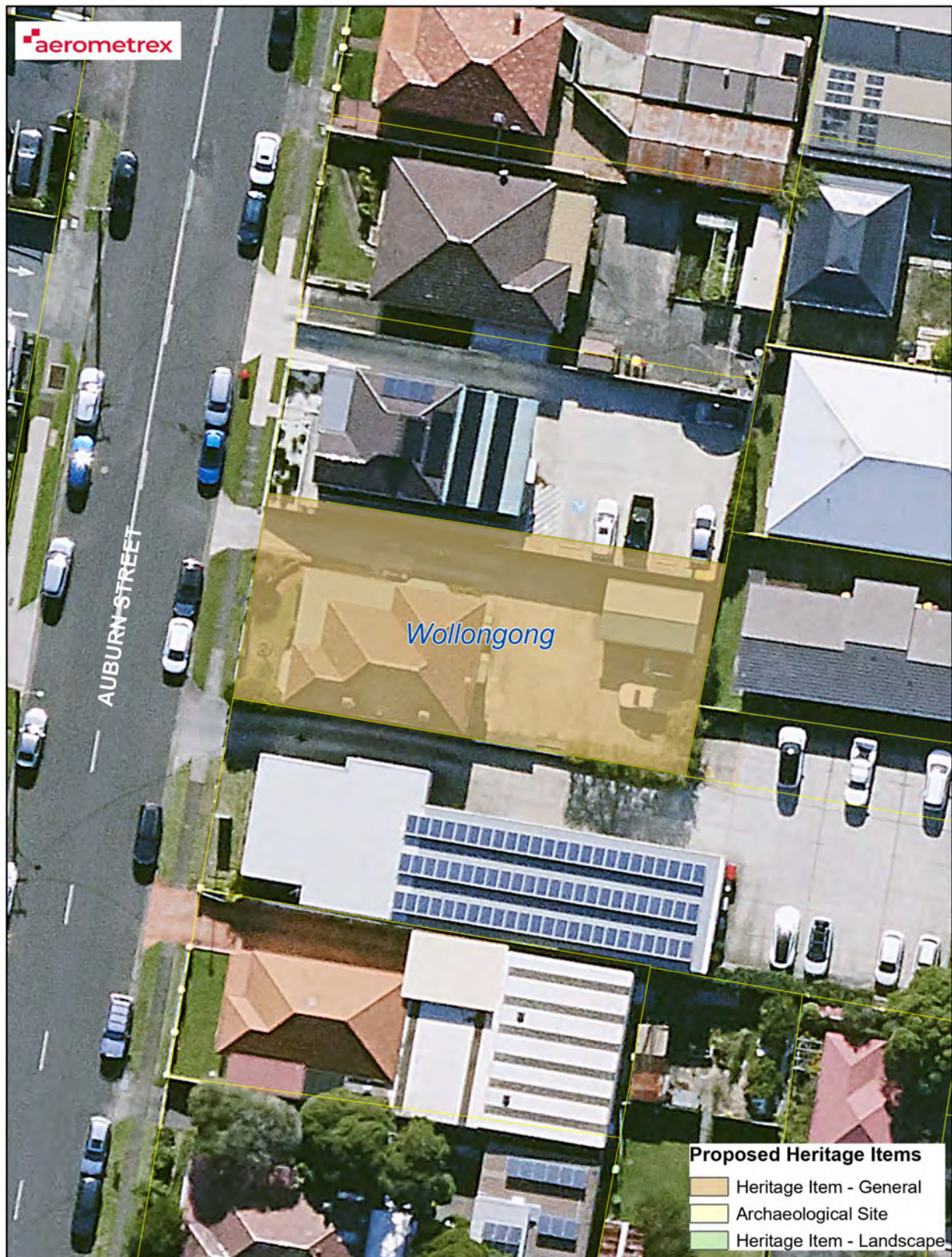




















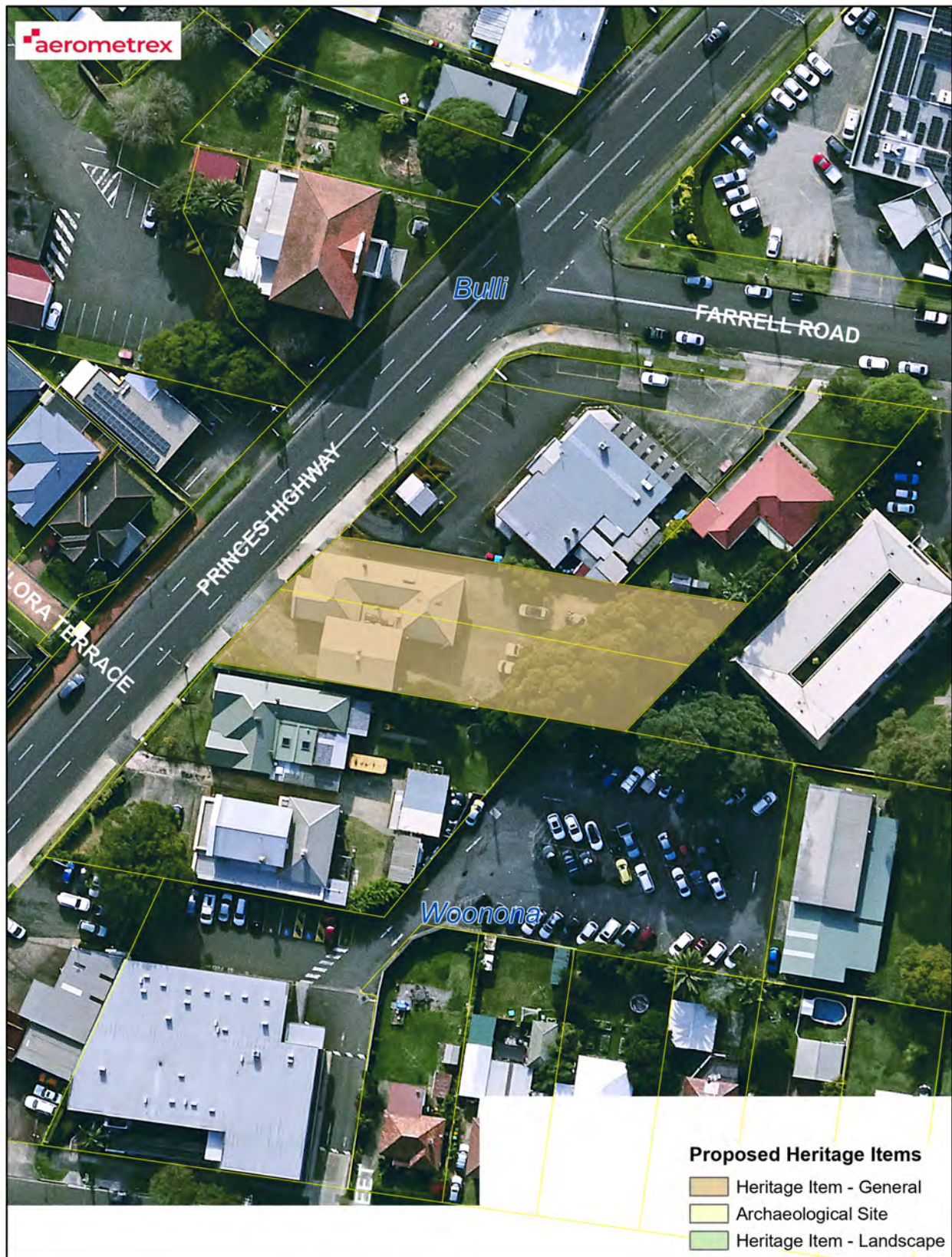








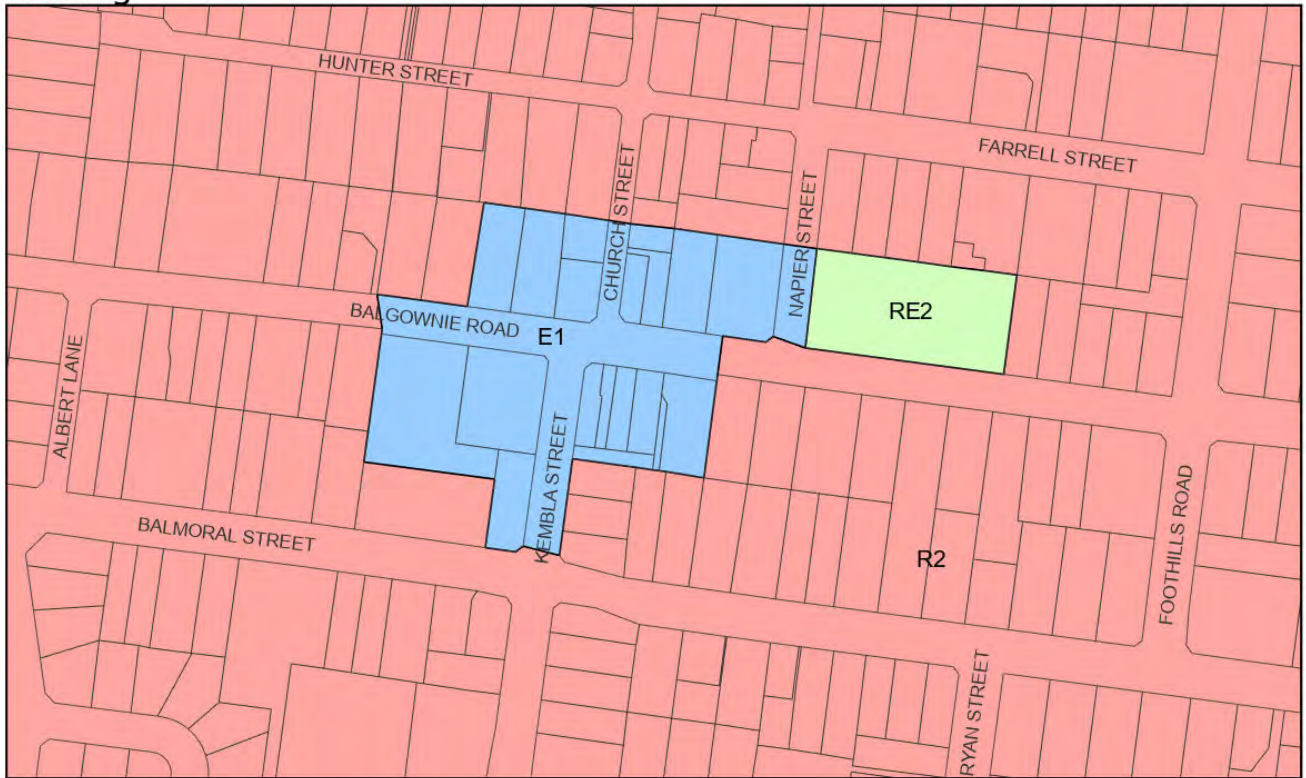






# Ward 1

## Existing

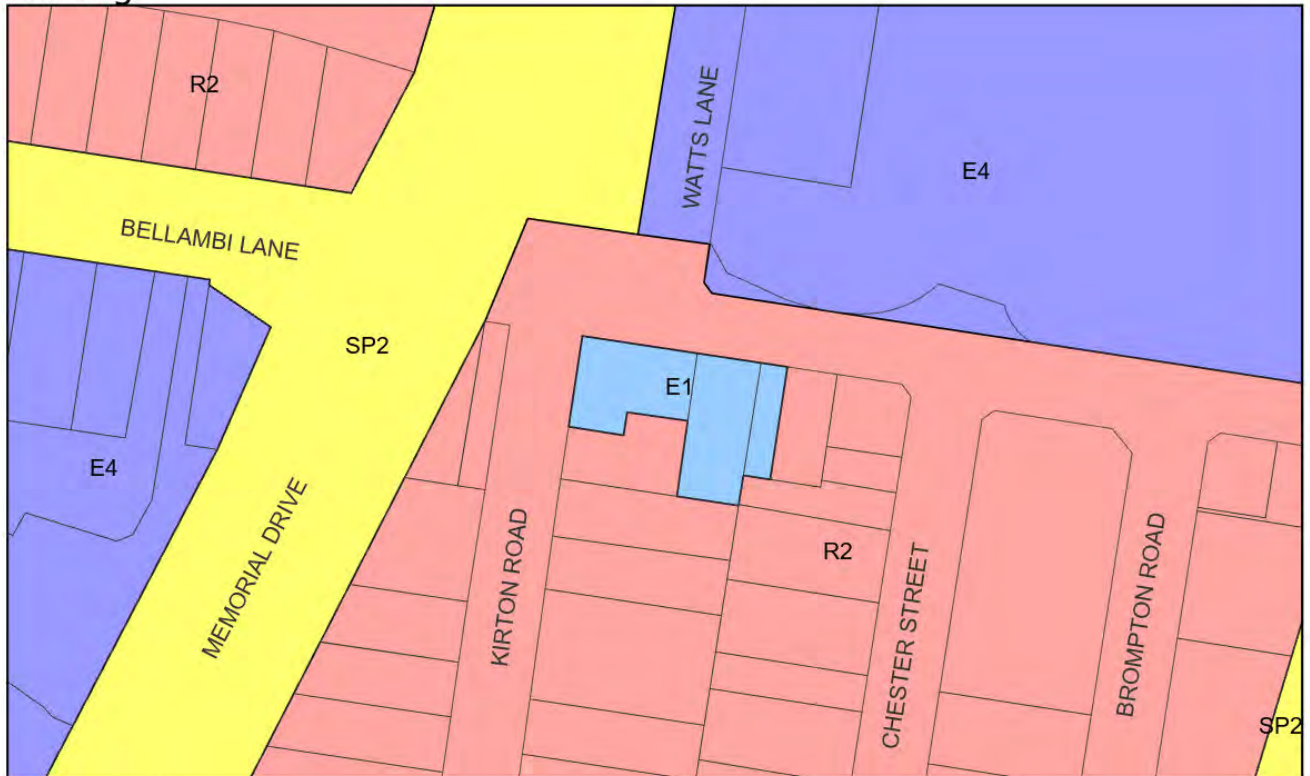


## Proposed

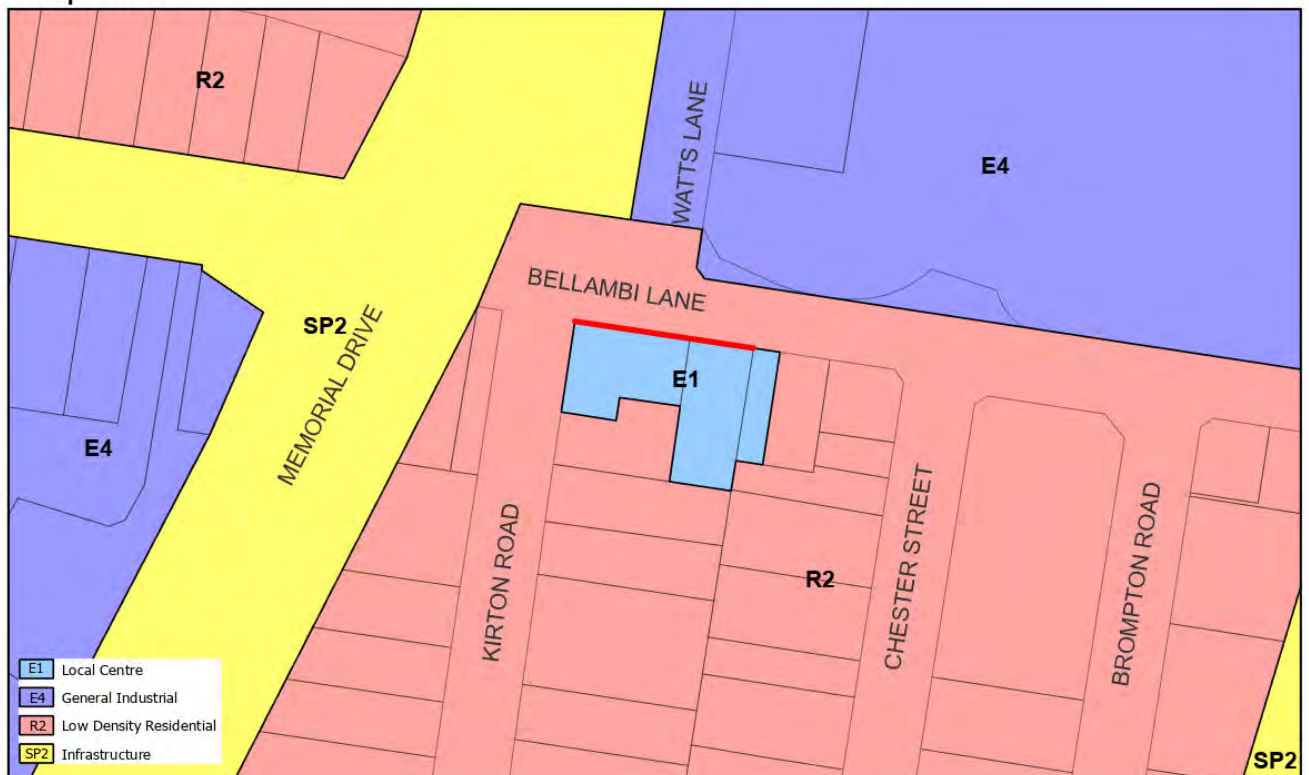


- E1 Local Centre
- R2 Low Density Residential
- RE2 Private Recreation

## Existing

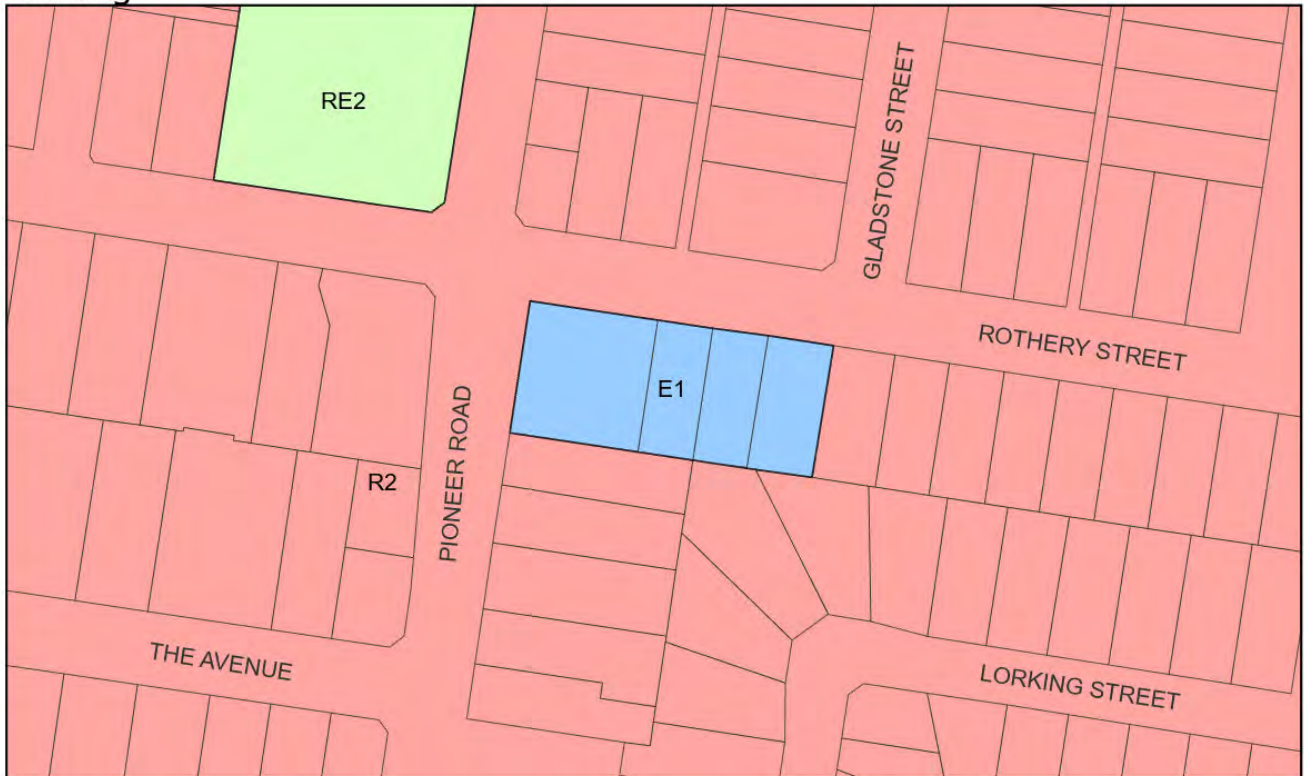


## Proposed

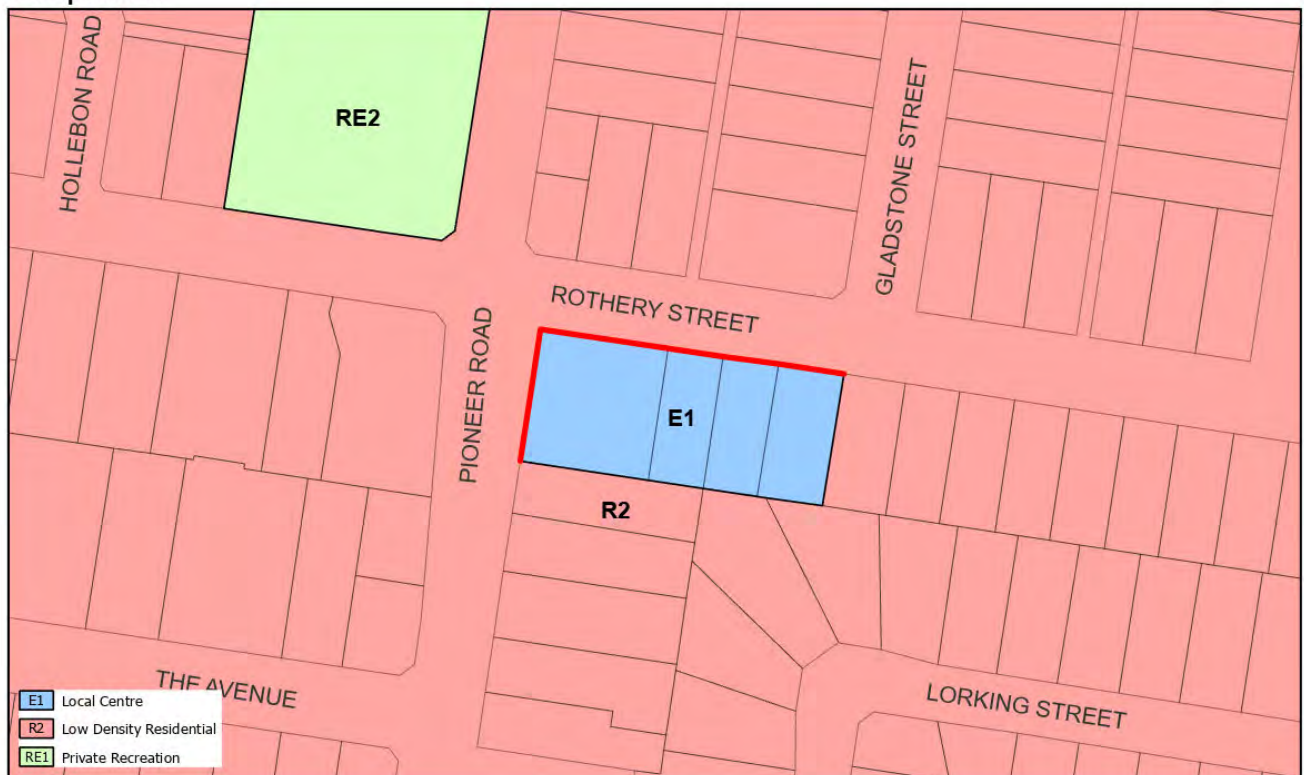




## Existing



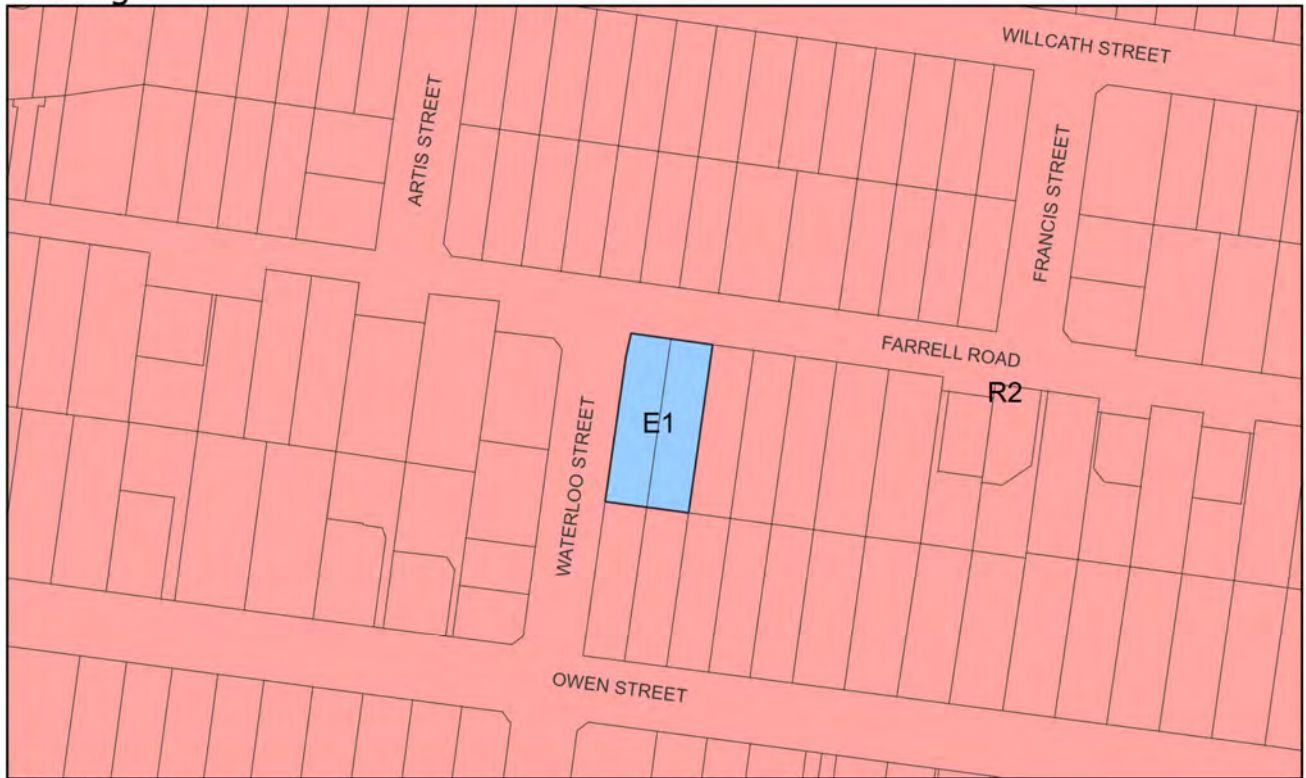
## Proposed



- E1 Local Centre
- R2 Low Density Residential
- RE1 Private Recreation



## Existing



## Proposed

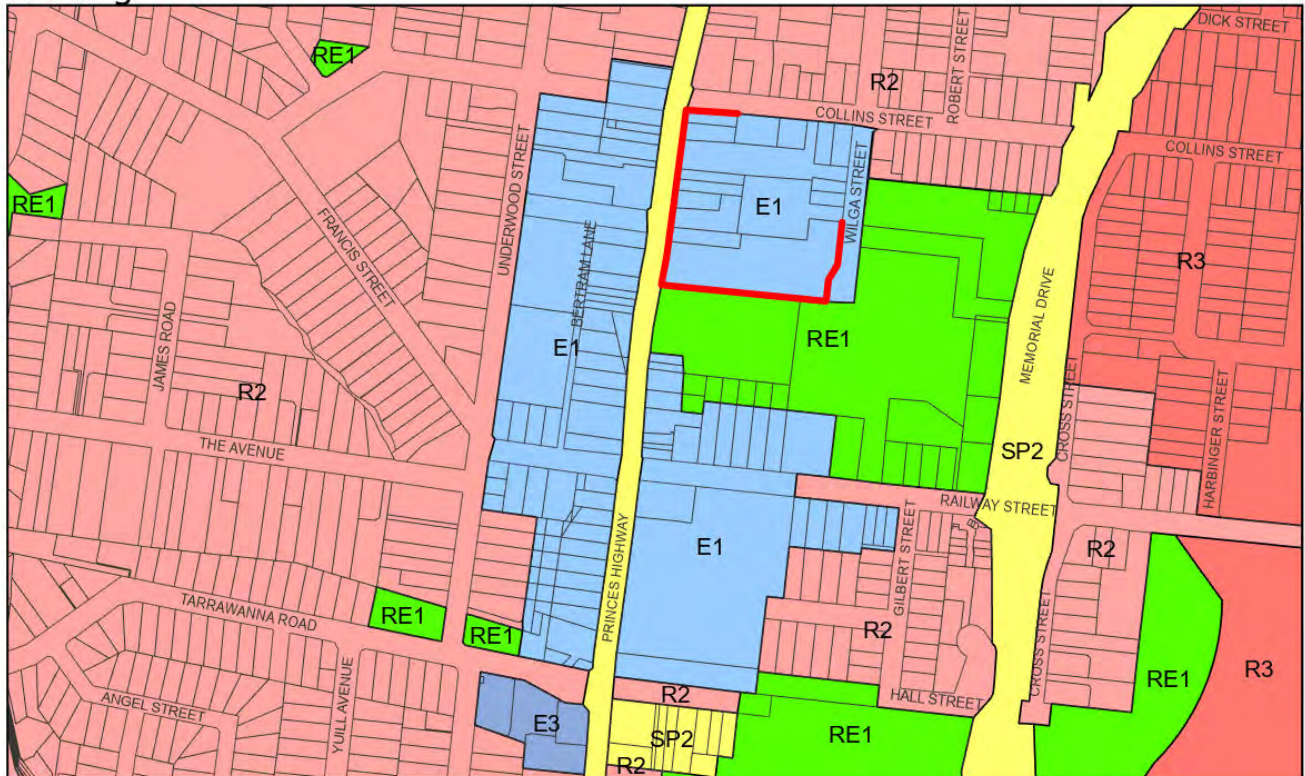


E1 Local Centre  
R2 Low Density Residential

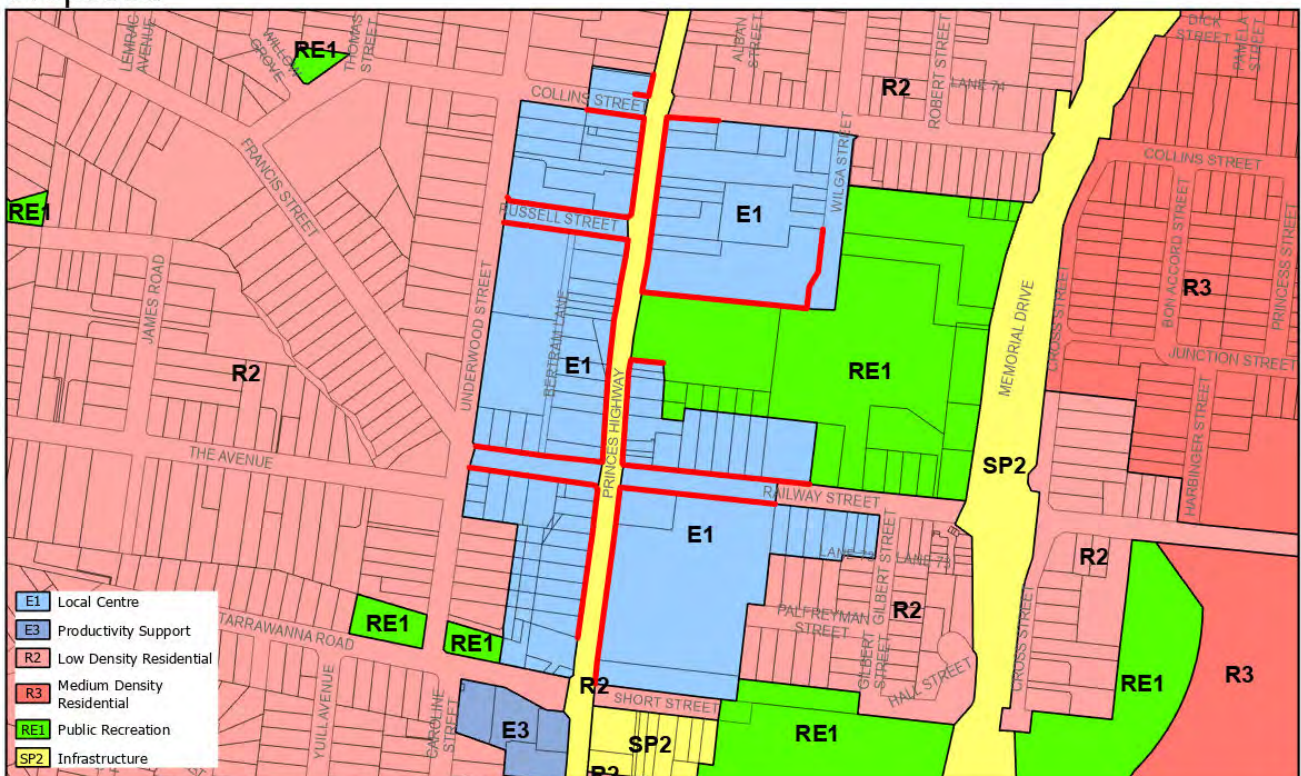




## Existing

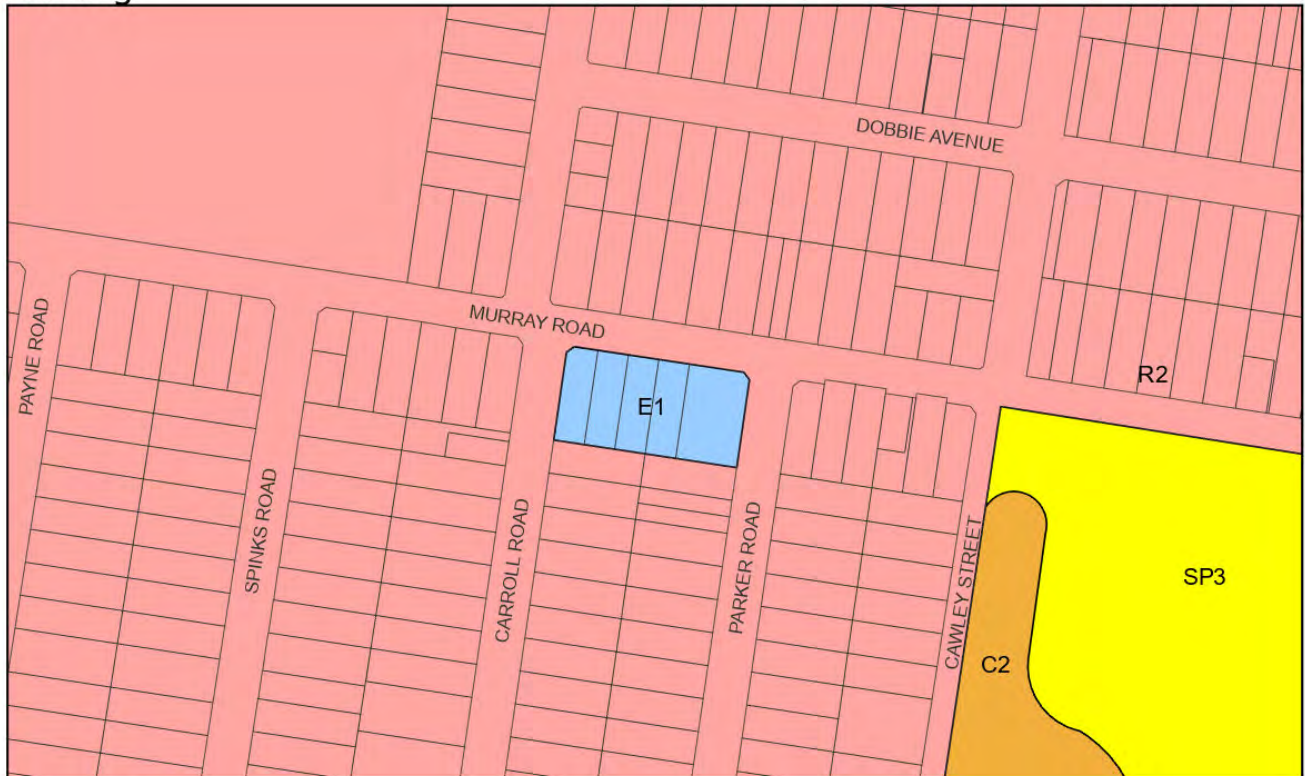


## Proposed

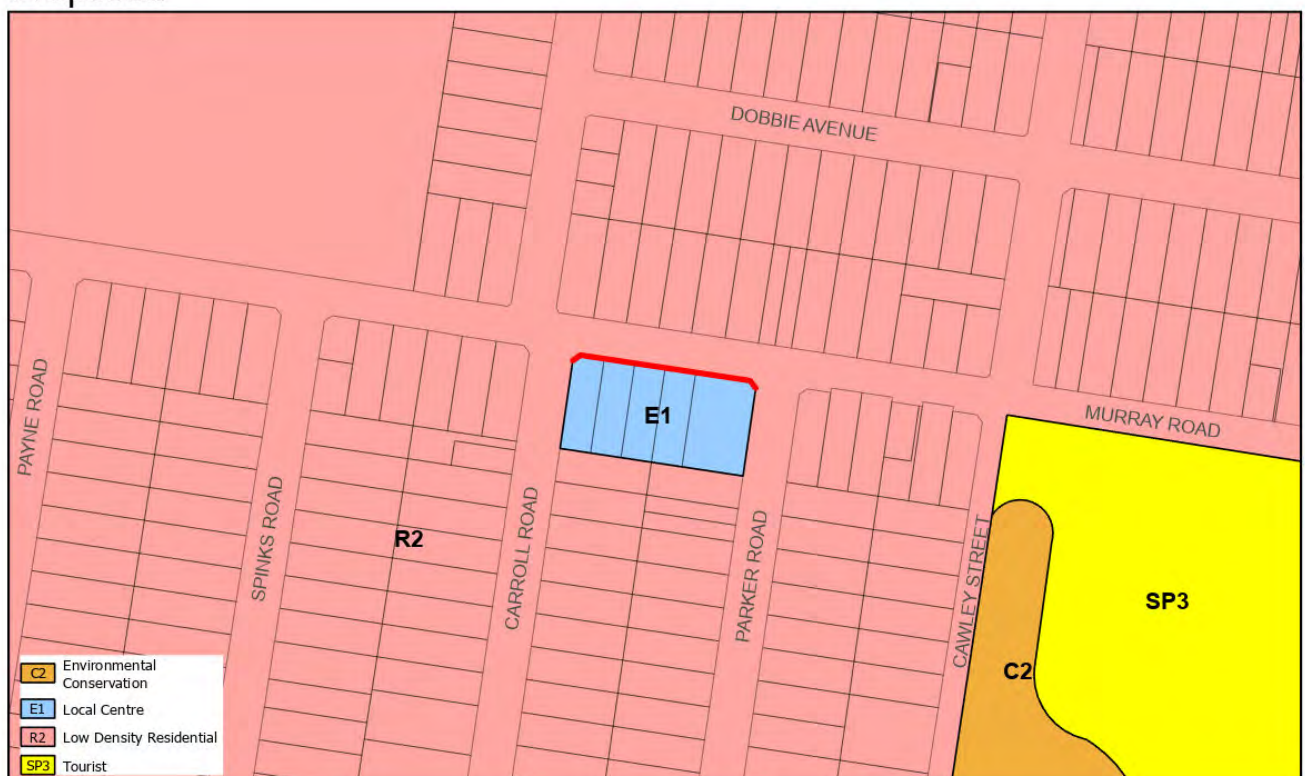




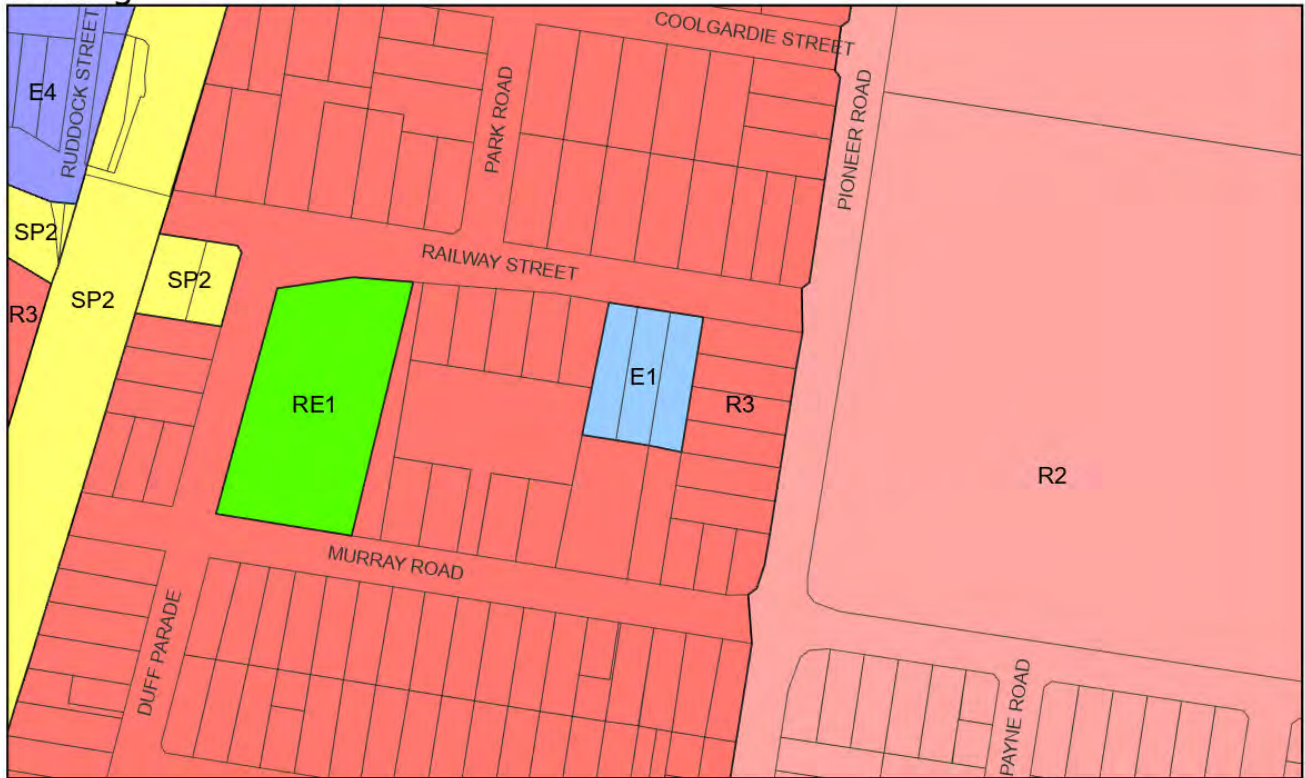
## Existing



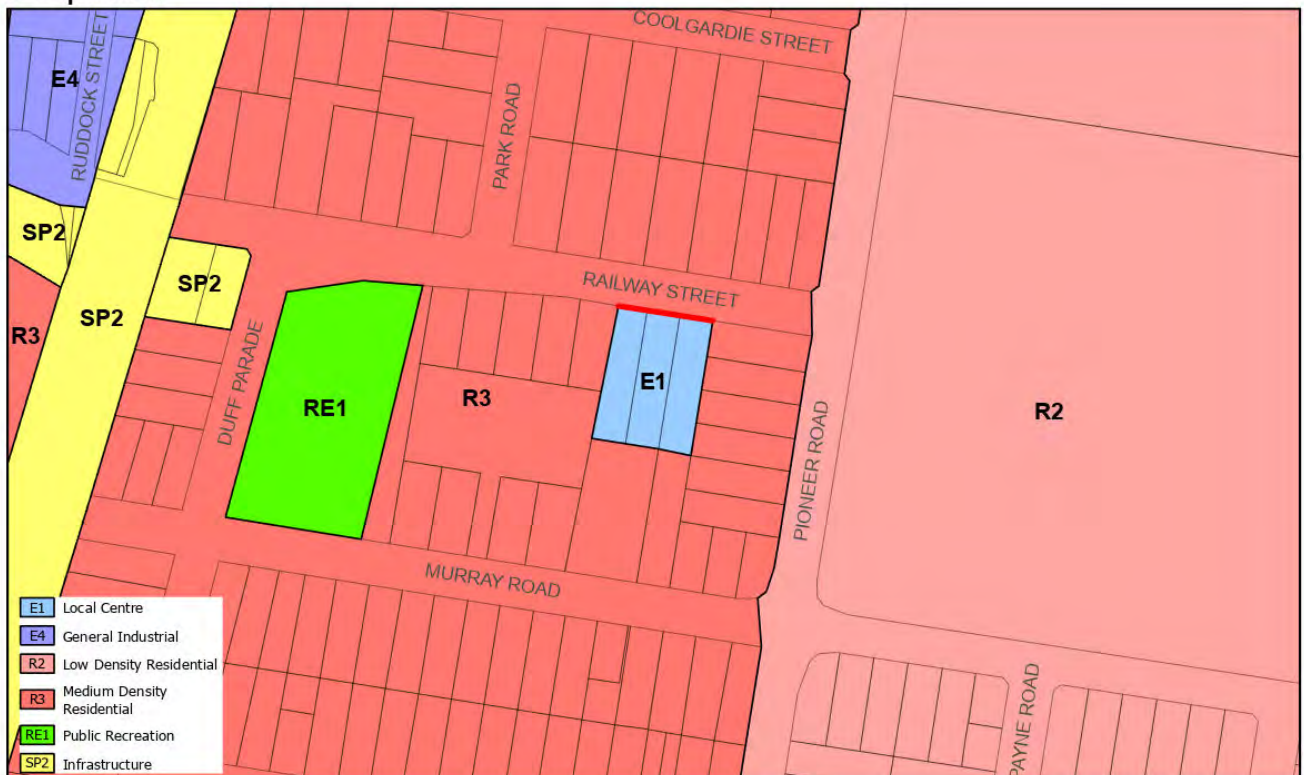
## Proposed



## Existing



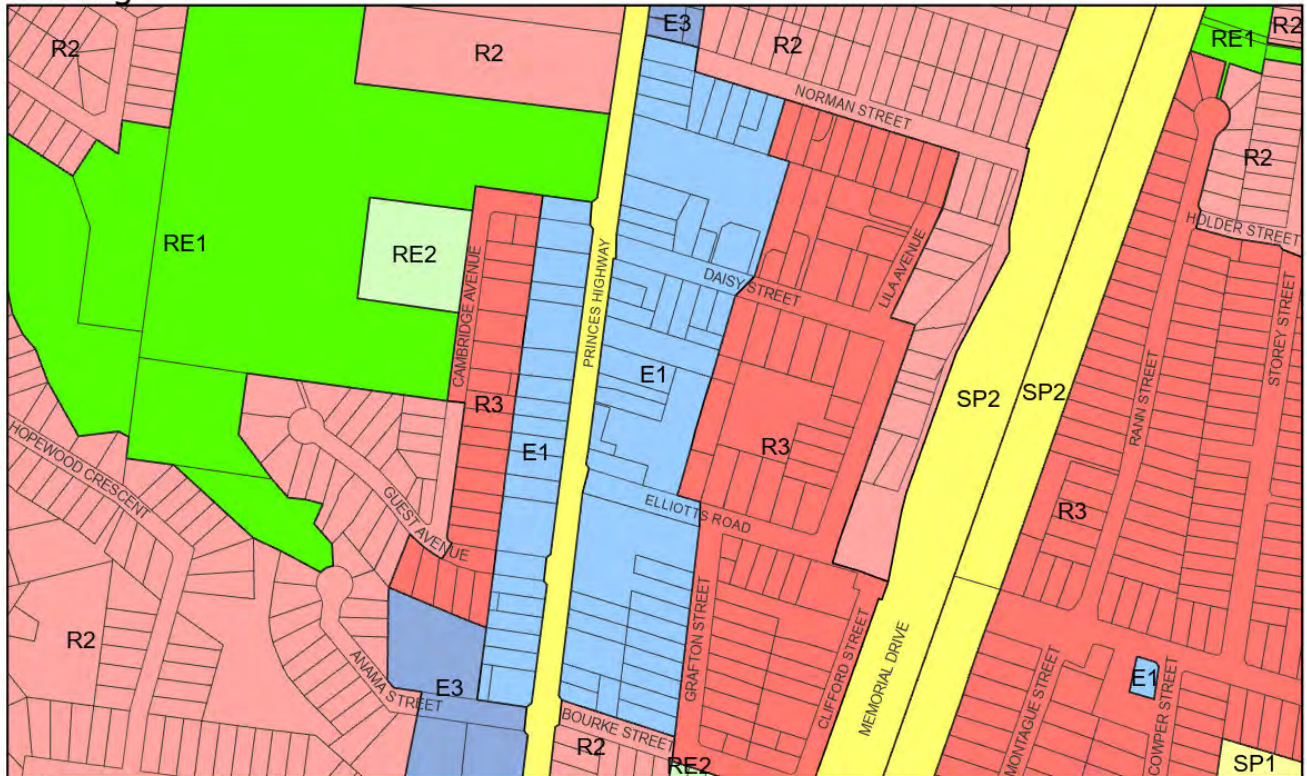
## Proposed



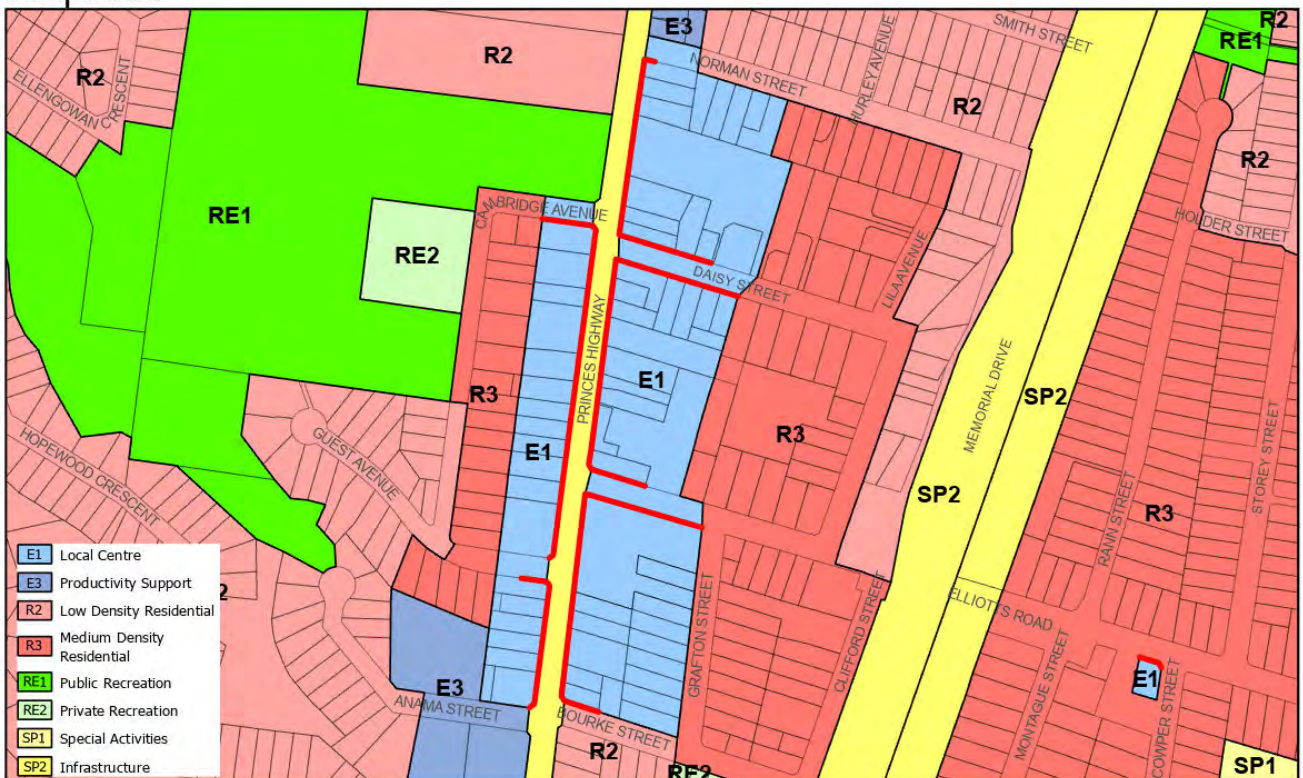
- E1 Local Centre
- E4 General Industrial
- R2 Low Density Residential
- R3 Medium Density Residential
- RE1 Public Recreation
- SP2 Infrastructure



## Existing



## Proposed

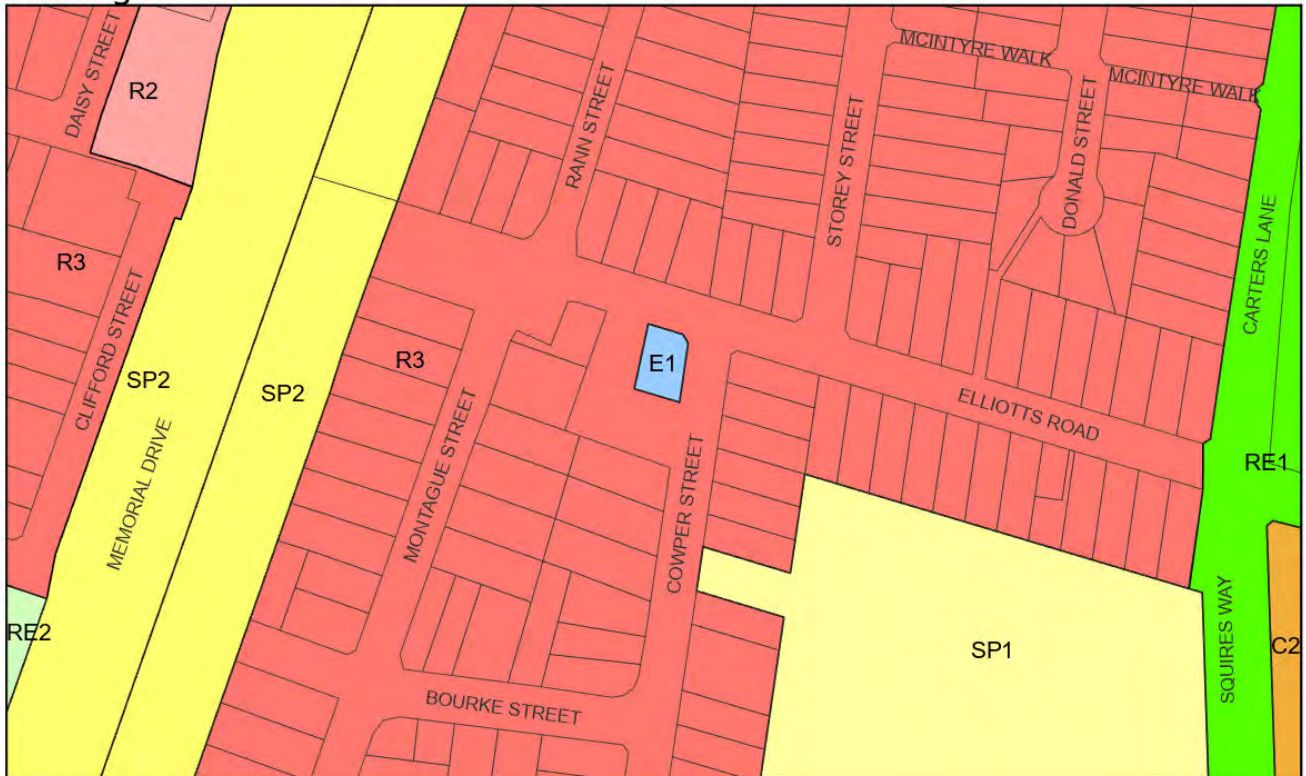


- E1 Local Centre
- E3 Productivity Support
- R2 Low Density Residential
- R3 Medium Density Residential
- RE1 Public Recreation
- RE2 Private Recreation
- SP1 Special Activities
- SP2 Infrastructure

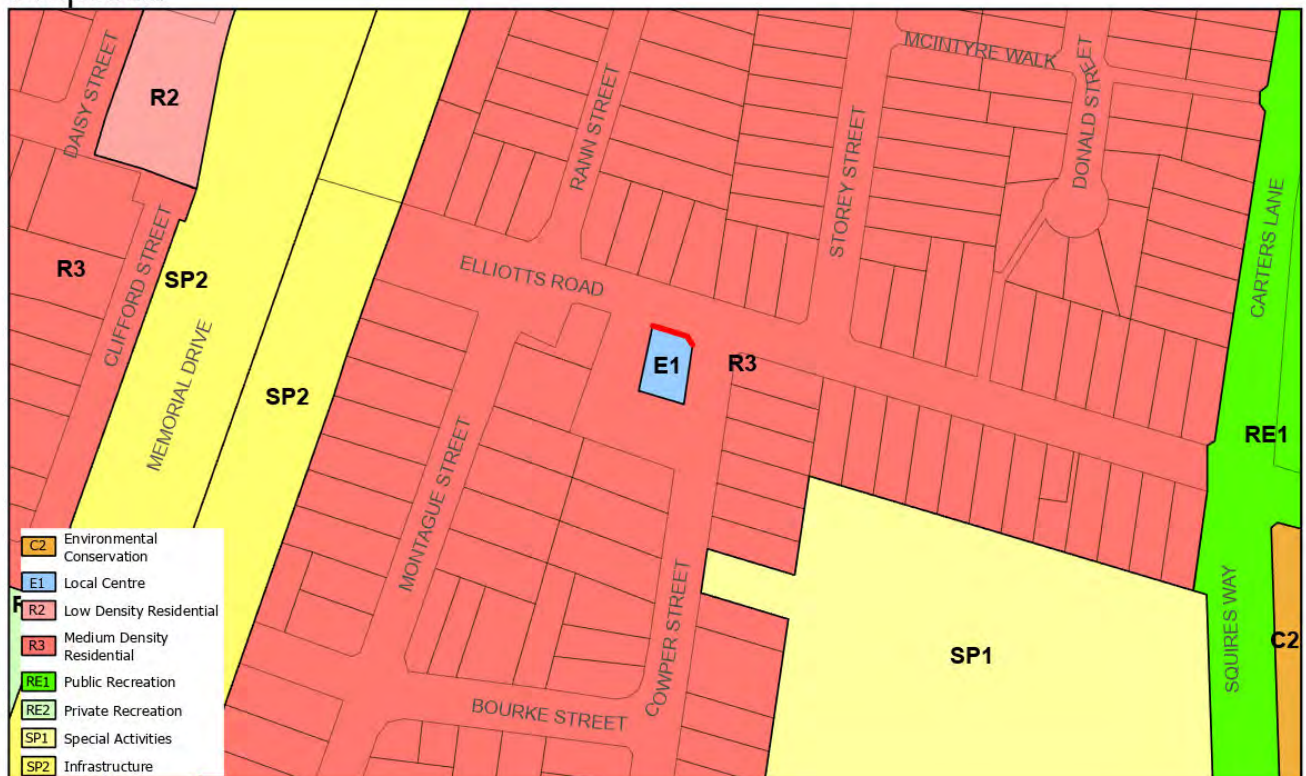




## Existing

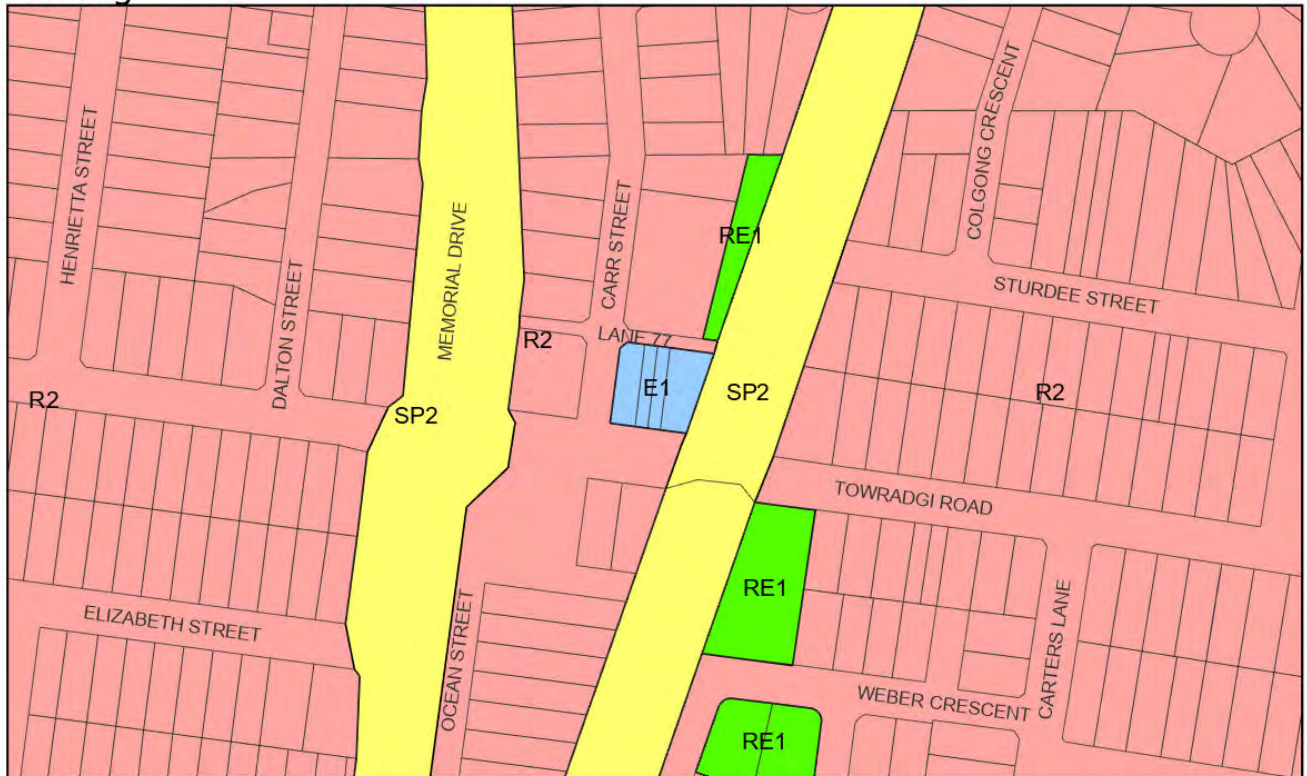


## Proposed

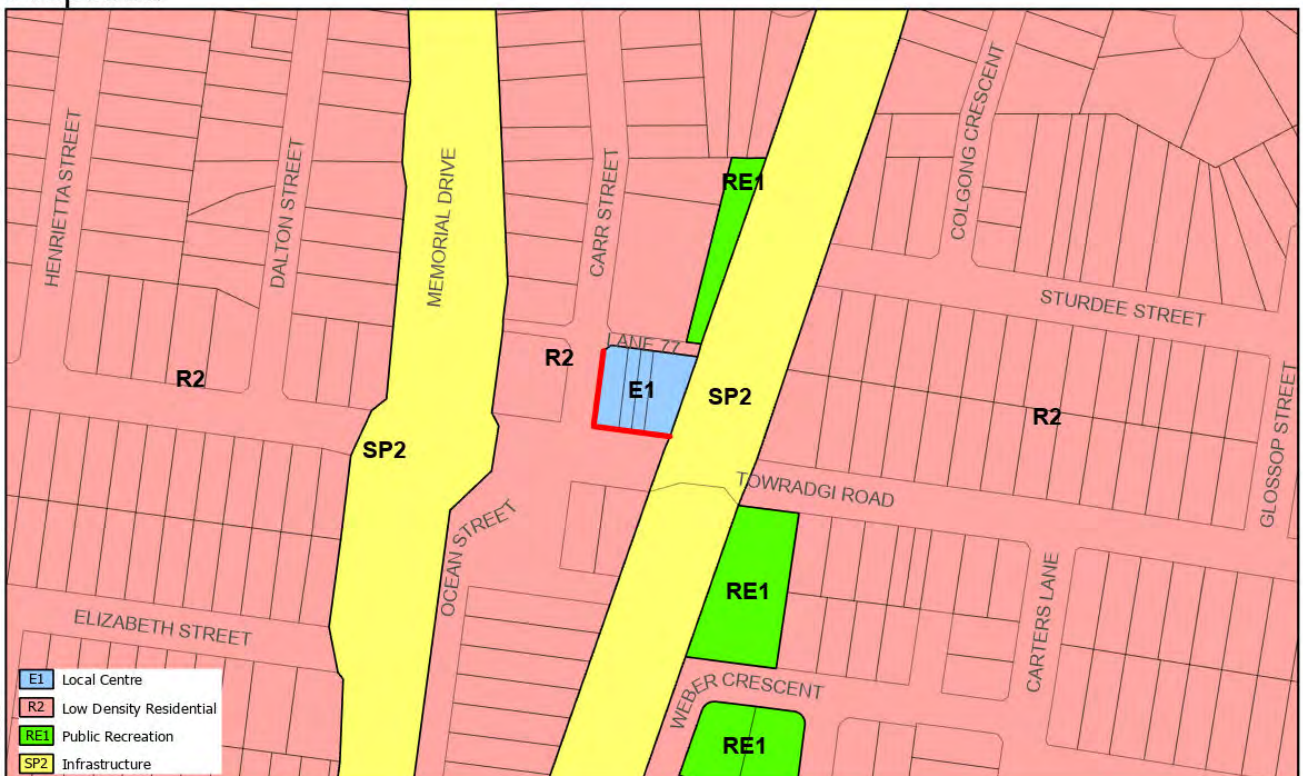




## Existing

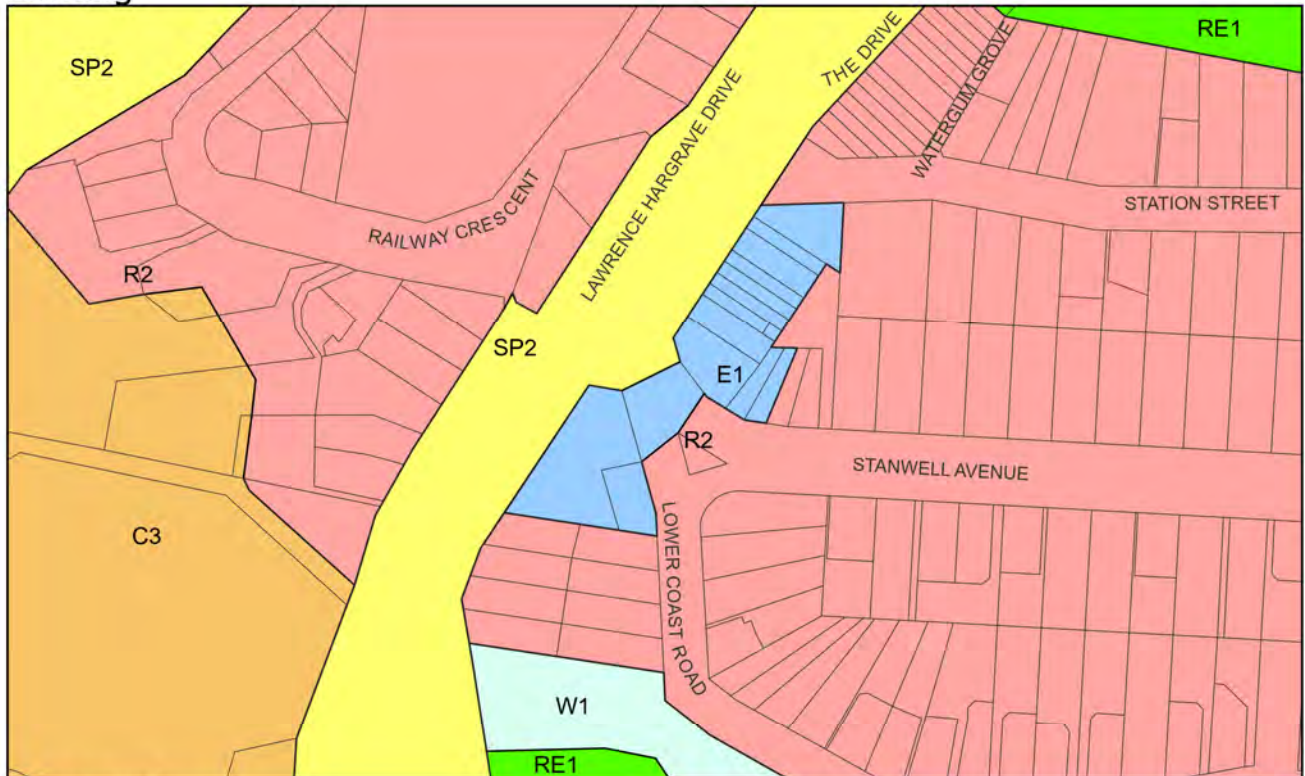


## Proposed

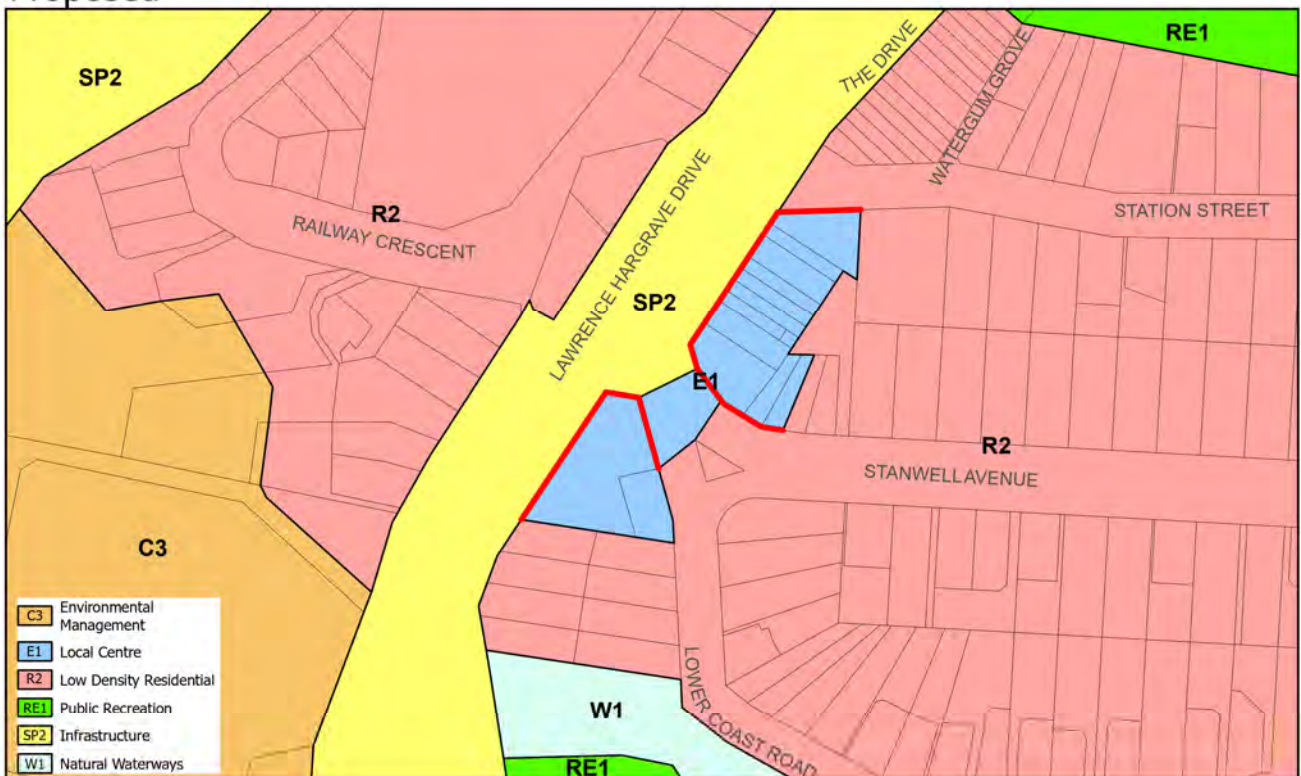




## Existing



## Proposed

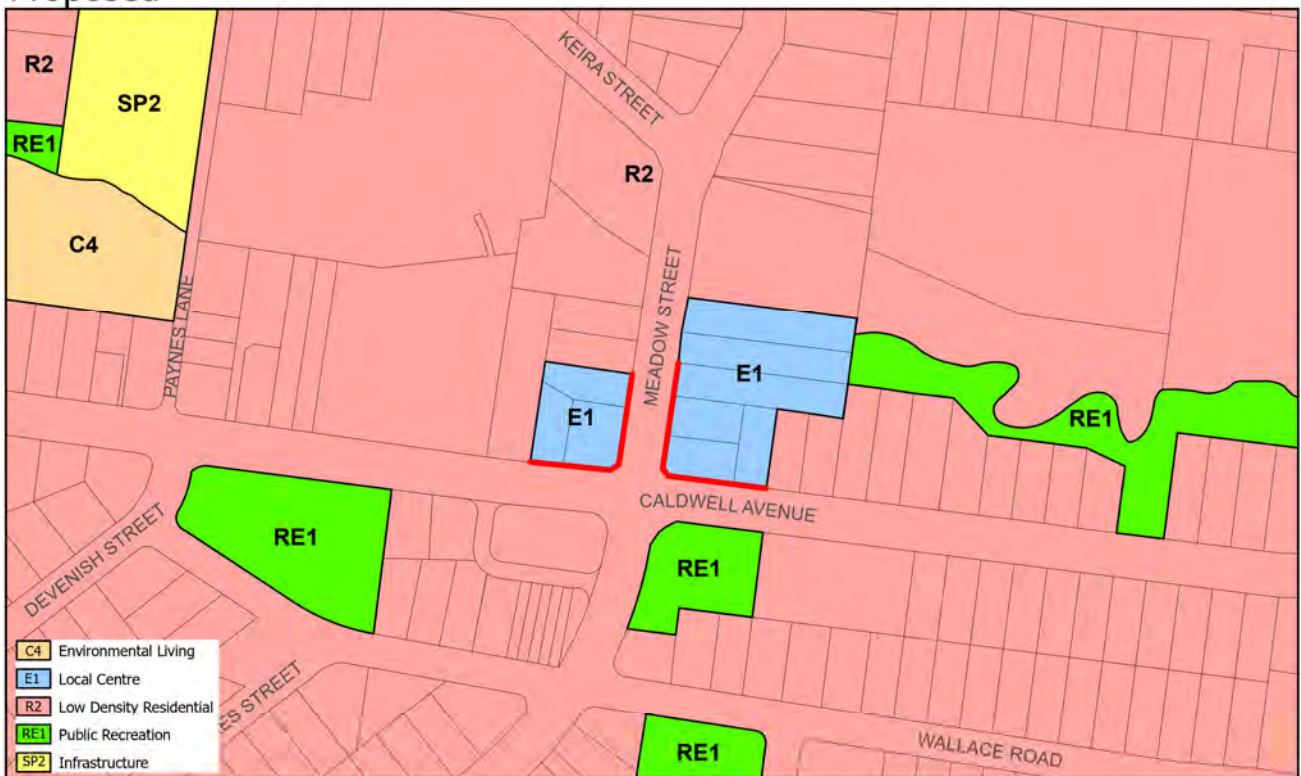




## Existing



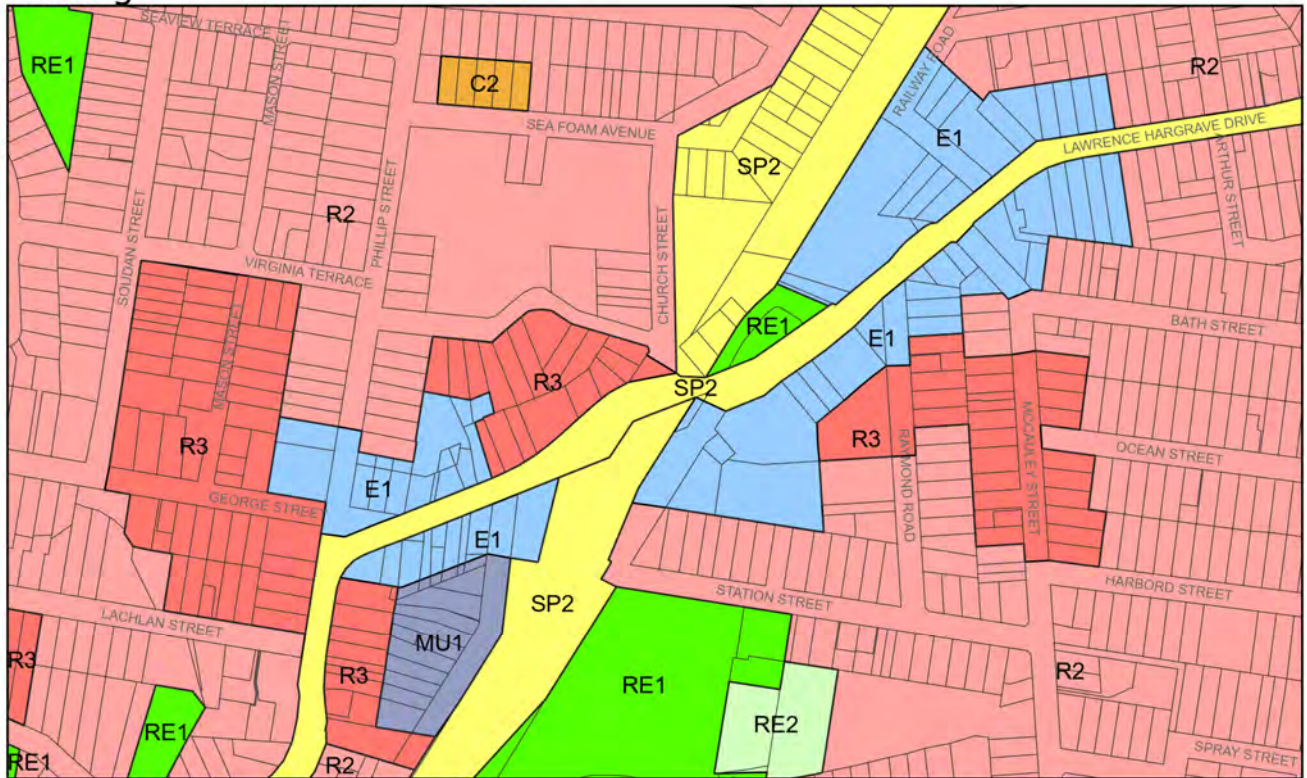
## Proposed



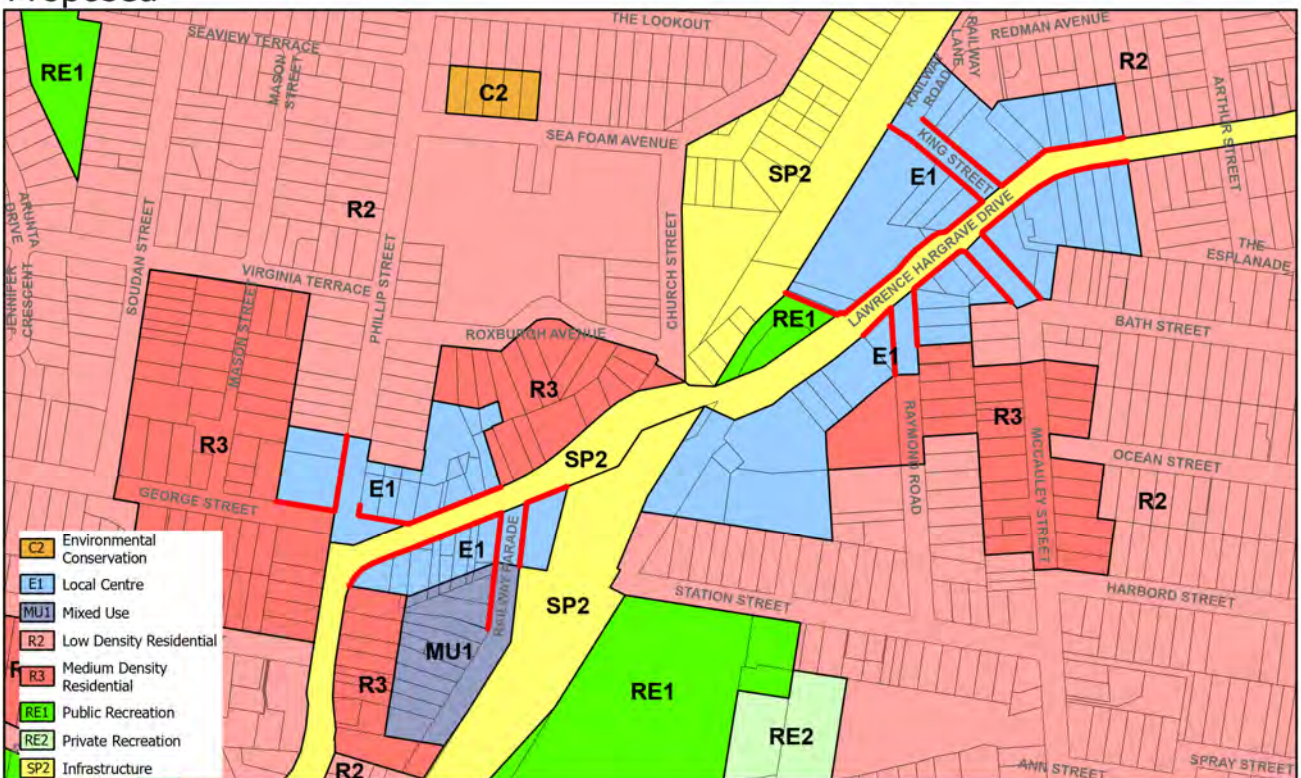
- C4 Environmental Living
- E1 Local Centre
- R2 Low Density Residential
- RE1 Public Recreation
- SP2 Infrastructure



## Existing

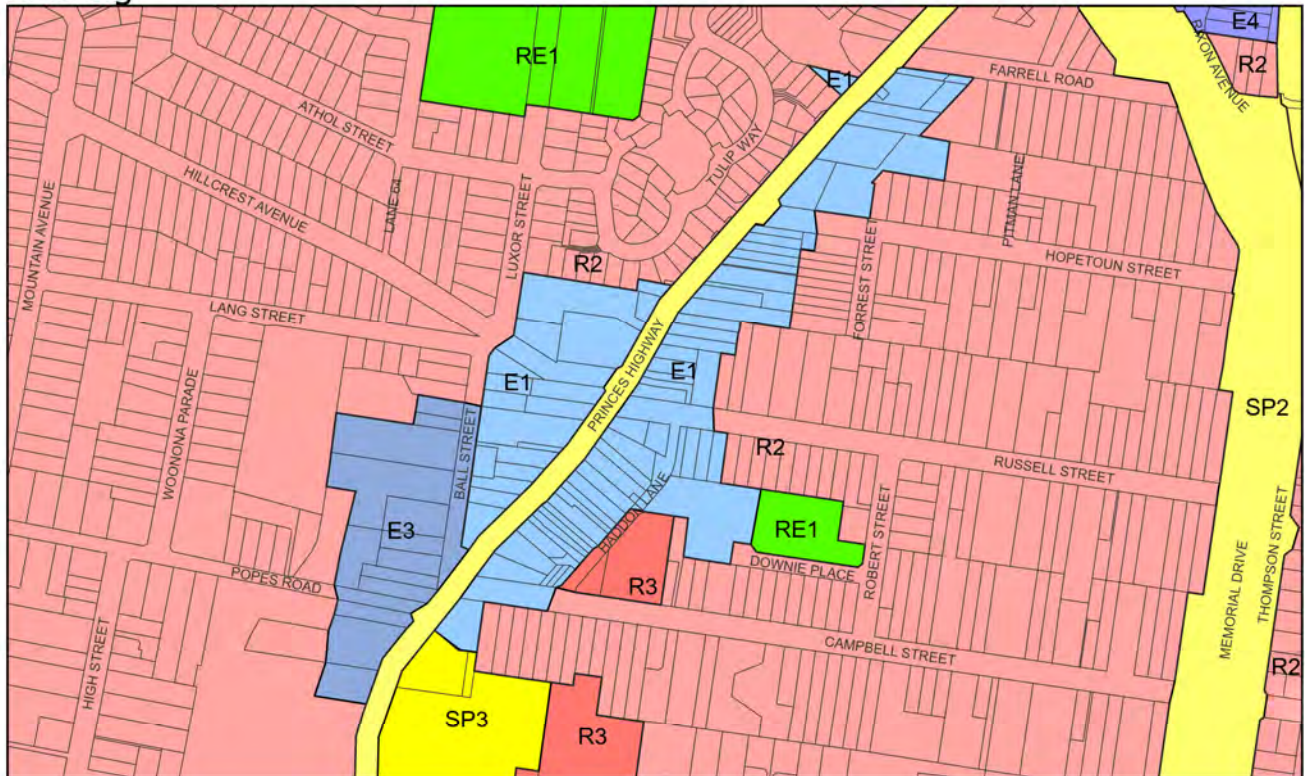


## Proposed

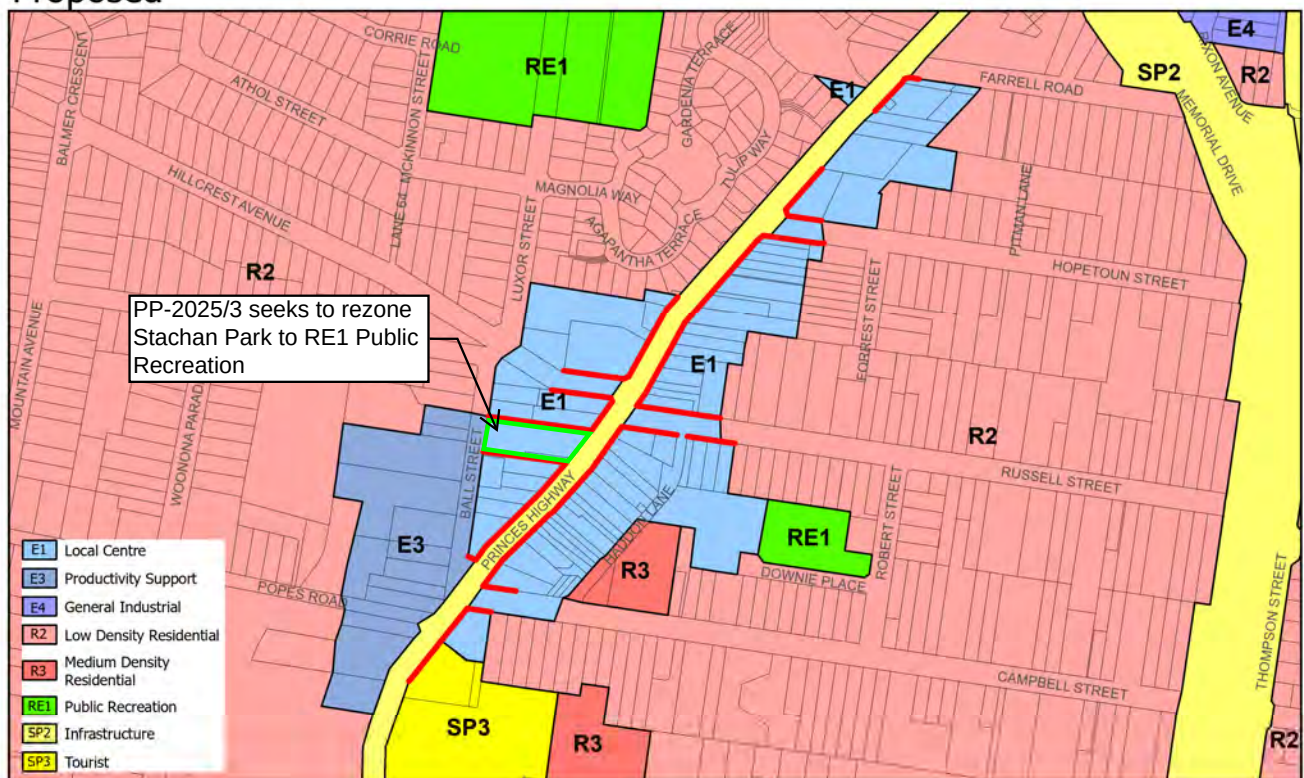




## Existing

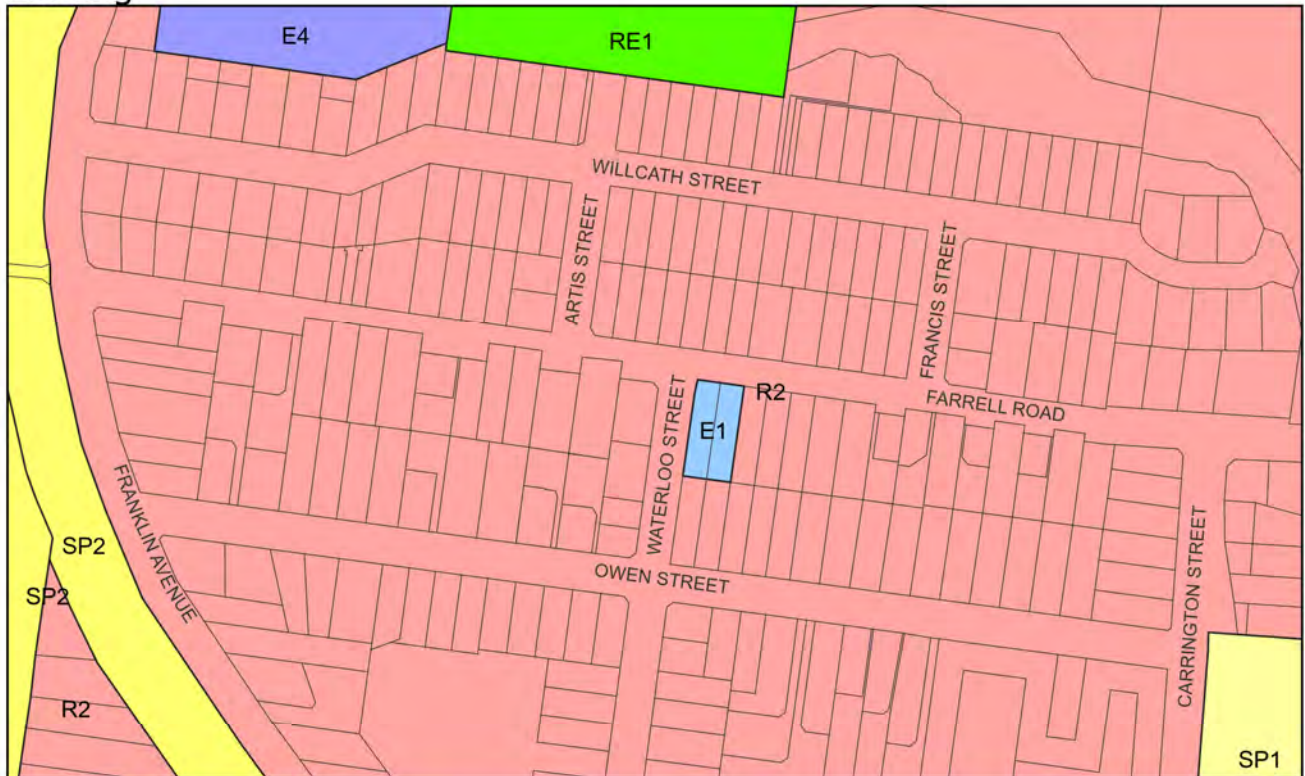


## Proposed

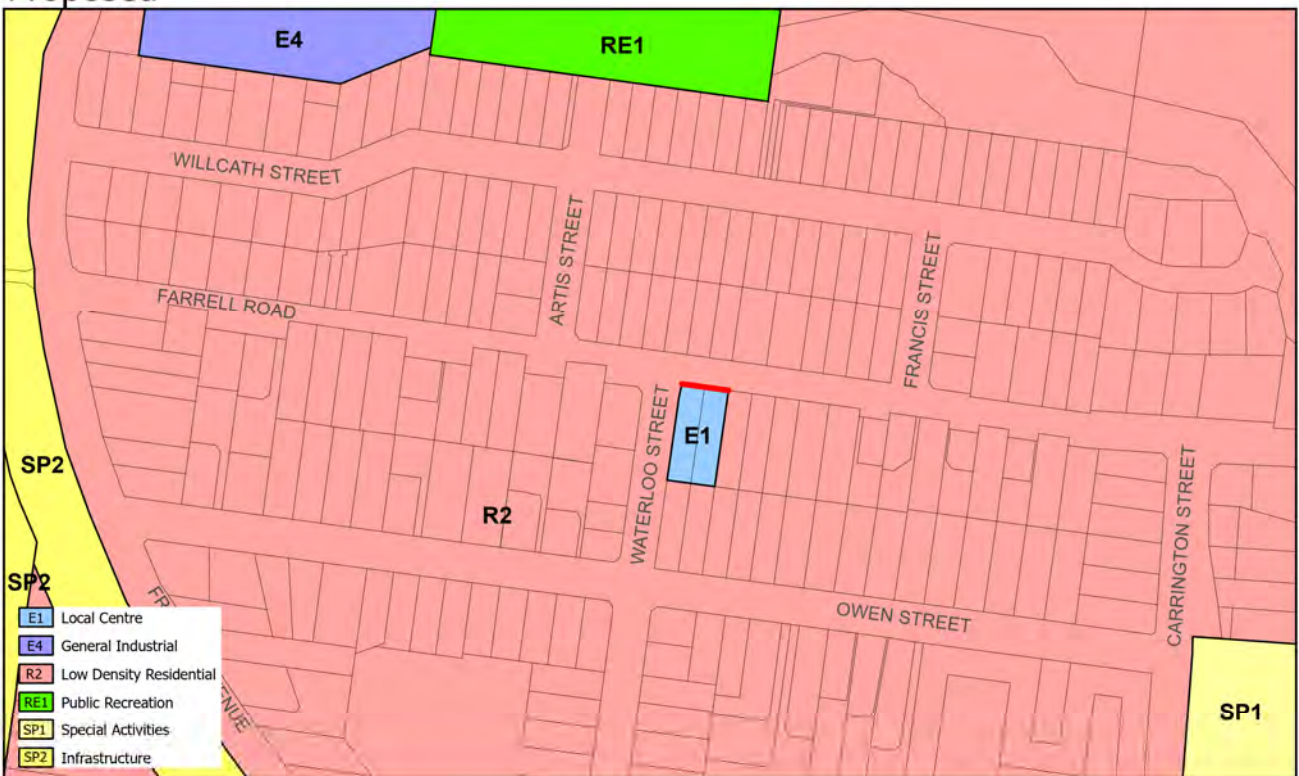




## Existing

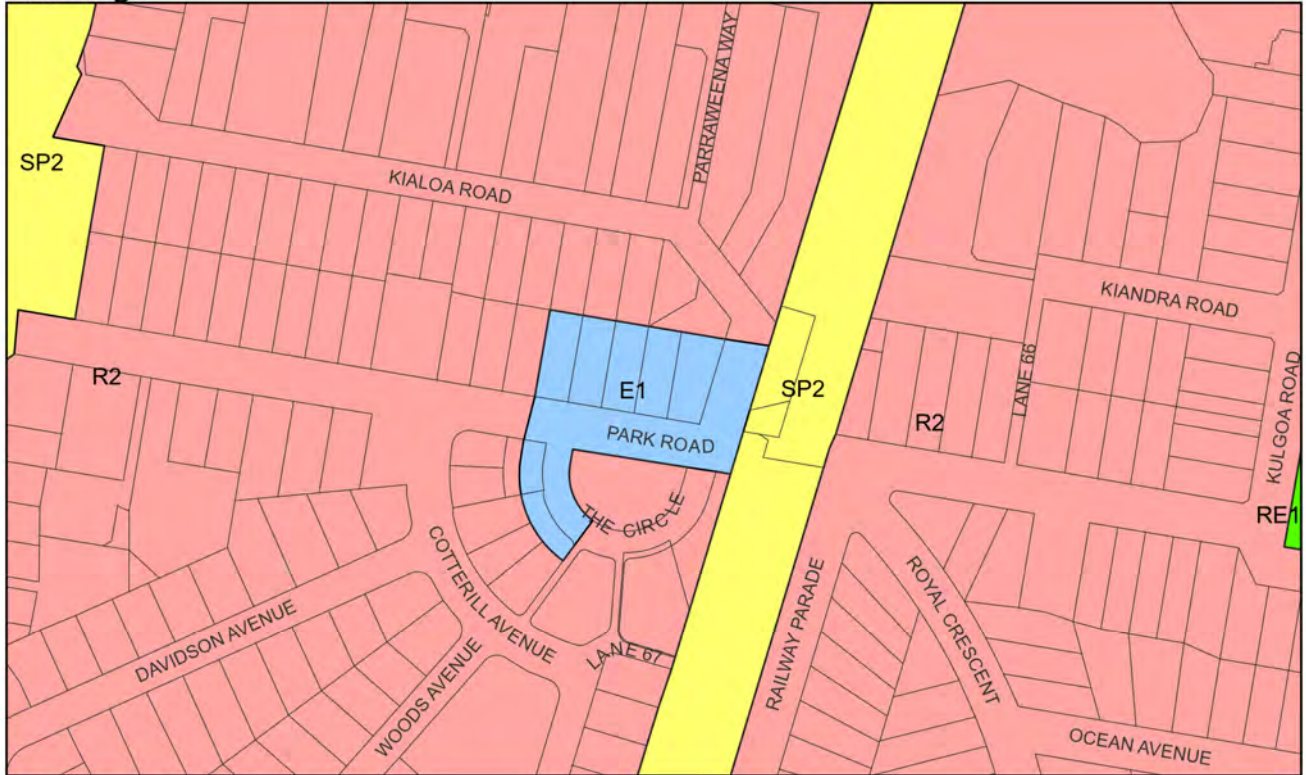


## Proposed

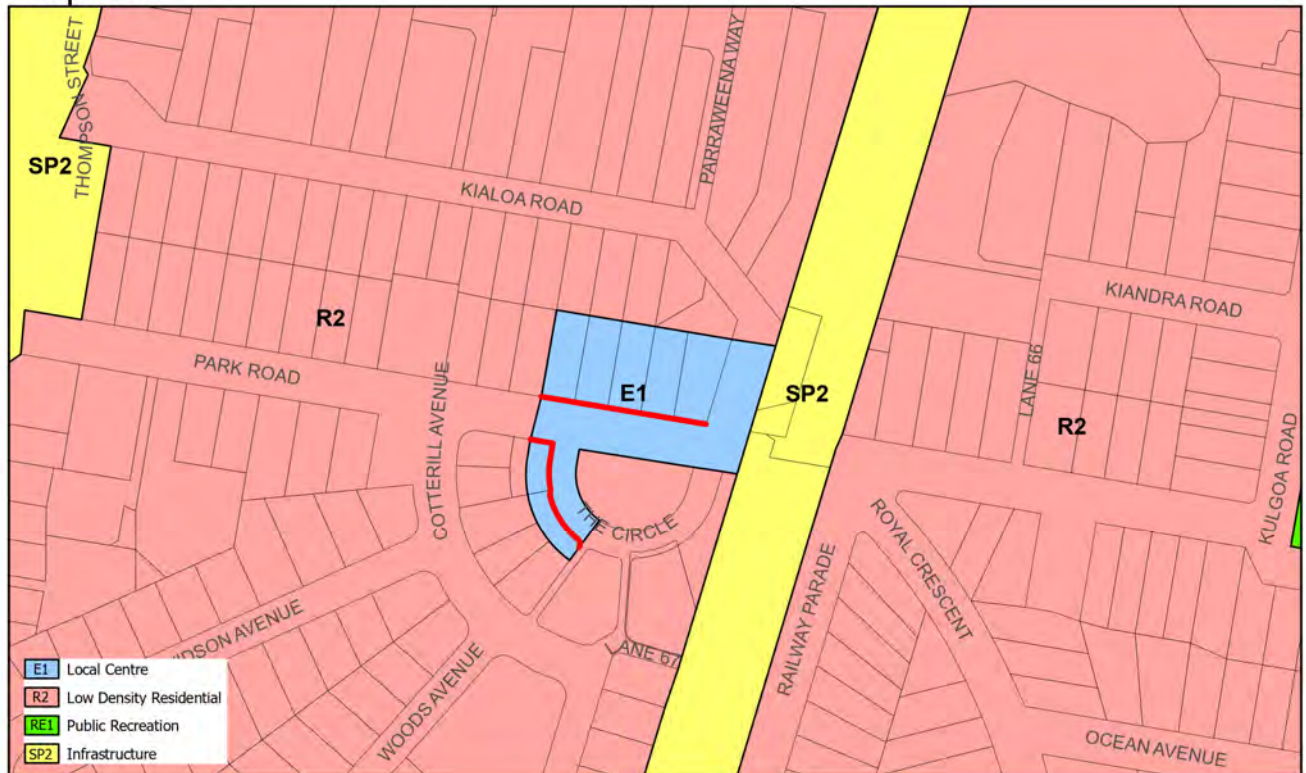




## Existing



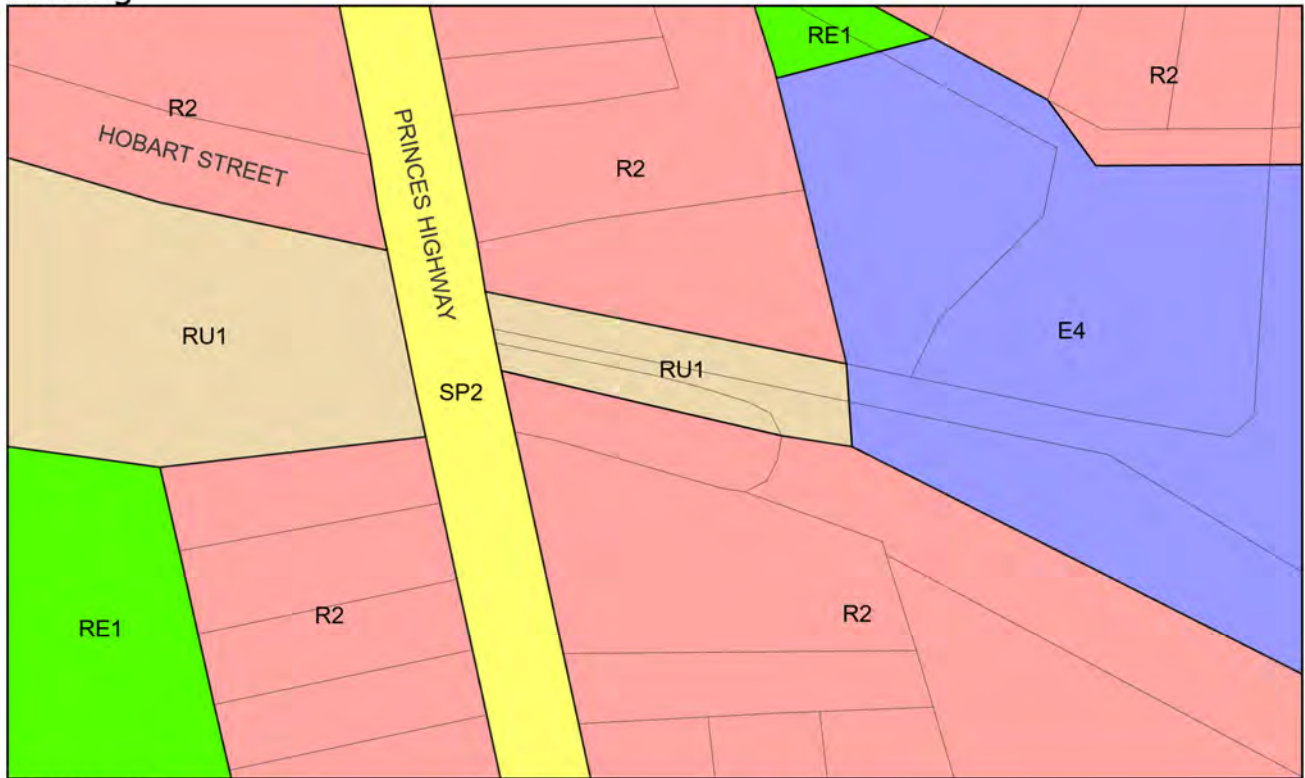
## Proposed



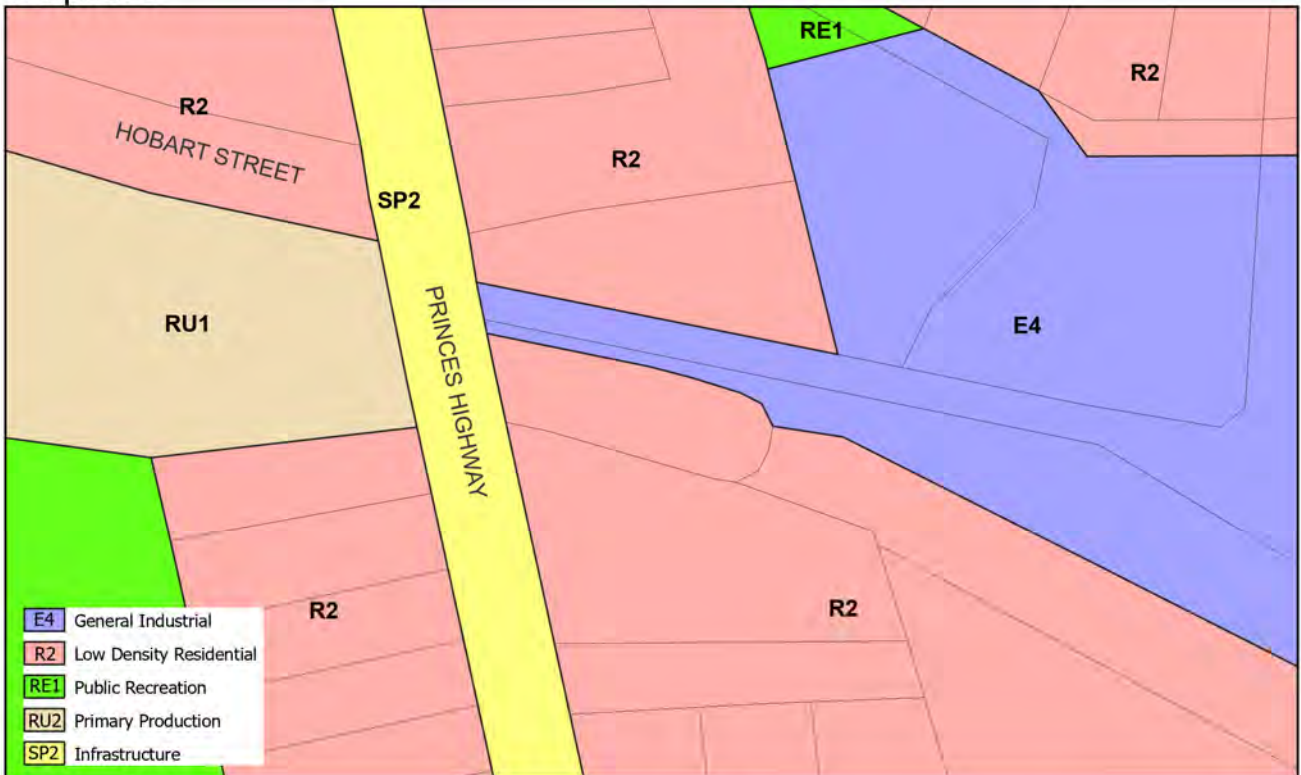
- E1 Local Centre
- R2 Low Density Residential
- RE1 Public Recreation
- SP2 Infrastructure



## Existing



## Proposed



- E4 General Industrial
- R2 Low Density Residential
- RE1 Public Recreation
- RU2 Primary Production
- SP2 Infrastructure

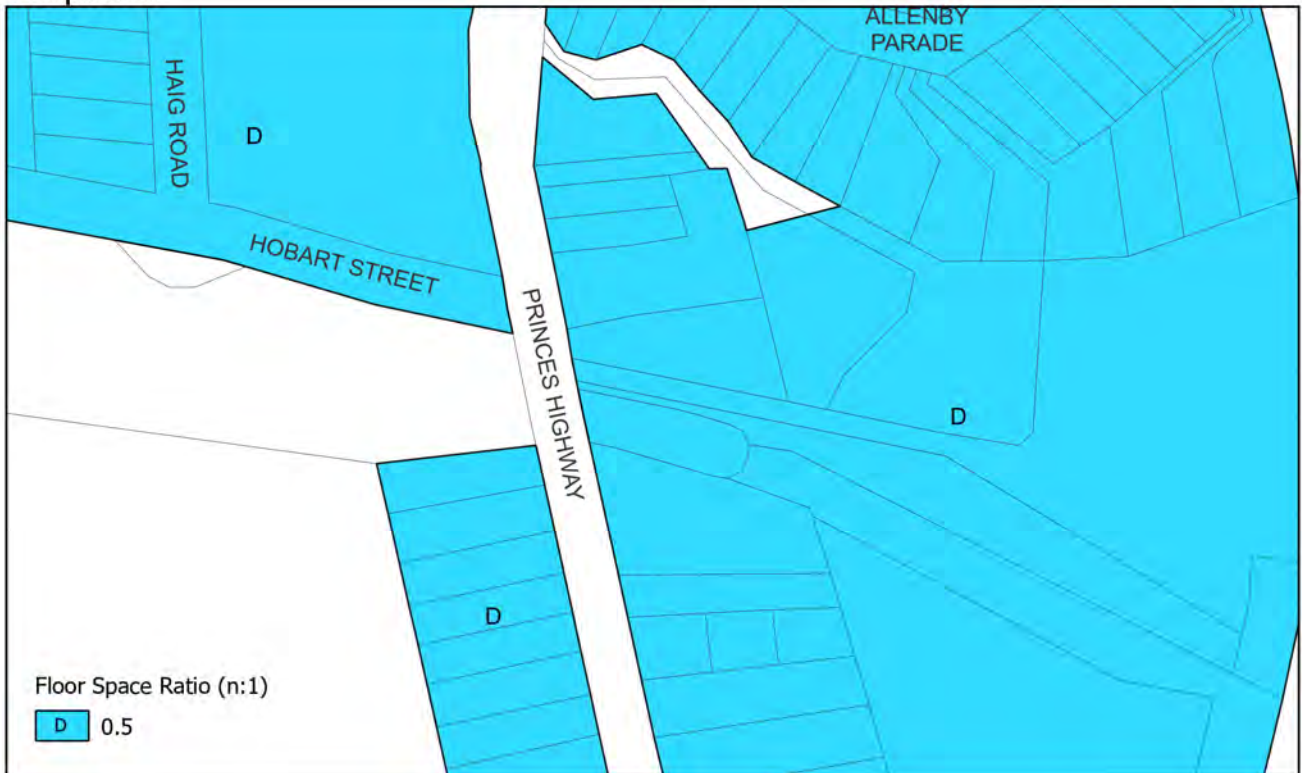




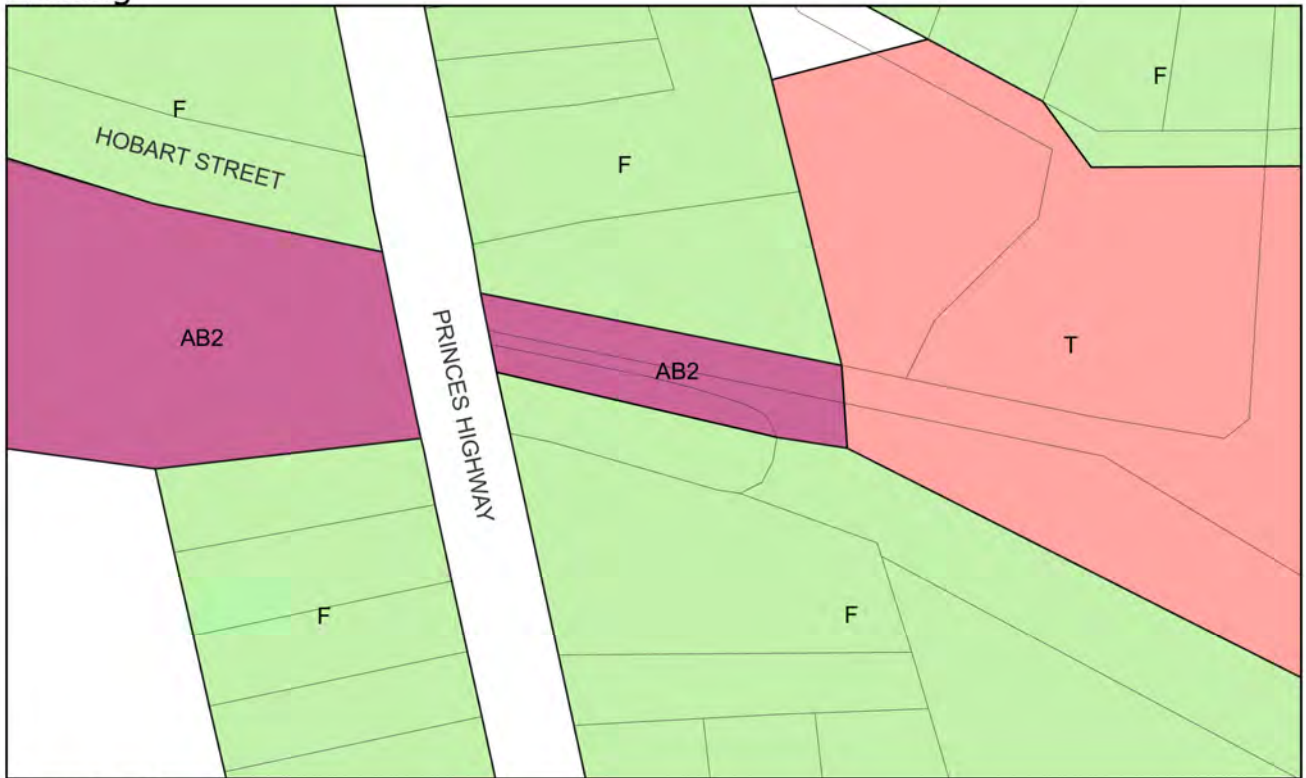
## Existing



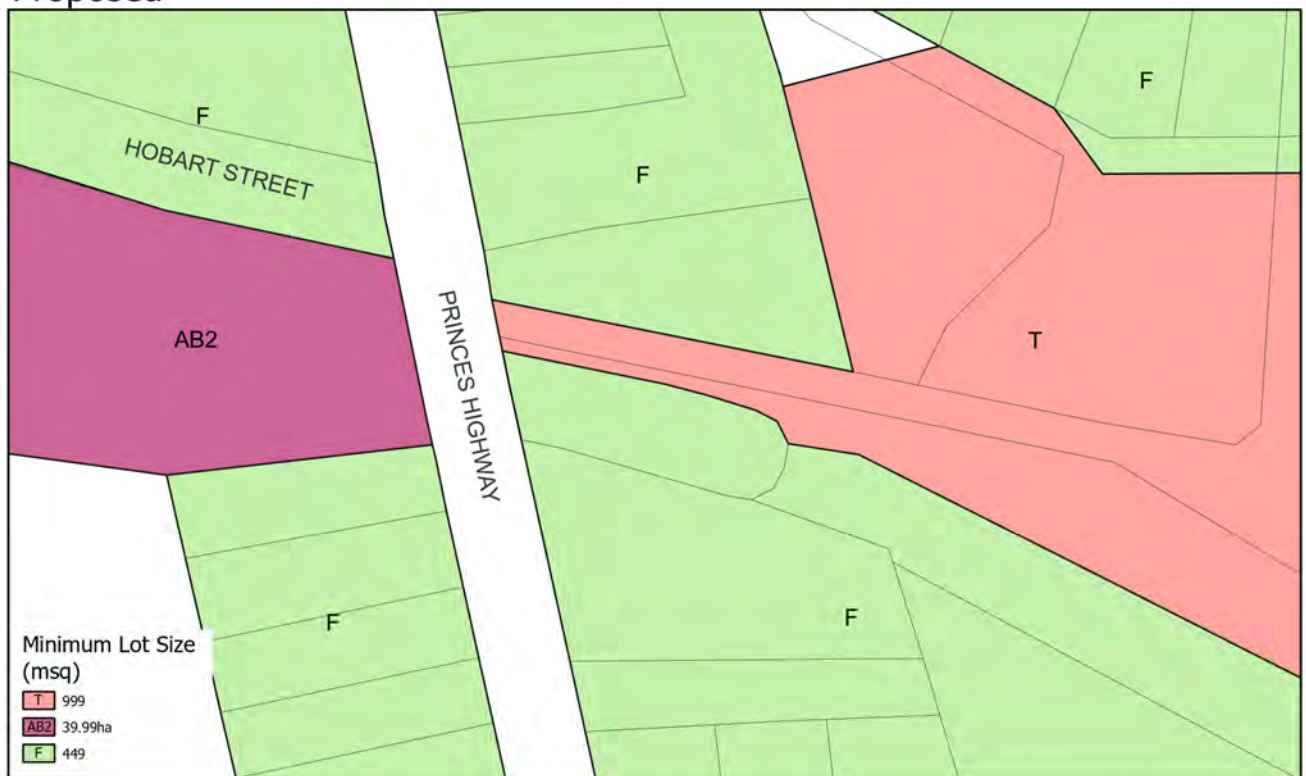
## Proposed



## Existing

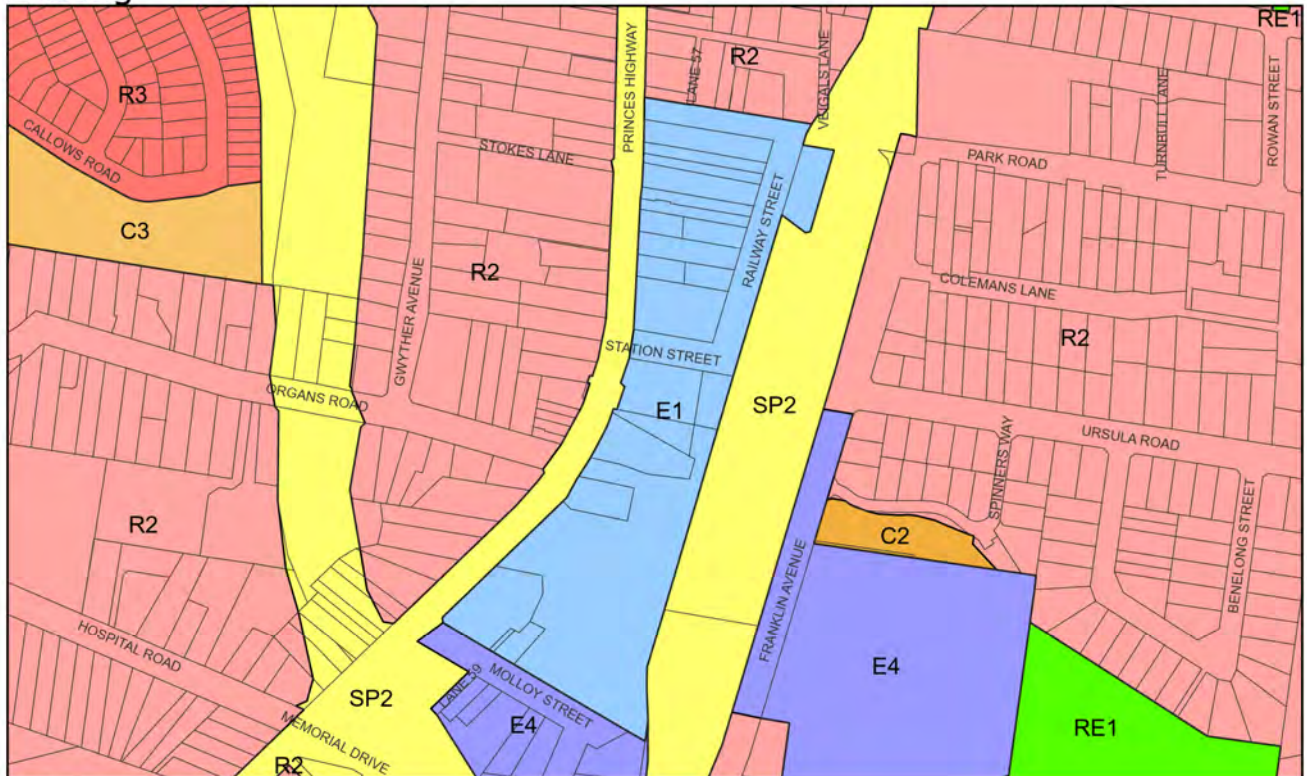


## Proposed

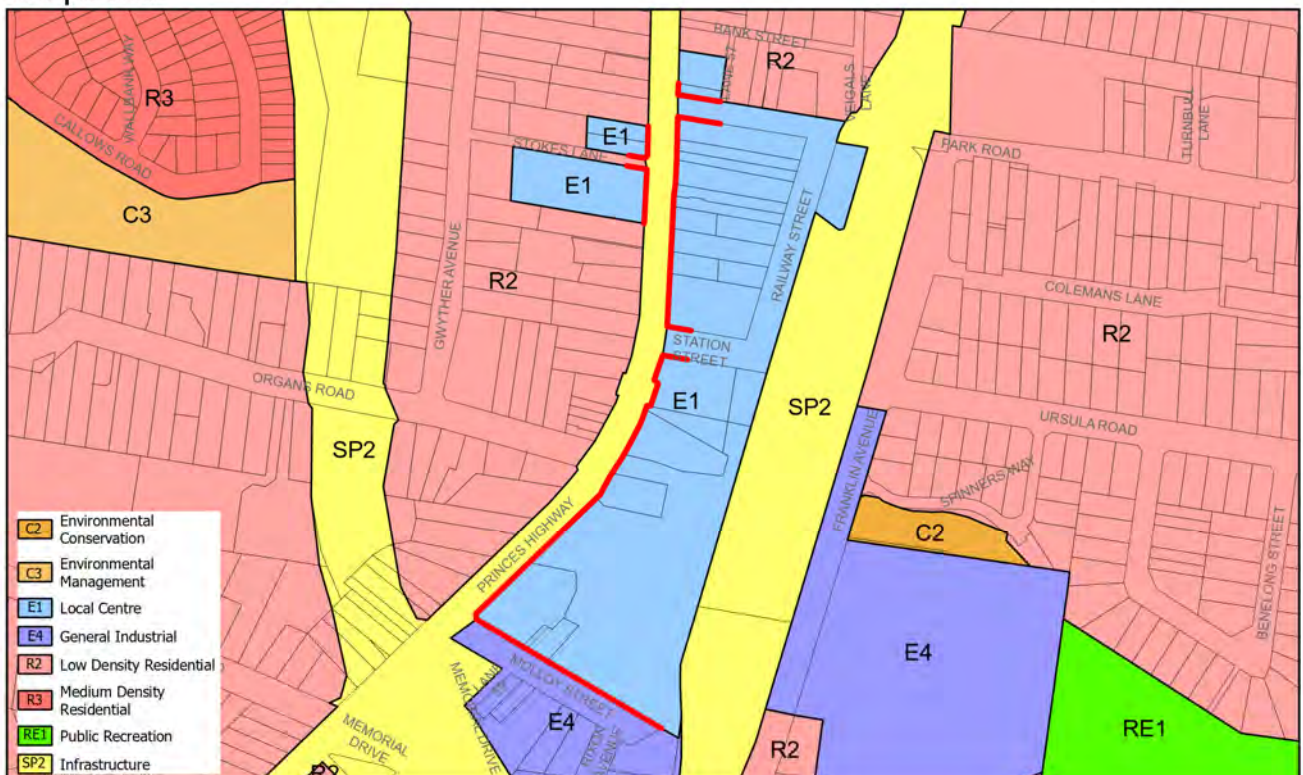




## Existing



## Proposed



- C2 Environmental Conservation
- C3 Environmental Management
- E1 Local Centre
- E4 General Industrial
- R2 Low Density Residential
- R3 Medium Density Residential
- RE1 Public Recreation
- SP2 Infrastructure

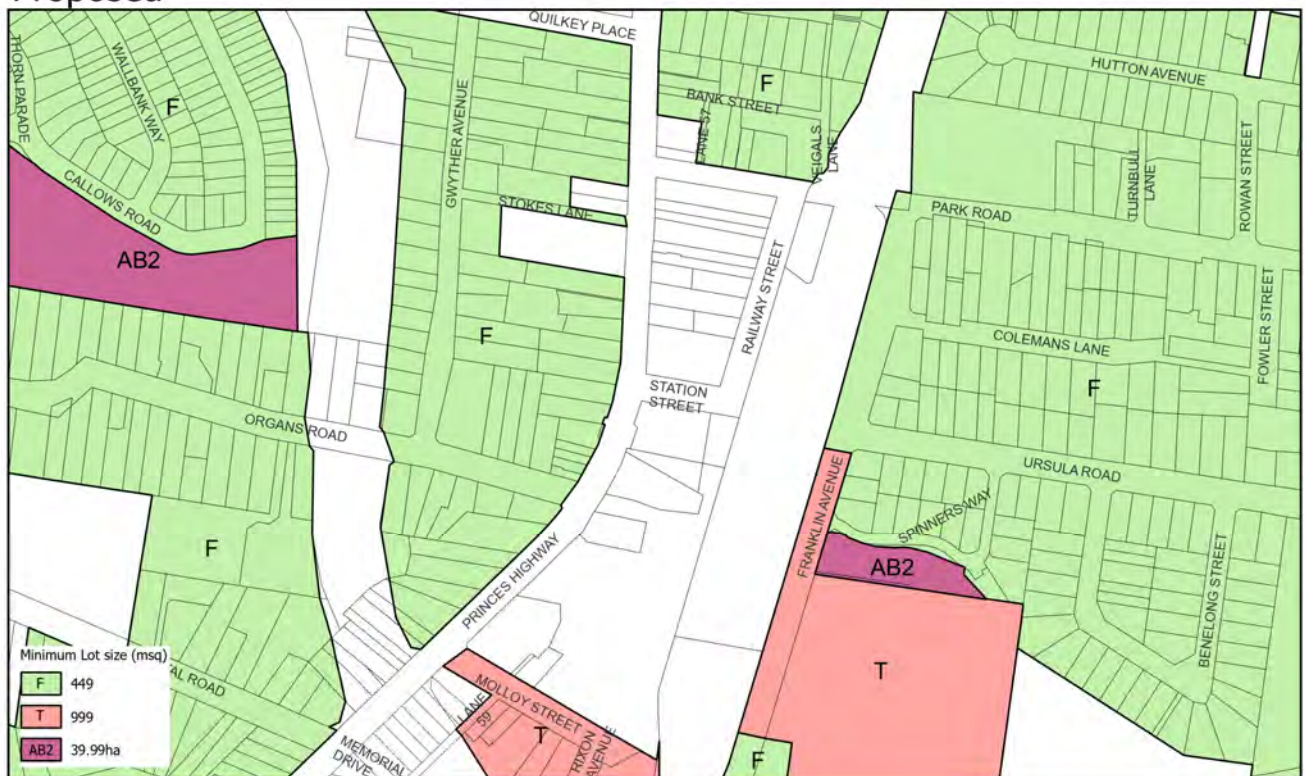




## Existing



## Proposed

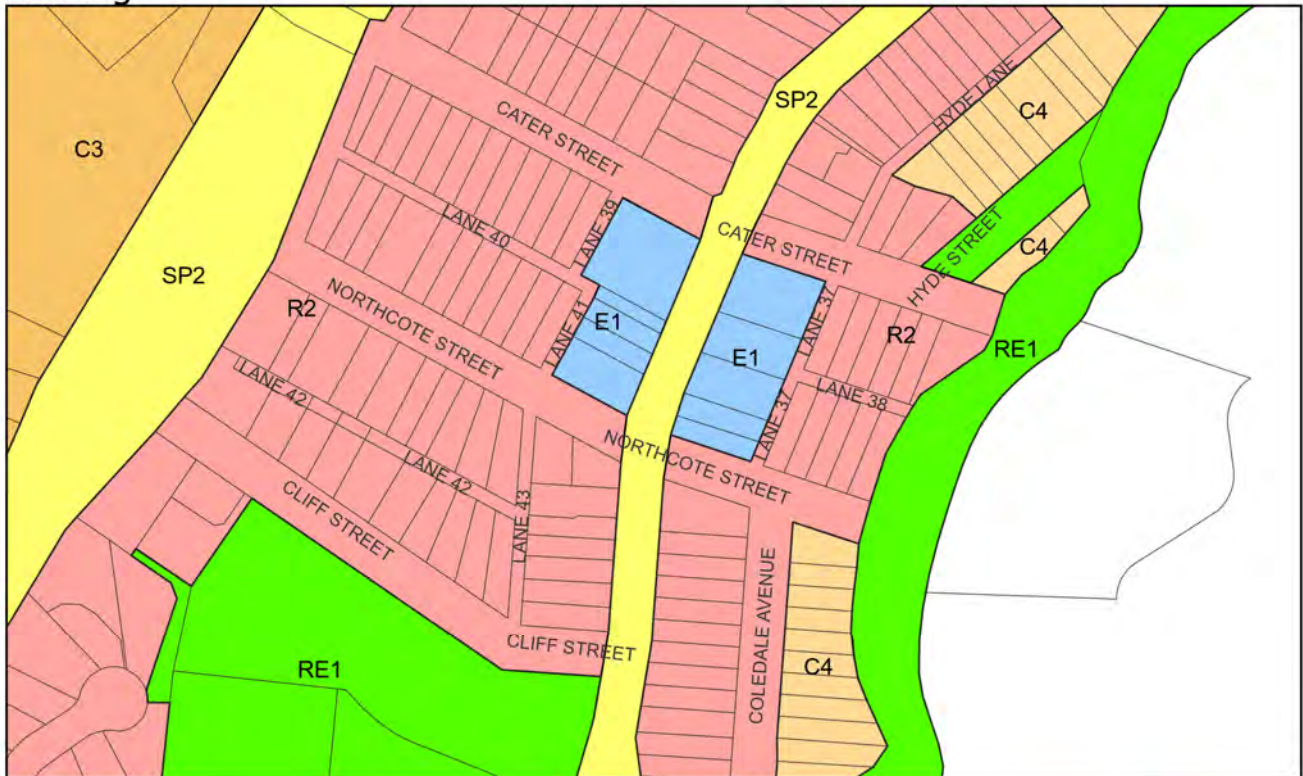


| Minimum Lot size (msq) |         |
|------------------------|---------|
| F                      | 449     |
| T                      | 999     |
| AB2                    | 39.99ha |

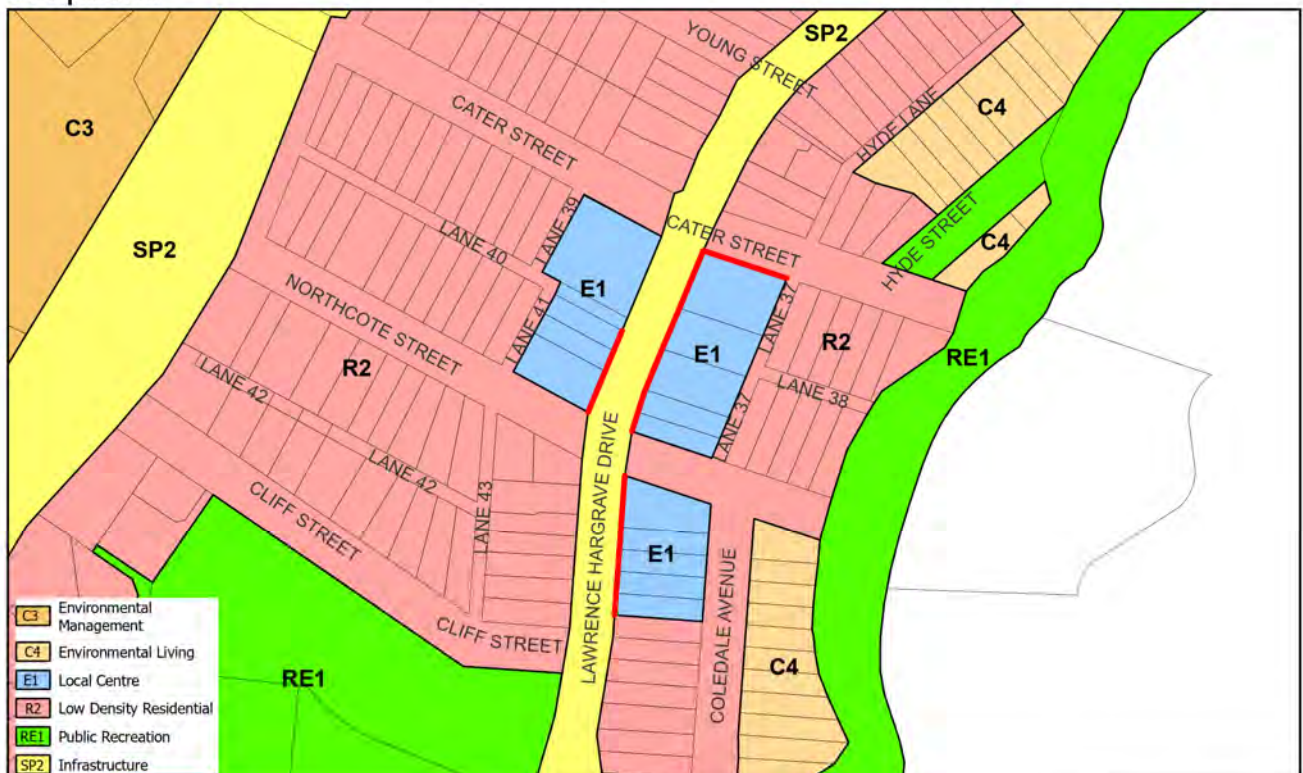




## Existing



## Proposed





## Existing



## Proposed



Floor Space Ratio  
(n:1)

- A2 0.3
- D 0.5
- I 0.75





## Existing



## Proposed



## Existing

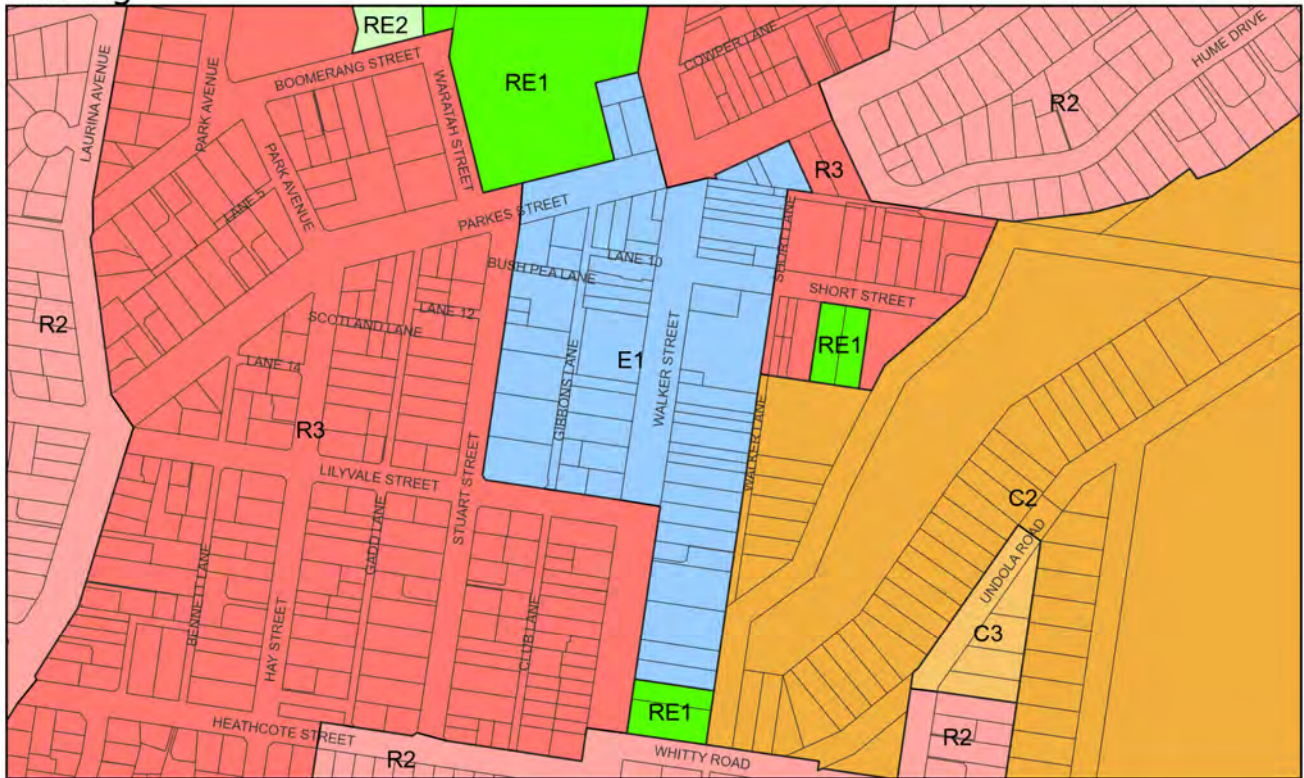


## Proposed

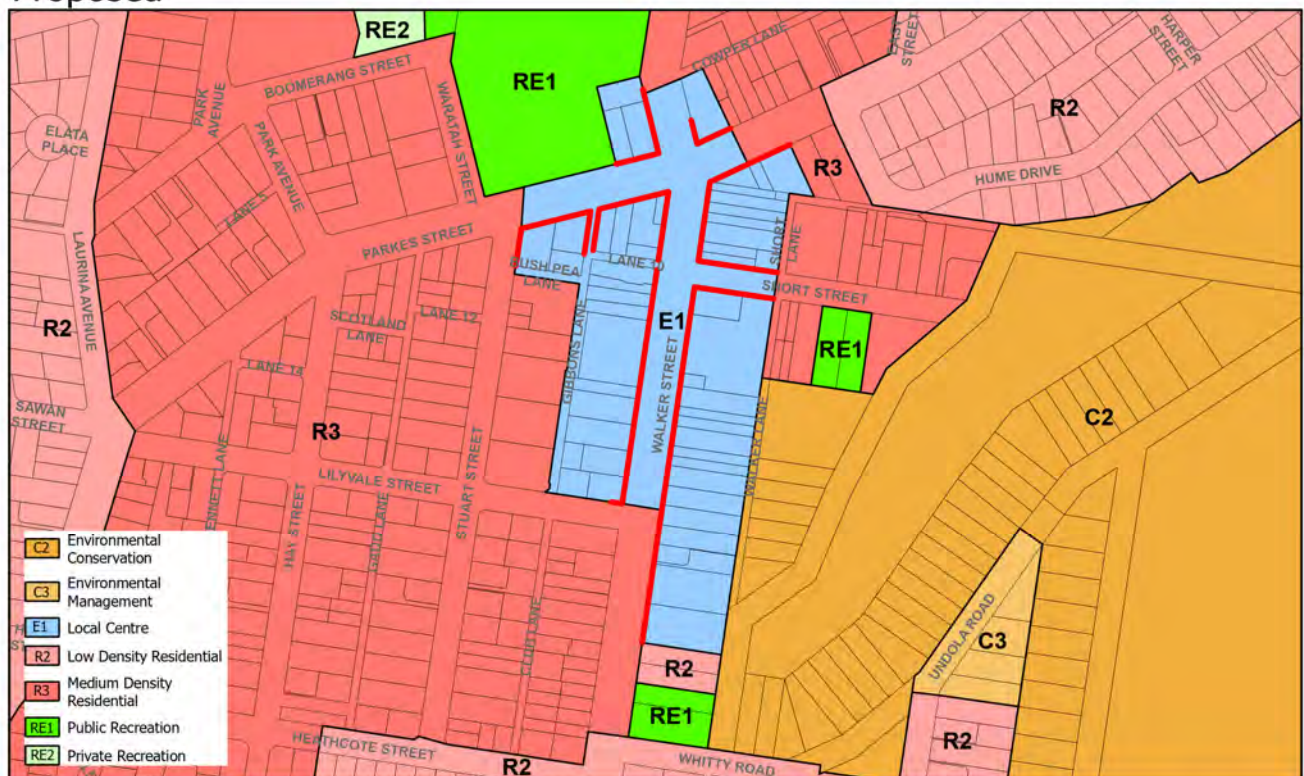




## Existing

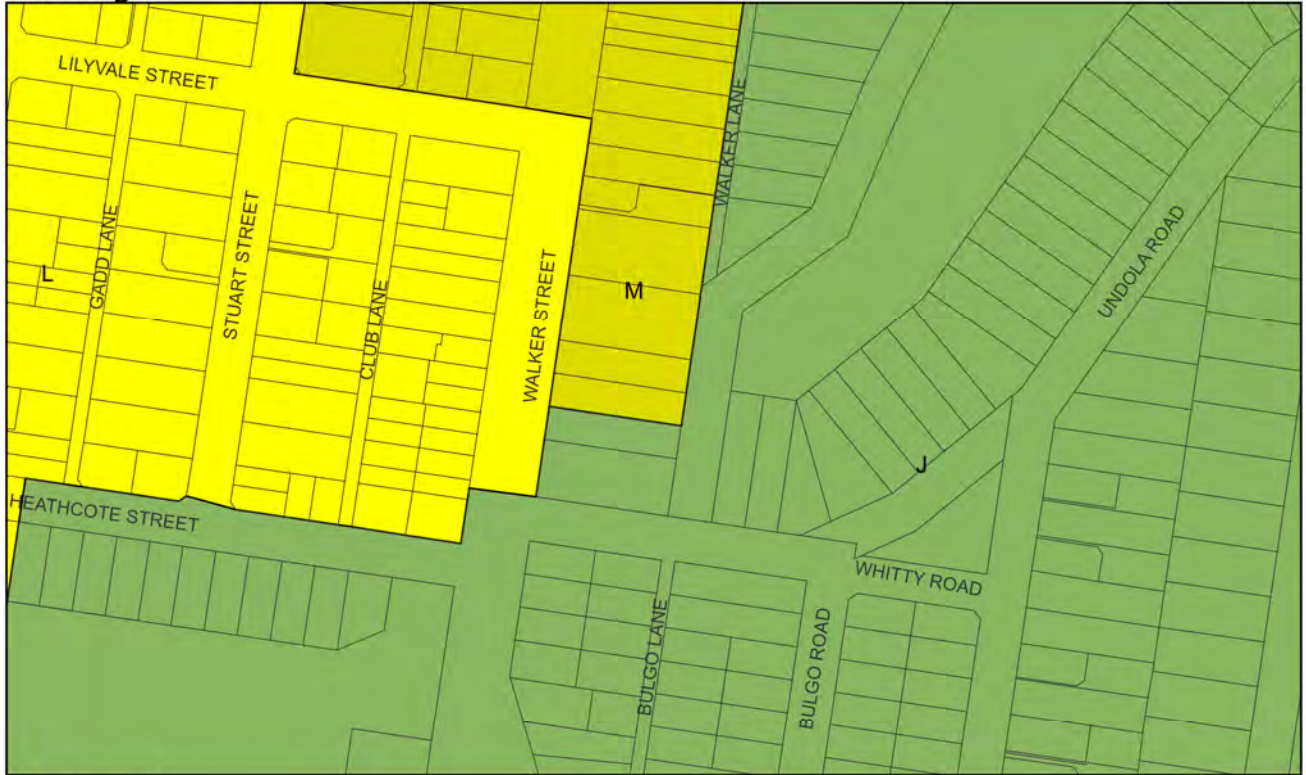


## Proposed

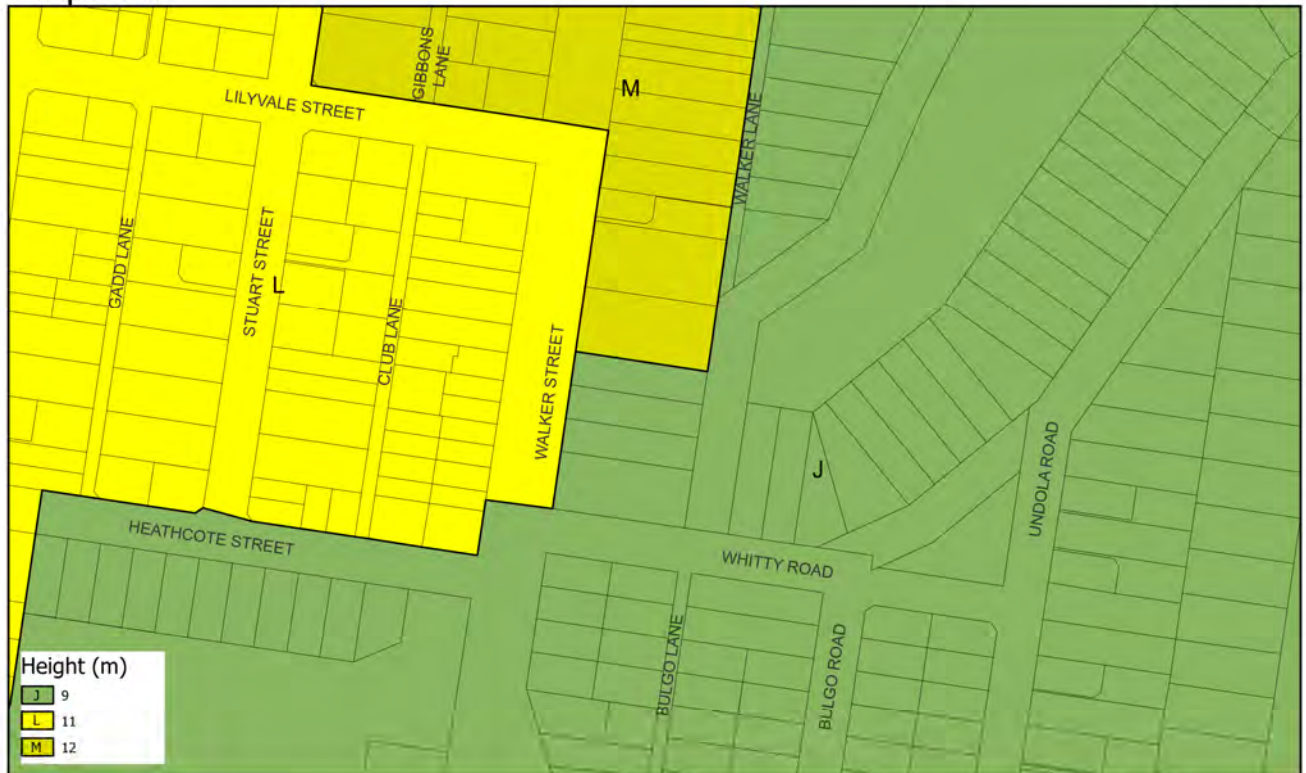




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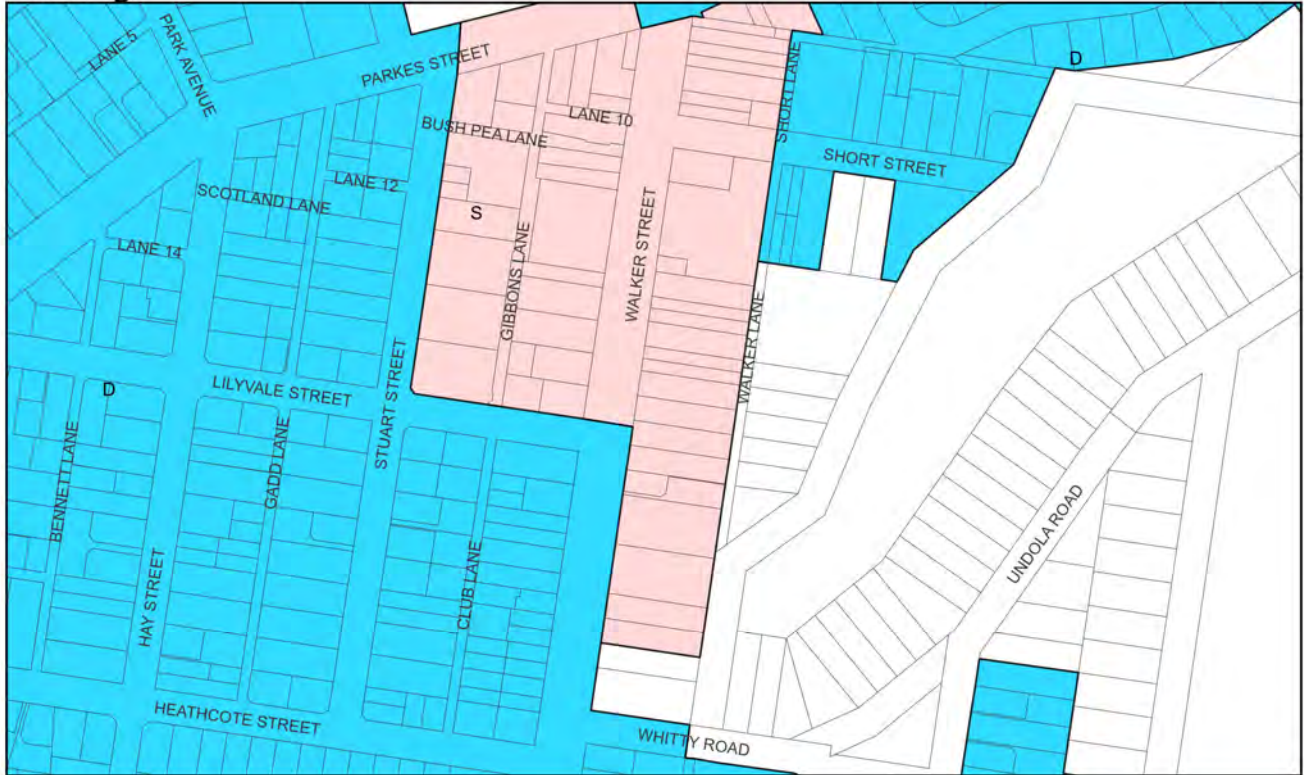


## Proposed





## Existing



## Proposed



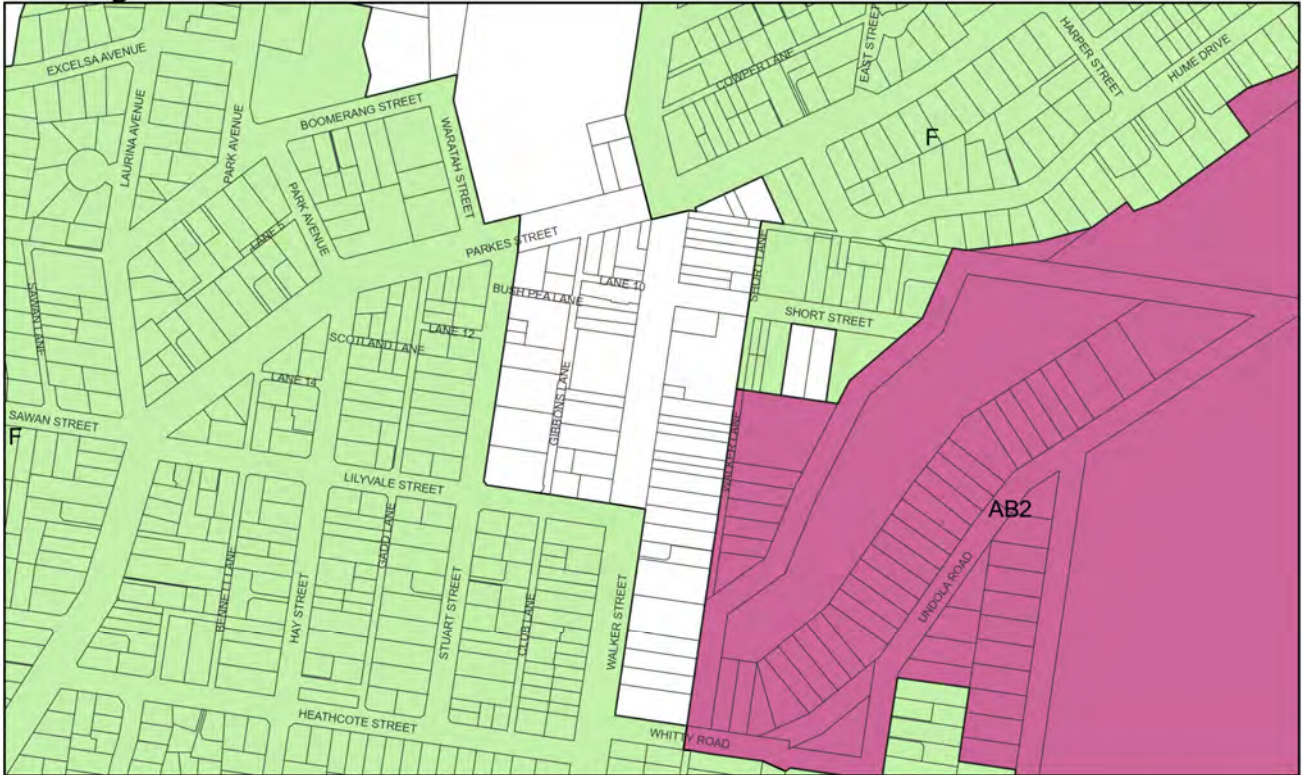
Floor Space Ratio  
(n:1)

- D 0.5
- N 1
- S 1.5

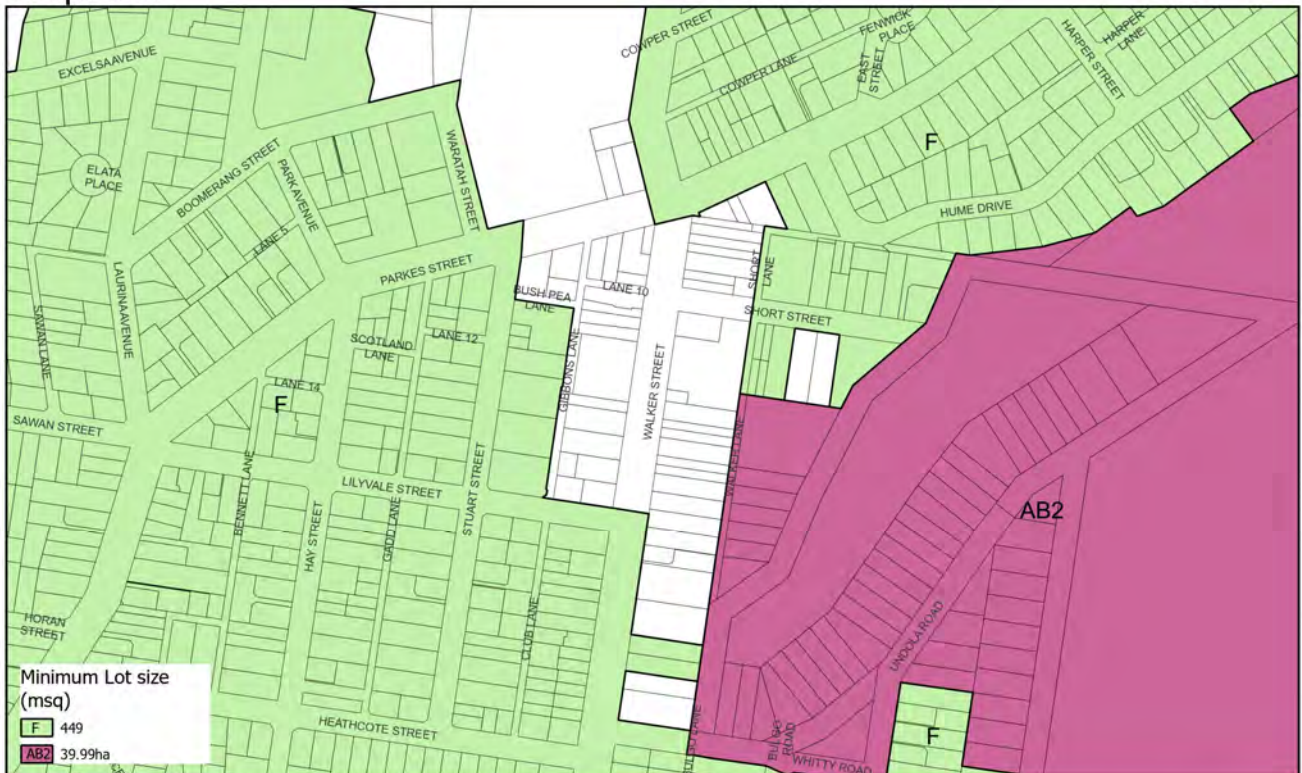




## Existing

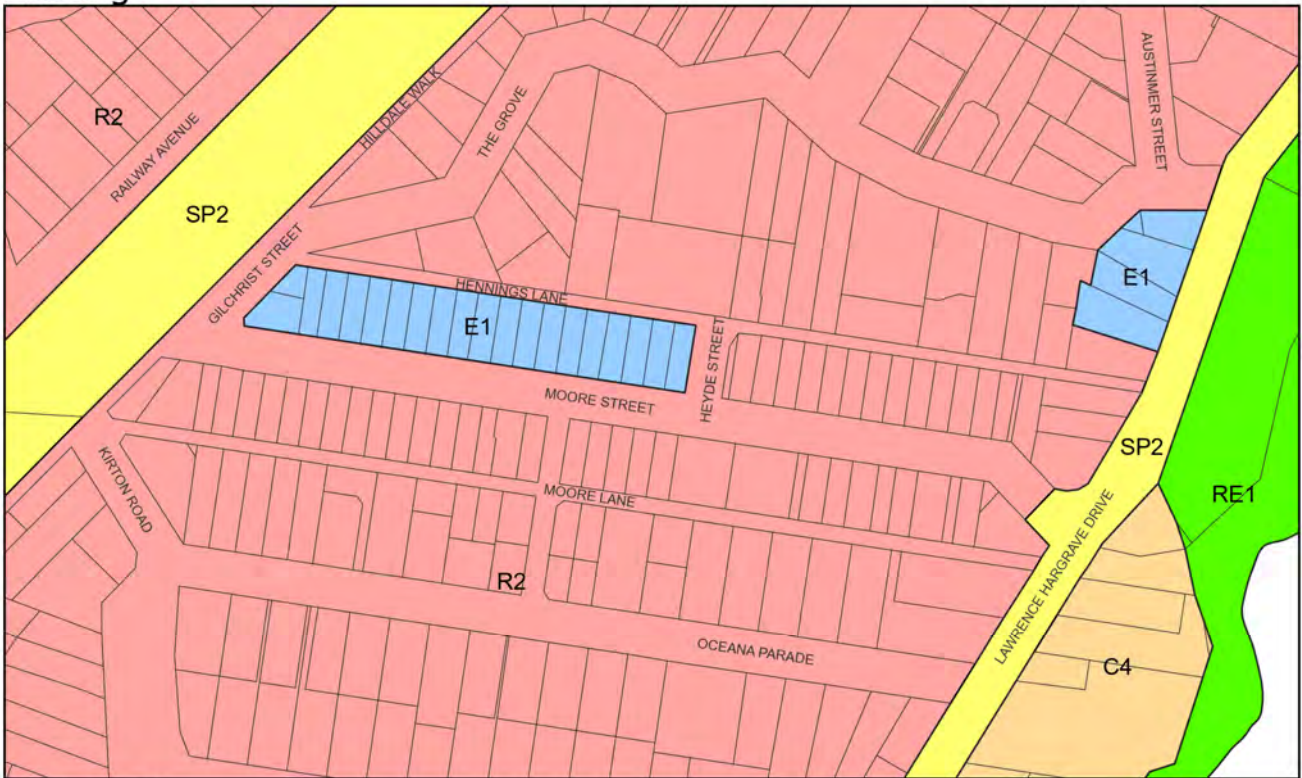


## Proposed

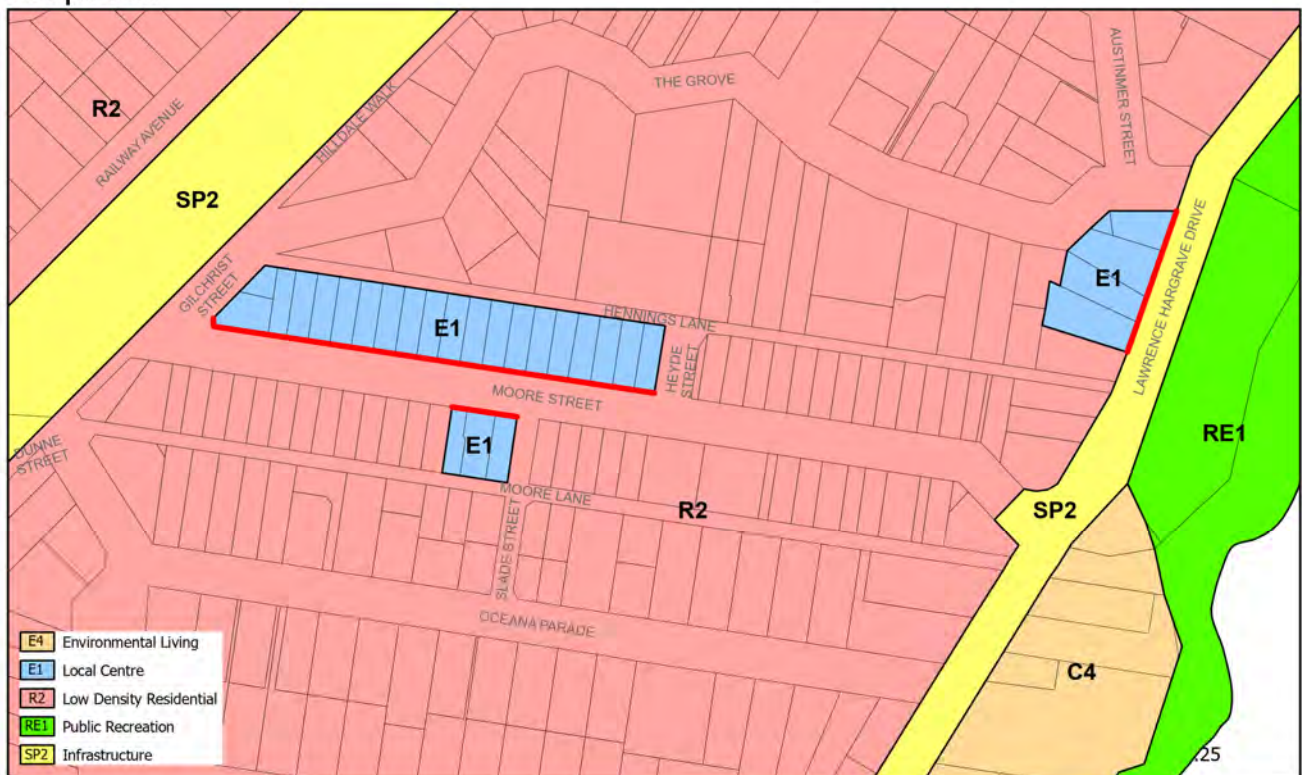




## Existing



## Proposed





## Existing



## Proposed



Floor Space Ratio  
(n:1)

|    |      |
|----|------|
| A2 | 0.3  |
| D  | 0.5  |
| I  | 0.75 |

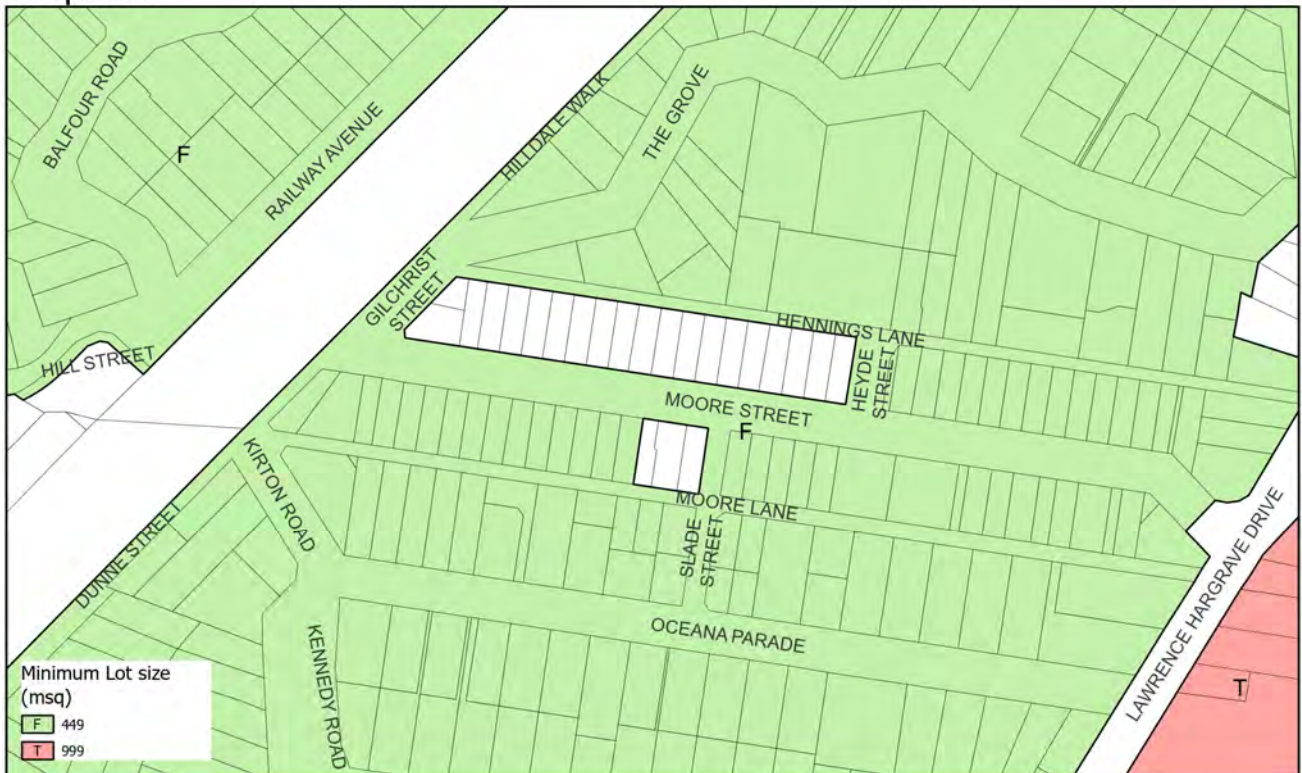




## Existing



## Proposed





## Existing



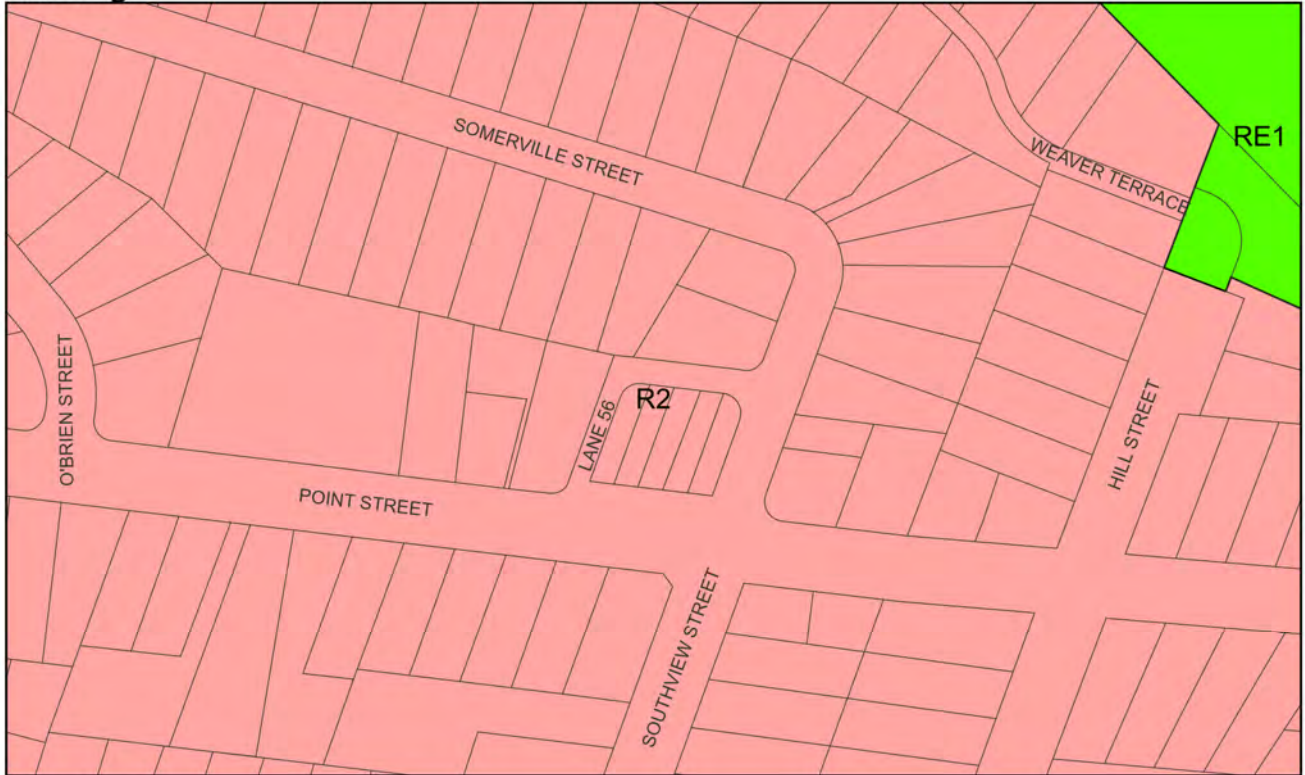
## Proposed



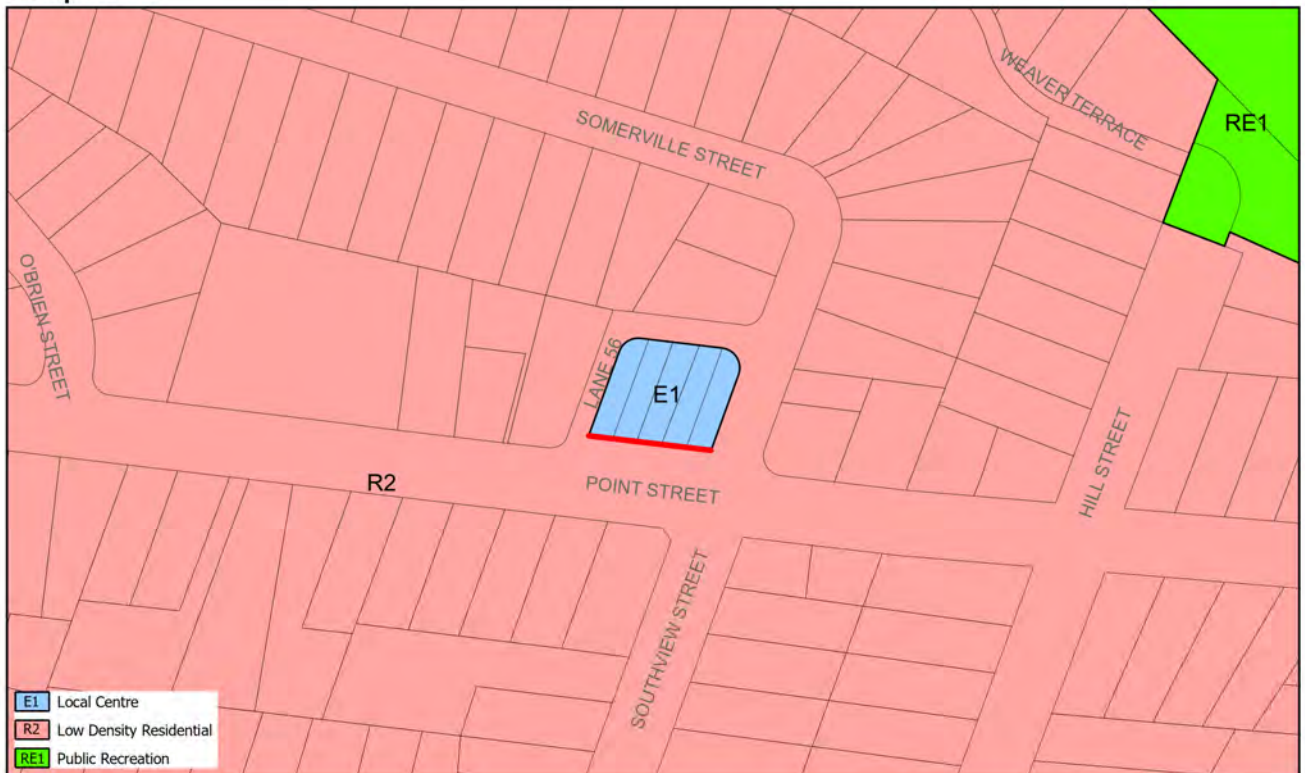
Key Sites  
g Area A



## Existing



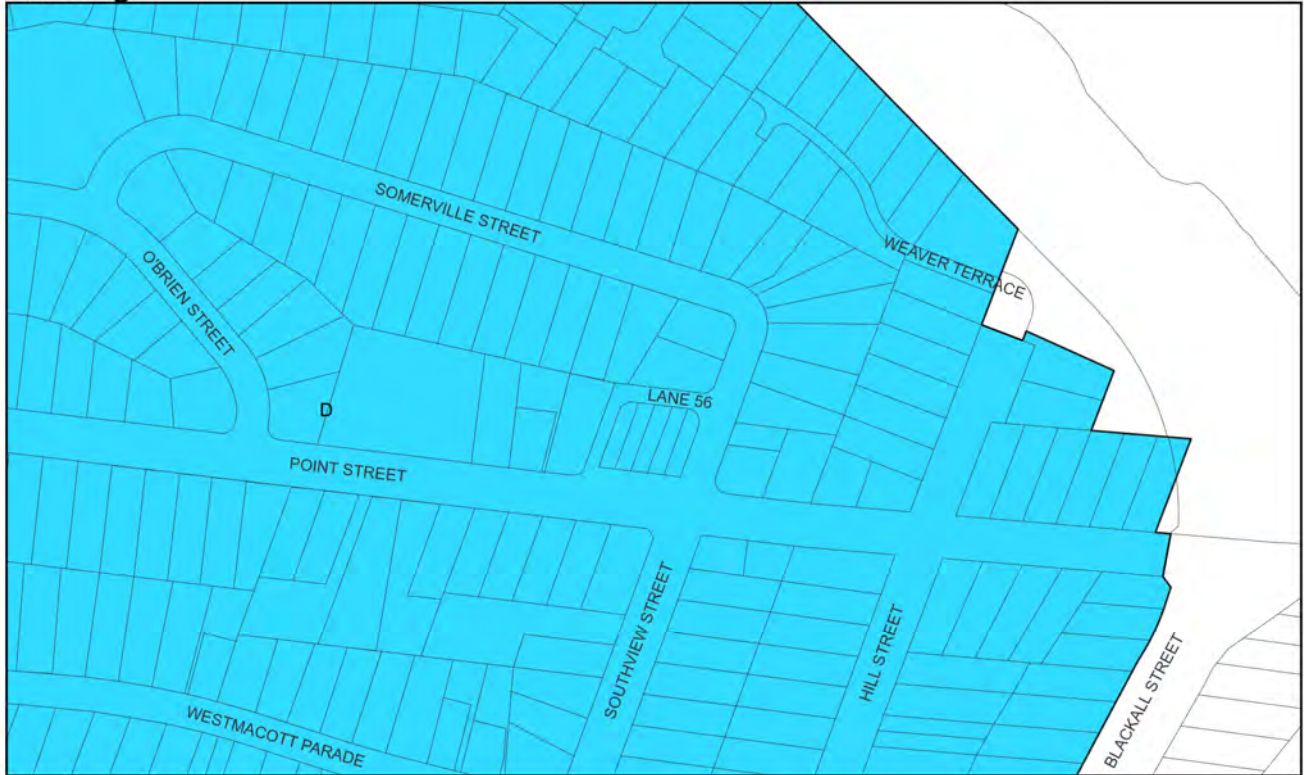
## Proposed



- E1 Local Centre
- R2 Low Density Residential
- RE1 Public Recreation



## Existing

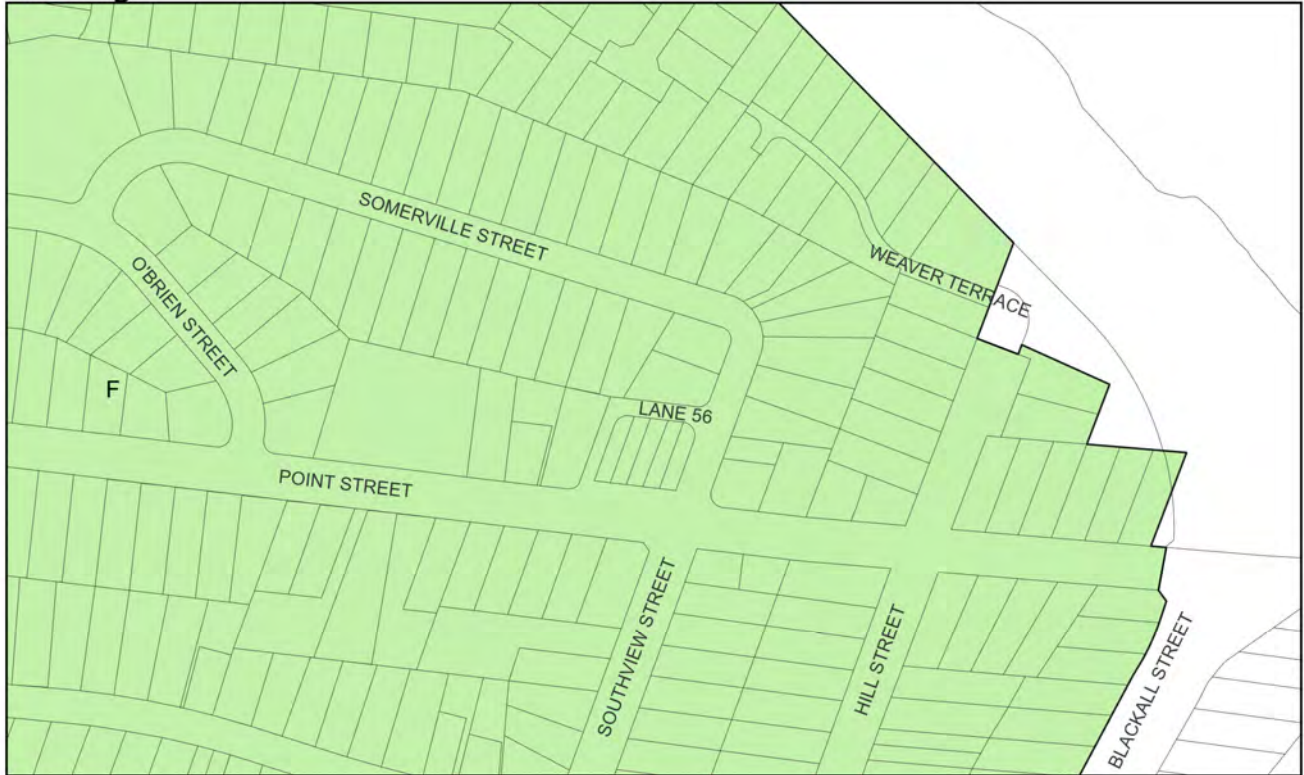


## Proposed

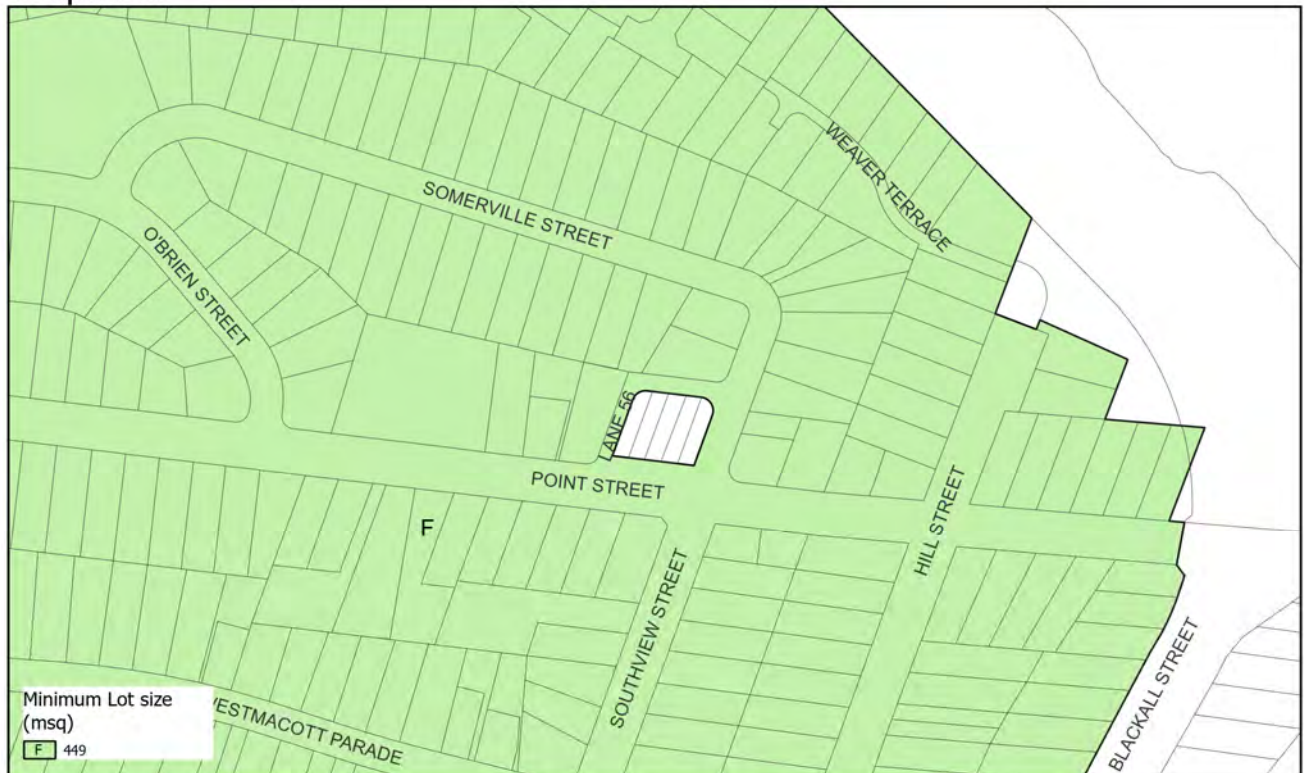




## Existing



## Proposed



## Existing

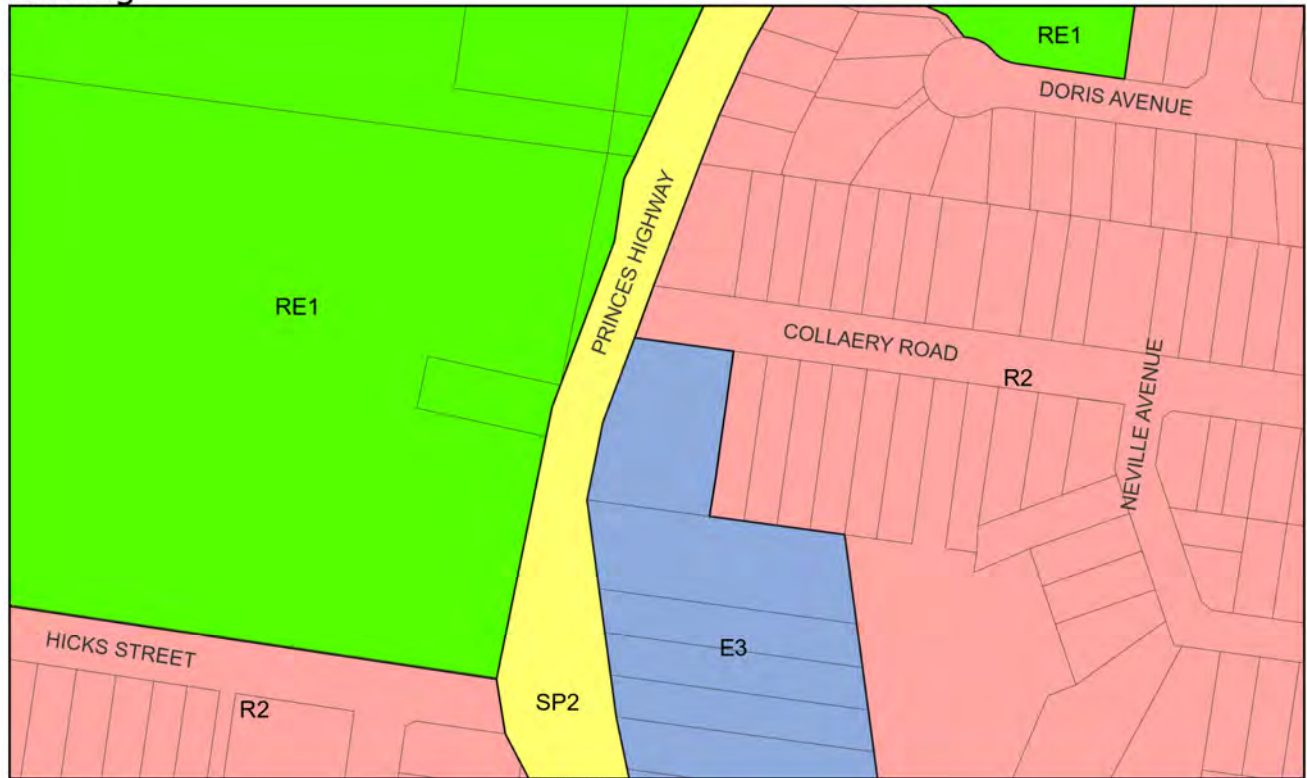


## Proposed

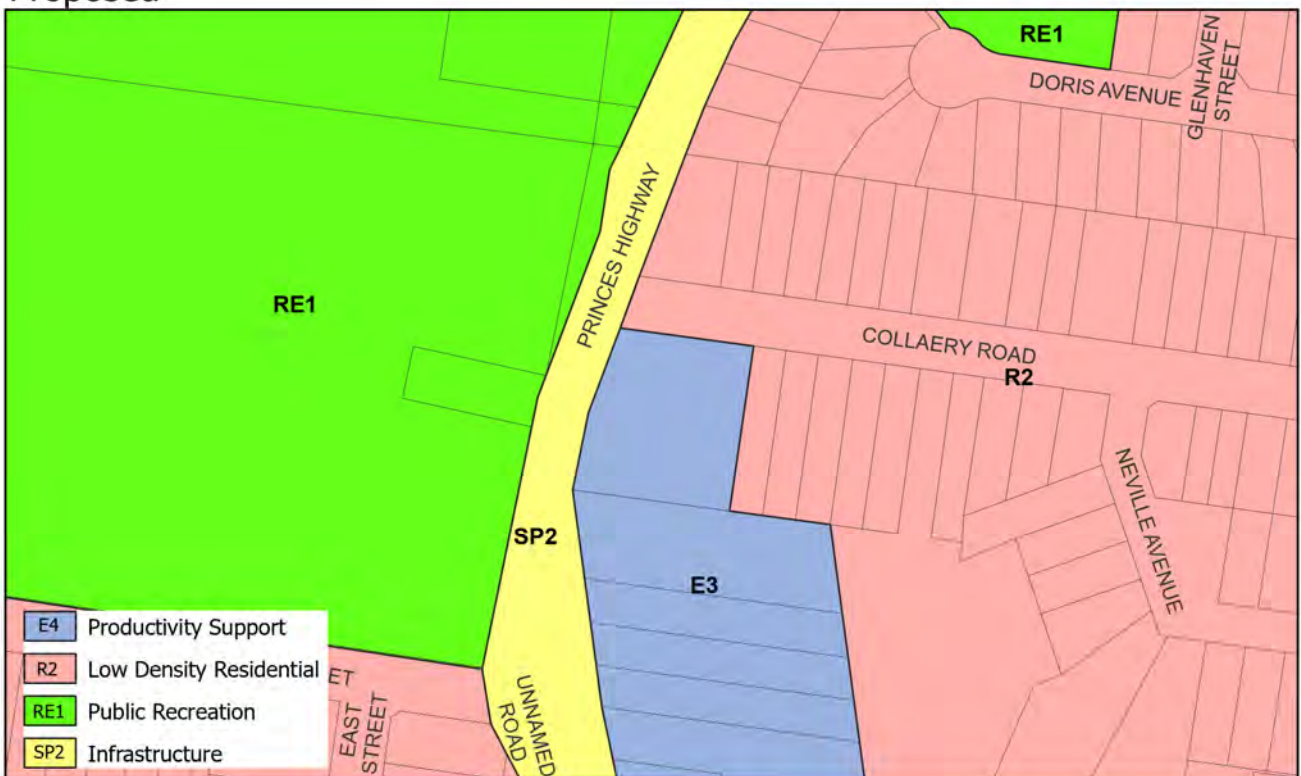




## Existing

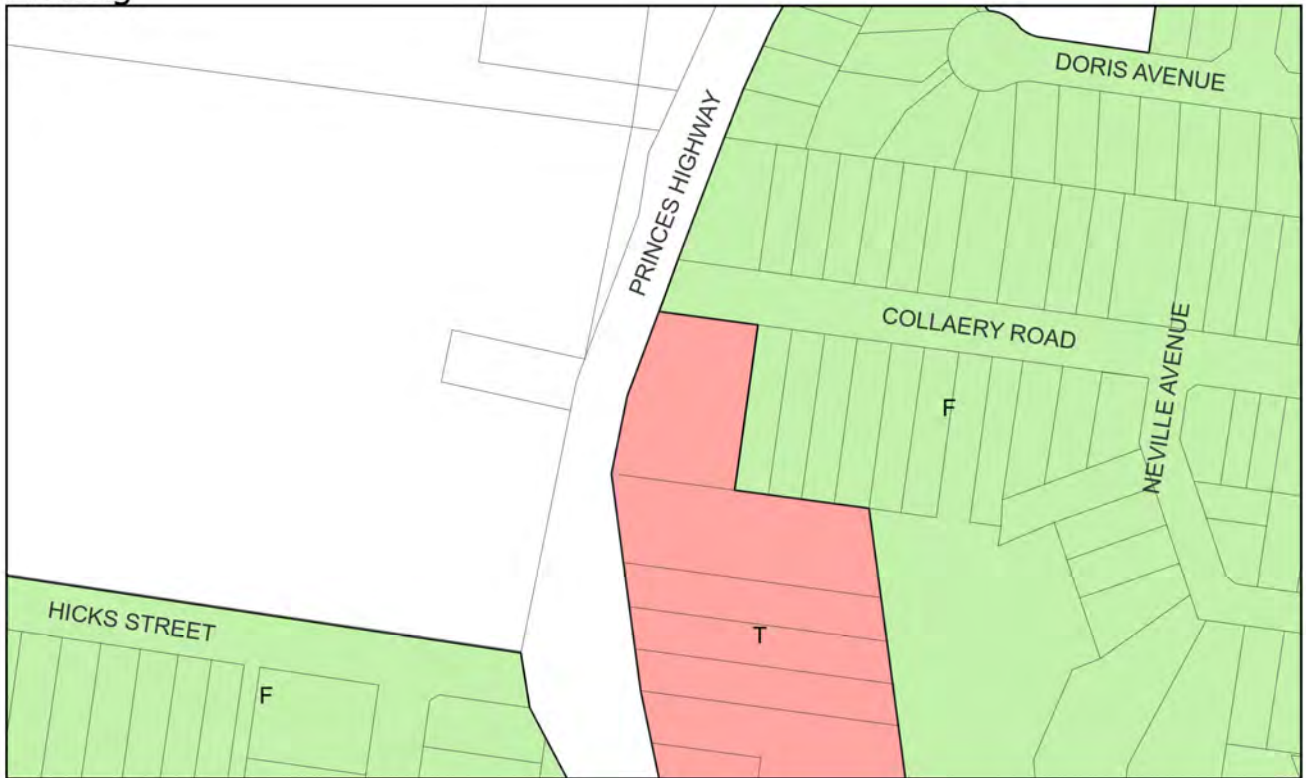


## Proposed

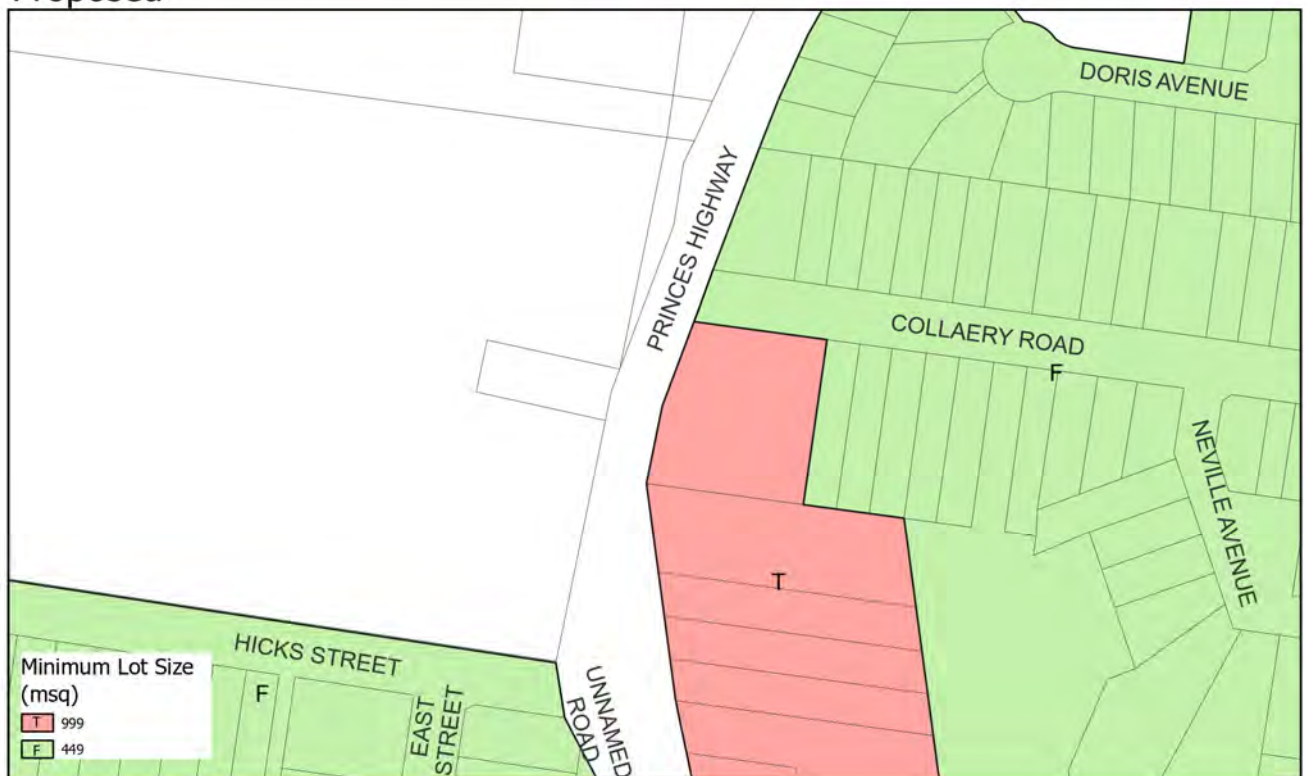




## Existing



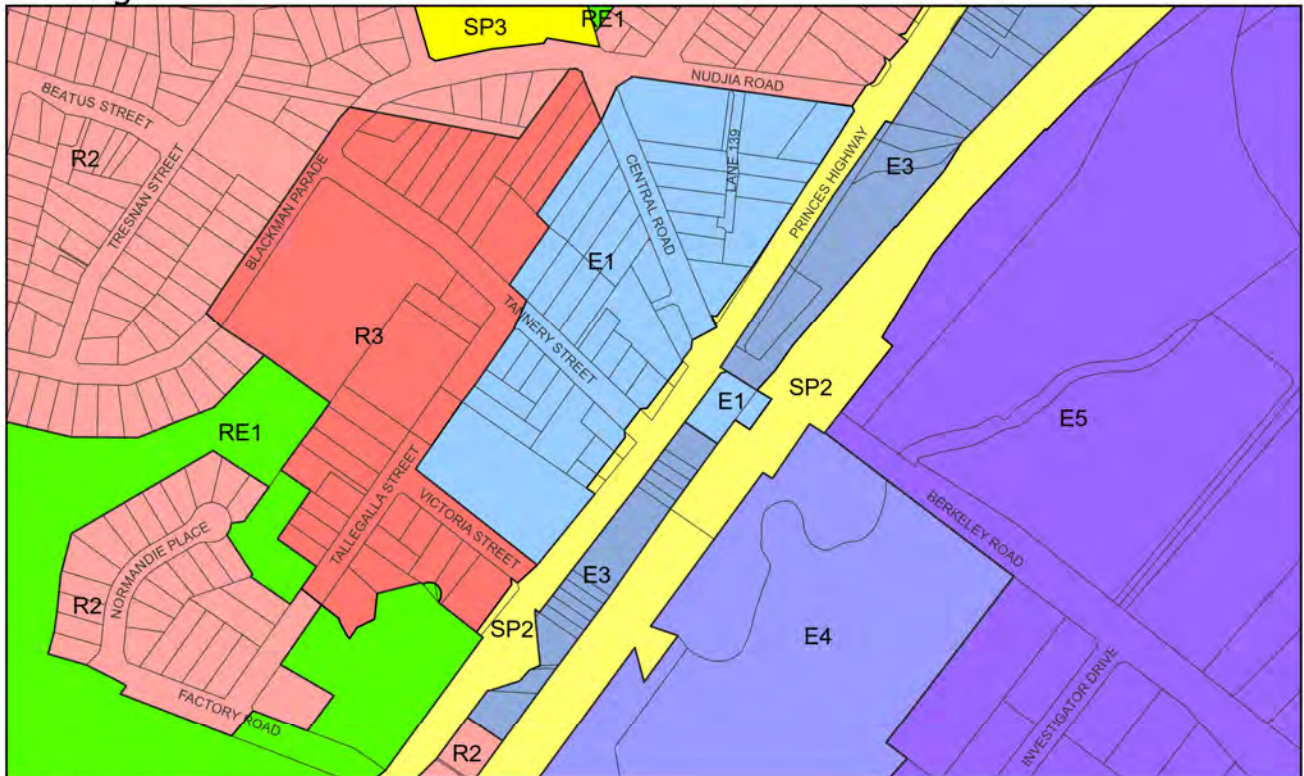
## Proposed



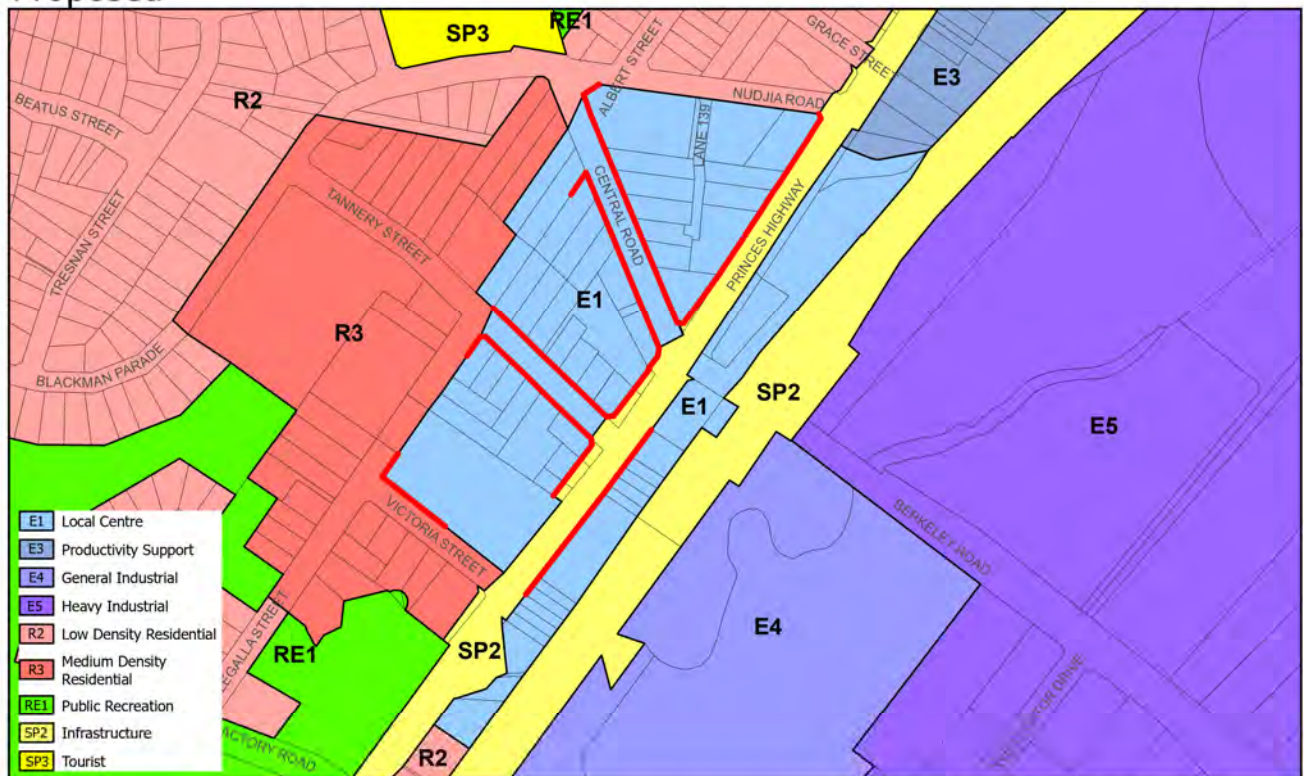
# WARD 2



## Existing

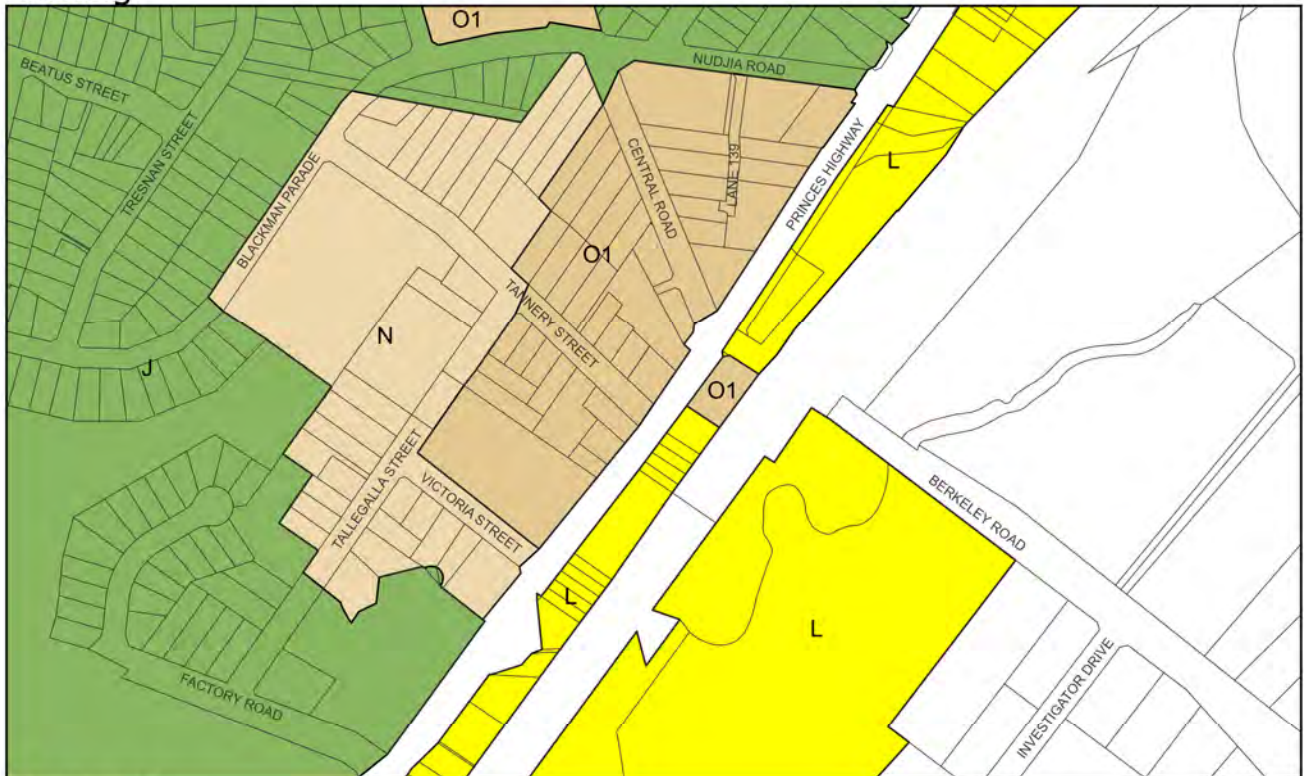


## Proposed

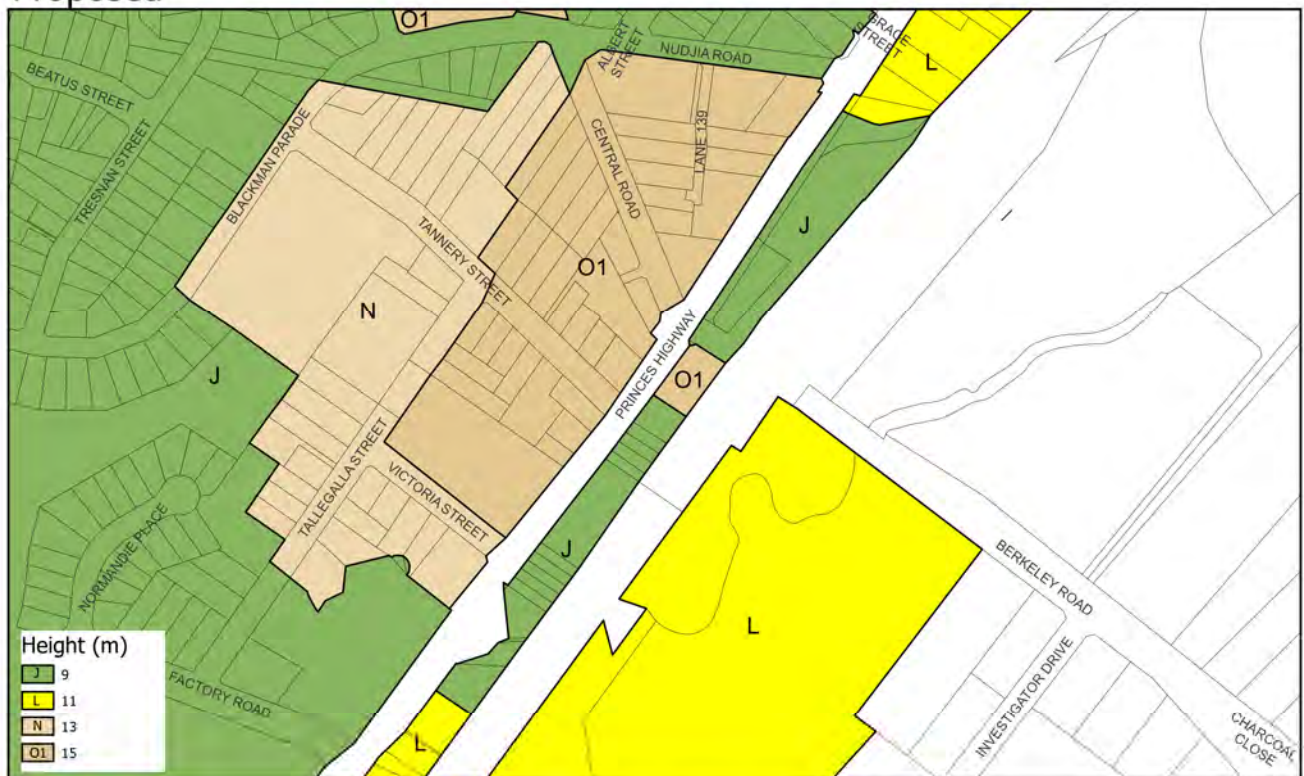




## Existing

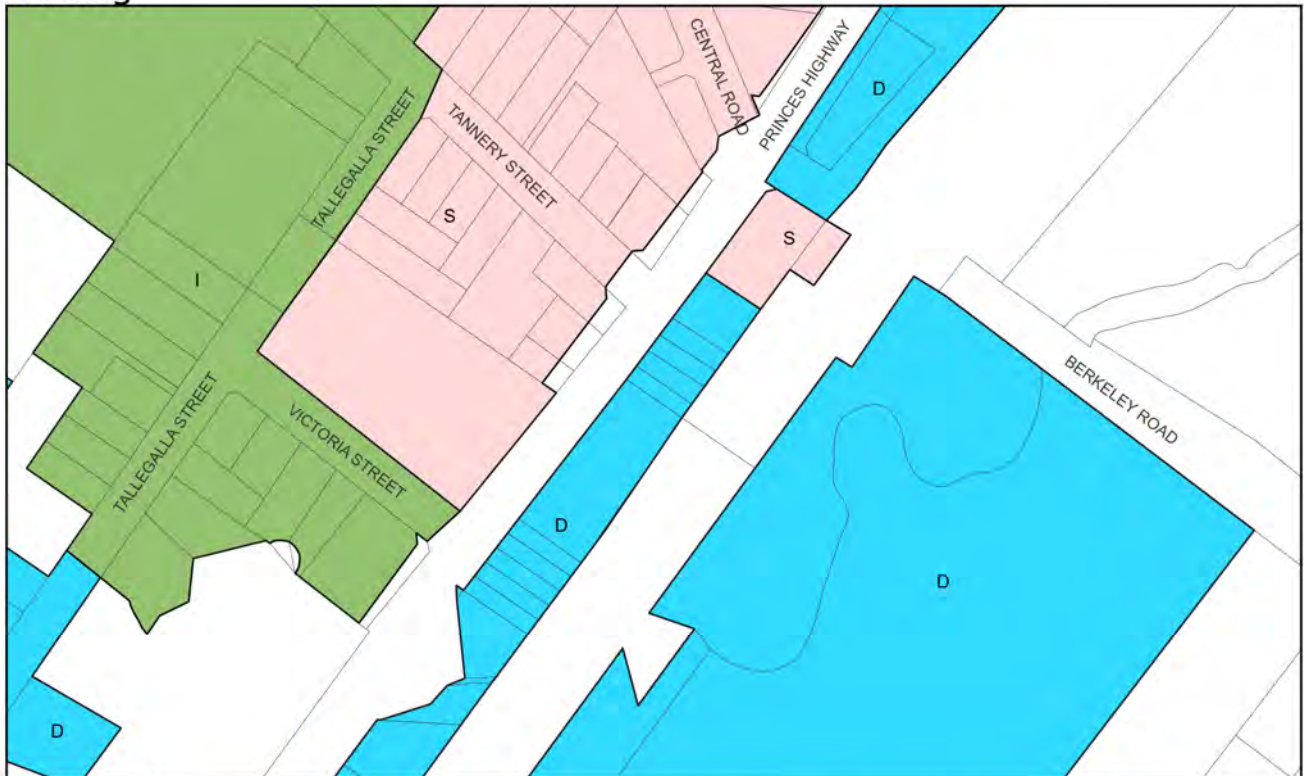


## Proposed





## Existing



## Proposed



### Floor Space Ratio (n:1)

|   |       |
|---|-------|
| D | 0.5   |
| I | 0.75  |
| J | 0.8:1 |
| S | 1.5   |

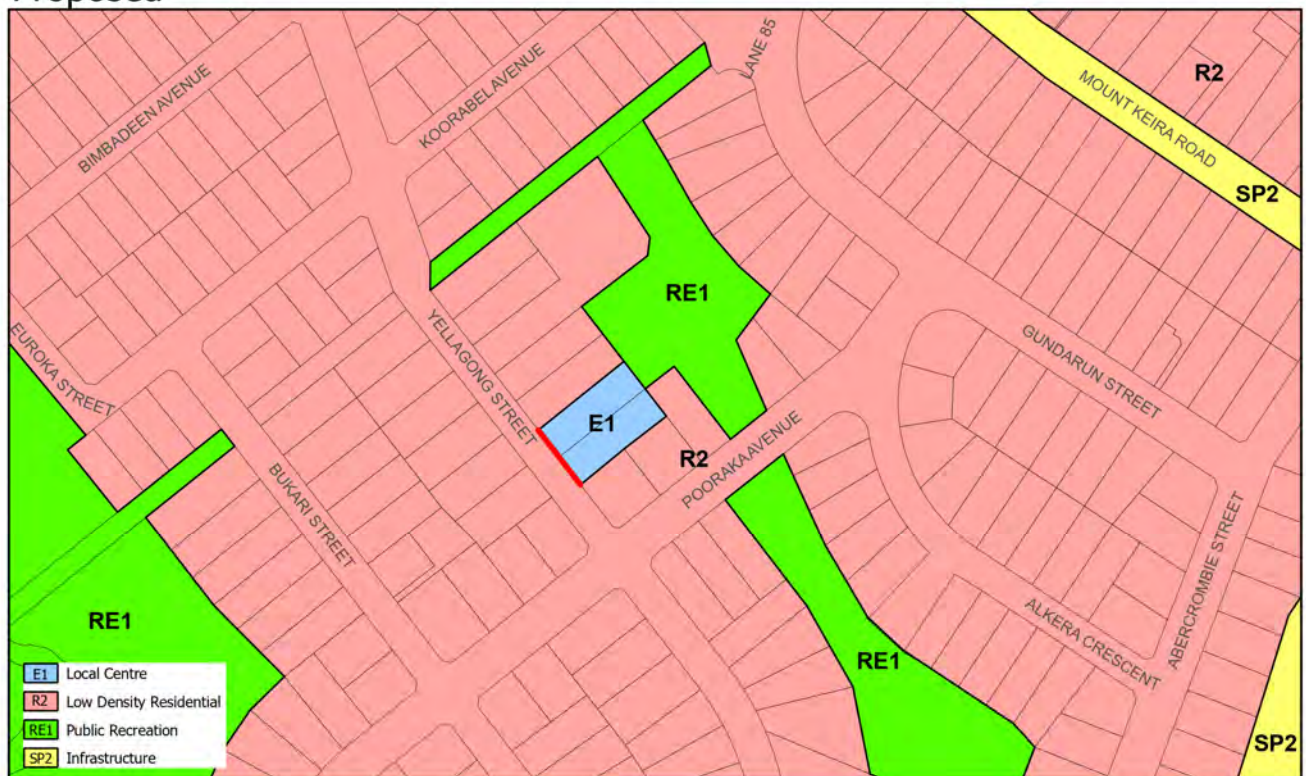




## Existing

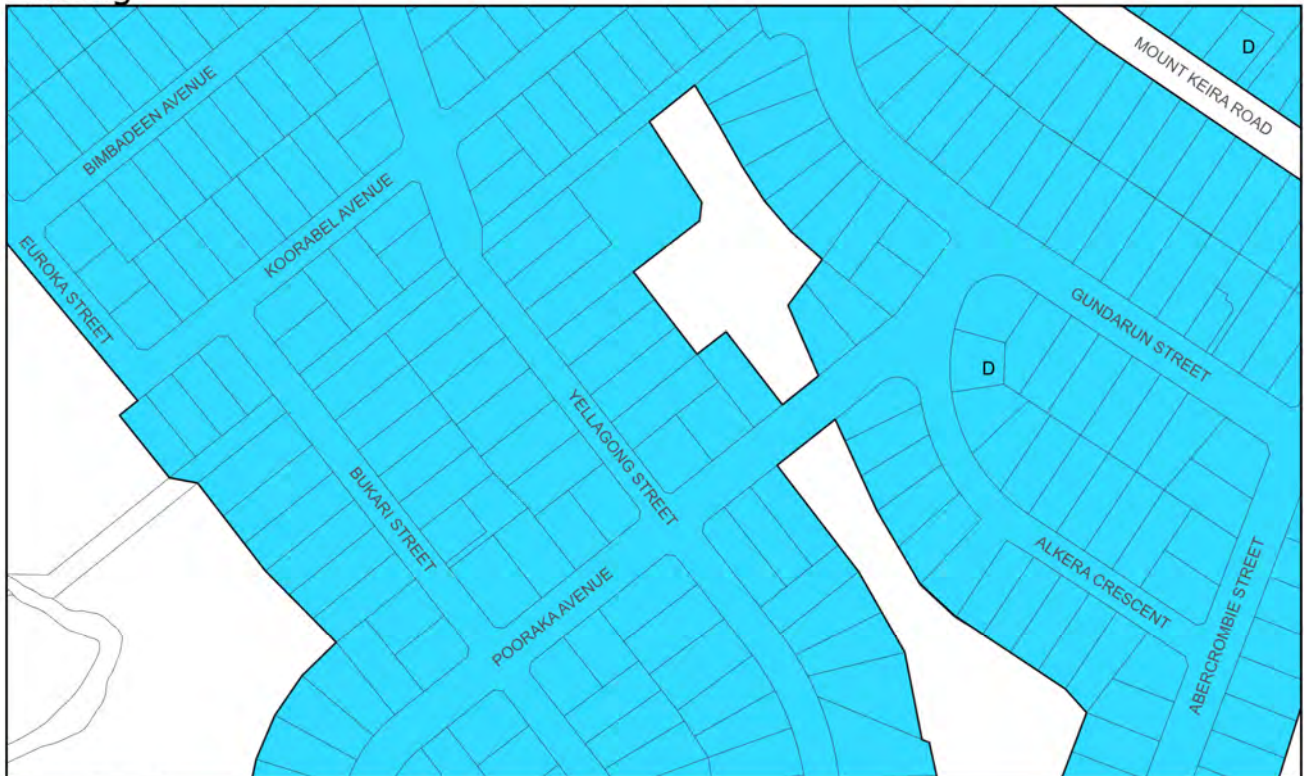


## Proposed

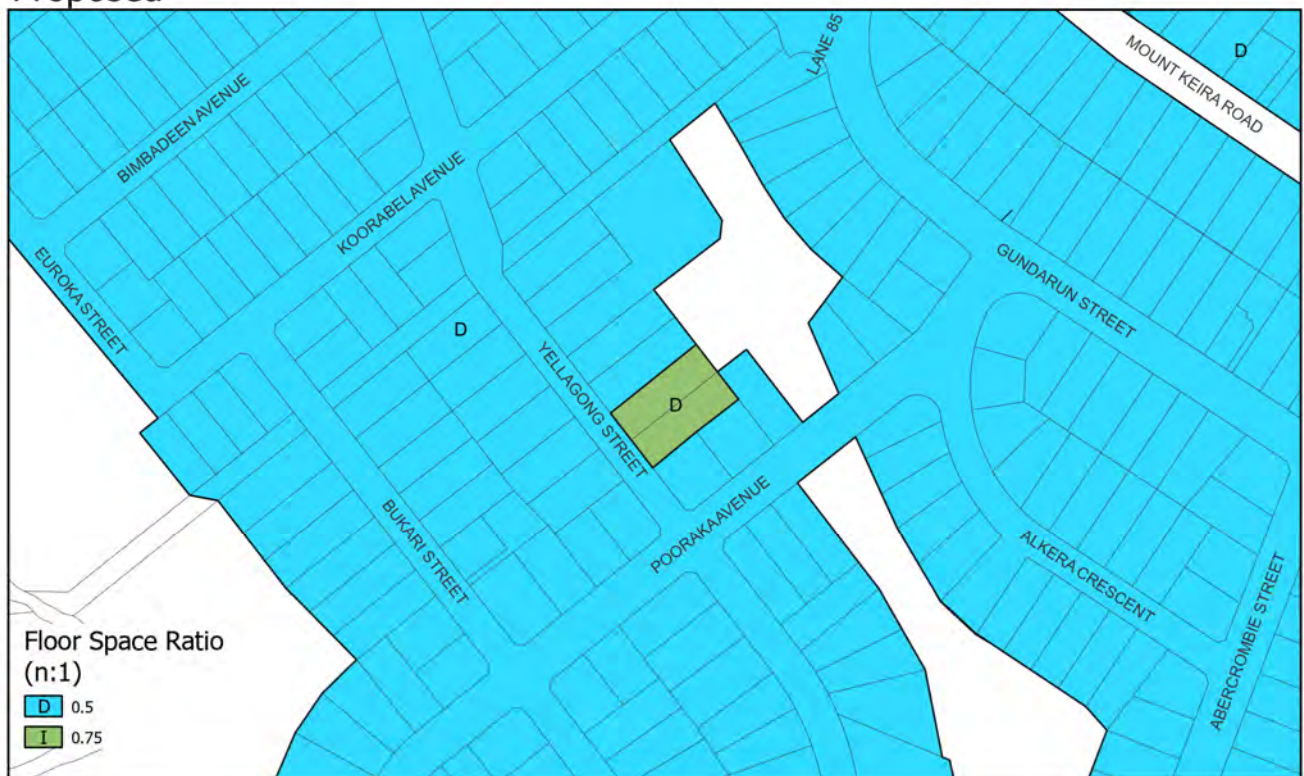




## Existing



## Proposed

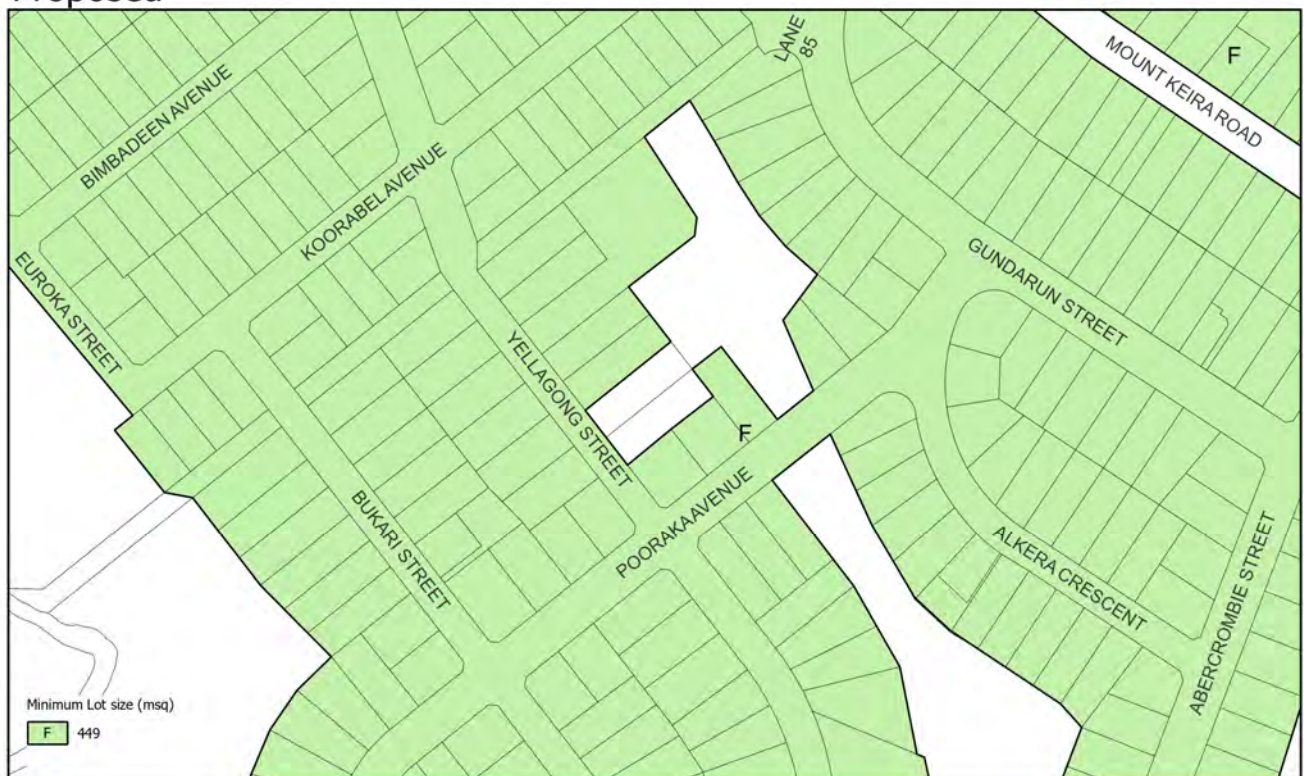




## Existing



## Proposed





## Existing

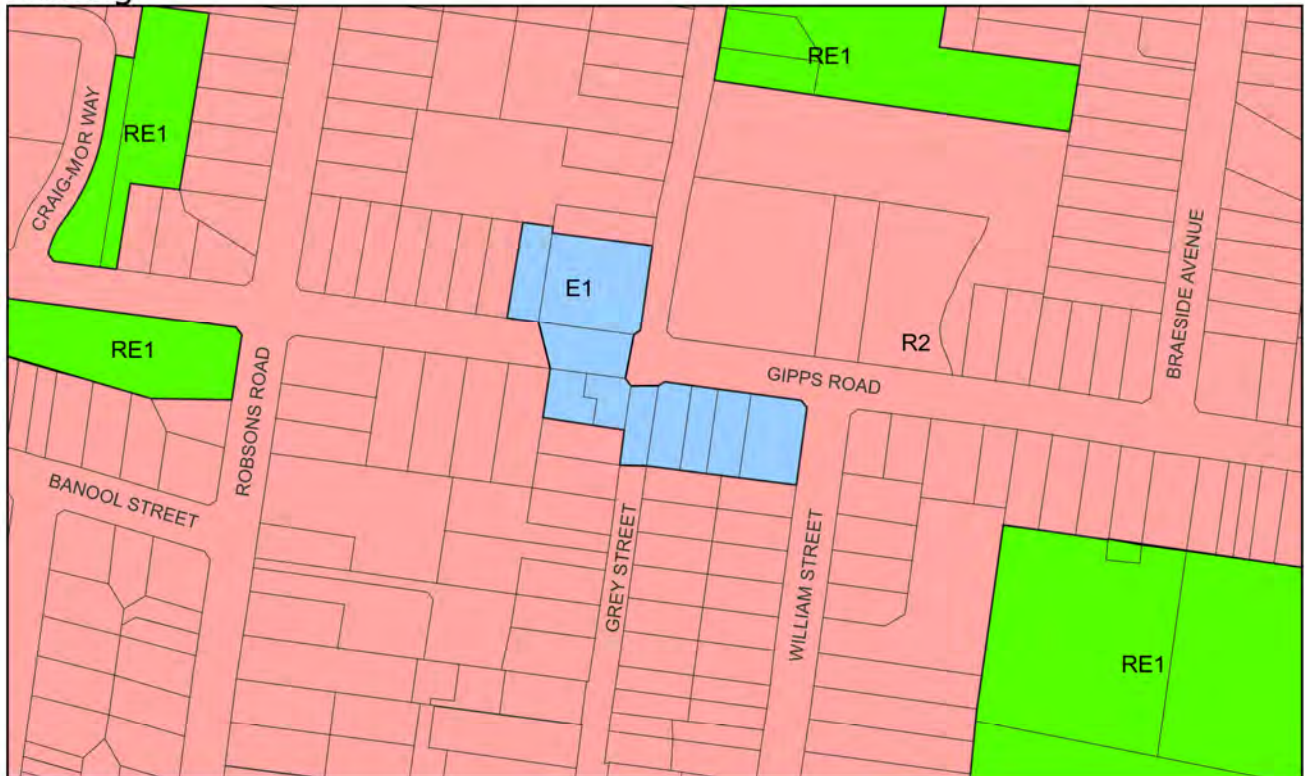


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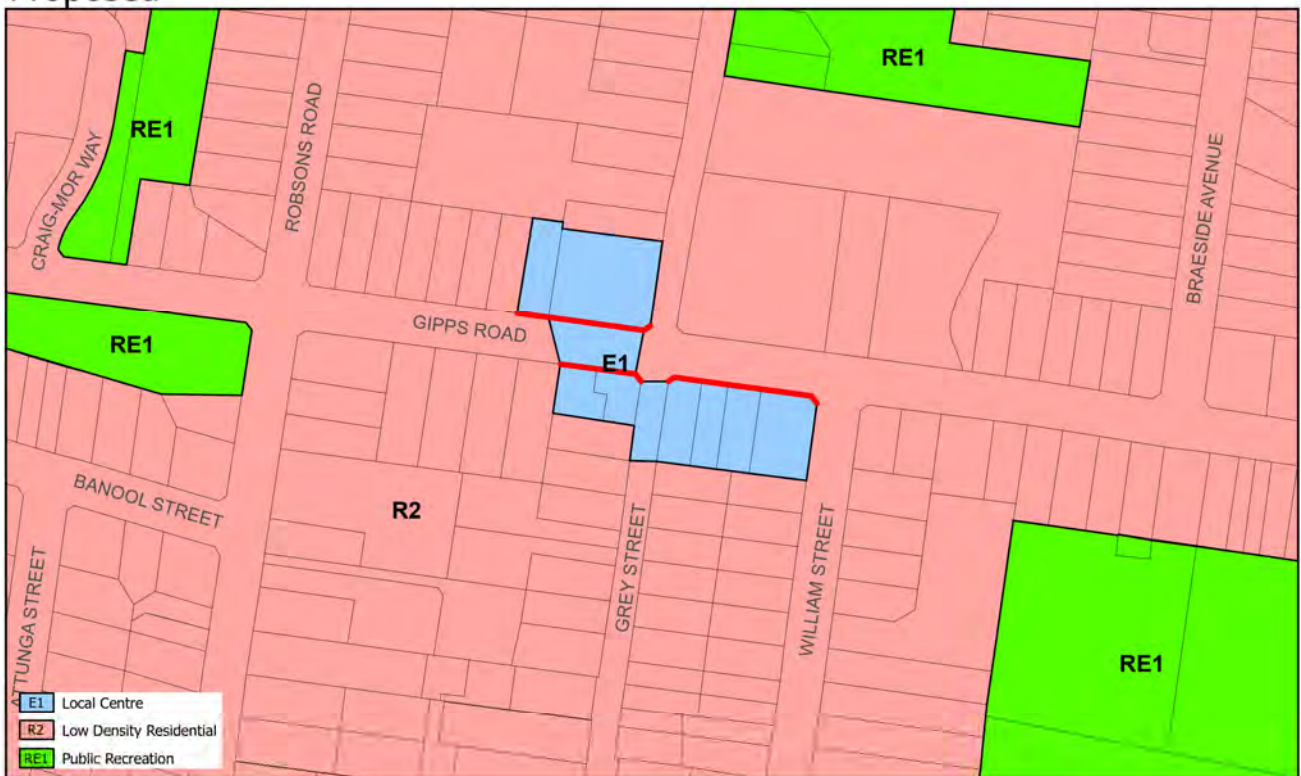




## Existing



## Proposed



## Existing

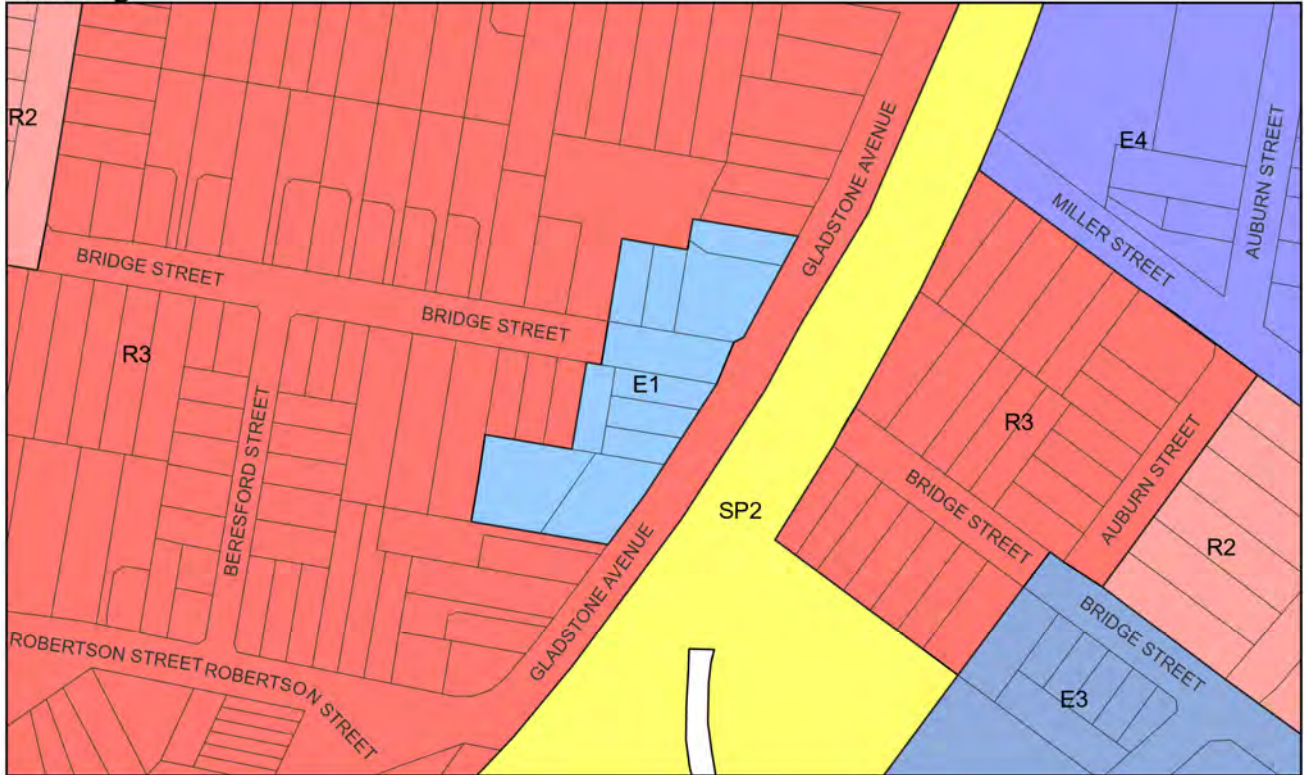


## Proposed

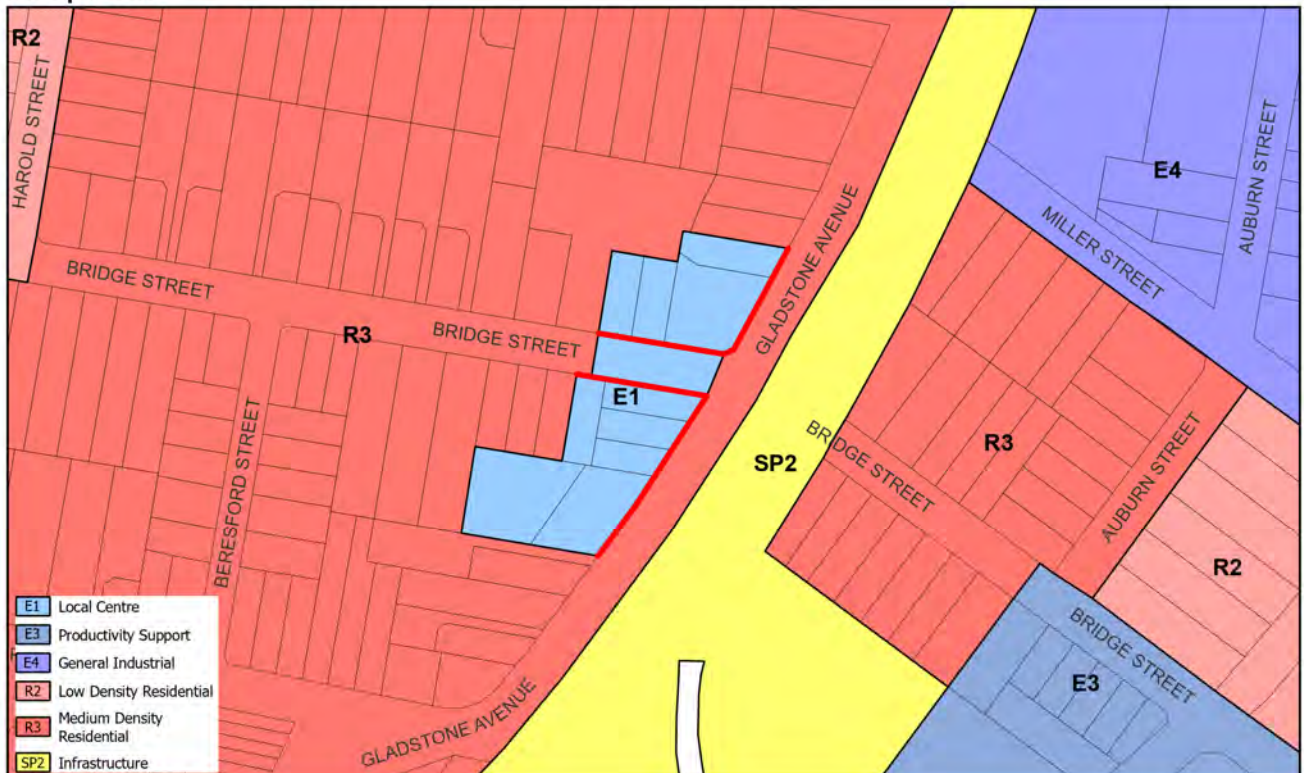




## Existing



## Proposed



- E1 Local Centre
- E3 Productivity Support
- E4 General Industrial
- R2 Low Density Residential
- R3 Medium Density Residential
- SP2 Infrastructure



## Existing

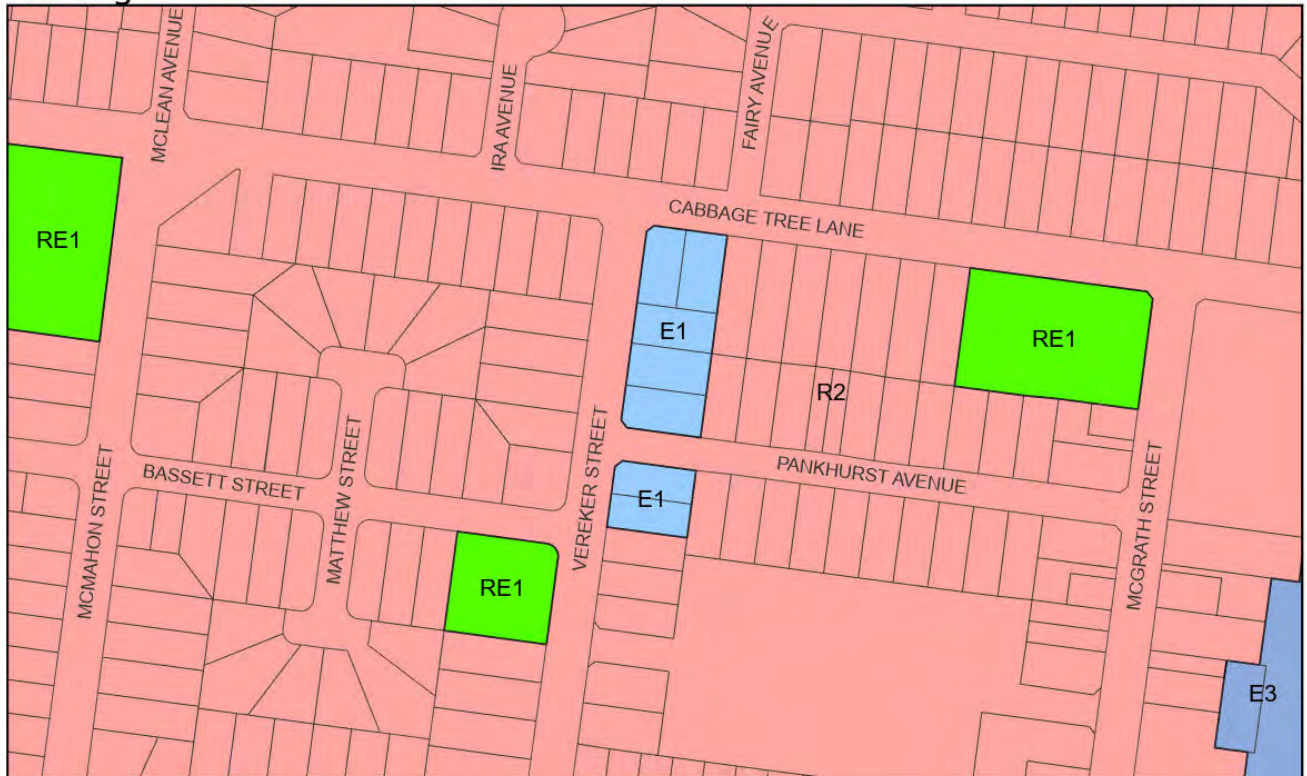


## Proposed

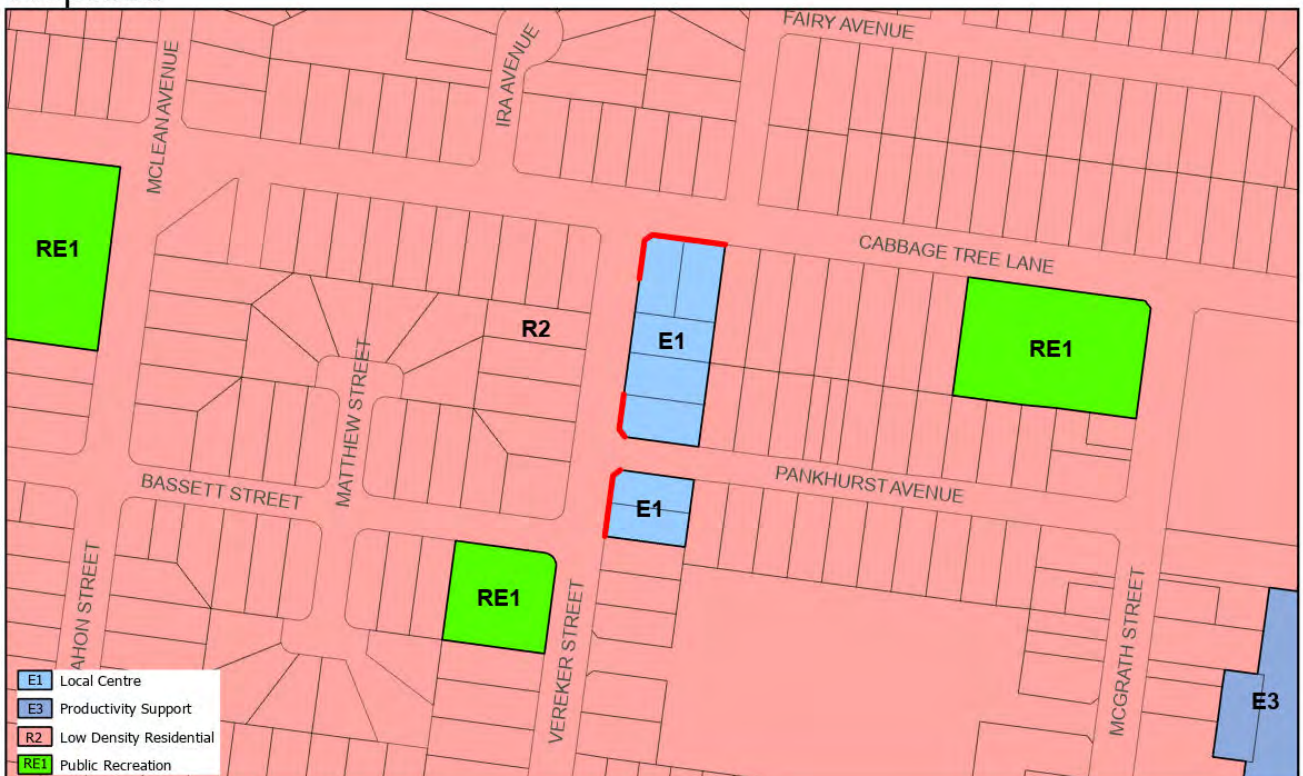




## Existing



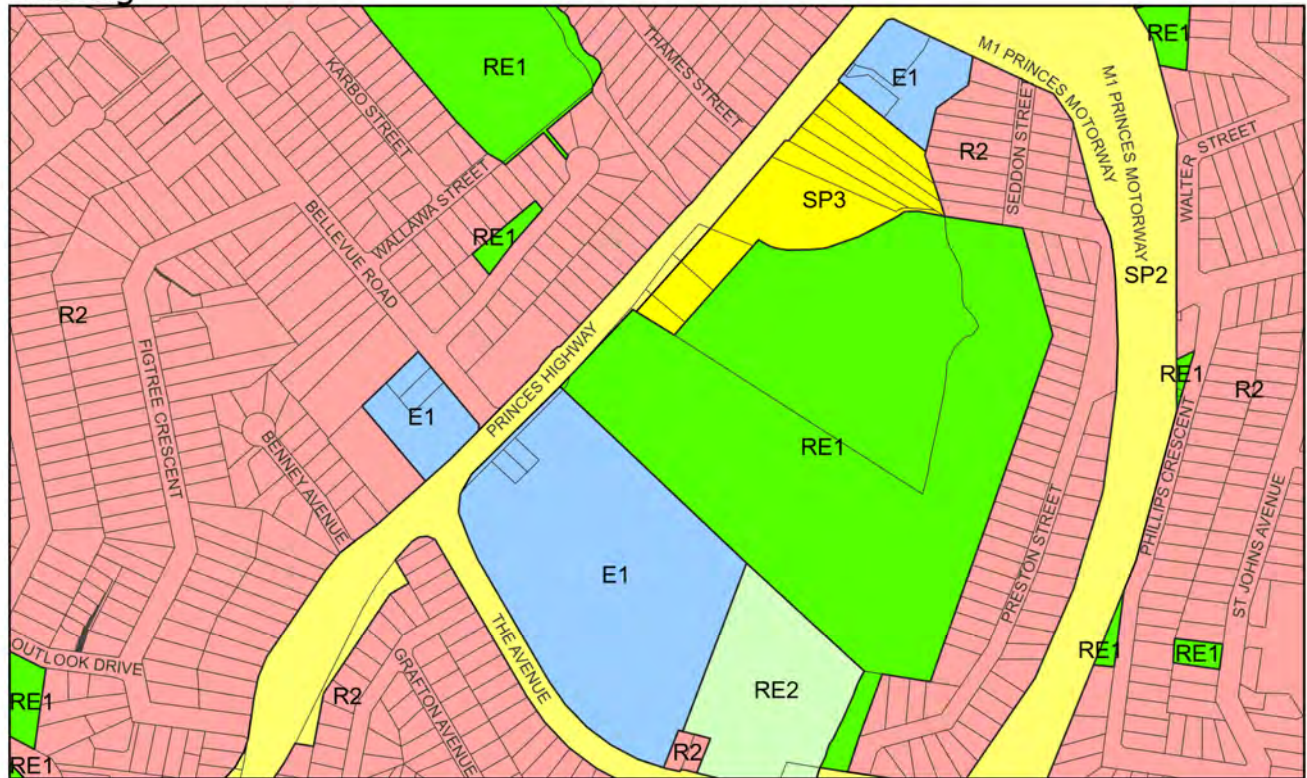
## Proposed



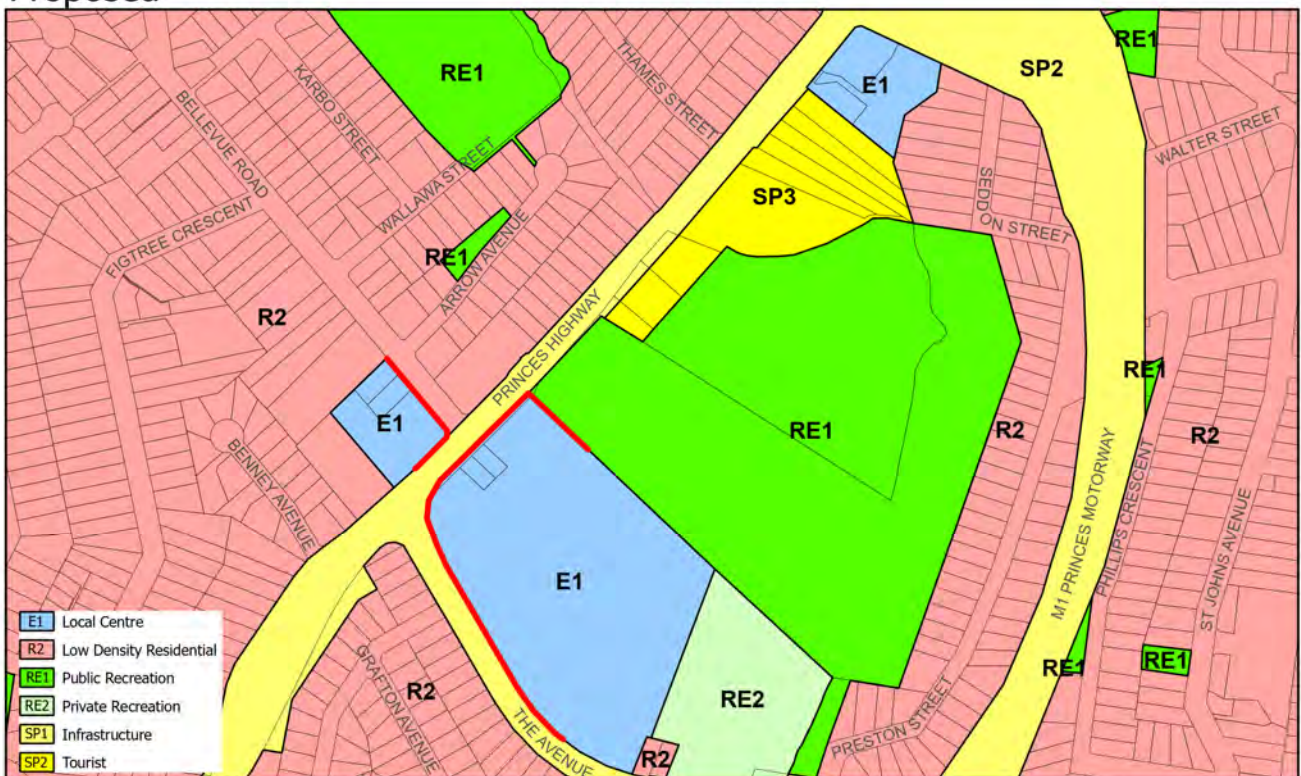
- E1 Local Centre
- E3 Productivity Support
- R2 Low Density Residential
- RE1 Public Recreation



## Existing

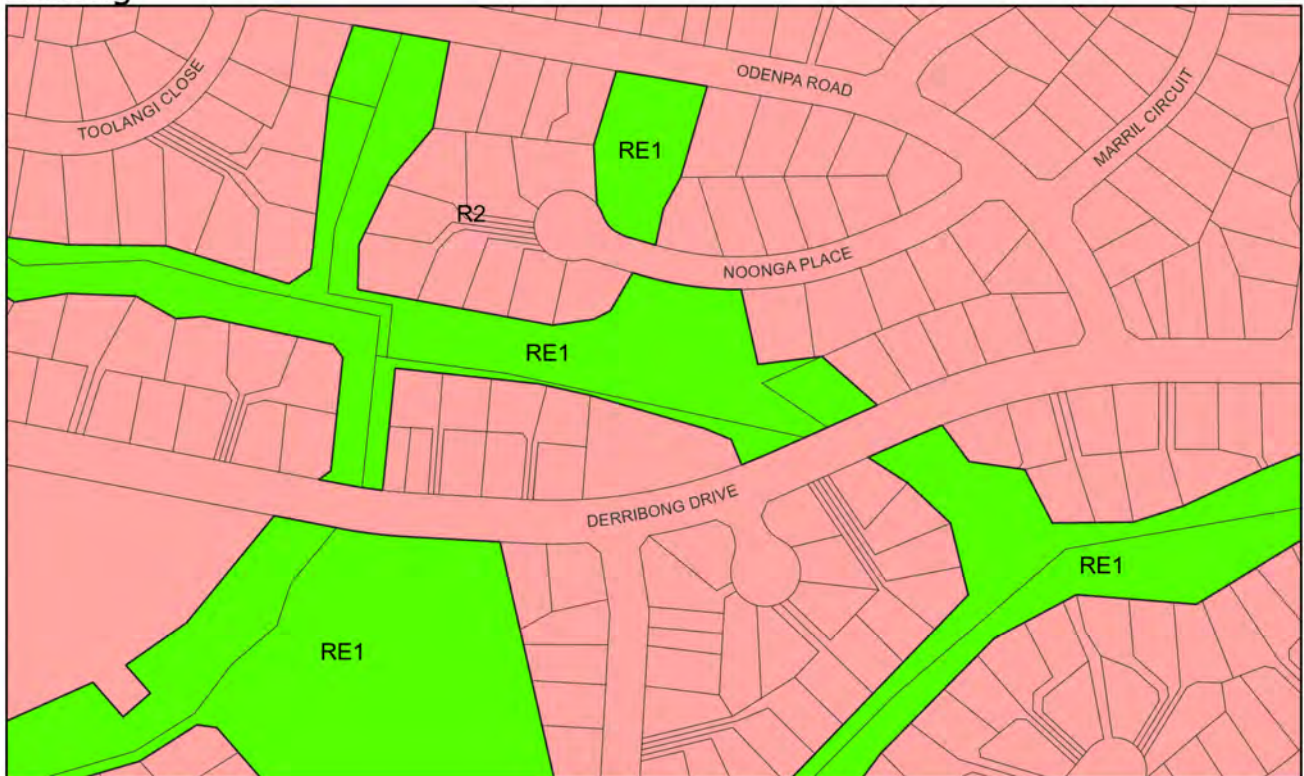


## Proposed

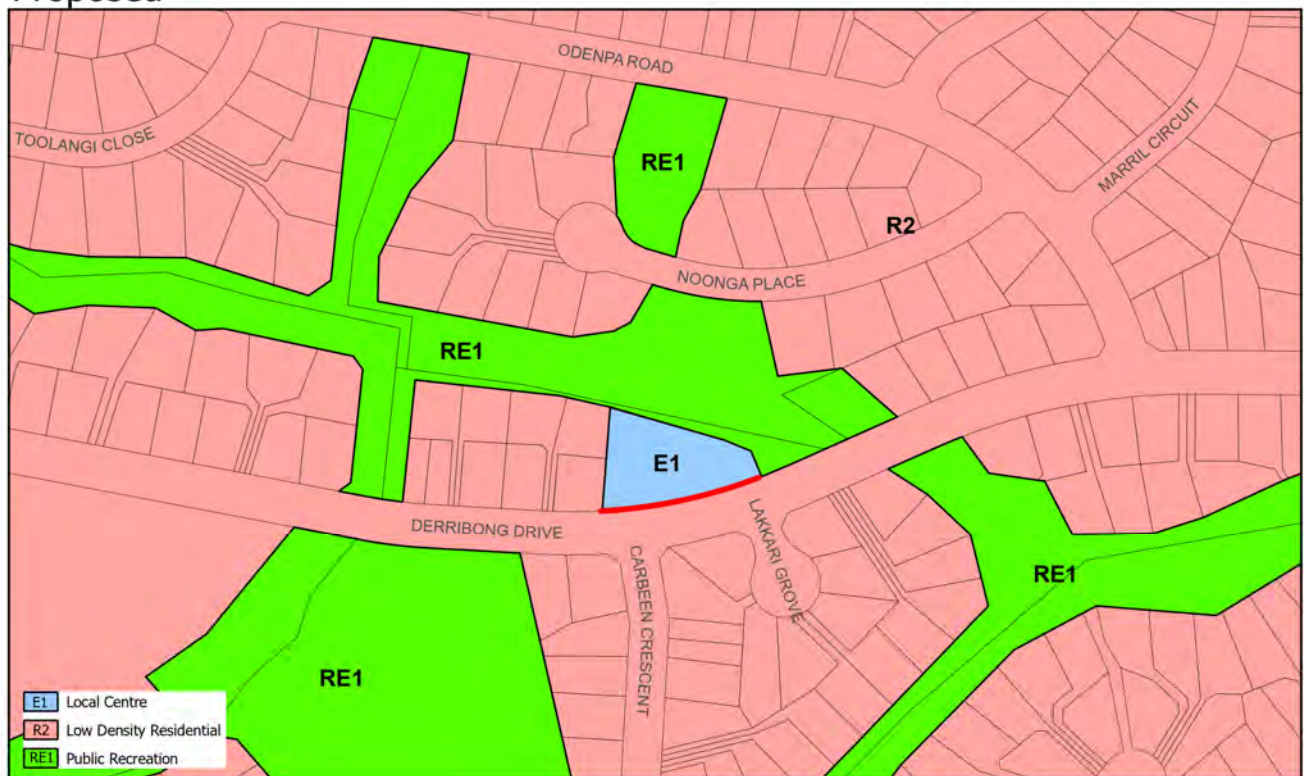




## Existing



## Proposed



- E1 Local Centre
- R2 Low Density Residential
- RE1 Public Recreation





## Existing



## Proposed



Floor Space Ratio  
(n:1)

**D** 0.5

**I** 0.75





## Existing

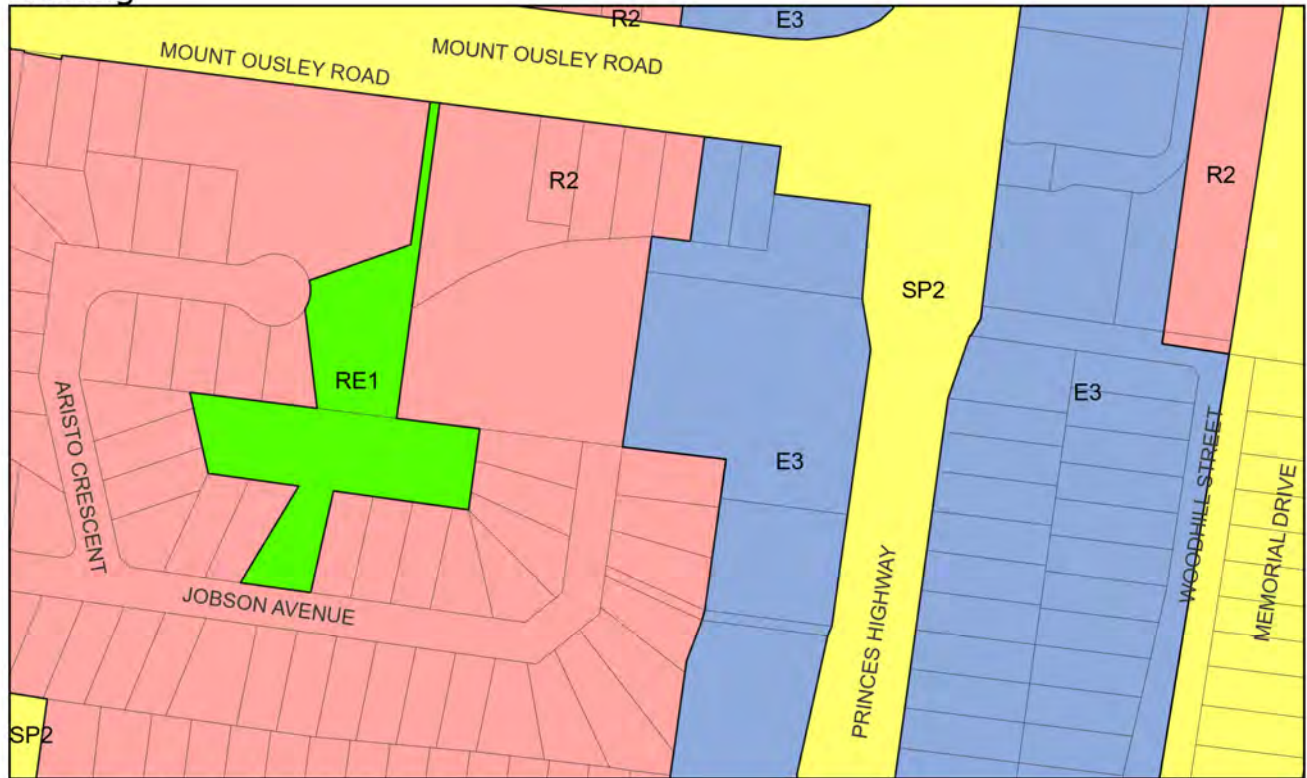


## Proposed

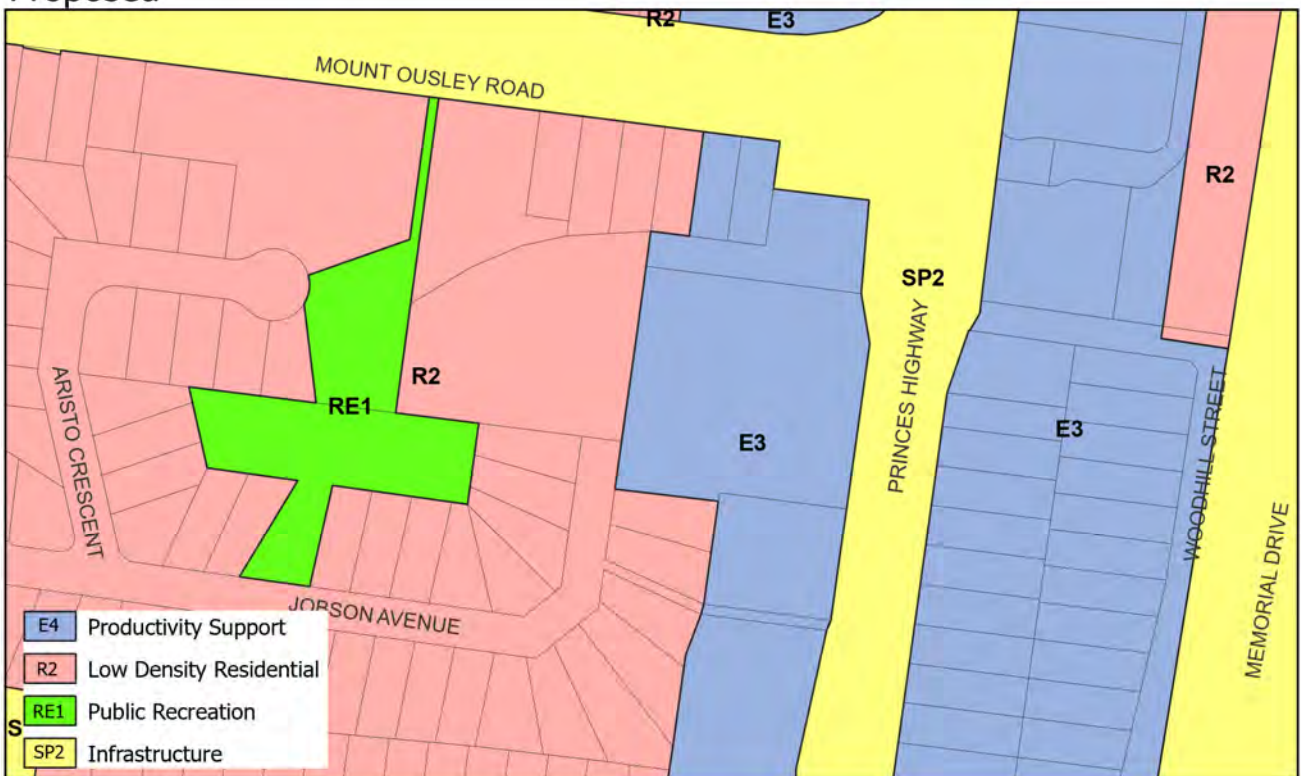




## Existing

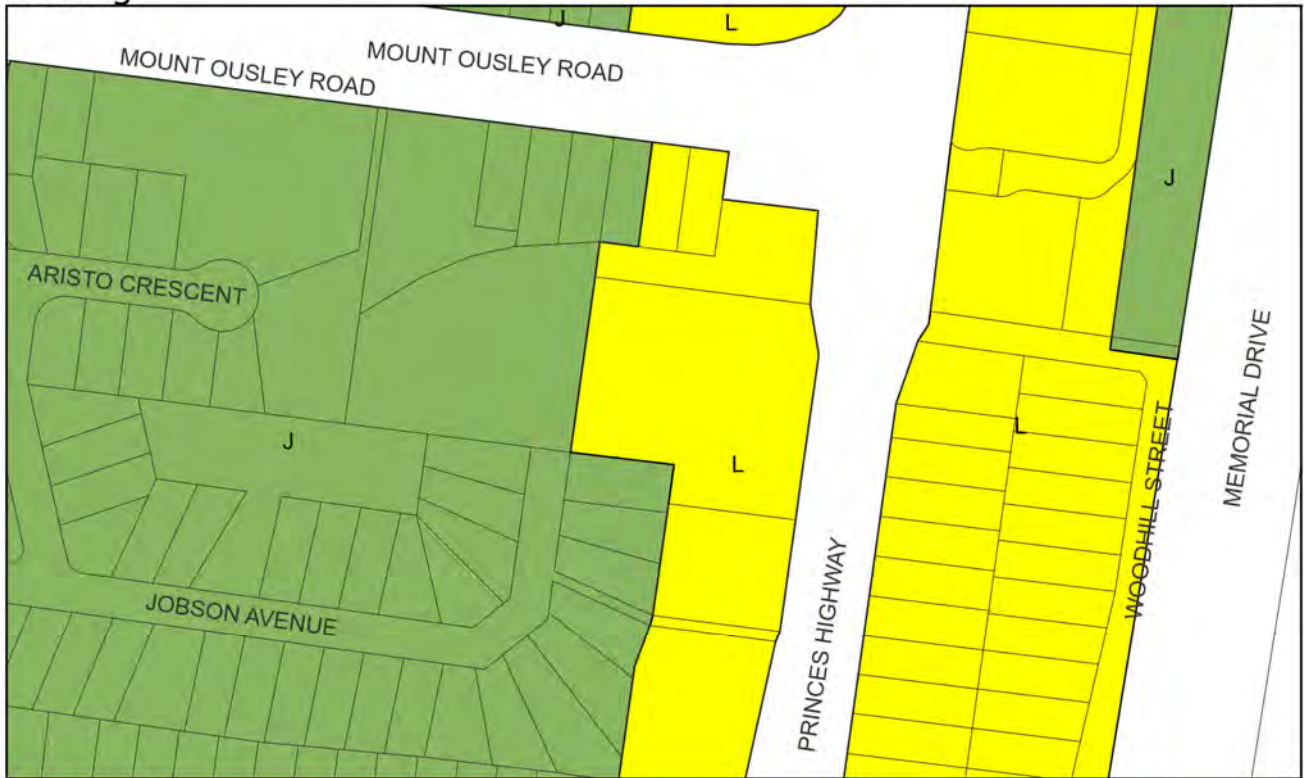


## Proposed

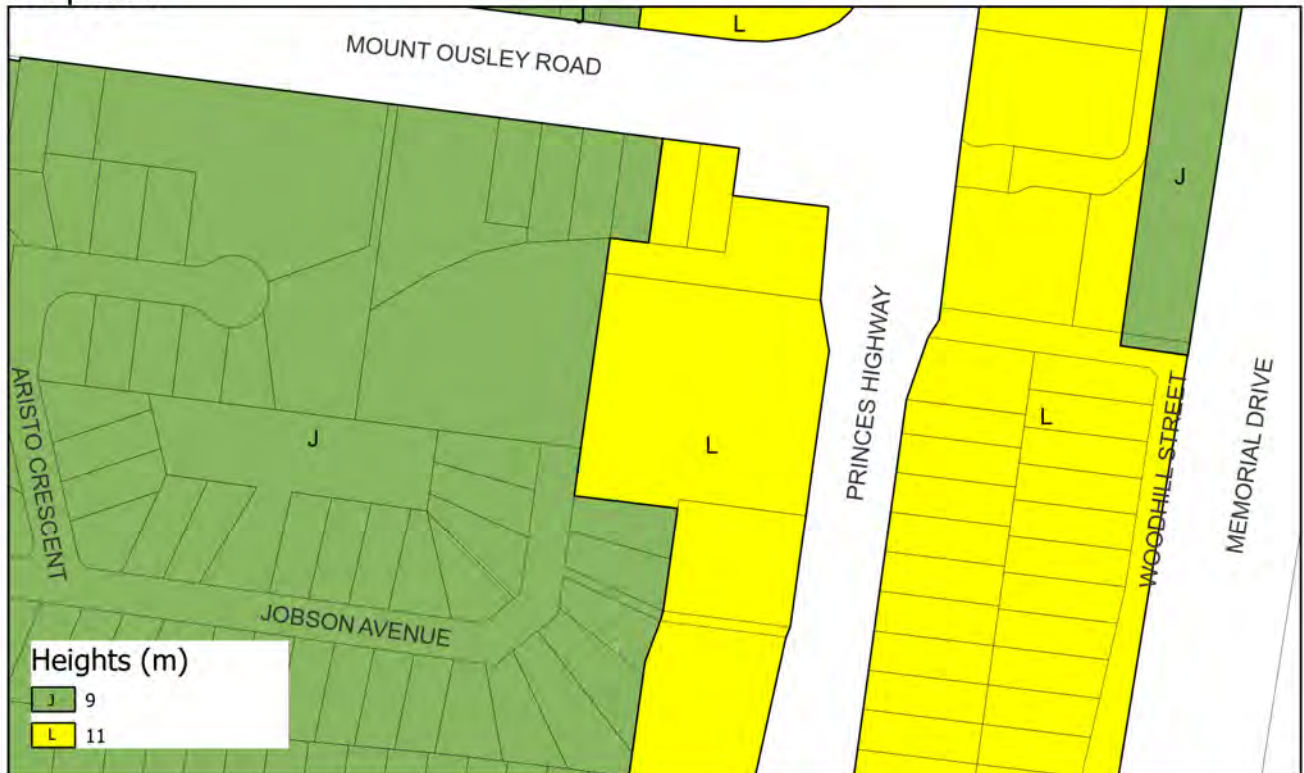




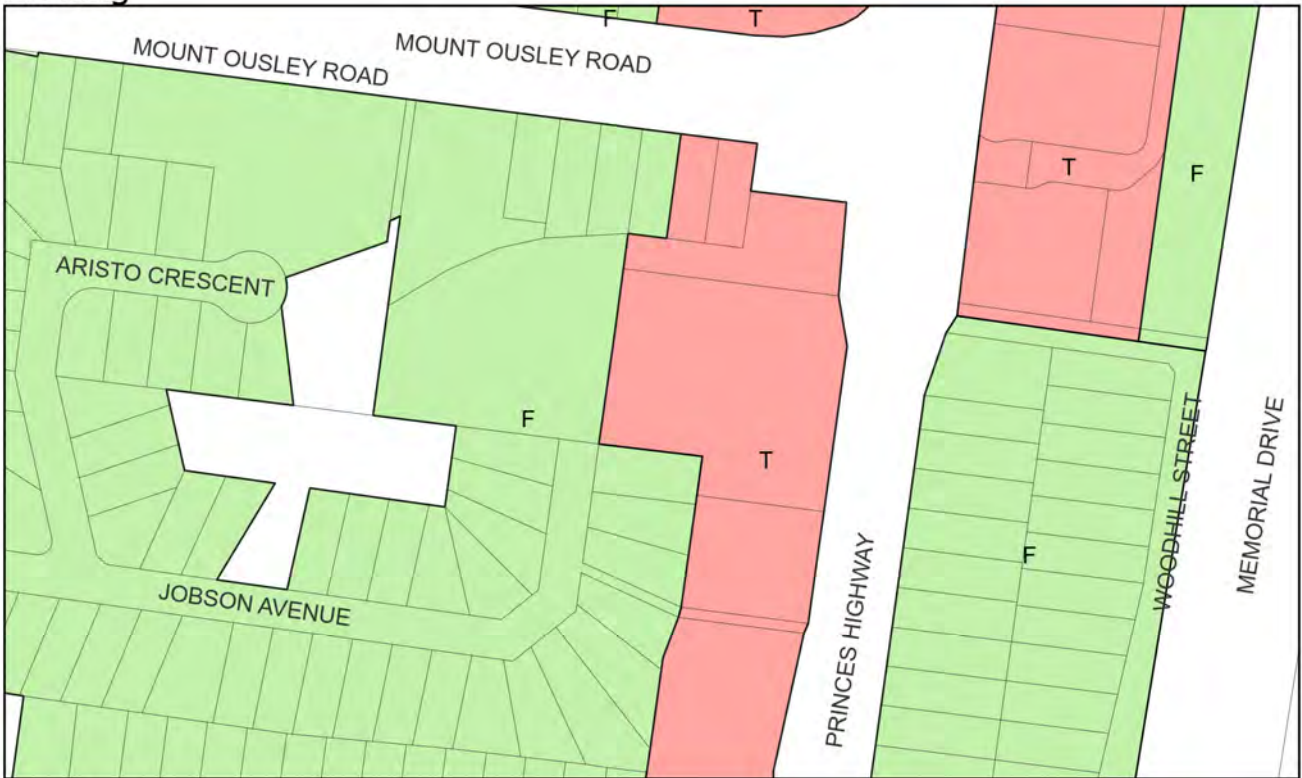
## Existing



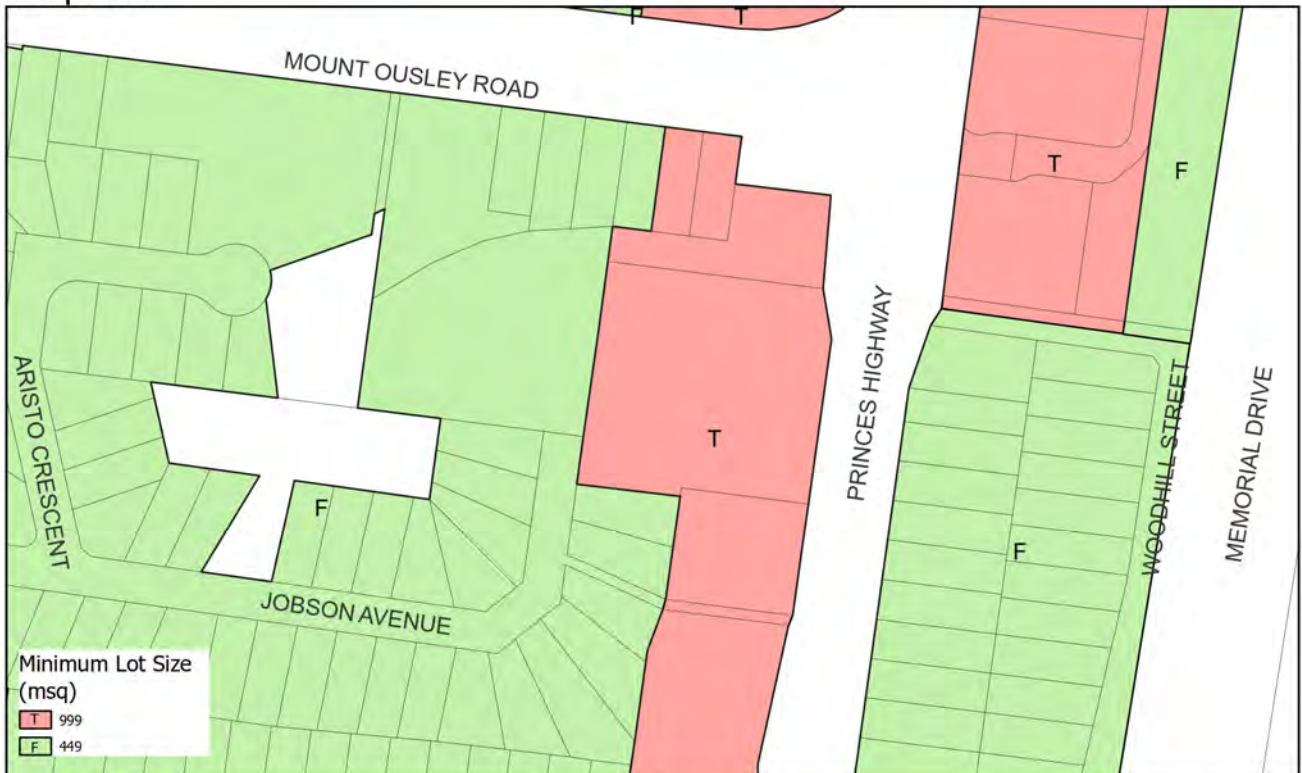
## Proposed



## Existing



## Proposed





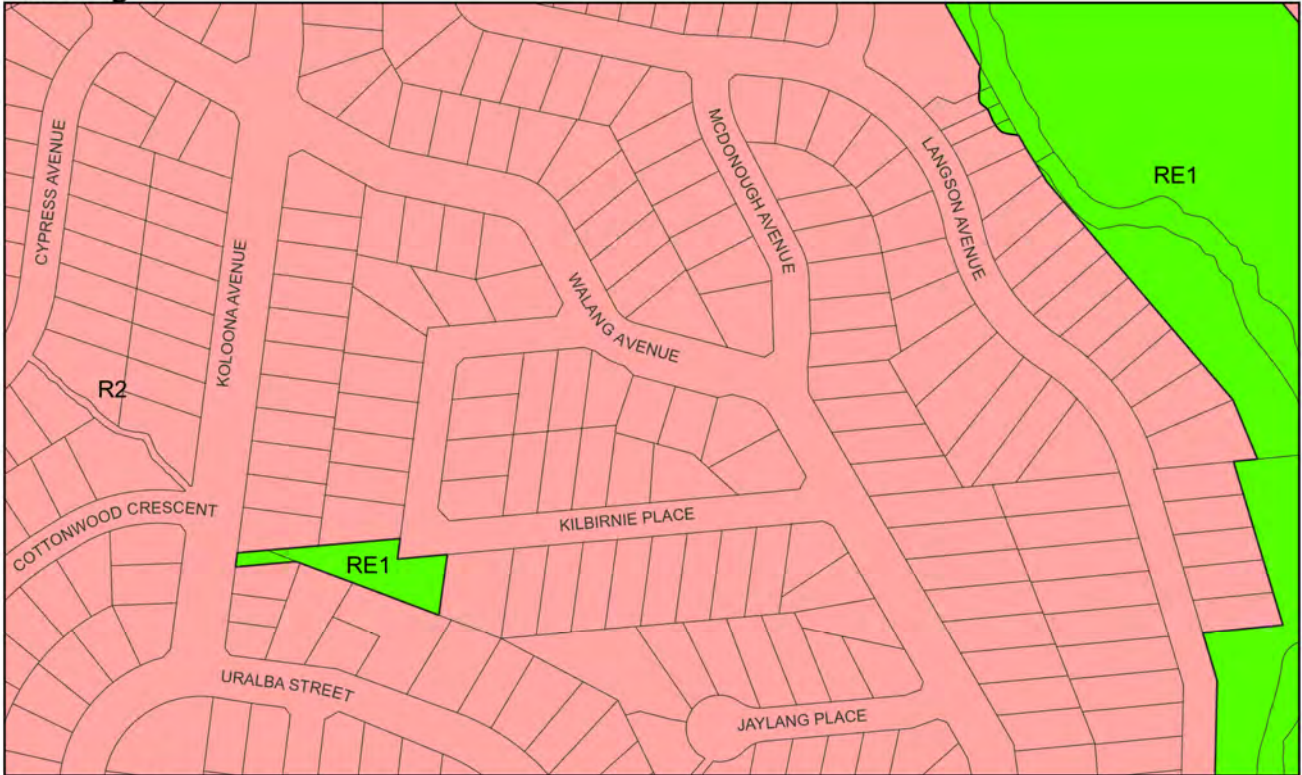
## Existing



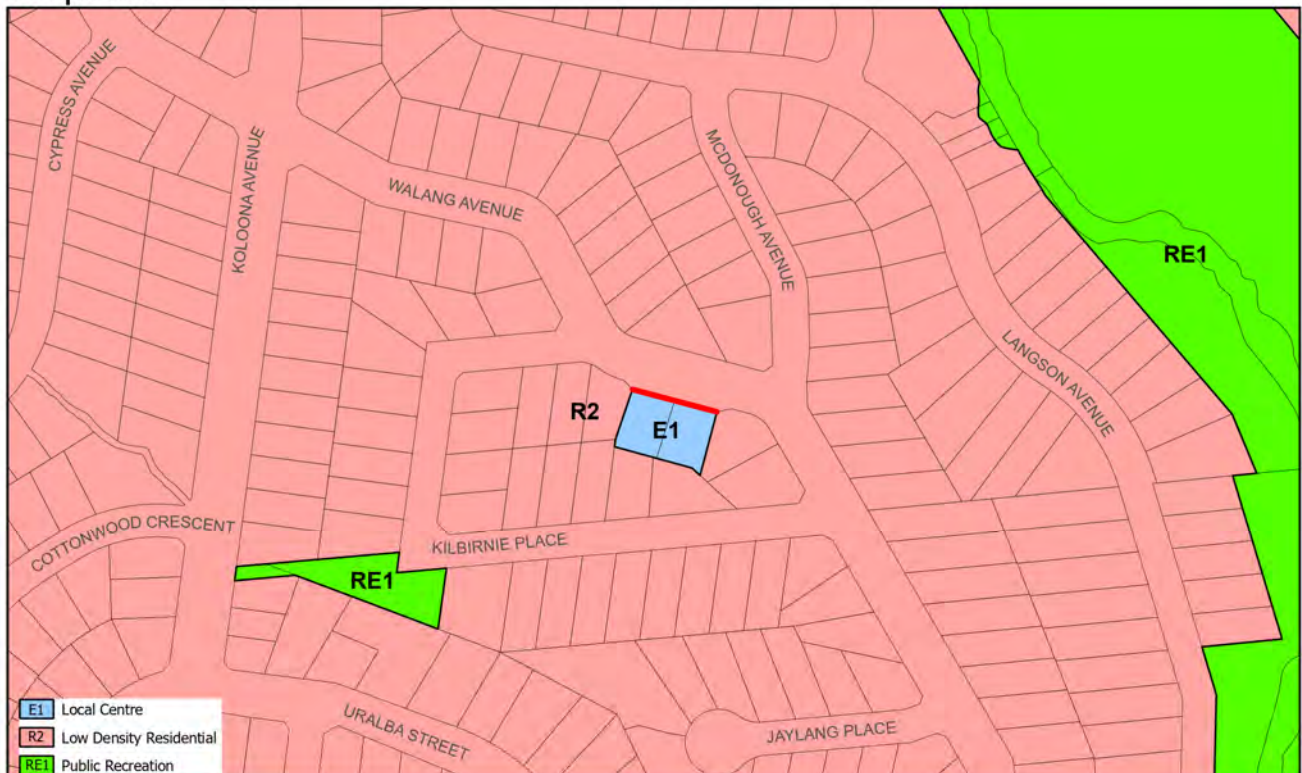
## Proposed



## Existing

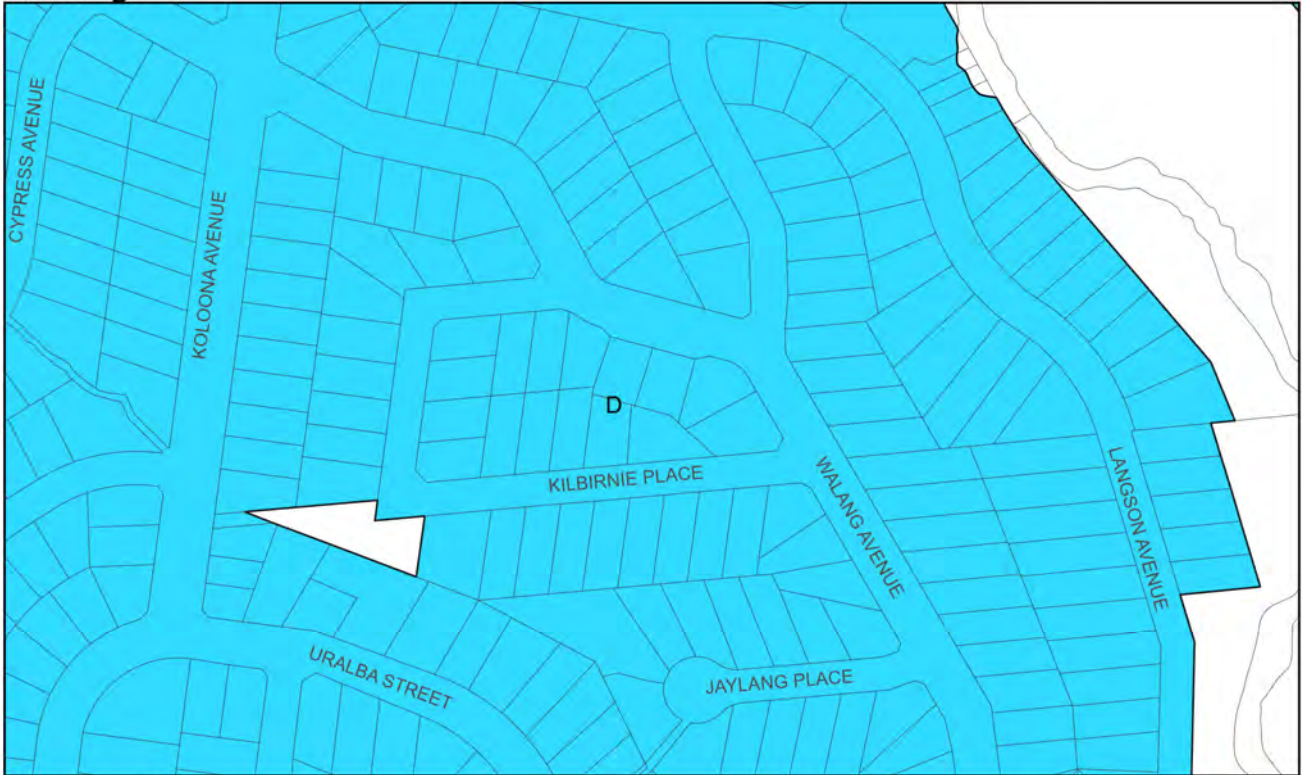


## Proposed

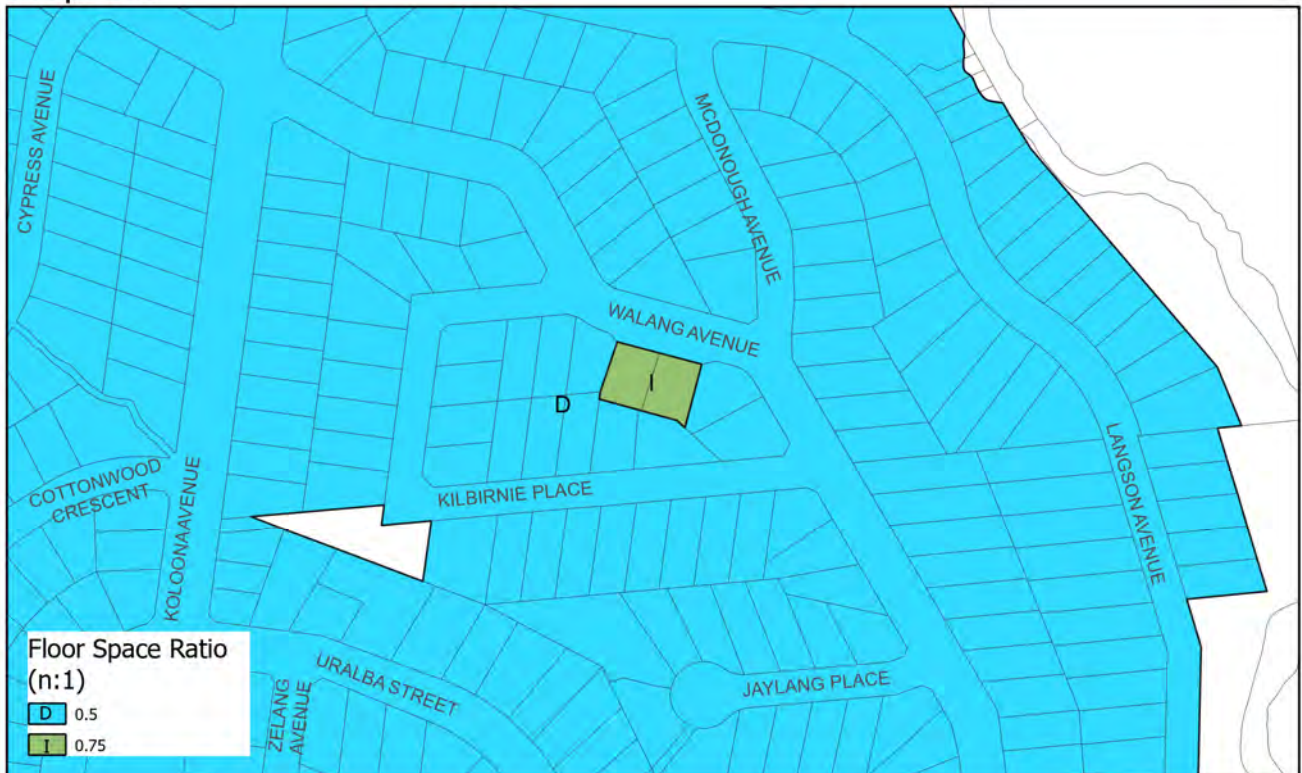




## Existing



## Proposed



## Existing



## Proposed

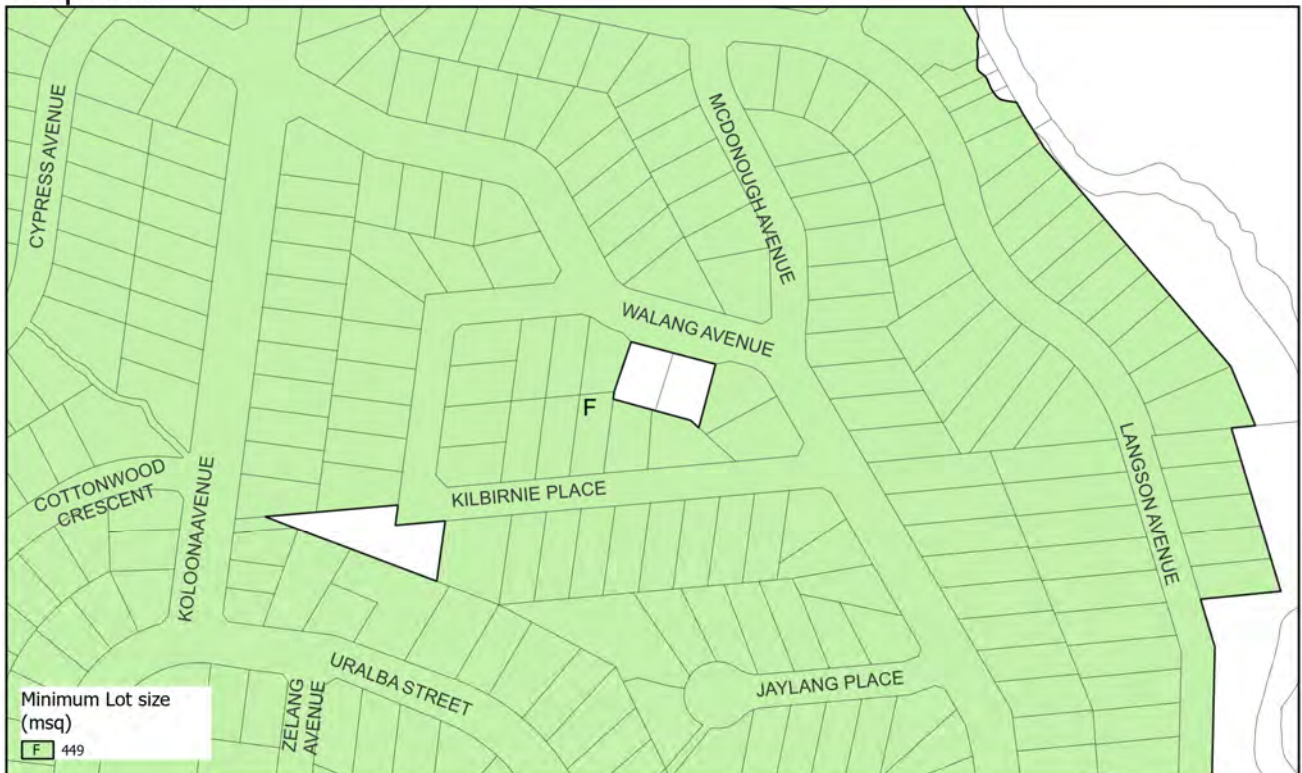




## Existing

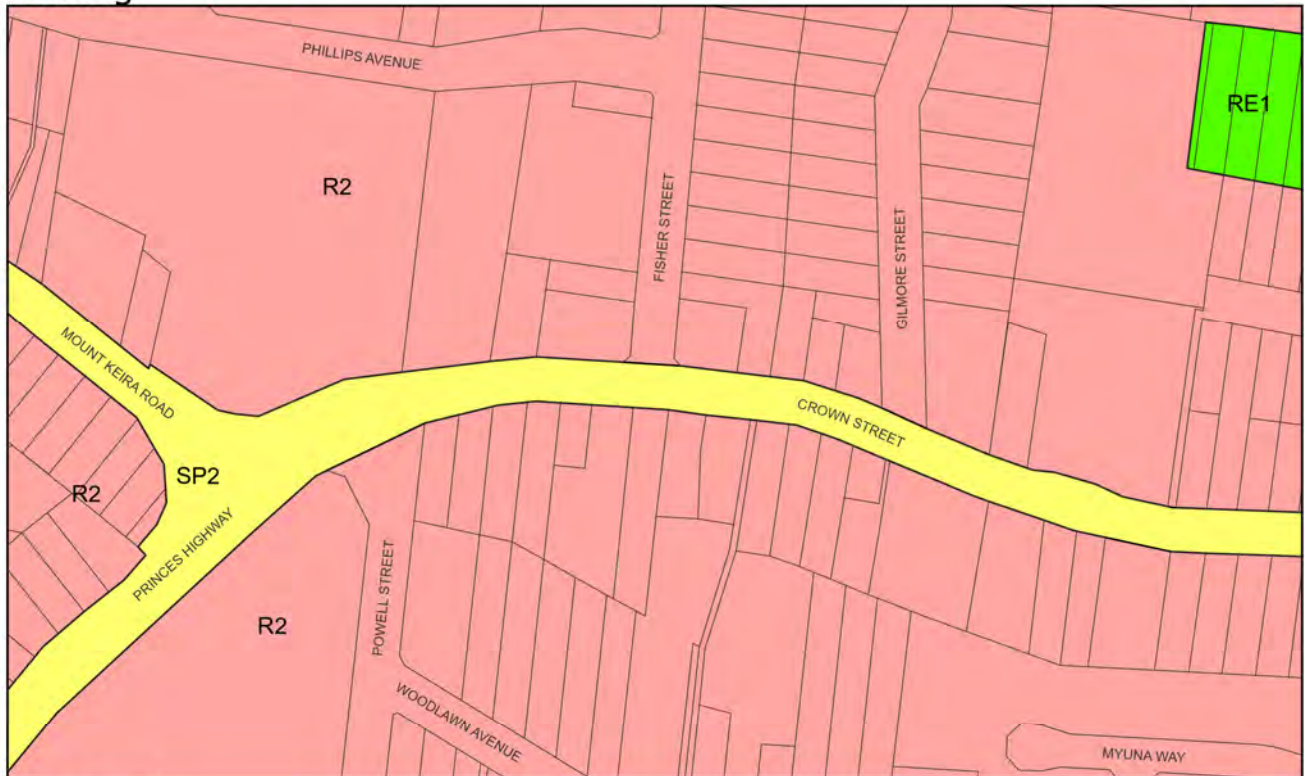


## Proposed

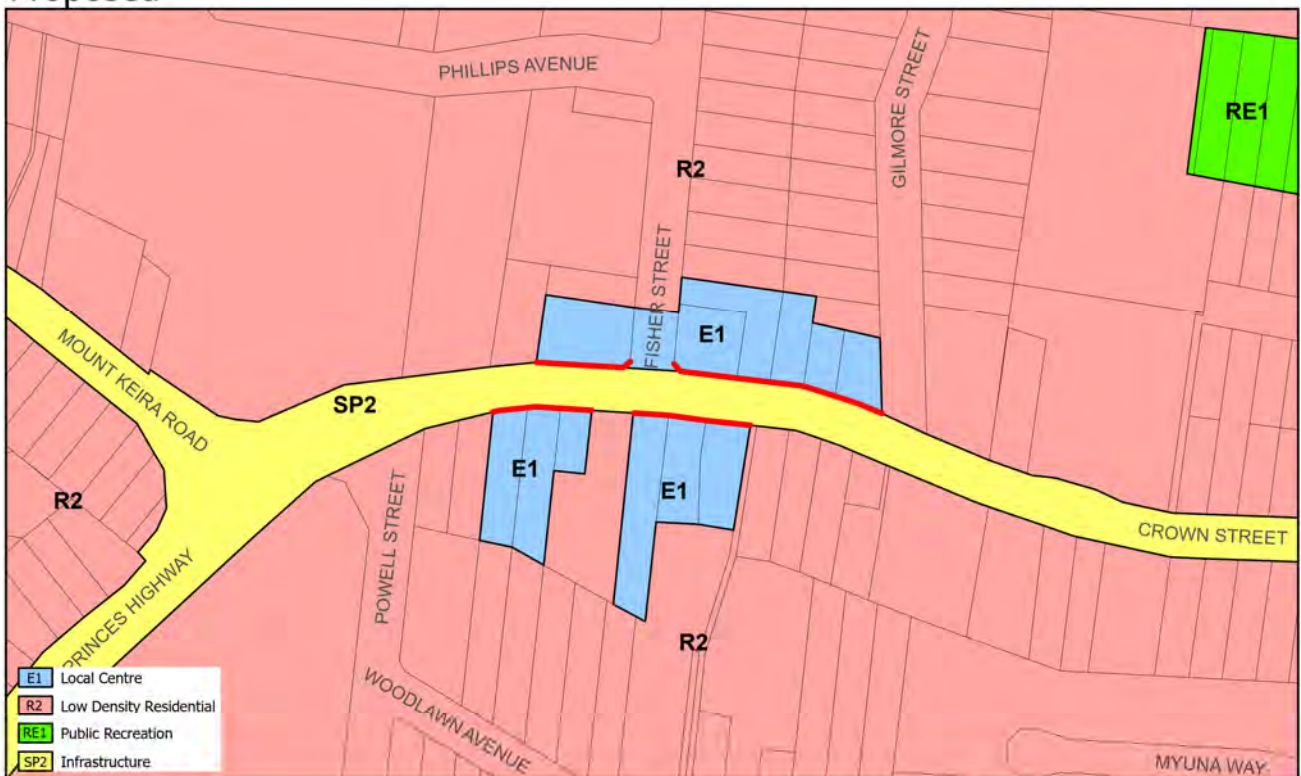




## Existing



## Proposed





## Existing



## Proposed



Floor Space Ratio  
(n:1)

**D** 0.5  
**I** 0.75



## Existing



## Proposed





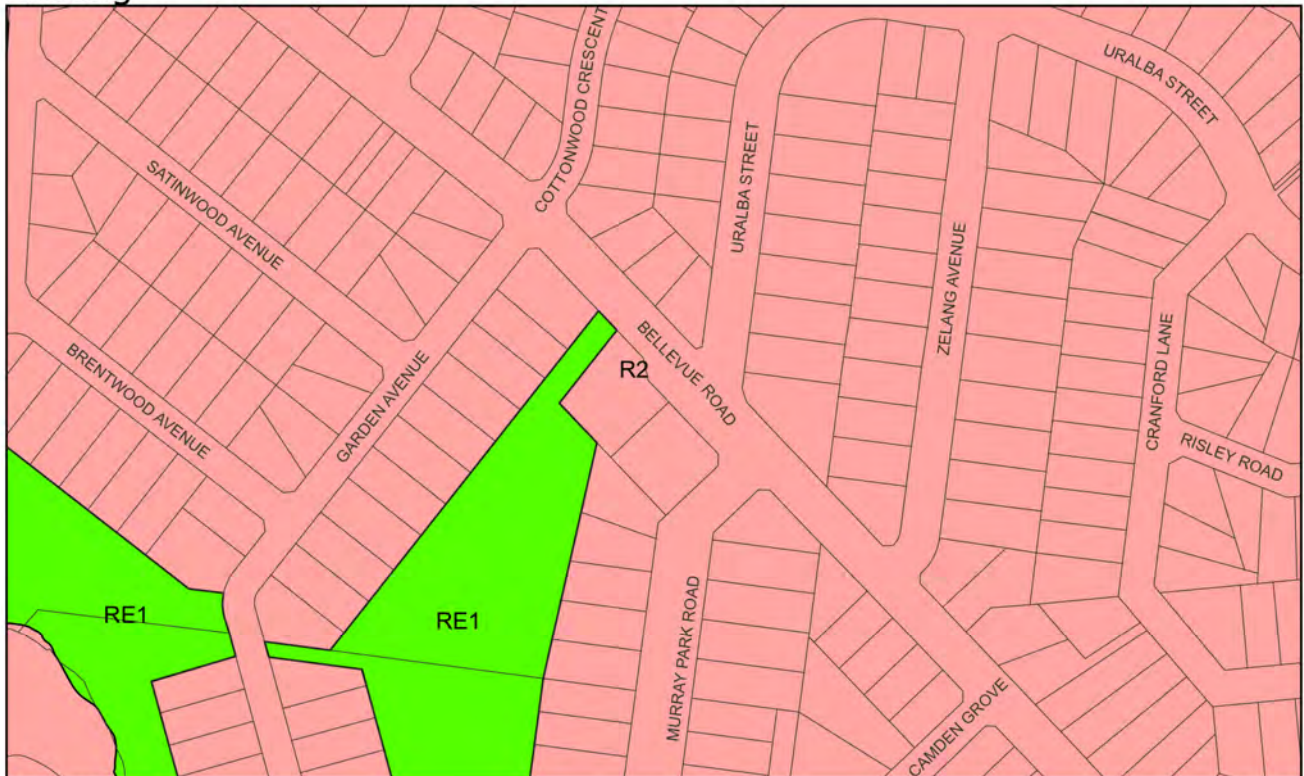
## Existing



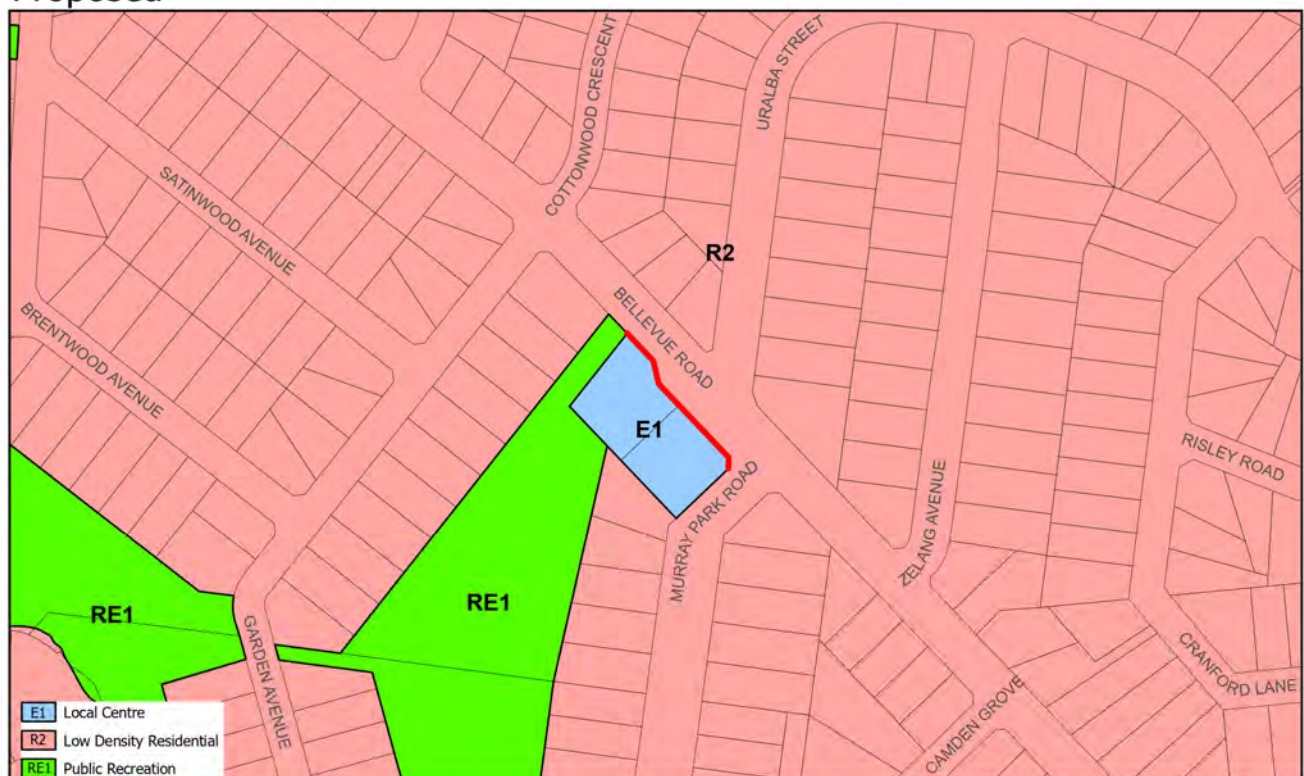
## Proposed



## Existing



## Proposed

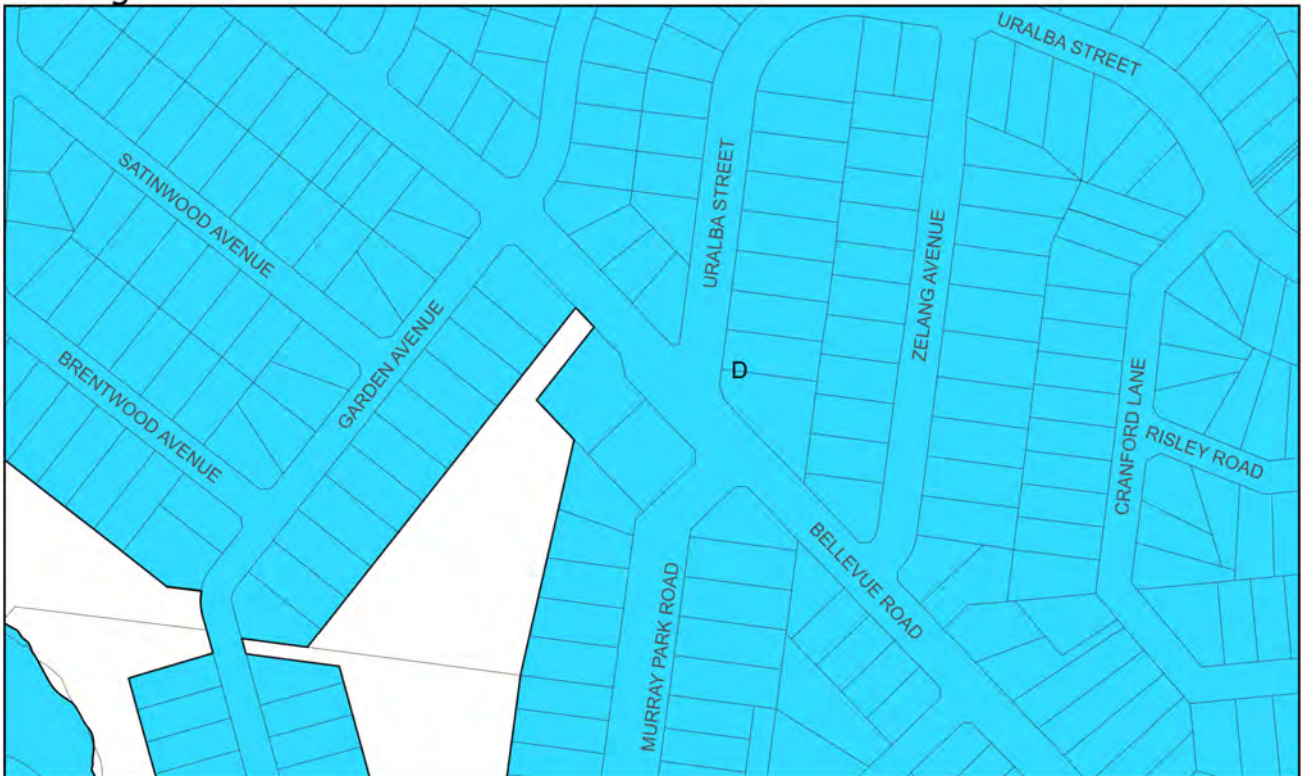


- E1 Local Centre
- R2 Low Density Residential
- RE1 Public Recreation

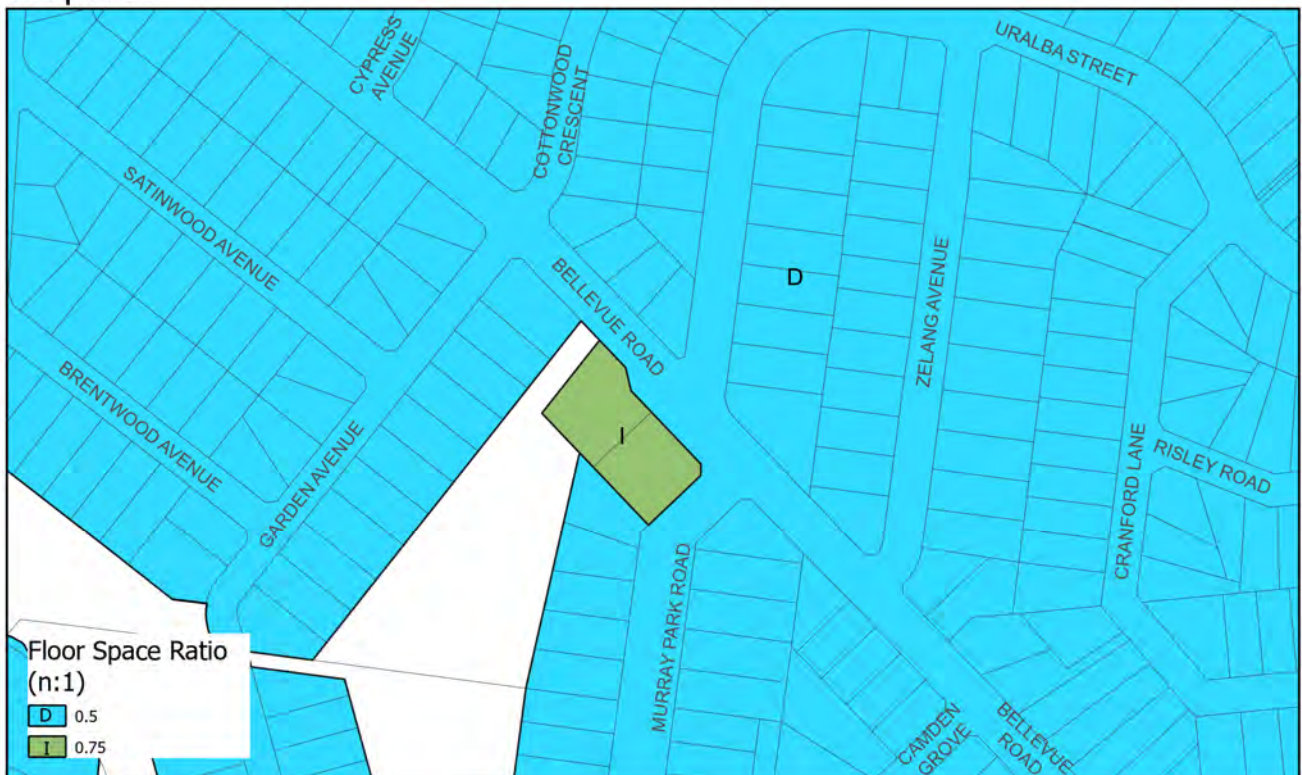




## Existing



## Proposed

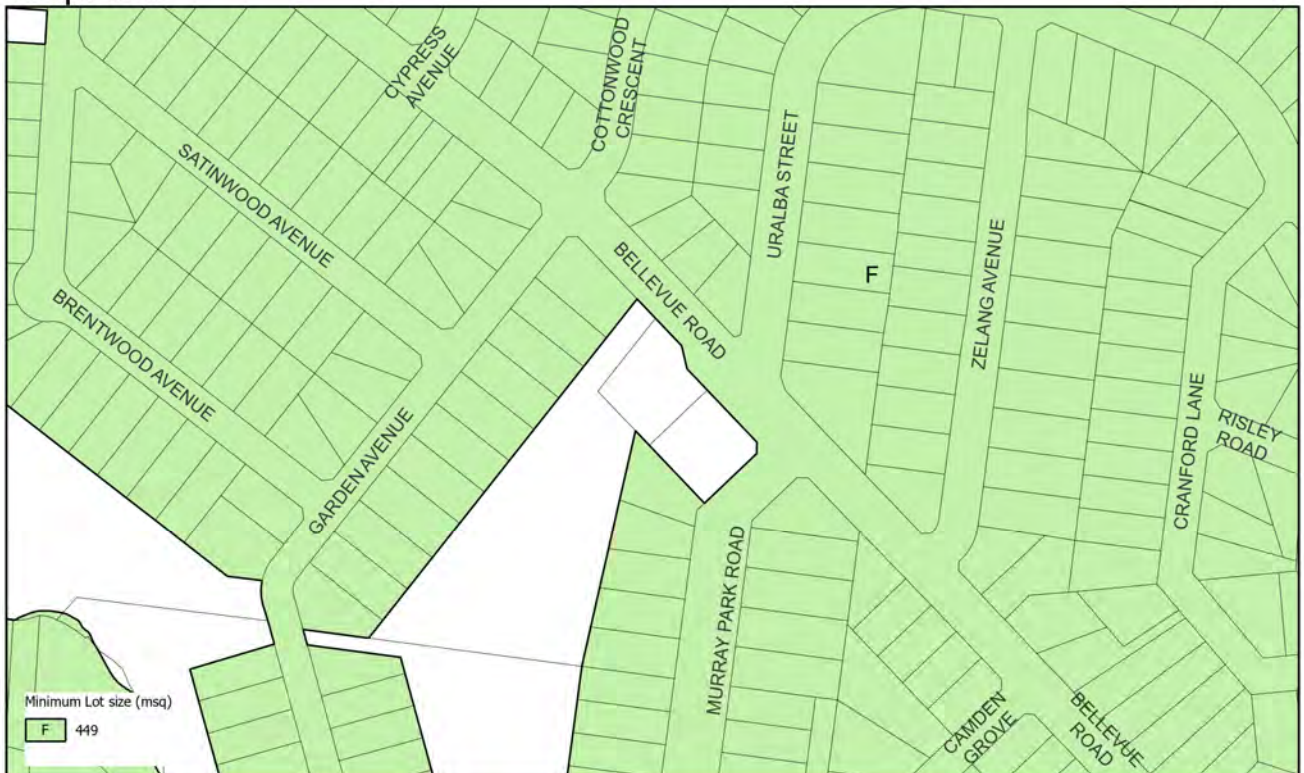




## Existing



## Proposed





## Existing



## Proposed



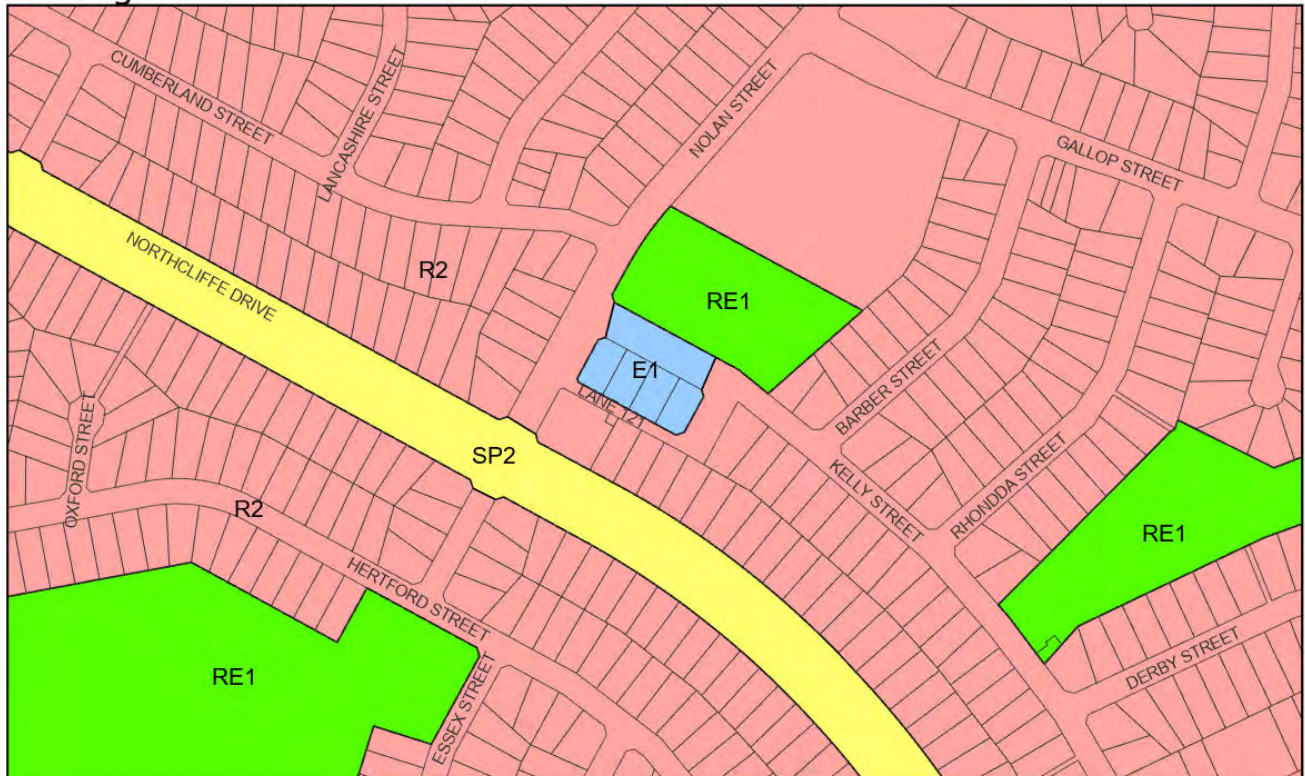
Key Sites  
9 Area A



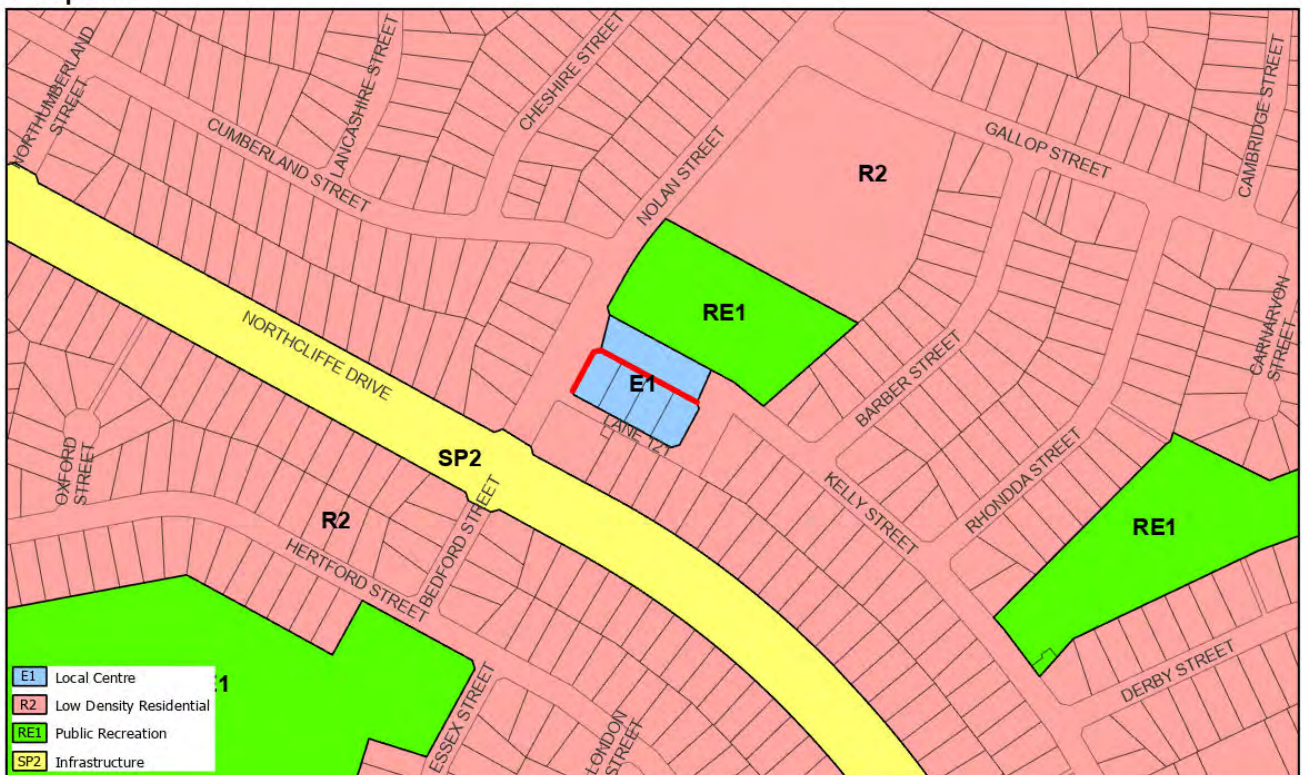
# WARD 3



## Existing

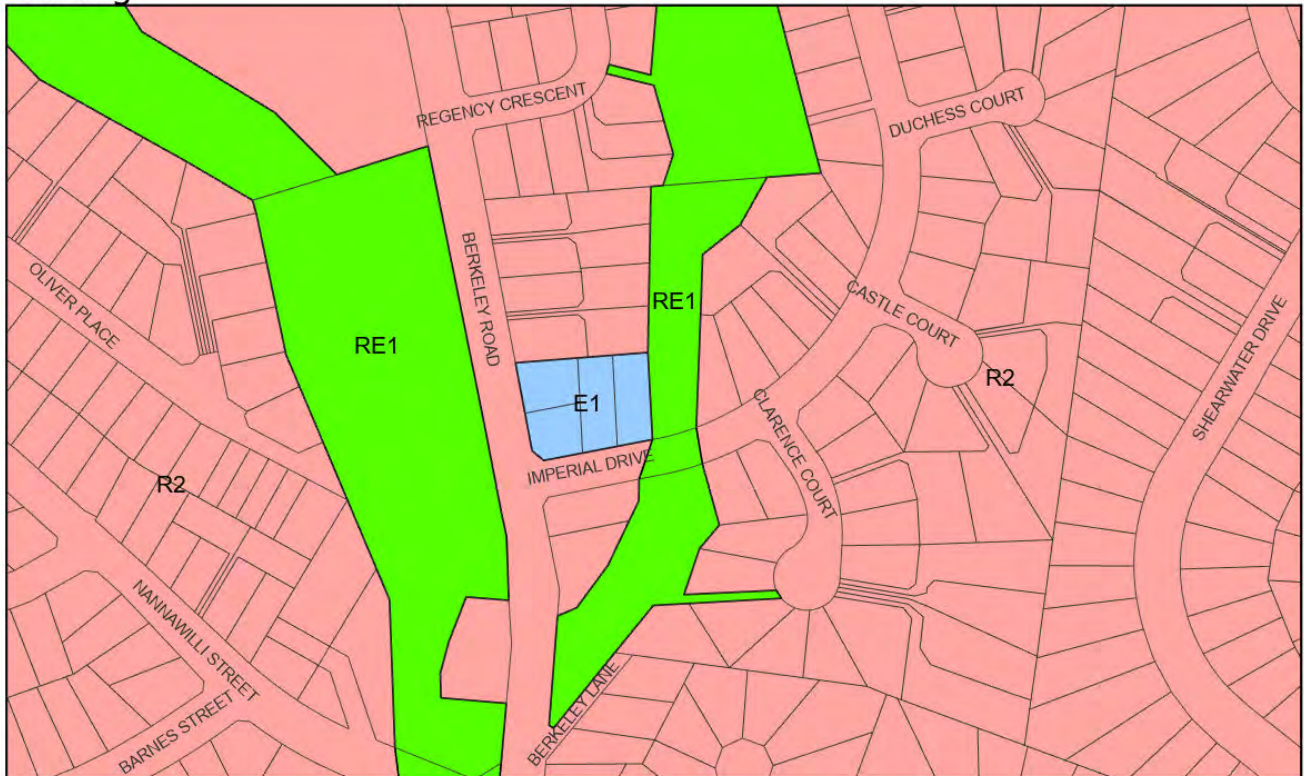


## Proposed

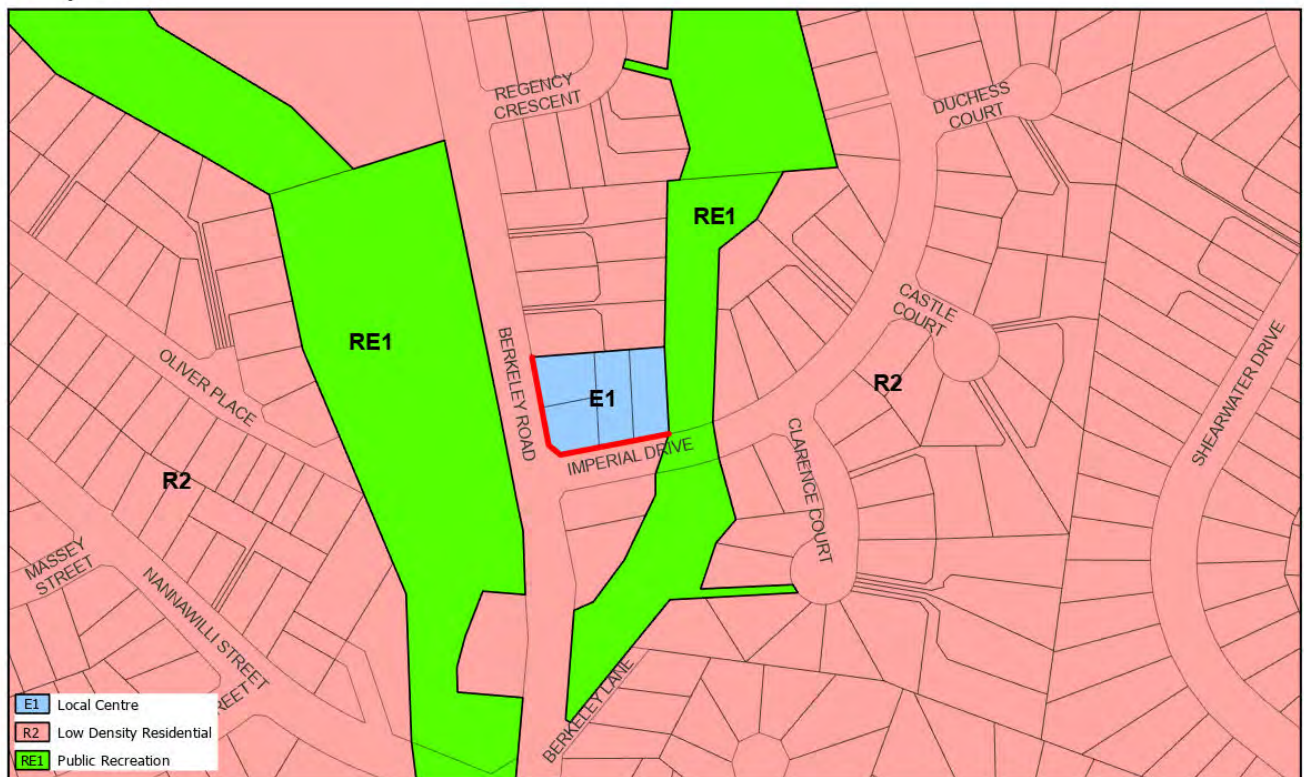




## Existing

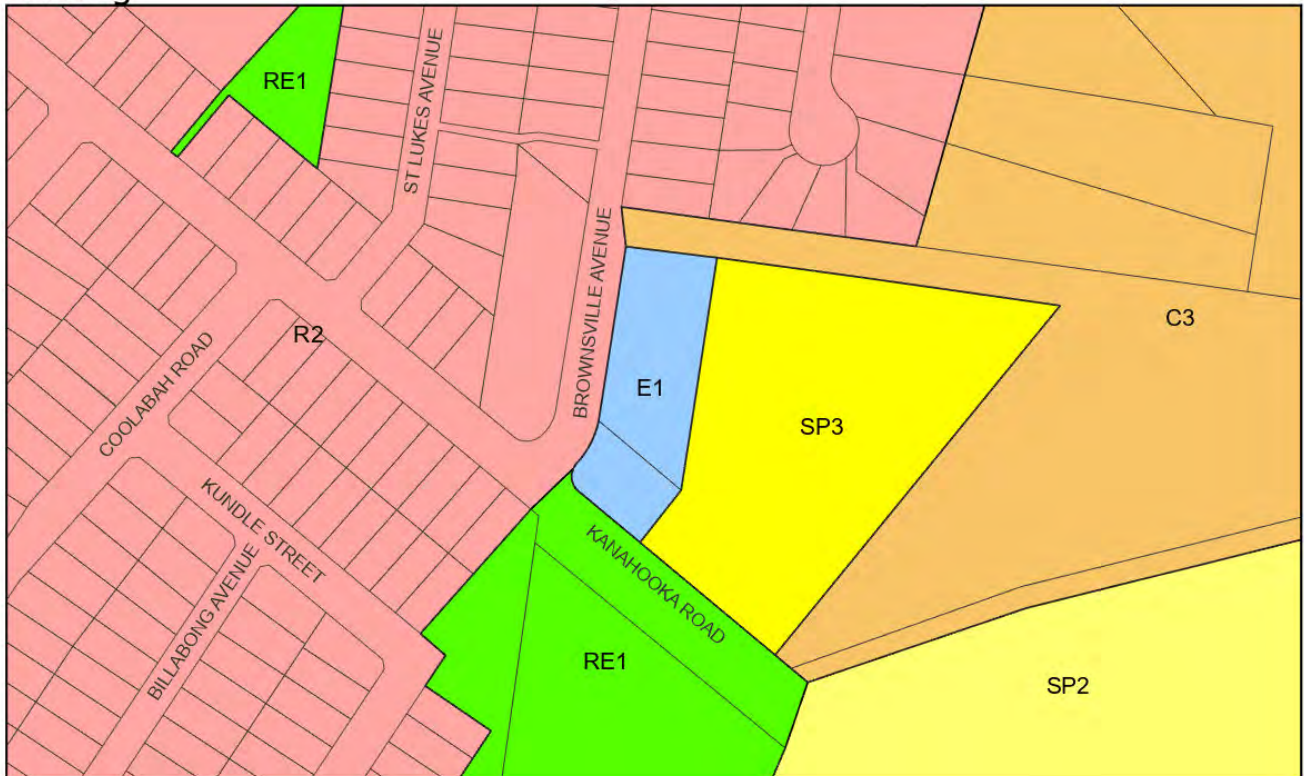


## Proposed

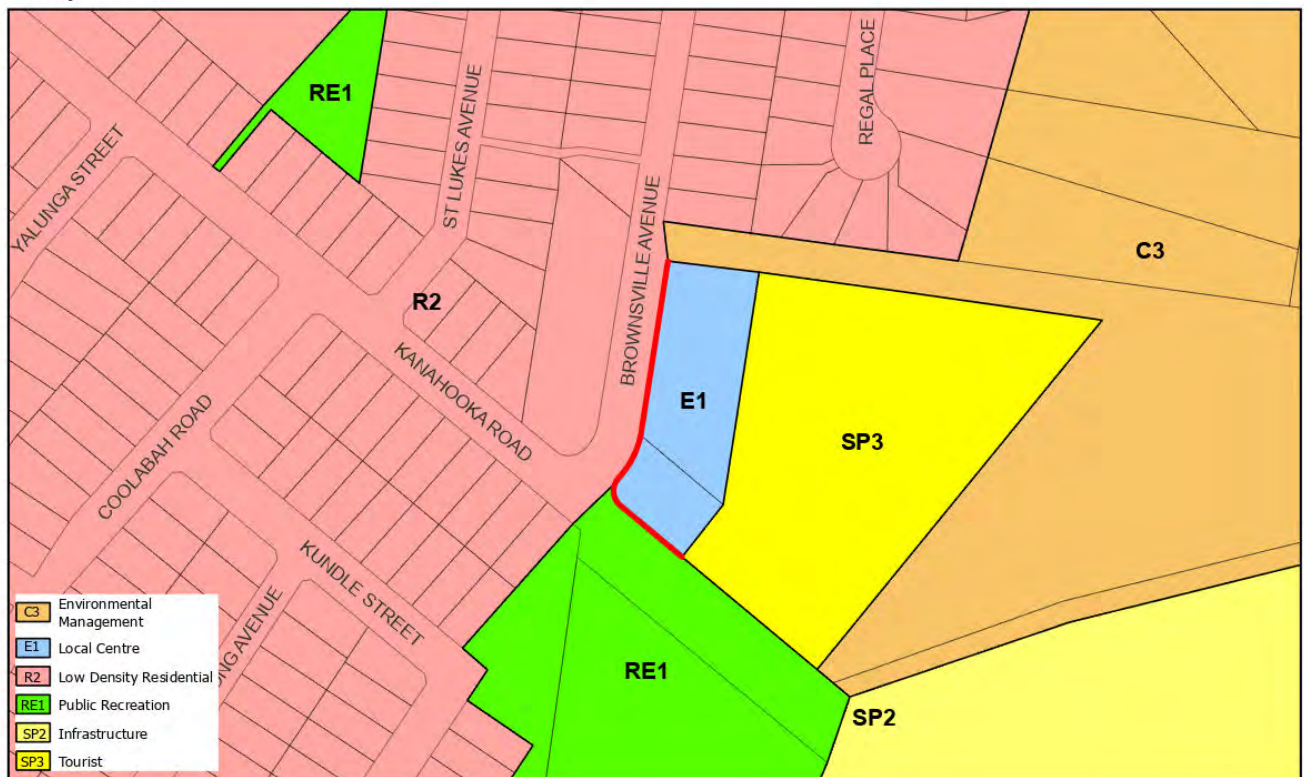




## Existing



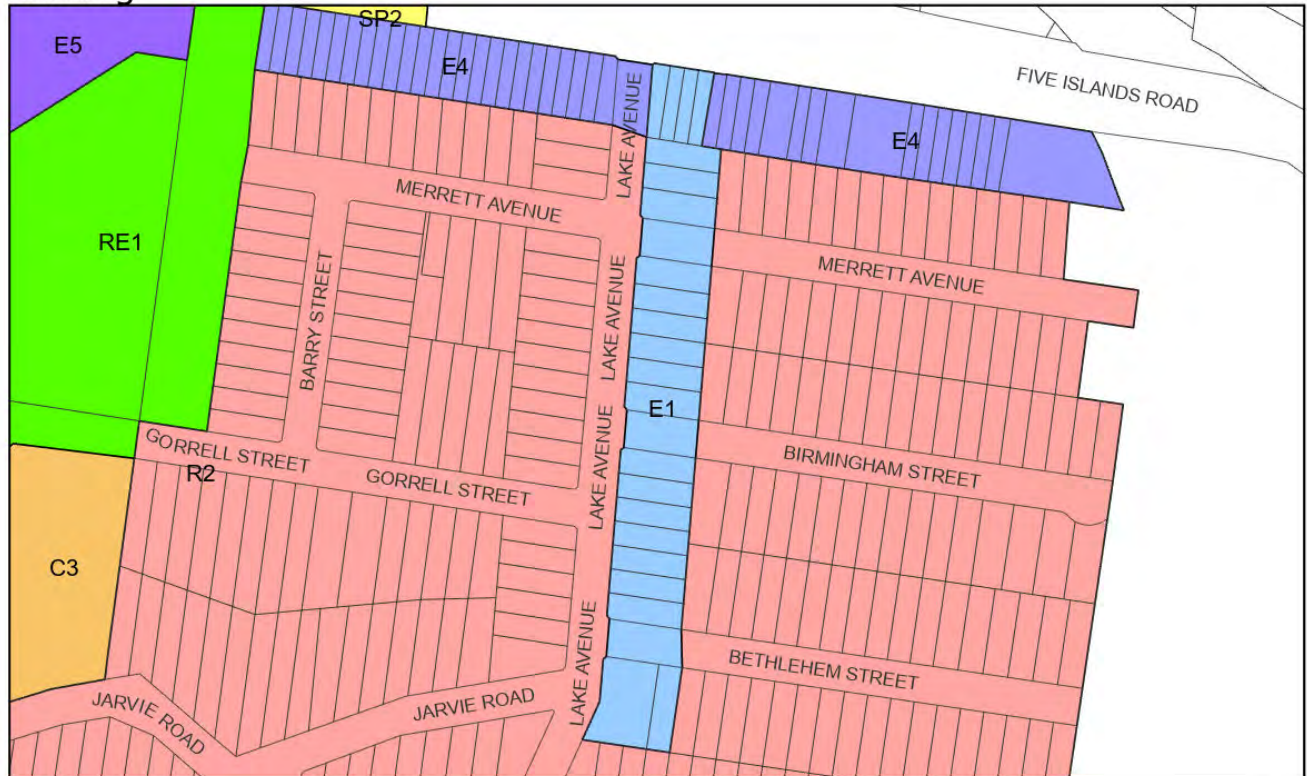
## Proposed



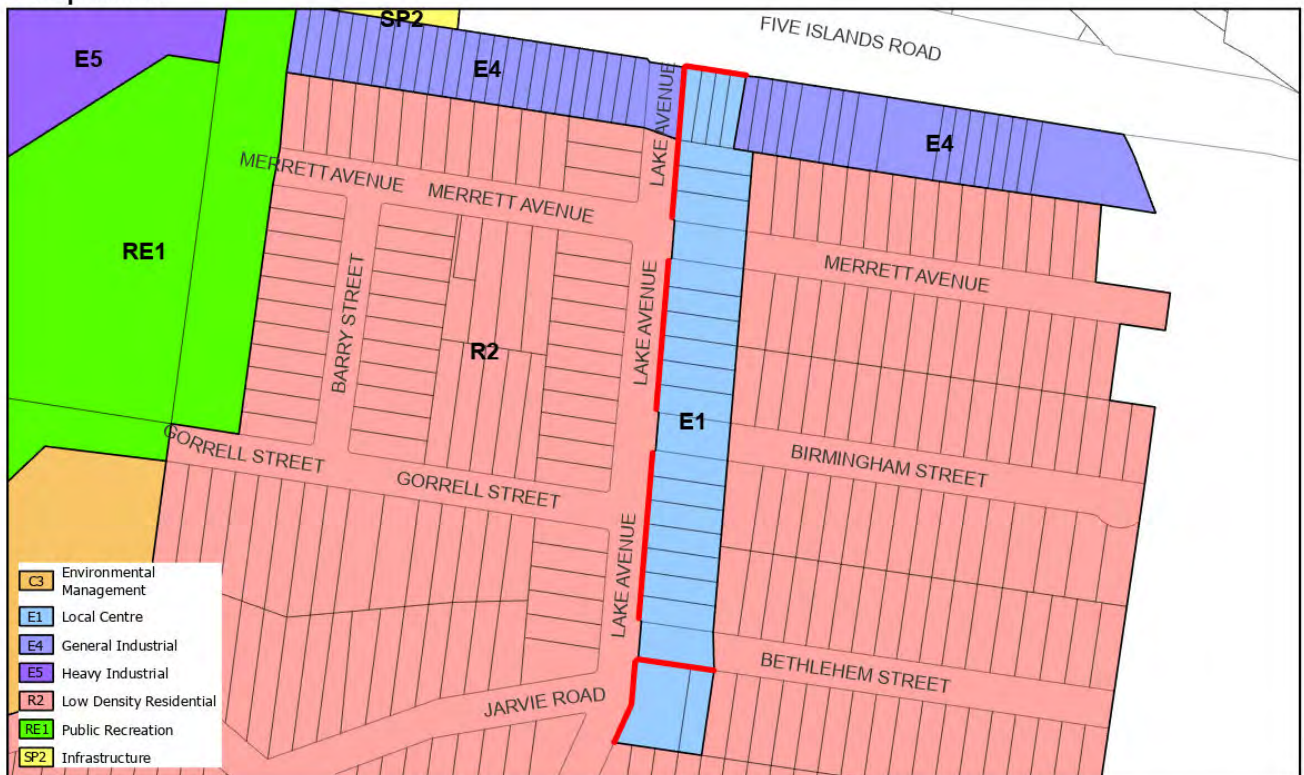
- C3 Environmental Management
- E1 Local Centre
- R2 Low Density Residential
- RE1 Public Recreation
- SP2 Infrastructure
- SP3 Tourist



## Existing



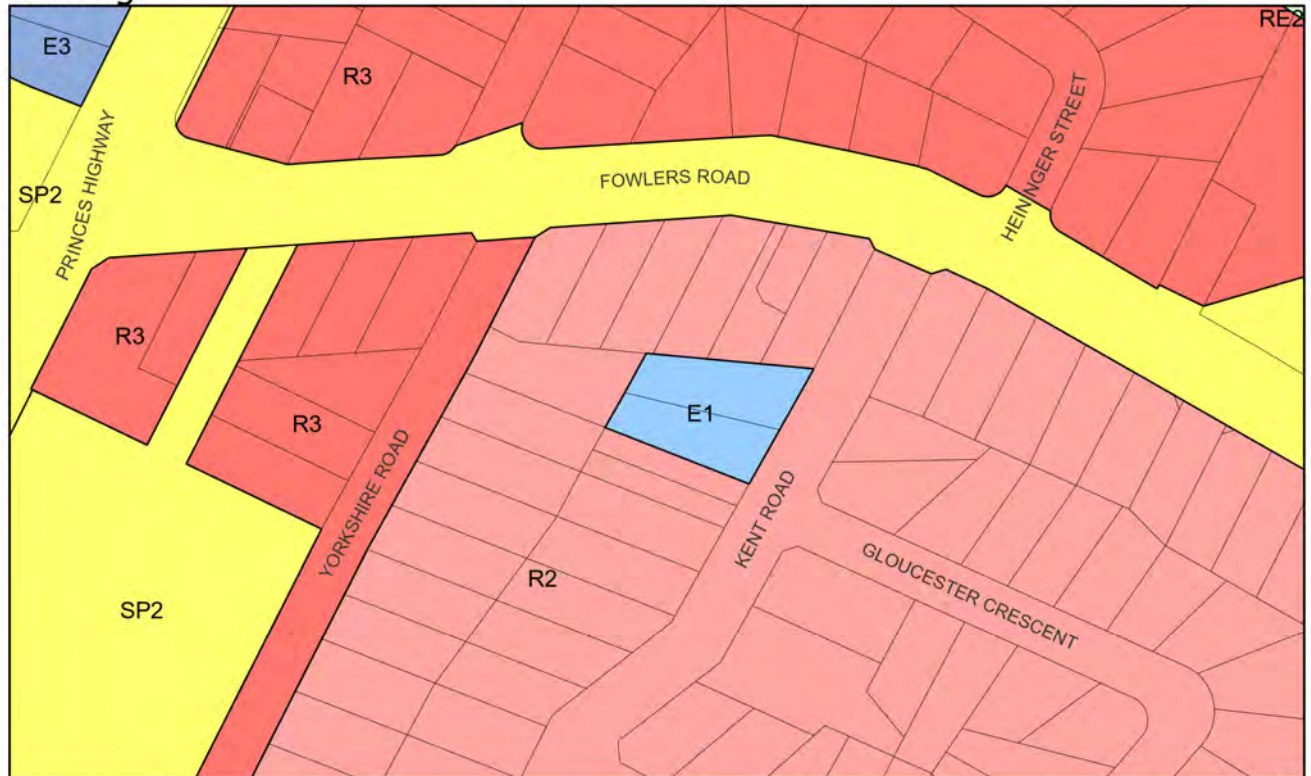
## Proposed



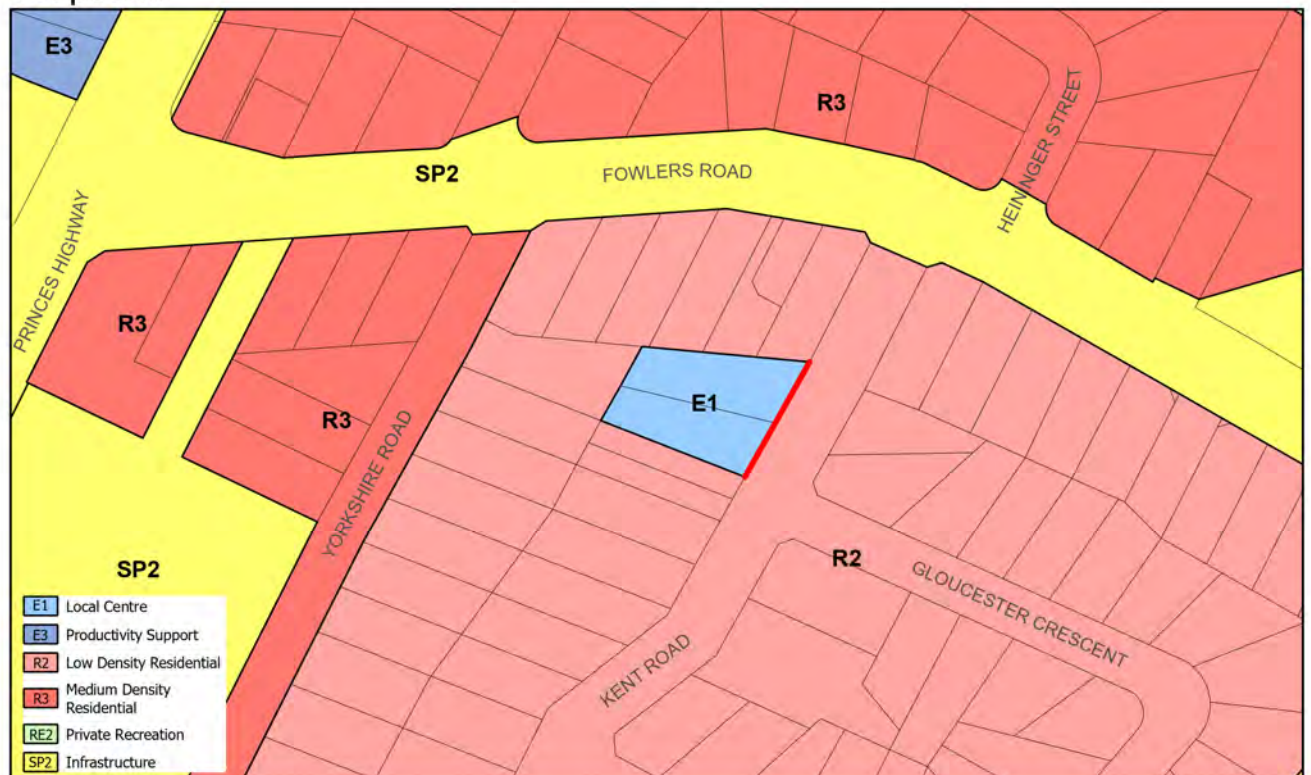
- C3 Environmental Management
- E1 Local Centre
- E4 General Industrial
- E5 Heavy Industrial
- R2 Low Density Residential
- RE1 Public Recreation
- SP2 Infrastructure



## Existing

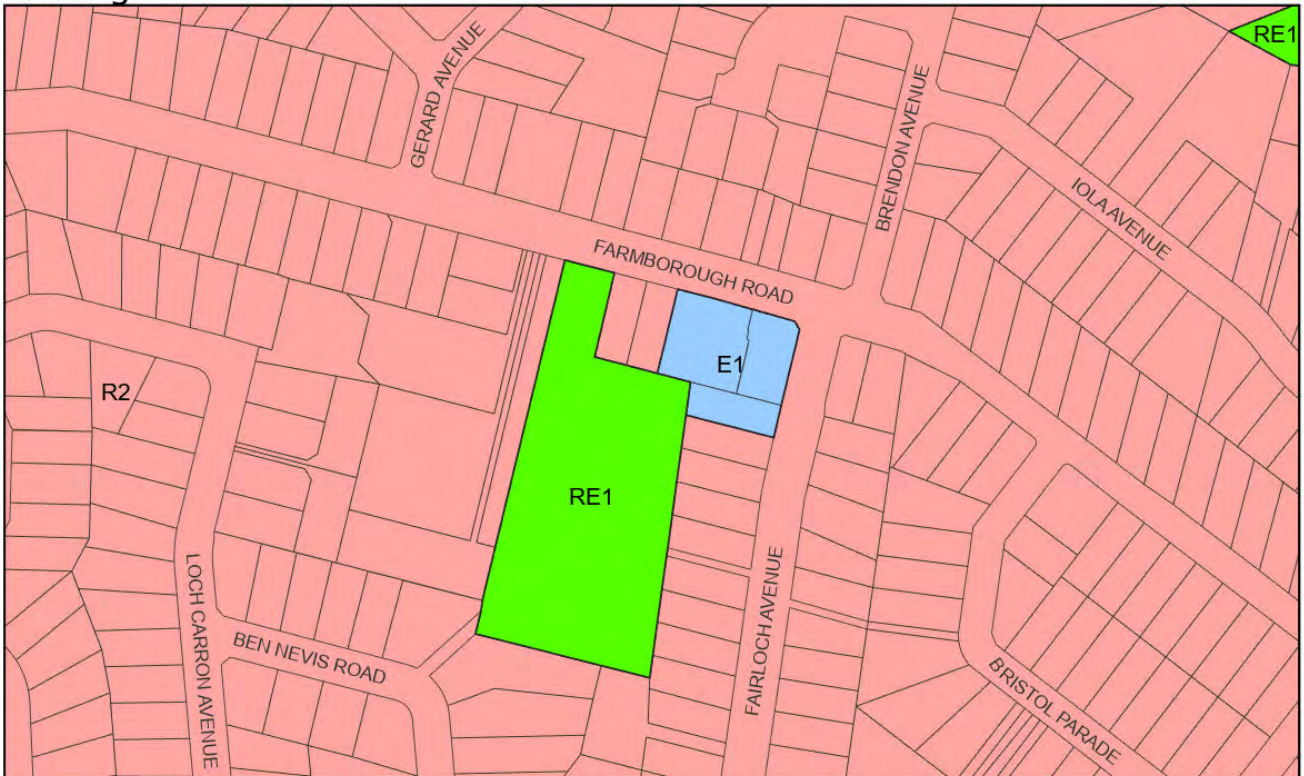


## Proposed

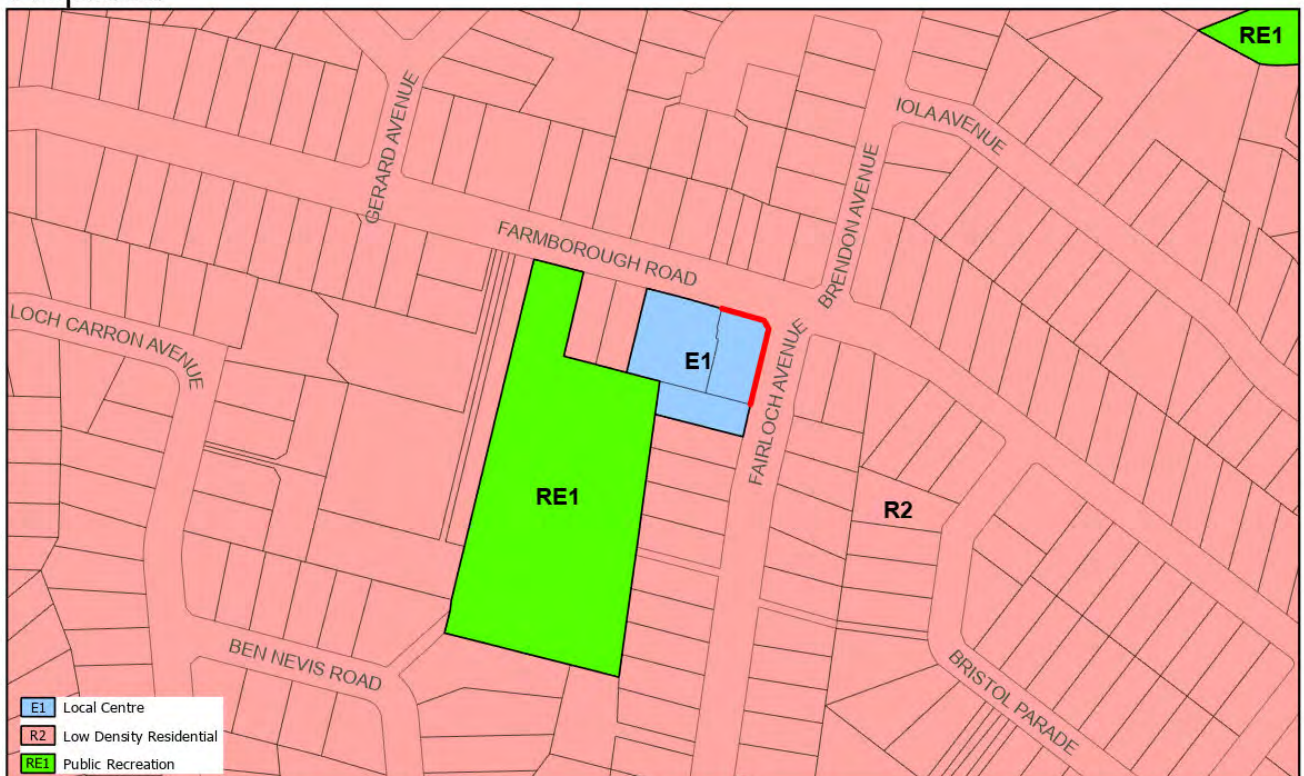




## Existing

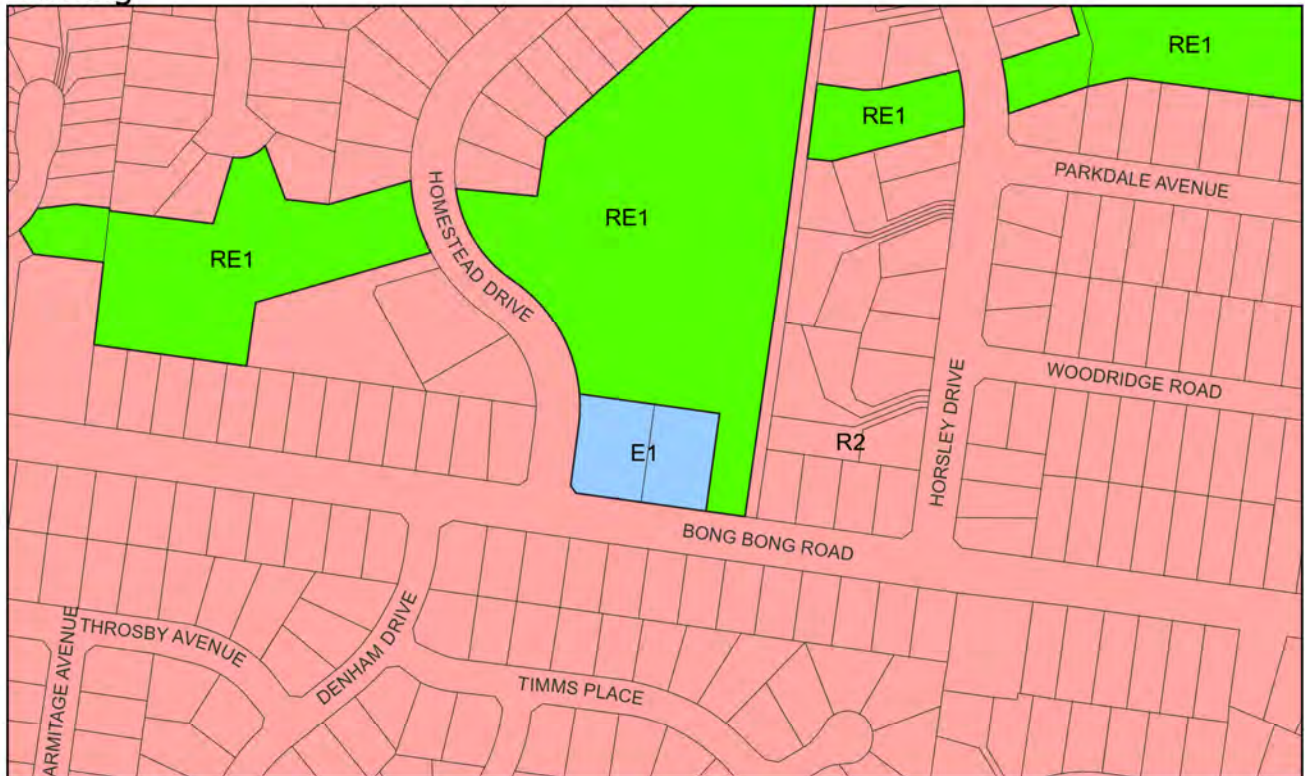


## Proposed

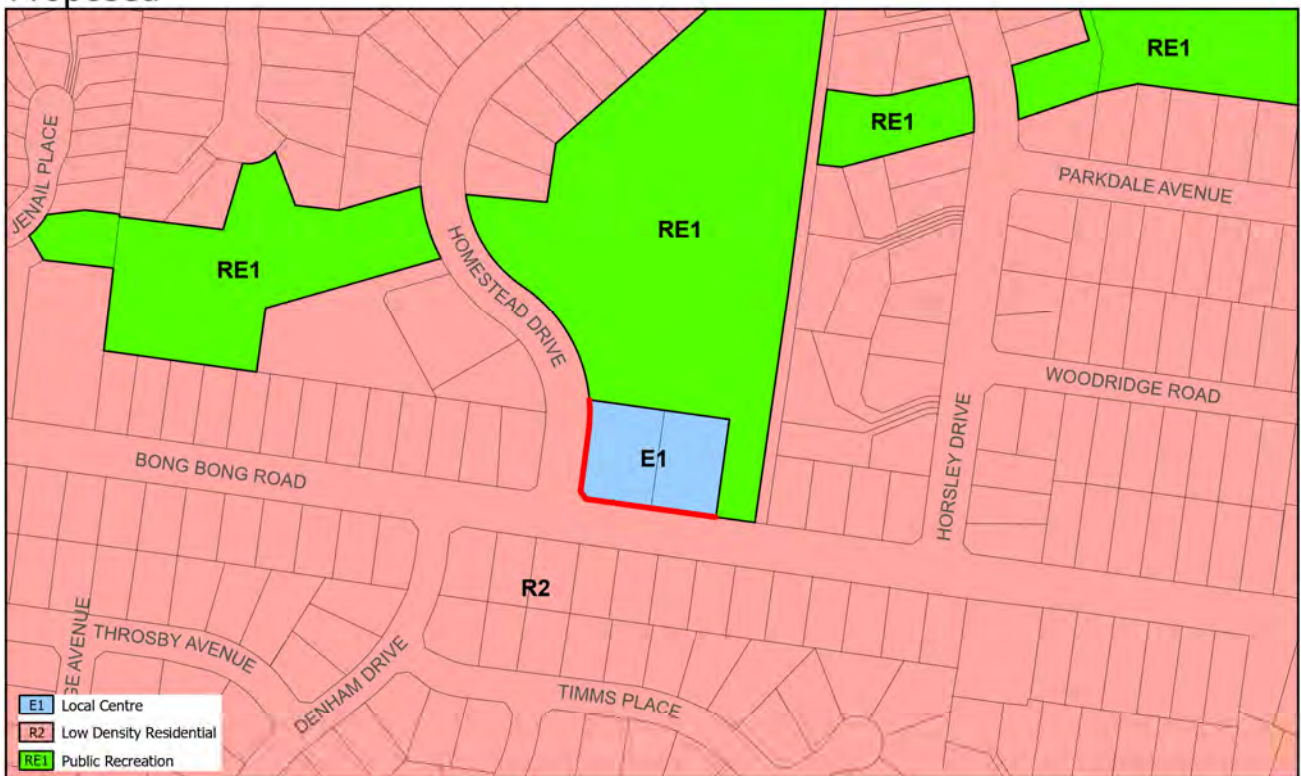




## Existing

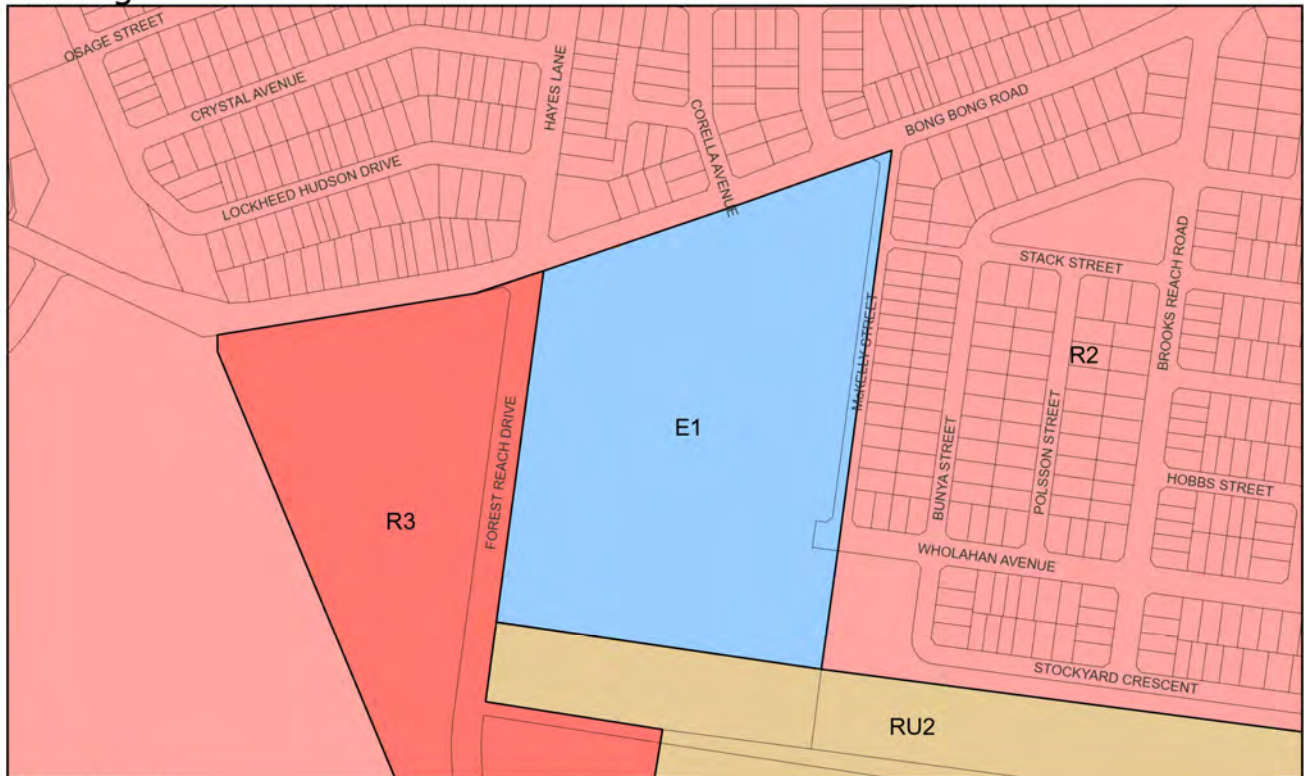


## Proposed

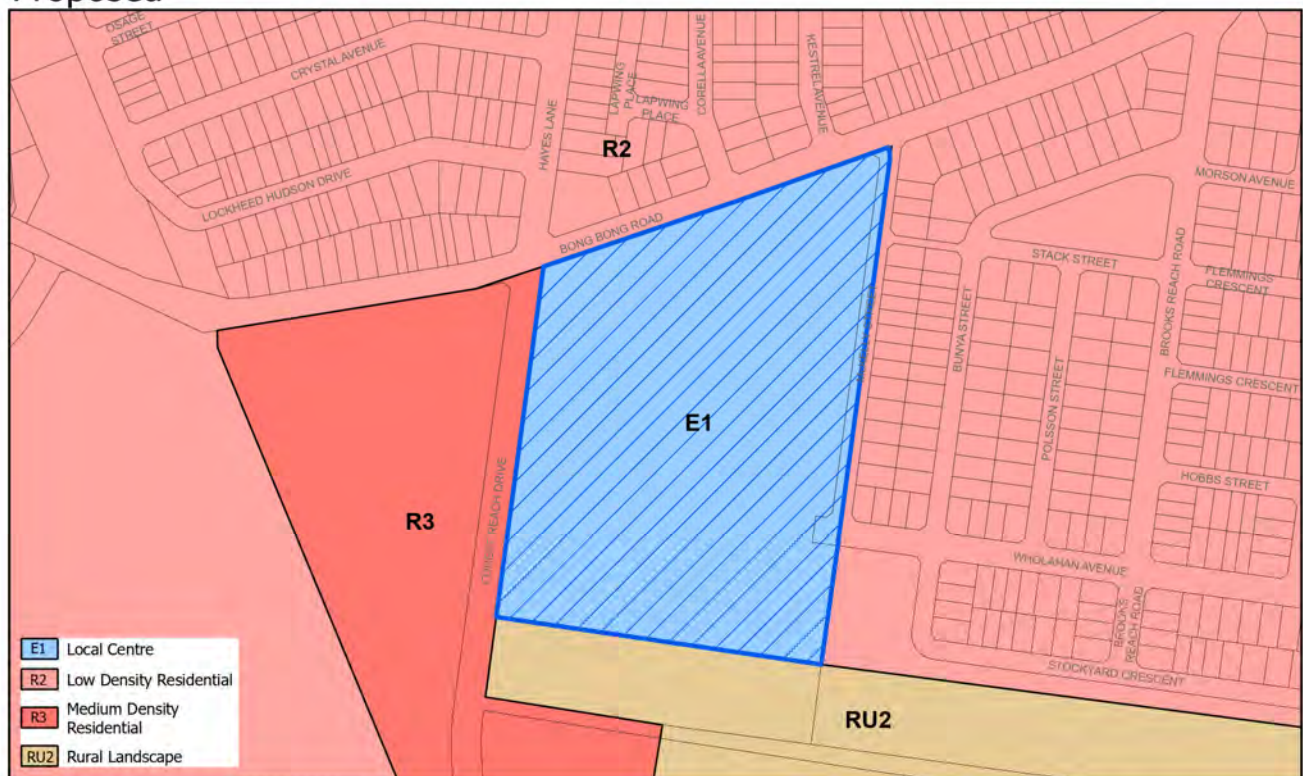




## Existing

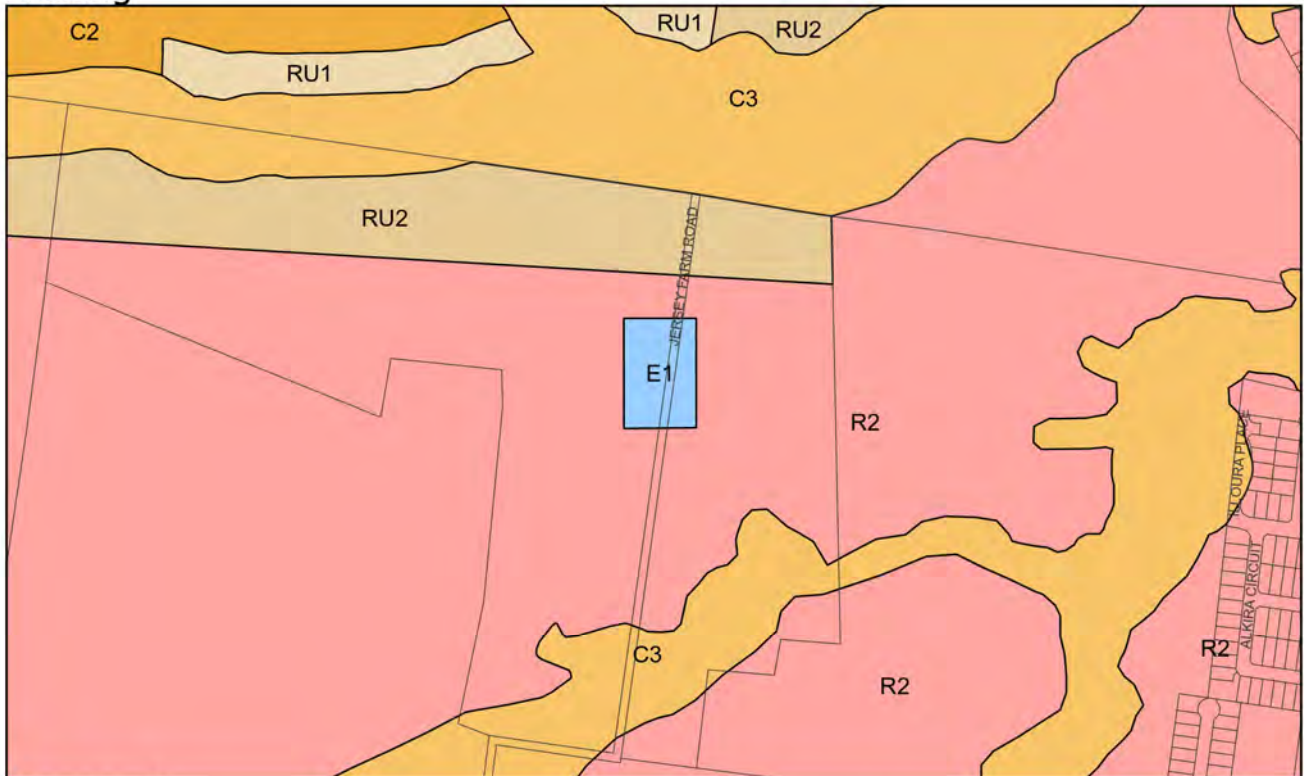


## Proposed

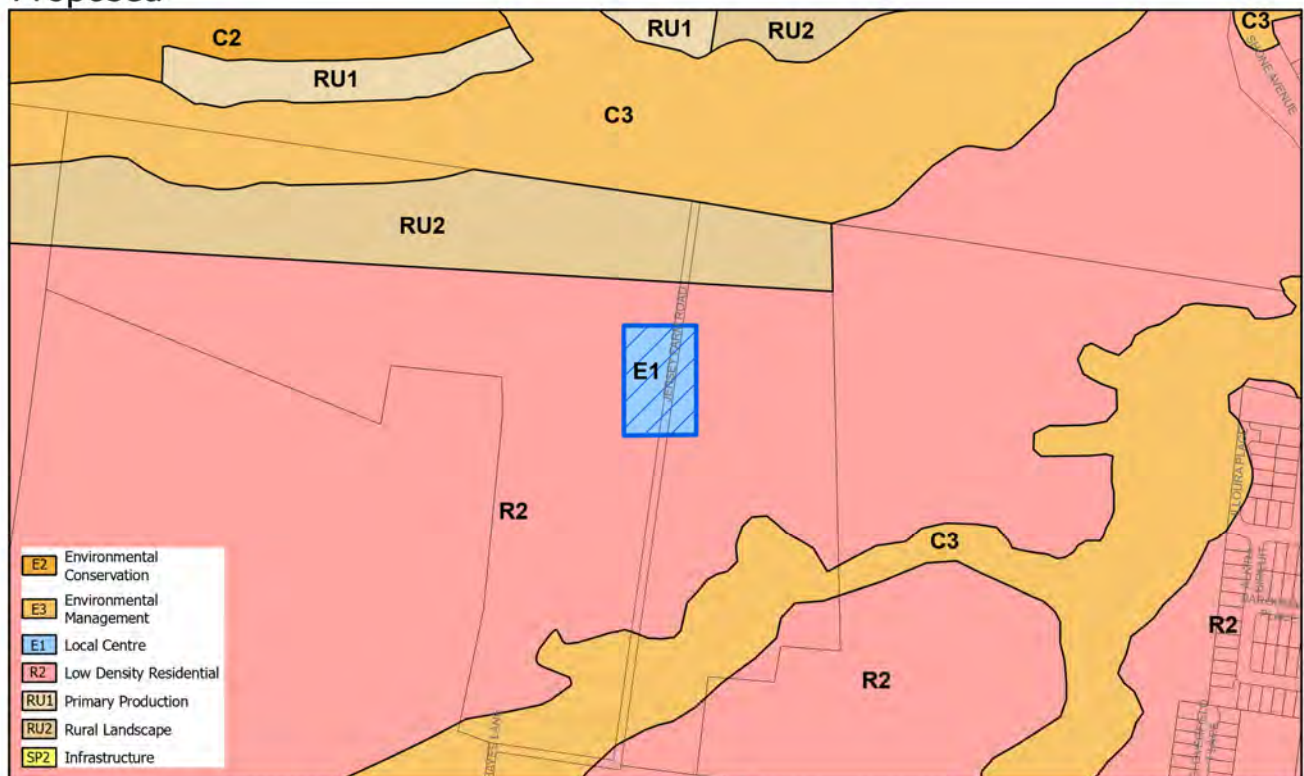




## Existing



## Proposed



- E2 Environmental Conservation
- E3 Environmental Management
- E1 Local Centre
- R2 Low Density Residential
- RU1 Primary Production
- RU2 Rural Landscape
- SP2 Infrastructure



## Existing

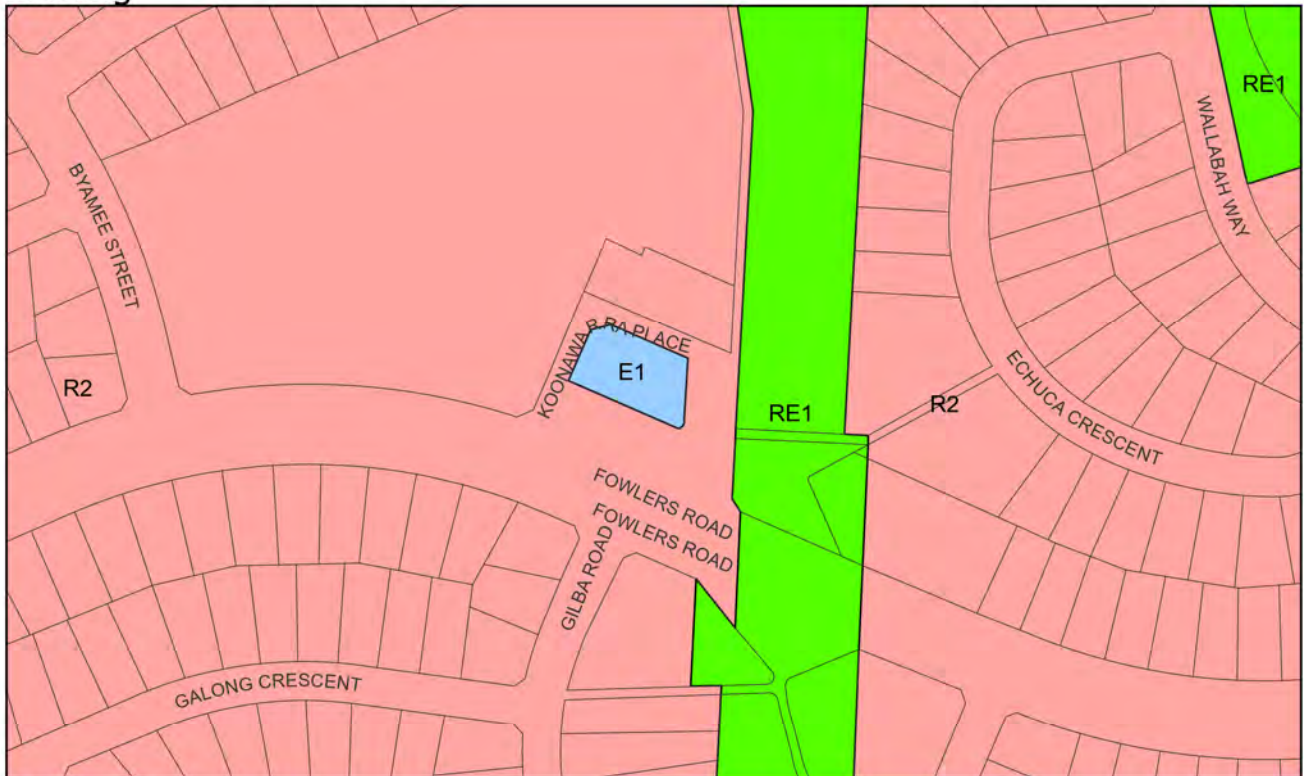


## Proposed

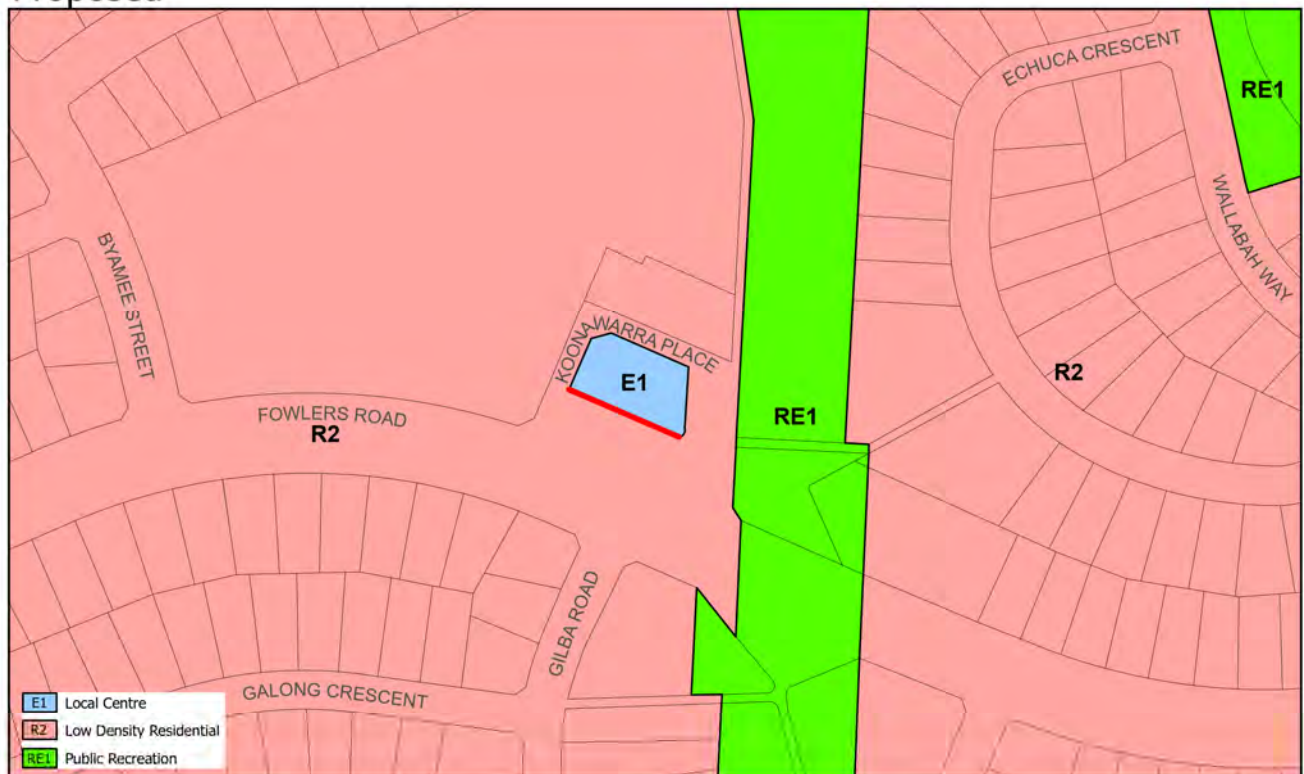




## Existing



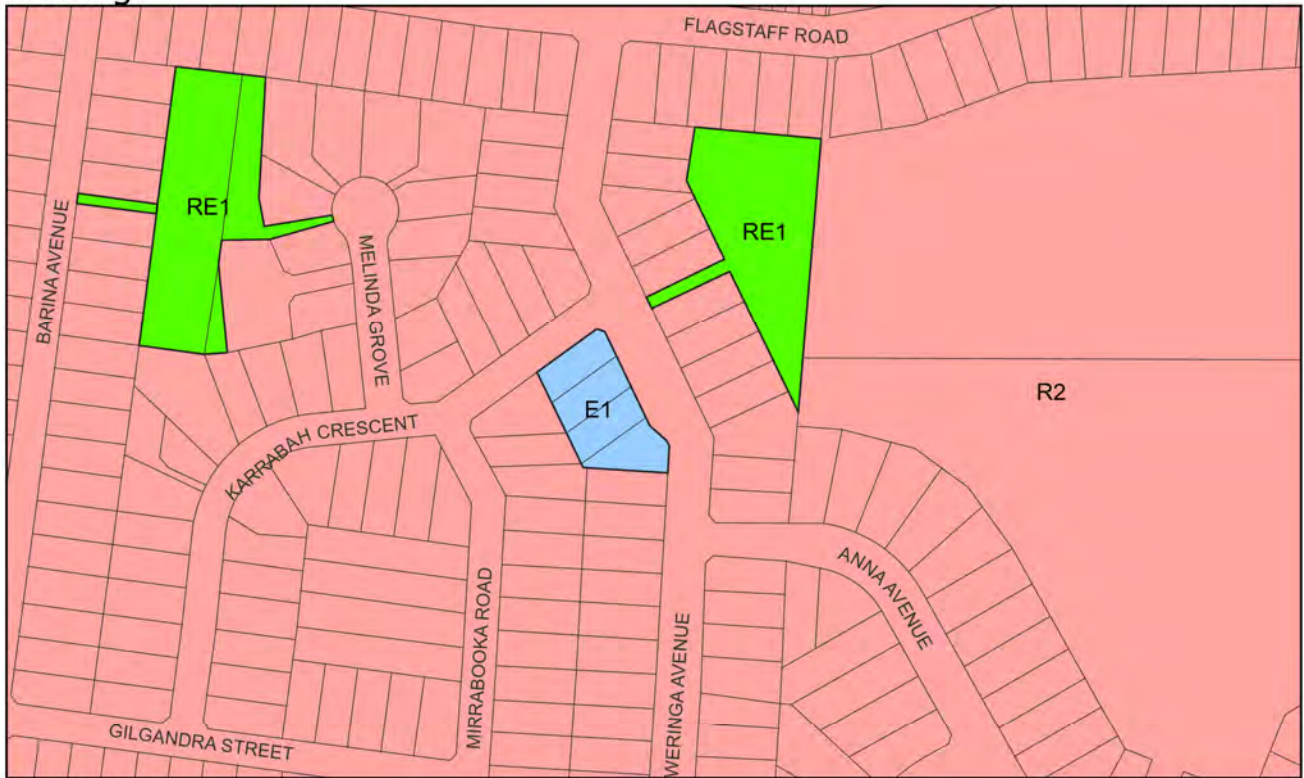
## Proposed



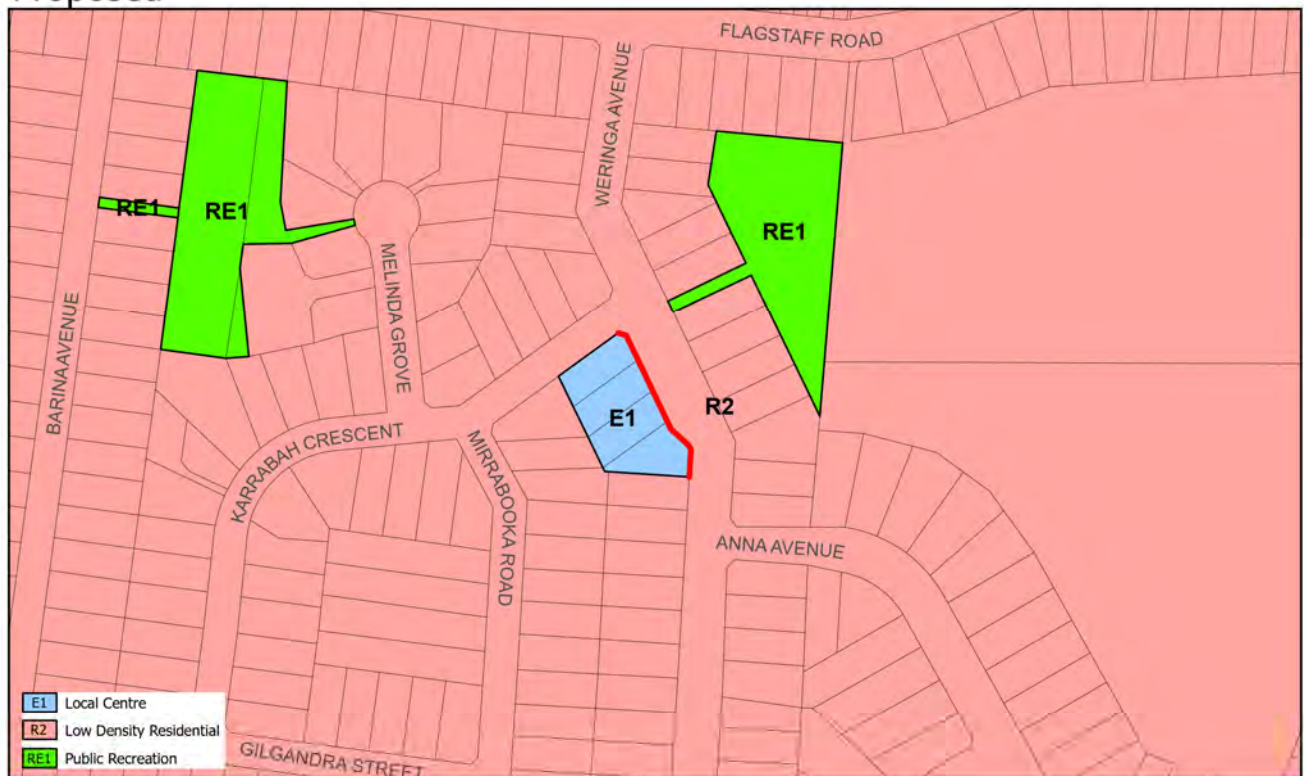
- E1 Local Centre
- R2 Low Density Residential
- RE1 Public Recreation



## Existing

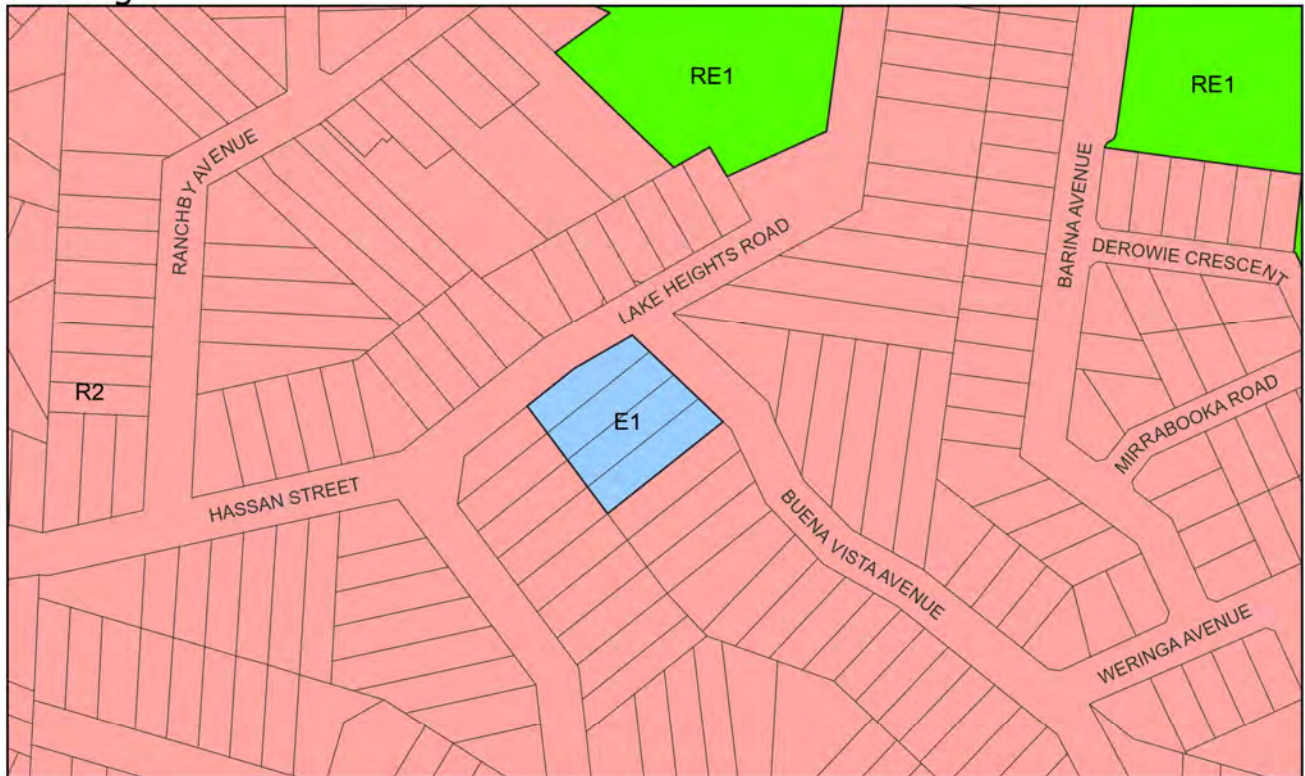


## Proposed

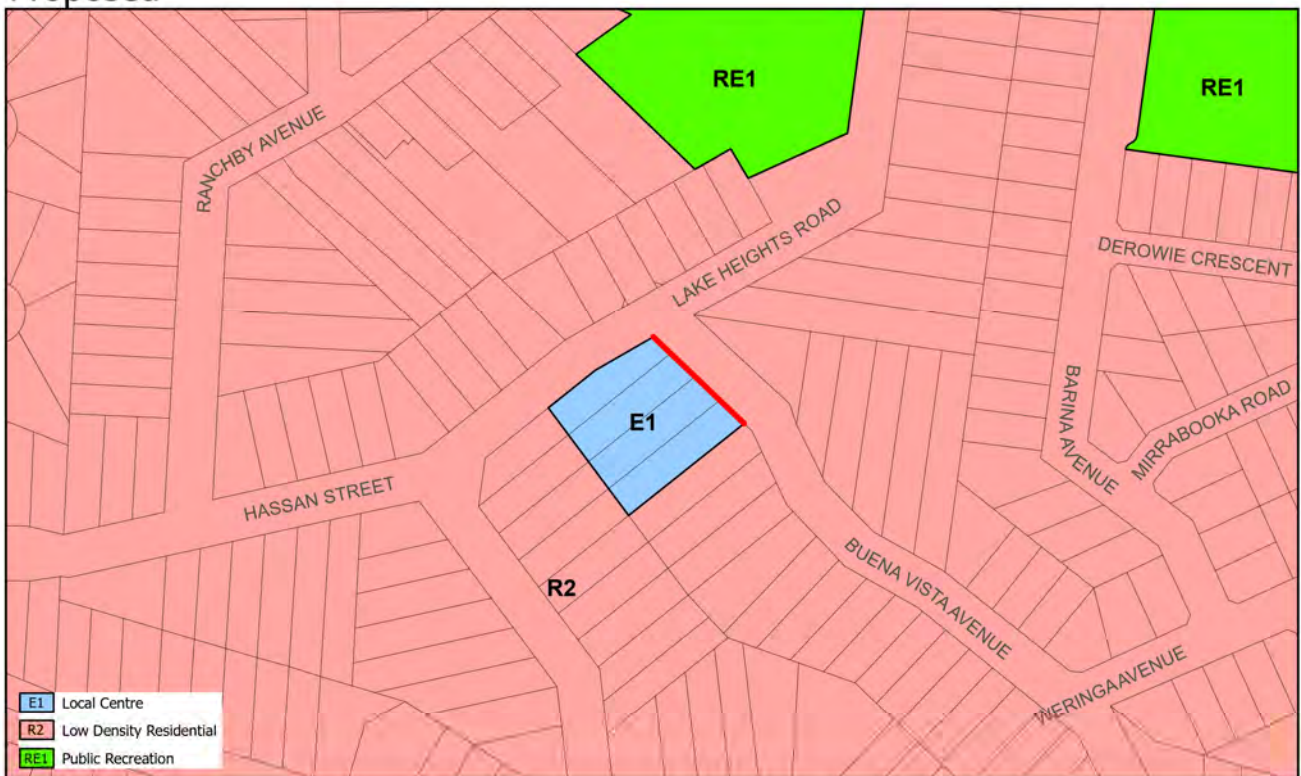




## Existing

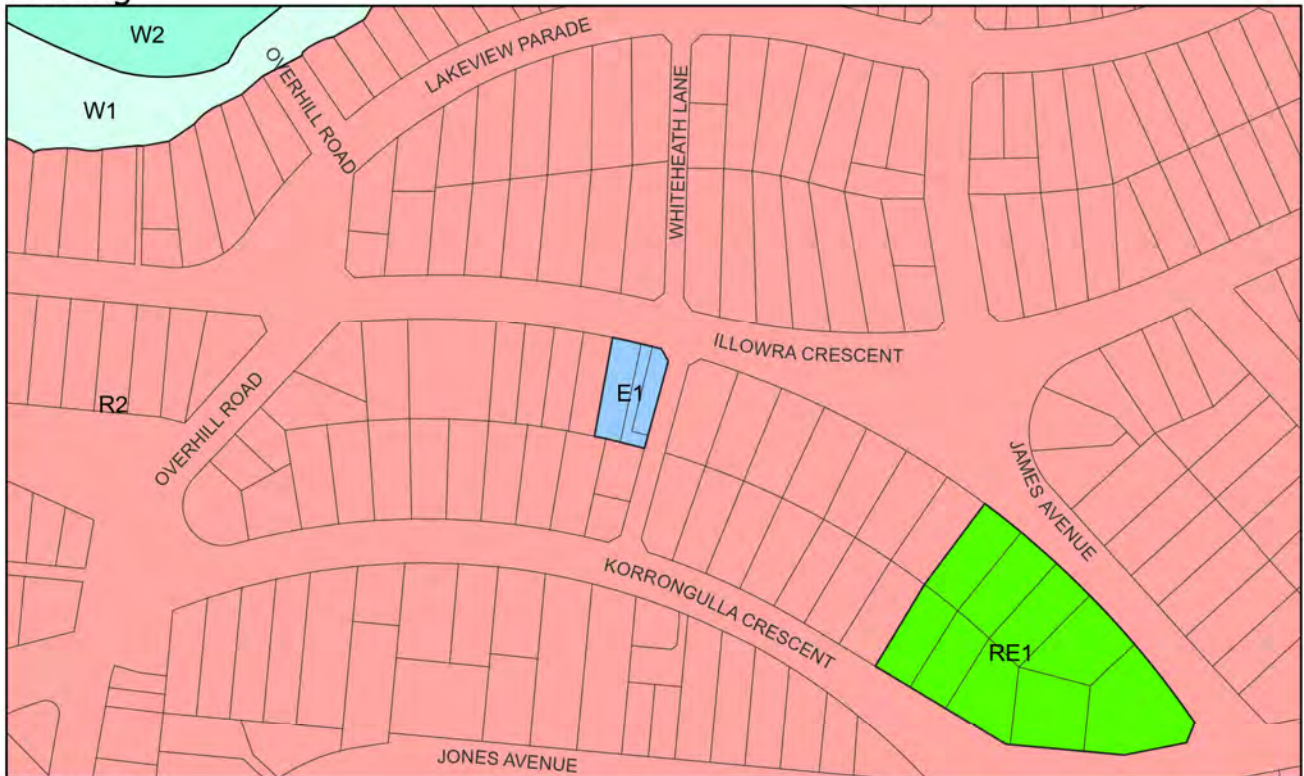


## Proposed

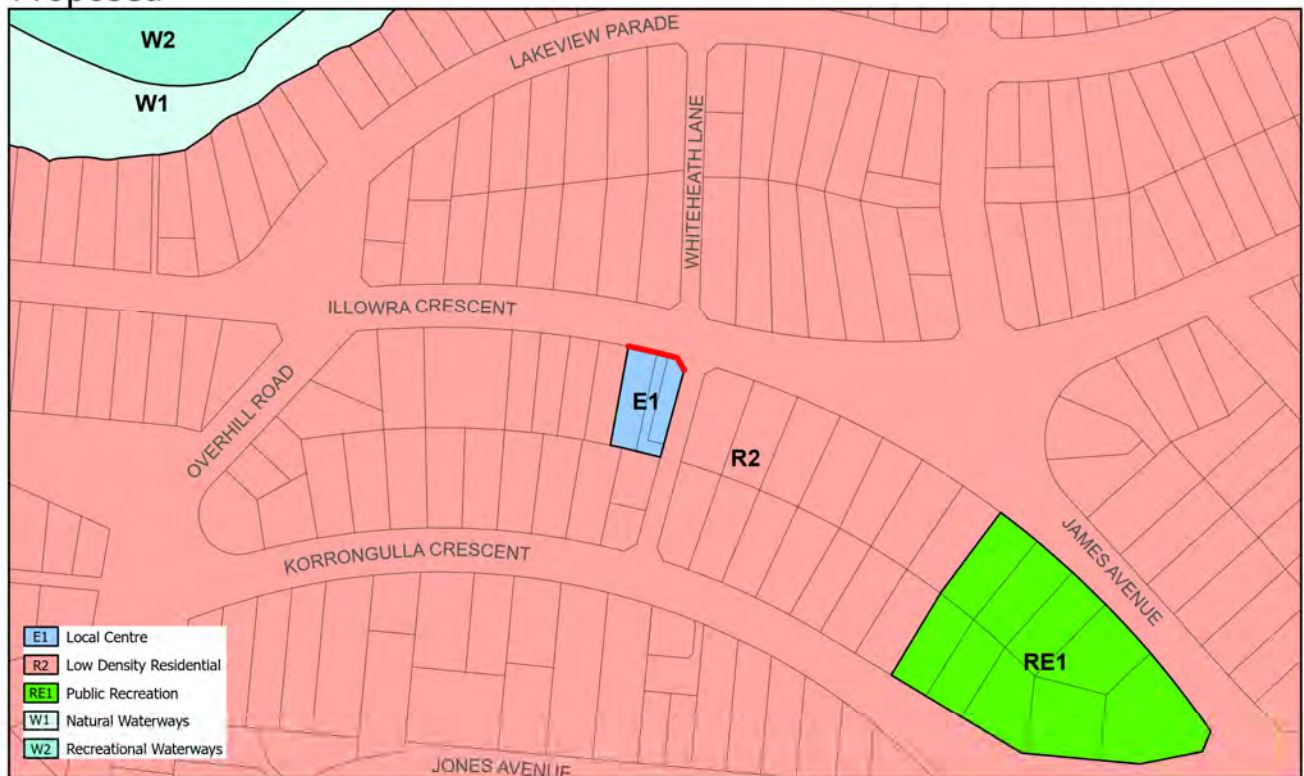




## Existing

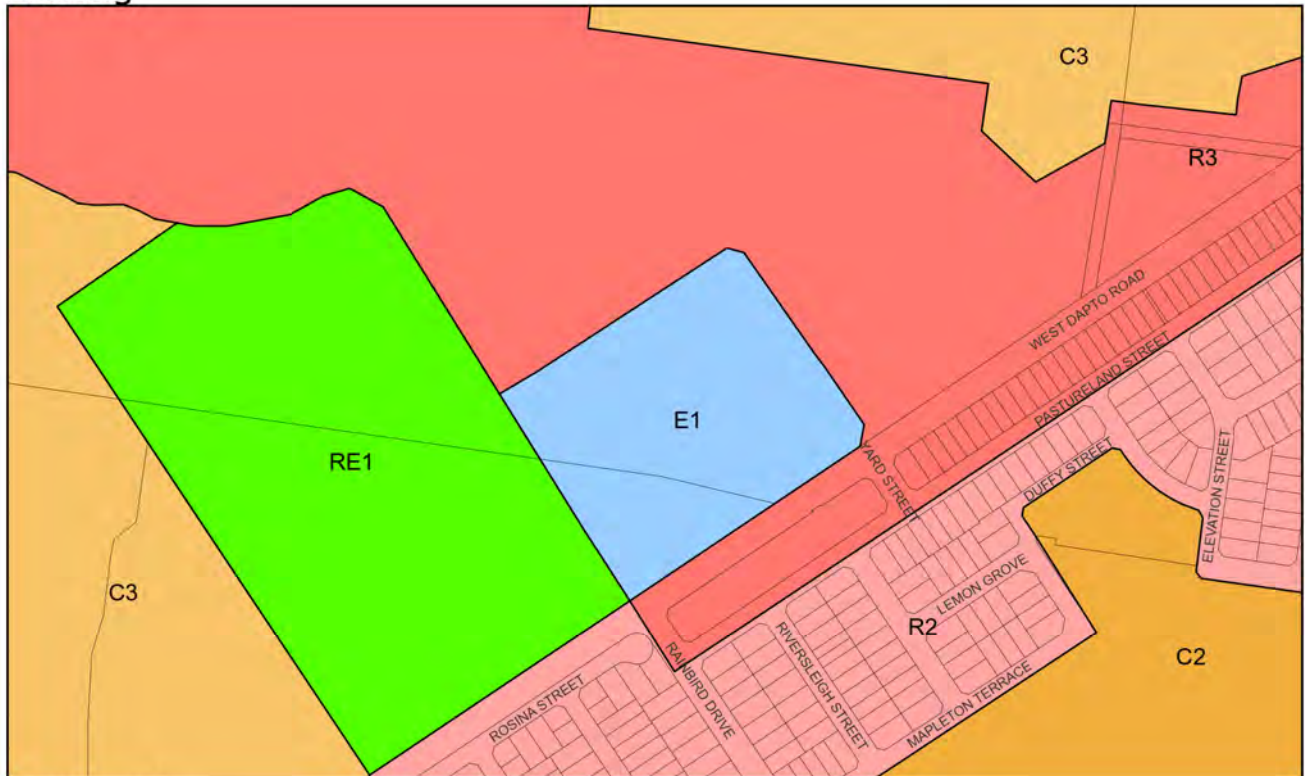


## Proposed

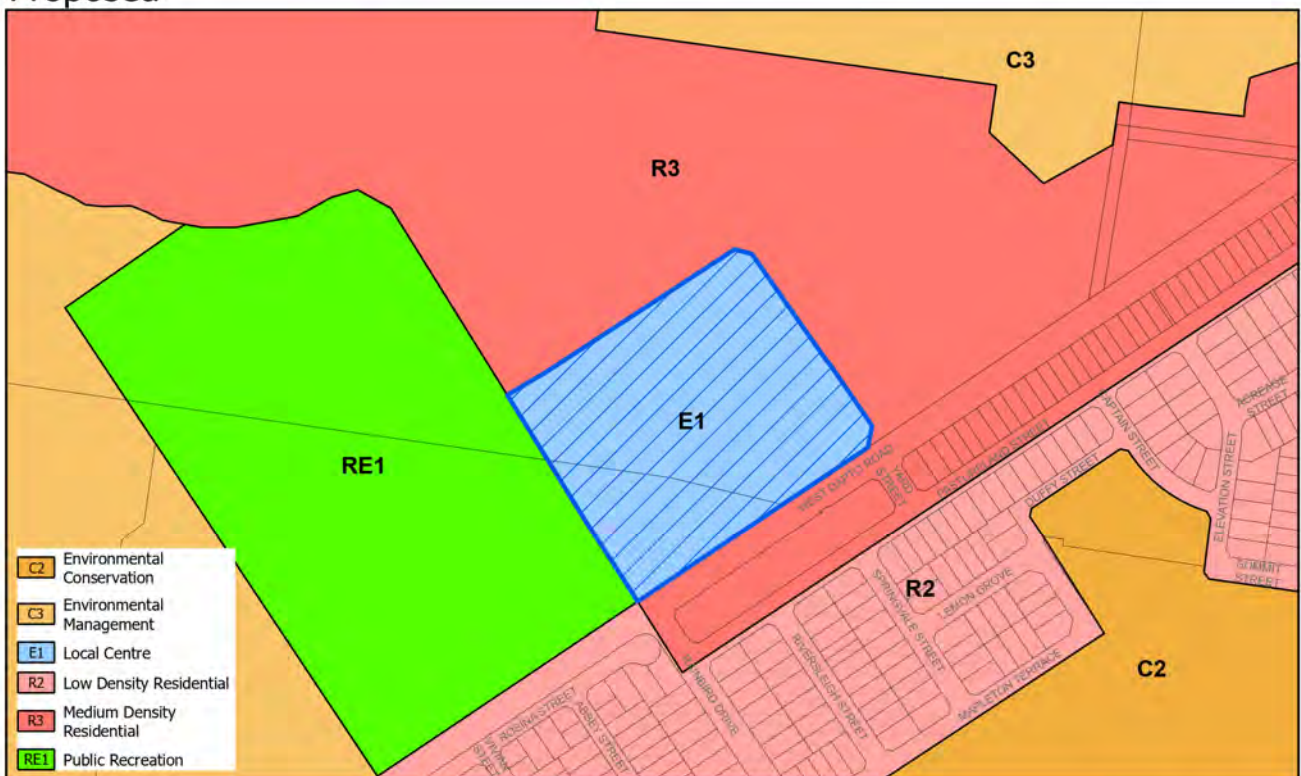




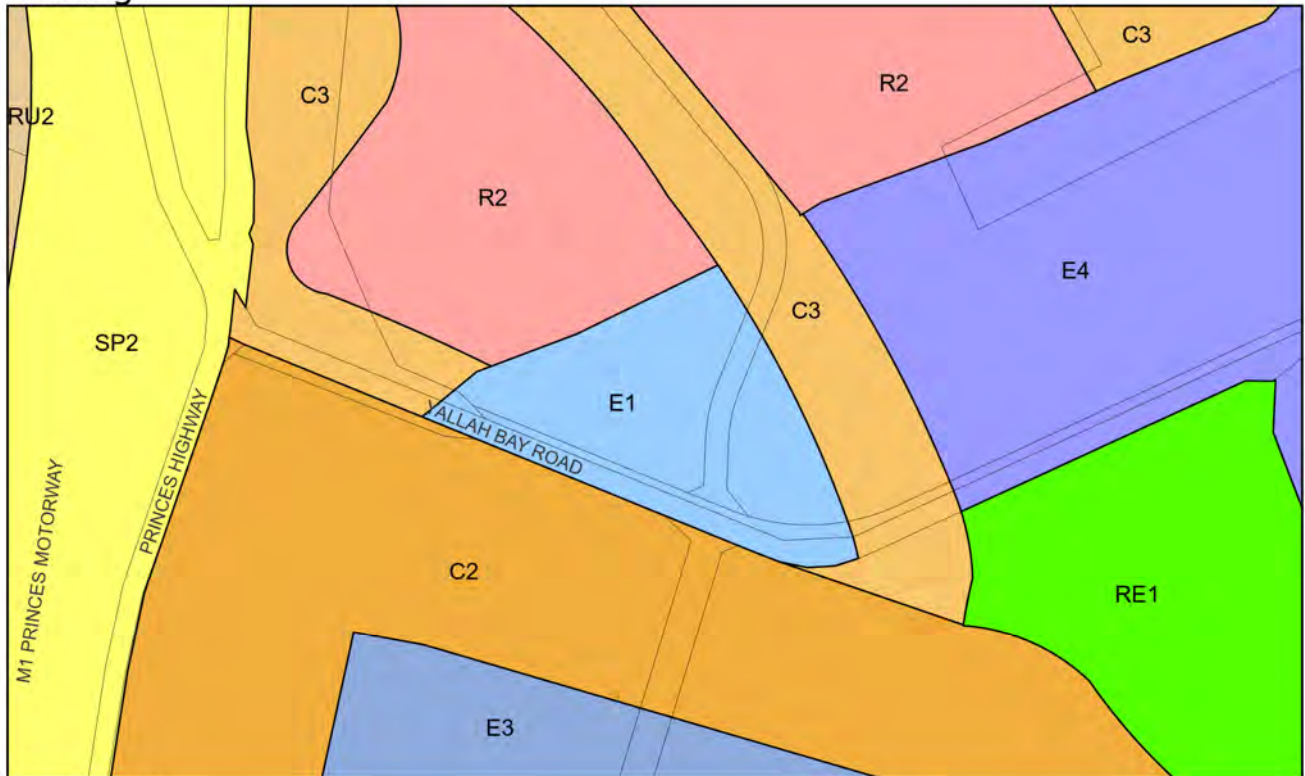
## Existing



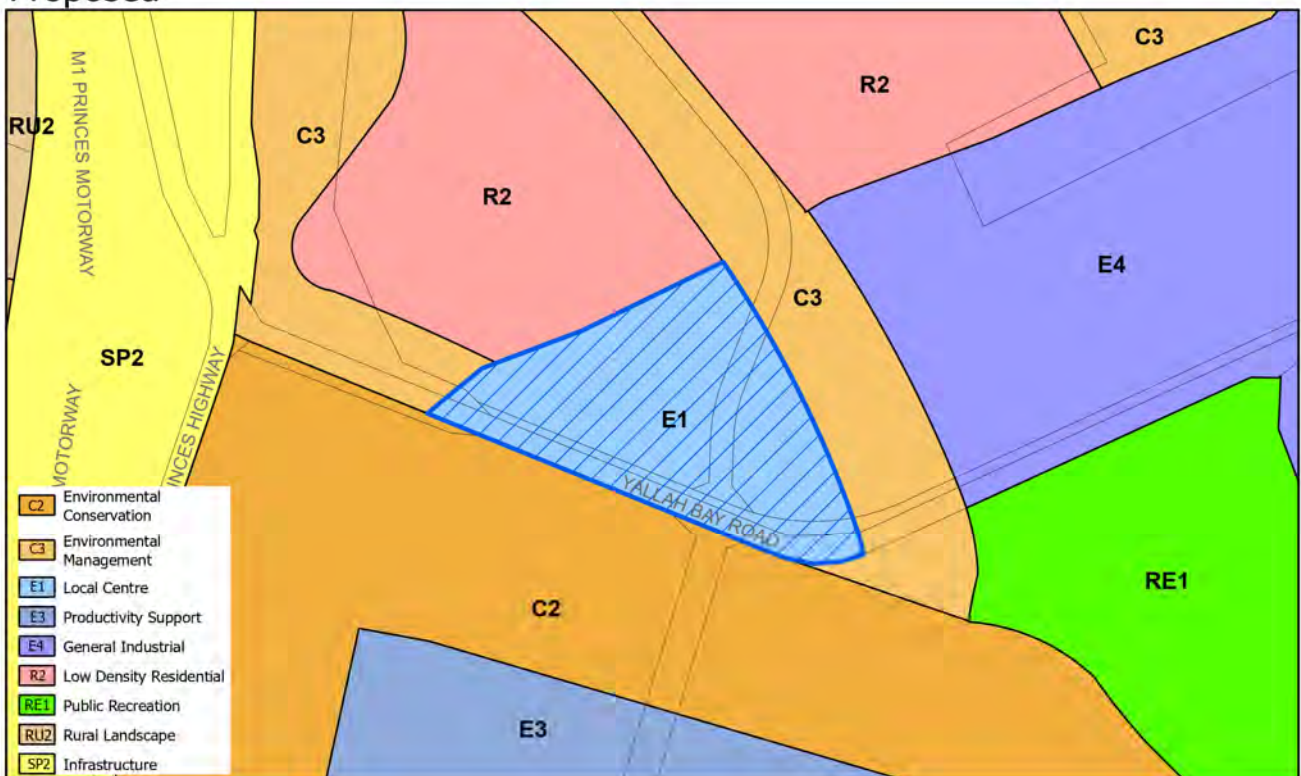
## Proposed



## Existing

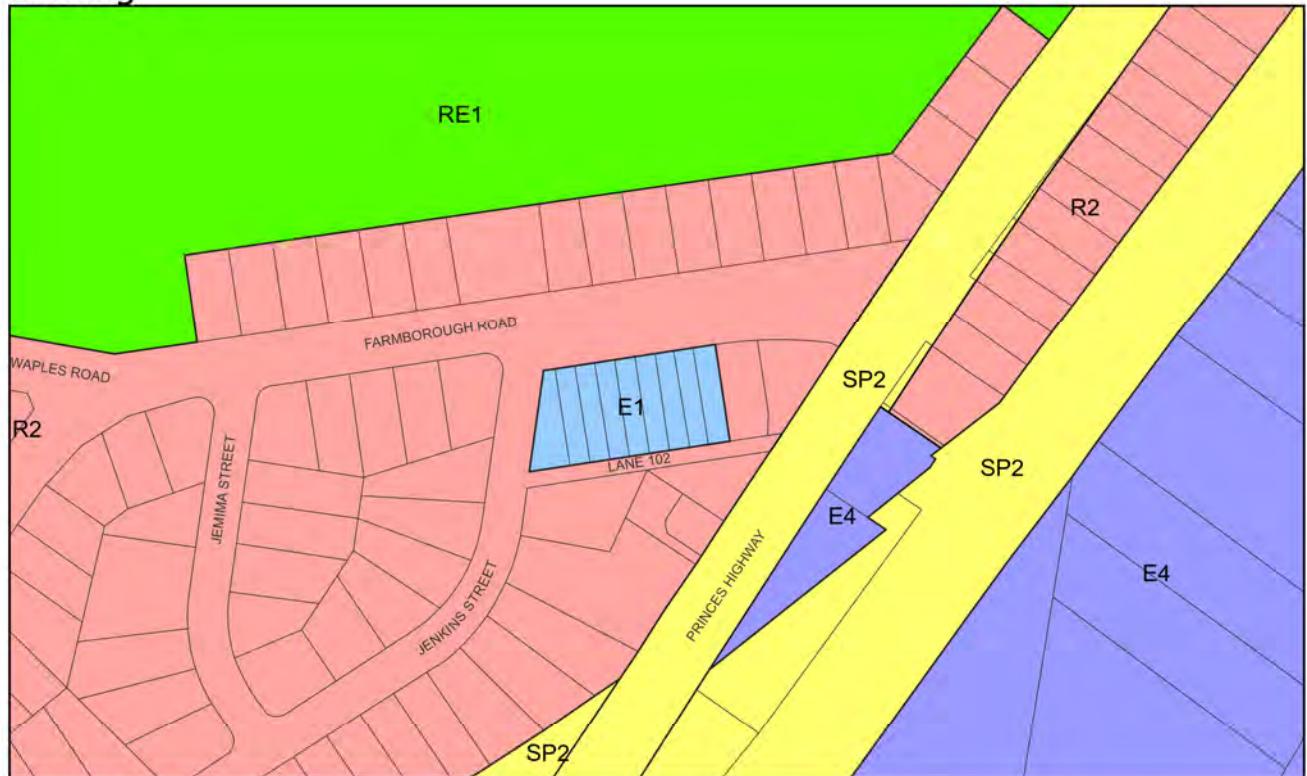


## Proposed

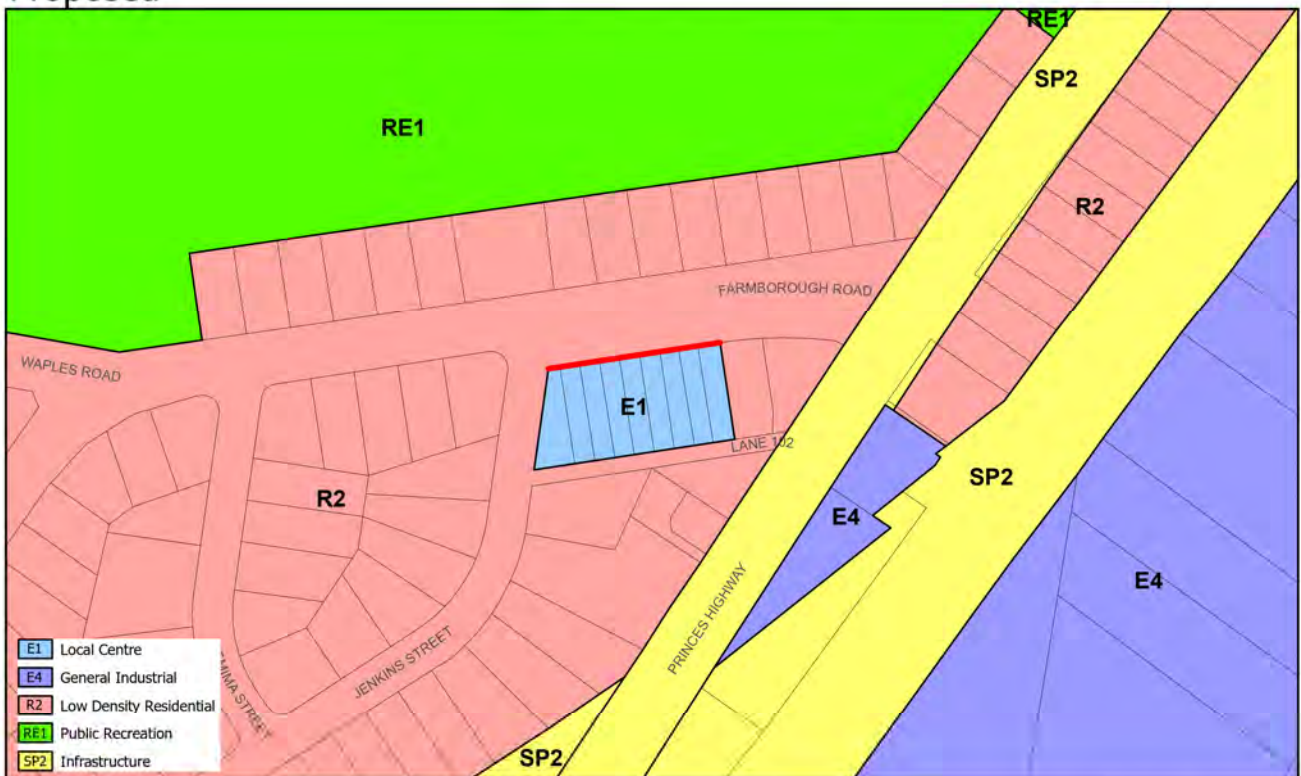




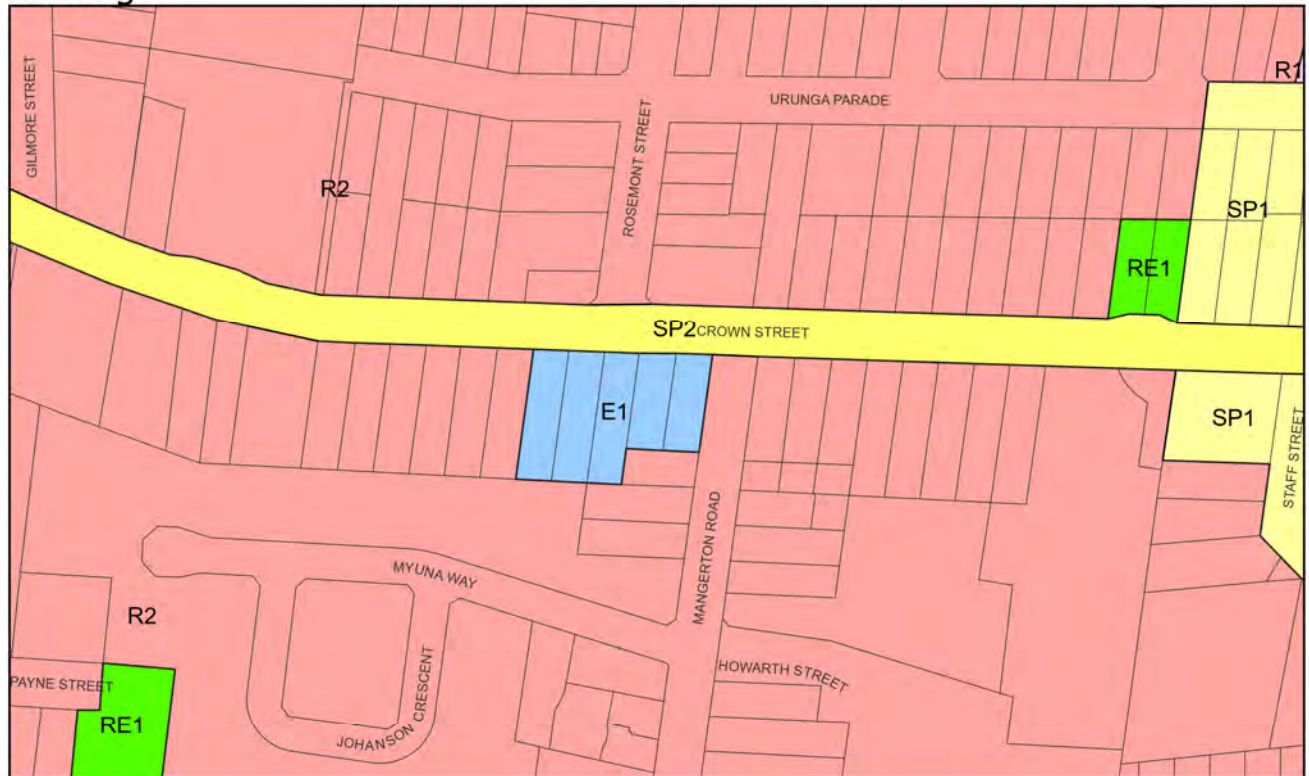
## Existing



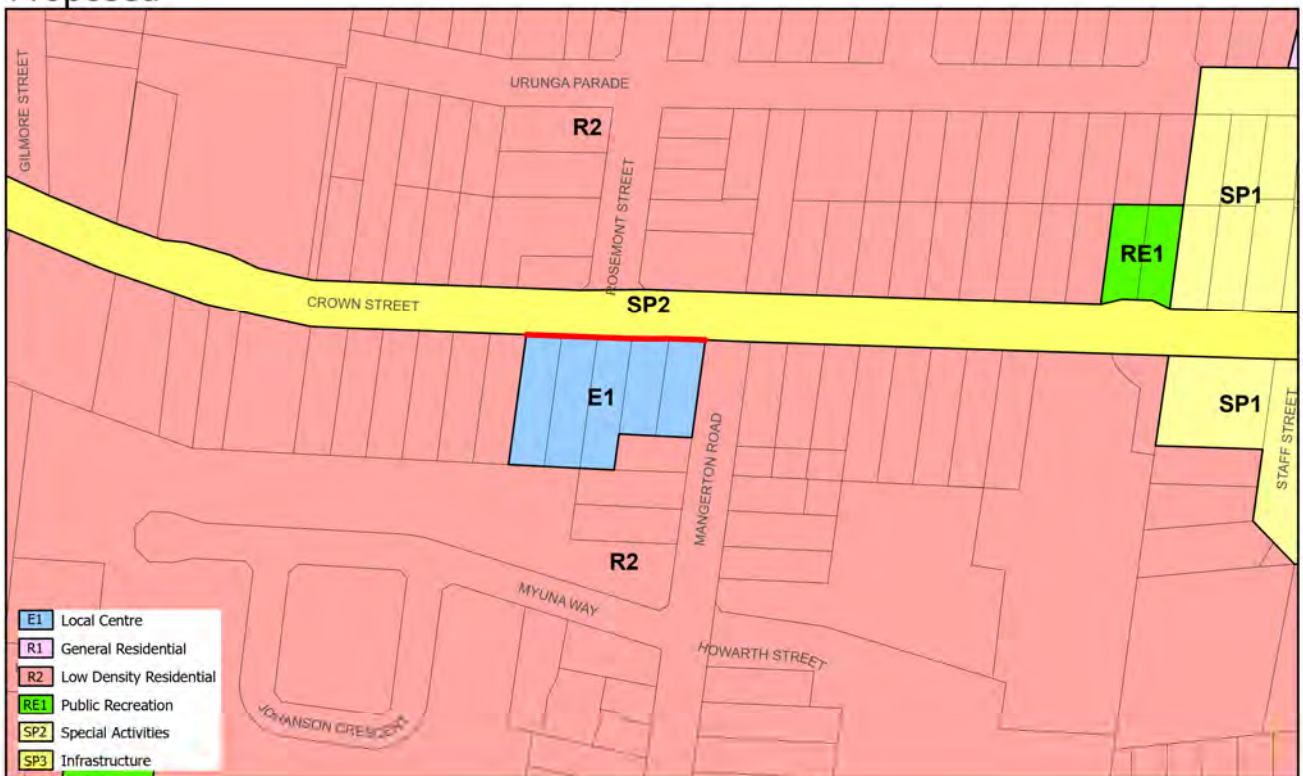
## Proposed



## Existing



## Proposed

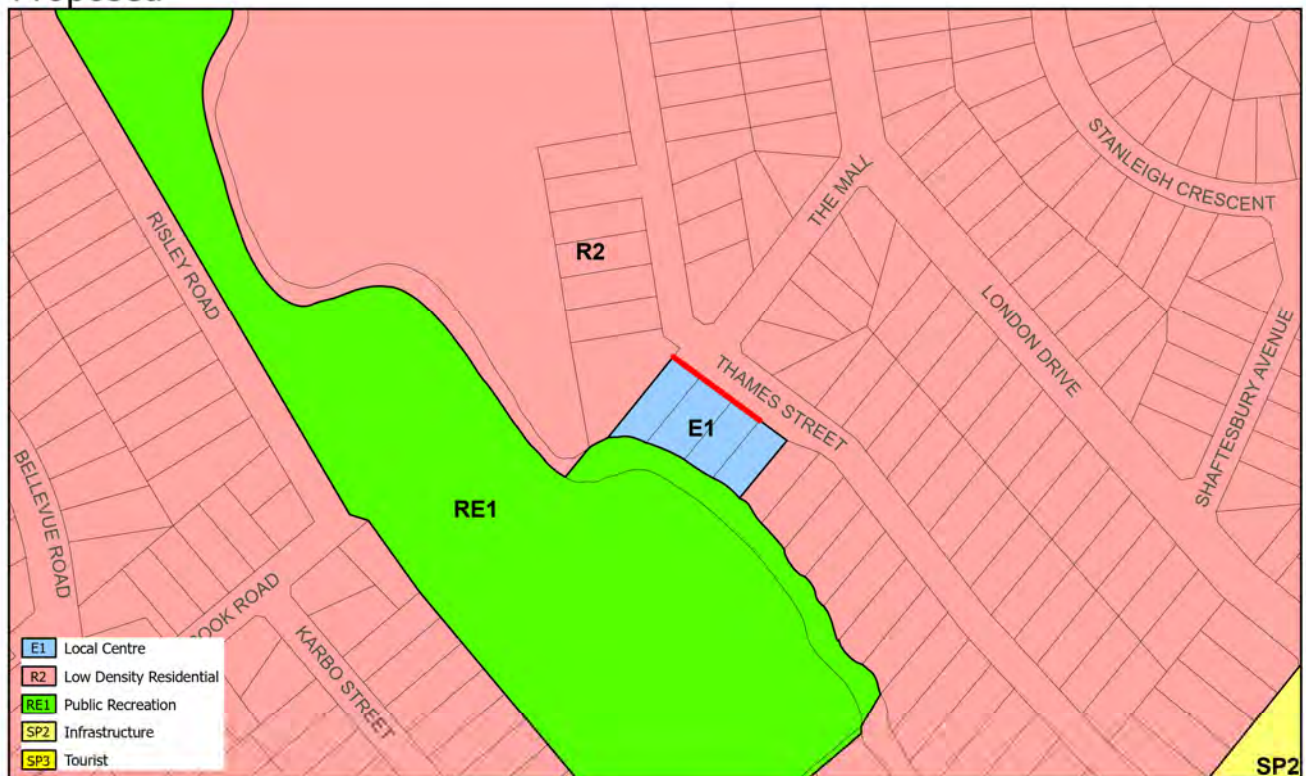




## Existing



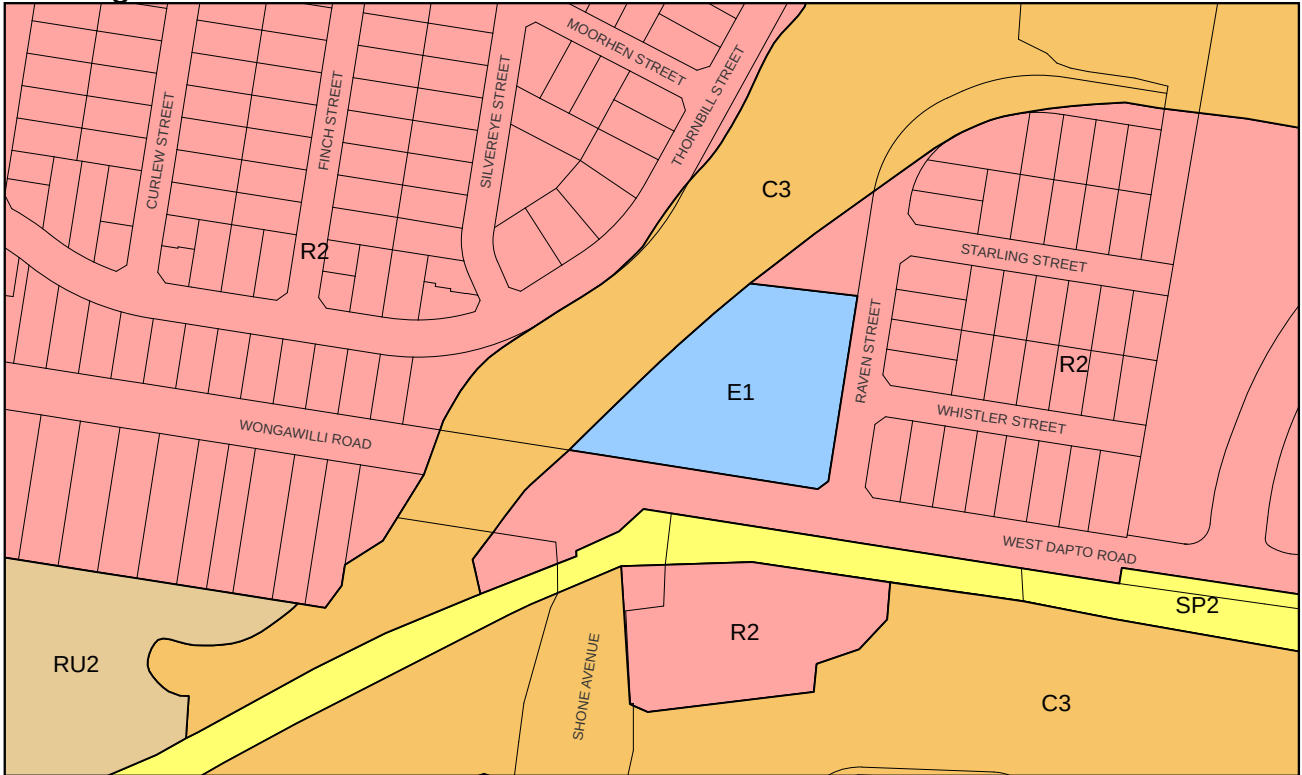
## Proposed



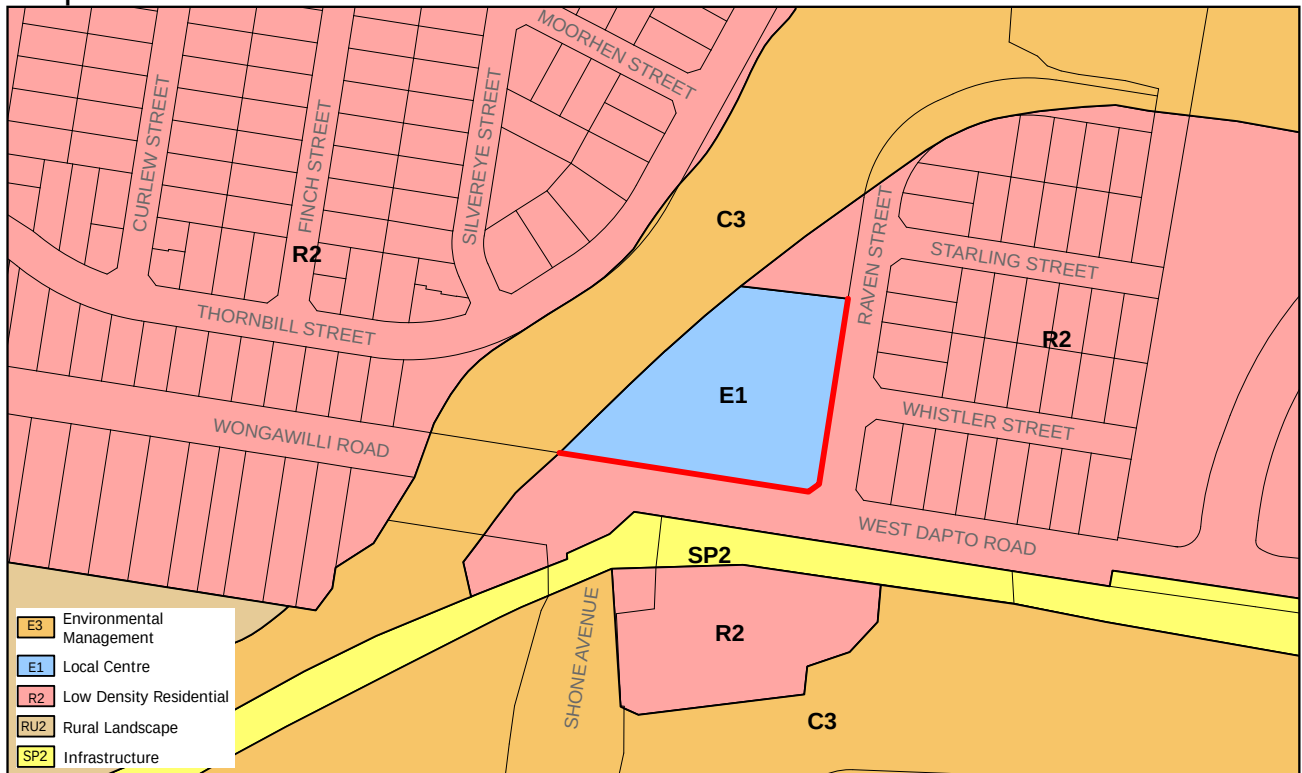
- E1 Local Centre
- R2 Low Density Residential
- RE1 Public Recreation
- SP2 Infrastructure
- SP3 Tourist



## Existing

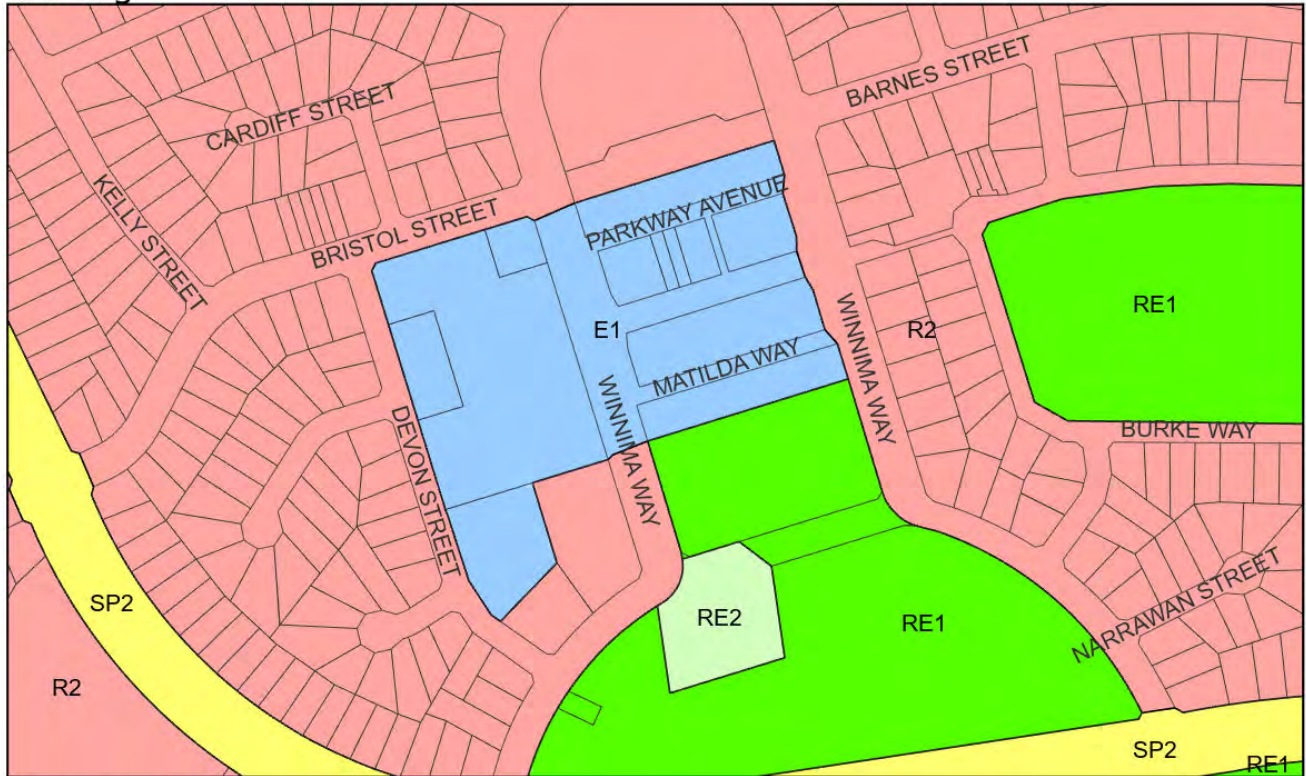


## Proposed

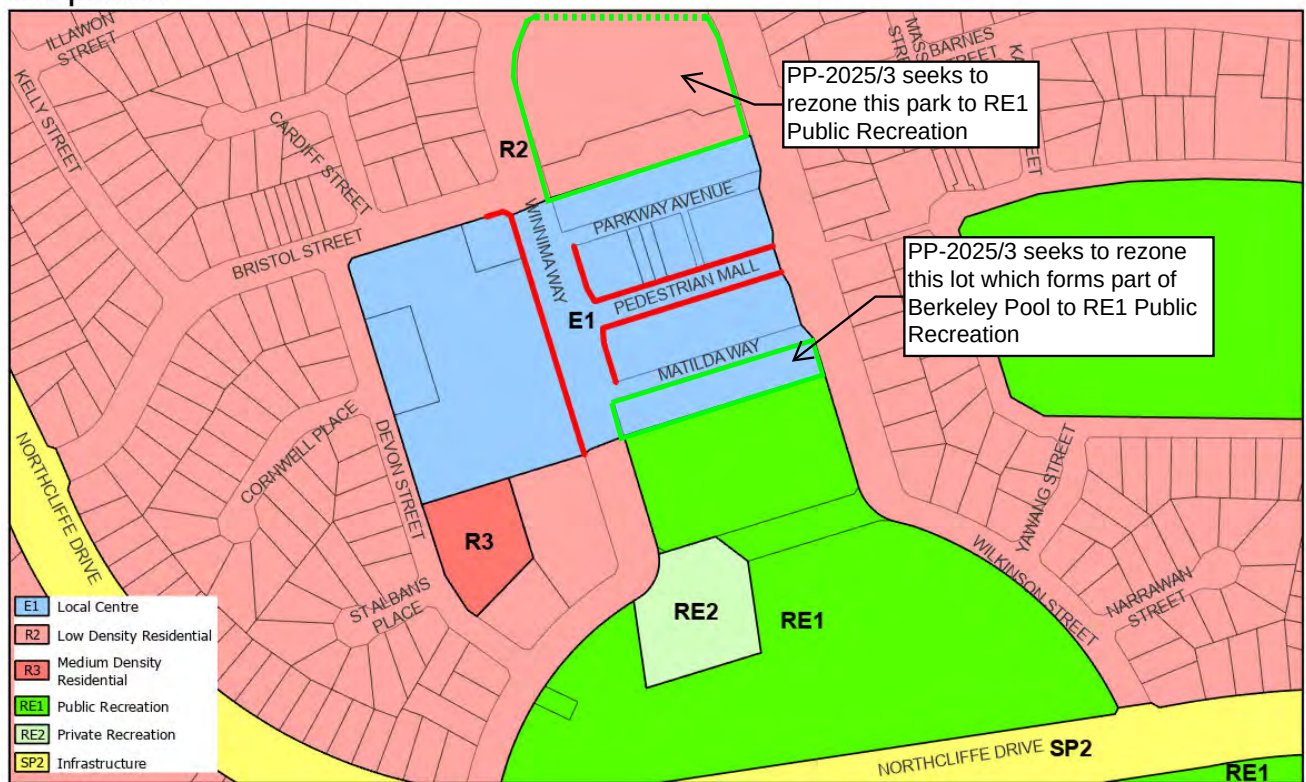




## Existing

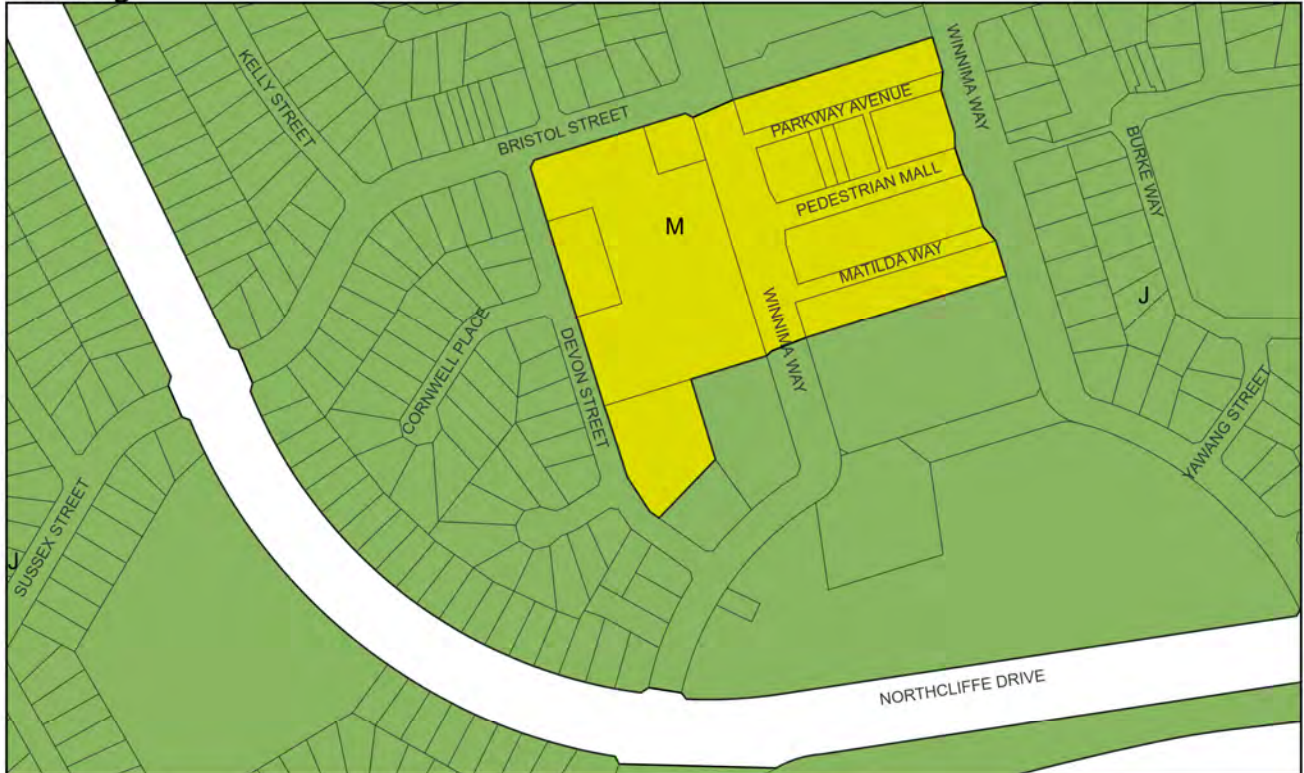


## Proposed

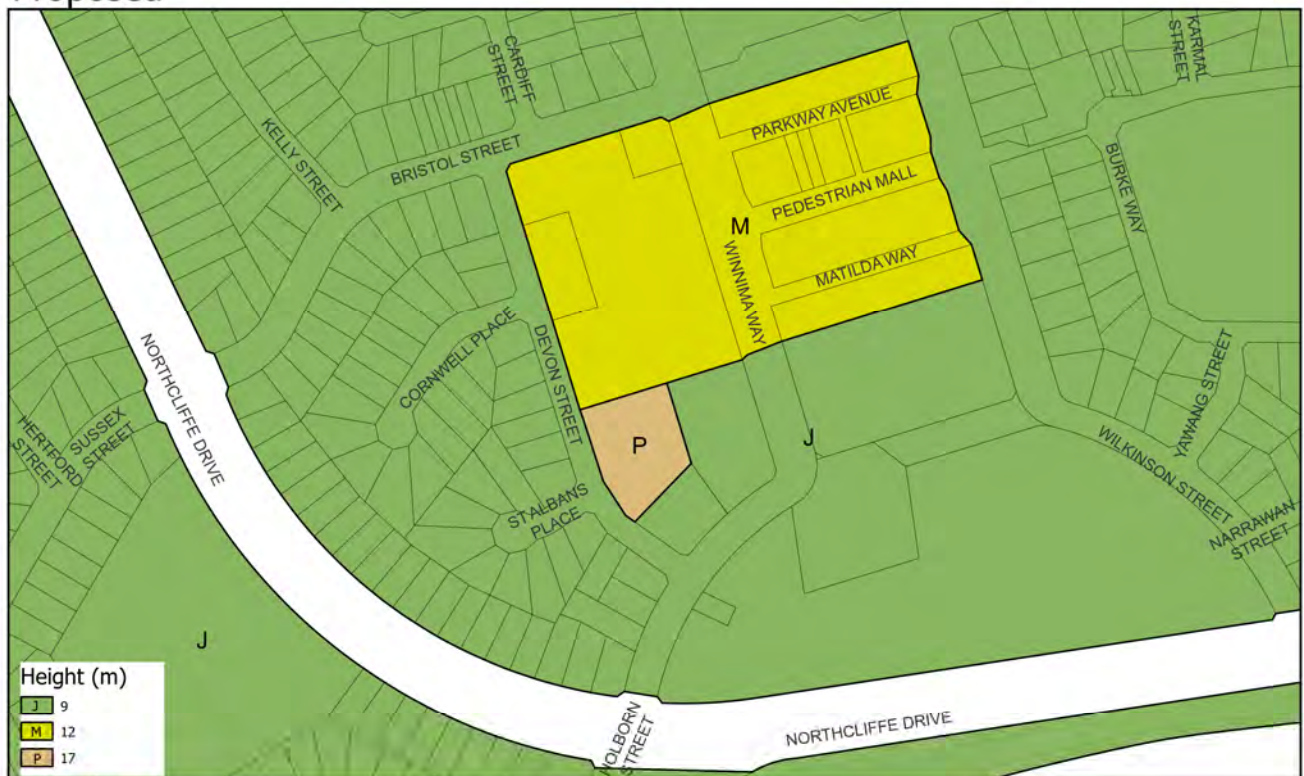




## Existing



## Proposed

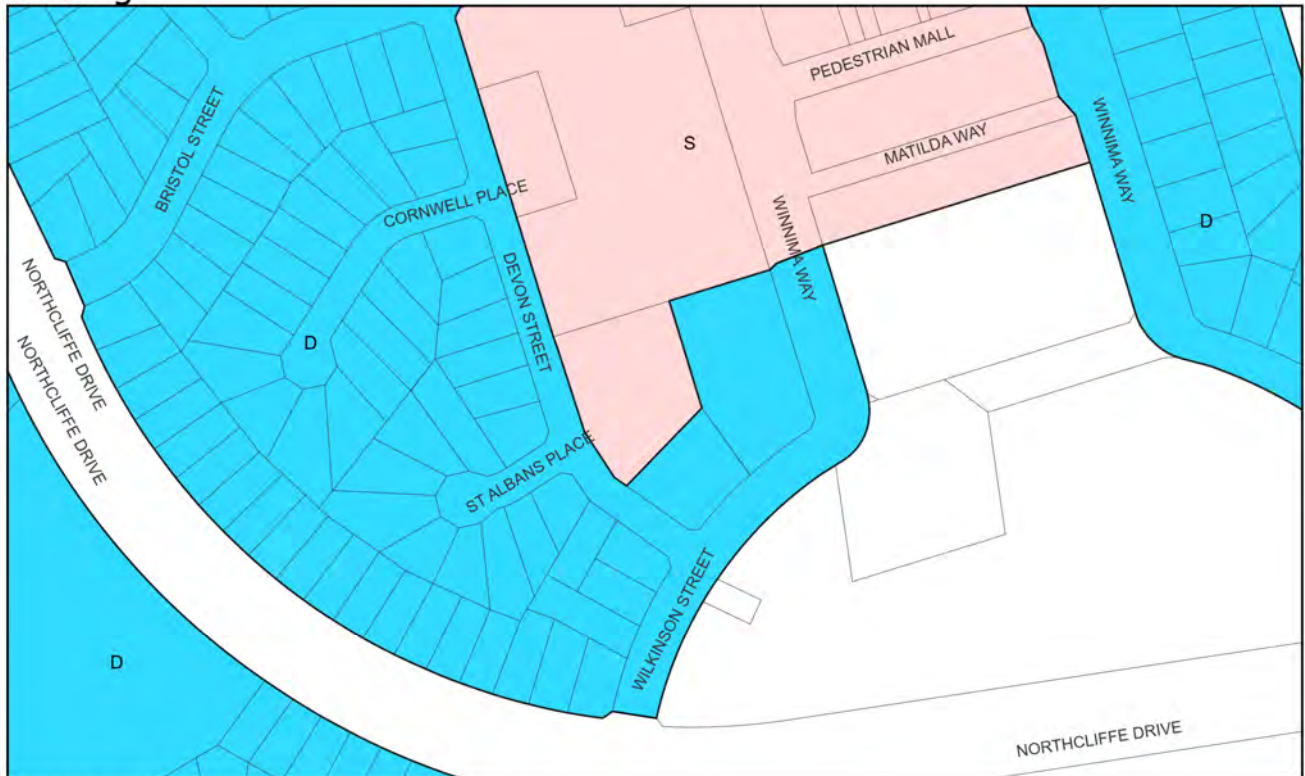


| Height (m) |    |
|------------|----|
| J          | 9  |
| M          | 12 |
| P          | 17 |

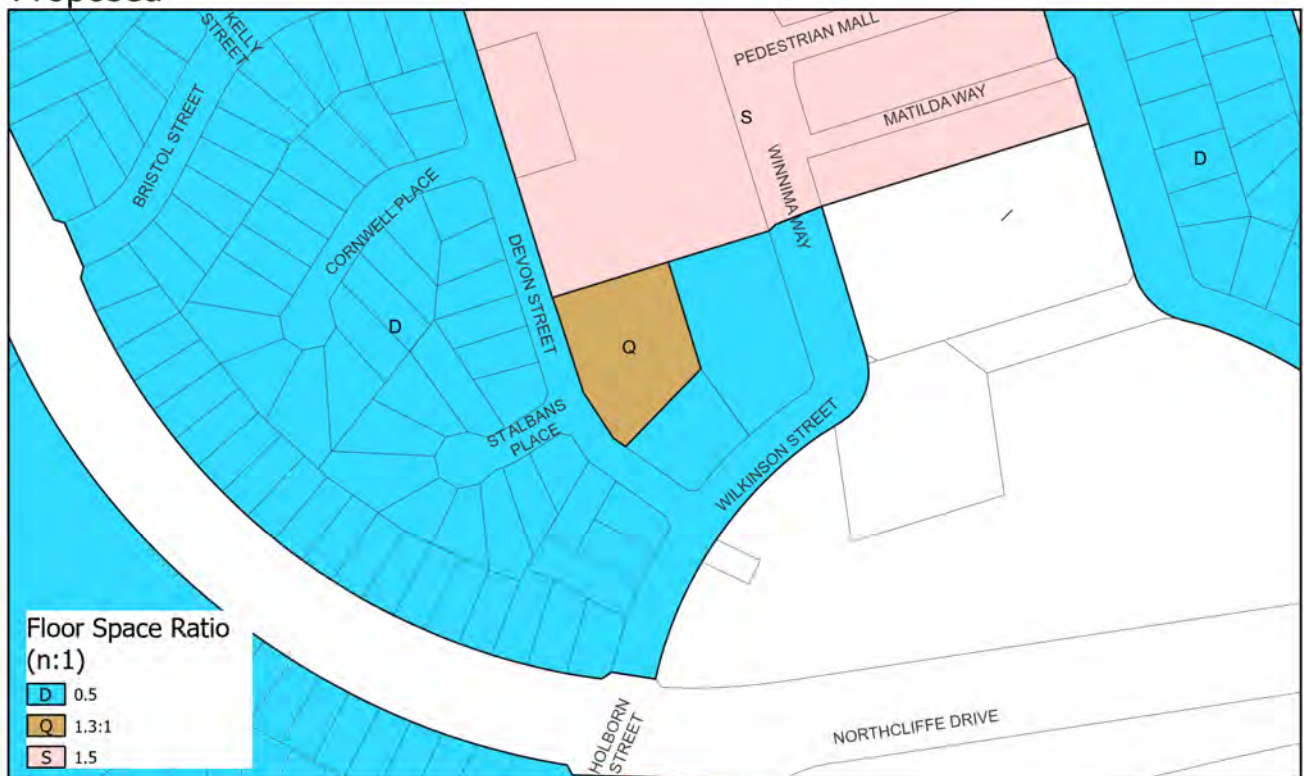




## Existing



## Proposed

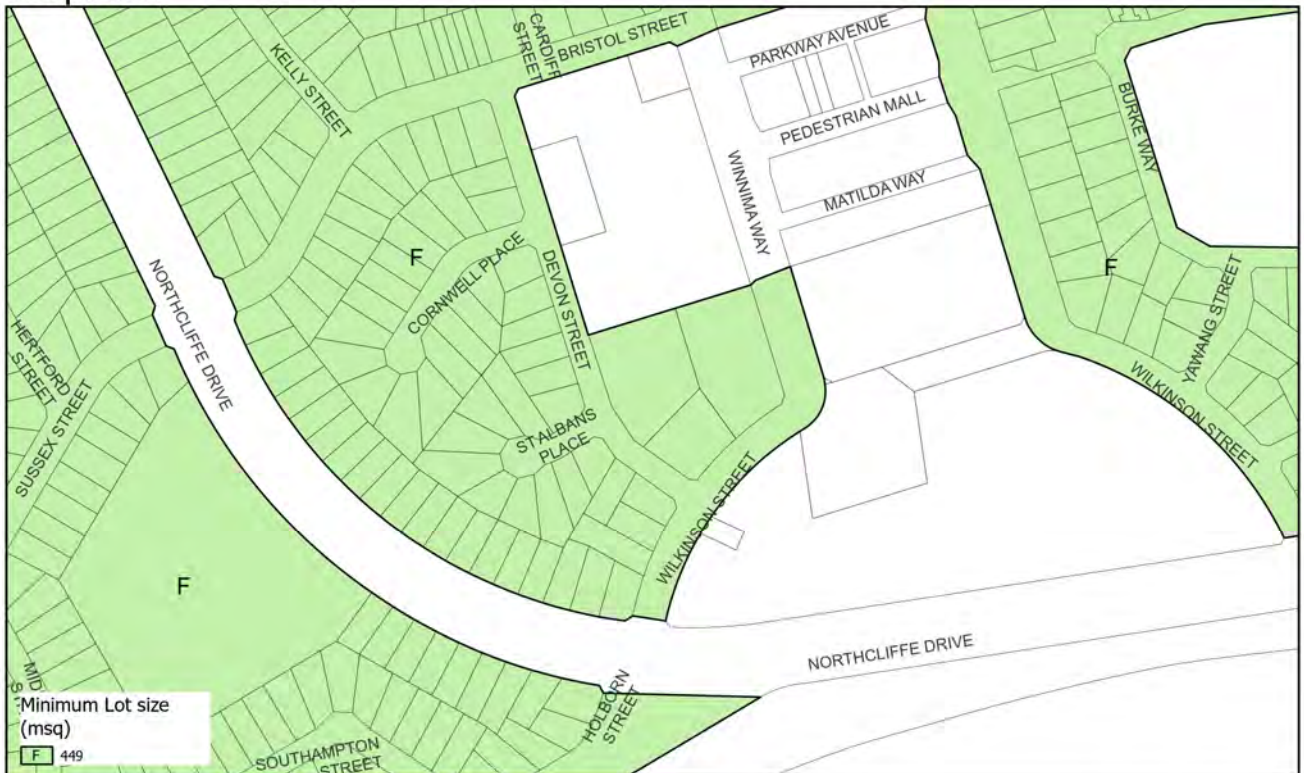




## Existing

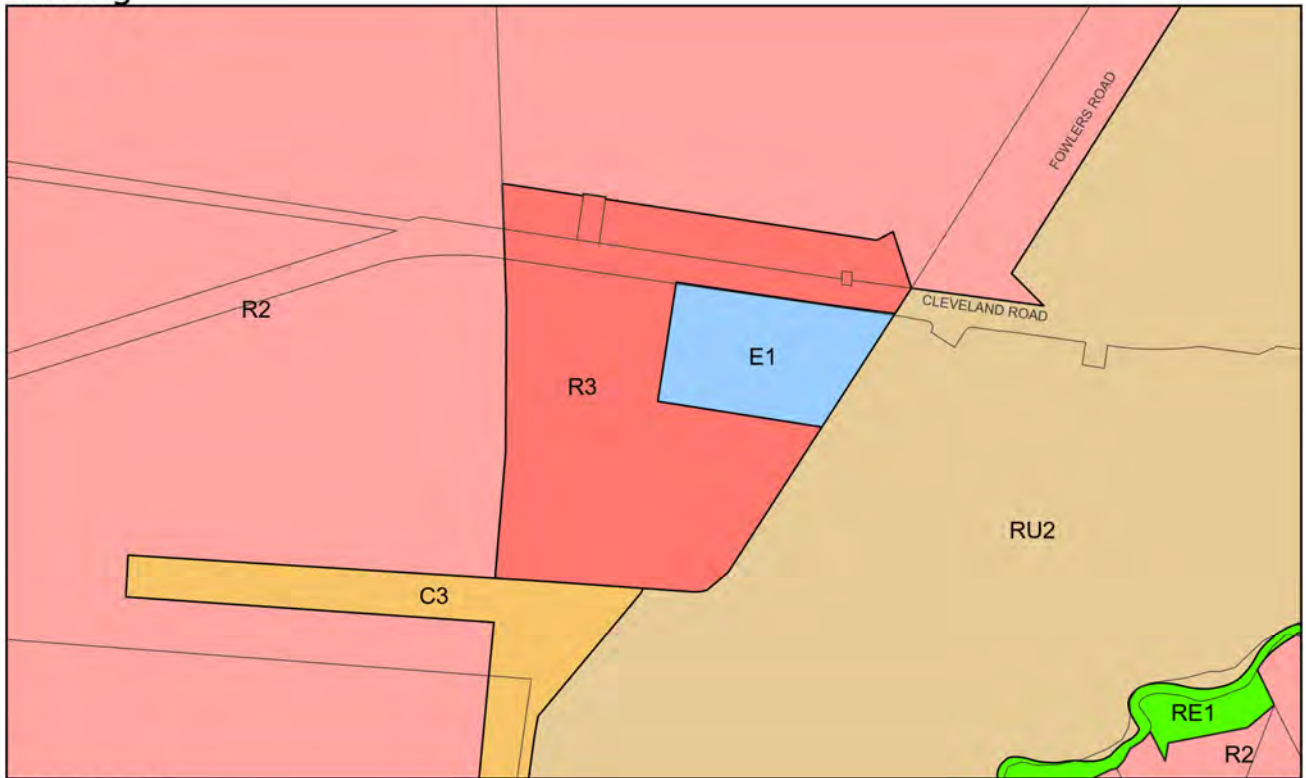


## Proposed

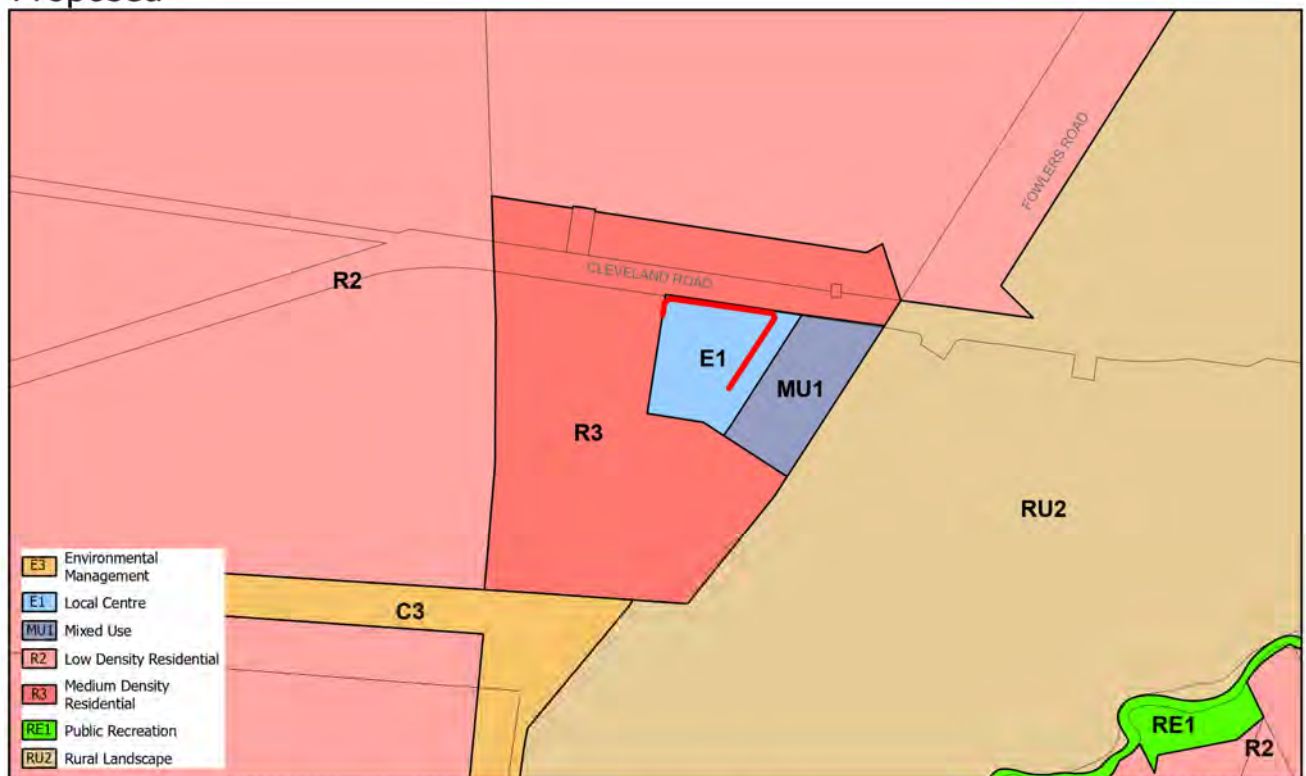




## Existing



## Proposed

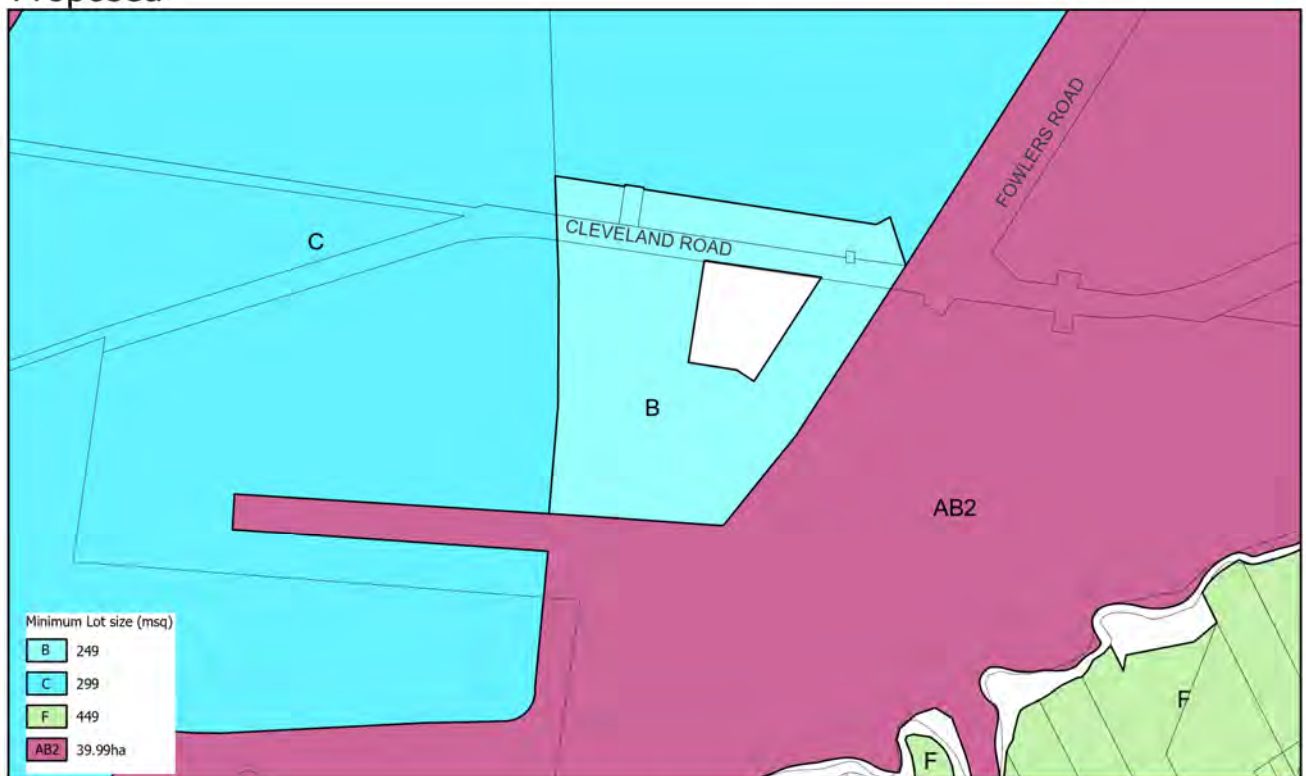


- E3 Environmental Management
- E1 Local Centre
- MU1 Mixed Use
- R2 Low Density Residential
- R3 Medium Density Residential
- RE1 Public Recreation
- RU2 Rural Landscape

## Existing

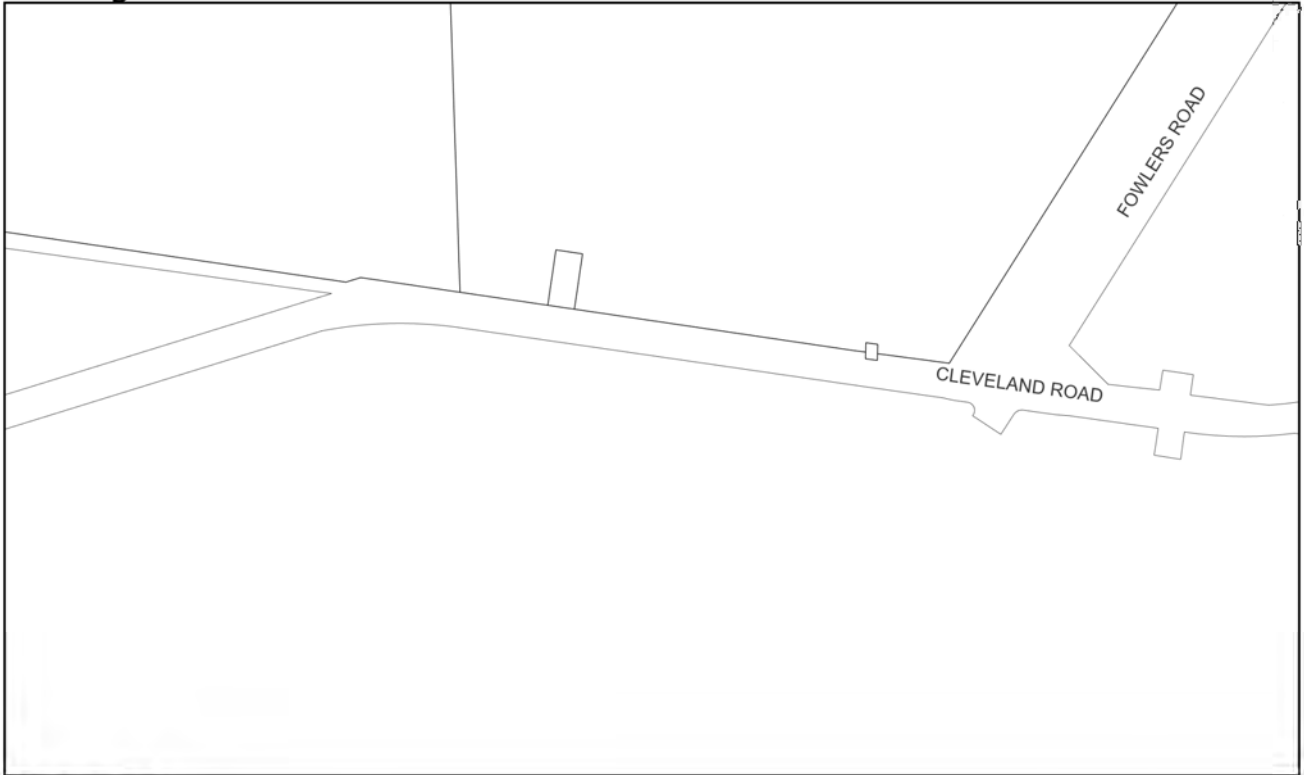


## Proposed





## Existing



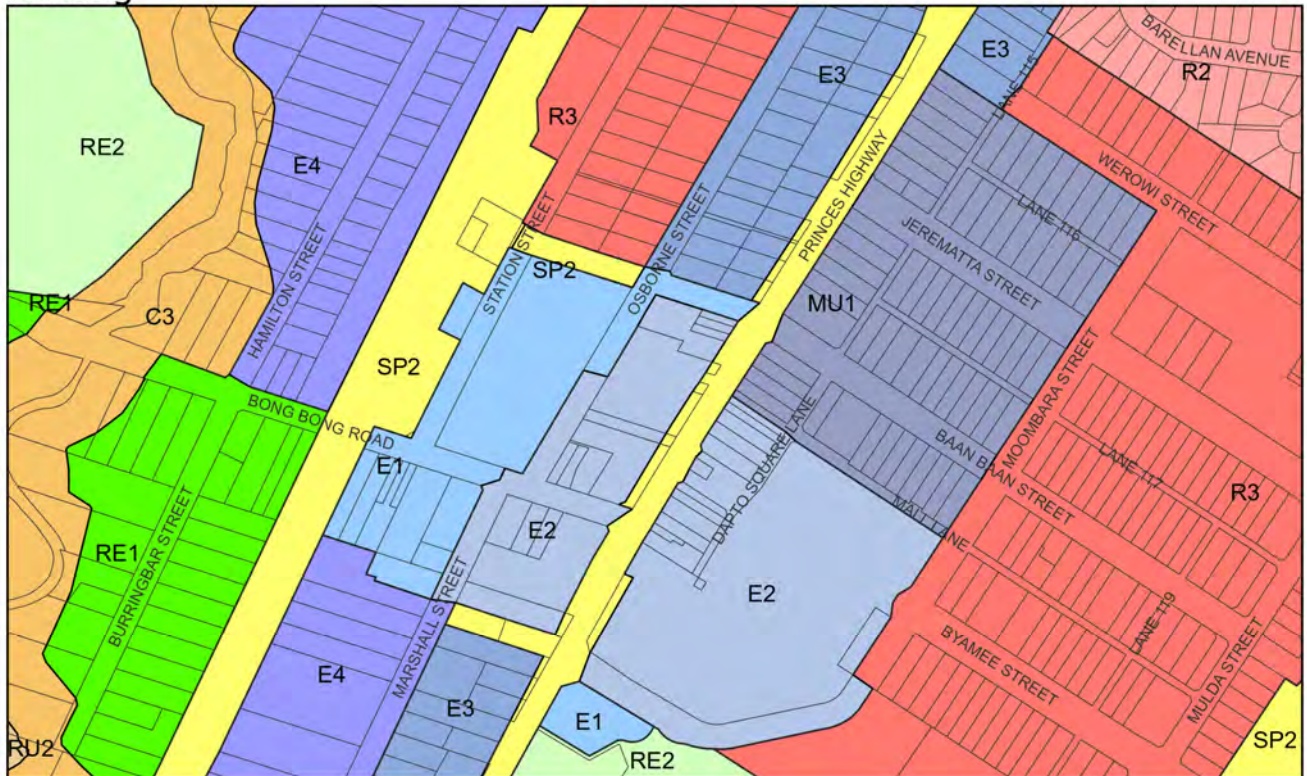
## Proposed



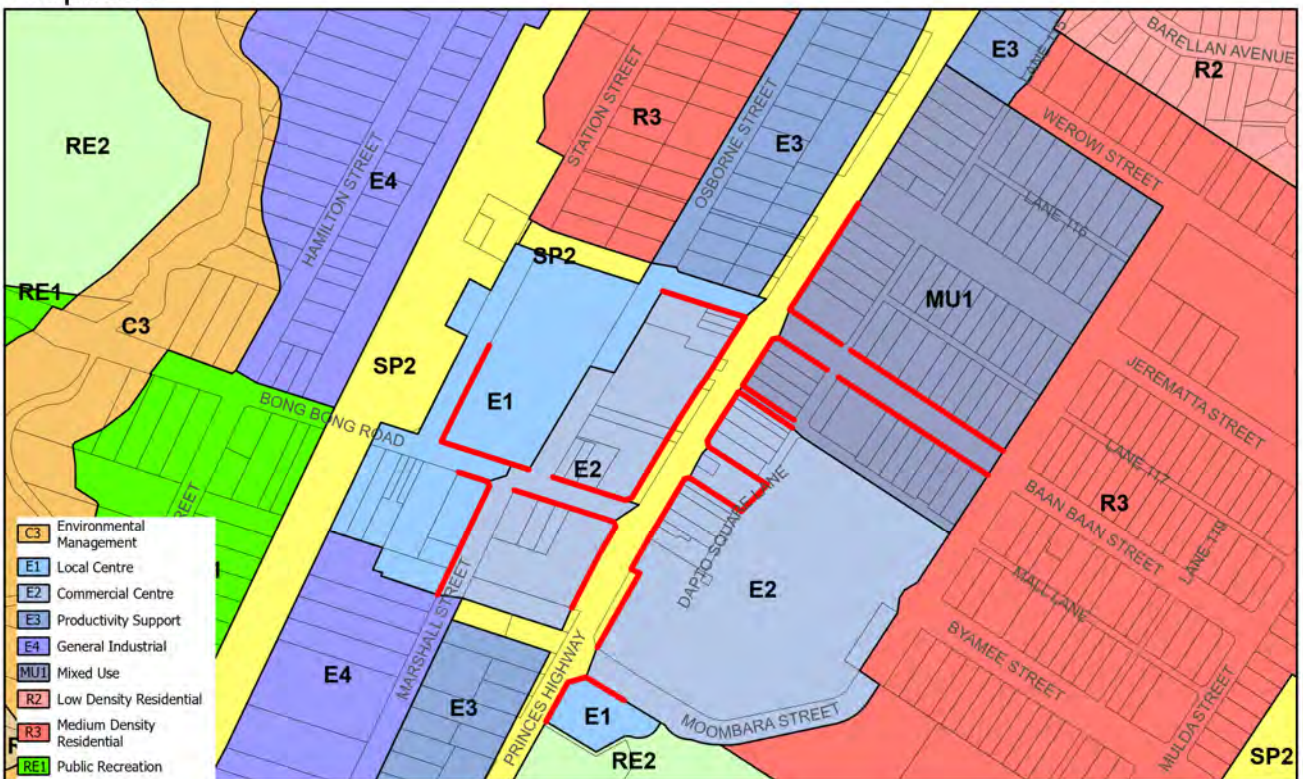
Key Sites  
9 Area A



## Existing

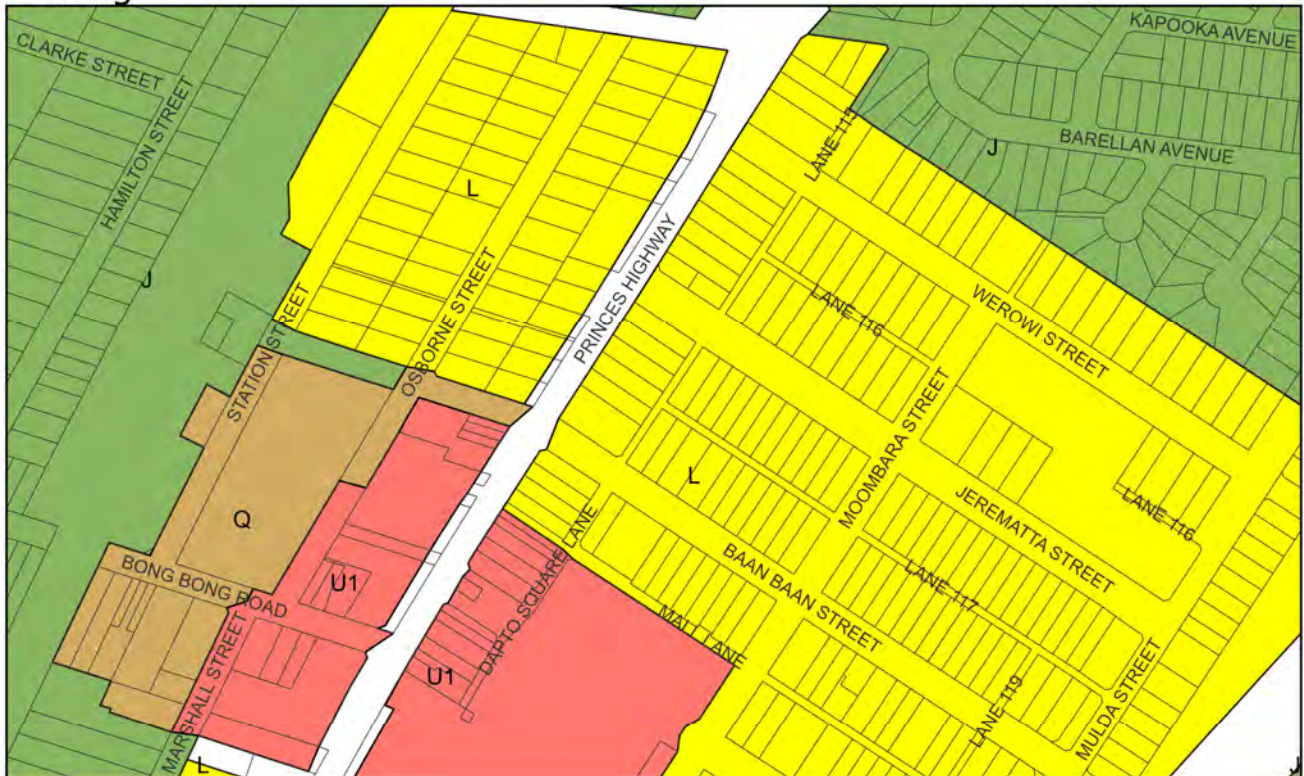


## Proposed

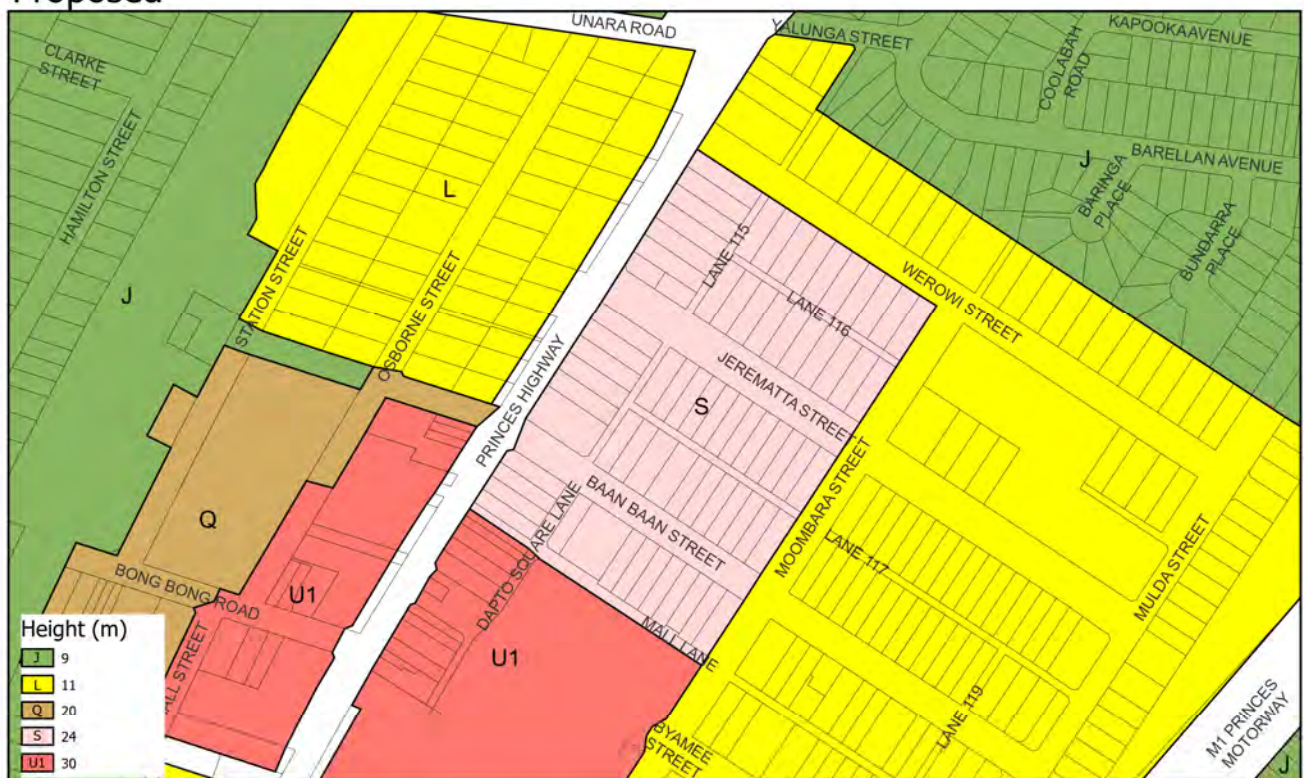




## Existing

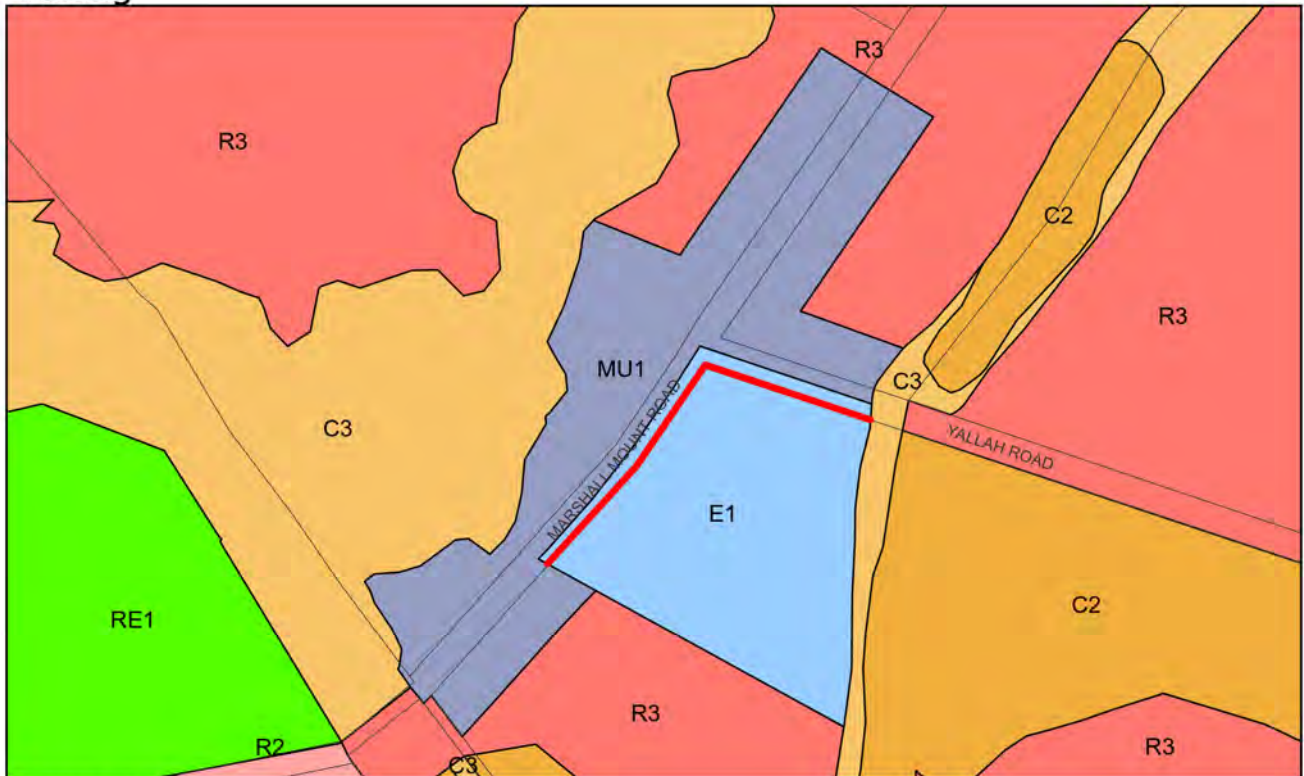


## Proposed

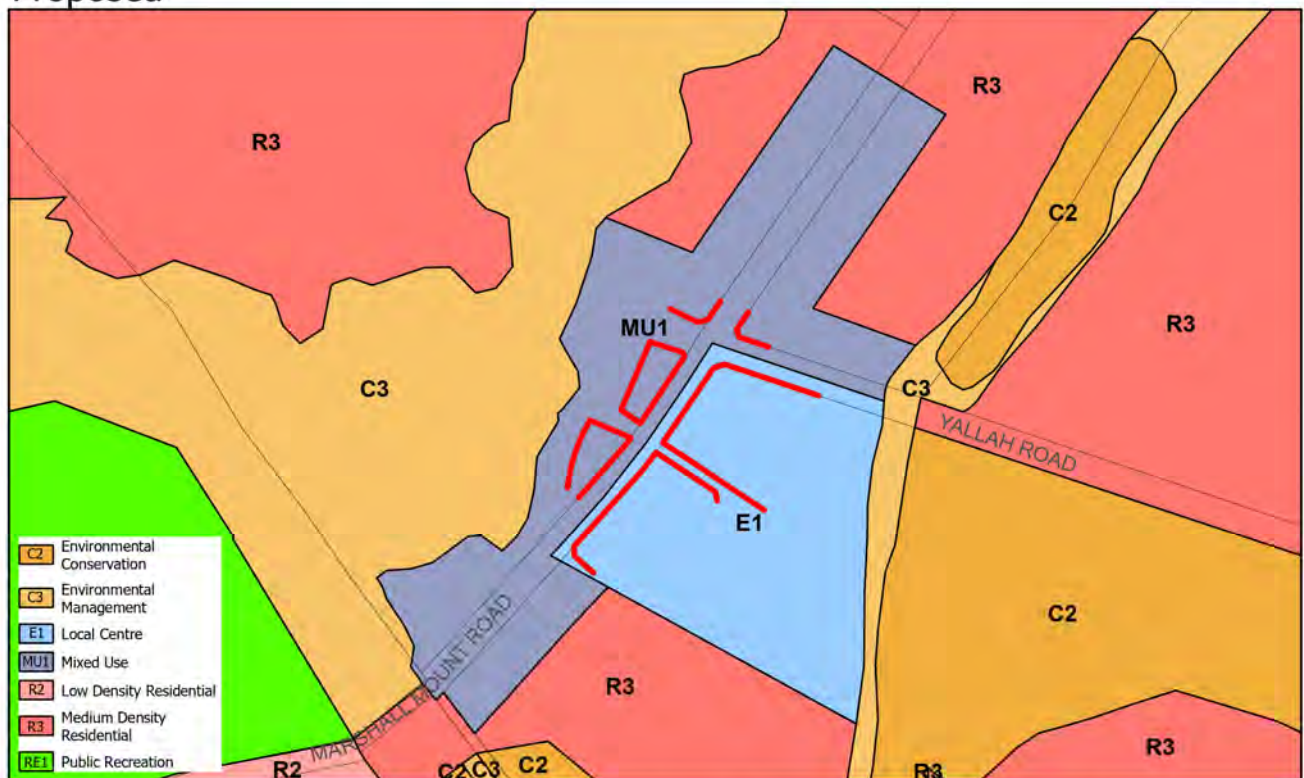




## Existing

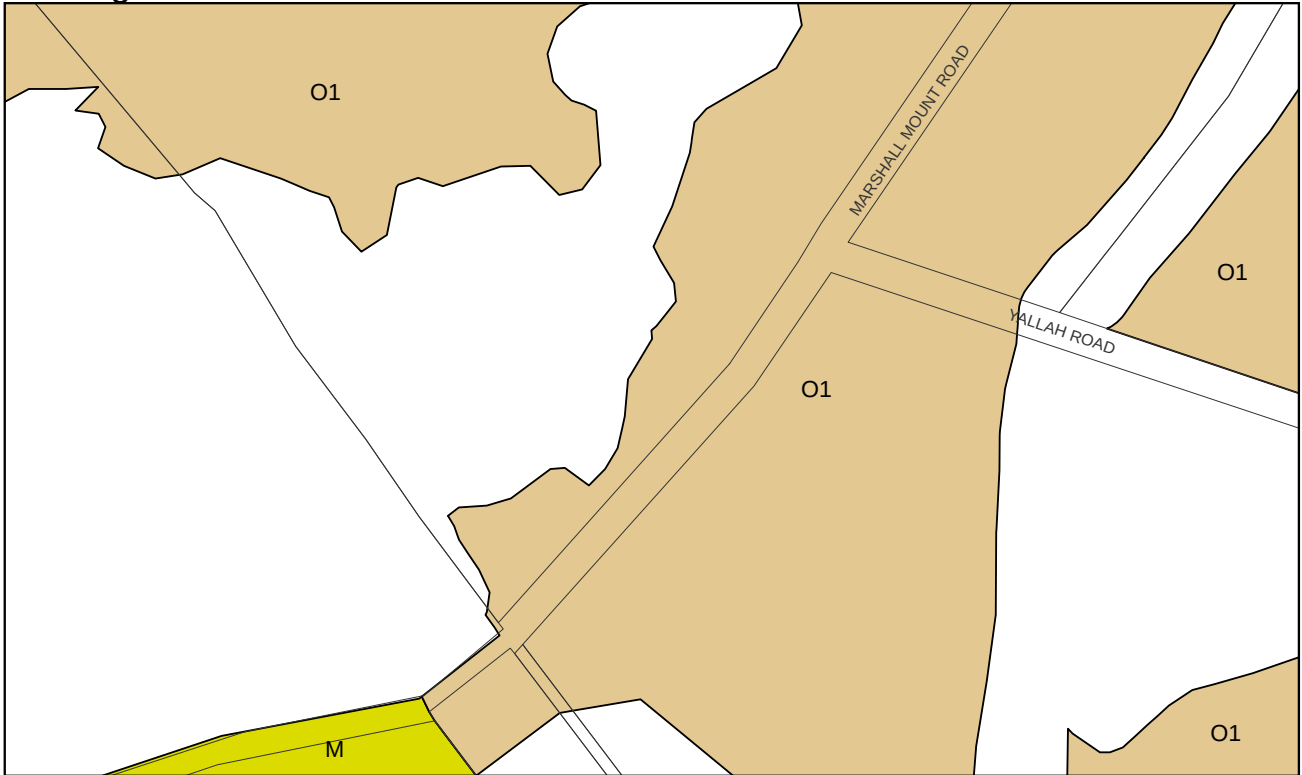


## Proposed

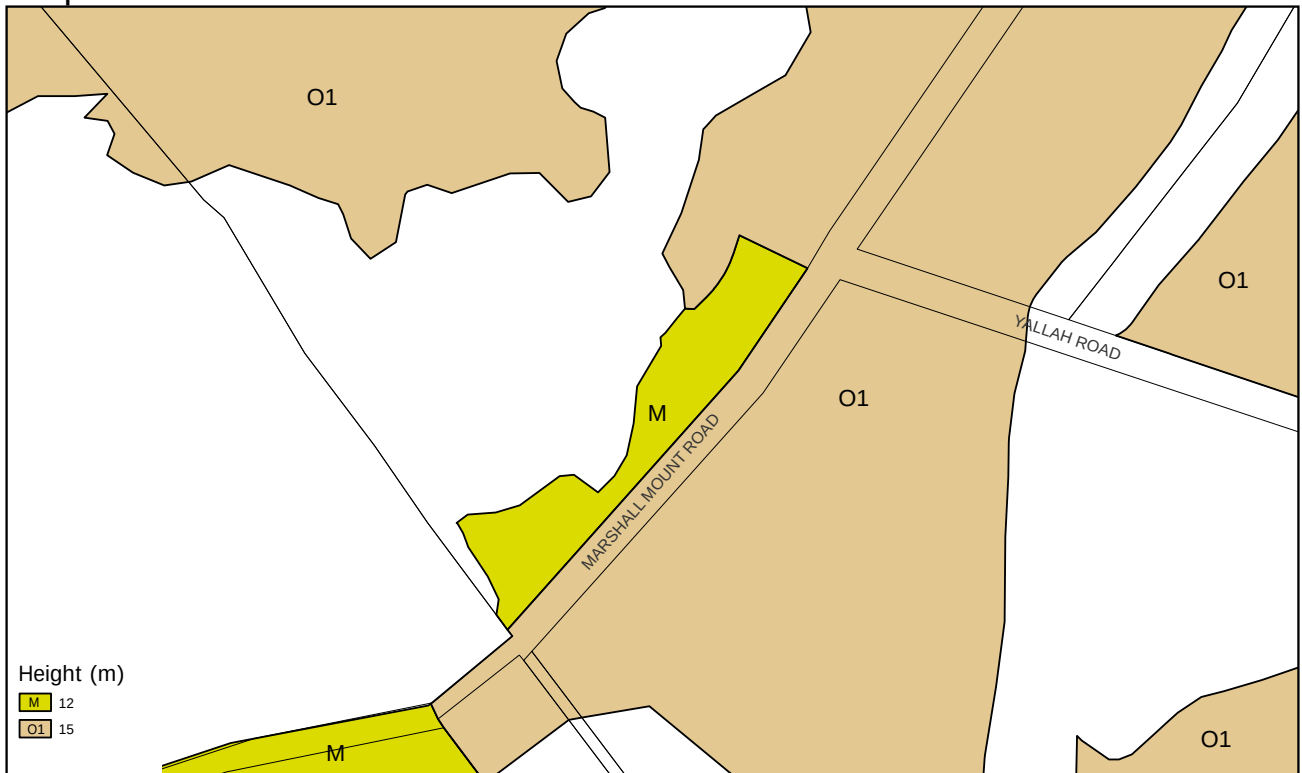




## Existing



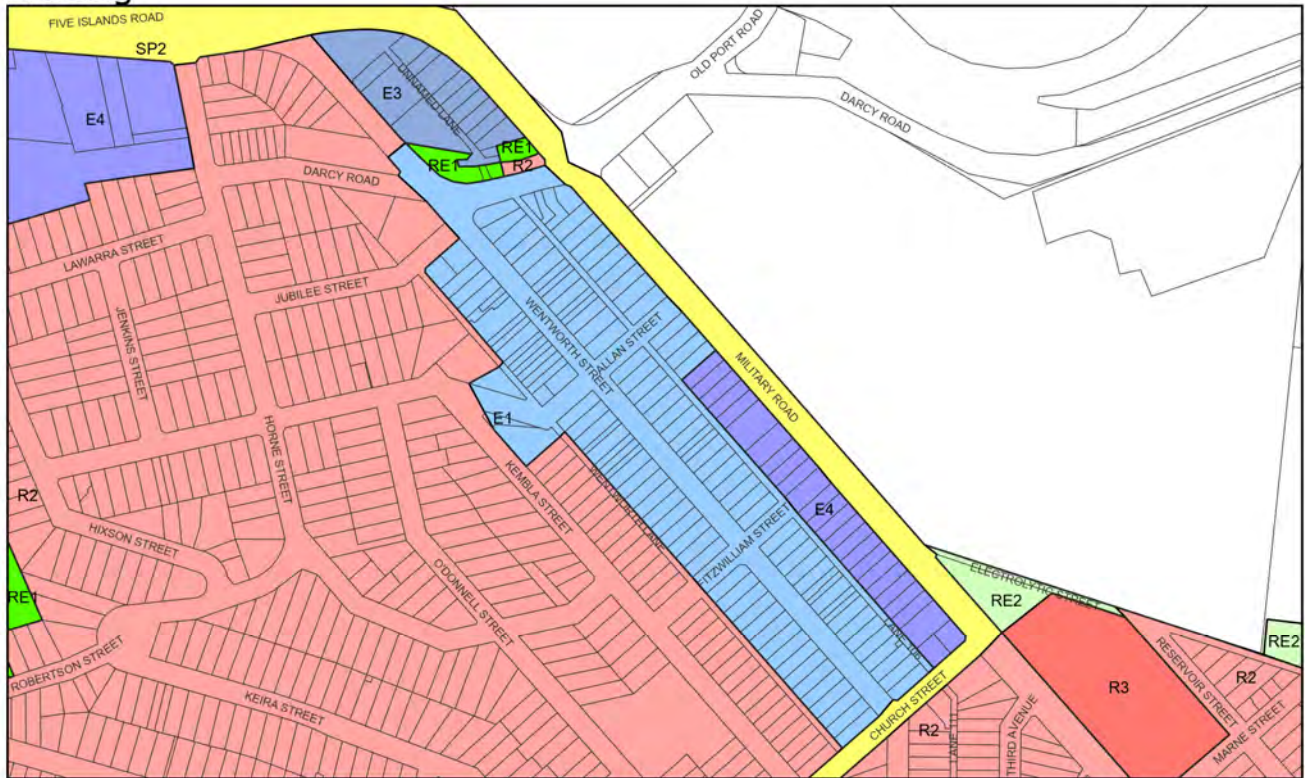
## Proposed



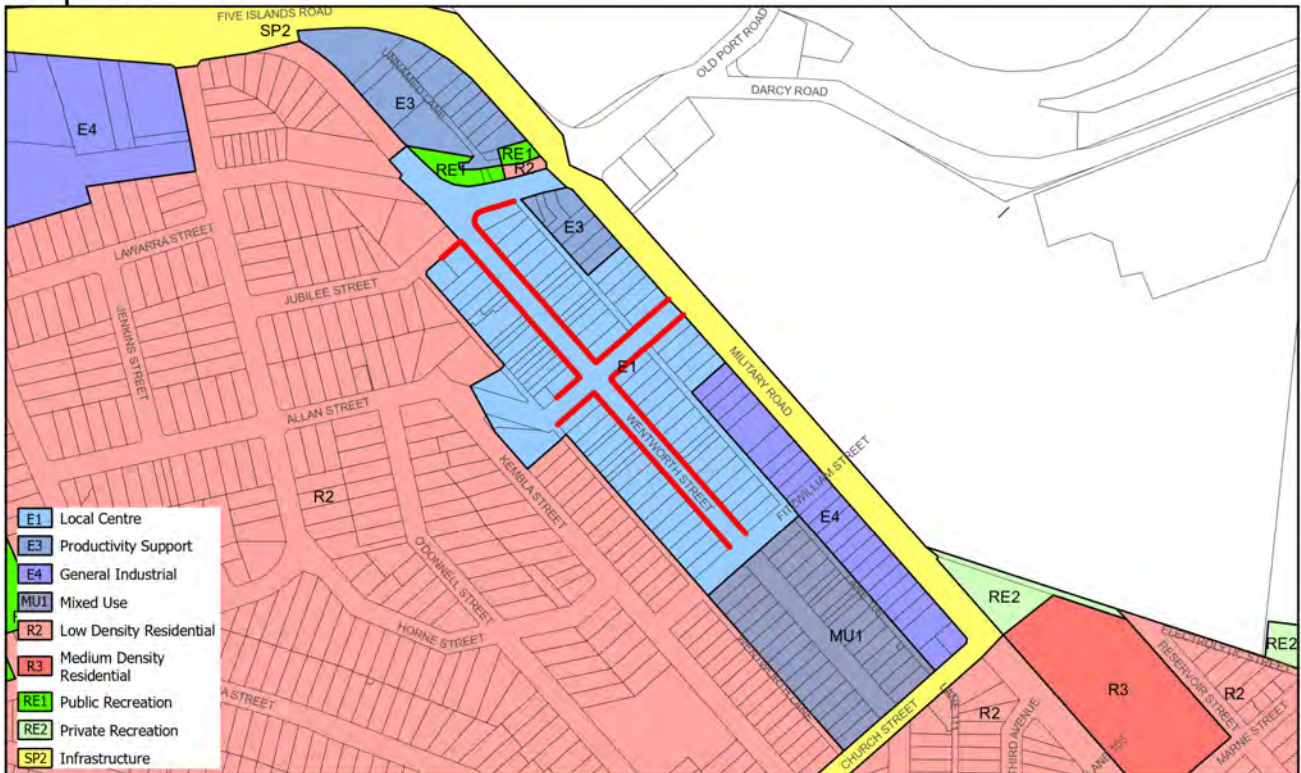
Height (m)

M 12  
O1 15

## Existing

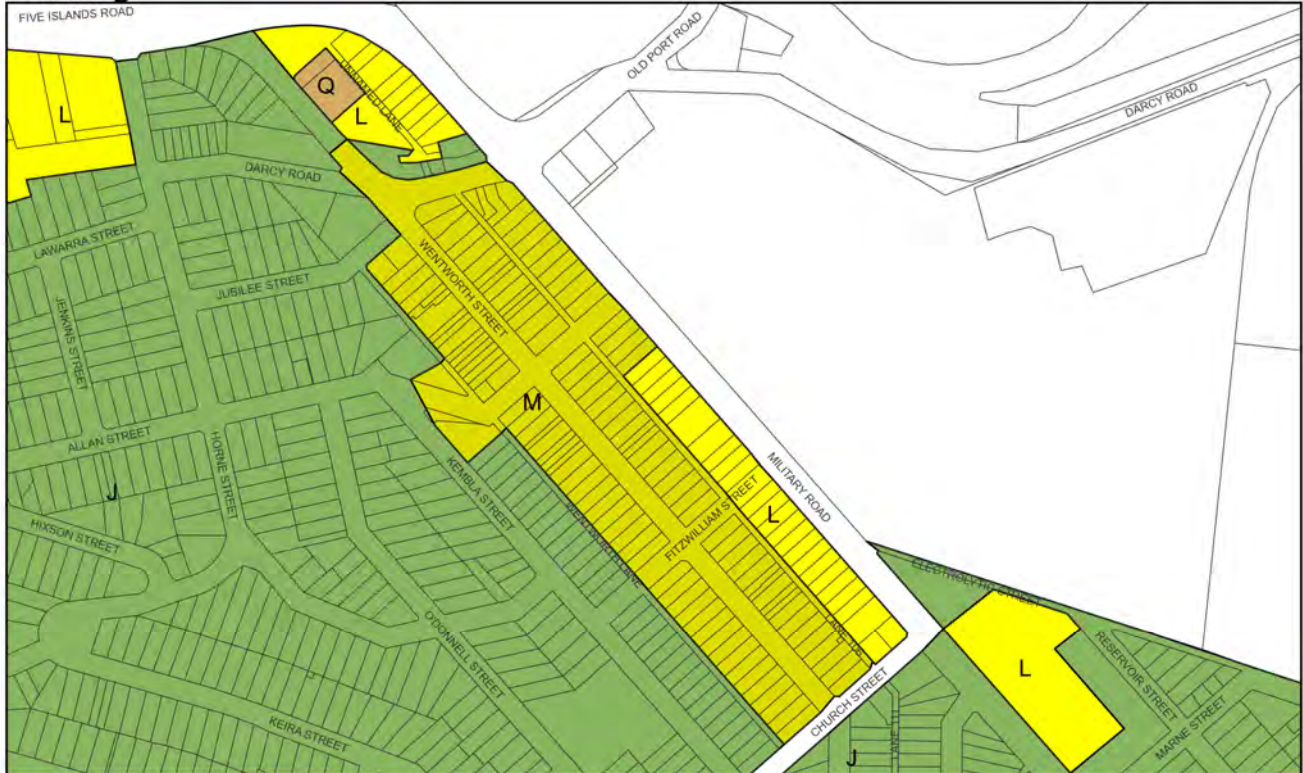


## Proposed

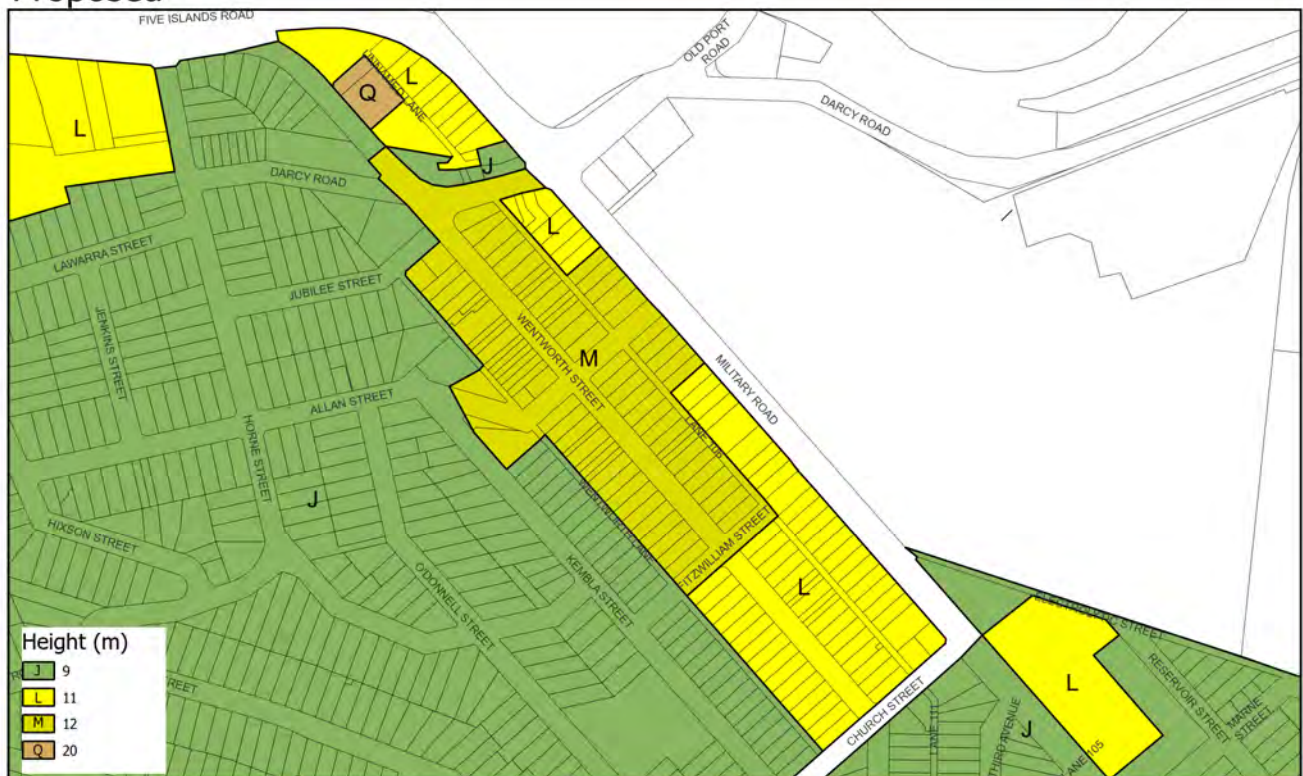




## Existing

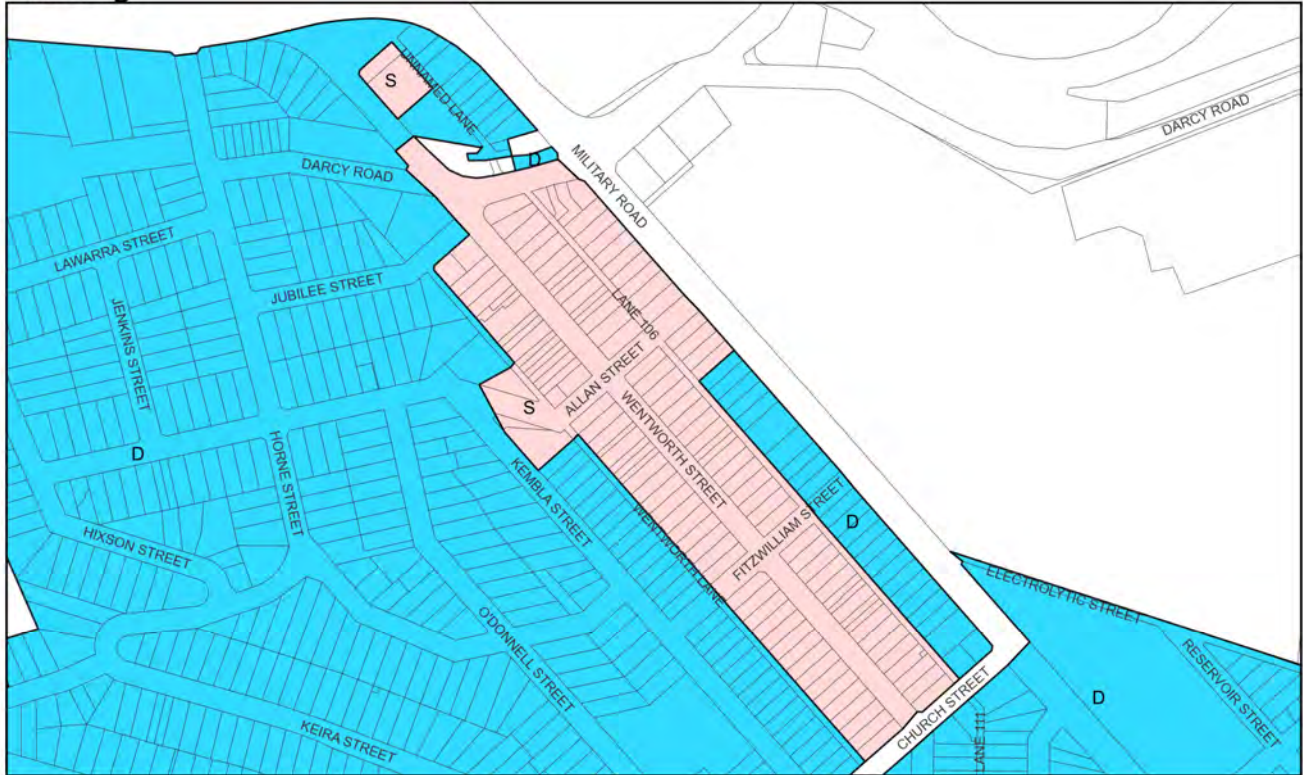


## Proposed

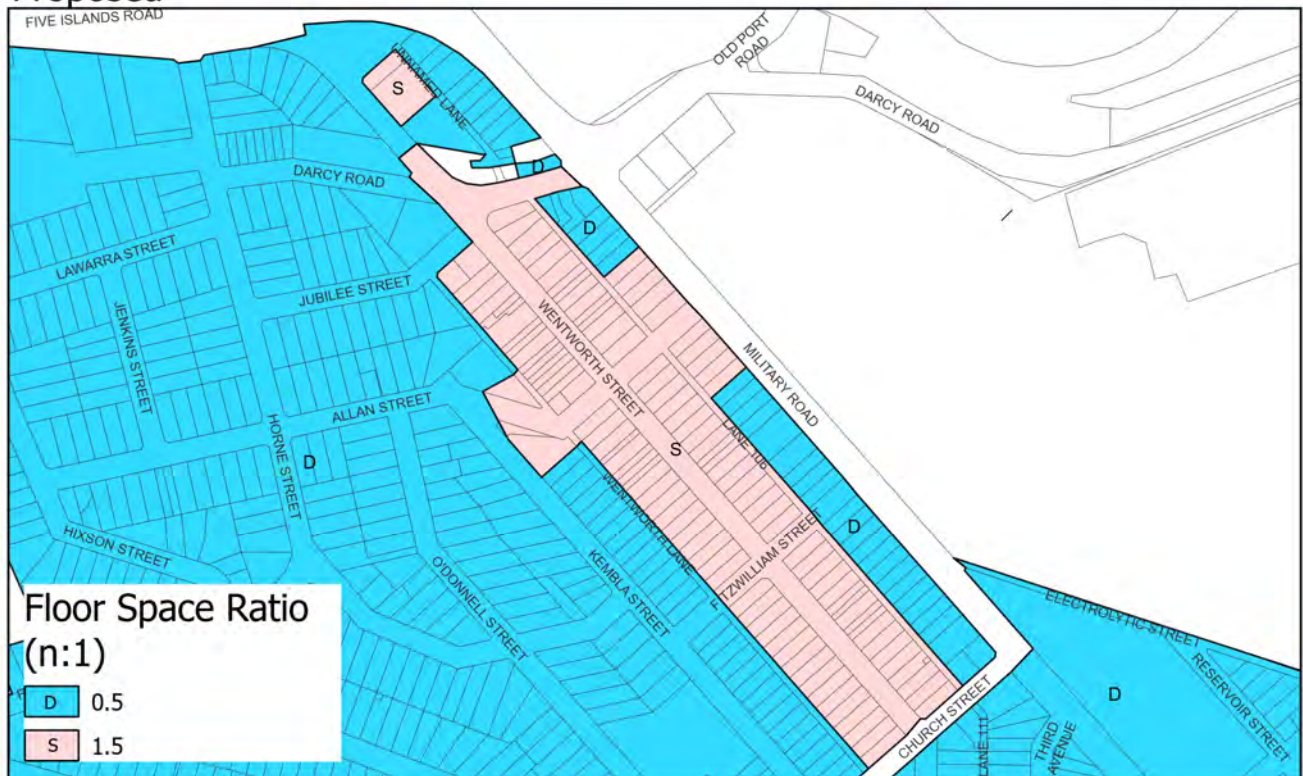




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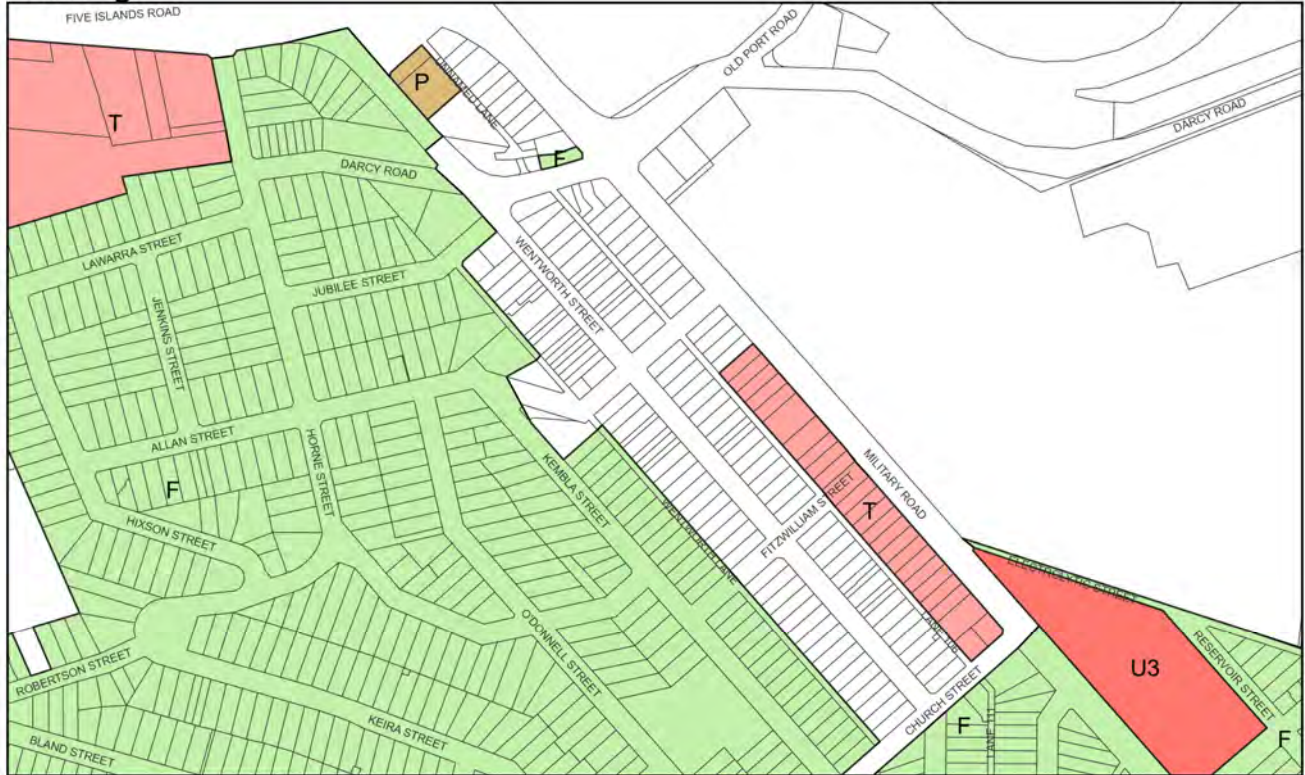


## Proposed

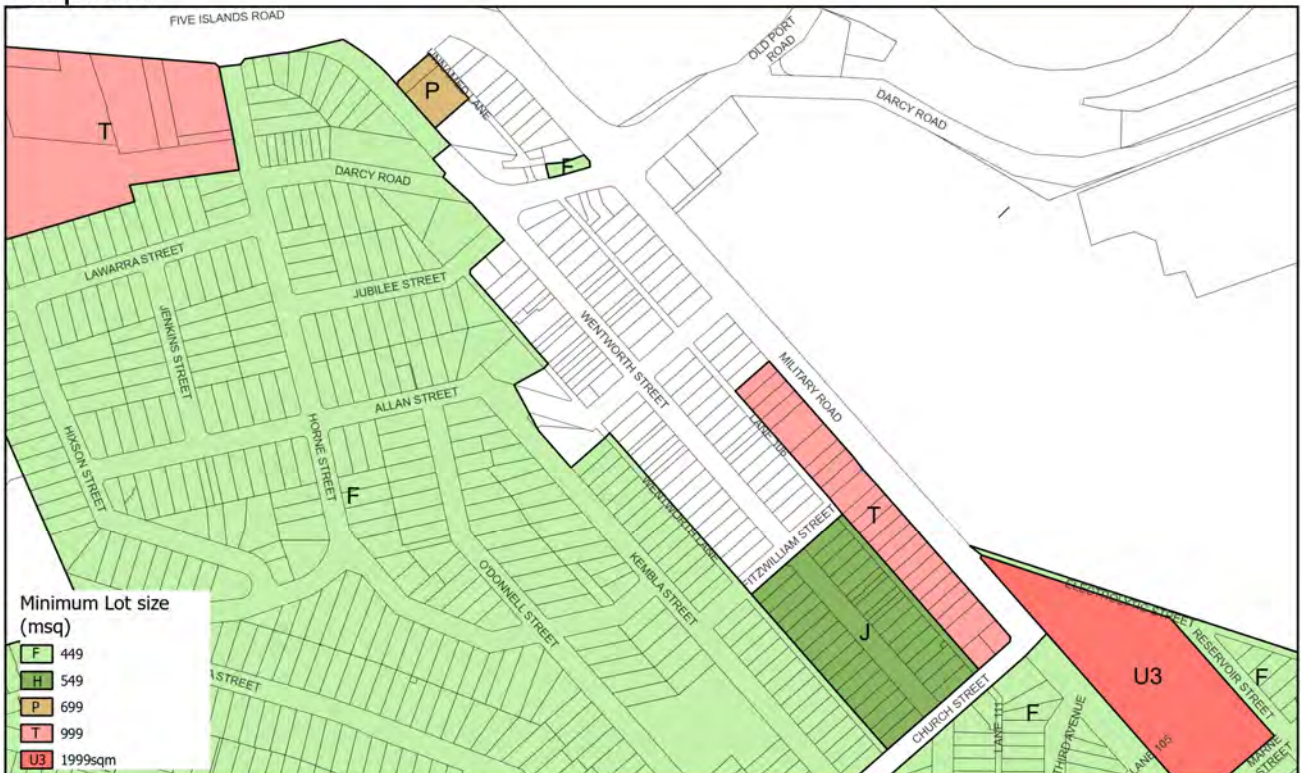




## Existing



## Proposed





## Existing

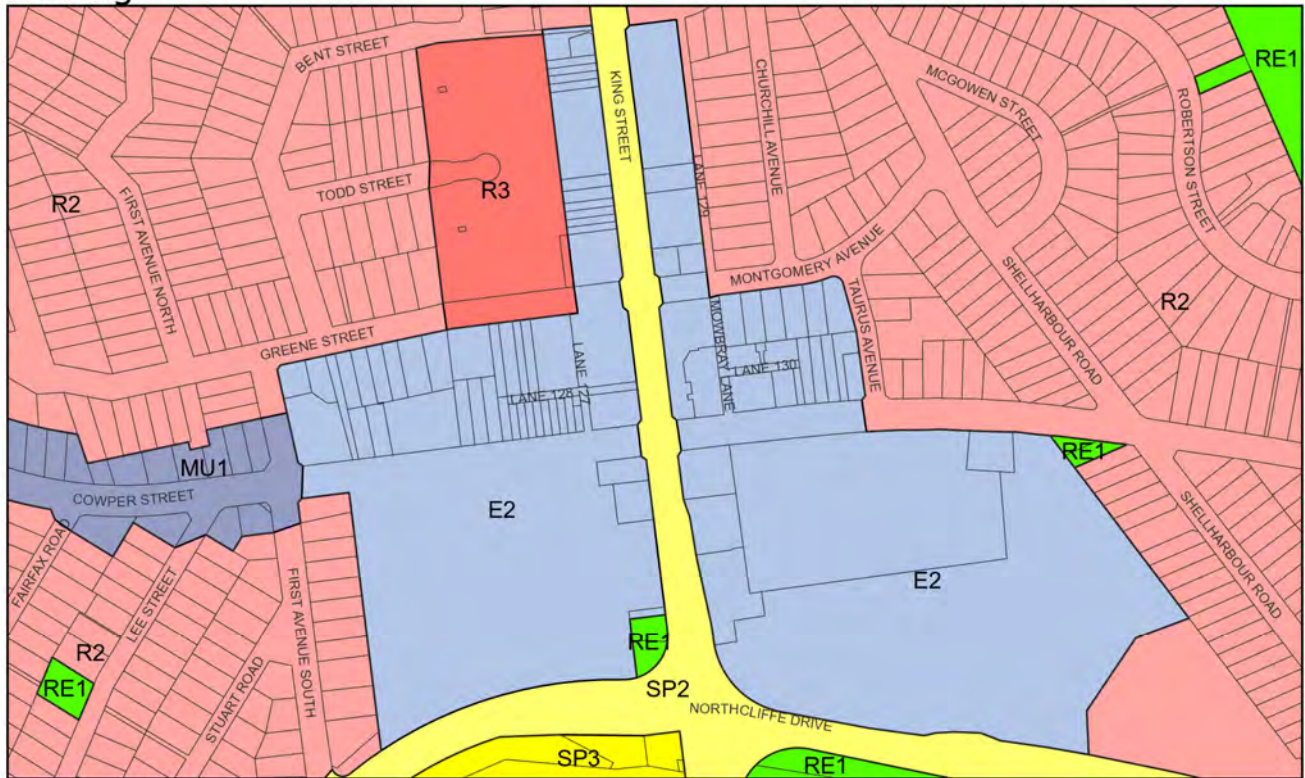


## Proposed

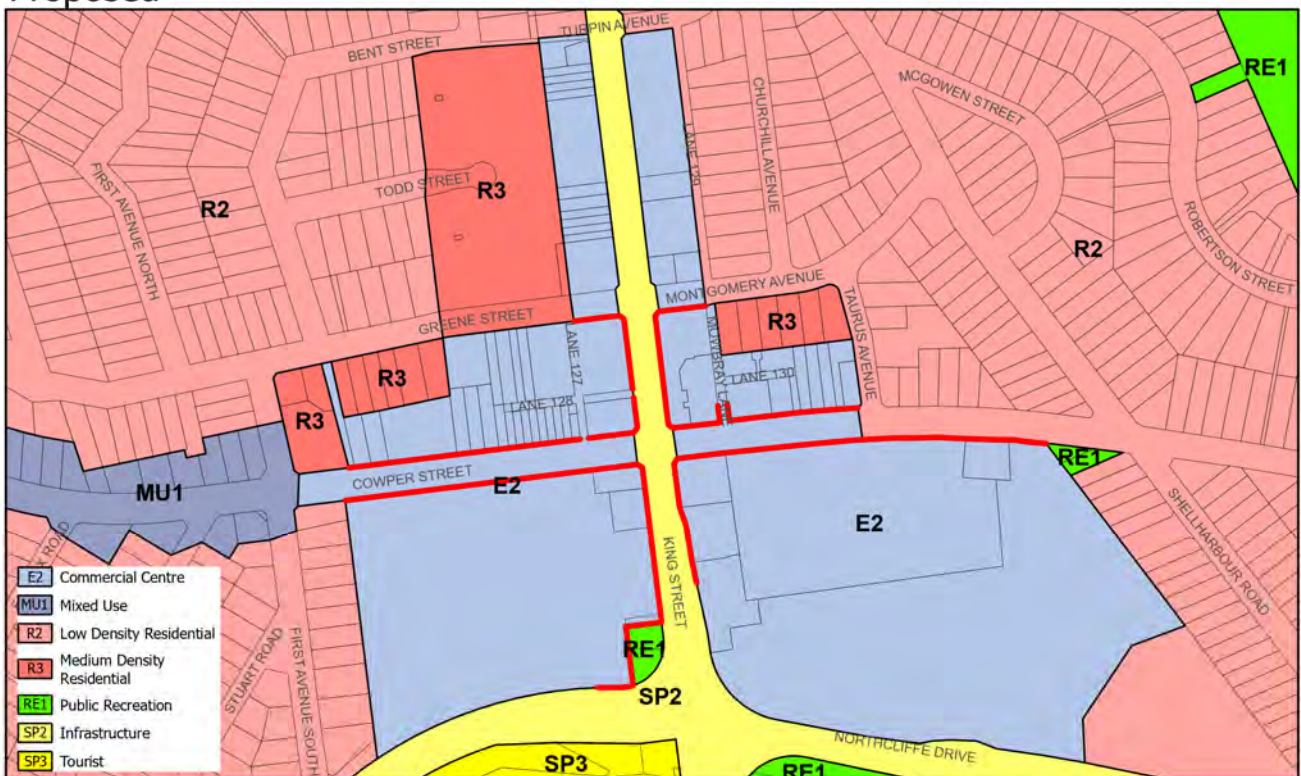




## Existing

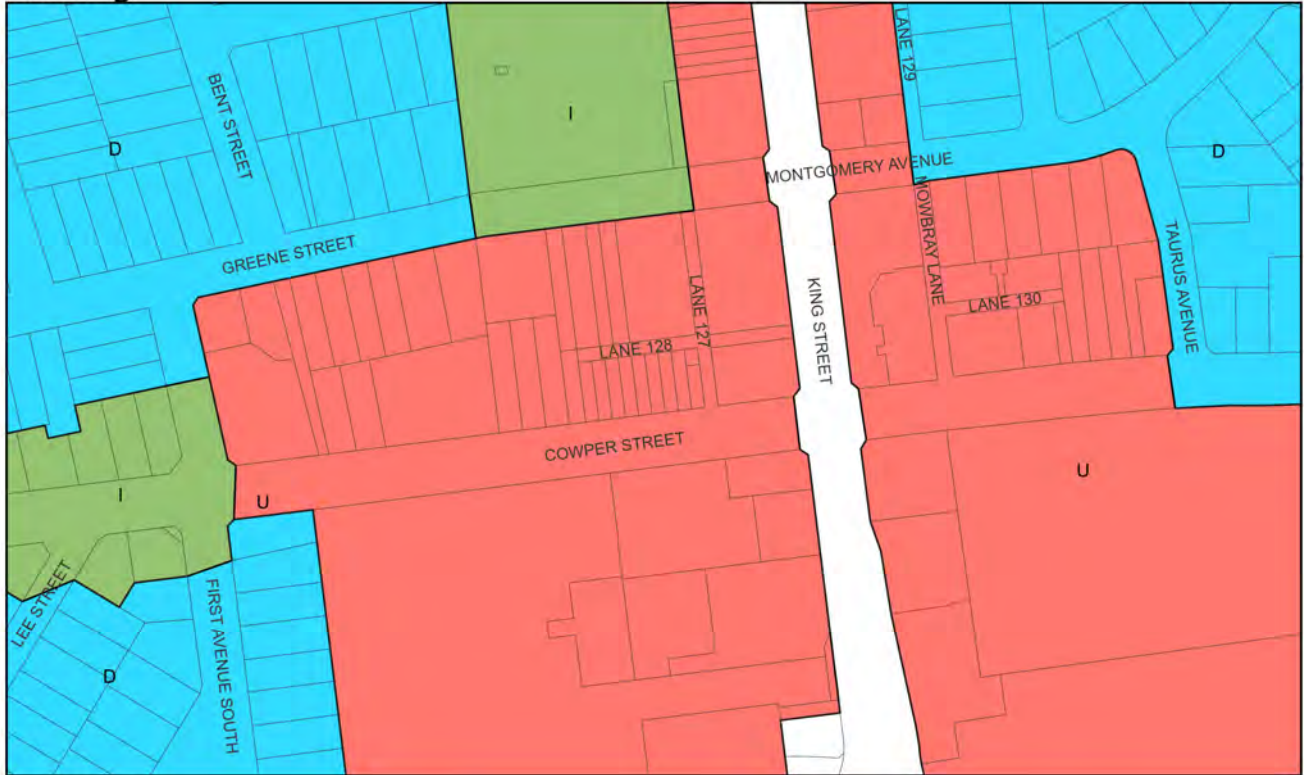


## Proposed

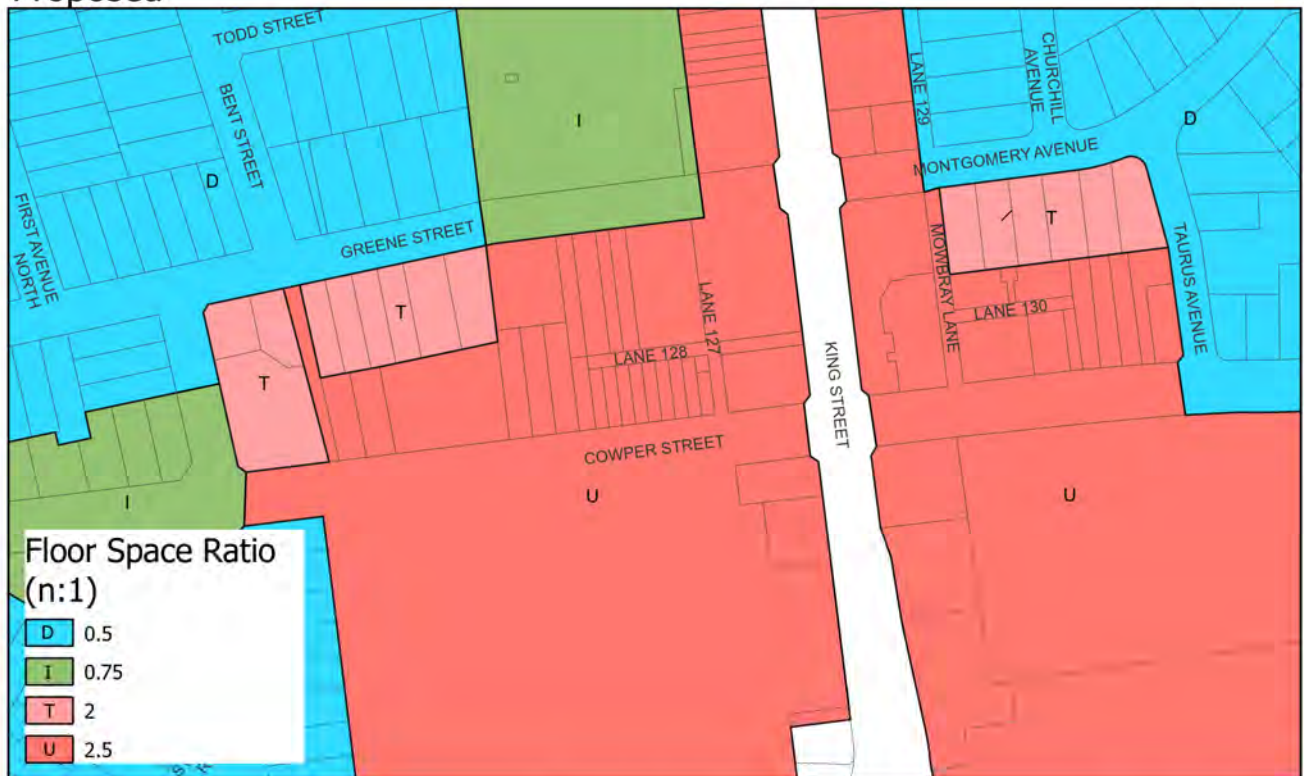




## Existing



## Proposed



### Floor Space Ratio (n:1)

|   |      |
|---|------|
| D | 0.5  |
| I | 0.75 |
| T | 2    |
| U | 2.5  |





## Existing



## Proposed

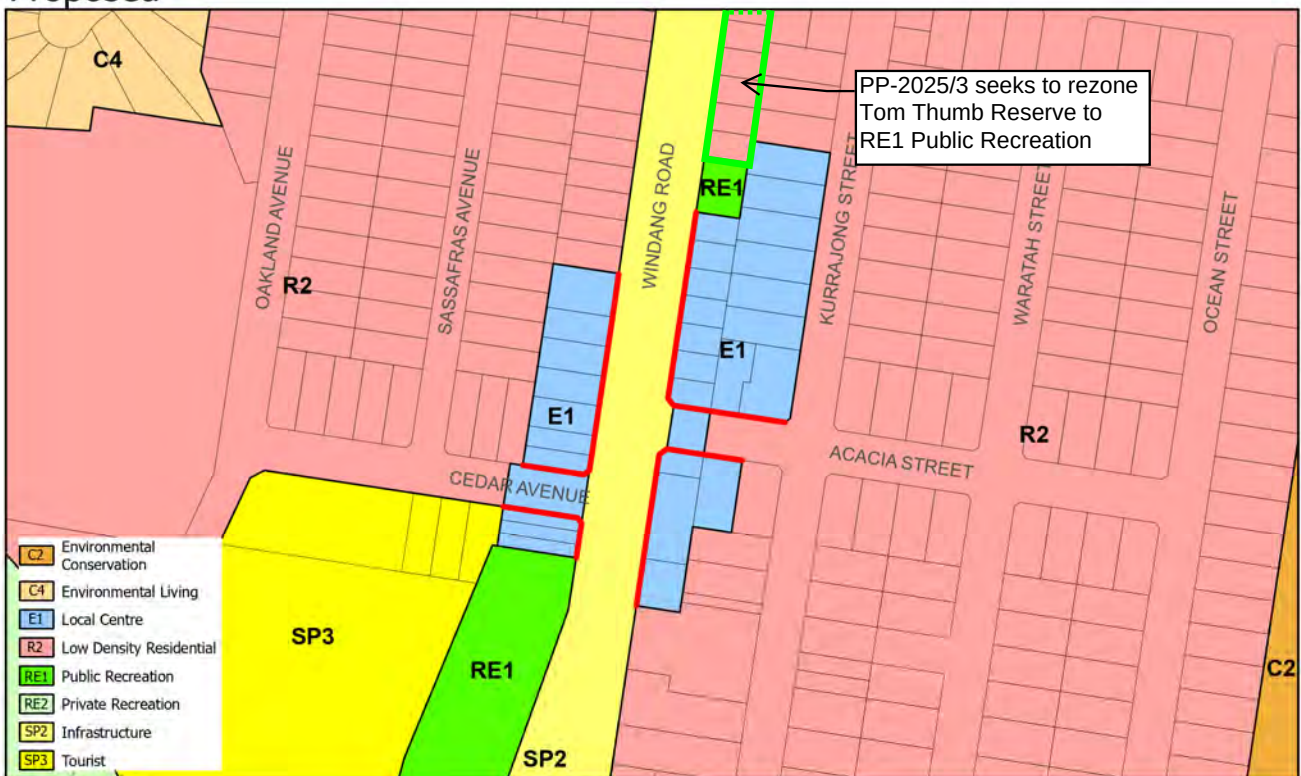




## Existing



## Proposed





## Existing



## Proposed



## Existing



## Proposed





## Proposed New Local Heritage Items

### Summary of Significance



*Aerial view along Wentworth Street, Port Kembla looking towards Hill 60*

October 2025

*Wollongong City Council: Centres and Industrial Lands Planning Proposal*

## Introduction

The Traditional Custodians live and care for Country here in the Illawarra as they have done for thousands of years. In 1815 some of the Illawarra's Traditional Custodians led the first white settlers and their cattle down the escarpment. This marked a new chapter in the story of our area. Today the knowledge and dreaming stories of our Traditional Custodians has been layered with a rich history of timber-getting, farming, coal mining, railway and port building and burgeoning seaside village and holiday communities. All this has occurred in the setting of our beautiful beaches and the magnificent escarpment.

## Our Shared Heritage

The Illawarra's heritage places include historic buildings, industrial infrastructure, cemeteries, ocean pools and memorials. But our heritage is much more than just architectural forms. Rural lands, mining sites, cultural and natural landscapes of importance to the Aboriginal community are all entwined to form our shared heritage. Our heritage is the product of thousands of years of Aboriginal custodianship, descendants of the first European settlers and generations of migrants and their families from across the world who moved to the Illawarra and made it their home. It is also continuously evolving as we welcome those drawn to the Illawarra's natural beauty and rich history. This living heritage is a vital part of the cultural fabric that makes up the Illawarra.

## Our Heritage Places

At the time of preparation of this study, there are over 510 heritage sites and cultural landscapes listed in the Wollongong Local Environmental Plan 2009 and through State Environmental Planning Policies. Of these items, 27 are listed on the NSW State Heritage Register as being items of significance to the state of New South Wales.

## Heritage Conservation Areas

There are currently nine listed Heritage Conservation Areas in the Wollongong Local Government Area:

1. Austinmer Conservation Area
2. Brownsville Conservation Area
3. Bulli Conservation Area
4. Old Bulli Conservation Area
5. Garrawarra Hospital Conservation Area
6. Kembla Heights Mining Village
7. Market Street Conservation Area
8. North Beach Precinct and Belmore Basin
9. Illawarra Escarpment Landscape Area

## Declared Aboriginal Places

There are three declared Aboriginal Places under the NSW National Parks and Wildlife Act 1974 in the Wollongong Local Government Area. In 2007 Sandon Point was declared an Aboriginal Place, followed by formal recognition of the Bellambi Point Aboriginal Place in 2001. There is also a Dharawal Resting Place located in the Royal National Park.

*For more information see the Wollongong Heritage Strategy 2023-2027 available for download on Council's website.*



### What does a Heritage Listing or HCA mean for development?

Heritage listing confers recognition of the place as a valuable part of the City's heritage. It does not affect the owner's use, privacy, enjoyment or ownership rights to a site and does not oblige private owners to undertake conservation works. The listing guides the design of alterations or additions along with Chapter E11: Heritage Conservation of the Wollongong Development Control Plan to ensure the work is sympathetic to the local heritage significance. It is important to remember that no two heritage items are the same and different levels of development and adaptive reuse can be achieved with Council's support.

There are conservation incentives available for heritage owners such as the Wollongong Local Heritage Grant Fund, reimbursement of Development Application and Pre-Lodgement Fees and flexibility in planning controls relating to zoning to allow conservation outcomes to be achieved.

Day-to-day 'maintenance' of heritage items including cleaning and the painting of interiors as well as kitchen and bathroom renovations and general repairs can be undertaken without Council approval. External changes to buildings, shopfront and additional business signage do require a Heritage Exemption for Minor Works and structural changes and changes of use may require a Development Application. Exempt or complying development pathways provided via SEPP (Exempt and Complying Development Codes) 2008 are not available for heritage items.

Heritage Conservation Areas are precinct-based listings identified for their distinct character and heritage values. To retain significant elements of a HCA, certain controls are put in place by Council allow alterations and additions to a property that is compatible with the character and heritage values of the HCA. Sites within a HCA are assessed as contributory, neutral or intrusive. Contributory items must be retained and development may be limited to the rear, whilst there may be more scope for change to neutral or intrusive elements including demolition and sympathetic infill development. There may also be listed heritage items within a HCA.

External changes to buildings within a HCA such a repainting, facade repairs, roofing works, fencing, changes to shop fronts and additional business signage do require a Heritage Exemption for Minor Works and structural changes may require a Development application.

Exempt or complying development pathways provided via SEPP (Exempt and Complying Development Codes) 2008 are limited for land within an HCA and largely relate to minor works to the rear of the property.

Heritage listings and HCAs do not prevent change from occurring to a site or require owners to restore their properties. Rather they support the conservation of significance attached to a particular place.

## Summary of Proposed Heritage Listings by Suburb

This following additional heritage items have been recommended for local listings on the basis of heritage assessments undertaken by Council's independent Heritage Advisor. These assessments were triggered by a range of sources including community nominations, landowner nominations, Council's publication "Twentieth Century Architecture in Australia" (R Irving, 2001), Planning Proposal processes, heritage investigations undertaken as part of Development Applications, and city-wide studies such as the Port Kembla 2025 Revitalisation Project and the City Centre Urban Development Framework.

These items are being progressed by three concurrent strategic planning processes:

1. Stage 2 of the Wollongong Heritage Schedule Review
2. Centres and Industrial land: Active frontages, boundaries, heritage and housing keeping Planning Proposal
3. Wollongong City Centre Urban Design Review

Council officers have prepared a draft State Heritage Inventory (SHI) form for each item, which sets out key information including a Statement of Significance, description and historical information drawn from Heritage Assessment of the site. A summary of each SHI form, along with suburb profiles and photographs of each item and a map showing the proposed heritage curtilage for each item is provided in this document.

Items to be progressed as part of the Centres and Industrial Land Planning Proposal:

### Potential New Heritage Conservation Area

|   | Suburb      | Item Name                                   | Address                                           | Property Description | Nomination                           | Map   |
|---|-------------|---------------------------------------------|---------------------------------------------------|----------------------|--------------------------------------|-------|
| 1 | Port Kembla | Wentworth Street Heritage Conservation Area | Wentworth Street from Church Street to Darcy Road | Various              | Port Kembla 2505 Revitalisation Plan | HCA 1 |

### Potential New Heritage Items

|   | Suburb       | Item Name                     | Address                                                  | Property Description                 | Nomination                           | Map    |
|---|--------------|-------------------------------|----------------------------------------------------------|--------------------------------------|--------------------------------------|--------|
| 1 | Coledale     | Coledale RSL Club             | 731-735 Lawrence Hargrave Drive                          | Lot 2 DP 77041                       | Community Nomination                 | Item 1 |
| 2 | Fairy Meadow | St John Vianney's Cathedral   | 7 Cabbage Tree Lane                                      | Lot 1 DP 1237970                     | Migration Heritage Study 2007        | Item 3 |
| 3 | Helensburgh  | Sandstone Kerb and Guttering* | Sawan Lane, Walker Street, Parkes Street and Tunnel Road | Road Reserve                         | Helensburgh Town Centre Plan         | Item 4 |
| 4 | Port Kembla  | Central Chambers              | 57-61 Wentworth Street                                   | Lot 1 DP 324146, Lot 9 Sec 6 DP 5868 | Port Kembla 2505 Revitalisation Plan | Item 5 |
| 5 | Port Kembla  | Commercial Building           | 117-119 Wentworth Street                                 | Lot 11 Sec 5 DP 5868                 | Port Kembla 2505 Revitalisation Plan | Item 6 |



|    |             |                                 |                         |                                          |                                                                   |         |
|----|-------------|---------------------------------|-------------------------|------------------------------------------|-------------------------------------------------------------------|---------|
| 6  | Port Kembla | Former Bank                     | 73-75 Wentworth Street  | Lot 130 DP 806762                        | Port Kembla 2505 Revitalisation Plan                              | Item 7  |
| 7  | Port Kembla | Kembla Court                    | 96-106 Wentworth Street | Part of Lot 19, Lots 20-21 Sec 2 DP 5868 | Port Kembla 2505 Revitalisation Plan                              | Item 8  |
| 8  | Port Kembla | Commercial Building             | 64-66 Wentworth Street  | Lot 29 Sec 2 DP 5868                     | Port Kembla 2505 Revitalisation Plan                              | Item 9  |
| 9  | Port Kembla | Former Migrant Boarding House   | 19 Wentworth Street     | Lot 9 DP 18546                           | Migration Heritage Study 2007                                     | Item 10 |
| 10 | Wollongong  | House with Verandah Details     | 63 Auburn Street        | Lot 22 Sec C DP 4203                     | 20 <sup>th</sup> Century Architecture in Wollongong (publication) | Item 11 |
| 11 | Wollongong  | Federation/Interwar House       | 69 Auburn Street        | Lot 25 Sec C DP 4203                     | South Wollongong Study 2017                                       | Item 12 |
| 12 | Wollongong  | Former Crystal Clothing Factory | 29 Ellen Street         | Lot 20 DP 864689                         | Migration Heritage Study 2007                                     | Item 13 |
| 13 | Wollongong  | English Cottage Revival House   | 137 Kembla Street       | Lot 3 DP 19969                           | South Wollongong Study 2017                                       | Item 14 |
| 14 | Wollongong  | Californian Bungalow            | 96 Church Street        | Lot 11 DP 1114586                        | South Wollongong Study 2017                                       | Item 15 |
| 15 | Woonona     | Bulli Fire Station              | 325-327 Princes Highway | Lots 2 & 3 DP 6454                       | Stedinger Heritage Study 2004                                     | Item 16 |

## Town Centre Profiles

Please note that only Centres with proposed new heritage items have been included in this document.

### Coledale

Number of existing Heritage items: 5

- Local Heritage Items: 5

Number of proposed new Local Heritage items: 1

| Item # | Item Name         | Suburb   | Address                               | Planning Proposal |
|--------|-------------------|----------|---------------------------------------|-------------------|
| 1      | Coledale RSL Club | Coledale | 731-735<br>Lawrence<br>Hargrave Drive | Centres Review    |



*Proposed Item 1: Coledale RSL*



Item 1

|                                                                                                                                                                                                                                                 |                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Item Name:</b><br>Coledale RSL Club                                                                                                                                                                                                          |                                       | <b>SHI Number:</b><br>5062927                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Location:</b><br>731-735 Lawrence Hargrave Drive, Coledale                                                                                                                                                                                   |                                       | <b>Assessed Significance:</b><br>Local                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Item Type:</b><br>Built                                                                                                                                                                                                                      | <b>Group:</b><br>Community Facilities | <b>Statement of Significance:</b><br><br>Coledale RSL Club is of significance for Wollongong LGA for its historical, associative, aesthetic and social values, and as a representative example of its type and date of creation. The Coledale RSL club has social importance to the local residents as a place of social gathering and for its associations with the returned servicemen. The club, built as Memorial Hall in 1948, commemorates the soldiers of WW2 and has an additional importance in the memories of their families. The building, located on a visually prominent street corner, is a local landmark. |
| <b>Category:</b><br>Hall RSL                                                                                                                                                                                                                    |                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>Owner:</b><br>Private – Individual                                                                                                                                                                                                           |                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>Historic Themes:</b><br><b>National</b> – Governing<br><b>State</b> – Defence<br><b>Local</b> – Remembering Casualties suffered in War<br><b>National</b> – Culture<br><b>State</b> – Leisure<br><b>Local</b> – Conducting Clubs for Workers |                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>Photograph:</b>                                                                                                                                                                                                                              |                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                                                                                                                                                             |                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |





## Fairy Meadow

Number of existing Heritage items: 7

- Local Heritage Items: 6
- State Heritage items: 1

Number of proposed new Local Heritage items: 1

| Item # | Item Name                   | Suburb       | Address             | Planning Proposal |
|--------|-----------------------------|--------------|---------------------|-------------------|
| 2      | St John Vianney's Cathedral | Fairy Meadow | 7 Cabbage Tree Lane | Centres Review    |



*Proposed Item 2: St John Vianney's*

Item 2

|                                                                                                                                                                                                                                        |                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Item Name:</b><br>St John Vianney's Cathedral                                                                                                                                                                                       |                           | <b>SHI Number:</b><br>5063717                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Location:</b><br>7 Cabbage Tree Lane, Fairy Meadow                                                                                                                                                                                  |                           | <b>Assessed Significance:</b><br>Local                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Item Type:</b><br>Built                                                                                                                                                                                                             | <b>Group:</b><br>Religion | <b>Statement of Significance:</b><br><br>The St John Vianney's Cathedral represents the aspirations of Italian migrants to Wollongong in the post war period. The St John Vianney's Cathedral is a good representative example of a church built by a community with a large Italian migrant population in the post war period in Wollongong. The population of Italian migrants originally connected to the church are likely to hold a connection with the church, as well as significance to its current Catholic congregation. |
| <b>Category:</b><br>Church                                                                                                                                                                                                             |                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>Owner:</b><br>Religious Organisation                                                                                                                                                                                                |                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>Historic Themes:</b><br><b>National</b> – Peopling<br><b>State</b> – Migration<br><b>Local</b> – Diversifying the Community<br><b>National</b> – Culture<br><b>State</b> – Religion<br><b>Local</b> - Observing Religious Practices |                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>Photograph:</b>                                                                                                                                                                                                                     |                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                                                                                                                                                    |                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |







## Helensburgh

Number of existing Heritage items: 33

- Local Heritage Items: 31
- Heritage Conservation Areas: 1
- State Heritage Items: 1

Number of proposed new Local Heritage items: 1

| Item # | Item Name                     | Suburb      | Address                                                  | Planning Proposal |
|--------|-------------------------------|-------------|----------------------------------------------------------|-------------------|
| 3      | Sandstone Kerb and Guttering* | Helensburgh | Sawan Lane, Walker Street, Parkes Street and Tunnel Road | Centres Review    |



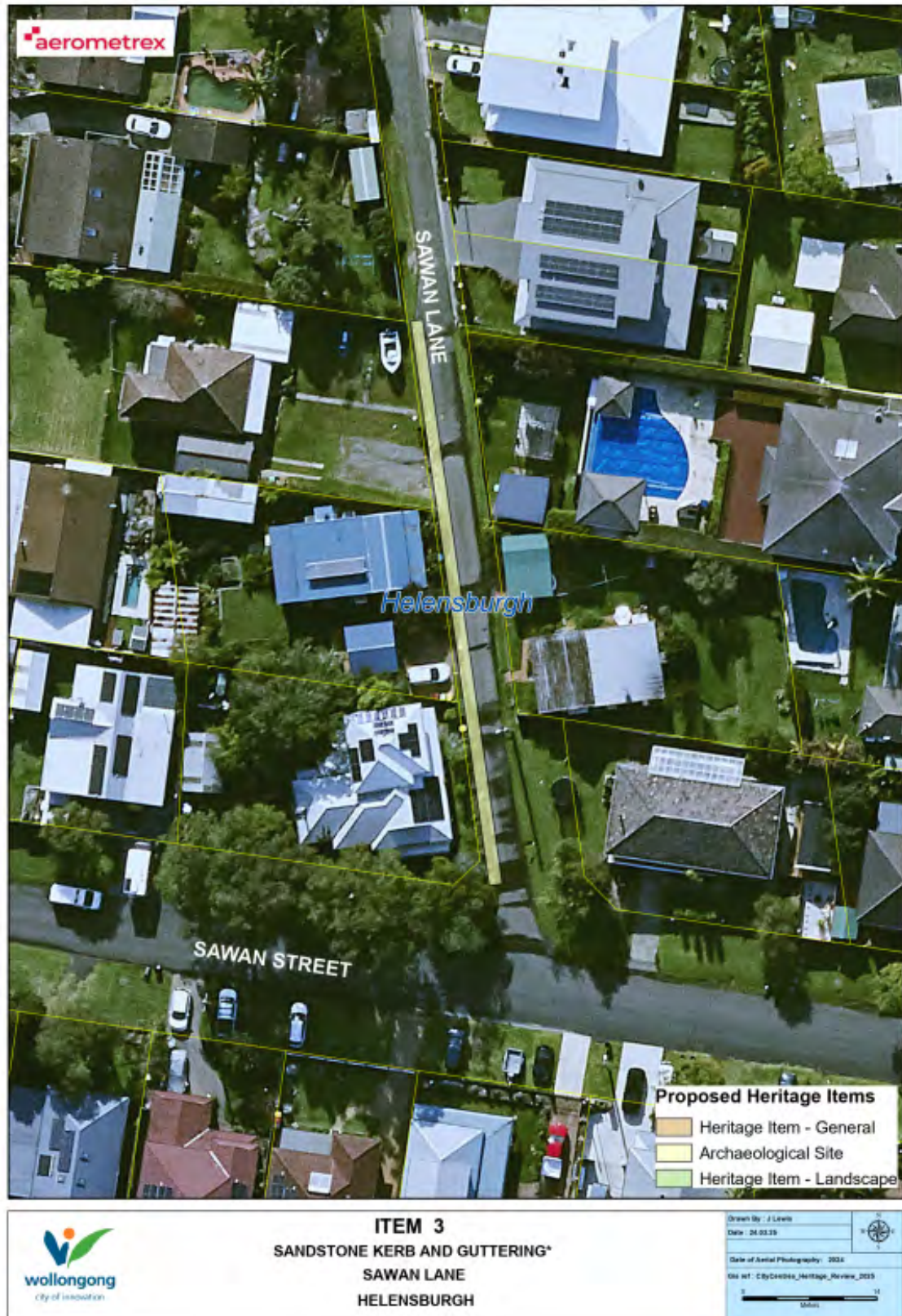
*Proposed Item 3: Sandstone Kerbing and Guttering*



Item 3

|                                                                                                                                                                                                                                                                                         |                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Item Name:</b><br>Sandstone Kerb and Guttering*                                                                                                                                                                                                                                      |                                       | <b>SHI Number:</b><br>5063633                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Location:</b><br>Sawan Lane, Walker Street, Parkes Street and Tunnel Road, Helensburgh                                                                                                                                                                                               |                                       | <b>Assessed Significance:</b><br>Local                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Item Type:</b><br>Built                                                                                                                                                                                                                                                              | <b>Group:</b><br>Utilities - Drainage | <b>Statement of Significance:</b><br><br>Sandstone kerbing and guttering in Helensburgh is of significance for the local area due to its historical, aesthetic, social and technical qualities, as representative examples of quality of public works in the late nineteenth and early twentieth centuries, and rare in the LGA context. The kerbing and guttering are a physical reminder of early street construction and the development of Helensburgh and demonstrate continued process of living in this town. The elements make a strong aesthetic contribution to the streets and contribute to the community's sense of place. The kerbing and guttering are relatively well preserved and enhance the character of Helensburgh. The surviving examples are representative of similar elements in NSW at the time of their creation. |
| <b>Category:</b><br>Other – Utilities - Drainage                                                                                                                                                                                                                                        |                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>Owner:</b><br>Multiple Owners                                                                                                                                                                                                                                                        |                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>Historic Themes:</b><br><b>National</b> - Settlement<br><b>State</b> - Towns, Suburbs and Villages<br><b>Local</b> – Urban development<br><b>National</b> - Settlement<br><b>State</b> - Utilities<br><b>Local</b> – The Construction of Roads and their Components in the Illawarra |                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>Photograph:</b>                                                                                                                                                                                                                                                                      |                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |





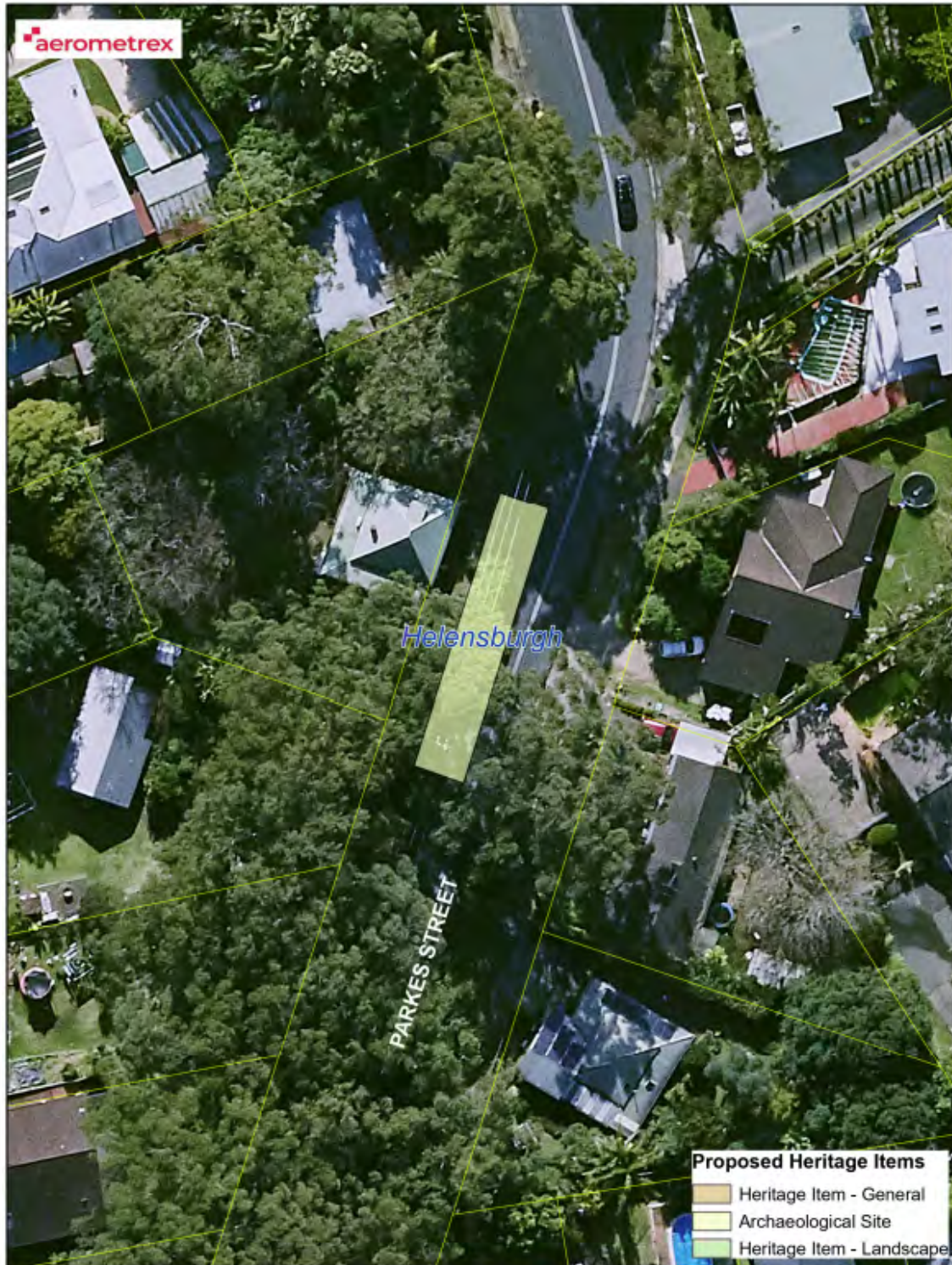


















## Port Kembla

Number of existing Heritage items: 20

- Local Heritage Items: 19
- State Heritage items: 1

Number of proposed new Local Heritage Items: 8 and 1 Heritage Conservation Area

| Item # | Item Name                                                    | Suburb      | Address                                           | Planning Proposal                                 |
|--------|--------------------------------------------------------------|-------------|---------------------------------------------------|---------------------------------------------------|
| HCA 1  | Wentworth Street Heritage Conservation Area                  | Port Kembla | Wentworth Street from Church Street to Darcy Road | Centres Review                                    |
| 4      | Commercial Building                                          | Port Kembla | 57-61 Wentworth Street                            | Centres Review                                    |
| 5      | Former Bank                                                  | Port Kembla | 117-119 Wentworth Street                          | Centres Review                                    |
| 6      | Former Bank                                                  | Port Kembla | 73-75 Wentworth Street                            | Centres Review                                    |
| 7      | Kembla Court                                                 | Port Kembla | 96-106 Wentworth Street                           | Centres Review                                    |
| 8      | Commercial Building                                          | Port Kembla | 64-66 Wentworth Street                            | Centres Review                                    |
| 9      | Former Migrant Boarding House                                | Port Kembla | 19 Wentworth Street                               | Centres Review                                    |
| 66     | "Lindenfels" House and Garden                                | Port Kembla | No 1 Steelworks, Five Islands Road                | Stage 2 Heritage Schedule Review (SEPP Amendment) |
| 67     | Group of BHP Houses – 'Mortlock', 'Mandalay' and 'Flagstaff' | Port Kembla | No 1 Steelworks, Five Islands Road                | Stage 2 Heritage Schedule Review (SEPP Amendment) |



*Proposed Heritage Conservation Area 1: Port Kembla Conservation Area*



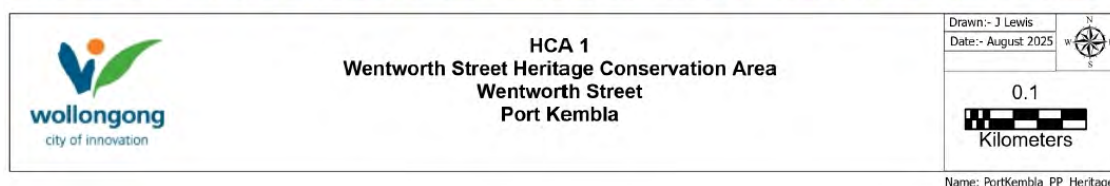
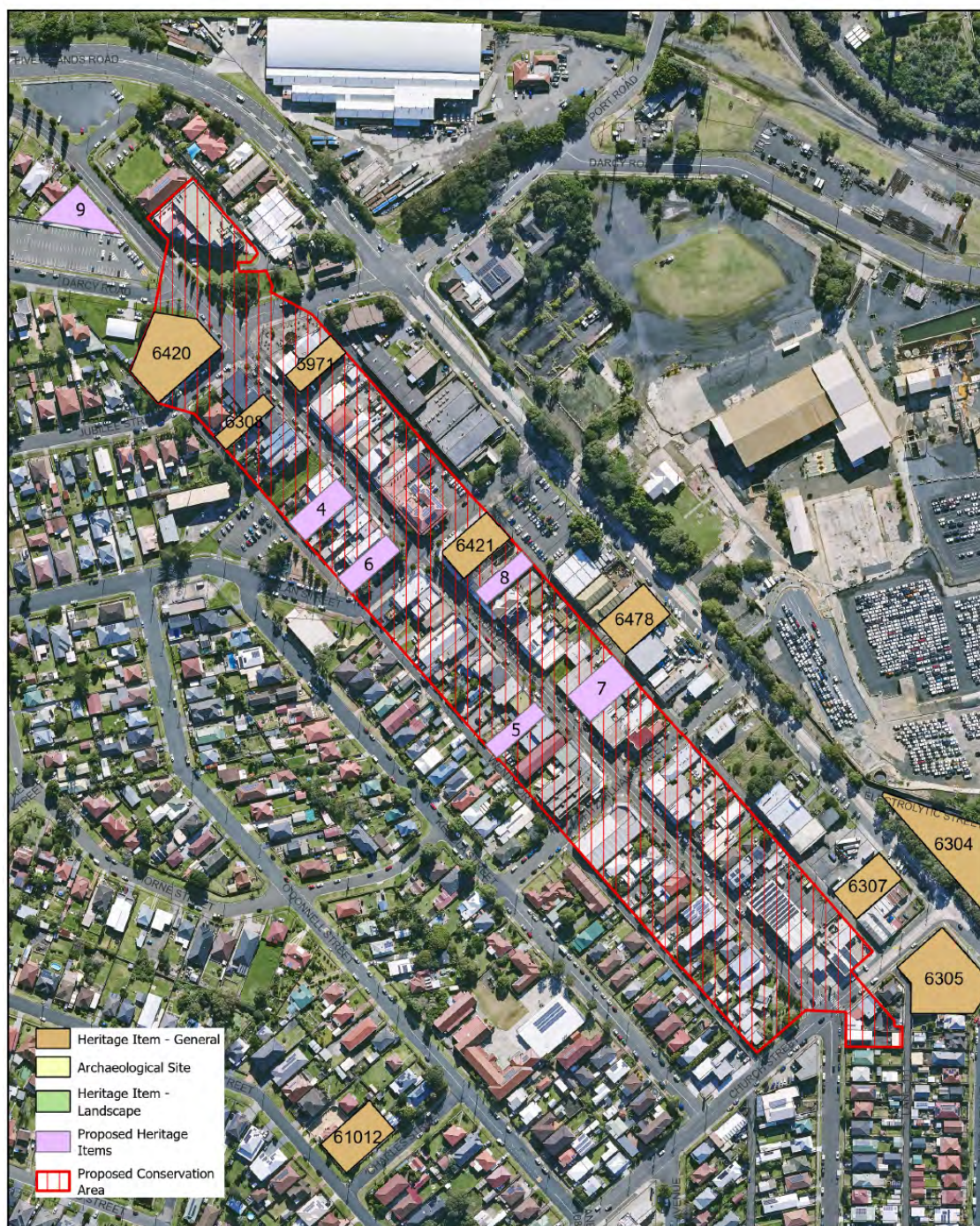
*Heritage Conservation Area 1*

|                                                                                                                                                                                                                                                                                                                                                                                         |                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Item Name:</b><br>Wentworth Street Heritage Conservation Area                                                                                                                                                                                                                                                                                                                        |                                          | <b>SHI Number:</b><br>5067182                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>Location:</b><br>Wentworth Street, Port Kembla                                                                                                                                                                                                                                                                                                                                       |                                          | <b>Assessed Significance:</b><br>Local                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>Item Type:</b><br>Conservation Area                                                                                                                                                                                                                                                                                                                                                  | <b>Group:</b><br>Landscape –<br>Cultural | <b>Statement of Significance:</b><br><br>Wentworth Street Conservation Area contains the streetscape of Port Kembla Town Centre which has historical, aesthetic, social, technical significance. This commercial area is important to the development of Port Kembla as the first commercial street established as part of the subdivision of the Five Islands Estate in 1909. The streetscape shows the development timeline on Wentworth Street, in particular Inter War and immediate Post War periods. The development shows the relation of Port Kembla Town Centre to the industrial based development to the east and is linked to the growth of the town, that the Five Island Estate subdivision plan in 1909 was prompted by early harbour establishment including Mount Kembla Coal and Oil in 1883, harbour opening in 1901, and Electrolytic Refining and Smelting Company’s works in 1908. The township itself is an evidence of growth of industrial enterprise, the significant commercial investment in early 20th Century and the economic growth during the Inter-War period. The place shows the important association with different landowners and tenants of different residential and commercial development, and its associations to notable architects. The place is aesthetically preserved with building styles from Edwardian period onwards. These include Victorian style Hotels, Inter War and Post War, Art Deco and Functionalist style buildings. The building all contribute to the character of the streetscape. The topography nature of Wentworth Street is also well known for its views from the high points to north and south and along the street frontages. The place has served the local community as a town centre for over 110 years. With several hotels and had a theatre that act as a meeting place for people and for relaxation and entertainment. Wentworth Street has been a site for Billy Cart Derby that has been operating since the 1940s. |
| <b>Category:</b><br>Historic Landscape                                                                                                                                                                                                                                                                                                                                                  |                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Owner:</b><br>Multiple Owners                                                                                                                                                                                                                                                                                                                                                        |                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Historic Themes:</b><br><b>National</b> - Economy<br><b>State</b> - Industry<br><b>Local</b> – Establishing the Port Kembla Steel Works<br><b>National</b> - Settlement<br><b>State</b> – Towns, Suburbs and Villages<br><b>Local</b> – Establishing Rural Centres<br><b>National</b> - Economy<br><b>State</b> - Commerce<br><b>Local</b> – Supplying Retail and Financial Services |                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                                                                                                                                                                                                                                                                                                                                                                                         |                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

**Photograph:**





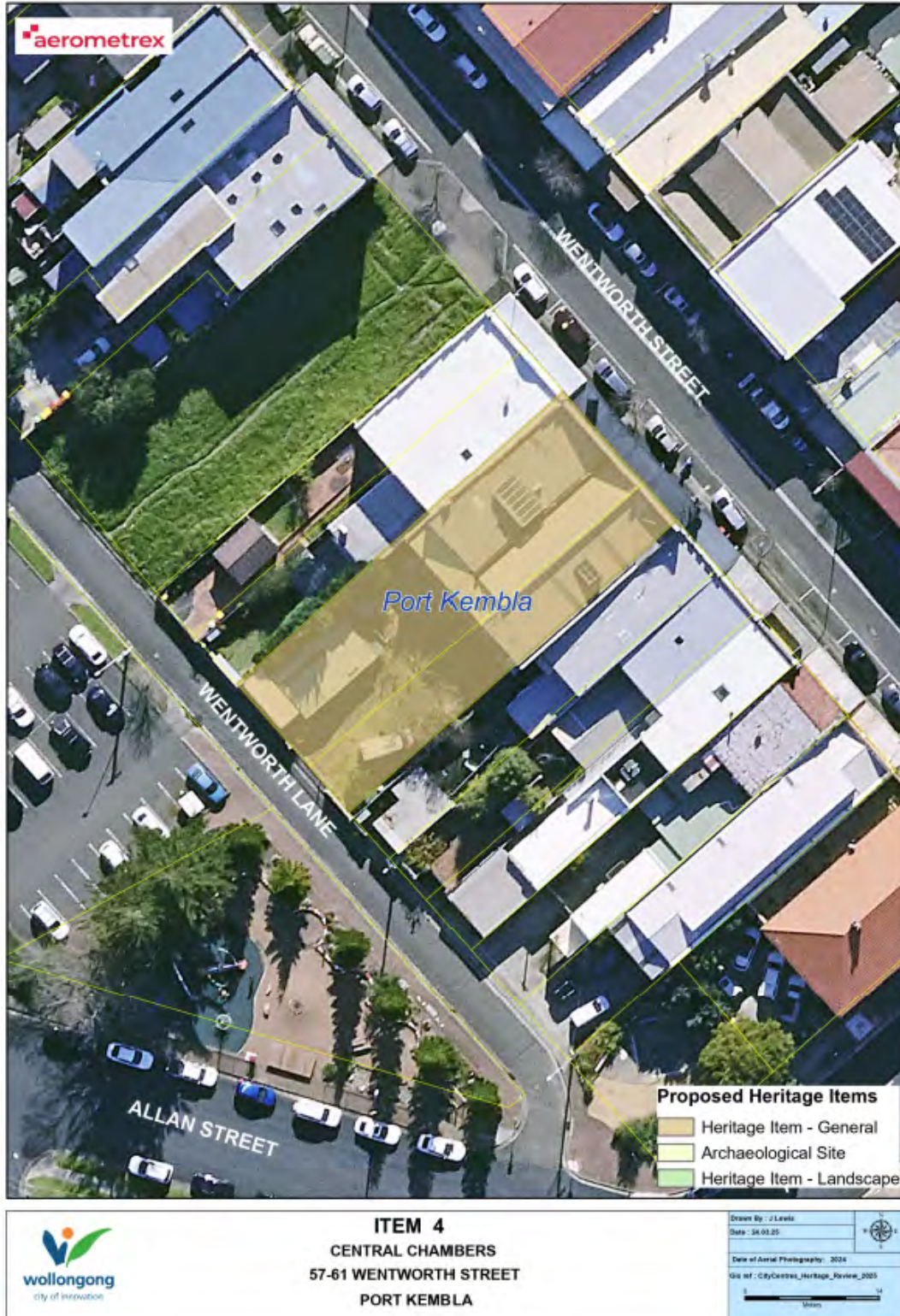




Item 4

|                                                                                                                                           |                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Item Name:</b><br>Central Chambers                                                                                                     |                             | <b>SHI Number:</b><br>5067069                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Location:</b><br>57-61 Wentworth Street, Port Kembla                                                                                   |                             | <b>Assessed Significance:</b><br>Local                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Item Type:</b><br>Built                                                                                                                | <b>Group:</b><br>Commercial | <b>Statement of Significance:</b><br><br>The commercial building known as Central Chambers, Port Kembla, is significant as it shows the design of commercial buildings of its type in the local area and demonstrates the once importance and strong economy of Port Kembla. The item design is typical of its type, age, scale and Art Deco style, with some interesting and locally rare variations of Mediterranean style, including arches on upper level facade. The item makes an important contribution to the streetscape and town character. |
| <b>Category:</b><br>Commercial/Office Building                                                                                            |                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>Owner:</b><br>Private – Corporate                                                                                                      |                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>Historic Themes:</b><br><b>National</b> - Economy<br><b>State</b> - Commerce<br><b>Local</b> – Supplying Retail and Financial Services |                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>Photograph:</b><br>                                |                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |





Item 5

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|-------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Item Name:</b><br>Commercial Building                                                                                                  |                             | <b>SHI Number:</b><br>5067075                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Location:</b><br>117-119 Wentworth Street, Port Kembla                                                                                 |                             | <b>Assessed Significance:</b><br>Local                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>Item Type:</b><br>Built                                                                                                                | <b>Group:</b><br>Commercial | <b>Statement of Significance:</b><br><br>The commercial building at 117-119 Wentworth Street is of significance for the local area for historical, aesthetic and reasons of representativeness. The building, when viewed externally, presents as a good example of Inter-War Art Deco Architecture and contributes to the character of Wentworth Street. It demonstrates the former importance of Port Kembla as the local centre, and Wentworth Street as its main street. |
| <b>Category:</b><br>Commercial/Office Building                                                                                            |                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Owner:</b><br>Supplying Retail and Financial Services                                                                                  |                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Historic Themes:</b><br><b>National</b> - Economy<br><b>State</b> - Commerce<br><b>Local</b> - Supplying Retail and Financial Services |                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Photograph:</b><br>                                |                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |



Item 6

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|-------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Item Name:</b><br>Former Bank                                                                                                          |                             | <b>SHI Number:</b><br>5067068                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>Location:</b><br>73-75 Wentworth Street, Port Kembla                                                                                   |                             | <b>Assessed Significance:</b><br>Local                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Item Type:</b><br>Built                                                                                                                | <b>Group:</b><br>Commercial | <b>Statement of Significance:</b><br><br>The former bank building at 73-75 Wentworth Street, Port Kembla is of significance as it provides evidence of the former importance of Port Kembla, and Wentworth Street as its main commercial and economic strip from 1910s until 1960s. It is of aesthetic significance for the local area as it demonstrates common and representative application of the stripped Art Deco Style, with subdued design, in the local area. The building is important as part of history of the purpose built and designed branches. |
| <b>Category:</b><br>Commercial/Office Building                                                                                            |                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Owner:</b><br>Private – Corporate                                                                                                      |                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Historic Themes:</b><br><b>National</b> - Economy<br><b>State</b> - Commerce<br><b>Local</b> - Supplying Retail and Financial Services |                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Photograph:</b>                                    |                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |





Item 7

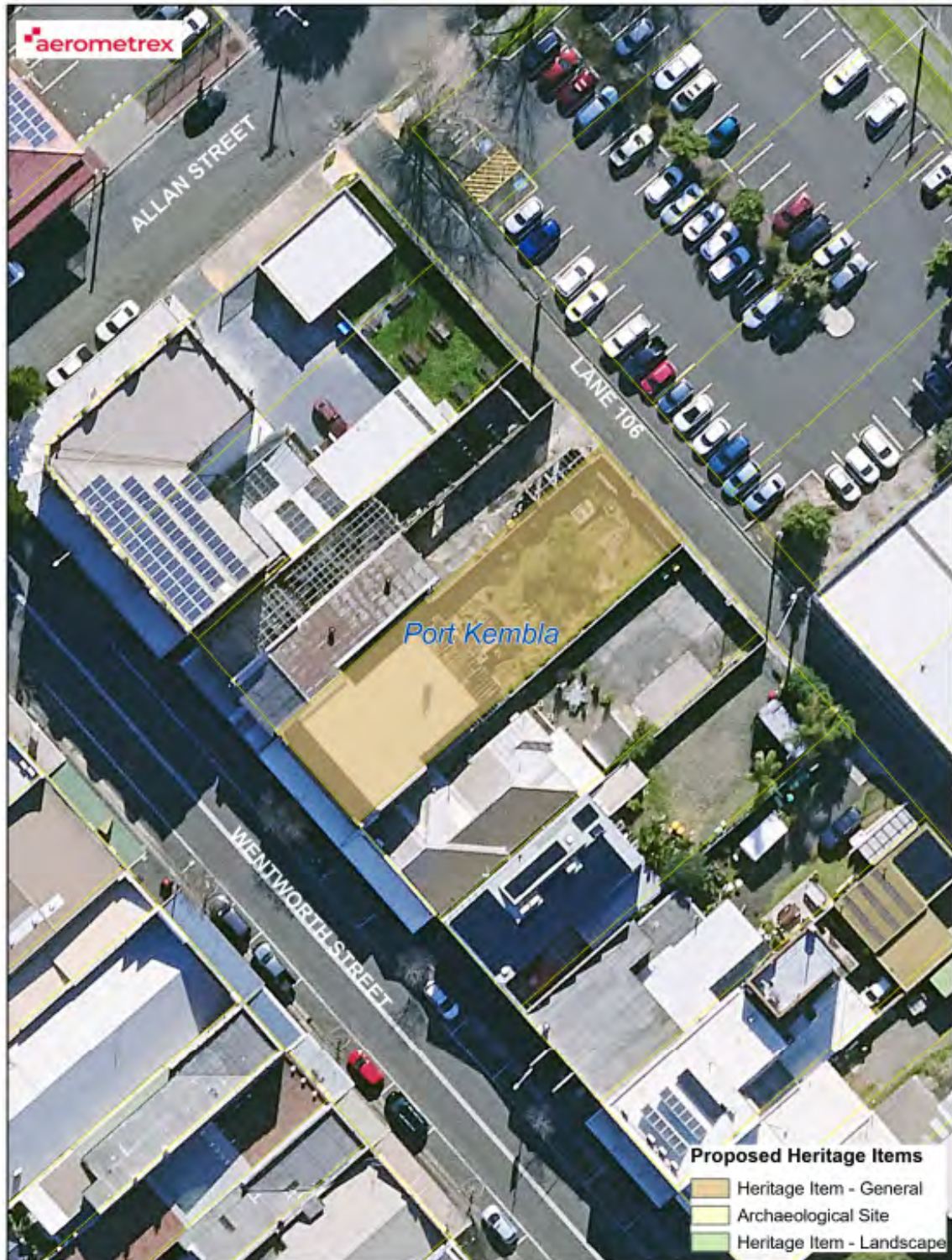
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| <b>Item Name:</b><br>Kembla Court                                                                                                         |                             | <b>SHI Number:</b><br>5067076                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Location:</b><br>96-106 Wentworth Street, Port Kembla                                                                                  |                             | <b>Assessed Significance:</b><br>Local                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>Item Type:</b><br>Built                                                                                                                | <b>Group:</b><br>Commercial | <b>Statement of Significance:</b><br><br>Kembla Court is historically significant as an original allotments formed by the 1909 'Five Islands Estate' subdivision which created the core centre of the Port Kembla township. The complex has historical and representative significance as an example of a local 'mall' shopping development that started emerging in the 1950s, in response to a community rapidly expanding due to Post-War immigration and settlement in the Port Kembla area. Many of the businesses in the complex were operated by newly-arrived migrants.<br><br>Kembla Court's distinctive Mid-Century style is imparted by the colourful and highly unique mosaic wall tiling, timber framed glazed shop fronts and central garden setting. The site is locally rare, being otherwise located in a largely Inter-War commercial high street. The site also holds social significance to the local Community of Port Kembla for its long term use as "Red Point" Gallery spaces for local artists. |
| <b>Category:</b><br>Commercial/Office Building                                                                                            |                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Owner:</b><br>Private – Individual                                                                                                     |                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Historic Themes:</b><br><b>National</b> - Economy<br><b>State</b> - Commerce<br><b>Local</b> - Supplying Retail and Financial Services |                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Photograph:</b>                                                                                                                        |                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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Item 8

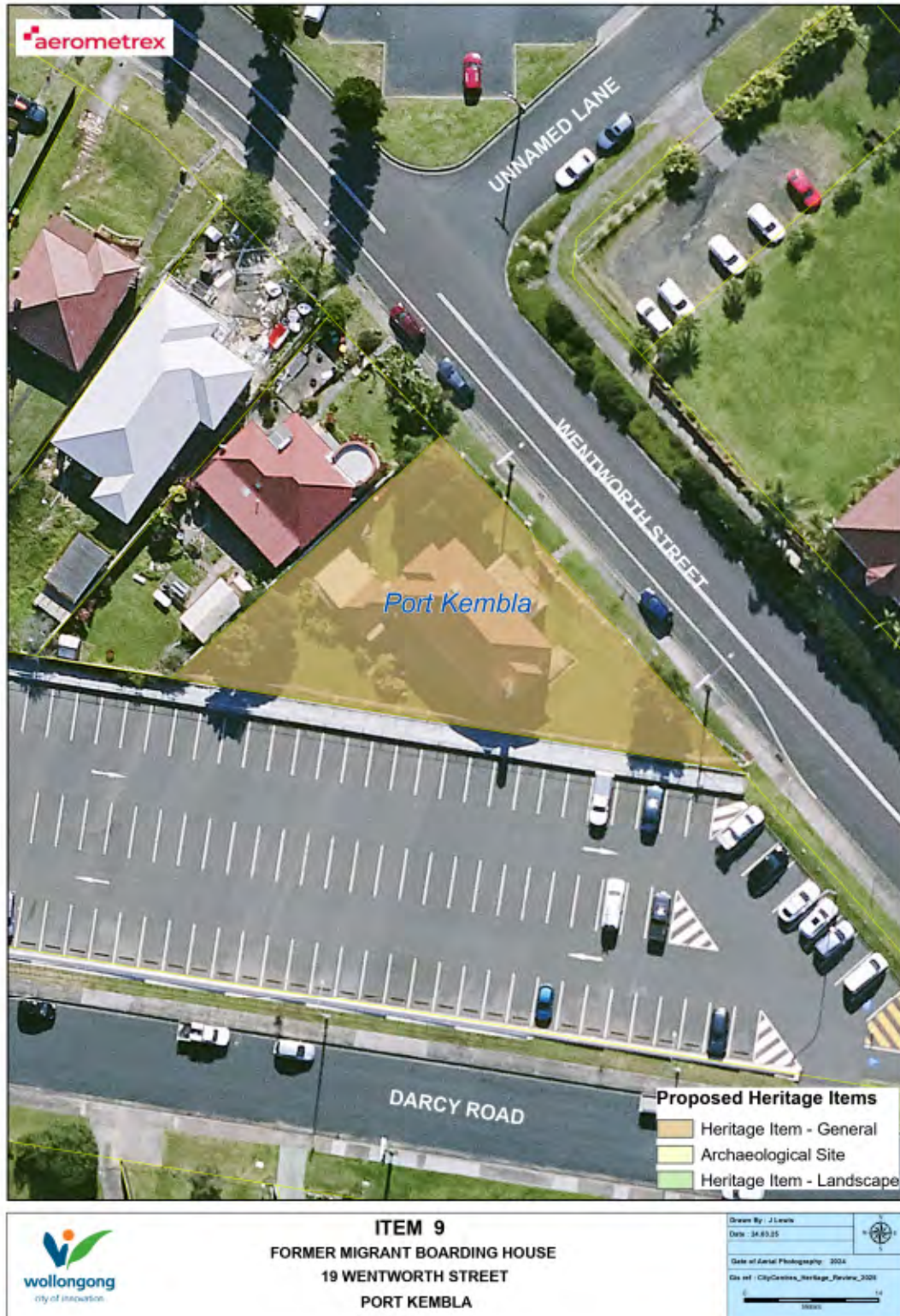
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| <b>Item Name:</b><br>Commercial Building                                                                                                  |                             | <b>SHI Number:</b><br>5067077                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Location:</b><br>64-66 Wentworth Street, Port Kembla                                                                                   |                             | <b>Assessed Significance:</b><br>Local                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Item Type:</b><br>Built                                                                                                                | <b>Group:</b><br>Commercial | <b>Statement of Significance:</b><br><br>The commercial building at 64-66 Wentworth Street, Port Kembla, is significant as it demonstrates typical commercial buildings in the local area and shows former importance and once strong economy of Port Kembla. The item is typical of its type, age, scale and design style, with subdued features of Art Deco style, and with some variations. 64-66 Wentworth Street is a good example of a small commercial building in urban area and retains much of its early characteristics, particularly on the lower (ground) form. Its scale, materials and details, allied to its fine collection of Inter War buildings, represent well the characteristic that make up the type. The item makes an important contribution to the streetscape and town character of the "commercial strip" along Wentworth Street, developed from 1910s and lasting until c.1980s. |
| <b>Category:</b><br>Commercial Office/Building                                                                                            |                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Owner:</b><br>Private - Corporate                                                                                                      |                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Historic Themes:</b><br><b>National</b> - Economy<br><b>State</b> - Commerce<br><b>Local</b> - Supplying Retail and Financial Services |                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Photograph:</b>                                                                                                                        |                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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Item 9

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|------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Item Name:</b><br>Former Migrant Boarding House                                                                                                   |                                          | <b>SHI Number:</b><br>5067129                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Location:</b><br>19 Wentworth Street, Port Kembla                                                                                                 |                                          | <b>Assessed Significance:</b><br>Local                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>Item Type:</b><br>Built                                                                                                                           | <b>Group:</b><br>Transient Accommodation | <b>Statement of Significance:</b><br><p>The Former Migrant Boarding House has historical significance as physical evidence of the Migrant Workers Hostel in Port Kembla as part of an Australia-wide post-World War II immigration program. This immigration program had wide ranging impacts upon the development and growth of Wollongong, including workers at the local industrial facilities. The item is representative of adaptive reuse of buildings for the purpose of accommodation of migrants. The building has an association with the community of migrants who started their Australian life at the hostel before moving on to integrate in the economic and cultural life of Wollongong.</p> |
| <b>Category:</b><br>Boarding/Gues House                                                                                                              |                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Owner:</b><br>Private – Individual                                                                                                                |                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Historic Themes:</b><br><b>National</b> - Settlement<br><b>State</b> – Accommodation<br><b>Local</b> – Accommodating Migrants in Hostels and Camp |                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Photograph:</b>                                               |                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |





## Wollongong and West Wollongong

Number of existing Heritage items: 154

- 144 Local Heritage Items and 4 Local Heritage Items respectively
- 10 State Heritage items in Wollongong
- Number of proposed new Local Heritage items: 5

| Item # | Item Name                       | Suburb     | Address           | Planning Proposal |
|--------|---------------------------------|------------|-------------------|-------------------|
| 10     | House with Verandah Details     | Wollongong | 63 Auburn Street  | Centres Review    |
| 11     | Federation/Interwar House       | Wollongong | 69 Auburn Street  | Centres Review    |
| 12     | Former Crystal Clothing Factory | Wollongong | 29 Ellen Street   | Centres Review    |
| 13     | English Cottage Revival House   | Wollongong | 137 Kembla Street | Centres Review    |
| 14     | Californian Bungalow            | Wollongong | 96 Church Street  | Centres Review    |

Item 10

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|---------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Item Name:</b><br>House with Verandah Details                                                                                                        |                                                    | <b>SHI Number:</b><br>5062998                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Location:</b><br>63 Auburn Street, Wollongong                                                                                                        |                                                    | <b>Assessed Significance:</b><br>Local                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Item Type:</b><br>Built                                                                                                                              | <b>Group:</b><br>Residential Building<br>(Private) | <b>Statement of Significance:</b><br><br>The house at 63 Auburn Street, Wollongong is of significance for the local area for its historical and aesthetic values, and as a representative example of early cottages in this locality. The house is aesthetically distinctive, readily identifiable as part of the historical building stock of the area, and strongly contributes to the streetscape. Particularly important recognisable features include verandah with colonettes with floral motives, described by researchers as "distinctive to Wollongong". The garden makes an important contribution to the setting of this house. The house is a related item in heritage terms to the row of houses at 65, 67, and 69 Auburn Street. |
| <b>Category:</b><br>House                                                                                                                               |                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Owner:</b><br>Private - Individual                                                                                                                   |                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Historic Themes:</b><br><b>National</b> - Settlement<br><b>State</b> - Towns, Villages and Suburbs<br><b>Local</b> – Housing in Villages and Suburbs |                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

Photograph:







Item 11

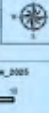
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| <b>Item Name:</b><br>Federation/Interwar House                                                                                                          |                                                 | <b>SHI Number:</b><br>5063145                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Location:</b><br>69 Auburn Street, Wollongong                                                                                                        |                                                 | <b>Assessed Significance:</b><br>Local                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Item Type:</b><br>Built                                                                                                                              | <b>Group:</b><br>Residential Building (Private) | <b>Statement of Significance:</b><br><br>The house at 69 Auburn Street, Wollongong is of significance for the local area for its historical and aesthetic values, and as a representative example of early cottages in this locality. The house is aesthetically distinctive, readily identifiable as part of the historical building stock of the area, and strongly contributes to the streetscape. Particularly important recognisable features of the transitional Federation/Interwar period architecture include the verandah with colonettes with floral motives, described by researchers as "distinctive to Wollongong". The garden makes an important contribution to the setting of this house. The house is a related item in heritage terms to the row of houses at 63, 65, and 67 Auburn Street. |
| <b>Category:</b><br>House                                                                                                                               |                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Owner:</b><br>Private - Corporate                                                                                                                    |                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Historic Themes:</b><br><b>National</b> - Settlement<br><b>State</b> - Towns, Villages and Suburbs<br><b>Local</b> – Housing in Villages and Suburbs |                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Photograph:</b><br>Photo taken approx. 2017                                                                                                          |                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                                                                     |                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |



Photo taken 2025





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|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|  | <b>ITEM 11</b><br><b>FEDERATION/INTERWAR HOUSE</b><br><b>69 AUBURN STREET</b><br><b>WOLLONGONG</b> | Drawn By : J. Lewis<br>Date : 04.03.25                                         |  |
|                                                                                     |                                                                                                    | Date of Aerial Photography : 2024<br>GNS ref : CityCentre_Heritage_Review_2025 |                                                                                       |
|                                                                                     |                                                                                                    |                                                                                |                                                                                       |
|                                                                                     |                                                                                                    |                                                                                |                                                                                       |



Item 12

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|--------------------------------------------------------------------------------------|-----------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Item Name:</b><br>Former Crystal Clothing Factory                                 |                                               | <b>SHI Number:</b><br>5063739                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>Location:</b><br>29 Ellen Street, Wollongong                                      |                                               | <b>Assessed Significance:</b><br>Local                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Item Type:</b><br>Built                                                           | <b>Group:</b><br>Manufacturing and Processing | <b>Statement of Significance:</b><br><br>The former Crustal Clothing Factory building is a good representative example of the numerous clothing factories established in the post World War II period. These factories were established in order to decentralise industry and to provide employment for women who were drawn to Wollongong with the men in the families for whom there was an abundance of employment in the heavy metals and coal mining industries. The Crystal clothing factory is significant for the role it played in providing employment for migrant women. The building is a fine example of the architectural style known as Functionalist, streamlined with modernist references. The Factory is an early example of the work of the firm of Australian architects Peddle Thorp and Walker who were to become influential in Australian architecture. The building is representative of clothing factories in Wollongong established in the post World War II period. |
| <b>Category:</b><br>Textile Mill                                                     |                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Owner:</b><br>Religious Organisation                                              |                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>National – Economy</b>                                                            |                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>State – Industry</b>                                                              |                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Local – Working in Workshops, Mills or Factories</b>                              |                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>National – Peopling</b>                                                           |                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>State – Migration</b>                                                             |                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Local – Diversifying the Community</b>                                            |                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Photograph:</b><br>Photo taken approx. 2017                                       |                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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Photo taken 2025







Item 13

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|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Item Name:</b><br>English Cottage Revival House                                                                                                                                                                                                                                             |                                                  | <b>SHI Number:</b><br>5063750                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Location:</b><br>137 Kembla Street, Wollongong                                                                                                                                                                                                                                              |                                                  | <b>Assessed Significance:</b><br>Local                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Item Type:</b><br>Built                                                                                                                                                                                                                                                                     | <b>Group:</b><br>Residential Buildings (Private) | <b>Statement of Significance:</b><br><br>The house at 137 Kembla Street Wollongong is of significance for Wollongong for its historic and aesthetic values and as a locally representative example of an English Cottage Revival suburban house, deemed to be locally rare and aesthetically distinctive. The house is readily identifiable as part of the historic building stock in the area and an important element in the streetscape. Its fabric presents as intact when viewed from the street and provides evidence of the housing design and tastes in the 1940s. The aesthetically distinctive style of this cottage demonstrates the last period when the Australian lower middle class looked at the idealised image of rural England as inspiration for architectural design. |
| <b>Category:</b><br>Other – Residential Buildings (Private)                                                                                                                                                                                                                                    |                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>Owner:</b><br>Private – Individual                                                                                                                                                                                                                                                          |                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>Historic Themes:</b><br><b>National</b> - Settlement<br><b>State</b> - Towns, Suburbs and Villages<br><b>Local</b> – Housing in Villages<br><b>National</b> - Settlement<br><b>State</b> - Towns, Suburbs and Villages<br><b>Local</b> - Subdivision and Urban Development in the Illawarra |                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>Photograph:</b>                                                                                                                                                                                                                                                                             |                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |





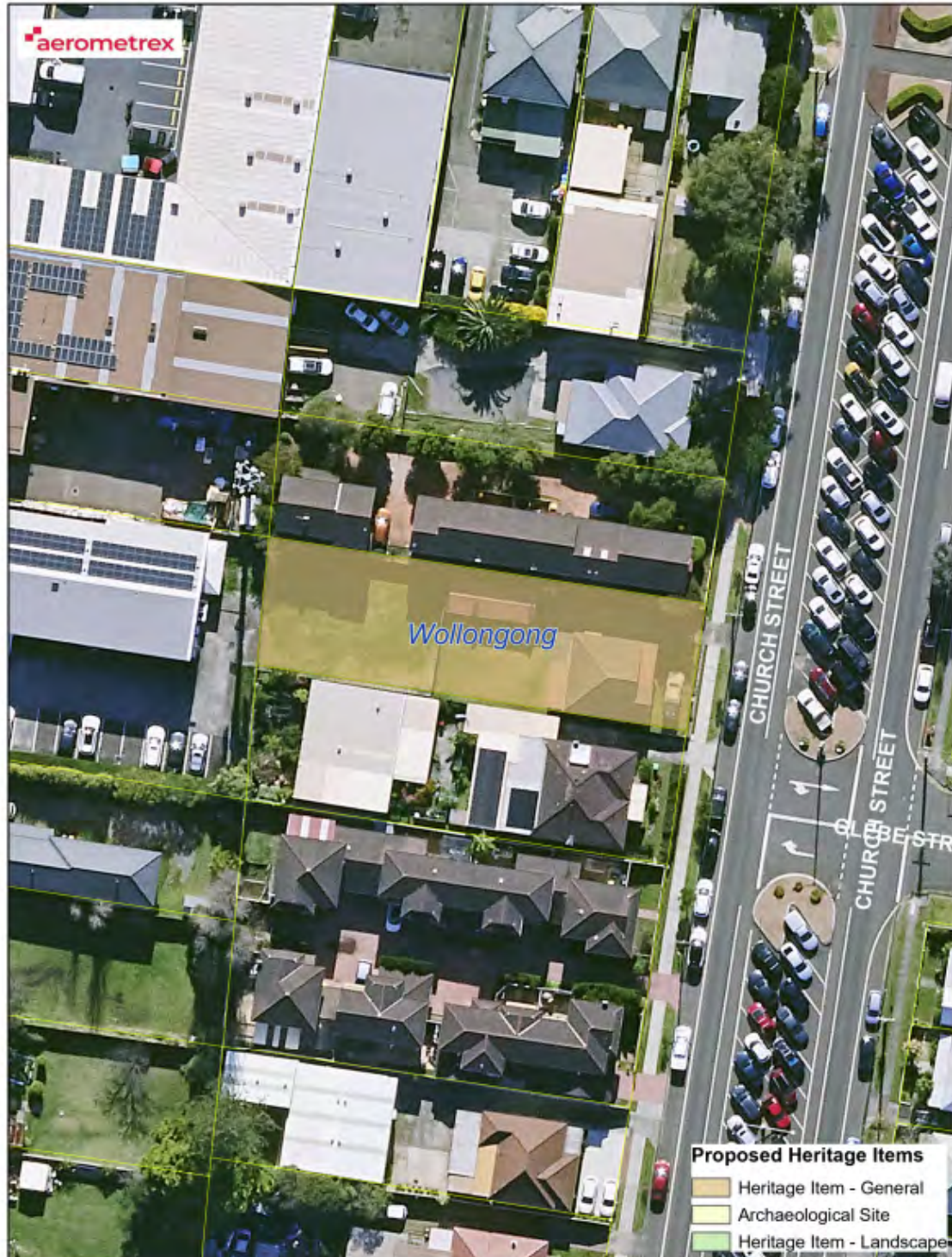


Item 14

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| <b>Item Name:</b><br>Californian Bungalow                                                                                                                                                                                                                                                    |                                                     | <b>SHI Number:</b><br>5063748                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Location:</b><br>96 Church Street, Wollongong                                                                                                                                                                                                                                             |                                                     | <b>Assessed Significance:</b><br>Local                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Item Type:</b><br>Built                                                                                                                                                                                                                                                                   | <b>Group:</b><br>Residential Buildings<br>(Private) | <b>Statement of Significance:</b><br><br>The house at 96 Church Street Wollongong is of significance for Wollongong for its historic and aesthetic values and as a locally representative example of an Inter-war suburban cottage in Californian Bungalow style, with locally rare and aesthetically distinctive elements. The house is readily identifiable as part of the historic building stock in the area and an important element in the streetscape. Its fabric demonstrates development from a period of rapid economic growth in Wollongong gained due to prosperous expansion of local industry and provides evidence of the housing design in the period between two World Wars. The aesthetically distinctive decorative elements, including but not limited to the veranda, the porch, the elaborated windows and doors, demonstrate the aspirations of the lower middle class and professionals in the first half of 20th Century. The surviving fabric retains ability to interpret historical themes and the integrity presents as high when viewed from publicly accessible areas. |
| <b>Category:</b><br>House                                                                                                                                                                                                                                                                    |                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>Owner:</b><br>Private – Individual                                                                                                                                                                                                                                                        |                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>Historic Themes:</b><br><b>National</b> - Settlement<br><b>State</b> - Towns, Suburbs and Villages<br><b>Local</b> – Subdivision and Urban Development in the Illawarra<br><b>National</b> - Settlement<br><b>State</b> - Accommodation<br><b>Local</b> – Housing in Villages and Suburbs |                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>Photograph:</b>                                                                                                                                                                                                                                                                           |                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |







## Woonona

Number of existing Heritage items: 20

- Local Heritage Items: 20

Number of proposed new Local Heritage items: 1

| Item # | Item Name          | Suburb  | Address                 | Planning Proposal |
|--------|--------------------|---------|-------------------------|-------------------|
| 15     | Bulli Fire Station | Woonona | 325-327 Princes Highway | Centres Review    |



*Proposed Item 15 Centres Review: Bulli Fire Station*



Item 15

|                                                                                                                                                            |                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Item Name:</b><br>Bulli Fire Station                                                                                                                    |                                           | <b>SHI Number:</b><br>5063630                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Location:</b><br>325-327 Princes Highway, Woonona                                                                                                       |                                           | <b>Assessed Significance:</b><br>Local                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Item Type:</b><br>Built                                                                                                                                 | <b>Group:</b><br>Utilities – Fire Control | <b>Statement of Significance:</b><br><br>The Bulli Fire Station is considered to be of high local significance for its historical, aesthetic and social value. It is an integral part of the civic development and evolution of Bulli since 1924 and survives as a part of a planned civic precinct. Its visual prominence as one of a number of civic heritage buildings in the immediate area affords this building considerable aesthetic, group and townscape value. The fire station also expresses continuity of use as a facility for community service for 80 years and social value for both the community and the fire fighters who work there. While some of the original design is obscured by recent additions, the Bulli Fire Station has retained much of its integrity by way of original fabric and form. Despite modification and modernization, the building is representative as a general example of a brick fire station built in the 1920s. It is not, however, a rare example of a fire station, and does not appear to have archaeological potential which might substantially contribute to our knowledge of the Bulli Fire Station or the NSW Fire Service. |
| <b>Category:</b><br>Fire Station                                                                                                                           |                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Owner:</b><br>State Government                                                                                                                          |                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Historic Themes:</b><br><b>National</b> - Settlement<br><b>State</b> - Towns, Villages and Suburbs<br><b>Local</b> - Early-Mid 20 <sup>th</sup> Century |                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

**Photograph:**









## Built Form Controls for Centres Urban Design Findings Report

Prepared by Studio GL and John Oultram Heritage and Design  
for Wollongong City Council  
21 May 2025

*We acknowledge the Traditional Owners of Dharawal Country, and pay respect to Ancestors and Elders past and present.*

*We extend that respect to all First Nations people and their Heritage, and acknowledge and respect their cultural heritage, beliefs and ongoing relationship with the land.*

## Document Information

|              |                                                  |
|--------------|--------------------------------------------------|
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| File name    | 24013_WCC_Built-Form-Controls-UD-Findings-Report |

| Revision      | Date       | Prepared by        | Approved by |
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Note: This document takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party. The report layout is designed to be printed at A4 portrait.



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## Chapter 1 Introduction

- 1-1 Overview
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## 01 Introduction

### 1-1 Overview

#### Background

Wollongong City Council is undertaking a review of location specific draft planning controls for a series of Centres within the Local Government Area (LGA). Studio GL has been engaged to undertake design and analysis that will inform Council's development of location-specific draft planning controls for twelve Centres. These controls will be part of an update to Chapter B4 *Development in Centres and Peripheral Sale Precincts* of the Wollongong Development Control Plan 2009 (DCP).

Over the past decade, Wollongong Council has developed various town and village plans that outline the vision and strategic direction for multiple centres including:

- Dapto Town Centre Plan (2017)
- Corrimal Town Centre Plan (2015)
- Figtree Town Centre Study (2013)
- Helensburgh Town Centre Plan (2020)
- Port Kembla 2505 Revitalisation Plan (2018)
- Unanderra Town Centre Master Plan (2013)
- Warrawong Town Centre Master Plan (2013)

A key action across these plans is to update the planning controls in the DCP and Wollongong Local Environmental Plan 2009 (LEP), as informed by capacity and built form testing.

The 'Wollongong Housing Strategy' and the 'Wollongong Retail and Business Centres Strategy', adopted in 2023, provide guidance on managing growth and change within centres and also include recommendations relating to the LEP and DCP.

#### Objectives

A primary objective of this project is to ensure that any changes to planning controls promote high quality built form outcomes, enhance amenity, and celebrate the unique character of each centre.

The identified objectives of the project are to:

- Develop a draft set of strong and clear, location specific built form controls that facilitate high quality design outcomes which respond to the local context.
- Align the location specific controls in Chapter B4: *Development in Centres and Peripheral Sales Precincts* of the DCP with the vision, intent and recommendations of the endorsed strategic town centre studies and plans.

#### Scope

The scope of work involves developing draft location-specific DCP controls for twelve Centres, as well as providing limited recommendations for Height of Building (HOB) and Floor Space Ratio (FSR) controls, where zoning changes have been recommended in the Retail and Business Centres Strategy. The project also includes testing and recommendations for solar access protections for public spaces.

#### This Document

This report is the 'Urban Design Findings Report' which provides the evidence, rationale and thinking behind the recommended changes to the existing location specific controls.

Following this Findings report, the development of a new draft Chapter B4 will be provided as a separate document with relevant amendments made to the existing DCP chapter.

## 01 Introduction

### 1-2 The Centres

The project is focused on twelve Wollongong Centres ranging in size from Major Regional Centres to Small Villages. The twelve Centres investigated are:

#### Major Regional Centre

- Warrawong
- Dapto

#### Major Town Centre

- Fairy Meadow
- Corrimal
- Figtree

#### Town Centre

- Helensburgh
- Bulli
- Woonona
- Port Kembla
- Unanderra
- Berkeley

#### Small Village Centre

- Coniston

Thirroul is not included in this review as it will be subject to a separate Council-led project proposed to occur in 2028-2029.

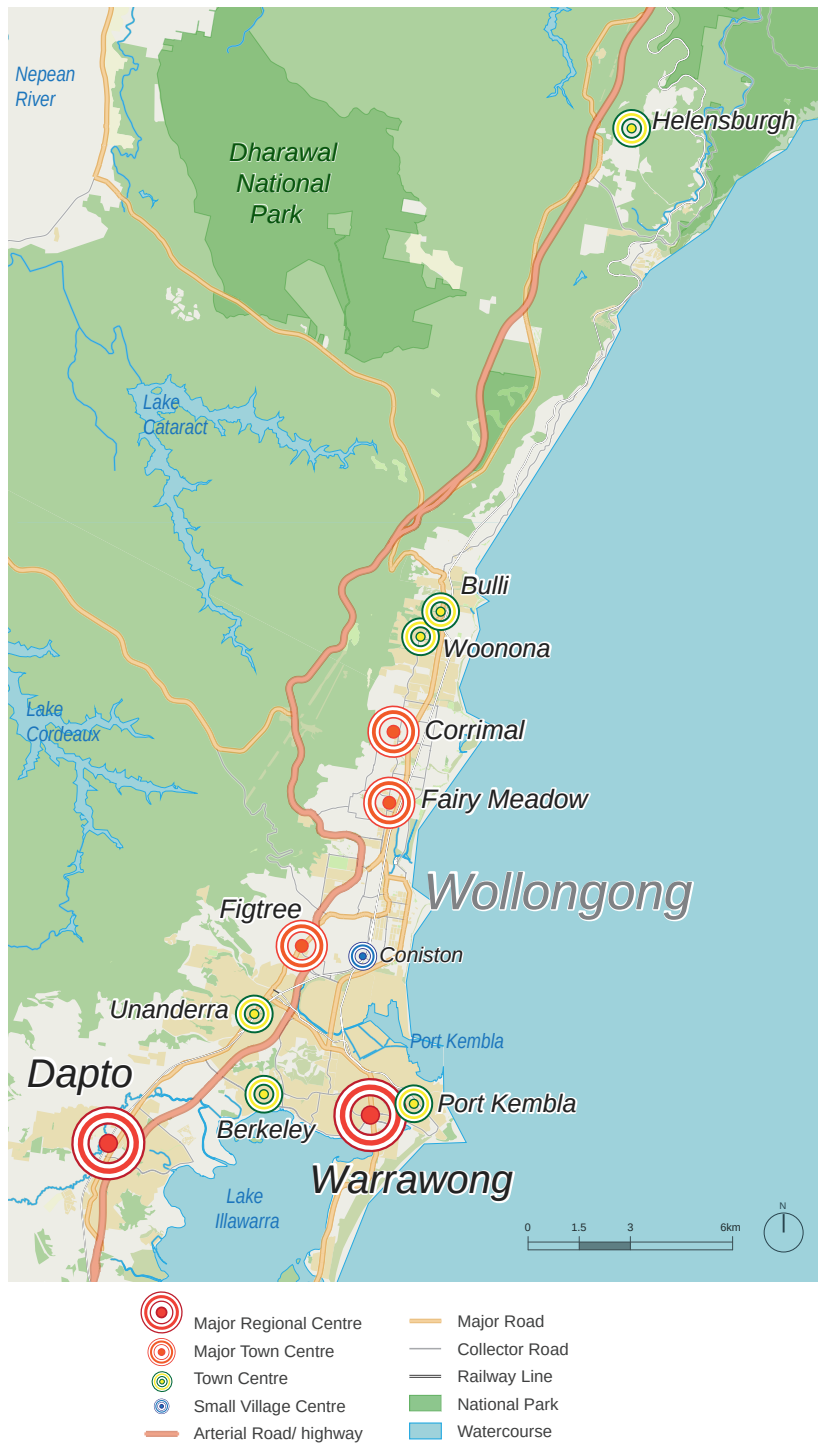


Figure 1 The twelve Centres investigated in this project



## 01 Introduction

### 1-3 Documents Reviewed

The Centres that are identified for this study are varied and have been the focus of a range of previous studies and recommendations. The following documents were reviewed:

|                                                                              |                    |
|------------------------------------------------------------------------------|--------------------|
| Wollongong Housing Strategy (2023)                                           | City of Wollongong |
| Wollongong Retail and Business Centres Strategy (2023)                       | City of Wollongong |
| Wollongong Development Control Plan 2009                                     | City of Wollongong |
| Wollongong Local Environmental Plan 2009                                     | City of Wollongong |
| Warrawong Town Centre Master Plan (2013)                                     | City of Wollongong |
| Unanderra Town Centre Master Plan (2013)                                     | City of Wollongong |
| Figtree Town Centre Study (2013)                                             | City of Wollongong |
| Corrimal Town Centre Plan (2015)                                             | City of Wollongong |
| Dapto Town Centre Plan (2017)                                                | City of Wollongong |
| Port Kembla 2505 Revitalisation Plan (2018)                                  | City of Wollongong |
| Draft Proposed Wentworth Street Conservation Area Heritage Assessment (2018) | City of Wollongong |
| Helensburgh Town Centre Plan (2020)                                          | City of Wollongong |
| Industrial Lands Review 2023                                                 | City of Wollongong |
| Figtree Oval Recreation Masterplan 2016                                      | City of Wollongong |
| Draft Active Street Frontage mapping (LEP Clause 7.19)                       | City of Wollongong |
| Draft Movement and Place categorisations for key streets                     | City of Wollongong |
| Relevant maps for centres identified as flood affected                       | City of Wollongong |
| Annotated documents from Council                                             | City of Wollongong |



## 01 Introduction

## 1-4 The Process

This section outlines the process that was undertaken in order to develop draft location-specific DCP controls for the twelve Centres identified.

In conjunction with the Inception Meeting, the team undertook site visits of each of the twelve Centres to better understand the context of the study area. Photographs and observations were taken to record the current status of the study areas and understand the visual characteristics and qualities of places, including street proportions, existing built form massing, alignment and appearance, visual enclosure, public domain treatments, solar access and the impact of parking, vegetation and topography.

The next step was the review, analysis and built form testing. All relevant documents and reports (including town centre plans and LGA wide studies) were reviewed and their relevance to this project analysed. Annotated PDFs provided by Council also informed our understanding of the context and objectives for the Town Centres.

Additionally, the NSW State Government has recently released a series of policy directions and announcements intended to increase housing supply across Greater Sydney. These include amendments to the State Environmental Planning Policy (Housing) 2021 (Housing SEPP), enabling height and FSR bonuses in exchange for an increase in Affordable Housing supply, identified Transport Orientated Development locations, including Corrimal and Dapto, and potentially Coniston and Unanderra, and Low and Mid Rise Housing Reforms, with associated increases to height and FSR for certain development types in specific locations. The potential impacts of these reforms was assessed, based on the information available.

In order to understand the centres that are being analysed, we prepared internal opportunities and constraints mapping, to overlay the various issues being considered. We also created base level 3D modelling of each centre, to enable conceptual built form and solar access assessment.



Figure 2 Corrimal annotated map provided by Council



Figure 3 Hand drawn maps were used to analyse the centres



## 01 Introduction

For all twelve identified centres, Studio GL undertook an urban design analysis process, focusing on the built form and relevant Development Controls. We analysed each centre based on its designation within the Centres Hierarchy, and the identified characteristics that have been developed with the existing DCP to support the needs of the centre into the future. We identified opportunities that are emerging, for centres to effectively and cohesively increase housing whilst minimising adverse impacts.

Each of the twelve centres were reviewed, and the controls updated in line with the desired future character. New precinct diagrams were created to clearly communicate the desired outcomes, and address street roles and functions, through site links, laneways, vehicle access, awning locations, key vistas and prominent sites, public open spaces, heights of buildings and street wall heights.

The built form testing that was undertaken informed the draft DCP controls. Issues identified in the brief were also considered, including the centre's place in the hierarchy, and its relevant characteristics, the existing LEP controls that govern zoning, height and FSR, as well as DCP controls for potential active frontages, pedestrian movement, vehicle access and parking, existing built form and the desired future character.

For each of the twelve centres, the brief identified areas where it is considered important to retain solar access. These are generally areas of Public Open Space, where solar access is a vital amenity. Utilising the base 3D models created, we undertook high level assessment of likely solar access impacts of potential future development. We made recommendations on protections that can be considered to ensure solar access is maintained for these key areas.

For the areas identified for potential re-zoning within the Warrawong, Helensburgh, Bulli, Port Kembla, Berkeley and Unanderra centres, we carried out built form testing to determine appropriate height and FSR controls.

There were also heritage considerations within the Bulli and Port Kembla centres. We utilised input from our heritage sub-consultant, John Oultram of John Oultram Heritage & Design, when considering the impacts of amended height and FSR within the Bulli and Port Kembla centres, due to the existing and potential heritage status.

In undertaking the above analysis, consideration was also given to the potential for flood constraint impacts in a number of the identified centres. The advice provides guidance, but does not focus on dictating a specific response, to enable innovative solutions to be proposed as part of any future development.

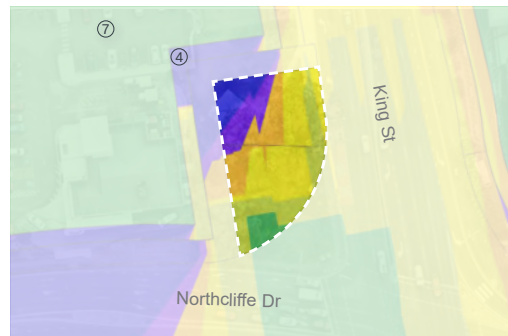
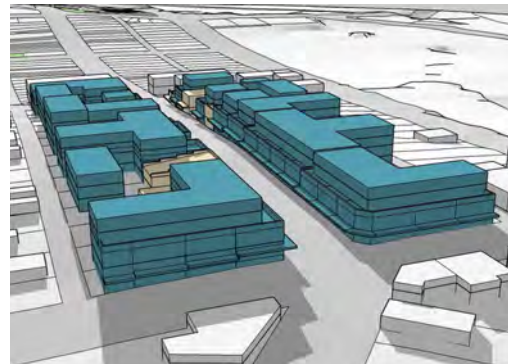


Figure 4 3D modelling used for built form and solar testing



## Chapter 2 Review Approach

- 2-1 'Core' and 'Transition' Areas
- 2-2 Movement and Place Road Functions
- 2-3 Active and Interactive Frontages
- 2-4 Building Heights
- 2-5 Building Heights Summary
- 2-6 TOD Housing Reforms
- 2-7 Low and Mid-Rise Housing Reforms
- 2-8 The Precinct Plans



## 02 Review Approach

### 2-1 'Core' and 'Transition' Areas

The DCP centre boundary for each centre is generally defined as encompassing sites that have an employment zoning, including sites zoned E1 - Local Centre, E2 - Commercial Core, E3 - Productivity Support and/or MU1 - Mixed Use under the existing LEP. These boundaries were provided by Council at the start of this project.

To help identify the role and character of the different zones within each centre, a diagram has been prepared to show what is considered the 'core' and what is considered a 'transition' area. A consistent approach to the planning of these two types of areas has been used to assist in developing a hierarchy of controls that can be applied across all centres.

#### Core Areas

'Core' areas typically have the highest concentration of commercial/ retail uses and are where active frontages and continuous awnings are most desired. 'Core' areas are where future height is most likely to be concentrated. Existing fine grain shopfronts are also often focused in the 'core' area.

#### Transition Areas

'Transition' areas have been defined as periphery areas within each centre. They are often where maximum building heights are mitigated to provide a transition to surrounding lower scale development. 'Transition' areas may feature a greater amount of residential uses and building forms, as well as other support uses that complement the main commercial core area. Active frontages are often less critical in these areas and instead 'interactive' frontages may be more likely to be required. The transitional nature of these areas often results in the need for larger landscaped setbacks to create more sensitive interfaces to existing low density residential areas.

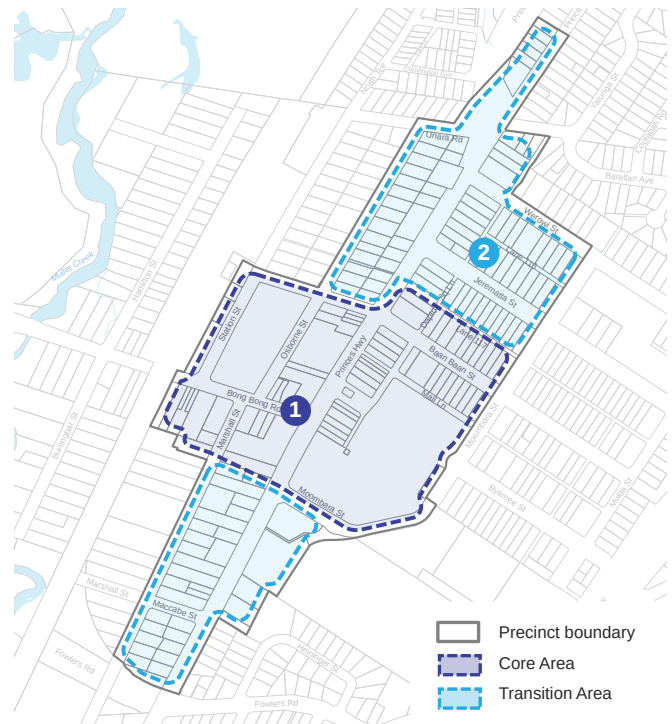


Figure 6 Example of the Core and Transition diagram prepared for Dapto Centre



Figure 7 Example photos of the commercial/ retail 'core' area of Dapto (above left - Bong Bong Rd) and the more traditional residential uses in the 'transition' area of Dapto (above right - Jerematta St)

## 02 Review Approach

### 2-2 Movement and Place Road Functions

The Transport for NSW Movement and Place Framework defines 22 different road and street typologies (see Figure 9) in NSW and identifies how they each serve their different movement purposes and fit their different place contexts.

For this project, each street across the 12 Centres has been assessed and categorised by Council transport staff against the Framework and with input from Studio GL.

The allocation of each road function has been used to assist in developing controls for different streets across the Centres. For example, active frontages, fine grain shopfronts and restricted vehicular access are highly desirable along 'Destination high streets' where pedestrians are prioritised. Conversely, 'Service lanes' provide a vital support function and enable vehicular access and other back of house operations such as waste collection.

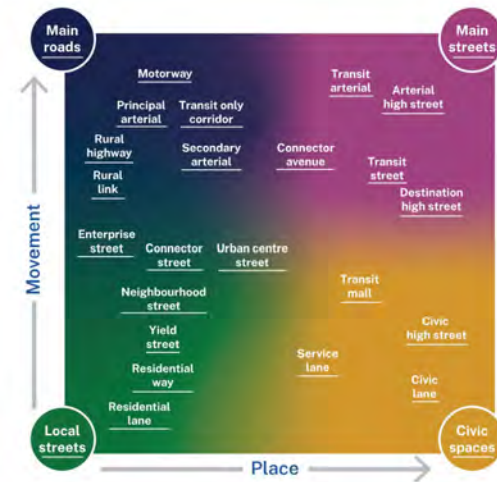


Figure 9 Movement and Place Road and Street Framework diagram (source: Transport for NSW).



Figure 8 Service lanes (above: Mowbray Ln, Warrawong) have a different character and function compared to arterial high streets (below: Princes Hwy, Unanderra).



Figure 10 Example Movement and Place Road Function diagram prepared for Corrimal Centre



## 02 Review Approach

### 2-3 Active and Interactive Frontages

The active and interactive frontages locations shown in the proposed DCP Precinct Plans have been developed following a review of active frontages in the Wollongong LEP, town centre masterplans and studies, and supplementary Council information. Active frontages have also been informed by the 'Core and Transition Character Areas' and the 'Movement and Place Road Function' diagrams to identify desirable locations to concentrate pedestrian activity.

Some active frontages are detailed in LEP Clause 7.19 and the LEP Active Frontages Map, and apply to E1, E2 and MU1 zones. The DCP builds on the active frontages identified in the LEP, providing additional guidance to enhance street activation and pedestrian engagement. It designates further active frontages, including some in E3 zones where appropriate to encourage a high-quality interface between buildings and the street.

Active frontages should be prioritised on key pedestrian routes where activity, vibrancy and amenity is critical to the economic viability and success of the centre. They should not be required along all boundaries of a site, so that secondary façades can easily be identified and vehicle access and other 'back of house' services can be concentrated in these areas.

Active frontages open directly onto the footpath and provide visual and physical connections between the ground floor of a building and the street. They feature multiple doors and windows with narrow frontages and transparent glazing to create a vertical rhythm along the street with few blank walls. They have high amenity with continuous awnings and prioritise pedestrian safety with no vehicle access or driveway crossings permitted along them. As such, they are usually paired with a 0m front setback.

Interactive frontages have been proposed along properties located on the fringes of the core, laneways or other secondary streets. Interactive frontages may require less operable and fine-grain shopfronts compared to primary active frontages but still require high levels of transparency, detailing and visual interest to provide passive surveillance and vibrancy to the street. Vehicle access along interactive frontages may be required to be kept to a minimum.

Other considerations around active and interactive frontages to be addressed in the DCP include:

- Continuous awning requirements, as per the existing DCP, are proposed to be retained for all active frontages.
- Additional awning controls are proposed, such as the required maximum and minimum awning height.
- Approach for active frontages and awnings relating to heritage items will require consultation with Council's Heritage Officers.



Figure 11 Frontages with no entries, awnings or visual interest along the street creates a poor pedestrian experience and no activation



Figure 12 Fine grain shopfronts with continuous awnings and street activation, including signage and outdoor seating, provides an inviting pedestrian experience in Unanderra



Figure 13 Active frontages diagram extract from Helensburgh Town Centre Plan (2017)

## 02 Review Approach

### 2-4 Building Heights

A mix of different LEP maximum building heights (in metres) and DCP building heights (in storeys) exist across the 12 different Centres.

Changes to the draft DCP are recommended to create greater consistency in relation to LEP building heights and DCP storeys across the Centres.

The following floor to floor heights were used to establish maximum proposed building heights:

| Typical Floor to Floor Heights |                            |
|--------------------------------|----------------------------|
| Use                            | Min. Floor to Floor Height |
| <b>Ground floor:</b>           |                            |
| Retail                         | 4.4m                       |
| Commercial                     | 3.8m                       |
| Residential                    | 3.6m                       |
| <b>Upper levels:</b>           |                            |
| Mixed use (Level 2)            | 3.6m                       |
| Commercial                     | 3.6m                       |
| Residential                    | 3.2m                       |
| Community                      | 3.8m                       |

Typically, maximum building heights within E1, E2 and E3 zones within the proposed DCP have assumed shoptop housing typologies with a single retail ground floor (4.4m) and upper level residential storeys (3.2m). A generous ground floor height allows maximum flexibility to accommodate a range of functions including retail / cafés & restaurants.

This has informed the proposed DCP heights in storeys as per the following table and shown in the sectional diagrams (Figure 14).

| Recommended Heights Summary |                                         |                         |
|-----------------------------|-----------------------------------------|-------------------------|
| LEP Height                  | Max. DCP Storeys                        | DCP Street Wall Heights |
| 9m                          | 2                                       | 2 storeys               |
| 11m                         | 2 for mixed use, 3 for residential only |                         |
| 12m                         | 3                                       |                         |
| 15m                         | 4                                       |                         |
| 20m                         | 5                                       | 3 to 4 storeys          |
| 24m                         | 6                                       |                         |
| 30m                         | 8                                       |                         |

Both 11m and 12m maximum LEP heights are used within the existing DCP to accommodate 3 storey development, however our findings show that 12m is needed in mixed use areas, as higher floor to floor levels are required by the ADG on the ground floor and level 2.

Similarly, the typical floor to floor heights used in the proposed DCP storeys results in minimal opportunities to accommodate roof services within the 24m and 30m maximum LEP height limits.

Additional space may be required in places with significant topography, flood affected areas where ground floors must be raised, where heritage adjacencies are to be considered, or where rooftop communal open space is to be encouraged. In these areas, a lower DCP height should be considered.



## 02 Review Approach

### Street Wall Heights

For a majority of the centres, a two storey street wall height has been proposed. This is in keeping with the existing streetscape character of most of these Centres and enables future taller development to occur behind the existing building line. Above the second storey, a 4m upper level setback is proposed from the podium edge. This reduces the perceived bulk and scale of the future built form when seen from the street and enables more solar access onto the road reserve and footpaths.

For larger centres such as Dapto and Warrawong, with proposed built form taller than 4 storeys, a 4 storey street wall height is generally proposed. These taller building heights are best suited with a strong podium base with opportunities for setback tower typologies. This built form is particularly relevant if additional incentive height such as affordable housing provisions and the potential resultant 30% increase in height and FSR, is likely to occur.

Variations to street wall heights may occur to address concerns such as overshadowing or heritage considerations.



Figure 14 Section diagrams showing proposed DCP storeys and LEP maximum building heights

## 02 Review Approach

### 2-5 Building Heights Summary

The following table provides a summary of the existing LEP and DCP building heights found in the current Wollongong City Council DCP and LEP planning controls for each centre. Proposed changes to the existing building heights are recommended and noted in the table. Refer to "Chapter 3 - Centres Review" for additional detail around the proposed height recommendations for each centre.

| CURRENT WCC LEP AND DCP HEIGHTS / STOREYS |                          |                                                                                       | SGL RECOMMENDATIONS |                                                                                                                                                                                                          |
|-------------------------------------------|--------------------------|---------------------------------------------------------------------------------------|---------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Centre                                    | LEP Max. Building Height | DCP Maximum Storeys                                                                   | DCP Maximum Storeys | Notes                                                                                                                                                                                                    |
| <b>Berkeley</b>                           | 12m                      | 3                                                                                     | 3 & 5*              | *5 storey recommendation along Devon St is a result of site testing investigation and topography. An increase in LEP height to 17m would be required for this site.                                      |
| <b>Bulli</b>                              | 9m                       | Not included in existing DCP extent                                                   | 2                   | A 2 storey DCP height maintains the character of Bulli and the prominence of the Bulli Family Hotel and the Joint Stock Bank buildings.                                                                  |
|                                           | 11m                      | 2 & 3                                                                                 | 2                   |                                                                                                                                                                                                          |
| <b>Coniston</b>                           | 9m*                      | 2                                                                                     | 3                   | *An increase to 12m LEP height (3 storeys) is recommended to more closely match the surrounding R3 LEP height which is 13m.                                                                              |
| <b>Corrimal</b>                           | 9m                       | Location specific controls exist for the Wilga Street Block as part of DCP Chapter B4 | 2                   | No change.                                                                                                                                                                                               |
|                                           | 11m                      |                                                                                       | 3                   |                                                                                                                                                                                                          |
|                                           | 15m                      |                                                                                       | 4                   |                                                                                                                                                                                                          |
| <b>Dapto</b>                              | 9m                       | No location specific controls for Dapto Centre                                        | 2                   | Future consideration: Consider increasing the LEP height of the MU1 Zone to 24m (6 storeys) to reflect the surrounding R3 land which can be 22m (6 storeys) under the TOD SEPP.                          |
|                                           | 11m                      |                                                                                       | 3                   |                                                                                                                                                                                                          |
|                                           | 20m                      |                                                                                       | 5                   |                                                                                                                                                                                                          |
|                                           | 30m                      |                                                                                       | 8                   |                                                                                                                                                                                                          |
| <b>Fairy Meadow</b>                       | 11m                      | Not included in existing DCP extent                                                   | 3*                  | *3 storey DCP height proposed to be restricted to areas with a 11m maximum LEP building height only.                                                                                                     |
|                                           | 15m                      | 3* & 4                                                                                | 4                   |                                                                                                                                                                                                          |
| <b>Figtree</b>                            | 9m                       | 2                                                                                     | 2                   | Consider reducing the 11m LEP building height to the north of Figtree Park to 9m (2 storeys in DCP).<br>Consider increasing some land to the north of Bellevue Rd from 9m to 11m in the LEP (3 storeys). |
|                                           | 11m                      | 2 & 3                                                                                 | 3                   |                                                                                                                                                                                                          |
|                                           | 15m                      | 4                                                                                     | 4                   | No change.                                                                                                                                                                                               |
| <b>Helensburgh</b>                        | 12m                      | 3                                                                                     | 3                   | No change.                                                                                                                                                                                               |



## 02 Review Approach

| CURRENT WCC LEP AND DCP HEIGHTS / STOREYS |                          |                               | SGL RECOMMENDATIONS |                                                                                                                                                                                                                                   |
|-------------------------------------------|--------------------------|-------------------------------|---------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Centre                                    | LEP Max. Building Height | DCP Maximum Storeys           | DCP Maximum Storeys | Notes                                                                                                                                                                                                                             |
| Port Kembla                               | 11m                      | No location specific controls | 3                   | Note that commercial and shop top development could achieve 3 storeys of development within 11m. However, if light industrial uses are envisaged for the area zoned E3 Productivity Support, 2 storey development is more likely. |
|                                           | 12m                      | 3 & 4*                        | 3 & 4*              | *To achieve 4 storeys in desired locations, 12m existing max. LEP building height suggested to increase to 15m to reflect DCP.                                                                                                    |
|                                           | 20m                      | No location specific controls | 5                   | -                                                                                                                                                                                                                                 |
| Unanderra                                 | 11m                      | 2                             | 2                   | Existing 2 storey DCP height is supported in 11m LEP height zone due to flooding and access constraints along the Princes Hwy.<br><br>OR consider reducing to 9m in LEP in desired locations.                                     |
|                                           | 15m                      | 4                             | 4                   | No change.                                                                                                                                                                                                                        |
| Warrawong                                 | 9m                       | No location specific controls | 4*                  | *Recommend an increase to building heights along western Cowper St extension subject to future studies (see site testing).                                                                                                        |
|                                           | 24m                      | 3, 4, 5 & 8*                  | 2, 6 & 6*           | *Note: existing 8 storey DCP height not achievable under 24m LEP height. Proposed DCP height reduced to 6 storeys to reflect LEP.                                                                                                 |
| Woonona                                   | 11m                      | No location specific controls | 2* & 3              | *Some 2 storey DCP heights are proposed in 11 & 12m height zones to control overshadowing of Strachan Park and transition to lower density north of Hopetoun St.                                                                  |
|                                           | 12m                      | 2 & 3                         | 2* & 3              |                                                                                                                                                                                                                                   |

## 02 Review Approach

### 2-6 TOD Housing Reforms

The NSW Government's Transport Oriented Development (TOD) planning reforms apply to land identified in Chapter 5 of State Environmental Planning Policy (Housing) 2021(Housing SEPP). Generally it applies to land within 400m of 37 identified stations.

Within a TOD, shop top housing is permissible in E1 Local Centre and E2 Commercial Centre zones, and residential flat buildings are permissible in E1 Local Centre, R1 General Residential, R2 Low Density Residential, R3 Medium Density Residential and R4 High Density Residential zones. MU1 Mixed Use zones have been excluded. The TOD planning controls do apply in heritage conservation areas (HCAs), however they do not apply to land that contains a local heritage item.

For the land identified as a TOD the following controls apply:

- A maximum building height of 22m for residential flat buildings and a maximum building of 24m for buildings containing shop top housing.
- A maximum Floor Space Ratio of 2.5:1.
- An expectation that buildings will be up to 6 storeys high.
- Sites are required to have a minimum lot width of 21m but there is no minimum lot size.
- All developments with a minimum Gross Floor Area of 2,000m<sup>2</sup> are required to provide 2% affordable housing contribution, delivered onsite and in perpetuity.

Corrimal was identified as a TOD in April 2024, Dapto in July 2024, and North Wollongong is anticipated to become a TOD in April 2025. Of these three locations only the Dapto Centre DCP boundary includes land that is impacted by these controls, as the train station for Corrimal is more than 400m from the town centre and North Wollongong is not included in this study. Wollongong City Council have also proposed that Unanderra and Coniston could be considered for inclusion into the Transport Oriented Development (TOD) program.

#### Recommendations/ Findings for this project

Detailed consideration of the potential impact of the TOD have been included in the analysis and recommendations developed for Dapto, Unanderra and Coniston.



## 02 Review Approach

### 2-7 Low and Mid-Rise Housing Reforms

The NSW government's Low to Mid Rise Housing Policy took effect on the 28th February 2025 and is administered through Chapter 6 of SEPP (Housing) 2021. The intent of policy is to increase housing diversity in areas within walking distance of shops, services and frequent public transport.

It does this by allowing additional types of residential buildings in land within an 800m walking distance of:

- Centres identified in the *Town Centres Map*, and
- Public entrances to a railway, metro or light rail station identified in Schedule 11 of the SEPP.

The Low to Mid Rise Housing Policy applies to residential zoned land but does not apply within centres. In addition, the policy does not apply to certain land including heritage items, bushfire prone land, or areas identified in Chapter 5 of SEPP (Housing) 2021 as TOD.

The Low to Mid Rise Housing Policy applies in the residential zoned land surrounding Corrimal, Dapto, Fairy Meadow and Warrawong. The other centres that are part of this study are not affected.

The policy permits additional types of residential development and introduces non-discretionary standards by zone and land use type. These non-discretionary standards include minimum lot size, lot width, building heights, floor space ratio and carparking. Where these standards are more permissive, they can overrule a standard in the LEP or DCP.

How the policy will impact permitted residential uses adjacent to the Wollongong Town Centres is summarised in Table 1 below.

| Centre              | R3 Zone<br>up to 400m walk                                                                                                                                      | R3 Zone<br>between 400m to 800m<br>walk                                                                                                                         | R2 Zone<br>up to 800m walk                                                                                                                                                                                          |
|---------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Corrimal</b>     | <b>Shoptop housing</b><br>no change to permissibility<br>max FSR of 2.2:1<br>max height 24m (6 storeys)                                                         | <b>Shoptop housing</b><br>no change to permissibility<br>max FSR of 1.5:1<br>max height 17.5m (4 storeys)                                                       | <b>Shoptop housing</b><br>no change to permissibility<br>max FSR of 0.8:1<br>max height 9.5m                                                                                                                        |
| <b>Dapto</b>        | <b>Residential flat buildings</b><br>permitted with consent<br>max FSR of 2.2:1<br>max height 22m (6 storeys)                                                   | <b>Residential flat buildings</b><br>permitted with consent<br>max FSR of 1.5:1<br>max height 17.5m (4 storeys)                                                 | <b>Residential flat buildings</b><br>permitted with consent<br>max FSR of 0.8:1<br>max height 9.5m                                                                                                                  |
| <b>Fairy Meadow</b> | <b>Multi dwelling housing, including terraces</b><br>max FSR of 0.7:1<br>max height 9.5m<br><br><b>Dual occupancies</b><br>max FSR of 0.65:1<br>max height 9.5m | <b>Multi dwelling housing, including terraces</b><br>max FSR of 0.7:1<br>max height 9.5m<br><br><b>Dual occupancies</b><br>max FSR of 0.65:1<br>max height 9.5m | <b>Multi dwelling housing, including terraces</b><br>permitted with consent<br>max FSR of 0.7:1<br>max height 9.5m<br><br><b>Dual occupancies</b><br>permitted with consent<br>max FSR of 0.65:1<br>max height 9.5m |
| <b>Warrawong</b>    |                                                                                                                                                                 | Does not apply, as there is currently no R3 zoned land further than 400m from the Centre.                                                                       |                                                                                                                                                                                                                     |

Table 1: Low to Mid Rise Housing policy impacts on permitted residential uses adjacent to Wollongong Town Centres.

## 02 Review Approach

### 2-8 The Precinct Plans

The Precinct Plans for each Centre have been prepared and/or updated to provide graphically consistent and clear detailed drawings.

Key criteria have been considered for each Precinct Plan. These include:

- Active frontages
- Existing and desired future pedestrian connections
- Key public views
- Heritage items
- Public Open spaces
- Maximum building heights (storeys) and upper level setbacks
- Front building setbacks and side/rear setbacks to sites adjoining the Centres.

It is noted that public open spaces are not always zoned RE1. For example, Dapto Square is zoned E2 (Commercial Centre), and Strachan Park in Woonona is zoned E1 (Local Centre).

Unlike a masterplan diagram which may illustrate strategic opportunities for the Centre or a landscape masterplan which illustrates public domain improvements for streets, parks or town squares within the Centre, Precinct Plans within a DCP primarily focus on illustrating the desired built form, public domain and access requirements that are critical to shape development of private land.

Additionally, each new Centre Precinct Plan removes the sub-precinct boundaries shown in the current DCP plans. The sub-precincts previously provided the opportunity to describe differences in built form and access requirements across different areas of the centre through the use of text. The intention is that, with the new Precinct Plans, these differences in the centre are captured in the consolidated drawing, reducing the need for sub-precinct boundaries.

#### Landscaped Setbacks

Landscaped setbacks are shown throughout the precinct plans and are intended to help increase landscaping, promote deep soil zones, increase tree canopy, including and soften the interface between built form and the street and surrounding residential uses.

Landscaped setbacks serve different purposes depending on their width. A 6-metre landscaped setback provides a deep soil zone that supports substantial tree growth and canopy cover, contributing to a greener, more comfortable environment. A 3 to 4 metre landscaped setback focuses on softening the edge of buildings while still allowing space for planting and some deep soil.

Compared to a "building setback", landscaped setbacks are not intended to accommodate essential infrastructure like fire hydrants, electricity substations and bin enclosures. Ideally these elements should be thoughtfully integrated into built form.

#### Side and Rear Setbacks

Setbacks around the boundaries of the Centres have been evaluated on a case by case basis, however general guidelines are outlined below.

| Recommended site and rear setbacks |                                                                                                                                                                                                                                                                                                                                                                                                             |
|------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Setback                            | Typical Location                                                                                                                                                                                                                                                                                                                                                                                            |
| 3m                                 | <ul style="list-style-type: none"> <li>• Along side boundaries</li> <li>• Along boundaries adjoining medium density residential (R3) zones</li> <li>• Along boundaries adjoining open spaces</li> <li>• Narrow sites where a 6m setback would be inappropriate or too restrictive</li> </ul>                                                                                                                |
| 6m                                 | <ul style="list-style-type: none"> <li>• Along rear boundaries</li> <li>• Along boundaries adjoining low density residential (R2) zones</li> <li>• Where pedestrian links are proposed to be integrated within the setback</li> <li>• Where existing trees are proposed to be protected and retained</li> <li>• Along riparian corridors</li> <li>• Adjoining sites with heritage considerations</li> </ul> |

*Note: Side and rear setbacks for residential developments are also influenced by criteria and guidance in the ADG.*



## 02 Review Approach

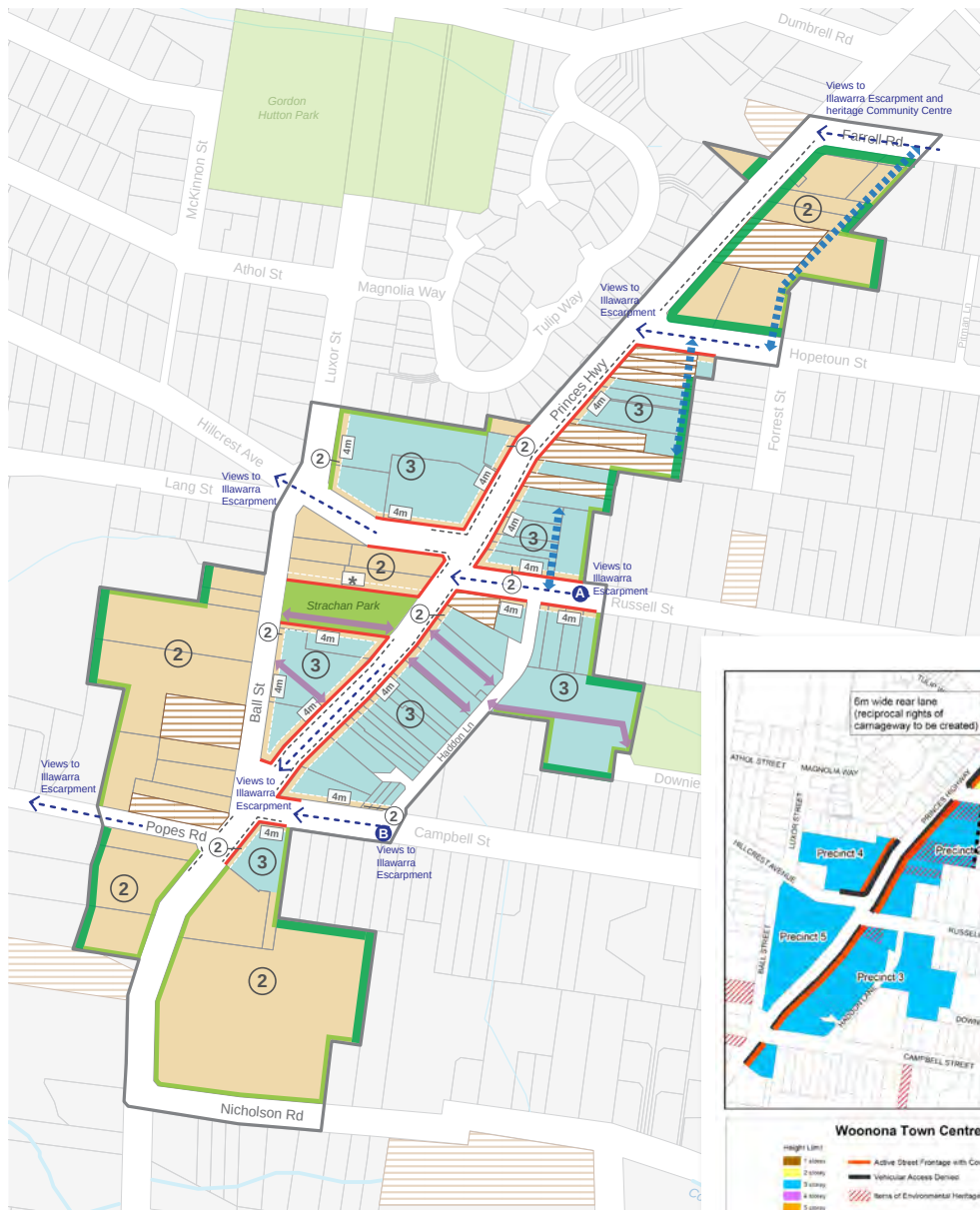


Figure 15 Proposed updated Precinct Plan for Woonona



Figure 16 Current DCP Plan for Woonona

*Note: The draft Precinct Plans in this report are annotated with orange letters. These are to assist with describing recommendations and findings and are not proposed to be included in the final DCP Precinct Plans.*



## Chapter 3 Centres Review

- 3-1 Centres Overview
- 3-2 Berkeley
- 3-3 Bulli
- 3-4 Coniston
- 3-5 Corrimal
- 3-6 Dapto
- 3-7 Fairy Meadow
- 3-8 Figtree
- 3-9 Helensburgh
- 3-10 Port Kembla
- 3-11 Unanderra
- 3-12 Warrawong
- 3-13 Woonona



## 03 Centres Review

### 3-1 Centres Overview

The 12 centres below, within 'Chapter B4 Development in Centres and Peripheral Sale Precincts' of the Wollongong Development Control Plan 2009, have been reviewed from an urban design and built form perspective to inform changes to the DCP. The key findings and recommendations for each Centre have been outlined in the following chapter. This analysis provides the evidence, rationale and thinking behind the recommended changes to the existing location specific DCP controls.

Six centres include specific built form site testing which was undertaken to determine appropriate height and FSR amendments for identified sites. Seven centres include additional solar testing analysis which was undertaken to provide recommendations for overshadowing protections to key public spaces.

| Centres Overview    |                       |                         |                        |
|---------------------|-----------------------|-------------------------|------------------------|
| Centre              | Centre Hierarchy      | Built Form Site Testing | Specific Solar Testing |
| <b>Berkeley</b>     | Town Centre           | 1x site                 | Yes                    |
| <b>Bulli</b>        | Town Centre           | 2x sites                | No                     |
| <b>Coniston</b>     | Small Village Centre  | No                      | No                     |
| <b>Corrimal</b>     | Major Town Centre     | No                      | Yes                    |
| <b>Dapto</b>        | Major Regional Centre | No                      | Yes                    |
| <b>Fairy Meadow</b> | Major Town Centre     | No                      | No                     |
| <b>Figtree</b>      | Major Town Centre     | No                      | No                     |
| <b>Helensburgh</b>  | Town Centre           | 2x sites                | Yes                    |
| <b>Port Kembla</b>  | Town Centre           | 1x site                 | Yes                    |
| <b>Unanderra</b>    | Town Centre           | 2x sites                | No                     |
| <b>Warrawong</b>    | Major Regional Centre | 3x sites                | Yes                    |
| <b>Woonona</b>      | Town Centre           | No                      | Yes                    |

## 03 Centres Review

### 3-2 Berkeley



Figure 17 Berkeley Centre Boundary

#### Overview

|                         |                    |                        |               |
|-------------------------|--------------------|------------------------|---------------|
| Centre Hierarchy        | <b>Town Centre</b> | TOD                    | <b>No</b>     |
| Heritage considerations | <b>No</b>          | LMRH                   | <b>No</b>     |
| Flood Affected          | <b>Low</b>         | Specific Site Testing  | <b>Yes x1</b> |
| Latest Town Centre Plan | <b>No</b>          | Solar Analysis Testing | <b>Yes</b>    |
| Existing Zoning         | <b>E1</b>          | Existing LEP Height    | <b>12m</b>    |
| Existing max. FSR       | <b>1.5:1</b>       |                        |               |



## 03 Centres Review

### Context

Berkeley is located on the north-western corner of Lake Illawarra with easy access to the Wollongong City Centre via the Southern Freeway. The centre is primarily focused along Winnima Way and is a combination of a shopping centre and a small street based centre with a central pedestrian-friendly mall and open space to the north and south.

The Cringilla Hills lie to the north east and contribute to the visual character of the centre.

### Desired Future Character

Retail activity and active frontages within the centre are clustered along both sections of Winnima Way and the interlinking Pedestrian Mall to focus retail activation in this central pedestrianised precinct. The built-form incorporates setbacks that maximise solar access to Pedestrian Mall. New development in the north and south of the centre activates and 'faces' the areas of open space, improving safety and encouraging use of these areas.

There is improved connectivity with through-site links across the shopping centre, as well as connecting the pedestrian mall to Matilda Way and Berkeley Community Centre Park. Both links are aligned with pedestrian desire lines.

Landscaped setback along Devon St creates a sensitive interface to surrounding residential development. Retaining existing mature vegetation within the centre aids in creating transition to surrounding lower-scale residential areas.

New larger-scale development towards the southern end works with the site's topography and retains existing trees, creating minimal overshadowing while expanding the residential offerings within Berkeley.

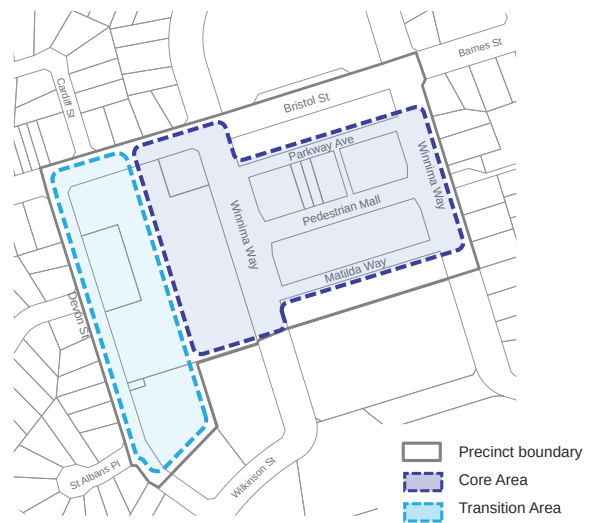


Figure 18 Berkeley Character Areas



Figure 19 Berkeley Movement and Place street functions

## 03 Centres Review

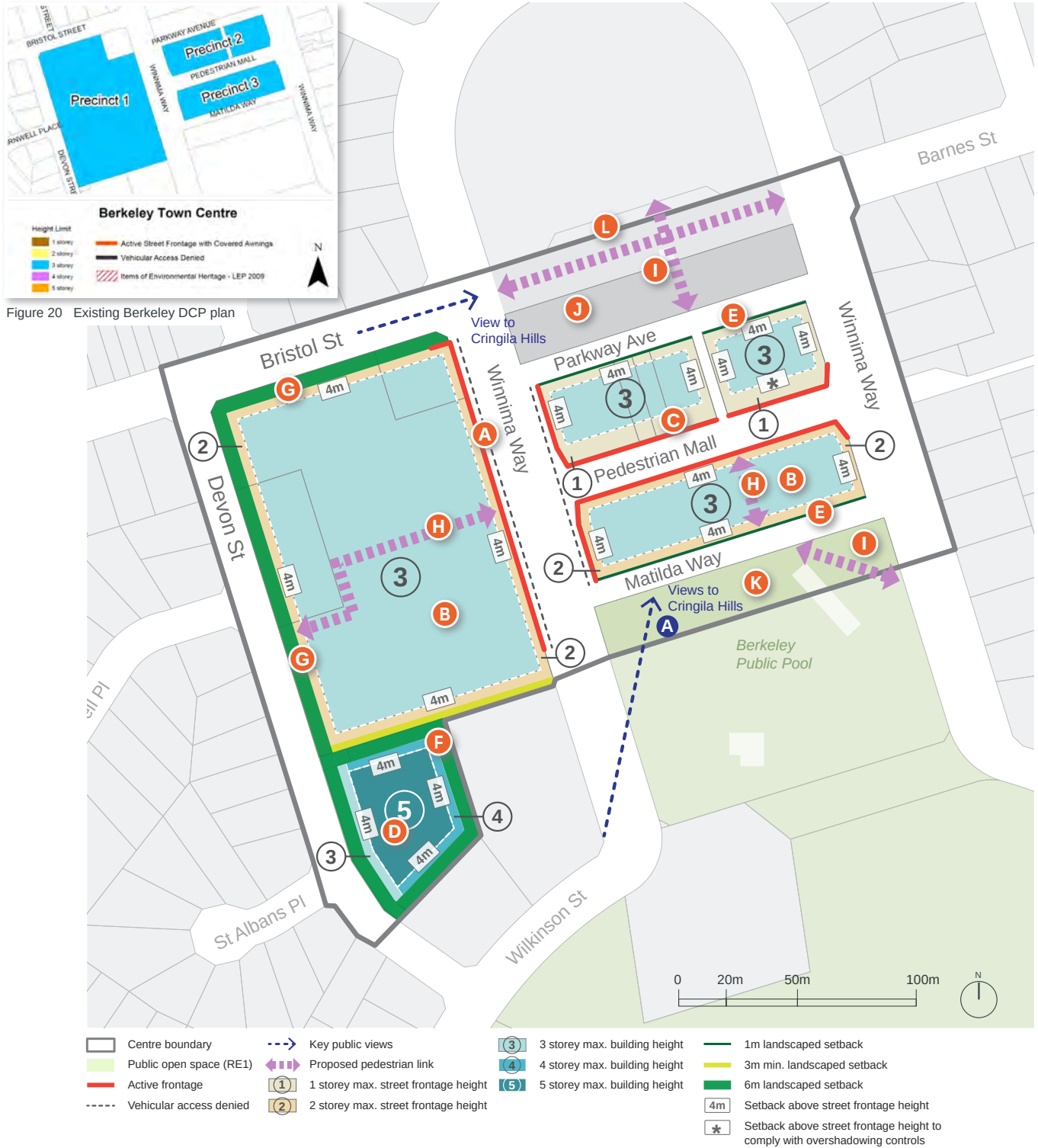


Figure 21 Proposed Berkeley DCP Precinct diagram



## 03 Centres Review

### 3-2 Berkeley

#### Active Frontages

##### Existing DCP

- Active frontage is required along Winnima Way and Pedestrian Mall.
- A continuous cantilevered awning is required along Winnima Way and Pedestrian Mall.

##### Recommendations/ Findings

A

Active frontage and continuous awning requirements along Winnima Way and the Pedestrian Mall to focus retail activation in this centralised pedestrianised precinct.

#### Built Form

##### Existing DCP

- Maximum building Height recommended in the DCP is three (3) storeys.
- Front building setback for the first two storeys is 0m with the upper levels setback 6m from front property boundary.
- Side setbacks for all buildings on the eastern side of Winnima Way is 0m, and the required rear setback is 6m.

##### Recommendations/ Findings

B

Retain existing DCP three (3) storey maximum building height and 0m front setback for all lots zoned E1. Reduce upper level setback from 6m to 4m for all primary streets.

C

The exception to these controls are the lots fronting Pedestrian Mall on the northern side. Here, the height is proposed to remain the same, but to minimize overshadowing of the mall it is recommended that the ground floor retains the 0m setback, and upper two (2) storeys have a 8m setback.

D

The lot at 9 Devon Street is to be rezoned to R3 with a recommended maximum building height of five (5) storeys and a front setback of 6m along Devon St and 3m on all other boundaries for the first four storeys. The upper storey setback for the fifth storey is 4m.

E

The existing rear setback of 6m for all buildings on the eastern side of Winnima Way reduces activation of the laneways and may discourage development. It is recommended that this rear setback is reduced to a 1m landscape setback.

F

For this area of the centre, (under consideration to be rezoned to R3), a landscape setback of 6m is recommended on all side and rear boundaries. Existing mature vegetation is to be retained, which may increase the size of the setbacks.

G

A 6m landscape setback is recommended along Bristol St and Devon St to improve interface with existing residential.

## 03 Centres Review

### 3-2 Berkeley

#### Access Network

##### Existing DCP

- Vehicular access to the eastern part of the Berkeley Town Centre shall be via Parkway Avenue and Matilda Way.
- The carpark for the existing Berkeley shopping centre has two entry/exit points: the south-eastern end of the site, to / from Winnima Way and the second access point shall be via the northern end of the site, to / from Bristol Street.
- No through-site links identified.

##### Recommendations/ Findings

The current vehicular access as specified in the DCP is proposed to be retained.

H

Two key through-site links are recommended to improve the overall connectivity within the centre; one across the shopping centre and the other connecting the pedestrian mall to Matilda Way. These are aligned with pedestrian desire lines.

Any long term redevelopment of the shopping centre site should ensure pedestrian connections are further provided across this site with key connections and desire-lines between Devon St, Winnima Way and Bristol St.

#### Views

- No key views identified in the DCP

##### Recommendations/ Findings

The Cringilla Hills lie to the north east of the centre and contribute to the character of the centre and can be seen behind the Berkeley Pool from Winnima Way.

Identify important views in the DCP such as:

- View to Cringilla Hills heading east along Bristol Street.
- Views to Cringilla Hills to the north east when heading north along Winnima Way.

#### Open Space

##### Existing DCP

- Nil

##### Recommendations/ Findings

I

Show the open space and desired connections to the open space in the DCP Precinct diagram.

Encourage connections to areas of open space and development along laneways that face the areas of open space to improve safety and encourage use of these areas.

In the DCP, consider including the desired pedestrian and active transport routes that cross the open space, alongside the desired location built form and entryways. This will help ensure development that adjoins open space encourages activity and does not block sight lines.

#### Other/ Future Considerations

##### Recommendations/ Findings

J

Land to the north of Parkway Avenue is Council-owned land that is designated for community uses and used as open space but is zoned E1. Adjacent areas are zoned R2 (Low Density Residential). As it is not part of the Town Centre, consider rezoning this land to either reflect the current uses or surrounding zoning.

K

Land to the south of Matilda Way is Council-owned land that is designated for community uses and used as open space but is zoned E1. Adjacent areas are zoned RE1 (Public Recreation). Consider rezoning this land to reflect current uses and encourage future development that activates and interfaces with the open space.

L

Berkeley Community Centre Park and the unformed 'road' to the south of the park are currently zoned R2. Consider rezoning this land to reflect current and desired future uses.

If 9 Devon St is considered for rezoning, Council should also investigate rezoning 42 Wilkinson St.



## 03 Centres Review

### Solar Testing

#### 1 Site 1: Pedestrian Mall

##### Recommendations/ Findings

As shown in the proposed Precinct Plan, a deeper upper level setback (8m) and a one storey street wall height is proposed for the properties north of the pedestrian mall to reduce overshadowing

A recommended new numerical DCP solar control: "an area 3m wide north of the pedestrian mall's southern boundary must receive direct sunlight between 9am and 1pm in mid winter (21 June)" is proposed. This proposed 3m wide area is to optimise outdoor seating/ dining opportunities for developments facing north onto the pedestrian mall. Solar testing confirms this suggested control can be achieved with the proposed built form.

#### 2 Site 2: Berkeley Pool and Park (RE1)

##### Recommendations/ Findings

No built form has been proposed south of Matilda Way in the DCP as this land is currently Council owned with existing community uses.

Proposed DCP 3 storey building heights to the north of Matilda Way creates minimal overshadowing to Berkeley Public Pool. To ensure no overshadowing occurs of the pool, an LEP control is recommended.

Due to its large size, the majority of the open space surrounding the pool is not impacted by any overshadowing from proposed town centre built form and receives abundant solar exposure between 9am and 3pm in midwinter.

DCP objectives to ensure the pool and open space are protected from overshadowing are recommended but specific DCP numeric solar controls are not proposed for this site.

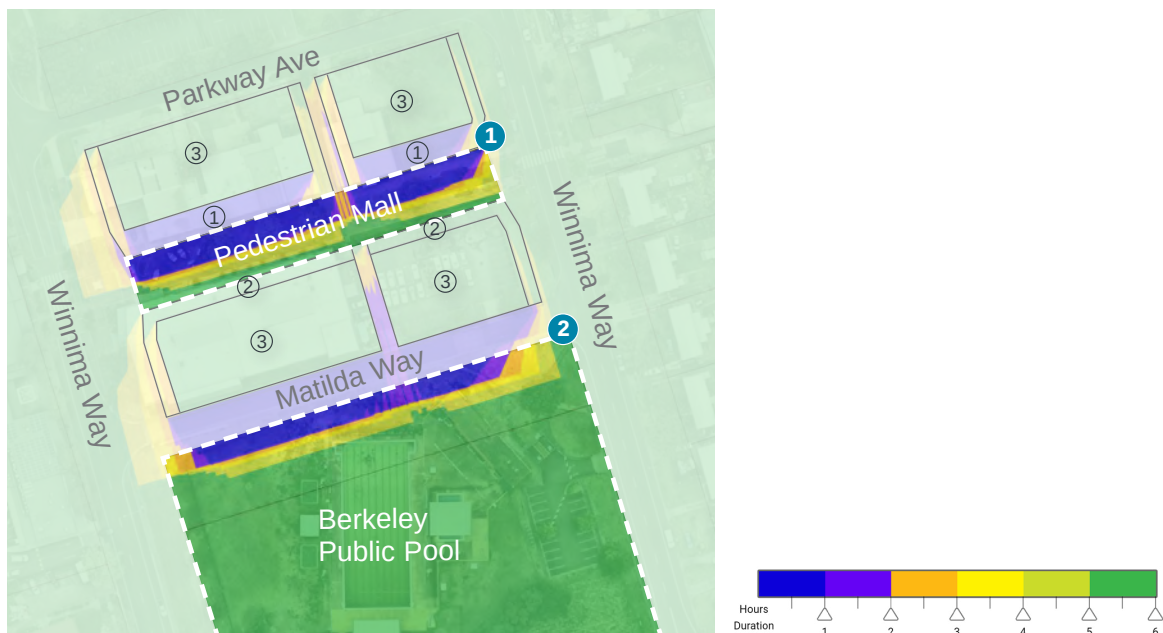


Figure 22 Draft DCP built form controls showing solar access duration in mid-winter (June 21) between 9am and 3pm to identified open spaces

## 03 Centres Review

### 3-2 Berkeley

#### Existing principal planning controls:

|                     | Existing | Surrounding  |
|---------------------|----------|--------------|
| Zone                | E1       | E1, R2       |
| Height of buildings | 12       | 9m, 12m      |
| FSR                 | 1.5:1    | 0.5:1, 1.5:1 |

#### Sites tested:

- 9 Devon St

#### Site features and testing assumptions:

- The site is located in a high amenity area, adjacent to the Town Centre and near Berkeley Public Pool, playgrounds, sports clubs, open spaces, schools, child care and Lake Illawarra. Additional development on this site and surrounding the Town Centre could increase the vibrancy and liveliness of the area.
- Mature trees exist on the site, particularly around the eastern and southern boundaries. These trees help to create privacy and add to the character of the area and should therefore be retained.
- The adjacent lot to the south-east includes apartment buildings with 3 generous storeys and hipped roofs.

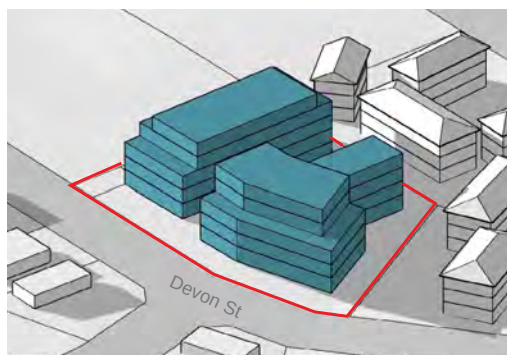


Figure 23 3D view of built form testing outcome.

#### Testing outcomes:

|            | Typology             | Parking                                 | Land-scape                     | Deep soil                      |
|------------|----------------------|-----------------------------------------|--------------------------------|--------------------------------|
| 9 Devon St | RFB (3 to 5 storeys) | Achieved control with 2 storey basement | 180% of required area achieved | 180% of required area achieved |

#### Findings:

- Given the high amenity of the site's location, there is an opportunity to rezone the site to R3 and permit apartment development of up to 5 storeys that will capture views of the Lake. To minimise the impact of the built form on Devon St, a 4m upper storey setback is recommended above the third storey. Existing vegetation and ADG setbacks will establish side setbacks to adjacent residences in the south and east.
- A 6m front setback is proposed, in line with adjacent residential areas. It also allows for large trees and landscaping, and ensures Devon St, which is relatively narrow, does not feel crowded by new development.
- Built form testing retained existing vegetation on site, which led to the scheme exceeding the DCP requirements for landscaping and deep soil.

#### Recommendations

| Zone | Height of buildings | FSR   |
|------|---------------------|-------|
| R3   | 17m                 | 1.3:1 |

Apply a 6m front setback and a 4m upper level setback above the third storey.

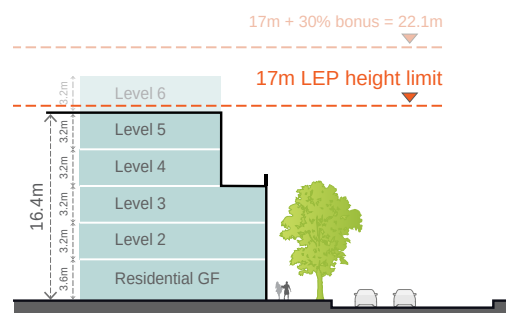


Figure 24 Berkeley site testing height strategy



## 03 Centres Review



## 03 Centres Review

### 3-3 Bulli



Figure 26 Bulli Centre Boundary

#### Overview

|                         |                     |                        |                |
|-------------------------|---------------------|------------------------|----------------|
| Centre Hierarchy        | <b>Town Centre</b>  | TOD                    | <b>No</b>      |
| Heritage considerations | <b>Yes</b>          | LMRH                   | <b>No</b>      |
| Flood Affected          | <b>Yes</b>          | Specific Site Testing  | <b>Yes 2x</b>  |
| Latest Town Centre Plan | <b>No</b>           | Solar Analysis Testing | <b>No</b>      |
| Existing Zoning         | <b>R2, E1</b>       | Existing LEP Height    | <b>9m, 11m</b> |
| Existing max. FSR       | <b>0.5:1, 1.5:1</b> |                        |                |



## 03 Centres Review

### Context

Bulli is a traditional Town Centre concentrated along the Princes Hwy between the Bulli Railway Station and the intersection of the Princes Hwy and Park Road.

The centre is characterised by a large number of heritage items including the Bulli Railway Station, Bulli Hotel, and Bulli Post Office, and a significant portion of the centre is within a Heritage Conservation Area. The Illawarra Escarpment is seen west and north of the centre, and contributes to its character.

### Desired Future Character

All new development retains key views that are characteristic of the centre, namely views of the Illawarra Escarpment to the west, and views of Heritage Hotel, its roof-line, and chimneys traveling south along Princes Hwy. Retaining lower height in the core area (the heritage block) west of the train station, protects views, and preserves and enhances the heritage character.

Retail activity and active frontages are focused along Princes Hwy between Park Rd and Organs Rd, maximising activation within a walkable catchment. Pedestrian access and overall permeability around the centre is enhanced with new well-positioned through-site links: north-south link across Whartons Creek, and east-west link from Princes Hwy to Station St. The small 'town square' outside the train station, at the eastern end of the through-site link, creates a legible point of arrival, and improves activation.

A landscape rear setback for properties with rear boundaries to the railway corridor improves privacy and safety.



Figure 27 Bulli Character Areas



Figure 28 Bulli Movement and Place street functions

## 03 Centres Review

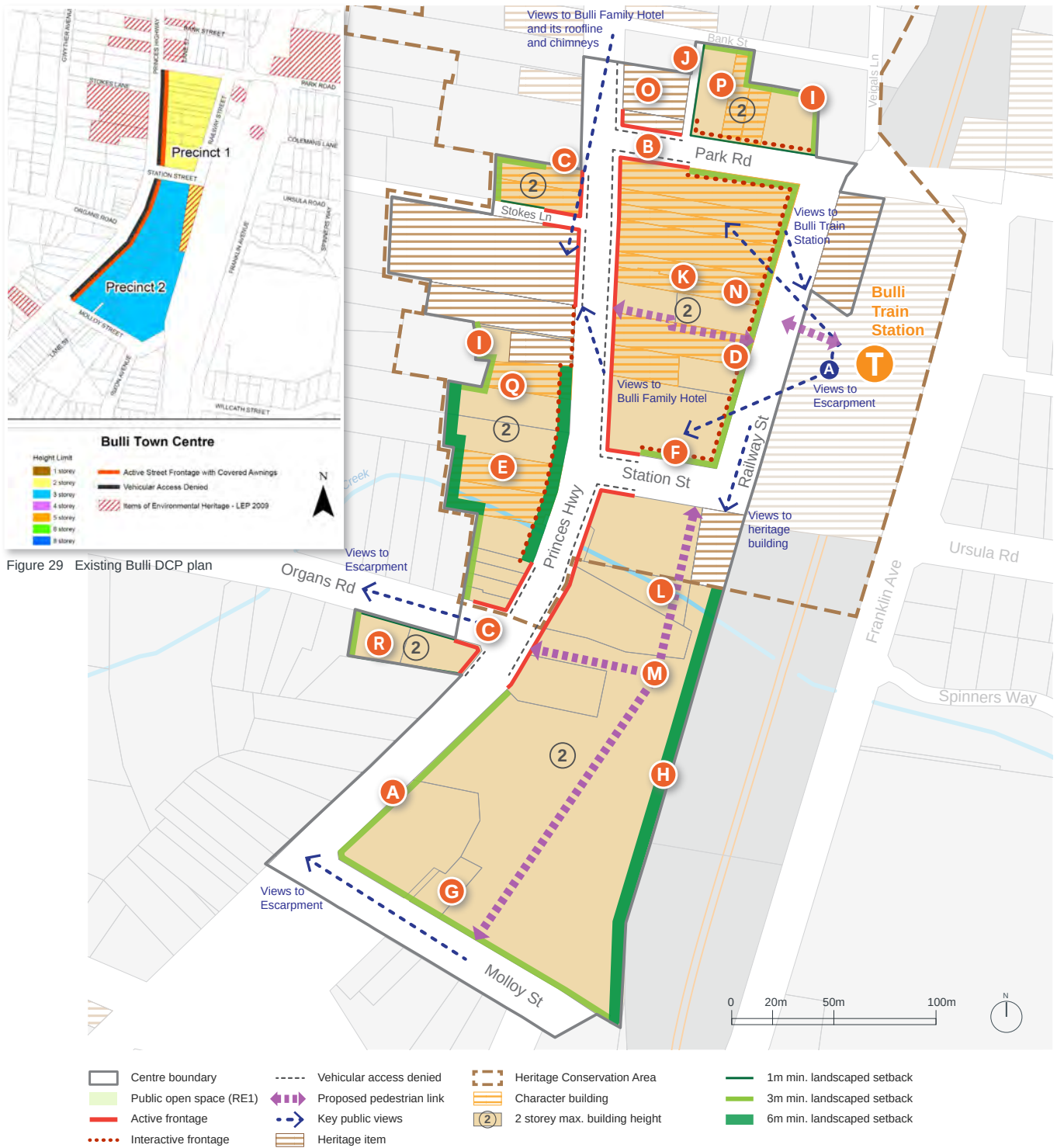


Figure 30 Proposed Bulli DCP Precinct diagram



## 03 Centres Review

### 3-3 Bulli

#### Active Frontages

##### Existing DCP

- Active frontages identified along Princes Hwy.
- A continuous cantilevered awning is recommended along Princes Hwy for all new buildings.

##### Recommendations/ Findings

Active frontage and continuous awning recommendations are generally consistent with the DCP.

- A** Active frontage not recommended along Princes Hwy south of Organs Rd intersection to focus retail activation in the core of the centre.
- B** Active frontage is recommended at the intersection of Park Rd and Princes Hwy.
- C** If rezoning sites on the western side of the Princes Hwy, consider retaining existing buildings and active frontages on key corners including the intersection of Princes Hwy and Stokes Ln and the intersection of Organs Rd and Princes Hwy. Alternatively if these buildings are to be demolished consider requiring an increased setback to the north of Stokes Ln next to the Princes Hwy, with increased views of the Heritage Hotel.
- D** Continuous awnings proposed for all active frontages except where it would be in front of a heritage item that did not traditionally have an awning.
- D** An interactive frontage is recommended facing the train station to increase surveillance and activity in this part of the centre.

#### Built Form

##### Existing DCP

- Typically the max. building height recommended in the DCP is two (2) Storeys.
- Required side setbacks are 0m, and rear setbacks are 6m.

*NOTE:* Consider merits of rezoning the following from residential to employment zoning: 236 to 278 Princes Hwy; 231 to 233 Princes Hwy.

##### Recommendations/ Findings

- Generally the existing DCP recommendation of max. building heights is retained to protect the heritage values of the centre.
- E** A two-storey 9m maximum building height is proposed to areas which are to be rezoned from R2 to E1, based on the built form testing section of this chapter.
- F** A consistent landscape setback of 3m is recommended along Railway St, Park Rd and Station St, except close to the Princes Hwy, where active frontage and 0m setback is recommended. A 6m landscape setback is recommended on the western side of the Princes Hwy to foreground the existing heritage and character buildings.
- G** A consistent landscape setback of 3m is recommended along the southern section of Princes Hwy and along Molloy St.
- H** For properties with rear boundaries along the railway corridor, a 6m landscape rear setback is recommended.
- I** Along the edges of the town centre, a landscape setback of 3m is recommended.
- J** A landscape setback of 1m is recommended along Stokes Ln, south of Organs Rd and the lane north of Park Rd.
- Ground floor commercial uses are preferred along Park Rd.

## 03 Centres Review

### 3-3 Bulli

#### Access Network

##### Existing DCP

- Vehicular access to rear car parking areas shall be via the rear off Railway St, Molloy St, Station St, or the access opposite Organs Rd.
- Direct vehicular access to / from the Princes Hwy is prohibited except where alternative access cannot be provided.
- No through-site links identified.

##### Recommendations/ Findings

The vehicular access recommendation for sites as specified in the DCP is to be retained and direct vehicular access off Princes Hwy will not be supported, except where alternative access cannot be provided from secondary streets.

Key through-site links are recommended to improve the overall connectivity;

K

- One that connects Princes Hwy to Railway St. Ideally this should be located to provide views of the Heritage Hotel.

L

- One that connects Station St to the Woolworths site across Whartons Creek. This is a long term strategy that would provide a more direct route to the station away from the highway.

M

- Any long term redevelopment of Woolworths site should provide pedestrian connections across the site with key connections and desire lines between Princes Hwy, Molloy St and Station Rd.

#### Views

##### Existing DCP

- E11 20.6.2 a: The locality has impressive views north from the commercial centre along the Princes Highway and west to the escarpment.
- E11 20.6.2 g: The landmark qualities of the Bulli Family Hotel, former Joint Stock bank and the row of single storey parapeted shopfronts on the eastern side of the Princes Highway.
- E11 20.6.3 F: Retain views to and from landmark buildings such as the Joint Stock Bank and The Bulli Family Hotel.

##### Recommendations/ Findings

The Illawarra Escarpment is seen towards the west and the north from the centre and contributes to the character of the centre.

Identify important views in the DCP such as:

- View of Illawarra Escarpment towards the west along Stokes Ln, Park Rd, Organs Rd and Station St.
- Views to the Heritage Hotel and its roofline and chimneys traveling south along Princes Hwy.
- Views of the Illawarra Escarpment from outside the Bulli Train Station. This view will be impacted by buildings taller than 2 storeys between Station St and Princes Hwy but not by buildings on the western side of Princes Hwy of 3 storeys as they are further away.

#### Open Space

##### Existing DCP

- Nil.

##### Recommendations/ Findings

There are no areas of open space within the Bulli centre boundary.



## 03 Centres Review

### Heritage

- Form and Scale: One to two storey buildings, regular along street frontage. Parapets to shopfronts.
- Setbacks: Commercial buildings built to street along Princes Hwy with setbacks to residential properties. Less regular to side streets.
- Existing uses: Commercial, retail, some community such as Masonic Hall and PCYC.
- Era and Style: Late Victorian, Edwardian, Inter War, Post War and Modern.
- Materials and Detail: Brick and render, corrugated metal and tile roof.
- Shopfronts: Generally a mix of modern and period detailing - inset entries, solid lower panels, tiling.
- Awnings: To retail buildings - posted, suspended and cantilevered.
- Heritage items: Concentrated at the northern section and at Bulli Train Station. Typically one and two storeys, Late Victorian and Edwardian.
- Character: The east side of the Princes Hwy, north of Station Street, has a strong period character, featuring a consistent street wall and parapeted shopfronts. The west side of the Princes Hwy is varied in style, creating mixed results.
- Character buildings: The commercial/retail buildings to the east side of the Princes Hwy, The Joint Stock Bank (233 Princess Hwy), and The Bulli Family Hotel (240 Princess Hwy).
- The residential dwellings at 242 to 248 Princes Hwy provide a grouping of character buildings and their gardens provide green setbacks to the street.

### Recommendations/ Findings

Character buildings should be retained.

Group character buildings to form distinct mass of period elements. For residential dwellings that become commercial, shared gardens should provide street landscaped areas.

Parapeted frontage to the buildings at 258-264 Pacific Highway should be retained but sympathetic development behind may be feasible.

Maintain one and two storey frontages to street.

Use of awnings should be encouraged. Existing awning controls (eg E11 20.6.3D) to be used as a guide for DCP controls.

Discourage projecting balconies to street frontages unless behind parapets at upper levels of additions.

Both sides of the Princes Hwy south of 248 Princes Hwy have fewer examples of period character due to later/modern development. A greater level of change is appropriate in this part of the Town Centre.

Commercial uses are preferred to be retained for the Post Office (231 Princes Hwy) and Joint Stock Bank (233 Princes Hwy) sites.

## 03 Centres Review

### 3-3 Bulli

#### Flooding

Existing DCP

- Nil.

Other

- Flooding in the centre occurs along Whartons Creek and in the area around the south of Whartons Creek.

#### Recommendations/ Findings

Development where there is increased flood risk including between the existing Woolworths and the Ampol Petrol Station and the area immediately to the south of Organs Rd will require development controls that consider and mitigate flooding risk (eg raised floor levels).

#### Other/ Future Considerations

##### Recommendations/ Findings

N Any future train station upgrades should consider creating a small 'town square' at the eastern end of the through site link that connects Princes Hwy to Station St and the train station to assist in creating a legible point of arrival and to help to activate this part of the centre.

O The former Joint Stock Bank and former post office are currently zoned R2 and are located on the western side of Lane 57. They are within the heritage conservation area. The post office is functioning as a commercial premises and the Joint Stock Bank is used as a restaurant and cafe. Both sites should be rezoned to E1 to strengthen the Town Centre and help retain historical commercial uses.

P These sites are currently zoned R2 and are predominantly single storey detached dwellings with one two-storey medical practice. Rezoning these sites to E1 would be beneficial to protect the existing uses and create opportunities for different types of commercial offerings.

Q These sites are currently zoned R2 and are within the heritage conservation area. While some of these sites are vulnerable to flooding and access may need to be off Princes Hwy, rezoning these sites would allow both sides of the highway to contribute to the activity and vibrancy of the centre.

R This site on the corner of Organs Rd and Princes Hwy is currently zoned R2 and contains a funeral director. It is outside the conservation area but contributes to creating a gateway into the centre and rezoning it would strengthen the Town Centre. However, the narrowness of the site limits its development potential and the potential for parking provision.

Council should consider reviewing the LEP height of buildings in the Town Centre to remove any inconsistencies between the LEP and DCP Chapters B4 and E11 and to ensure that the heritage values of the heritage centre are protected into the future.



## 03 Centres Review

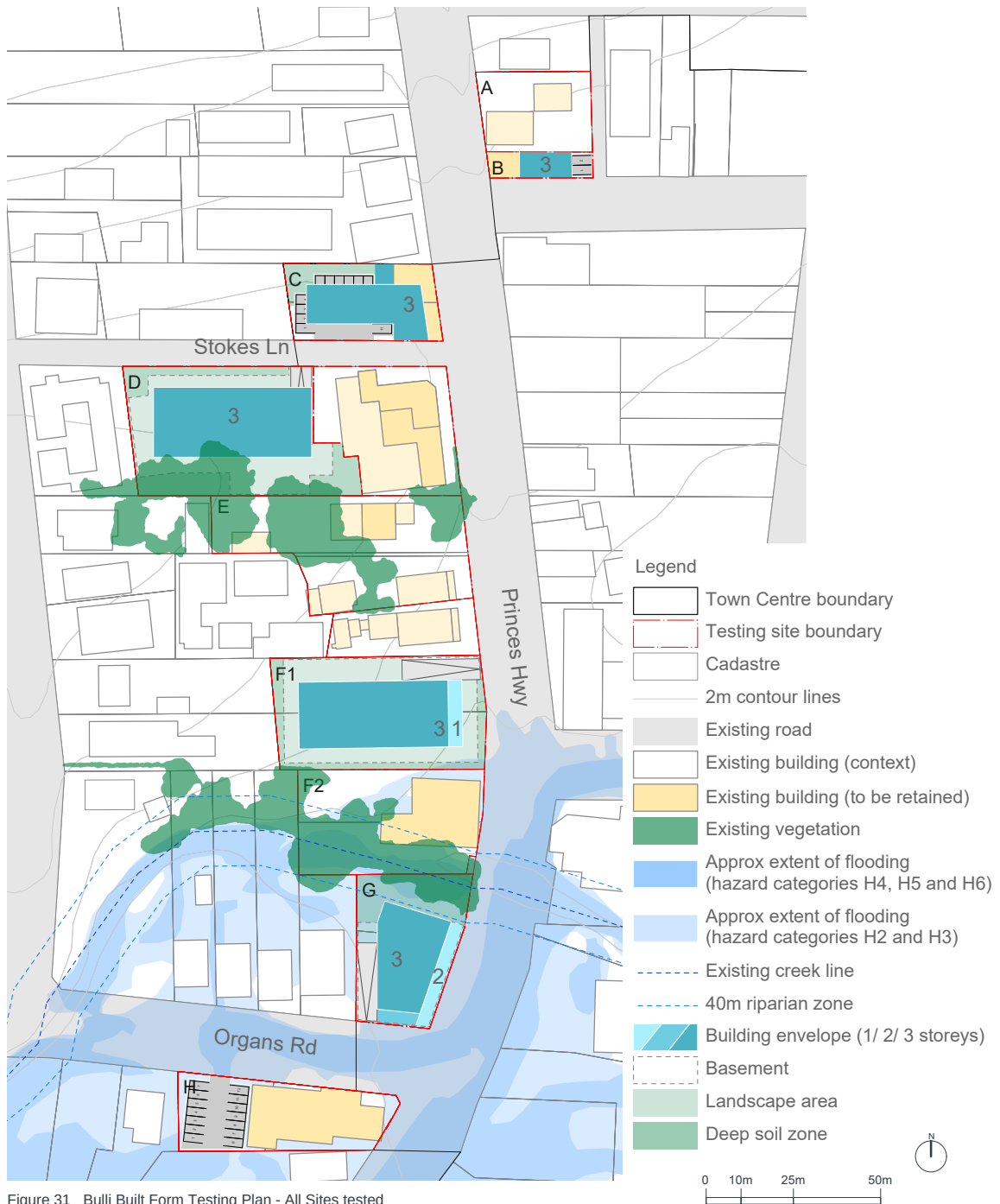


Figure 31 Bulli Built Form Testing Plan - All Sites tested

## 03 Centres Review

### 3-3 Bulli

#### Existing principal planning controls:

|                     | Existing | Surrounding  |
|---------------------|----------|--------------|
| Zone                | R2       | R2, E1       |
| Height of buildings | 9m       | 9m, 11m      |
| FSR                 | 0.5:1    | 0.5:1, 1.5:1 |

#### Sites tested:

The following sites have been tested in line with standard town centre controls, including an 11m height limit and 1.5:1 FSR. However, testing determined these controls were not in keeping with the prevailing character and heritage values of Bulli, recognising that the Bulli Hotel and the Joint Stock Bank should remain the prominent buildings in this streetscape.

- **231 Princes Hwy** (Site A, Bulli Post Office, heritage site 6173)
- **233 Princes Hwy** (Site B, Former Joint Stock Bank, heritage site 5985)
- **236 and 238 Princes Hwy** (Site C)
- **240 Princes Hwy** (Site D; Bulli Family Hotel)
- **242, 244 and 246-248 Princes Hwy** (Site E)
- **250-256 Princes Hwy** (Site F1)
- **260-264 Princes Hwy** (Site F2)
- **266-276 Princes Hwy** (Site G)
- **278 Princes Hwy and 1 Organs Rd** (Site H)

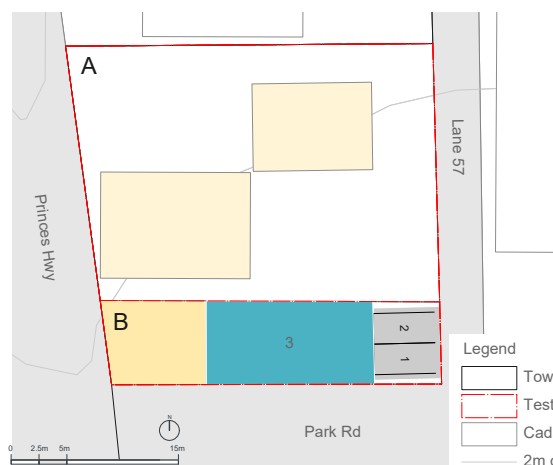


Figure 32 Bulli Built Form Testing Plan - Sites A and B

#### Site A

#### Features and testing assumptions:

- Site A (Bulli Post Office) is a local heritage site (6173) within the Bulli Heritage Conversation Area.
- It is used as a commercial premises (post office), but is of a domestic scale, with a single storey that is set back from the front and side boundaries.
- A detached residence has recently been built at the rear of the property.

#### Testing outcomes:

| Typology                        | Parking | Land-<br>scape | Deep soil |
|---------------------------------|---------|----------------|-----------|
| Further development is unlikely |         |                |           |

#### Findings:

- A residential building has been built at the rear of the site and a change of use to residential was approved for the rear portion of the site in 2024. Commercial uses are preferred to continue, as they will retain the historical functions.

#### Recommendations

| Zone | Height of<br>buildings | FSR               |
|------|------------------------|-------------------|
| E1   | 9m (no change)         | 0.5:1 (no change) |



Figure 33 3D view of built form testing outcome (Site A and B).



## 03 Centres Review

### Site B

#### Features and testing assumptions:

- Site B (Former Joint Stock Bank) is a local heritage site (5985) within the Bulli Heritage Conversation Area. It is approximately 7.5m wide by 29.5m long, and marks a corner at the gateway to the Bulli Town Centre.
- Existing built form consists of a small two-storey restaurant on the corner of Princes Hwy and Park Road, and a single storey detached garage that is used as a cafe fronting Park Road and the rear laneway.

#### Testing outcomes:

| Typology              | Parking                 | Land-scape | Deep soil |
|-----------------------|-------------------------|------------|-----------|
| Commercial (3 storey) | Max 2 spaces achievable | n/a        | n/a       |

#### Findings:

- Given the size of the site and the constraints of the heritage building, the potential for residential development is limited to a single terrace house, that adaptively reuses the heritage structure. Parking and landscaping provisions would be difficult to achieve.
- As commercial premises, the corner site creates a landmark at the northern entry to the Town Centre. Rezoning to an E1 zone would therefore be preferable, as it encourages the existing commercial uses to continue, and does not require alteration of the heritage item.
- While the site has potential to expand to the rear, a three-storey extension is considered out of character for the area and would be very limited in parking provision, with testing achieving only two surface parking spaces due to narrow site dimensions.

#### Recommendations

| Zone | Height of buildings | FSR               |
|------|---------------------|-------------------|
| E1   | 9m (no change)      | 0.5:1 (no change) |

### Site C

#### Features and testing assumptions:

- This site is within the Bulli Heritage Conversation Area, and includes two existing 2 storey character buildings which are used as commercial and retail premises.
- The site is approximately 22m wide by approximately 42m long. An efficient basement car park would be difficult to accommodate, as a vehicular ramp will need to be curved, taking up a large portion of the site. It would also restrict any widening to Stokes Lane, which may be needed to accommodate additional vehicular movements.

#### Testing outcomes:

| Typology              | Parking                                              | Land-scape | Deep soil |
|-----------------------|------------------------------------------------------|------------|-----------|
| Commercial (3 storey) | 65% of required spaces achieved with surface parking | n/a        | n/a       |

#### Findings:

- To support the Heritage Conservation Area the existing character buildings should be retained, and vehicular parking should be accessed from Stokes Lane.
- The tested surface car parking accommodates approx. 14 car parking spaces. At the DCP rate of one space per 40m<sup>2</sup> of commercial GFA, this services up to 640m<sup>2</sup> of GFA (0.7:1).
- Future uses should consider the site's proximity to the Bulli Family Hotel to the south, and the possibility of conflicts with noise and traffic movements.
- Shoptop accommodation was tested, however, apartments with high amenity and efficient built form were difficult to achieve due to site dimensions. The highest yielding apartment building would be one which is built to the north boundary and which maximises the number of apartments facing east, south and west. However, this will not result in high amenity for residents as the majority of apartments would face south, and be impacted by noise from the Family Hotel. An alternative arrangement would be a narrow building with three apartments on each floor facing north, which would be an inefficient and expensive building. This testing reinforces the DCP minimum site width requirement of 24m for residential flat buildings.
- Testing indicated that residential uses are unlikely to be suitable on this site, but that there is some potential for a small amount of additional floor space to the rear of the site. Rezoning the site to E1 would encourage commercial uses to continue, and would facilitate redevelopment to the rear.

## 03 Centres Review

### 3-3 Bulli

- Testing achieved 1:1 FSR, but creates a bulky building that is out of character with the rest of the Town Centre. A two-storey building would be more appropriate in this area, which is closer to 0.5:1 FSR. No change to FSR is therefore recommended.
- An 9m height is recommended to facilitate two-storey built form and allow the Bulli Family Hotel and the Stock Bank to remain the prominent buildings in Bulli.

#### Recommendations

| Zone | Height of buildings | FSR               |
|------|---------------------|-------------------|
| E1   | 9m (no change)      | 0.5:1 (no change) |



Figure 34 3D view of built form testing outcome (Site C).

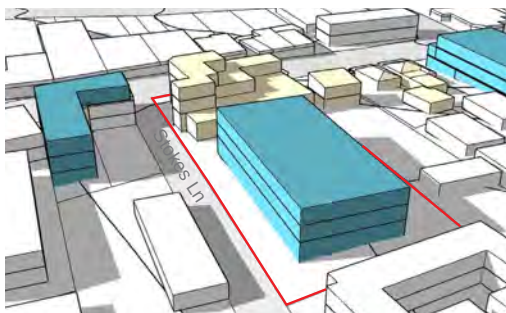


Figure 35 3D view of built form testing outcome (Site D).

#### Site D

##### Features and testing assumptions:

- The Bulli Family Hotel is a heritage item of state significance that is unlikely to change. However, there may be underutilised space in the upper levels that could be sympathetically reused for tourism purposes.
- The existing car park at the rear of the site may have development capacity, however it also contains archaeology, which may impact development potential.
- Existing vegetation on site was assumed to be retained.

##### Testing outcomes:

| Typology                               | Parking                                                                                                                                                | Land-<br>scape | Deep<br>soil |
|----------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|--------------|
| Tourist<br>Accommodation<br>(3 storey) | 80% of required<br>spaces achieved<br>within 2 storeys of<br>basement parking.<br>A third partial<br>third storey may<br>accommodate the<br>remainder. | n/a            | n/a          |

##### Findings:

- The rear car park is large enough to accommodate development including a basement car park.
- Potential future uses are constrained by the potential noise and access constraints created by the existing hotel. While potential future uses are unlikely to include residential or purely commercial uses, they could include tourist accommodation.

#### Recommendations

| Zone | Height of<br>buildings | FSR               |
|------|------------------------|-------------------|
| E1   | 9m (no change)         | 0.5:1 (no change) |

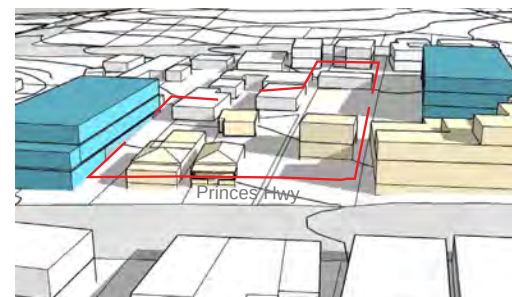


Figure 36 3D view of built form testing outcome (Site E).



## 03 Centres Review

### Site E

#### Features and testing assumptions:

- This group of residences includes two heritage items and a character building. They are all of a similar scale and are set back approximately 5m from the Princes Hwy. Together they form a cluster of character buildings which contrast to the strong street wall on the eastern side of the Princes Hwy.

#### Testing outcomes:

| Typology                        | Parking | Land-scape | Deep soil |
|---------------------------------|---------|------------|-----------|
| Further development is unlikely |         |            |           |

#### Findings:

Development on these sites is constrained by:

- heritage buildings,
- battleaxe access to a 1 and 2 storey villa development to the rear,
- narrow lots (approximately 10m to 12m wide), and
- existing mature vegetation.

These sites are therefore unlikely to change. However, the zone could change to E1 to be consist with adjacent zones. The cottages would work as commercial or food and beverage premises in an E1 zone without affecting the built form.

#### Recommendations

| Zone | Height of buildings | FSR               |
|------|---------------------|-------------------|
| E1   | 9m (no change)      | 0.5:1 (no change) |

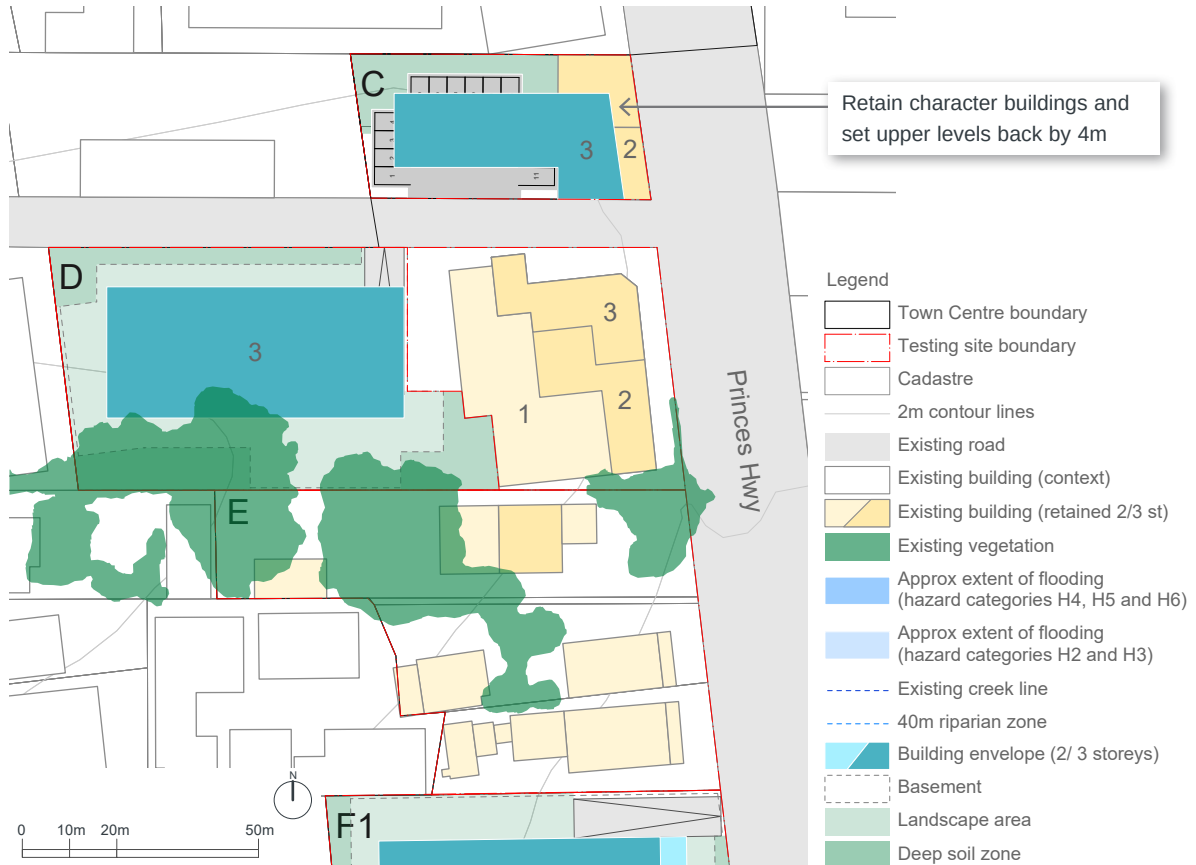


Figure 37 Bulli Princes Hwy Resultant Built Form Testing Plan - Sites 2 of 3

## 03 Centres Review

### 3-3 Bulli

#### Site F1

##### Features and testing assumptions:

- This site is made up of two lots, each of which include commercial premises fronting the Princes Hwy and residential uses to the rear of the site.
- Built form is detached and single storey, except the residential building at the rear of 254 Princes Hwy, which is two storeys.
- For the purposes of built form testing, these two sites were assumed to be amalgamated.

##### Testing outcomes:

| Typology | Parking                                                     | Land-scape                     | Deep soil                     |
|----------|-------------------------------------------------------------|--------------------------------|-------------------------------|
| Shoptop  | 100% of required area achieved within 1 storey of basement. | 150% of required area achieved | 86% of required area achieved |

##### Findings:

- The site dimensions and shape are well suited to shop-top development, with upper level apartments able to capture easterly and northerly aspects. However, a three storey building is not in keeping with the character of Bulli and overwhelms the buildings adjacent to the site. Site amalgamation is likely to exacerbate the perceived bulk of a three-storey building and make it look out of scale with its surroundings. A two-storey built form would be more suitable in this location.
- A 6m front setback would relate to the cottages on Site E and to foreground the character building on Site F2. This can be used to display goods, for seating or as a landscape setback.
- A large side setback to the north will be appropriate to encourage planting and to create a sensitive interface to the single storey cottages on Site E.
- The site should be able to meet the parking, landscape and deep soil requirements of the DCP. One storey of basement parking was tested.

##### Recommendations

| Zone | Height of buildings | FSR               |
|------|---------------------|-------------------|
| E1   | 9m (no change)      | 0.5:1 (no change) |

#### Site F2

##### Features and testing assumptions:

- Two attached character buildings front the Princes Hwy and are currently used as an antique store and a framing gallery.
- Whartons Creek runs along the south site of the site. It is mapped in the DCP as a Category 3 water course, which requires a minimum core Riparian Zone Width of 10m from top of bank to each side of the watercourse. Existing mature vegetation along Whartons Creek was assumed to be retained.
- Much of Site F2 is flood prone, suggesting flood mitigation may be required to improve development potential.
- While other parts of Bulli have developed the rear of their deep lots, the alignment of the creek and extent of flooding prohibits this on this site.

##### Testing outcomes:

| Typology                        | Parking | Land-scape | Deep soil |
|---------------------------------|---------|------------|-----------|
| Further development is unlikely |         |            |           |

##### Findings:

- The existing vegetation, the core Riparian Zone of Whartons Creek and the extent of flooding constrain development on this site.
- The existing character building on the site should be considered for retention and renewal.

##### Recommendations

| Zone | Height of buildings | FSR               |
|------|---------------------|-------------------|
| E1   | 9m (no change)      | 0.5:1 (no change) |

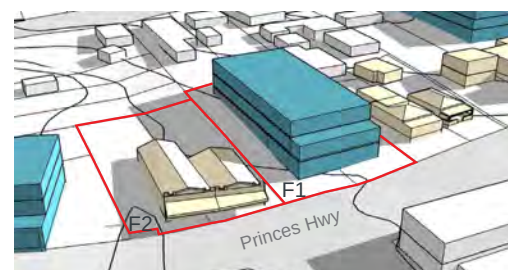


Figure 38 3D view of built form testing outcome (Sites F1 and F2).



### 03 Centres Review

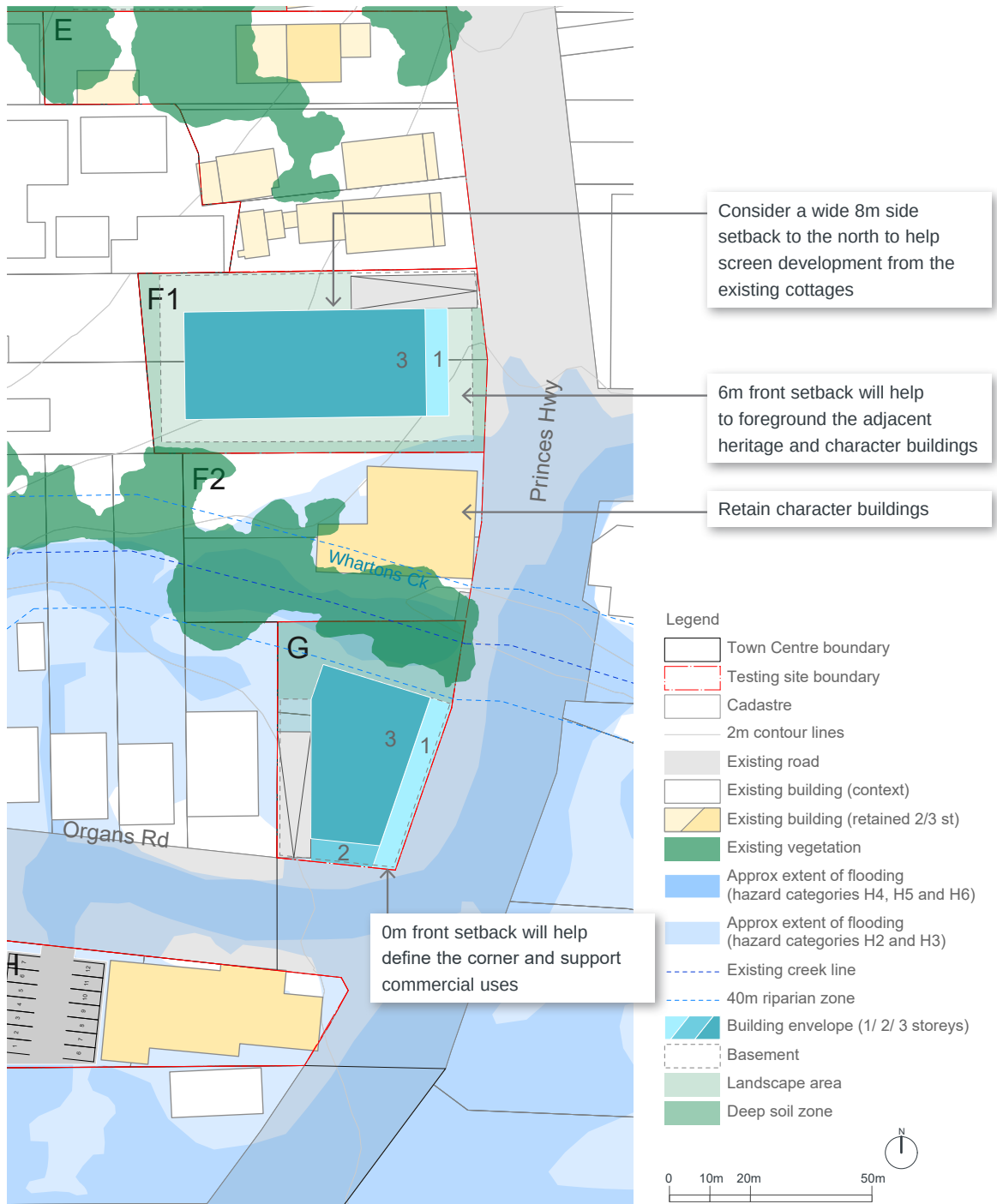


Figure 39 Bulli Princes Hwy Resultant Built Form Testing Plan - Sites 2 of 3

## 03 Centres Review

### 3-3 Bulli

#### Site F alternative options:

- Two alternative options were explored where Site F2 was amalgamated with neighbouring properties to improve opportunities for development.
- Alternative option 1 amalgamates Sites F1, F2 and part of Site E.
- Alternative option 2 amalgamates Sites F1 and F2 only.

#### Findings:

- Both alternative options resulted in part of the development being built within the flood prone land, but neither encroach into the Wharton Creek riparian zone.

- Both alternative options resulted in wide buildings which are out of scale and out of character with the rest of the area. This is partly due to the site constraints, particularly the riparian corridor, which takes up much of the site area, resulting in bulkier buildings.
- The development pattern in the area takes advantage of deep lots to develop the rear of lots, rather than amalgamate sideways across sites. To retain Bulli's character, amalgamation of sites should therefore not be encouraged.

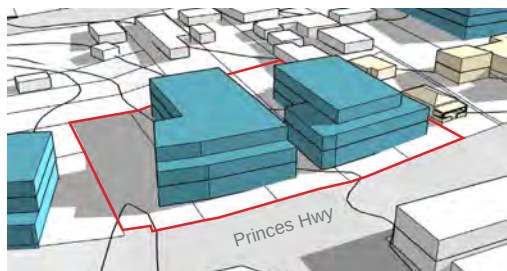


Figure 40 3D view of alternative option 1 for Sites F1 and F2.

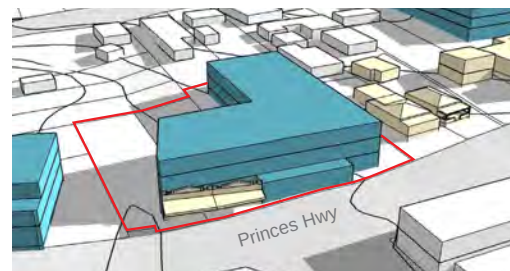


Figure 42 3D view of alternative option 2 for Sites F1 and F2.

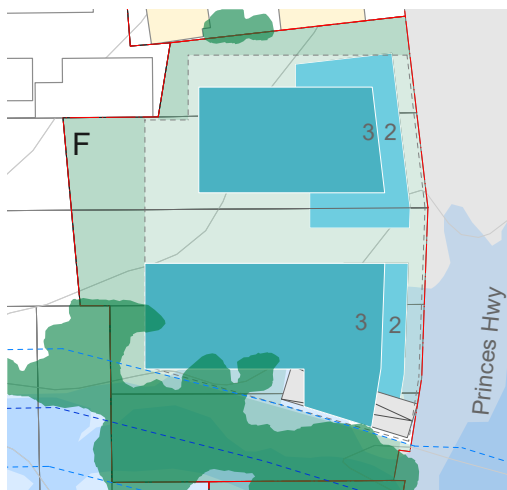


Figure 41 Plan of alternative option 1 for Sites F1 and F2.

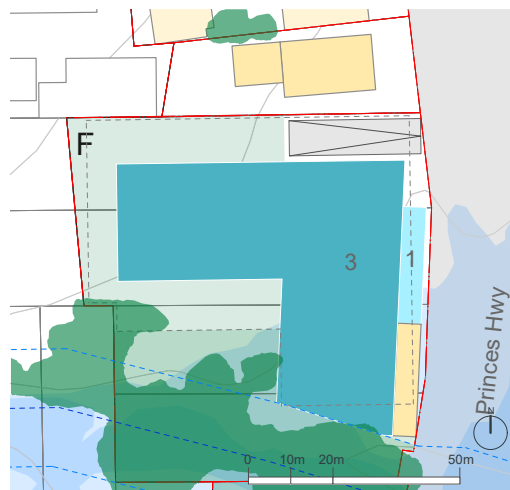


Figure 43 Plan of alternative option 2 for Sites F1 and F2.



## 03 Centres Review

### Site G

#### Features and testing assumptions:

- The site occupies a key corner at the southern entry to Bulli Town Centre. Existing commercial development fronts the Princes Hwy, but there are opportunities to improve the corner frontage to mark this key corner.
- The site is constrained by Whartons Creek, which runs through the north part of the site.

#### Testing outcomes:

| Typology           | Parking                                                | Land-scape                  | Deep soil                   |
|--------------------|--------------------------------------------------------|-----------------------------|-----------------------------|
| Shoptop (3 storey) | 100% of required area achieved in 1.5 basement storeys | 130% required area achieved | 240% required area achieved |

#### Findings:

- A 0m front setback was applied to help reinforce the street corner and to mark an entry into Bulli Town Centre.
- An upper level setback of 4m was applied above the second storey to reinforce the two-storey street wall along the Princes Hwy.
- The site is well suited to shop-top development, achieving an FSR of 1:1 and exceeding the parking requirements. However, a three-storey building in this location would be out of keeping with the character of Bulli. A two-storey built form would be more appropriate, achieving an FSR closer to 0.5:1.
- The riparian zone ensures landscaping and deep soil zone requirements are met.

#### Recommendations

| Zone | Height of buildings | FSR               |
|------|---------------------|-------------------|
| E1   | 9m (no change)      | 0.5:1 (no change) |

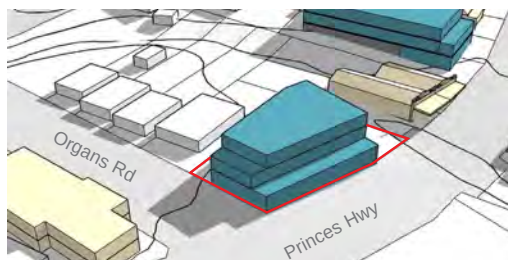


Figure 44 3D view of built form testing outcome (Site G).

### Site H

#### Features and testing assumptions:

- This corner site currently contains a 2 storey commercial building with surface parking at the rear. It is outside the Bulli Heritage Conservation Area.

#### Testing outcomes:

| Typology                           | Parking | Land-scape | Deep soil |
|------------------------------------|---------|------------|-----------|
| Further development is constrained |         |            |           |

#### Findings:

- The lot is approximately 16m to 22m wide. This creates challenges with access to basement car parking if access off the Princes Hwy is to be avoided, which constrains development potential on the site. A shop-top housing or residential flat building development would be difficult to accommodate on a lot with these dimensions.
- The location of the site is suitable for commercial uses, being on a prominent corner at the edge of the Town Centre and within 300m of Bulli Train Station. The existing commercial use reinforces this.
- The existing zoning is recommended for retention. However, if rezoning to E1 is pursued, consider rezoning the adjacent site at 280 Princes Hwy also, and encourage amalgamation to improve development outcomes and flexibility in future development.

#### Recommendations

| Zone           | Height of buildings | FSR               |
|----------------|---------------------|-------------------|
| R2 (no change) | 9m (no change)      | 0.5:1 (no change) |

If rezoning to E1 is pursued, consider rezoning the adjacent site at 280 Princes Hwy also, to ensure site dimensions support high amenity and flexible development options.

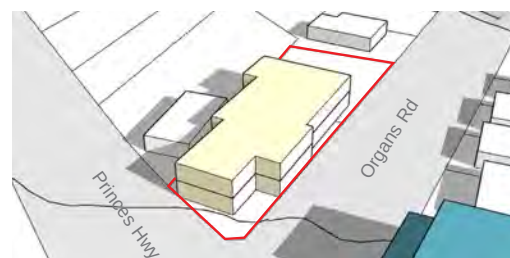


Figure 45 3D view of built form testing outcome (Site H).

## 03 Centres Review

### 3-4 Coniston



Figure 46 Coniston Centre Boundary

#### Overview

| Centre Hierarchy        | Small Village Centre | TOD                    | Nominated by Council |
|-------------------------|----------------------|------------------------|----------------------|
| Heritage considerations | No                   | LMRH                   | No                   |
| Flood Affected          | No                   | Specific Site Testing  | No                   |
| Latest Town Centre Plan | No                   | Solar Analysis Testing | No                   |
| Existing Zoning         | E1                   | Existing LEP Height    | 9m                   |
| Existing max. FSR       | 0.75:1               |                        |                      |



## 03 Centres Review

### Context

Coniston is a Small Village Centre located around the Gladstone Avenue / Bridge Street intersection, close to Coniston Railway Station. On the opposite side of the railway station are large commercial office buildings and a range of general industrial and port-related activities, due to its proximity to Port Kembla, the freeway, and Wollongong City Centre.

Coniston was nominated as a TOD by Council, but at the time of writing this report, it is not formally a TOD site.

### Desired Future Character

Even with increased medium-density residential development close to the station, the overall look and feel of the leafy suburb, which houses a variety of mature trees, is preserved. The built-form for all new development retains views to the skyline of the Wollongong CBD along Gladstone Ave and from Bridge St. An ample landscaped rear and/or side setback adjacent to existing residential zones allows for better transition.

Retail activity and active frontages strengthen the retail core with activity along main streets, and outdoor dining along Bridge St. Coniston has expanded to accommodate the demands of development. A broader mix of retail and services offering within the centre has been encouraged to cater to an increased surrounding population, with improved connections to employment-generating uses to the east.



Figure 47 Coniston Character Areas

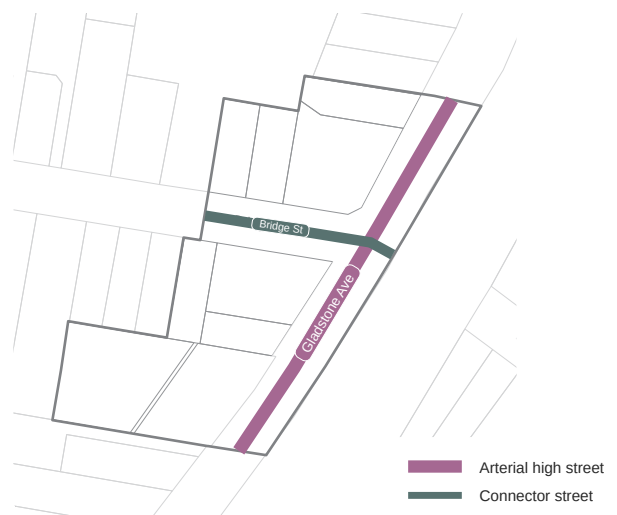


Figure 48 Coniston Movement and Place street functions

## 03 Centres Review



Figure 49 Proposed Coniston DCP Precinct diagram



## 03 Centres Review

### 3-4 Coniston

#### Active Frontages

Existing DCP

- No active frontages identified.

#### Recommendations/ Findings

- A** Active frontages recommended along Gladstone Ave (the arterial high street) and facing the railway line.

- B** Bridge St also supports active frontages with opportunities for outdoor dining with wide footpaths and reduced vehicle traffic compared to Gladstone Ave.

#### Built Form

Existing DCP

- Maximum Building Height – two (2) storeys.
- 0m front and side setback.
- 3m min. side setback to residential lots.
- 6m min. rear setback required.

#### Recommendations/ Findings

Consider increasing the maximum building height to a three (3) storey height limit (as shown in Precinct Plan - Figure 49) and the maximum LEP building height to 11m.

If current height is retained, a two (2) storey height limit reflects the current 9m LEP maximum building height.

If the height is increased, require a two storey street wall height with the upper storey setback 4m from the street (as shown in Precinct Plan - Figure 49).

Retain requirements for a landscaped rear and/or side setback where the site adjoins a residential zone.

#### Access Network

Existing DCP

- Vehicle access to properties is primarily from Bridge St and located at rear.
- Public car parking on eastern side of Gladstone Ave is identified as opportunity for additional overflow parking.

#### Recommendations/ Findings

Identify Bridge St as the 'High Street' and preferred pedestrian access route but also allow vehicular access off Bridge St.

Allow vehicular access off Gladstone Ave where there is no rear/side access from Bridge St.

#### Views

- No key public views identified.

#### Recommendations/ Findings

Surrounding topography results in no key distant views to landscape features from within the centre.

Views to the skyline of the Wollongong CBD are visible along Gladstone Ave and from Bridge St where it crosses the railway line.

#### Other/ Future Considerations

#### Recommendations/ Findings

- C** This site has medium density housing accessed off 35 Bridge St. Consider resolving split zoning.

- D** If Coniston becomes a TOD, consider undertaking further investigations and masterplanning which includes residential land around Coniston train station, to facilitate a positive long term outcome.

If Coniston becomes a TOD, consider increasing building heights in the centre to match development permissible under the TOD SEPP.

## 03 Centres Review

### 3-5 Corrimal



Figure 50 Corrimal Centre Boundary

#### Overview

|                         |                                                                          |                        |                 |
|-------------------------|--------------------------------------------------------------------------|------------------------|-----------------|
| Centre Hierarchy        | Major Town Centre                                                        | TOD                    | Beyond boundary |
| Heritage considerations | No                                                                       | LMRH                   | Centre          |
| Flood Affected          | High                                                                     | Specific Site Testing  | No              |
| Latest Town Centre Plan | Corrimal Town Centre Plan 2015-2025 + Wilga Street Block Strategy (2024) | Solar Analysis Testing | Yes             |
| Existing Zoning         | E1, E3, RE1, SP2                                                         | Existing LEP Height    | 9m, 11m, 15m    |
| Existing max. FSR       | 0.5:1, 1.5:1                                                             |                        |                 |



## 03 Centres Review

### Context

Corrimal is a Major Town Centre located in the northern suburbs of Wollongong. The centre is a strong traditional street based centre situated along both sides of the Princes Hwy, with two shopping malls, each with full supermarkets. Corrimal also contains a variety of light industries. Parts of Corrimal are prone to flooding.

The centre is framed by the Illawarra Escarpment and a landmark known as Brokers Nose, positioned east of the escarpment. Memorial Park is the heart of the community and is centrally located along Princes Hwy.

### Desired Future Character

Retail activity and active frontages are focused along Princes Hwy and at intersections with Railway St and Russell St to maximise activation within a walkable catchment. Active and interactive frontages facing Memorial Park ensures passive surveillance and activation.

The Wilga St Block is a vibrant and flexible mixed-use precinct that strengthens the role and identity of the town centre. The built-form within the block incorporates setbacks that maximise solar access to Memorial Park.

A two-storey street wall throughout the centre creates a cohesive and pedestrian-friendly scale of built-form. The Corrimal Hotel, a heritage-listed building, and other contributory historic buildings along Princes Hwy are celebrated and well-maintained, and influence the built form character of the centre. Existing and new buildings provide views of Illawarra Escarpment and Brokers Nose, ensuring that the escarpment remains a dominant feature of the skyline.

The centre's attractive network of streets, lanes, footpaths and pedestrian links is augmented with through-site links that enhance walking and cycling around the centre. A landscape setback outside the core creates a more sensitive interface to surrounding residential development.

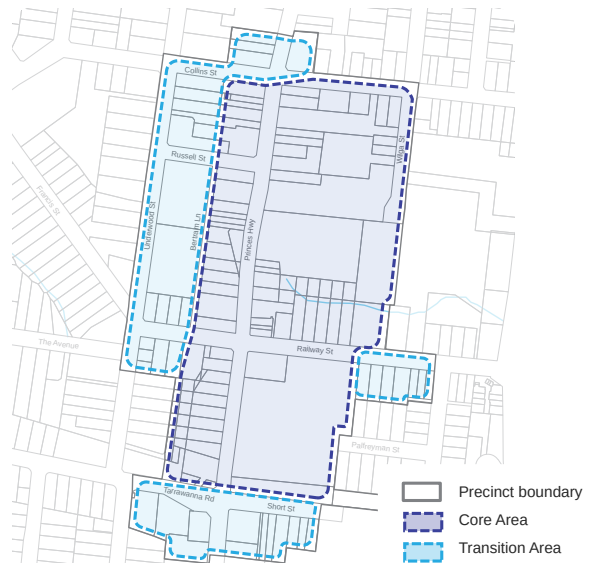


Figure 51 Corrimal Character Areas



Figure 52 Corrimal Movement and Place street functions

## 03 Centres Review



Figure 53 Proposed Corral DCP Precinct diagram



## 03 Centres Review

### 3-5 Corrimal

#### Active Frontages

##### Wilga Street Block DCP

- The Wilga St Block DCP requires active frontages along the edges of Memorial Park to activate the park.

##### Corrimal Town Centre Plan

- In 2014, 6.5% of ground floor frontages in the Town Centre were assessed as active or pleasant.
- Active frontage proposed along Princes Hwy and at key intersections of Russell St, Collins St and Short St.
- Active frontage also proposed along the length of Railway St.
- 'Pleasant visual frontages' proposed as secondary tier to active frontages.

#### Recommendations/ Findings

Active frontage locations identified in the DCP are generally supported.

A

Active frontages along Railway St are not proposed to extend to the eastern edge of the centre. Instead, a 3m front landscape setback is proposed to help transition to the surrounding residential properties.

B

Interactive frontages are proposed around Bertram Ln, the south of Memorial Park and along Underwood St. These are generally in keeping with the 'pleasant visual frontages' shown in the Town Centre Plan.

#### Built Form

##### Existing controls/ Wilga St Block DCP

- Maximum building height in LEP in most areas is 15m, except for a few areas where the height is 9m or 11m.
- Maximum building height for the Wilga St Block is 15m.
- Wilga St buildings are to have a one (1) to two (2) storey street frontage height, depending on overshadowing for public open spaces. Upper level setbacks to be 2m or 5m.
- Setbacks vary for the Wilga St Block: 0m front setback for active frontage; 3m front landscape setback; and 5m front landscape setback.
- A minimum 6m ground floor setback is required from the rear property boundary, where a site includes or abuts residential uses.

##### Corrimal Town Centre Plan

- 0m front setback proposed for buildings along Princes Hwy, Railway St and Russell St.
- 4 storeys is permitted, however risks of obscuring views to the Escarpment from Memorial Park.

#### Recommendations/ Findings

Four (4) storey maximum building height generally proposed with a two (2) storey street wall. This is consistent with existing LEP maximum building heights.

Upper storey setback proposed to be 4m.

C

6m landscaped setback proposed along Short St to retain existing trees and create a green gateway into the centre from the south.

D

6m landscaped rear setback proposed along interfaces directly adjoining R2 zones with lower building heights.

E

3m landscape setback proposed along interfaces facing lower scale residential properties or open spaces.

## 03 Centres Review

### 3-5 Corrimal

#### Access Network

##### Wilga St Block DCP/ Council markup

- A mix of pedestrian links and shared vehicle and pedestrian priority laneways are proposed within the Wilga St Block.
- Vehicular access denied along Princes Hwy and Collins St around the Wilga St Block. Preferred access points identified from Wilga St.

##### Corrimal Town Centre Plan

- EW pedestrian mid block connection from Underwood St connecting to Memorial Park
- NS laneways along Bertram Ln and south to Tarrawanna Rd.

#### Recommendations/ Findings

F

Any long term redevelopment of Corrimal Village Mall should ensure pedestrian connections are provided across the site with a desirable midblock link between Short St and Railway St and incorporating a potential connection into Palfreyman St.

Direct vehicular access off Princes Hwy will not be supported, except where alternative access arrangements are not physically capable of being provided from secondary streets.

#### Views

##### Wilga St Block DCP

- Maximise view corridors to significant landscape and built form to enable orientation and wayfinding and protect and enhance the Town Centre's character.
- A view corridor to Broker's Nose along Russell St is to be created via a new open air pedestrian link from the centre of the Wilga St Block. Built form envelopes either side of this link are to maximise this view.
- Ensure the Illawarra Escarpment remains the dominant feature of the skyline.

##### Corrimal Town Centre Plan

- Views identified looking west along Collins St, Russell St, Railway St and from Memorial Park.
- Street layouts protect view corridors.
- Built form review will explore mechanisms to protect filtered views from Memorial Park Town Square.

#### Recommendations/ Findings

Identified views to the Escarpment and Brokers Nose to be retained and added to Precinct Plan.



## 03 Centres Review

### Open Space

#### Wilga St Block DCP/ Council markup

- Memorial Park is a critical interface for enhancing the amenity and activation of the Wilga St Block.

#### Corrimal Town Centre Plan

- Memorial Park is the community heart of Corrimal Town Centre.
- A vision to ensure Memorial Park is beautiful, well-maintained, safe, accessible and lively, offering a variety of passive and recreational activities.
- The edges of Memorial Park should be active and well maintained, adding energy and surveillance to the park.

#### Recommendations/ Findings

LEP clause 7.24 and the Wilga St Block DCP controls control overshadowing of Memorial Park from built form to the north.

Proposed active and interactive frontages facing Memorial Park will assist in providing passive surveillance and activation.

### Flooding

#### Corrimal Town Centre Plan

- Flooding between the Memorial Park forecourt and towards Underwood St is a constraint to redevelopment. The visual links to the escarpment have been protected in this area partly because redevelopment is difficult due to flood risks.
- Due to flooding risks, increasing the footprint of existing buildings within flood prone areas in the Corrimal Town Centre is difficult.

#### Recommendations/ Findings

Flood risk areas between Underwood St and Princes Hwy will require development controls that consider and mitigate flooding risk (eg raised floor levels).

### Other/ Future Considerations

#### Recommendations/ Findings

This block has a lapsed Planning Proposal to increase building heights to 15m, FSR to 2.5:1 and change the SP2 zoning to R3.

G

The draft Precinct Plan reflects the current LEP maximum building height in this area (2 storeys). If this area was rezoned, an 11m height (3 storeys) may be appropriate as it is in a transition area on the periphery of the centre and the height would be similar to existing sites directly opposite on the western side of Princes Hwy which have a maximum building height of 11m.

H

This site is zoned RE1 with a maximum LEP building of height of 9m. It currently has community uses (childcare). Consider removing this site from within the town centre boundary in the DCP.

## 03 Centres Review

### 3-5 Corrimal

#### Solar Testing

Ziems Park and Corrimal Pool (2 storey adjoining built form)

##### Recommendations/ Findings

2 storey built form tested with a 3m landscaped side setback as shown in proposed DCP Precinct Plan.

The protection of swimming pool footprint from overshadowing impacts considered most critical. Solar testing illustrates no additional overshadowing of the pool from proposed 2 storey development in mid-winter between 9am and 3pm.

Due to its large size, the majority of Ziems Park is not impacted by any overshadowing from proposed built form and receives abundant solar exposure between 9am and 3pm in midwinter.

DCP objectives are recommended to maximise solar access to the pool footprint and open space but additional specific solar requirement controls are not proposed for this site.



Figure 54 Draft DCP built form controls showing solar access duration in mid-winter (June 21) between 9am and 3pm to open space



## 03 Centres Review

### Solar Testing

Ziems Park and Corrimal Pool (4 storey adjoining built form)

#### Recommendations/ Findings

Recent Short St planning proposal to increase this site to 4 storeys (15m) was tested to determine potential overshadowing to Ziems Park and Corrimal Pool for Council's reference.

3m landscaped side setbacks and 4m upper level setback proposed to reduce overshadowing impacts and perceived bulk and scale.

The protection of swimming pool footprint from overshadowing impacts considered most critical. Solar testing illustrates no additional overshadowing of the pool footprint from proposed 4 storey development, in mid-winter between 9am and 3pm.

No further DCP action is proposed unless a planning proposal decision is determined.

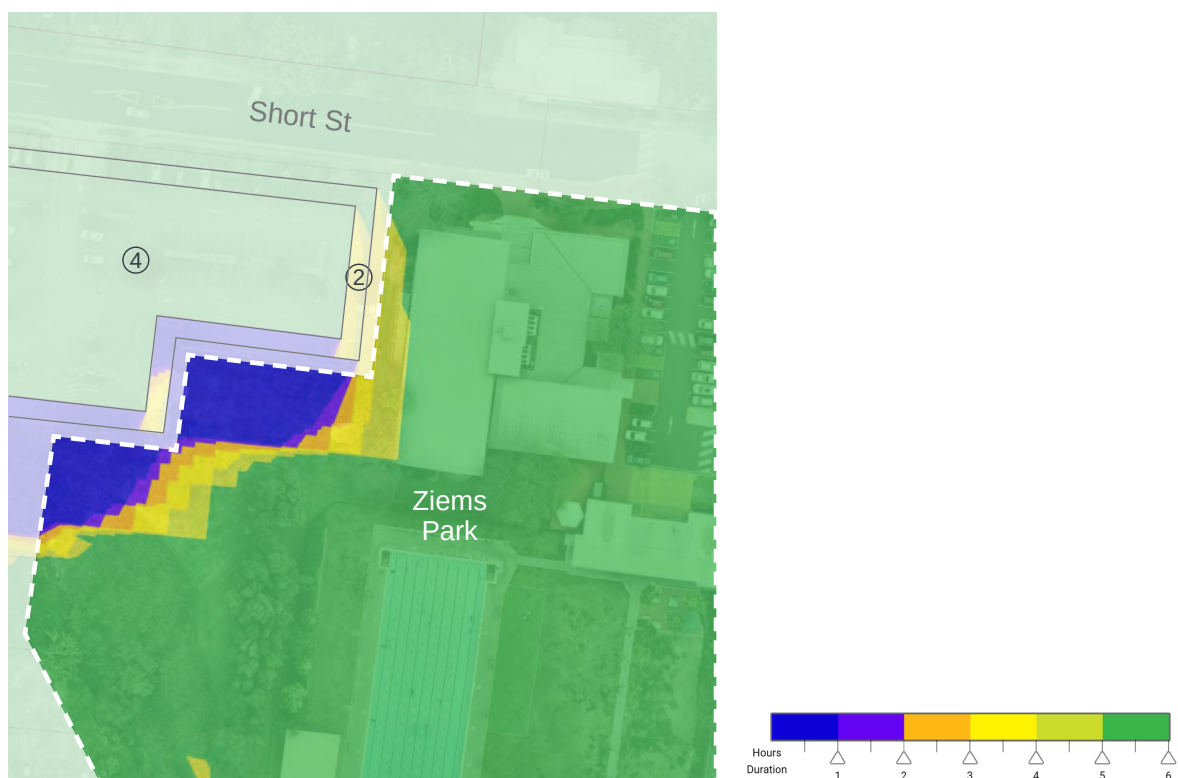


Figure 55 Alternate DCP built form controls showing solar access duration in mid-winter (June 21) between 9am and 3pm to open space

## 03 Centres Review

### 3-6 Dapto



Figure 56 Dapto Centre Boundary

#### Overview

|                         |                                         |                        |                          |
|-------------------------|-----------------------------------------|------------------------|--------------------------|
| Centre Hierarchy        | <b>Major Regional Centre</b>            | TOD                    | <b>Yes</b>               |
| Heritage considerations | <b>No</b>                               | LMRH                   | <b>Centre</b>            |
| Flood Affected          | <b>Yes</b>                              | Specific Site Testing  | <b>No</b>                |
| Latest Town Centre Plan | <b>Dapto Town Centre Plan 2017-2027</b> | Solar Analysis Testing | <b>Yes</b>               |
| Existing Zoning         | <b>E1, E2, E3, MU1, SP2, RE1, RE2</b>   | Existing LEP Height    | <b>9m, 11m, 20m, 30m</b> |
| Existing max. FSR       | <b>0.5:1, 1.2:1, 2:1, 2.5:1</b>         |                        |                          |



## 03 Centres Review

### Context

Dapto is a Major Regional Centre located in the southern suburbs of Wollongong and is one of Wollongong's fastest growing areas, serving all suburbs surrounding Dapto as well as the West Dapto Release Area. It is a strong street based centre situated along Princes Hwy and Bong Bong Rd, with a shopping centre, supermarkets, retail and health care services, other professional services and the Dapto Leagues Club.

The centre has strong visual connections to the Illawarra Escarpment which can be seen to the west and north. The proximity of the town centre to the train station and well-connected bus routes enables it to support increased residential densities.

The suburb of Dapto is identified via the Housing SEPP as a Transport Orientated Development.

### Desired Future Character

Development within the Dapto Town Centre, that is taller than 4 storeys, incorporates a four-storey street wall along Princes Hwy, creating a visual character befitting the scale of a regional centre. Retail activity and active frontages are focused around the intersection of Princes Hwy with Bong Bong Rd, and along Baan Baan St, maximising activation within a walkable catchment.

Built-form adjacent to Dapto Square minimises overshadowing of this key public open space. Activation of buildings facing Dapto Square improves safety and encourages use of open spaces. Well-positioned through-site links improve connectivity between the train station, Dapto Square and Princes Hwy, and enhance the overall pedestrian experience in the centre.

Clever use of building and landscape setbacks achieves a number of objectives: retaining views to Mount Kembla in the north; creating a welcoming entry into the centre in the south; improving the character of laneways in the north east; and providing a successful transition to surrounding medium density residential properties.

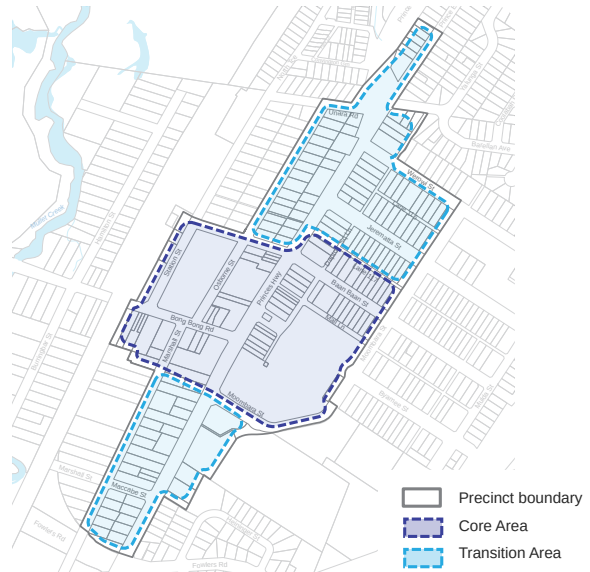


Figure 57 Dapto Character Areas



Figure 58 Dapto Movement and Place street functions

## 03 Centres Review

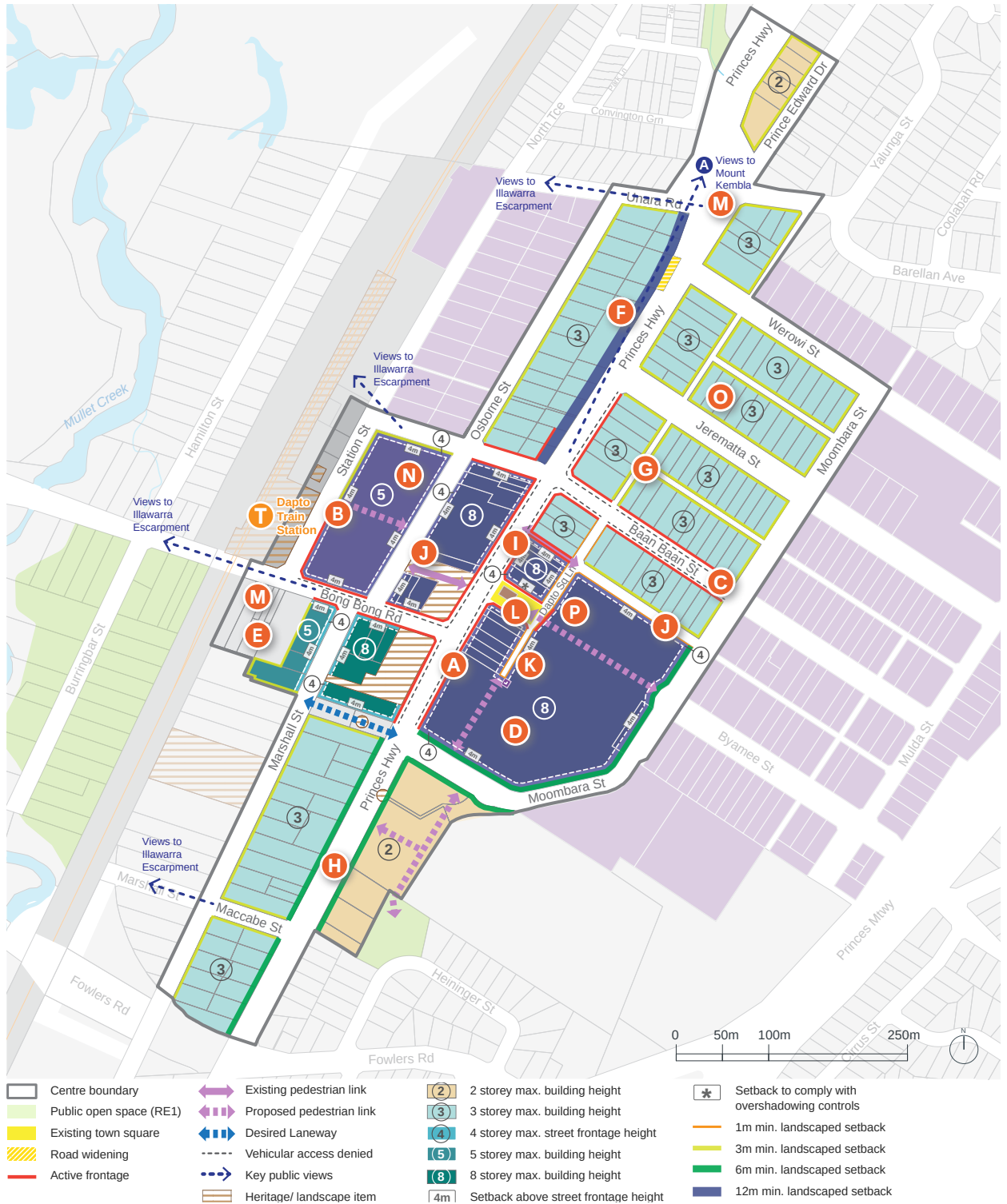


Figure 59 Proposed Dapto DCP Precinct diagram



## 03 Centres Review

### 3-6 Dapto

#### Active Frontages

##### Existing controls / Council Maps

- Active frontage is suggested along Princes Hwy, Bong Bong Rd, Station St and part of Baan Baan St.
- A continuous cantilevered awning is recommended along Princes Hwy for all new buildings with active frontages.

##### Dapto Town Centre Plan

- Growth that provides job opportunities, places to live and a diverse retail offer.
- The role of the Dapto Town Centre is strengthened, attracting new types of retail and services and establishing a clear point of difference.

##### Recommendations/ Findings

- A** Active frontages proposed to be focused around the intersection of Princes Hwy with Bong Bong Rd, and along Baan Baan St.
- B** Active frontages not proposed along the full length of Station St to focus retail activation into the core of the centre.
- C** Continuous awnings proposed for all active frontages.
- C** Mixed uses at ground floor along Baan Baan St currently creates intermittent active frontage. Consider formalising as designated active frontage.

#### Built Form

##### Existing controls / Council Maps

- Maximum building height in the LEP varies across the town centre: 30m around the intersection of Bong Bong Rd with Princes Hwy; 20m east of Dapto Train Station and 11m for the rest of the area.

##### Dapto Town Centre Plan

- Well-designed developments are high quality, environmentally sensitive and built to last.
- The scale of buildings is well proportioned for Dapto's setting and contributes to an attractive, comfortable streetscape.

##### Recommendations/ Findings

- D** Max building height is eight (8) storeys around the intersection of Bong Bong Rd with Princes Hwy and five (5) storeys east of Dapto Train Station.
- A four-storey street wall with a 4m upper level setback is recommended for all new development over three storeys within the centre. This street wall height reflects the taller future development permissible in this centre.
- E** This council-owned parcel of land on Bong Bong Rd near Dapto Train Station is flood prone and likely to accommodate a vehicular rail overpass in the future. It was therefore not allocated a building height or setbacks.
- F** A front setback of 12m is recommended on the western side of the Princes Hwy (reflecting existing built form) to retain views to Mount Kembla from Princes Hwy traveling north.
- G** A landscape setback of 3m is recommended to create a transition to surrounding medium density residential properties and improve character of laneways between Baan Baan St, Jerematta St and Werowi St.
- H** A landscape setback of 6m is proposed along southern section of Princes Hwy (as per existing built form) to create a welcoming entry into the centre.
- I** Built form along the northern side of Dapto Square may need to be setback further to reduce overshadowing of this key public open space.

## 03 Centres Review

### 3-6 Dapto

#### Access Network

##### Existing controls / Council Maps

- No through-site links identified

##### Dapto Town Centre Plan

- Main streets provide a pleasant pedestrian environment and no longer act as barriers to people walking.
- Walking is made easy. Pedestrian routes are clear, accessible and safe for all ages and provide comfort with shade, seating and water.
- Laneways offer safe and comfortable pedestrian connections within the Town Centre and cater for the shared needs of people walking and driving.

##### Recommendations/ Findings

J

New through-site links are recommended when sites develop, to improve connectivity within the centre including links to the train station and Princes Hwy. However, there are currently no facilities for pedestrians to cross the Princes Hwy at Dapto Square.

DCP to include controls to encourage activation of laneways like Mall Ln and Dapto Square Ln.

Discourage direct vehicular access off Princes Hwy, except where alternative access arrangements cannot be provided from secondary streets.

K

Any long term redevelopment of Dapto Mall should ensure pedestrian connections are provided across the site with key connections and desire-lines between Princes Hwy, Mall Ln and Moomba St. In addition active frontages should be provided along Mall Ln and Dapto Square Ln and service access removed from Dapto Square Ln.

#### Views

##### Dapto Town Centre Plan

- A town centre with strong visual connections to the escarpment setting. The escarpment provides a dramatic backdrop to Dapto Town Centre, reinforcing its natural setting.
- Views are generally protected by the existing road corridors, however providing places to enjoy these views is also important. Key views to escarpment occur west along Bong Bong Rd.

##### Recommendations/ Findings

Views of the escarpment should be identified and retained, including views to the Illawarra Escarpment to the west and Mount Kembla to the north of the centre.

Identify important views in the DCP such as:

- View to the Escarpment to the west along Bong Bong Rd and Baan Baan St.
- View to Mount Kembla looking north along Princes Hwy.

#### Open Space

##### Existing controls

- Nil

##### Dapto Town Centre Plan

- Dapto Square is a safe, inclusive and lively meeting place that hosts activities and events.
- Dapto Square offers a comfortable space to spend time and reflects Dapto's unique identity.

##### Recommendations/ Findings

L

Dapto Square and desired connections to Dapto Square have been included in the DCP Precinct diagram.

Encourage activation of buildings that face Dapto Square and along laneways to improve safety and encourage use of open spaces.



## 03 Centres Review

### Flooding

Existing controls and Dapto Town Centre Plan

- Nil

#### Recommendations/ Findings

**M** A few areas in the centre, predominantly areas to the north of the centre, around the intersection of Yalunga and Unara St and Princes Hwy and Bong Bong Rd adjacent to the railway line are currently vulnerable to medium risk flooding. DCP controls that encourage development that mitigates risk will be required.

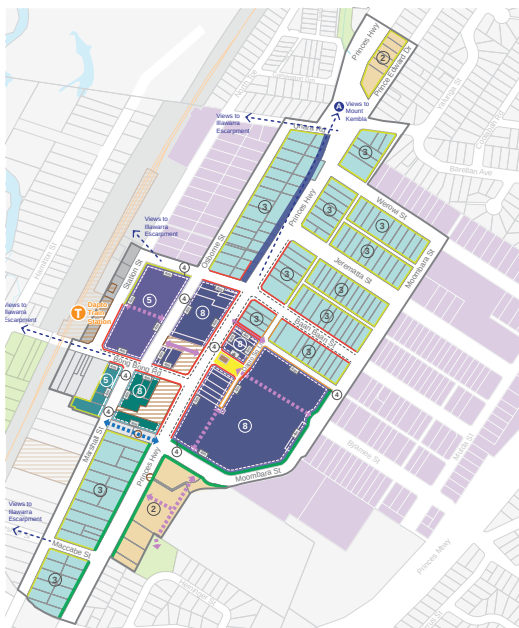


Figure 60 Lots to which the Transport Oriented Development planning controls apply

### Other/ Future Considerations

#### Recommendations/ Findings

Dapto is a Transport Oriented Development (TOD). Land to which the TOD applies is shown in Figure 60. The key impacts on the centre are:

- N** • Generally sites within the centre identified under the TOD already have greater development opportunity under the LEP, however the site closest to the railway has a slightly higher maximum building height of 24m (6 storeys) than the 20m (5 storeys) permitted under the LEP.
- O** • MU1, Mixed Use zones have been excluded from the TODs. This means that land bound by Mall Lane, Moombarra Street, Werowi Street and the Princes Highway that is zoned MU1 can access a maximum building height of 11m (3 storeys) and a maximum FSR of 2:1. However, Residential R3 land to the east within the TOD area but further away from the station and the centre, has a maximum building height of 22m (6 storeys) and a maximum FSR of 2.5:1. Consider up-zoning the MU1, Mixed Use zone to 24m (6 storeys) and increasing the FSR to 2.5:1.

**P** The current Shopping Centre is predominantly internal with the main entry off the large car parking area and blank façades and loading docks along laneways. The entry off Dapto Square is critical but the character and large trucks using Dapto Square Ln create a poor quality environment. Consider a 10km/hr shared zone and/or restricting access to after 6pm and before 8am.

Dapto is a Major Regional Centre but currently has very limited areas of public open space. The Dapto Square is critical but small and narrow and its northwest/ southeast orientation makes it difficult to retain sunshine in winter, especially given the surrounding 8 storey maximum building heights. Any future redevelopment of Dapto Mall should consider expanding Dapto Square to improve the Square's amenity, solar access and opportunities for use and recreation.

## 03 Centres Review

### 3-6 Dapto

#### Solar Testing

Site: Dapto Square

##### Recommendations/ Findings

This town square is used for passive recreation and forms the civic heart of the Dapto centre. The square is orientated north-west to south-east which results in challenges in receiving solar exposure, due to the tall built form located directly to the north.

To test the impact of potential adjacent built form on this open space, the following proposed planning controls were used (as per the proposed Precinct Plan):

- 0m setbacks to front and side boundary.
- 4m setbacks to upper levels (above fourth storey) on all boundaries.
- 1m rear setback to laneway.

With the maximum DCP Precinct Plan building envelopes, the town square does not achieve at least 50% of the site receiving direct sunlight for at least 2 hours a day in mid-winter. This is due to the large 9 storey built form located directly north of the open space. An alternative scheme was developed to test the overshadowing impacts with a modified building footprint with greater setbacks to Princes Hwy.

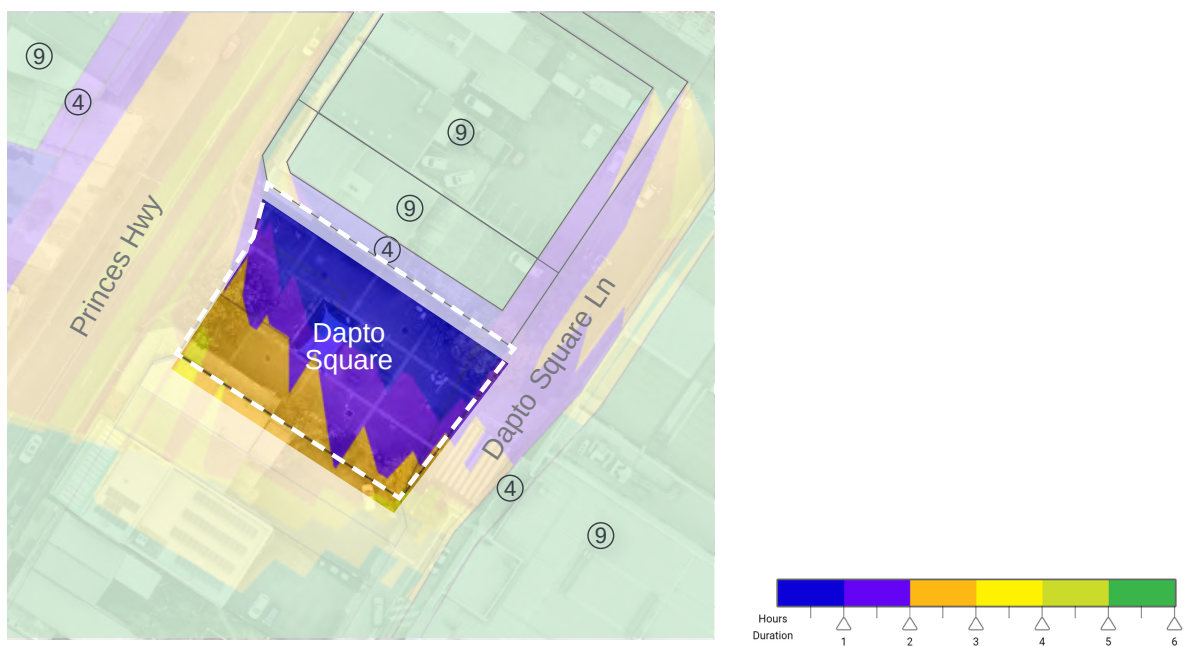


Figure 61 Draft DCP built form controls showing solar access duration in mid-winter (June 21) between 9am and 3pm to Dapto Square



## 03 Centres Review

Site: Dapto Square (Alternate)

### Recommendations/ Findings

To increase the amount of solar access provide to Dapto Square, the built form at the adjoining northern site was setback 8m at the corner to the Princes Hwy. The other built form and height controls were retained.

This testing illustrates that a chamfered corner to the built form adjoining the square provides increased amounts of solar access to the square.

This chamfer represents a GFA loss of approximately 95m<sup>2</sup> on lower levels and 70m<sup>2</sup> on upper levels. The site has a maximum FSR of 2.5:1 and a maximum height of 30m (9 storeys), suggesting a low site coverage, which can compensate for the chamfer. Additionally, development of a large scale on this narrow site is likely to occur concurrently with amalgamation, which would further lessen the impact of the chamfer on total GFA. It is noted that the existing building currently provides a chamfer for pedestrians accessing Dapto Square in this location.

The draft DCP Precinct Plan built form controls are proposed to be retained. A suggested numeric DCP solar access control, to require at least 50% of Dapto Square to receive at least 2 hours of direct sun between 9am and 3pm in midwinter is recommended to be added to the DCP for this site. This testing illustrates one way this control could be achieved within the DCP Precinct Plan envelopes.

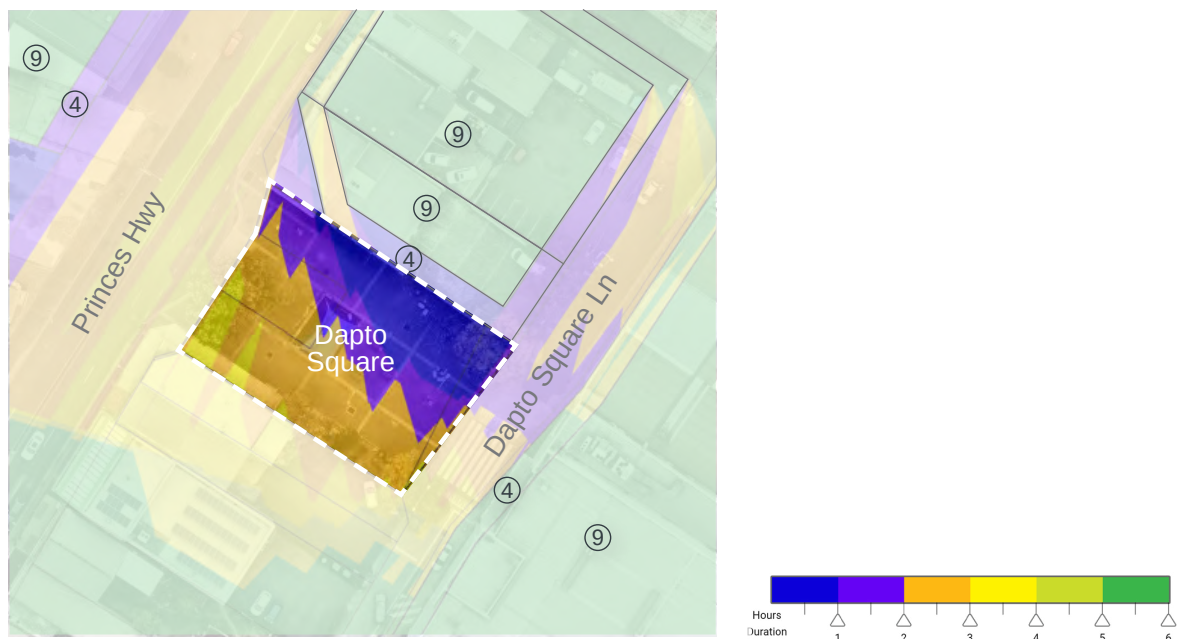


Figure 62 Alternate built form controls showing solar access duration in mid-winter (June 21) between 9am and 3pm to Dapto Square

## 03 Centres Review

### 3-7 Fairy Meadow



Figure 63 Fairy Meadow Centre Boundary

#### Overview

|                         |                   |                        |               |
|-------------------------|-------------------|------------------------|---------------|
| Centre Hierarchy        | Major Town Centre | TOD                    | No            |
| Heritage considerations | No                | LMRH                   | Centre        |
| Flood Affected          | High              | Specific Site Testing  | No            |
| Latest Town Centre Plan | No                | Solar Analysis Testing | No            |
| Existing Zoning         | E1, E3            | Existing LEP Height    | 11m, 13m, 15m |
| Existing max. FSR       | 0.5:1, 1.5:1      |                        |               |



## 03 Centres Review

### Context

Fairy Meadow is a Major Town Centre located on the Princes Hwy between Cambridge Ave / Daisy St and Guest Ave. The suburb contains the University of Wollongong Innovation Campus and is located in close proximity to the main University of Wollongong campus, with access via local buses, including a free bus loop.

The traditional street based centre provides three supermarkets, a number of retail, fast food restaurants, and bulky goods retail along Princes Hwy. The centre also includes general industrial and light industrial areas in the north. Parts of Fairy Meadow are prone to flooding.

Illawarra Escarpment runs parallel to the Princes Hwy, providing a strong visual connection to the centre.

### Desired Future Character

The development of shop-top housing, cafés and restaurants creates a centre that is full of vitality and vibrancy, all day long. Active frontages that extend around the corner from Princes Hwy into side streets within the core area, maximises activation. Providing interactive frontages in the northern and southern ends of the centre strengthens the existing core.

Existing and new buildings retain views of Mt Keira to the south west, and views of the escarpment looking west along the east west streets.

The landscaped front and side setbacks at the southern end creates a 'green gateway' and supports flood mitigation, while improving the transition to surrounding residential areas.

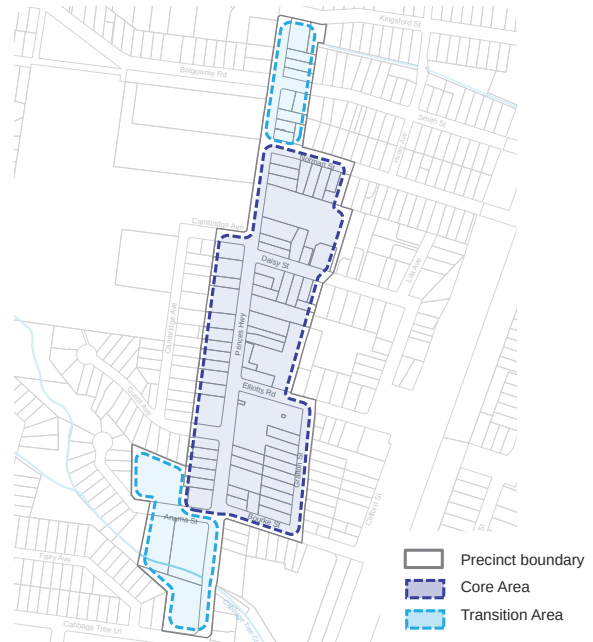


Figure 64 Fairy Meadow Character Areas



Figure 65 Fairy Meadow Movement and Place street functions

## 03 Centres Review

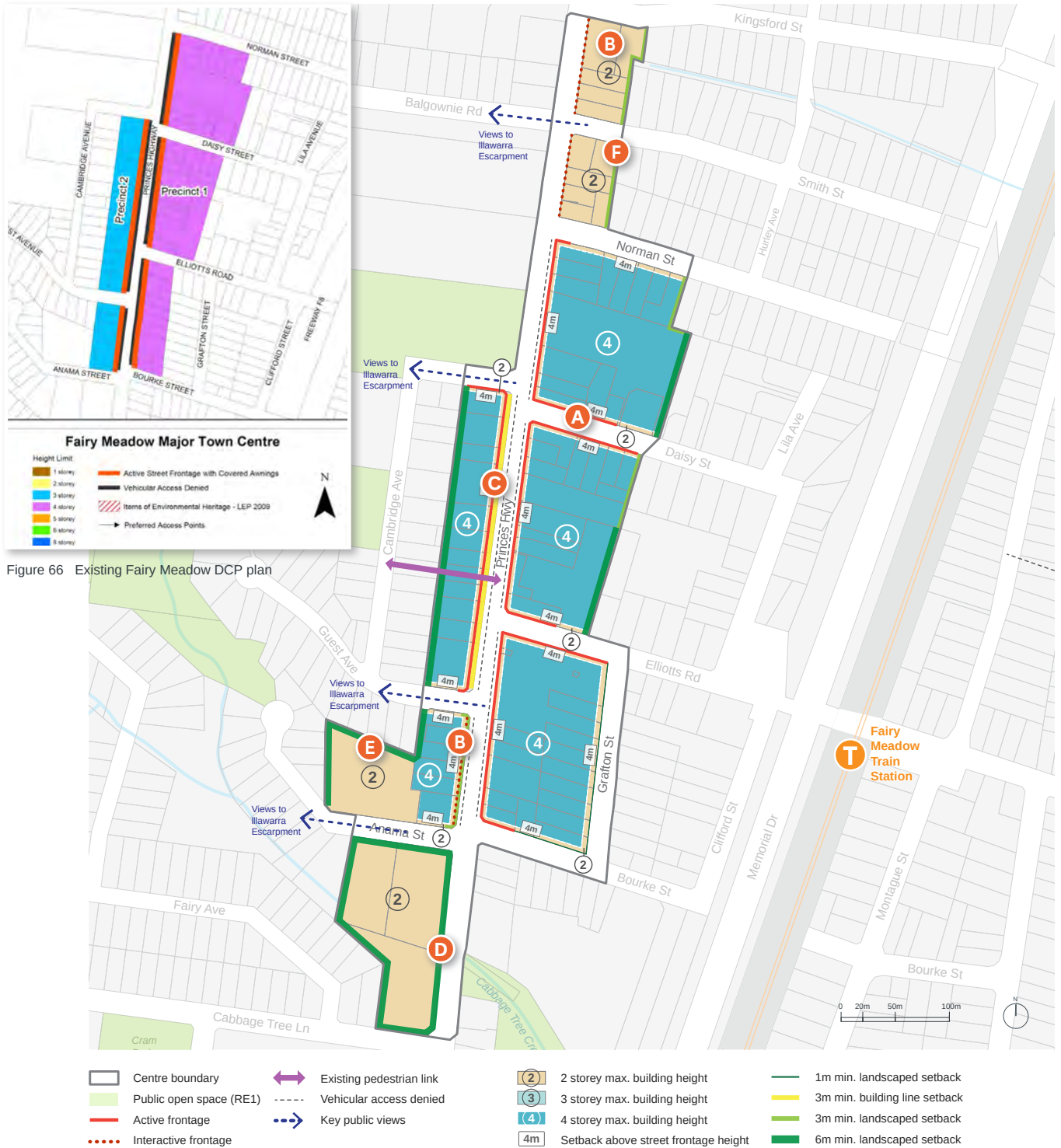


Figure 67 Proposed Fairy Meadow DCP Precinct diagram



## 03 Centres Review

### 3-7 Fairy Meadow

#### Active Frontages

##### Existing DCP

- Active frontages identified along the Princes Hwy, between Cambridge Ave and Anama St on the west side, and between Norman St and Bourke St on the east side.
- Active frontages are required to have a continuous cantilevered awning.

##### Recommendations/ Findings

A

Active frontages are retained as per existing DCP, but strengthened by being extended around the corner into side streets.

Delivery of continuous active frontages challenging due to the number of driveway entries and the lack of rear lanes. Consideration to be given to options for reducing the number of crossings.

B

Outside the core of the town centre consider requiring interactive frontages, which help to activate the street but have less demanding controls and do not require awnings.

#### Built Form

##### Existing DCP

- Currently two precincts, Precinct One to the east of the Princes Hwy, between Norman St and Bourke St, Precinct Two west of the Princes Hwy, between Cambridge Ave (North) and Anama St.
- Precinct One has a Max. Building Height of four (4) storeys, a 0m front setback for the first two storeys and a 5m setback above, 0m side setbacks and a min. 6m rear setback where it abuts residential.
- Precinct Two; There is a difference between the map and the text. The text states four (4) storey Max Building Height but the map shows three (3) storeys. A 0m front setback for first two storeys with a 5m setback above, 0m side setbacks and a min. 6m rear setback where it abuts residential.
- Two sites, on south side of Anama St have a Riparian Corridor relating to Cabbage Tree Creek. Requirement is for creation of 20m + channel width Riparian Corridor.

##### Recommendations/ Findings

C

Suggest increasing the DCP mapped height to four (4) storeys rather than three (3) storeys for sites west of the Princes Hwy to reflect the 15m Max Building Height in the LEP and to match the heights east of the highway. Residential sites adjoining immediately to the west have a Max. Building Height in the LEP of 16m, which also supports taller height in this location.

Upper level setback proposed to be reduced to 4m rather than 5m to be consistent across all centres.

D

Require a 6m landscaped front setback to sites south of Anama St to Cabbage Tree Rd, to create a 'green gateway' and support flood mitigation.

E

Require a 6m landscaped side setbacks for sites zoned E4, either side of Anama St, where they abut sites of a different zoning, to support flood mitigation and improve transition to residential.

F

Require a 3m landscaped rear setback for sites zoned E4, north of Norman St, to support transition to adjacent residential properties.

Require a 6m landscaped rear setback for sites where they abut sites of a different zoning, to support transition to adjacent residential properties.

## 03 Centres Review

### 3-7 Fairy Meadow

#### Access Network

##### Existing DCP

- A voluntary planning agreement may be negotiated, providing payment towards a multi-deck car parking facility, to offset the provision of car parking spaces on site.
- Access to car parking on site should be via a secondary road. Direct access to/from the Princes Hwy is prohibited, except where a site has no alternate available access.

##### Recommendations/ Findings

Some sites have no alternate access available, so denial of vehicular access is not viable for the majority of sites within the centre.

#### Views

- No key views identified in the DCP.

##### Recommendations/ Findings

The escarpment runs parallel to the Princes Hwy for the length of the centre. Views down east west streets towards the west are of the escarpment. Views towards Mt Keira, to the south west, are possible from the Cabbage Tree Ln / Princes Hwy intersection. Retention of these glimpses to the escarpment and Mt Keira is recommended.

#### Flooding

- Extensive flood risk is identified, with Cabbage Tree Creek crossing the centre to the south.
- Almost all sites are flood impacted to some degree. High flood risk for sites either side of Anama St. Other sites are generally medium or low risk, with very few sites having no flooding risk at all.
- Extensive requirements are outlined in DCP Chapter 13 Floodplain Management.

##### Recommendations/ Findings

Development in medium flood risk zones will require development controls that consider and mitigate flooding risk (eg raised floor levels).

Development in high risk zones is more problematic. Development in these zones may require wider flood mitigation to reduce the risk before development can occur.



## 03 Centres Review

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## 03 Centres Review

### 3-8 Figtree



Figure 68 Figtree Centre Boundary

#### Overview

|                         |                                  |                        |          |
|-------------------------|----------------------------------|------------------------|----------|
| Centre Hierarchy        | Major Town Centre                | TOD                    | No       |
| Heritage considerations | No                               | LMRH                   | No       |
| Flood Affected          | High                             | Specific Site Testing  | No       |
| Latest Town Centre Plan | Figtree Town Centre Study (2013) | Solar Analysis Testing | No       |
| Existing Zoning         | E1, SP3                          | Existing LEP Height    | 11m, 15m |
| Existing max. FSR       | 0.5:1, 0.75:1, 1.5:1             |                        |          |



## 03 Centres Review

### Context

Figtree is a Major Town Centre located in the southern suburbs of Wollongong. The centre is a combination of a shopping centre and traditional street based retail along Princes Hwy, with a range of specialised retail and restaurant businesses.

Figtree is set in a natural amphitheatre with views of Illawarra Escarpment along Bellevue Rd and a number of natural features within the centre, including Figtree Park, a large central open space, and Byarong Creek that bisects the centre. Mature Fig Trees are a key feature of the centre providing terminating views along The Avenue and Bellevue Rd.

### Desired Future Character

Retail activity and active frontages are focused around the intersection of Princes Hwy and Bellevue Rd to maximising activation within a walkable catchment. Active frontages along the pedestrian route to the shopping centre and for built form facing Figtree Park improves safety and encourages connectivity.

Built-form along The Avenue maintains a healthy setback to preserve the Fig Trees along main streets. Existing and new buildings retain views of the escarpment along Bellevue Rd, including views of Mt Keira.

A pedestrian-friendly street network within the centre is augmented with through-site links that connect Figtree Park, Princes Hwy, The Avenue and Bellevue Rd. Active transport access is provided along the riparian corridor and across the creeks linking the northern and southern parts of the centre. A landscaped setback along the interface between the shopping centre and the park avoids blank façades facing the open space.

Landscaped setbacks, outside the core, create a successful transition from the centre to lower scale residential areas.

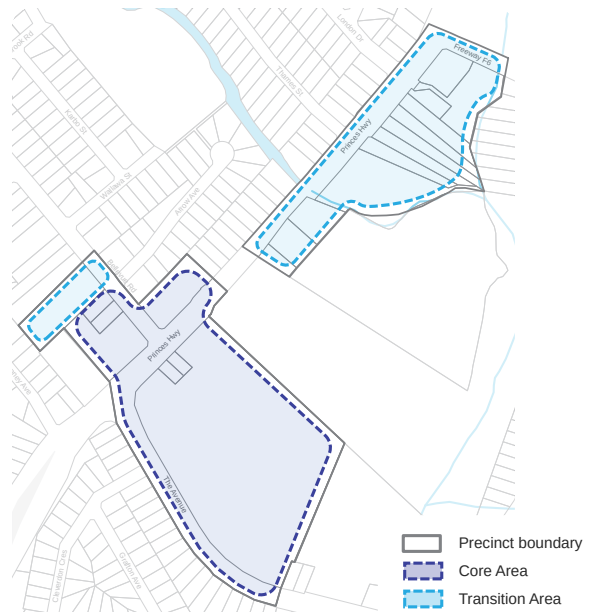


Figure 69 Figtree Character Areas



Figure 70 Figtree Movement and Place street functions

## 03 Centres Review



Figure 71 Existing Figtree DCP plan

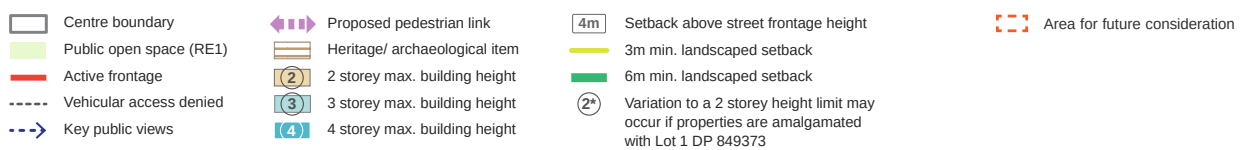


Figure 72 Proposed Figtree DCP Precinct diagram



## 03 Centres Review

### 3-8 Figtree

#### Active Frontages

##### Existing DCP

- Nil shown on the diagram.
- Nil under active frontages but text under 'Setbacks' allows a zero front building setback along the Princes Hwy and The Avenue frontages where an active street frontage is provided and recommends a continuous awning along the full length of both Princes Hwy and The Avenue frontages.

##### Figtree Town Centre Study

- 'Semi-active frontages' have been identified at the corner of Princes Hwy and Bellevue Rd.
- The large Figtree Shopping Centre is identified as having no active frontages.
- The study recommends active frontage along the north eastern side of the Figtree Shopping Centre facing the open space.
- The study recommends new community uses to the south of the Princes Hwy adjoining the Figtree Shopping Centre. The Figtree Oval Recreational Masterplan recommends youth social interactions (e.g. basketball, skating) in this location.

##### Recommendations/ Findings

- A** Require active frontage around the intersection of Princes Hwy and Bellevue Rd to strengthen the existing 'semi-active frontages' in this location.
- B** Encourage future redevelopment of the existing McDonalds site and/or the Figtree Shopping Centre to provide active frontages along Princes Hwy and Bellevue Rd and along the pedestrian access route to the Shopping Centre. Consider ways to encourage active frontages to the potential community facilities/ infrastructure in Figtree Park.
- C** Consider not requiring active frontages along The Avenue as the level of traffic means it is not a high quality pedestrian environment and parking and/or stopping is not permitted.

#### Built Form

##### Existing DCP

- Precinct 1: 4 Storeys for the Figtree Shopping Centre. 2 Storeys for the two small allotments fronting Princes Hwy. A 0m front setback along the Princes Hwy and The Avenue where an active street frontage is provided. A 0m building setback along the eastern and northern side boundaries.
- Precinct 2: Three (3) storeys. For Lot 116, DP 719657, a 0m setback permitted for 2 storeys on Princes Hwy with the third storey setback by 5m. A 0m setback for buildings facing Bellevue Rd. For Lots 1 & 2, DP 38848, Bellevue Rd, a 10m min. front setback is required.
- Precinct 3: Two (2) storeys. A 10m front setback. A 5m min side setback off the northern (side) boundary adjoining the Princes Hwy freeway exit. A 6m min setback from the rear boundary.

##### Figtree Town Centre Study

- Redefine the boundary of the Figtree Town Centre to incorporate 'Figtree Town Centre Support' which includes the Figtree Oval, Figtree Sports Bowling Club and 25 Arrow Ave on the intersection of Bellevue Rd but do not rezone sites.

##### Recommendations/ Findings

- C** Consider requiring a 6m landscaped setback along The Avenue to preserve the trees.
- D** Require a 2 storey max building height for the transition site (Croatian Church) on Bellevue Rd to reflect the existing 9m LEP maximum building height.
- E** Consider increasing the DCP 2 storey max building height in Precinct 3 and reducing the LEP maximum building height to 9m to reflect its heritage.
- F** Consider removing the requirement for a 10m landscaped setback along Bellevue Rd and Princes Hwy.
- G** Consider requiring a landscaped setback to avoid blank façades facing the open space.
- H** Consider expanding the centre along Bellevue Rd by rezoning the McDonalds site, 25 Arrow Ave and possibly 18 Arrow Ave. Consider increasing the height from 9m to 12m. This is subject to flooding advice.

## 03 Centres Review

### 3-8 Figtree

#### Access Network

##### Existing DCP

- Precinct 1 - Vehicle access to the Shopping Centre is primarily off The Avenue with a small left in/left out access off Princes Hwy. Retain existing truck loading dock facilities to the north-east.
- Precinct 2: Retain existing car parking for Lot 116, DP 719657 with direct vehicular access restricted to / from Bellevue Rd and existing car parking areas for Lots 1 & 2, DP 38848, Bellevue Rd.
- Precinct 3: Car parking access to be from the Princes Hwy via the existing traffic signals at Princes Hwy, London Dr. Direct vehicular access to / from the F6 freeway is prohibited.

##### Figtree Town Centre Study

- The centre is isolated and disconnected with limited opportunity to move between sites and the crossing points that do exist are prioritised for vehicular movement.
- Opportunity for active transport access along the riparian corridor and across the creek line.
- A key priority for the master plan is to promote pedestrian links, cycling and public transport.

#### Recommendations/ Findings

No existing or proposed through-site links identified in current DCP.

The Shopping Centre has an internal pedestrian network but any long term redevelopment should ensure pedestrian connections are provided across the site with connections between Figtree Park, Princes Hwy, The Avenue and Bellevue Rd.

Consider identifying the opportunity to include potential active transport access along the riparian corridor and across the creeks linking the northern and southern parts of the centre.

#### Views

- No key public views have been identified in DCP or Town Centre Study.

#### Recommendations/ Findings

Identify important views in the DCP such as:

- View to Mount Keira from exit from Figtree Oval at Princes Hwy.
- View to fig trees on northern side of Princes Hwy from The Avenue.
- View to escarpment along Bellevue Rd.

#### Flooding

##### Existing DCP

- Prevent any intensification of the use of High Flood Risk Precinct or floodways.
- Allow development with a lower sensitivity to the flood hazard to be located within the floodplain, subject to appropriate design and siting controls.

##### Figtree Town Centre Study

- The majority of the centre, with the exception of the most northern lots on the eastern side of the Princes Hwy are subject to medium to high flood risk.
- Flooding occurs along Byarong Creek and is constrained by culverts under The Avenue and Princes Hwy which constrain flood flows and increase upstream flooding.

#### Recommendations/ Findings

Development in medium flood risk zones will require development controls that consider and mitigate flooding risk (eg raised floor levels).

Development in high risk zones, which includes land along Bellevue Rd and Arrow Ave and parts of the Shopping Centre, is more problematic. Development in these zones may require wider flood mitigation to reduce the risk before development can occur.



## 03 Centres Review

### Open Space

Existing DCP

- Nil.

Figtree Town Centre Study

- Update Wollongong DCP to illustrate inclusion of Figtree Oval and Park as part of the Town Centre.

#### Recommendations/ Findings

Show the open space in DCP Precinct diagram.

Consider showing desired pedestrian and active transport routes that cross the open space and desired location of future community buildings in the DCP, to help ensure adjoining development is coordinated and facilities in the open space help to encourage activity, especially pedestrian activity, in the centre.

Encourage the future activation of Shopping Centre frontages and Figtree Oval open space along Princes Hwy to improve safety and encourage connections between adjoining sites.

I

### Other/ Future Considerations

Existing DCP

- Nil.

Figtree Town Centre Study

- Look to re-orientate the Shopping Centre improving its address to Figtree Oval.

#### Recommendations/ Findings

The current DCP has 3 precincts which creates confusion and discourages thinking of the centre as a whole. Consider removing reference to the precincts.

The current Shopping Centre is designed to 'face' the large car parking areas with loading docks facing the park. It would be very expensive and therefore unlikely that the centre can be 'turned around' so that active frontages face the park. Consider an alternative that encourages active frontages facing Princes Hwy and opening on the corner to the entrance part of the open space. An example of this would be an outdoor area for cafés and restaurants similar to Kitchin Lane in Wetherill Park. Kitchin Lane was built on part of an existing carpark and linked the internal-focused shopping centre with the adjacent local street by lining the pedestrian desire line to the street with cafés and restaurants with outdoor dining.

J

## 03 Centres Review

### 3-9 Helensburgh



Figure 73 Helensburgh Centre Boundary

#### Overview

|                         |                                                      |                        |               |
|-------------------------|------------------------------------------------------|------------------------|---------------|
| Centre Hierarchy        | <b>Town Centre</b>                                   | TOD                    | <b>No</b>     |
| Heritage considerations | <b>No</b>                                            | LMRH                   | <b>No</b>     |
| Flood Affected          | <b>No</b>                                            | Specific Site Testing  | <b>Yes 2x</b> |
| Latest Town Centre Plan | <b>Helensburgh Town Centre Plan 2020-2045 (HTCP)</b> | Solar Analysis Testing | <b>Yes</b>    |
| Existing Zoning         | <b>E1</b>                                            | Existing LEP Height    | <b>12m</b>    |
| Existing max. FSR       | <b>1.5:1</b>                                         |                        |               |

## 03 Centres Review

### Context

Helensburgh is the northern-most Town Centre in the Wollongong LGA, and functions as a gateway to surrounding local and regional destinations. The traditional street based centre is concentrated along Walker St and around the intersection with Parker Street.

A village character is evident across the town centre with a mix of heritage and more recent building styles, materials and the surrounding bush landscape. A mature row of Brush Box trees along Walker St are a key feature of the streetscape and the centre.

### Desired Future Character

Retail activity and active frontages are focused in the northern section along Walker St and Parkes St, maximising activation within a walkable catchment. Interactive frontages along urban laneways strengthen the existing core and improve its vibrancy, while Walker Ln continues to function primarily as a service lane.

The cluster of heritage-listed buildings at the intersection of Parkes and Walker St, including the Helensburgh Hotel, the Post Office and the old Police Station, are celebrated and well-maintained and influence the built form character of the centre.

Existing and new buildings provide views to surrounding bushland & local landmarks. Variations in building setbacks are used to compensate for the topographic difference across Walker St, creating a visually consistent street wall and a well-proportioned streetscape.

The centre's attractive network of streets, lanes, footpaths and pedestrian links is augmented with new through-site links that enhance walking and cycling around the centre.

Landscape and increased setbacks outside the core, at the southern section of Walker St and along Stuart St, successfully transition the centre to lower scale residential areas.



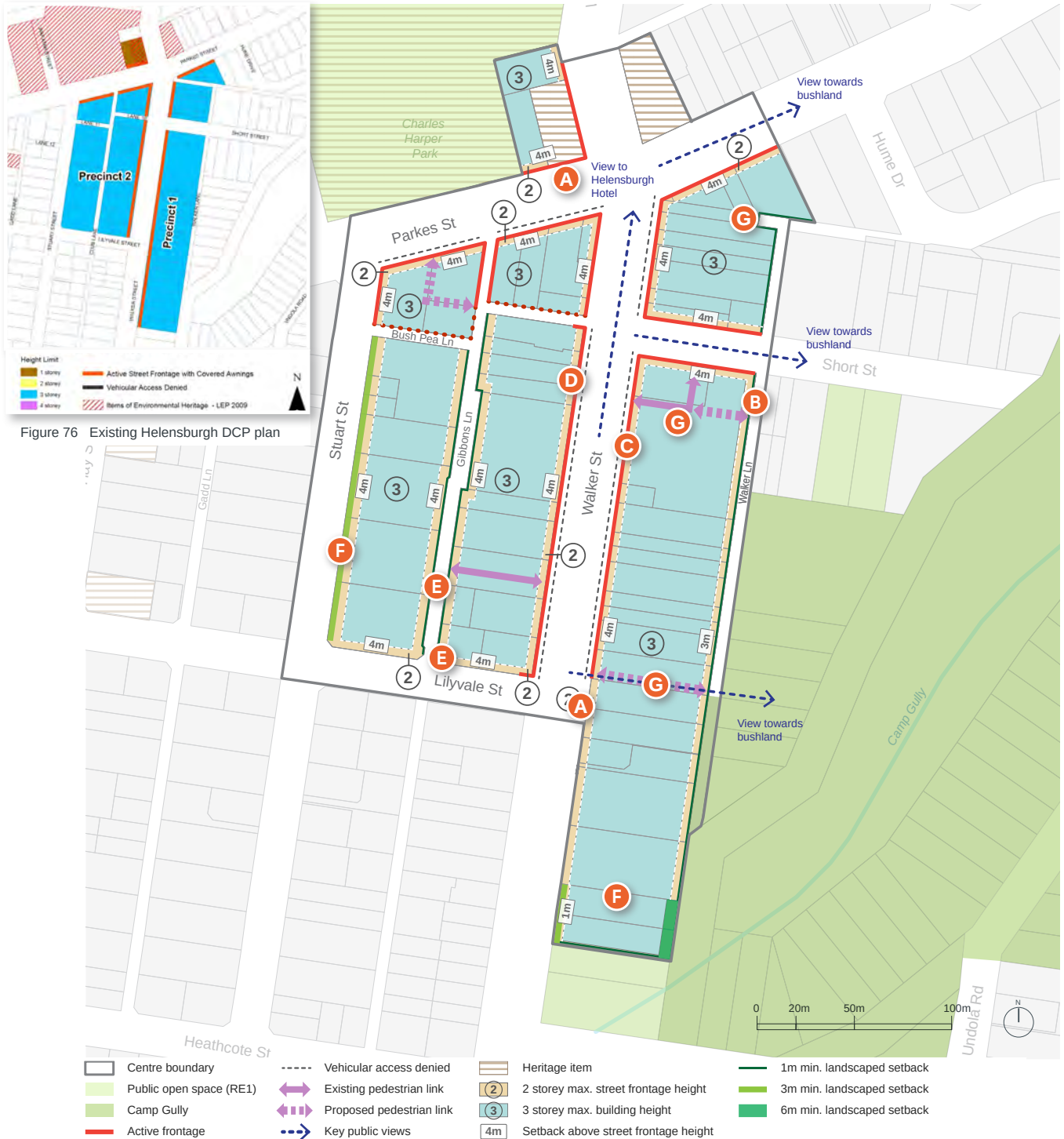
Figure 74 Helensburgh Character Areas



Figure 75 Helensburgh Movement and Place street functions



## 03 Centres Review



## 03 Centres Review

### 3-9 Helensburgh

#### Active Frontages

##### Existing DCP

- Active frontages identified along Walker St and Parkes St.
- A continuous cantilevered awning shall be provided for any new building fronting either Parkes St or Walker St.

##### Helensburgh Town Centre Study

- Additional active frontage proposed along Short St and the northern section of Walker St.
- The plan also proposed active laneways along Walker Ln, Bush Pea Ln and Lane 10.
- The southern end of the Town Centre transitions to medium density residential.

##### Recommendations/ Findings

Active frontage and continuous awning recommendations as specified in the DCP are proposed to be retained. Additional active frontage around the intersection of Parkes St and Walker St strengthens the existing retail core of the centre. However, it is recommended to stop the active frontage along Walker St at Lilyvale St, reducing the extent of the main street to a more walkable catchment.

Activating Walker Ln is not recommended as it would primarily work as a service lane and is heavily treed on the eastern side.

Bush Pea Ln and Lane 10 have been identified as 'interactive frontages' to strengthen the existing core and improve vibrancy of these more urban laneways.

#### Built Form

##### Existing DCP

- Maximum Building Height recommended in the DCP is three (3) Storeys.
- Front building setback for the first two storeys is 0m with the upper levels setback 5m from front property boundary.
- Side setbacks for all buildings is 0m, and the required rear setback is 6m.

##### Helensburgh Town Centre Study

- The southern end of the Town Centre is contracted, transitioned to medium density residential.

##### Recommendations/ Findings

The existing DCP three (3) storey maximum building height and 0m front setback is proposed to be retained. The upper level setback from front property boundary is proposed to be reduced from 5m to 4m for all primary streets. A 3m upper level setback is proposed along the lanes (Gibbons Ln and Walker Ln) to support a more urban laneway character.

Given the topographic difference between the two sides of Walker St, for the western side of Walker St between Lilyvale St and Lane 10 consider a one storey street wall height with the second and third storey setback 4m from front property boundary. This would create a consistent street wall height on both sides of Walker St.

The existing DCP rear setback requirement of 6m is currently not being implemented. To improve the character of laneways, it is recommended that the rear setback be reduced to 1m of landscaping.

For this transition area of the centre, (under consideration to be rezoned to R3), a front landscape setback of 3m is recommended.

## 03 Centres Review

### 3-9 Helensburgh

#### Access Network

##### Existing DCP

- Vehicular access to rear car parking for buildings on the western side of Walker St shall be via Club Ln.
- Vehicular access to rear car parking for buildings on the eastern side of Walker St shall be via Walker Ln.
- Direct vehicular access from Walker St is prohibited.
- No through-site links identified.

##### Helensburgh Town Centre Study

- The plan identifies existing and proposed pedestrian through-site links across the town centre linking key destinations, parking and public open spaces.
- It is recommended to improve interface public spaces to maximise use and accessibility.

#### Recommendations/ Findings

The vehicular access recommendation for sites within the town centre as specified in the DCP is proposed to be retained.

It is recommended that the multiple through-site links identified in the TCP are minimised to those considered critical and achievable, including a through-site link across the new Helensburgh Community Centre and Library.

Any long term redevelopment of the Coles site should ensure pedestrian connections are further provided across the site with key connections and desire lines between Walker St, Walker Lane and Short St.

Direct vehicular access off Walker St will not be supported, except where alternative access arrangements are not physically capable of being provided from secondary streets.

#### Views

##### Existing DCP

- No key views identified in the DCP.

##### Helensburgh Town Centre Study

- Four key views, to surrounding bushland and historic Helensburgh Hotel, are identified.

#### Recommendations/ Findings

Views to surrounding bushland and the historic Helensburgh Hotel are added to Precinct plan and should be taken into consideration for all new development.



## 03 Centres Review

### Solar Testing

Site: RE1 zoned lots on the north east corner of Walker Street and Whitty Road:

#### Recommendations/ Findings

This RE1 zoned land at the intersection of Walker St and Whitty Rd appears to be unused as publicly accessible open space due to its steep gully topography, dense vegetation and riparian characteristics.

Solar testing of proposed DCP built form indicates that over 50% of the identified open space achieves 6 hours or more of solar exposure between 9am and 3pm in midwinter.

No additional solar protection DCP controls are proposed for this site due to the existing site constraints (riparian corridor controls) already impacting built form to the north of the open space, and the lack of utilisation of the open space for public recreation.

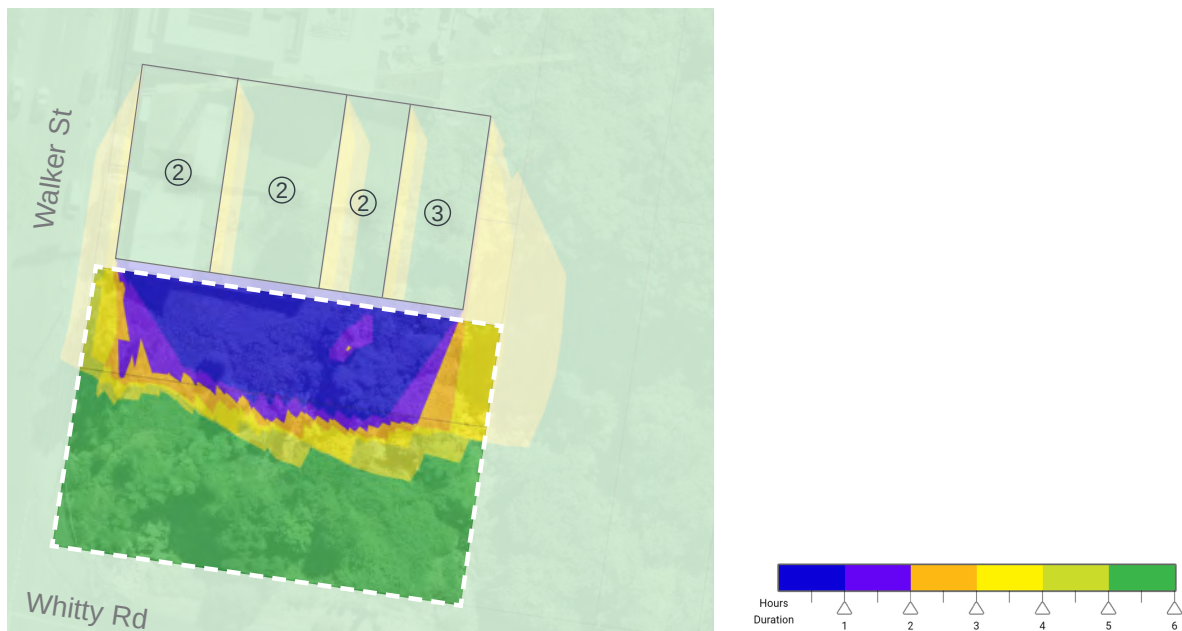


Figure 78 Draft DCP built form controls showing solar access duration in mid-winter (June 21) between 9am and 3pm to open space

## 03 Centres Review

### 3-9 Helensburgh

#### Existing principal planning controls:

|                     | Existing | Surrounding  |
|---------------------|----------|--------------|
| Zone                | E1       | R2, R3, E1   |
| Height of buildings | 12m      | 9m, 11m, 12m |
| FSR                 | 1.5:1    | 0.5:1, 1.5:1 |

#### Sites tested:

- 69-71 Walker Street

#### Site Features and testing assumptions:

- Adjacent to the site to the north is a recent 12m high shoptop development which was built within the E1 zoned Town Centre. Adjacent to the site to the south are Camp Gully Creek and Whitty Road, and beyond is R2 (Low Density Residential) zoned land with a maximum building height of 9m and FSR of 0.5:1. Opposite the site, to the west of Walker St, is R3 (Medium Density Residential) zoned land with a maximum building height of 11m and FSR of 0.5:1.
- The site has steep topography which limits options for car parking and can increase the cost of development.
- Adjacent Camp Gully Creek is classified as a Category 1 creek which requires a Core Riparian Zone of 40m on either side of the Creek, and an additional minimum Vegetated Buffer of 10m. Approximately 40% of the site is affected by the Core Riparian Zone, and a further 25% of the site is affected by the Vegetated Buffer. As development is to be minimised in this area, this has a large impact on the site's development potential.
- Some mature vegetation exists on the site.
- The site is in the buffer zone of a bushfire prone area.
- A 6m front setback and minimum side and rear setbacks of 3m were tested, in line with the general residential controls of the DCP.
- A vegetation management plan is likely to be required to accompany development on this site.

#### Testing outcomes:

| Typology                     | Parking                                 | Land-scape                     | Deep soil                      |
|------------------------------|-----------------------------------------|--------------------------------|--------------------------------|
| Apartment building (max 12m) | Achieved control with 2 partial storeys | 100% of required area achieved | 140% of required area achieved |
| Duplex (max 9m)              | Achieved                                | Exceeded                       | Exceeded                       |

#### Findings:

- While built form did not encroach on the Core Riparian Zone, it did encroach into the Vegetated Buffer. To offset this encroachment, the buffer was increased by an equivalent area as indicated, however, this approach is contingent on detailed studies and may not be acceptable by Council for a Category 1 watercourse. In this instance, a duplex will not be possible on the site, but a single dwelling will still be possible.
- An apartment building or shoptop development could not be achieved on the site due to site constraints including the riparian zone and slope.
- The site can accommodate a single dwelling, or a small duplex like the examples opposite the site on Walker Street.
- Commercial premises are unlikely to achieve the requisite parking, or be attracted by a site with a steep slope, at the very edge of the Town Centre where it will have minimal benefit from foot traffic.
- An R2 zoning is therefore recommended, with a maximum height of 9m and an FSR of 0.5:1, to match nearby similarly zoned land. However, it is noted that the site is unlikely to achieve 0.5:1 FSR, with site testing achieving 0.35:1 FSR due to the site constraints.
- Setbacks are recommended to be in line with the DCP requirements for low density residential uses.
- Note that for the purposes of built form testing, 69 and 71 Walker St the sites were considered together as if amalgamated. However, due to the geometry of the Creek, 69 Walker St is less constrained than 71 Walker St and it is therefore more likely to develop on its own.

#### Recommendations

| Zone | Height of buildings | FSR   |
|------|---------------------|-------|
| R2   | 9m                  | 0.5:1 |

DCP Part B1 General Residential controls should apply.

### 03 Centres Review

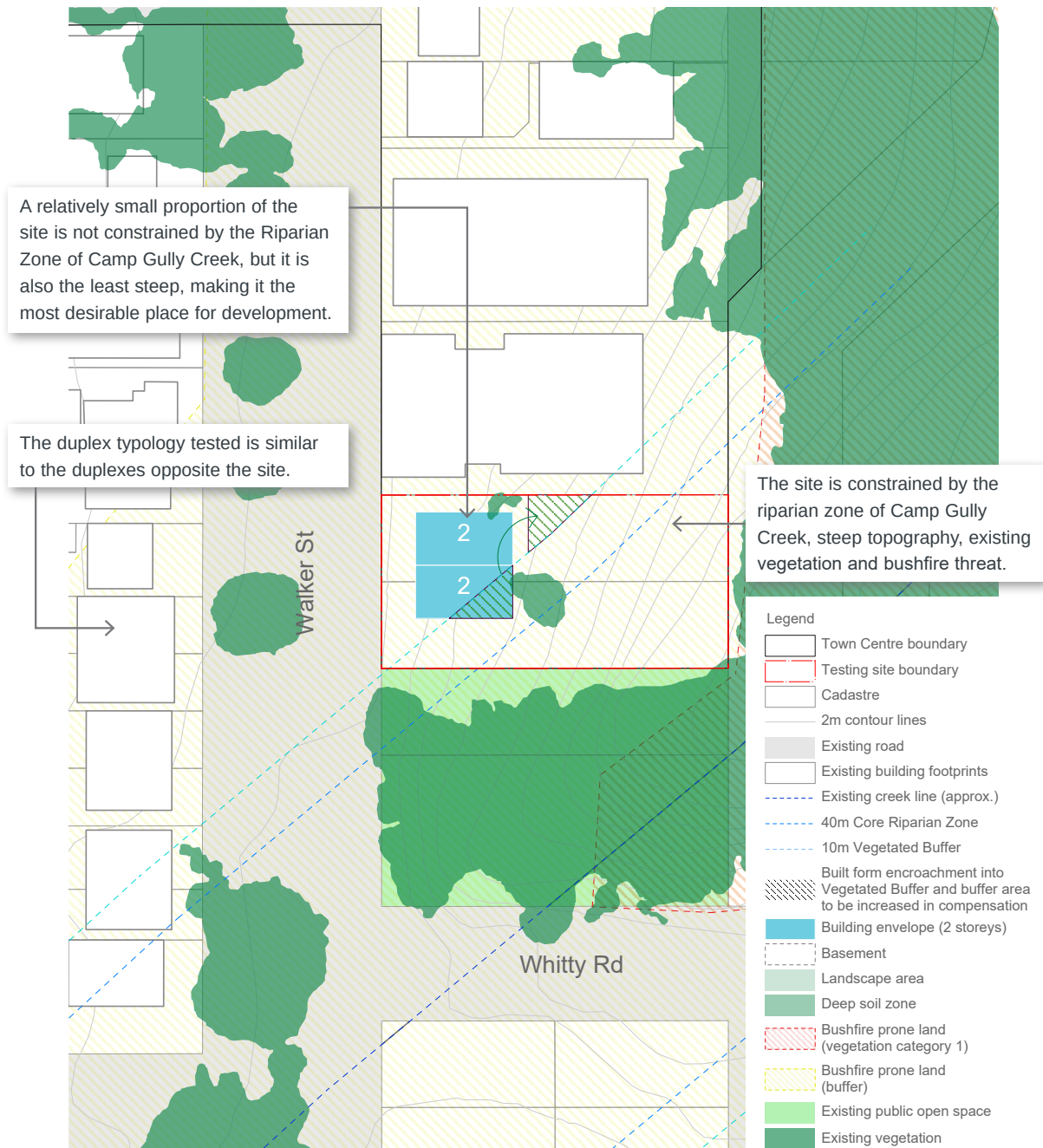
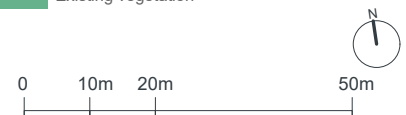


Figure 79 Helensburgh Site 1 Resultant Built Form Testing Plan





## 03 Centres Review

### 3-9 Helensburgh

#### Existing principal planning controls:

|                     | Existing | Surrounding  |
|---------------------|----------|--------------|
| Zone                | E1       | R2, R3, E1   |
| Height of buildings | 12m      | 9m, 11m, 12m |
| FSR                 | 1.5:1    | 0.5:1, 1.5:1 |

#### Sites tested:

- Block bound by Stuart Street, Bush Pea Lane, Gibbons Lane and Lilyvale Street

#### Site Features and testing assumptions:

- This site is characterised by large amalgamated sites which have been developed as residential or mixed use strata lots. The remaining lots which are not amalgamated and developed are 3 and 5 Stuart Street, and are each approximately 170m<sup>2</sup>. 7 Stuart Street is a strata development of four units.
- Two options were prepared: Option 1 explores development across the entire block, assuming amalgamation across 1 to 7 Stuart St.
- Option 2 focuses on 3, 5 and 7 Stuart St, as they are less constrained by recent development and large strata titles. They are the most likely lots to develop in the near future.

#### Option 1: Development across the block

#### Testing outcomes:

| Typology                          | Parking                                                | Land-scape                     | Deep soil                      |
|-----------------------------------|--------------------------------------------------------|--------------------------------|--------------------------------|
| Apartment building (max 12m high) | Achieved controls with 1.5 storeys of partial basement | 150% of required area achieved | 220% of required area achieved |

#### Findings:

- The adjacent R3 zone has an 11m maximum height of buildings. Testing showed that this is suitable for the site, resulting in 3 storey buildings that relate to the Town Centre and help to transition to the adjacent residential zone.

- The slope of the site encourages access from Gibbons Lane and allows a partial basement to be built across the site. Cars can access the site on grade on Gibbons Lane and be a full storey underground on Stuart St. This creates a pleasant pedestrian experience on Stuart St as there are more opportunities for street planting and residences activate and overlook the street, without interruptions from vehicular access. However, combined basement and rear access is most easily achieved on larger amalgamated sites.
- Testing showed that up to 1:1 FSR is achievable, but requires 1.5 basement parking levels would be required to achieve the DCP parking rates. Testing exceeded the DCP requirement for landscaping and deep soil.
- Similar to the Walker St site, front setbacks are recommended to be 3m, and upper level setbacks reduced to 4m in line with other Town Centres.

#### Recommendations

| Zone                                                                               | Height of buildings | FSR |
|------------------------------------------------------------------------------------|---------------------|-----|
| R3                                                                                 | 12m                 | 1:1 |
| Apply a 3m front setback and an upper level setback of 4m above the second storey. |                     |     |
| Apply a 1.5m side setback and encourage apartments to face the side boundary.      |                     |     |

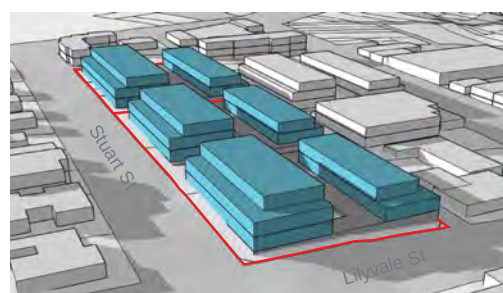


Figure 80 3D view of built form testing outcome.

### 03 Centres Review

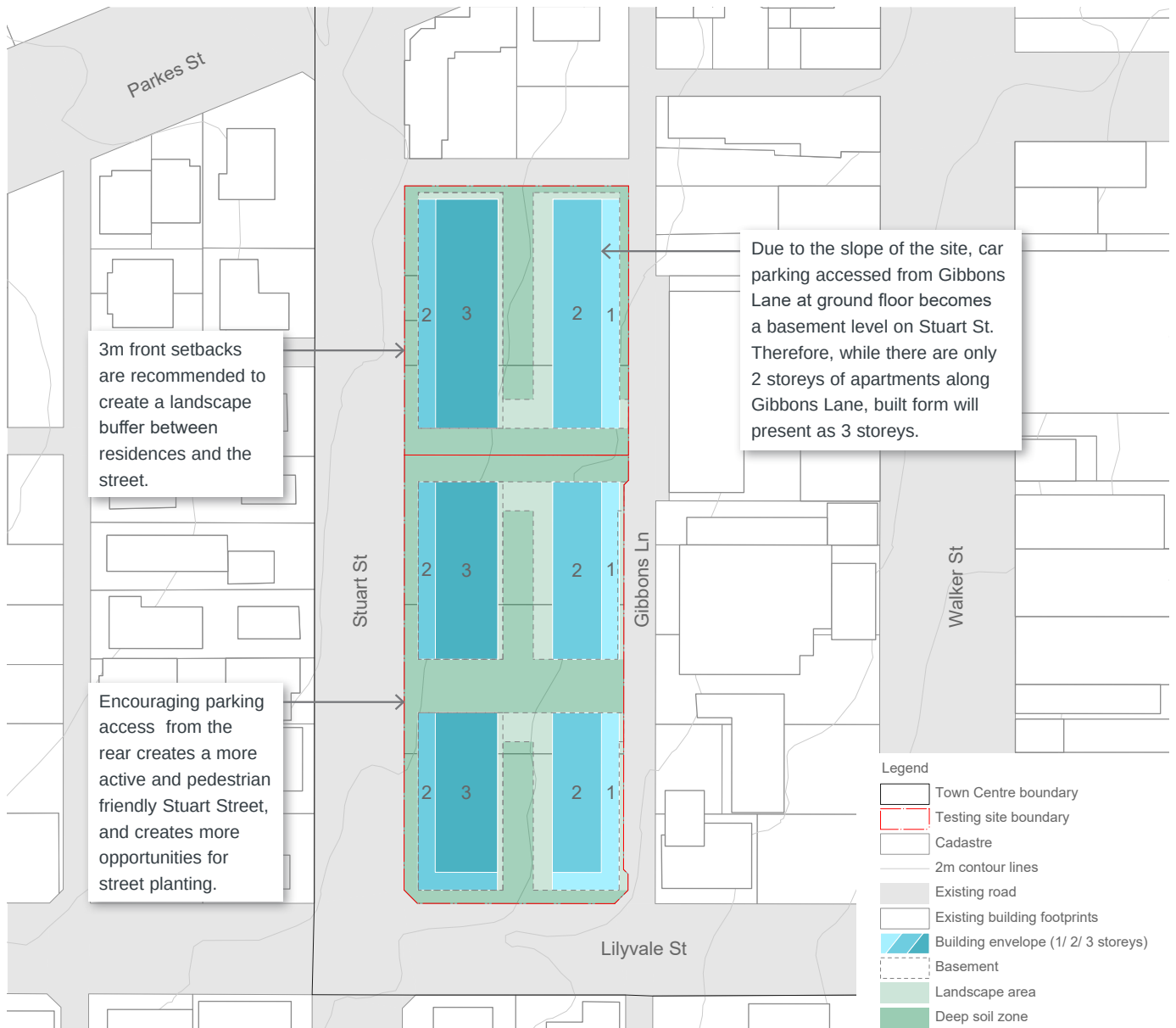
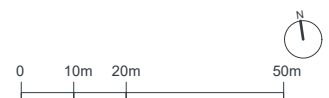


Figure 81 Helensburgh Site 2 Resultant Built Form Testing Plan - Option 1



## 03 Centres Review

### 3-9 Helensburgh

#### Option 2: Development on 3, 5 and 7 Stuart St.

##### Testing outcomes:

| Typology                          | Parking                                                   | Land-scape                     | Deep soil                     |
|-----------------------------------|-----------------------------------------------------------|--------------------------------|-------------------------------|
| Apartment building (max 12m high) | 80% of control achieved with 1 storey of partial basement | 130% of required area achieved | 90% of required area achieved |

##### Findings:

- Site testing was able to achieve 1:1 FSR over three levels. To achieve required ADG separations on this L-shaped site, apartment buildings would be restricted to single-loaded configurations. Built form testing used a 14m deep built form which assumed all habitable rooms face Stuart Street, and an 11m built form which assumed all habitable rooms face north.
- Parking on site is constrained by the width of the site, which is approximately 21m. Fortunately, the shape of the site and access from Gibbons Lane reduces the need for ramping into a basement and creates opportunities for an efficient partial basement level of parking. However, the shape of the site makes it difficult to achieve additional basement parking levels. With a single level of parking, testing achieved approximately 80% of the parking required for a development with 1:1 FSR.
- Site testing achieved the required landscaped area, largely due to the required ADG building separation distances. Testing fell short of the DCP deep soil requirement as basement parking was maximised.
- Both the northern and southern neighbours have a 0m front setback. As this option is testing an infill development, a 0m front setback is proposed to match neighbouring development.
- While a 3m rear setback matches the neighbour to the south, it also provides a separation of approximately 12m to the neighbouring residential building to the east and helps to maintain sight lines to the driveway of the neighbouring building to the north. It widens Gibbons Lane at a point where 3 storey development could become overwhelming. DCP controls could focus on achieving this separation to the neighbours, rather than a numerical rear setback.
- A 4m upper level setback above the second floor will help the site bridge between the existing 3 storey shoptop development to the north and the apartments to the south which are two storeys with a tall hipped

roof.

- The residential buildings to the south are highly articulated. Balconies, terraces, building entrances and complex roofs create a strong pattern of solids and voids which help to break down the built form and add visual interest. A high level of articulation and individual entrances to ground level apartments should be considered for this site also, to help transition between the strong street presence of the shoptop development to the north, and the residential buildings to the south and west.

##### Recommendations

| Zone | Height of buildings | FSR |
|------|---------------------|-----|
| R3   | 12m                 | 1:1 |

Apply a 0m front setback and a 4m upper level setback. A 12m separation to the existing residential building on the east side of Gibbons Ln (approx 3m) could set the rear separation. ADG separation distances and DCP landscape requirements can be used to control side setbacks.

Consider requirements for individual entrances to ground floor apartments and articulation of the Stuart Street elevation.

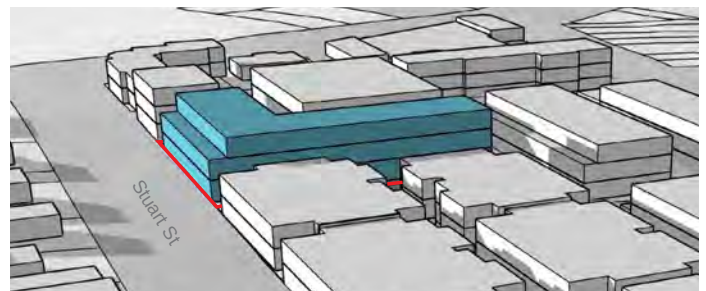


Figure 82 3D view of built form testing outcome.

##### Conclusion from both options

- Both options were able to achieve 1:1 FSR within a 12m height limit. However, the site constraints of Option 2 suggest parking may not be able to achieve the DCP parking and deep soil requirements. An FSR of 0.8:1 would reduce pressure on parking and deep soil in Option 2.
- Recommended setbacks were similar in both options, with the exception of the front setback. Given the extent of strata development in this block, option 2 is more likely to occur in the near future, so a 0m front setback is more likely to create a positive urban outcome.



### 03 Centres Review



Figure 83 Helensburgh Site 2 Resultant Built Form Testing Plan

## 03 Centres Review

### 3-10 Port Kembla

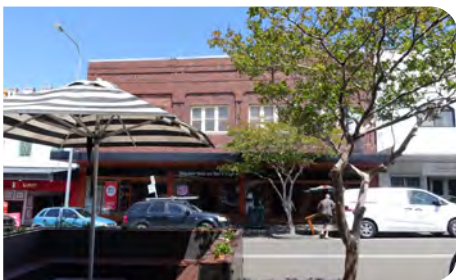


Figure 84 Port Kembla Centre Boundary

#### Overview

|                         |                                                  |                        |                 |
|-------------------------|--------------------------------------------------|------------------------|-----------------|
| Centre Hierarchy        | <b>Town Centre</b>                               | TOD                    | <b>No</b>       |
| Heritage considerations | <b>Yes</b>                                       | LMRH                   | <b>No</b>       |
| Flood Affected          | <b>Yes (near Allan St)</b>                       | Specific Site Testing  | <b>Yes x1</b>   |
| Latest Town Centre Plan | <b>Port Kembla Revitalisation Plan 2018-2043</b> | Solar Analysis Testing | <b>Yes</b>      |
| Existing Zoning         | <b>E1, E4, RE1, R2</b>                           | Existing LEP Height    | <b>12m, 24m</b> |
| Existing max. FSR       | <b>0.5:1, 1.5:1</b>                              |                        |                 |

## 03 Centres Review

### Context

Port Kembla is a traditional Town Centre with historic buildings and façades located along Wentworth Street. The character, materials and the design details of buildings along Wentworth St have been heavily influenced by the 'art deco' and 1930s style of architecture, which contribute to the unique character of the street.

The centre is in close proximity to the Port of Port Kembla, a major manufacturing centre and shipping port. Views of steelworks, the Port, and historical façades, are key visual features of the centre.

The centre has steep and undulating topography along Wentworth St, which affects the streetscape character and overall accessibility.

### Desired Future Character

Development along Wentworth St retains a 'fine grain' visual character, even where there has been site amalgamation. The majority of buildings are of masonry construction with cohesive painted colour schemes or dark face brick which highlights the patterns and details of the façades.

Active frontages are focused along Wentworth St from Jubilee / Darcy Rds to Fitzwilliam St, maximising activation in the central, most accessible part of the centre and reflecting changes in market demand. Revitalisation through mixed use developments like shop-top housing activates the centre. Increased flexibility in the southern part of the centre, along Wentworth St (between Fitzwilliam St and Church St), provides a transition zone that accommodates creative industries and 'live-work' dwellings with interactive frontages to maintain streetscape vibrancy.

Small setbacks along Wentworth Ln improve safety and encourage development, while still retaining an appropriate interface to residential areas. A desired through-site pedestrian link from the Council carpark on Allen St to Wentworth St, improves access and connectivity within the centre. Increased rear setbacks for properties near the intersection of Allan St and Wentworth Ln reduces overshadowing of existing community playgrounds.

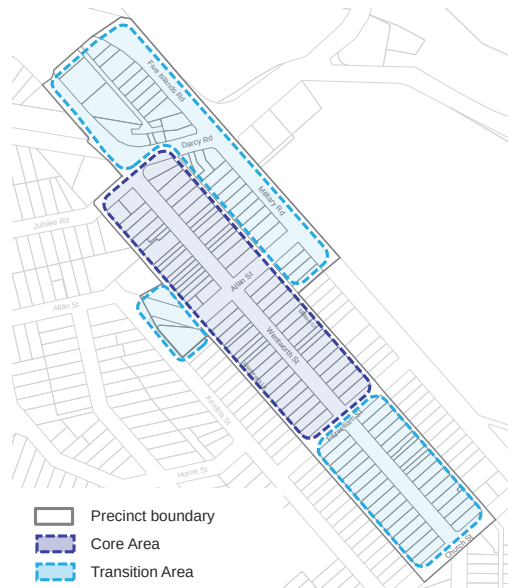


Figure 85 Port Kembla Character Areas



Figure 86 Port Kembla Movement and Place street functions



## 03 Centres Review

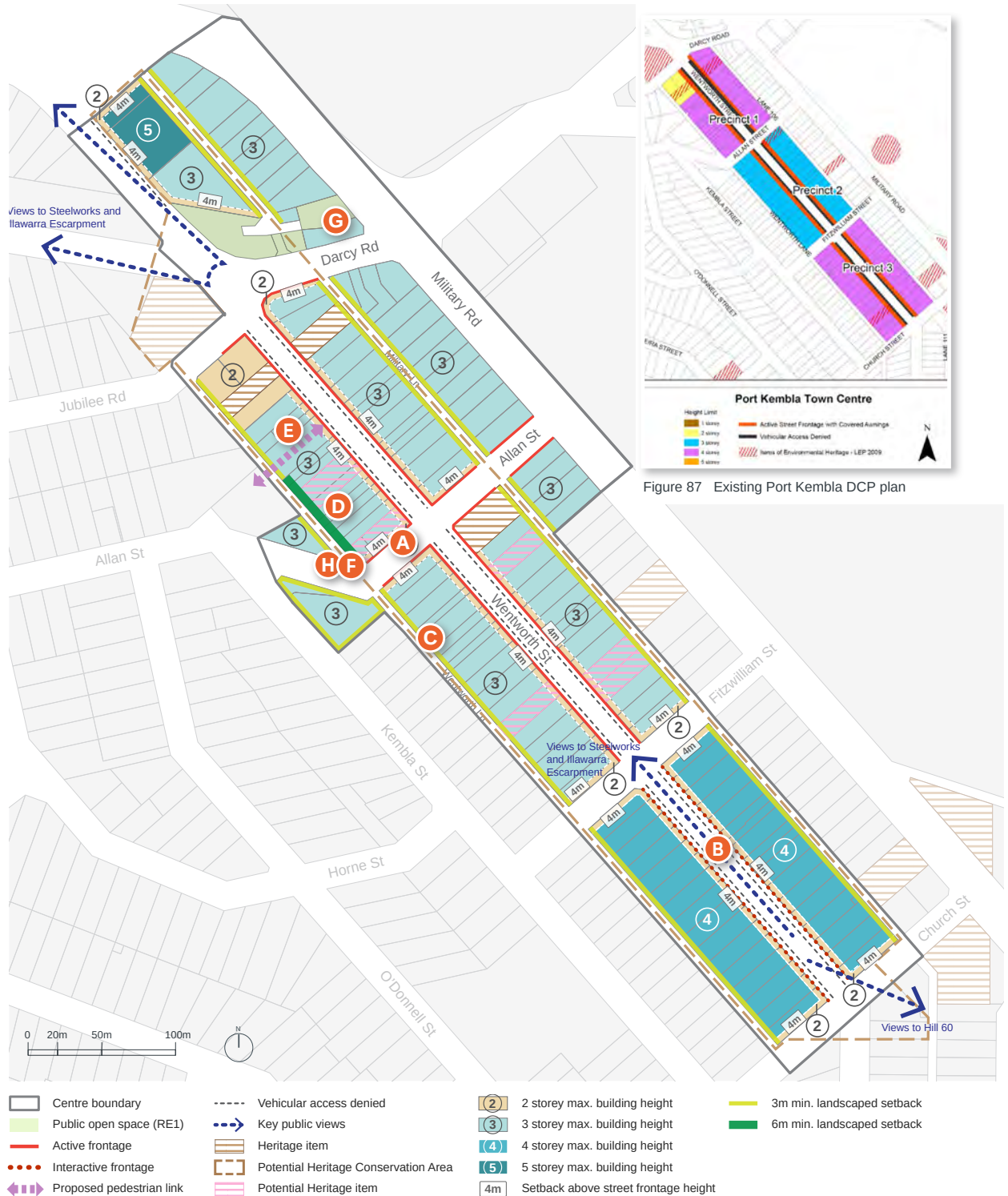


Figure 87 Existing Port Kembla DCP plan

## 03 Centres Review

# 3-10 Port Kembla

### Active Frontages

#### Existing DCP

- Active frontage identified along Wentworth St, from Jubilee / Darcy Rds to Church St.
- A continuous cantilevered awning to be provided where there is active frontage.

#### Port Kembla Revitalisation Plan

- Active frontages proposed along Wentworth St, between Jubilee / Darcy Rds and Fitzwilliam St.
- Additional active frontages to also wrap around corners onto side streets.

#### Recommendations/ Findings

Active frontages required along Wentworth St, from Jubilee / Darcy Rds to Fitzwilliam St to focus the concentration along these two key blocks.

A

Active frontages to turn corner onto south side of Jubilee Rd and Darcy Rd, and the north and south side of Allan St.

B

Create a transition zone in the southern block (between Fitzwilliam St and Church St), where residential dwellings will be encouraged on the ground floor. These spaces should be designed so they can become retail or commercial as the needs of the Town Centre change. These spaces could also operate as 'live-work' dwellings to encourage creative industries.

Frontages along Wentworth St from Fitzwilliam St to Church St should be interactive frontages instead of Active Frontages to reinforce the core of the centre, whilst also maintaining vibrancy along Wentworth Street.

The provision of awnings along active frontages would improve the pedestrian experience. Provision of awnings on heritage items that would not have previously had awnings is not recommended. Where existing awnings form part of heritage or contributory buildings, they are to be retained.

### Built Form

#### Existing DCP

- High percentage of buildings considered of heritage value, especially façades along Wentworth St.
- Precinct 1- Max Building Height of four (4) storeys for sites of at least 2000 sqm except lots adjoining heritage item (former Commonwealth Bank building) which have a two (2) storey height limit.
- Precinct 2 - Max Building Height of three (3) storeys.
- Precinct 3 - Max Building Height of four (4) storeys.
- Other lots have a Max Building Height of 12m, except two lots to the north (2 and 2A Wentworth St) which have a Max Building Height of 20m, and five lots at the intersection of Wentworth Street and Darcy Rd which have a Max Building Height of 9m (the majority of which are zoned RE1 - Public Open Space).
- Front building setbacks – 0m ground and first floor setback, 4m upper storeys setback.
- Side building setbacks – 0m side setbacks.
- Rear building setbacks – min. 6m rear setback.

#### Port Kembla Revitalisation Plan

- No proposed changes to Max Building Heights.

#### Recommendations/ Findings

Generally maintain existing DCP maximum building heights and street wall heights south of Allen St.

North of Allen St, the maximum building height is to be 3 storeys to ensure heritage values are maintained.

C

Reduce existing 6m rear setback to 3m to create a more urban laneway character while still retaining an appropriate residential interface, except as identified below.

D

Retain a 6m rear setback for properties in the vicinity of the intersection of Allan St and Wentworth Ln, to minimise overshadowing of existing community playgrounds.

## 03 Centres Review

### 3-10 Port Kembla

#### Access Network

##### Existing DCP

- Car parking access on the northern side of Wentworth St is to be from the rear of the site, via the rear laneway (Military Ln).
- Car parking access on the southern side of Wentworth Street is to be from the rear of the site, via the rear laneway (Wentworth Ln).
- Military Lane (Lane 106) is one way northwards from Church St to Darcy Rd, Wentworth Lane is one way southwards from Jubilee Rd to Church St.
- Vehicular access denied on Wentworth St between Jubilee / Darcy Rds and Church Street.
- No through site links identified.

##### Port Kembla Revitalisation Plan

- Military Lane and Wentworth Lane enables rear access to all sites along Wentworth Street.
- Proposed pedestrian connection through the 'Whiteways' site (47-51 Wentworth Street), (currently vacant, but with a DA under assessment).

#### Recommendations/ Findings

Retain existing vehicular access recommendations in the current DCP.

**E**

Encourage the provision of a pedestrian link from the Council carpark on Allen St, through to Wentworth St, possibly through incentives such as additional FSR. This may be able to occur on the 'Whiteways' site if the current development application is unsuccessful.

#### Views

##### Existing DCP

- No key views identified in the DCP.

##### Port Kembla Revitalisation Plan

- No key views specifically identified in the Revitalisation Plan.
- Key views are along Wentworth Street, to the northeast, towards the iconic Steelworks and Port Kembla Industrial areas, and on to the escarpment.
- Oblique views of historical façades along Wentworth Street are also important to the overall presentation of Port Kembla.

#### Recommendations/ Findings

Retain and celebrate the iconic view of the operational Steelworks and Port down Wentworth Street.

Views of the historical façades along Wentworth Street and on corner sites also contributes to the character of the centre.

#### Open Space

##### Existing DCP & Port Kembla Revitalisation Plan

- No open spaces specifically identified.

#### Recommendations/ Findings

**F**

The land at the intersection of Wentworth Ln and Allan St, including Allan Street Park, is Council-owned land that currently functions as public open space.



## 03 Centres Review

### Heritage Review

- Subdivision pattern: Grid pattern of a main street and cross streets that follow the contours of the area, with Wentworth St following the undulating topography in an approximate north-south direction. Regular lot sizes.
- Form and Scale: Low scale with parapets to the street and skillion roofs. Taller buildings have parapets to the sides. Many buildings only cover the front part of the lots with services areas and parking, and in some instances, residential development to the rear. Courtyard development at 96-102 Wentworth Street.
- Heights: One to three storey.
- Setbacks: Most building frontages are set to the footpath. Setbacks are generally limited to the remaining residential components (or residential buildings converted to commercial use) where there are planted gardens to the street.
- Existing uses: Strong commercial character with limited remnant residential development. Buildings are generally commercial or retail to the ground floor with commercial or residential units above.
- Era and Style: Late Victorian, Edwardian, Inter War, Post War and Modern.
- Materials and detail: Brick and render, corrugated metal and tile roof.
- Shopfronts: Generally modern with some period detail – inset entries, solid lower panels, tiling, leadlight.
- Awnings: To retail buildings - suspended and cantilevered.
- Heritage items: Concentrated to northern section and Military Road. Typically one- and two-storey late Victorian and Edwardian.
- Character: The area has a period character to the north defined by its heritage items and earlier buildings. The shopfronts and parapeted forms along both sides of Wentworth St provide a period core particularly to the north of Fitzwilliam St. The southern section has less period character due to later/modern development.

- Character buildings: The commercial/retail buildings both sides of Wentworth St provide the core character of the area. The residential dwellings south of Fitzwilliam St provide green setbacks to the street.
- Potential future uses: Potential for mixed use development that allows for change at ground floor from residential to commercial in section to the south of Fitzwilliam St with street access to front.

#### Recommendations/ Findings

The upper portion to the south of Fitzwilliam St could be excluded from the commercial area.

Cluster contributory items where retained to provide critical mass of period elements. Allow greater development elsewhere to provide a coherent pattern and street front treatment.

Group character buildings to form distinct mass of period elements. Where residential dwelling become commercial, shared gardens can provide street landscaped areas.

Character buildings should be retained with sympathetic development to the rear.

Parapeted frontage to new development should be encouraged.

Two storey frontages are recommended to the street, with sympathetic forms beyond.

Use of awnings should be encouraged. Existing awning controls (eg E11 20.6.3D) to be used as a guide for DCP controls.

Discourage projecting balconies to street frontages unless behind parapets at upper levels of additions.

## 03 Centres Review

### 3-10 Port Kembla

#### Other/ Future Considerations

##### Existing DCP

- The future of the Port Kembla Town Centre should be to focus on small based commercial, tourism, arts and cultural based enterprise with some daily convenience retail activities.

##### Port Kembla Revitalisation Plan

- The strategic moves, relevant for an amended DCP, identified in the Revitalisation Plan included:
- Contract the size of the Town Centre and create a focus,
- Increase the supporting population, and
- Enhance and prioritise pedestrian movement.

#### Recommendations/ Findings

Consider updating LEP to a 15m Max Building Height in areas shown as 4 storeys in the DCP. This will allow for ground and first floor heights that will enable flexible transitions between uses such as retail, commercial, mixed use and residential.

G

Investigate the RE1 zoned areas around the intersection of Wentworth St and Darcy Rd to determine opportunities to provide improved open space outcomes and support connections from Wentworth St to Port Kembla Train Station.

H

Consider amending current LEP max storey height for existing community playground areas from 4 storeys to 1 storey to ensure retention as public open space.

## 03 Centres Review

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## 03 Centres Review

### 3-10 Port Kembla

#### Solar Testing

Site 1: Matthews Park Reserve (RE1)

##### Recommendations/ Findings

This RE1 reserve is situated north of Darcy Rd and is used for passive recreation. This space is located immediately north of the Centre core.

To test the impact of potential adjacent built form on this open space, the following proposed planning controls were used (as per the proposed Precinct Plan):

- 0m setbacks to front and side boundaries.
- 4m setbacks to upper levels (above second storey) on front and side boundary.
- 3m rear setbacks.

These controls, proposed in the draft DCP Precinct Plan, resulted in the Reserve receiving full sunlight across a large area, between 9am and 3pm in midwinter. The area of open space achieving the most solar exposure is located at the corner of Wentworth St and Darcy Rd.

The majority of the open space receives 3 hours or more of solar access a day in midwinter. No additional solar protection DCP controls are proposed for this site

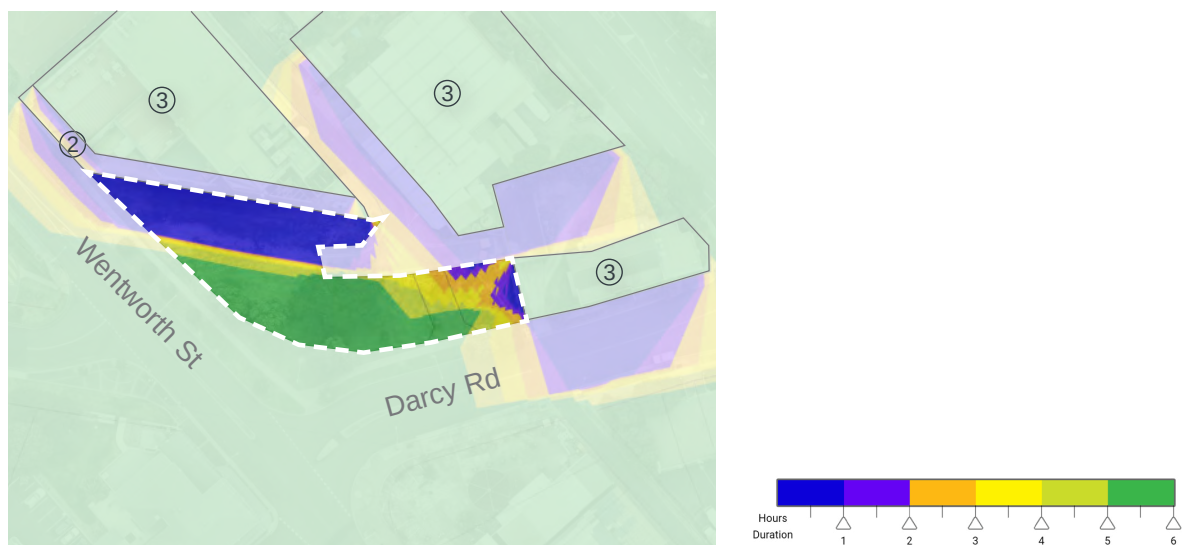


Figure 89 Draft DCP built form controls showing solar access duration in mid-winter (June 21) between 9am and 3pm to open space

## 03 Centres Review

Sites 2 & 3: Community Playground (Lot 131 DP 806762) & Playground (Lot 2 DP 559117)

### Recommendations/ Findings

These playgrounds are used for active recreation and contain playground equipment, planting, seating areas and a chess board. They are located at the intersection of Allan St and Wentworth Ln.

To test the impact of potential adjacent built form on this open space, the following proposed planning controls were used (as per the proposed Precinct Plan):

- Retention of 6m minimum rear setbacks for identified properties facing Wentworth St.
- 6m side setback and 9m max. building height for adjacent site (current Council car park site).

These controls resulted in the majority of the triangular playground receiving more than 2 hours of solar access between 9am and 3pm in midwinter.

The chessboard playground receives no direct solar access between 9am and 3pm in midwinter.

DCP objectives are recommended to maximise solar access to the triangular open space but additional specific solar requirement controls are not proposed for this site as proposed DCP built form achieves the desired outcome. The site to the north of the triangular open space has the greatest overshadowing impact however this site is beyond the boundary of this DCP precinct and controls.

These identified open spaces are zoned E1 Local Centre in the LEP. Council could consider rezoning these sites to RE1 Public Open Space in the LEP to safeguard their usage.

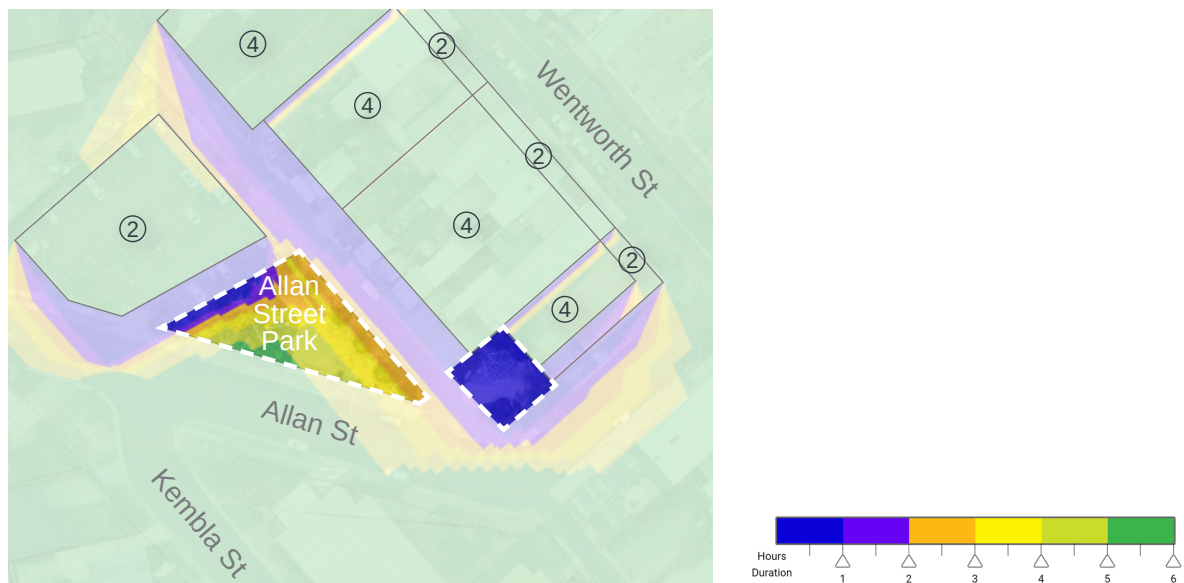


Figure 90 Draft DCP built form controls showing solar access duration in mid-winter (June 21) between 9am and 3pm

## 03 Centres Review

### 3-10 Port Kembla

#### Existing principal planning controls:

|                     | Existing | Surrounding  |
|---------------------|----------|--------------|
| Zone                | E1       | R2, E1, E4   |
| Height of buildings | 12m      | 9m, 11m, 12m |
| FSR                 | 1.5:1    | 0.5:1, 1.5:1 |

#### Sites tested:

- 191A Wentworth Street (Site A, already amalgamated)
- 185-191 Wentworth Street (Site B, 2 sites amalgamated)
- 173-183 Wentworth Street (Site C, 3 sites amalgamated)
- 167-169 Wentworth Street (Site D, 2 sites amalgamated)
- 153-163 Wentworth Street (Site E, 3 sites amalgamated)
- 149-151 Wentworth Street (Site F, single lot)
- 141-147 Wentworth Street (Site G, already amalg.)
- 118 Wentworth Street (Site H, single lot)
- 120 Wentworth Street (Site I, single lot)
- 122-124 Wentworth Street (Site J, 2 sites amalgamated)
- 126, 128, 128A Wentworth Street (Site K, 2 sites amalg.)
- 130-136 Wentworth Street (Site L, 2 sites amalgamated)
- 138-142 Wentworth Street (Site M, already amalg.)
- 144-150 Wentworth Street (Site N, already amalg.)

#### Site features and testing assumptions:

- Built form testing aimed to show a variety of amalgamation and development patterns for this area.
- DCP controls for this area should ensure the ground floor of built form can function as either commercial or residential, with the possibility of changing this use in the future.
- All heritage items and contributory buildings are retained.
- Site A is Council-owned land that is used as a community centre and which has no plans for redevelopment.



Figure 91 3D view of built form testing outcome.

#### Testing outcomes:

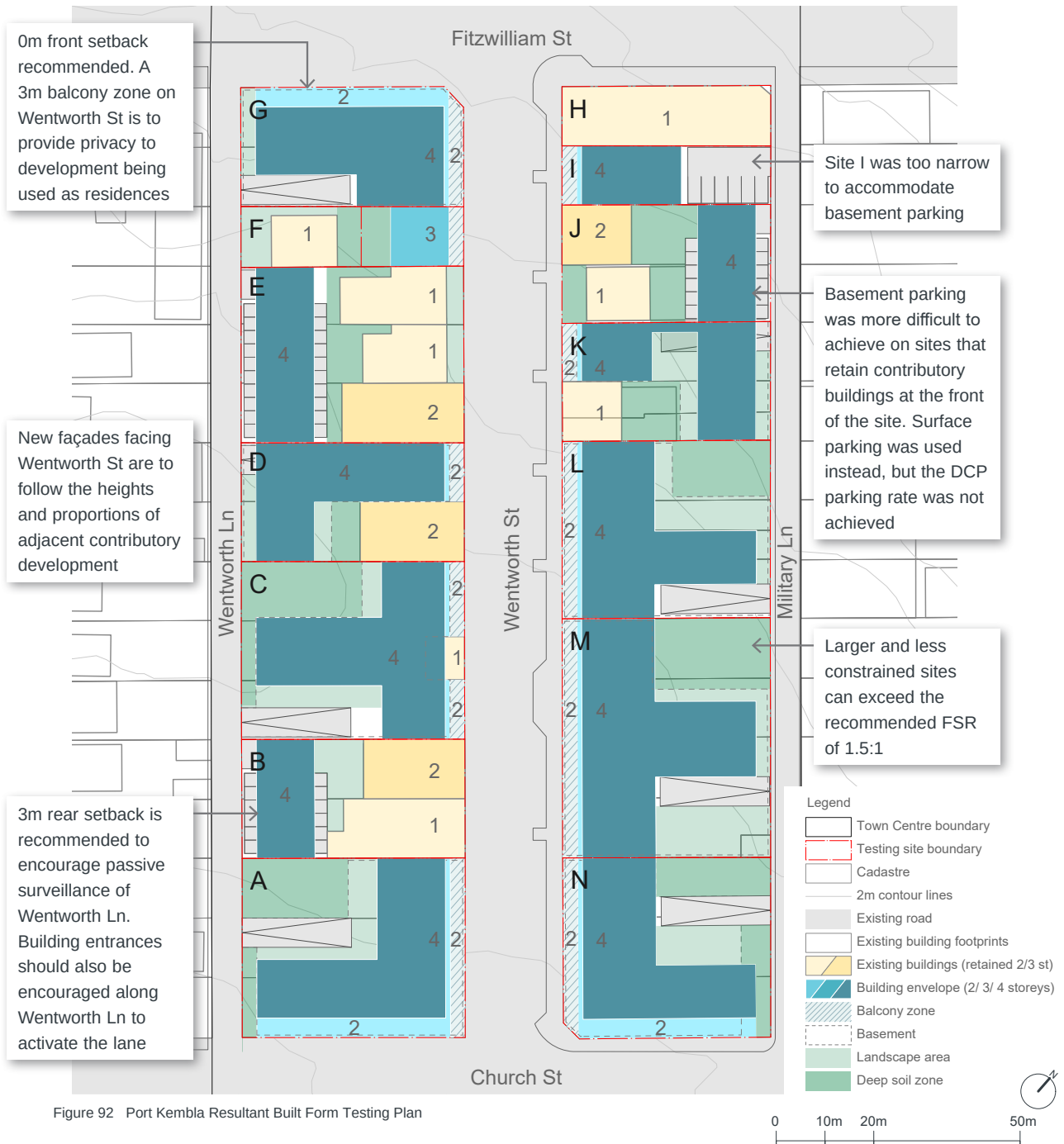
| Typology                                                                     | Parking                                                                                                                                                                                                                                                                      | Land-scape                                                                                                                                                                                                                                                                                                                                                                                    | Deep soil |
|------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| Shoptop with adaptable ground and first floors where they face Wentworth St. | Where basements are possible, required parking area is achieved within 2 storeys of basement, except on Site D, where 70% of the area is achieved. Where only surface parking is available, under 50% of parking spaces are achieved, with Sites F and H achieving 0 spaces. | Larger amalgamated sites, or sites with fewer contributory items (Sites A, C J, K, L) achieved over 90% of required area. Sites B, D, E and F achieved 50-100% of the requirement, but did not achieve 1.5:1 FSR. Sites G and I achieved 0-10% of the required area and achieved an FSR close to 1.5:1. Site H achieved no landscape or deep soil area and also achieved less than 1.5:1 FSR. |           |

#### Findings:

- The proposed solution to encourage adaptable ground and first floors is to encourage terrace-style, two-storey dwellings spanning the ground floor and first floor, with 4m deep lightweight patios and balconies facing Wentworth St to provide a space for planting and create privacy for residences. If the ground floor is converted to commercial uses, the 4m setback could be redesigned to be included into the building with the additional floor space offered as a bonus to incentivise commercial uses. Since the two-storey units will remain within one ownership, the upper level could either be converted to commercial uses or stay as residential to provide live-work units or artist in residence units.
- A 4m upper level setback is proposed above the second storey to reinforce the street wall, to increase privacy for residents at upper storeys, and to maximise the amount of daylight that reaches Wentworth Street. The current 6m rear setback is recommended to be reduced to a 3m setback similar to the allowance under the ADG. A 0m side setback is supported to encourage a continuous street wall.
- Testing floor to floor dimensions aimed to match adjacent contributory items where possible, otherwise a minimum of 3.8m was used for the ground floor and 3.4m for the first floor. While this is less than the ADG minimum for a retail ground floor, it is adequate for residential and commercial uses, better matches the existing street wall and can be increased where the slope creates room for additional height. Upper levels are 3.2m, totalling 14m, excluding lift overruns.



## 03 Centres Review



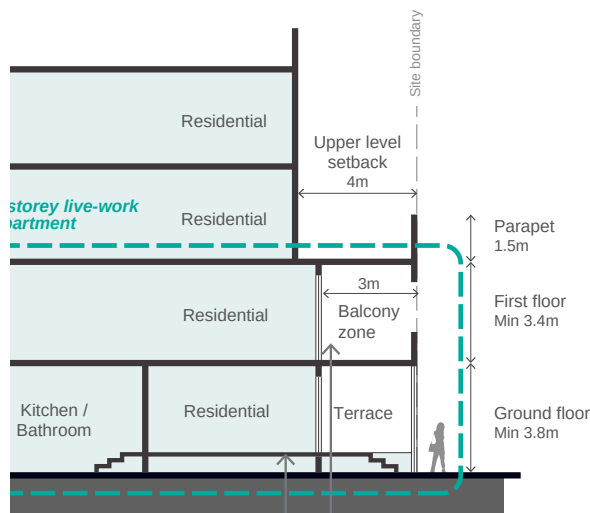
## 03 Centres Review

### 3-10 Port Kembla

- Larger and less constrained sites such as A, C, J, K and L were able to achieve higher FSRs and meet the DCP requirements for landscape and deep soil. They are also able to create efficient basement parking and therefore can meet parking requirements. These sites could possibly achieve more than 1.5:1 but may appear bulky in the context.
- Sites C, D and K were able to integrate one contributory item into new development without penalty to FSR, parking or landscaping.
- However, sites that attempted to integrate multiple existing buildings into new development were less successful. Sites B, E and J were only able to develop in the rear of the lot, and were not able to accommodate basement parking. They achieved less FSR (around 1:1) and fell short in their parking requirement. Sites B and E fell short in landscaping and deep soil.
- Isolated sites, that is Sites F and I, were able to develop without amalgamation, but were either not able

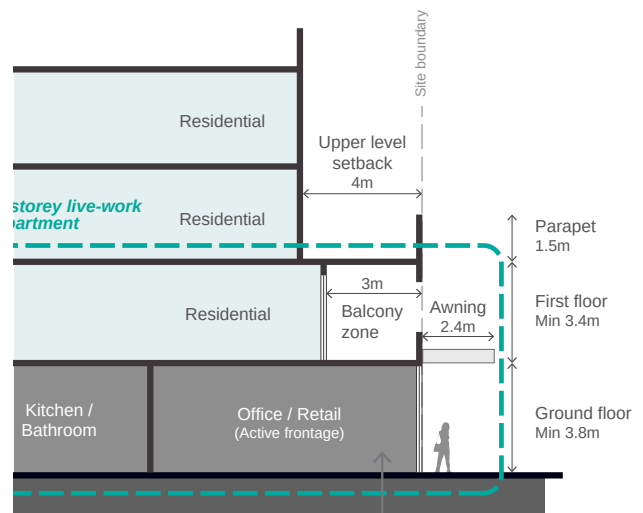
to reach 1.5:1 FSR or were not able to achieve the DCP parking, landscape and deep soil requirements. Site F tested a new 3 storey development in front of an existing contributory building and achieved 0.8:1 FSR and 50% of parking and landscape requirements. Site I achieved 1.5:1 FSR but only 35% of its parking requirement and no landscaping.

- Site H did not develop, retaining the single storey contributory building that takes up most of the site. It achieves 0.75:1 FSR and no parking or landscaping.
- Parking and landscaping concessions could be considered as an incentive to retain and redevelop land around heritage and contributory buildings.



A raised ground floor can be used to increase privacy to residences

Balconies should be inset and read as part of the podium to match the character of Port Kembla



Terrace spaces can be adapted into office spaces, shopfronts or outdoor dining spaces

Figure 93 Adaptable balcony zone: Residential only mode

Figure 94 Adaptable balcony zone: Live/work mode

## 03 Centres Review

### Recommendations

| Zone                                                                                                                                                                                                                                             | Height of buildings        | FSR   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|-------|
| MU1                                                                                                                                                                                                                                              | 11m (14m incentive height) | 1.5:1 |
| <p>Apply a 0m front setback, with a 4m balcony zone for residential uses, a 0m side setback and a 4m upper level setback above the second floor. Reduce the 6m rear setback requirement to 3m to remove any perceived conflict with the ADG.</p> |                            |       |
| <p>To encourage flexible ground and first floors, encourage terrace-style two-storey apartments with a 4m patio/ balcony zone to Wentworth St and a ground floor height of 4.4m that can be adapted to live-work or commercial uses.</p>         |                            |       |
| <p>Relax the DCP landscaping and parking requirements to support a more urban character and encourage the retention of existing contributory buildings.</p>                                                                                      |                            |       |

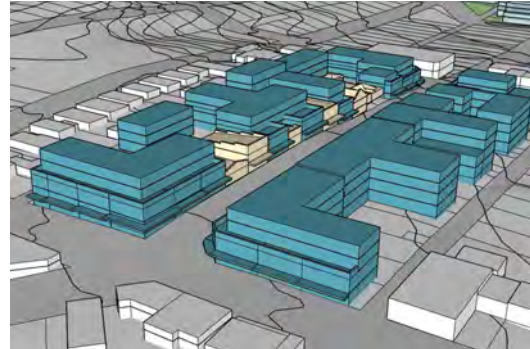


Figure 96 3D view of built form testing outcome.

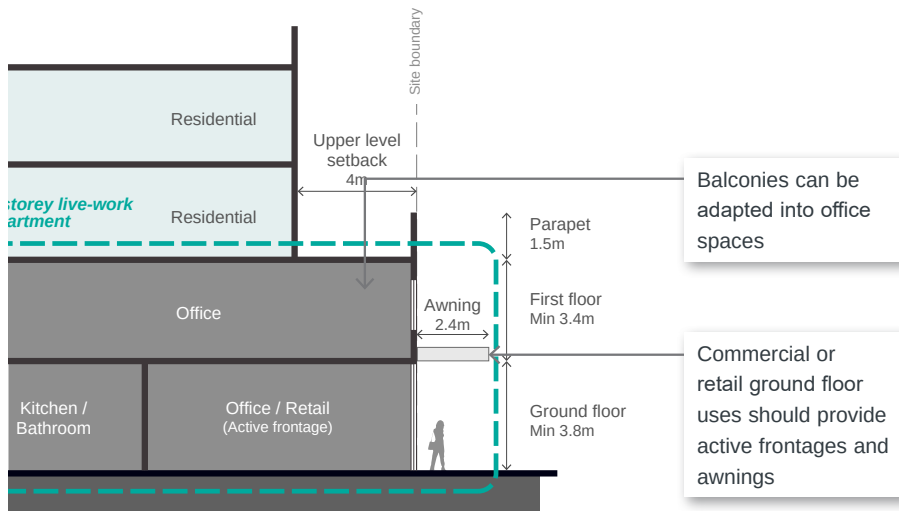


Figure 95 Adaptable balcony zone: Commercial/ retail mode



## 03 Centres Review

### 3-11 Unanderra



Figure 97 Unanderra Centre Boundary

#### Overview

|                         |                                                 |                        |                             |
|-------------------------|-------------------------------------------------|------------------------|-----------------------------|
| Centre Hierarchy        | <b>Town Centre</b>                              | TOD                    | <b>Nominated by Council</b> |
| Heritage considerations | <b>No</b>                                       | LMRH                   | <b>No</b>                   |
| Flood Affected          | <b>High</b>                                     | Specific Site Testing  | <b>Yes x2</b>               |
| Latest Town Centre Plan | <b>Unanderra Town Centre Master Plan (2013)</b> | Solar Analysis Testing | <b>No</b>                   |
| Existing Zoning         | <b>E1, E3, SP3</b>                              | Existing LEP Height    | <b>11m, 15m</b>             |
| Existing max. FSR       | <b>0.5:1, 1.5:1</b>                             |                        |                             |

## 03 Centres Review

### Context

Unanderra is a major town centre located along Princes Hwy. It is a traditional street based centre with a range of retail and service-orientated businesses. The core of the centre is primarily around the intersection of Princes Hwy with Central Rd and Tannery St.

The Illawarra Escarpment and Mt Kembla can be seen to the west, contributing to the visual character of the centre. Parts of Unanderra are prone to flooding.

### Desired Future Character

Retail activity and active frontages are focused in the core area along Tannery St and Central Rd, maximising activation within a walkable catchment. Maintaining a two-storey street wall throughout the centre creates a cohesive and pedestrian-friendly scale of built form.

Existing and new buildings retain view corridors to the Illawarra Escarpment and Mt Kembla.

Tannery Street Square is celebrated as the centre's new public/ community space. Existing through-site links and new pedestrian and vehicular links, especially the extension and formalising of Tallegalla Rd, improves access and enhances overall connectivity within the centre. All new through-site links are activated, contributing to vibrancy and pedestrian safety.

Landscaped setbacks outside the core helps in the successful transition to lower scale residential areas around the centre, and also allows for increased planting and trees to improve pedestrian amenity.

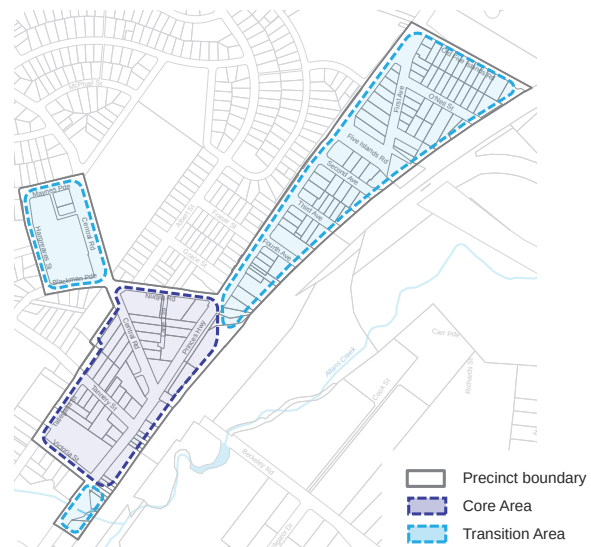


Figure 98 Unanderra Character Areas



Figure 99 Unanderra Movement and Place street functions

## 03 Centres Review

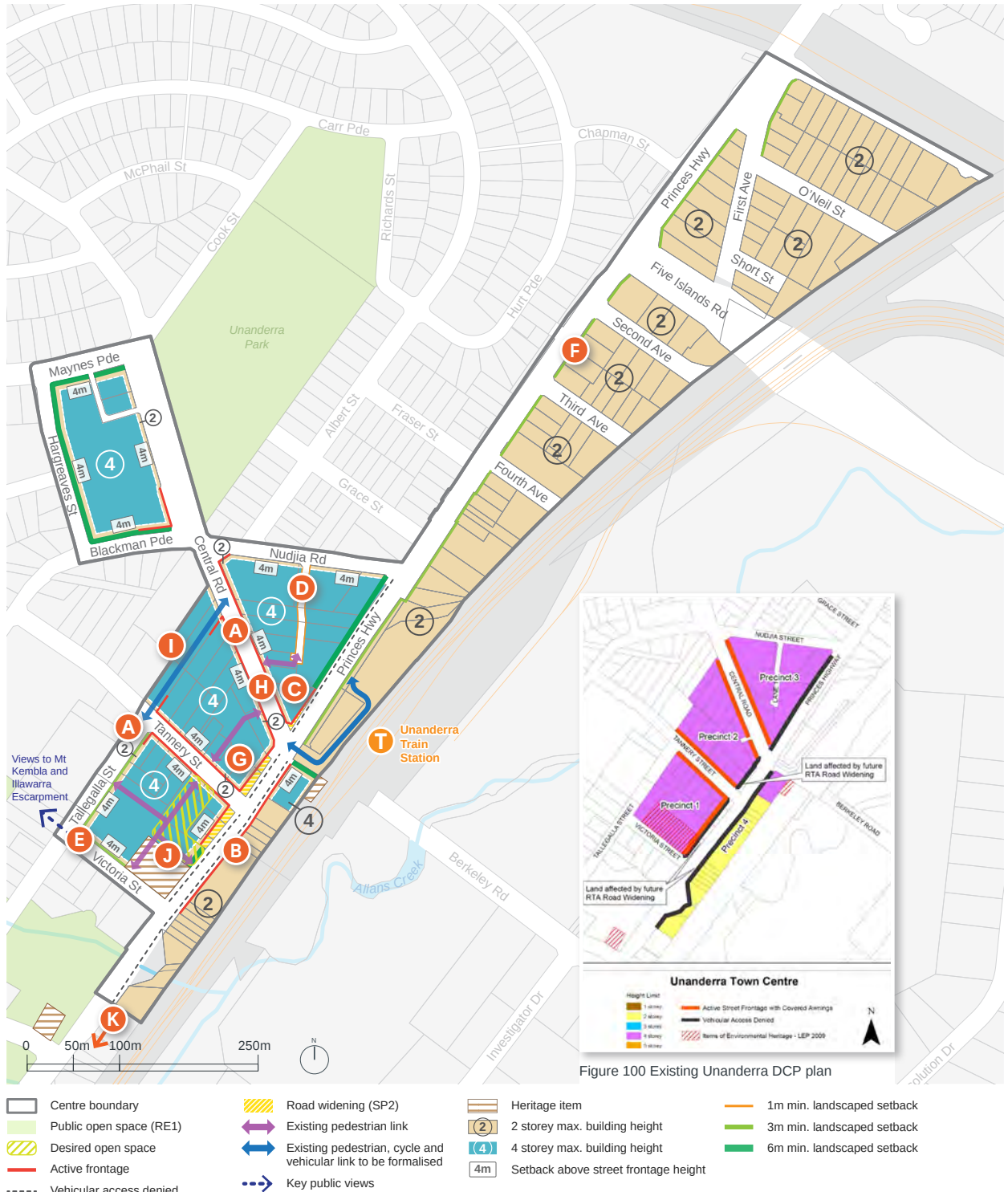


Figure 101 Proposed Unanderra DCP Precinct diagram



## 03 Centres Review

### 3-11 Unanderra

#### Active Frontages

##### Existing DCP

- Active frontage identified along both sides of Central Rd, Tannery St, and both sides of the Princes Hwy between Victoria Rd and Central Rd, and along the western side of the highway between Central Rd and Nudjia Rd.

##### Unanderra Town Centre Master Plan

- Making Unanderra Vibrant, focused on the creation of a strong 'spine' running parallel to the highway, approximately half a block to the west.
- Commercial and office uses, with limited driveways, should be concentrated on the highway.
- Active ground floor frontages, with residential above should be located away from the highway providing a transition between residential context and the transport dominated environment of the highway.
- Opportunity to provide live-work units could be accommodated along the laneways that intersect with the 'Central Spine'.

##### Recommendations/ Findings

A

Active frontages, with continuous cantilevered awnings should be provided along Tannery St and Central Rd, to activate the centre. Active frontages should 'turn the corner' to extend the activation into adjacent streets.

When through site links are developed they should also be activated.

B

Extend active frontages along Princes Hwy between Central Rd and Victoria St but not past the heritage building.

C

Consider chamfering the corner of triangular sites or where the intersection is less than 90 degrees, i.e. north west corner of the Central Rd and Princes Hwy intersection. This softens the corner, increases the prominence of the retail on the corner and widens the space for pedestrians.

Consider requiring an active frontage on the corner of Blackman Pde and Central Rd to bring the activity of Wests Illawarra closer to the rest of the centre.

#### Built Form

##### Existing DCP

- Precinct 1: has a four (4) storey max. building height, 0m front setback, two storey street wall and a 5m upper level setback to Princes Hwy (Primary Road). Note allowance for road widening on some properties. Side setback to be 2m off Victoria St, 0m setback off Tannery St and Tallegalla St.
- Precinct 2: has a four (4) storey max. building height, 0m front setback, two storey street wall and a 5m upper level setback. Note allowance for road widening on some properties. Side setback to be 0m, rear setback to be minimum of 6m.
- Precinct 3: has a four (4) storey max. building height, 0m front setback, two storey street wall and a 5m upper level setback to Central Rd. A 6m min. front building line setback to the Princes Hwy (exclusive of any land required for future road widening). Side setback to be 0m, minimum 3m rear setback off the rear laneway (Lane 139).
- Precinct 4: east of the highway, two (2) storey max. building height, with the exception of one site, zoned E1, that has a four (4) storey maximum.

##### Unanderra Town Centre Master Plan

##### Proposed scale and massing:

- Tannery St should be defined by greater height, establishing a sense of enclosure within the community space.
- Greater building height along the Princes Hwy and Central Rd can define the road carriageway creating a sense of entering into Unanderra Town Centre.
- Lower building heights along the northern edges of the town centre can ensure a smoother transition in scale between the town centre buildings and its surrounding residential context.
- Setbacks should align with SEPP 65 and Wollongong DCP 2009.

##### Recommendations/ Findings

Retain 2 storey street wall but reduce upper level setback from 5m to 4m to create constancy across the centres .

## 03 Centres Review

### 3-11 Unanderra

- D** Reduce the setback to Laneway 139 from 3m to 1m for consistency with current buildings and the laneway is over 8m wide.
- E** Increase the setback along Victoria St from 2m to 3m and also provide it along Tallegalla St to minimise interface impacts to adjoining residential development.
- F** 3m landscaped setback proposed along the eastern side of Princes Hwy to the north to create opportunity for street trees.
- G** Proposed built form and active frontage modified across these sites to accommodate existing 'SP2 - Road' zoning (potential road widening).

#### Flooding

##### Existing DCP

- No specific reference to the flooding in the B4 Centres section of the DCP.

##### Unanderra Town Centre Master Plan

- Flooding is a key consideration in Unanderra Town Centre.
- High velocity flows occur along the course of Charcoal Creek, particularly through the open space at the southern end of the town centre.
- Low velocity flows affect all properties on the southern side of the Princes Hwy and the northern part of the block bounded by Central Road and Nudjia St.
- Future development must be resilient to flooding and accommodate the natural ecosystems that characterise Charcoal Creek.

#### Recommendations/ Findings

Land to the north of the centre, around Wests Illawarra, and to the south of the centre either side of Charcoal Creek is a medium flood risk zone. The majority of sites between the highway and the railway line are either a low risk or medium risk zone.

Development in medium flood risk zones will require development controls that consider and mitigate flooding risk (eg raised floor levels).

#### Access Network

##### Existing DCP

- Direct vehicular access to / from the Princes Hwy is generally prohibited.
- Rear laneway access preferred.
- Council carparks located in Precincts 1 and 2.
- Contribution towards a multi-deck car parking facility (on Council's on-grade carpark in Precinct 1), in lieu of on-site parking, can be negotiated, via a voluntary planning agreement (Precinct 1,2 ).
- In Precinct 2, concession of two spaces available where linkages made between carparks, enabling legal access arrangement via rights of carriageway.
- No proposed pedestrian through site links.

##### Unanderra Town Centre Master Plan

- Focus on a pedestrianised, tree-lined central spine running north-south through internal blocks is proposed.
- Public parking to be on street, with the majority of the sites to be serviced by rear deck car parking. Aim is to deliver a public environment that is practical in its level of parking provision but not visually dominated by the car.

#### Recommendations/ Findings

Reconsider denying vehicular access from Princes Hwy for single access properties backing onto the rail line, however consolidated parking and driveway entries should be encouraged.

- H** Master Plan 'central spine' shown on DCP Precinct Plan, as some parts are currently provided both formally and informally. North of Central Rd, the link location has been modified slightly from the Master Plan to reflect existing usage, cadastre and ownership constraints.

- I** Master Plan indicates extending and formalising Tallegalla St so that it connects to Central Rd.

## 03 Centres Review

### Views

Existing DCP

- No indication of important or prominent views.

Unanderra Town Centre Master Plan

- Not identified

#### Recommendations/ Findings

Identify views of Illawarra Escarpment along east-west streets - in particular views of Mt Kembla looking west along Victoria St.

### Open Space

Existing DCP

- No indication of open space provisions.

Unanderra Town Centre Master Plan

- The intent is to develop a 'central spine' balancing hard and soft landscape throughout the centre.
- The spine is to be defined by trees and planting, creating a green canopy through the centre linking the open spaces to the north and south.
- 'Tannery Street Square' is proposed adjacent to the existing heritage building and connected to the central spine.
- Charcoal Creek can be transformed into a riparian greenway, enabling connection to natural ecosystems.
- Increased trees and planting can connect the surrounding ecologies, and WSUD interventions can have a positive impact on local flooding issues.

#### Recommendations/ Findings

J

Proposed Tannery St Square added to Precinct Plan as desired public/ community space

Require landscaped setbacks to allow for increased planting and trees to improve pedestrian amenity.

### Other/ Future Considerations

#### Recommendations/ Findings

Detailed built form testing of sites between the Princes Hwy and the railway line has resulted in recommendations for zoning and built form (see below).

Some of the R2 zoned lots between the Princes Hwy and the railway line, south of the Unanderra Town Centre, are currently commercial premises, including food and beverage outlets, child care centres, photography studios and a new development of four industrial units. This land faces constraints including flooding and riparian constraints near Allans Creek, narrow lots and noise from the Princes Hwy and the railway line.

K

Consider rezoning the R2 zoned land to acknowledge the existing uses and site constraints.



## 03 Centres Review

### 3-11 Unanderra

#### Built Form Testing - Site 1 of 2

##### Existing principal planning controls:

|                     | Existing | Surrounding          |
|---------------------|----------|----------------------|
| Zone                | E3       | E1                   |
| Height of buildings | 11m      | 9m, 13m, 15m         |
| FSR                 | 0.5:1    | 0.5:1, 0.75:1, 1.5:1 |

##### Sites tested:

- Princes Hwy at Unanderra Train Station (Sites A and B)

##### Site features and testing assumptions:

- These two narrow sites are located between the Princes Hwy, a major road, and an active railway line that caters to both passenger and freight services.
- The cadastre boundary includes the railway line, and therefore the zoning boundary was used for site testing.
- The approximate 120 commuter car parking spaces were assumed to be retained.
- A private loop road has been built to provide access to bus stops, commuter car parking and Unanderra Train Station.
- A tributary of Allens Creek runs through the northern part of the site, but is not mapped by the NSW Hydro Line dataset (Spatial Services Department of Finance, Services & Innovation), and is not shown in the DCP. Additional studies may be required to establish if development should allow for a riparian zone.
- This site is flood prone, with parts of the site designated as a floodway. Built form was kept outside the floodways, however basement parking was assumed to be possible on this site, as long as the basement entry is outside the flood zone.
- There is an existing stand of mature trees near the Princes Hwy which would be retained. These trees impact the resultant built form and basement.
- The width of Site B is approximately 12m to 22m, making it a challenging site for efficient basement parking. The use of surface car parking would reduce the development capacity.

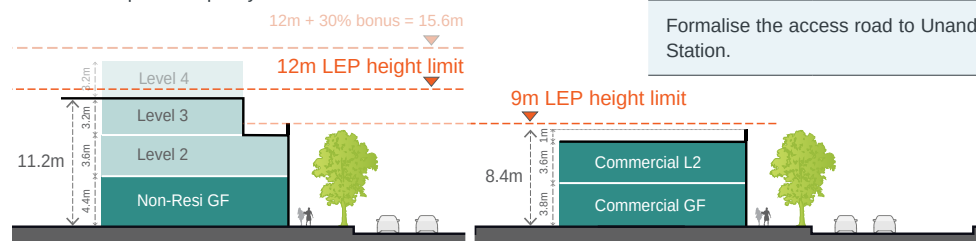


Figure 104 Height strategy for Unanderra site testing

##### Testing outcomes:

| Typology             | Parking                                           | Land-scape | Deep soil |
|----------------------|---------------------------------------------------|------------|-----------|
| Commercial, 2 storey | Achieved control with Surface + 2 storey basement | n/a        | n/a       |

##### Findings:

- Residential development is disincentivised, due to the proximity of the highway and railway. A 9m height limit would allow for two commercial storeys, but inhibit 3 storey shop-top development (Figure 104).
- Consider formalising the access road to ensure pedestrians, buses and cars can access Unanderra Train Station.
- Surface car parking should be sleeved with commercial uses to promote a lively facade to the Princes Hwy, improve the safety of the access road, and increase surveillance of the commuter parking.
- Car parking was accommodated within 2 basement levels on Site A. Site B must either amalgamate, or enter a shared car parking arrangement with Site A.
- A 6m landscaped front setback would match the western side of the road, however it would constrain the ability to provide the basement car parking that is required for both sites. A 3m setback was used instead, as this accommodates basement parking and contributes to landscaping and street planting.
- 0m side setbacks help activate the access road.

##### Recommendations

| Zone                                                                                                                                           | Height of buildings | FSR               |
|------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|-------------------|
| E1                                                                                                                                             | 9m                  | 0.5:1 (no change) |
| Discourage shoptop development by implementing a 9m height limit, which allows 2 storeys of commercial, but not 3 storeys of shop top housing. |                     |                   |
| Apply a 3m front setback and a 0m side setback.                                                                                                |                     |                   |
| Formalise the access road to Unanderra Train Station.                                                                                          |                     |                   |

### 03 Centres Review

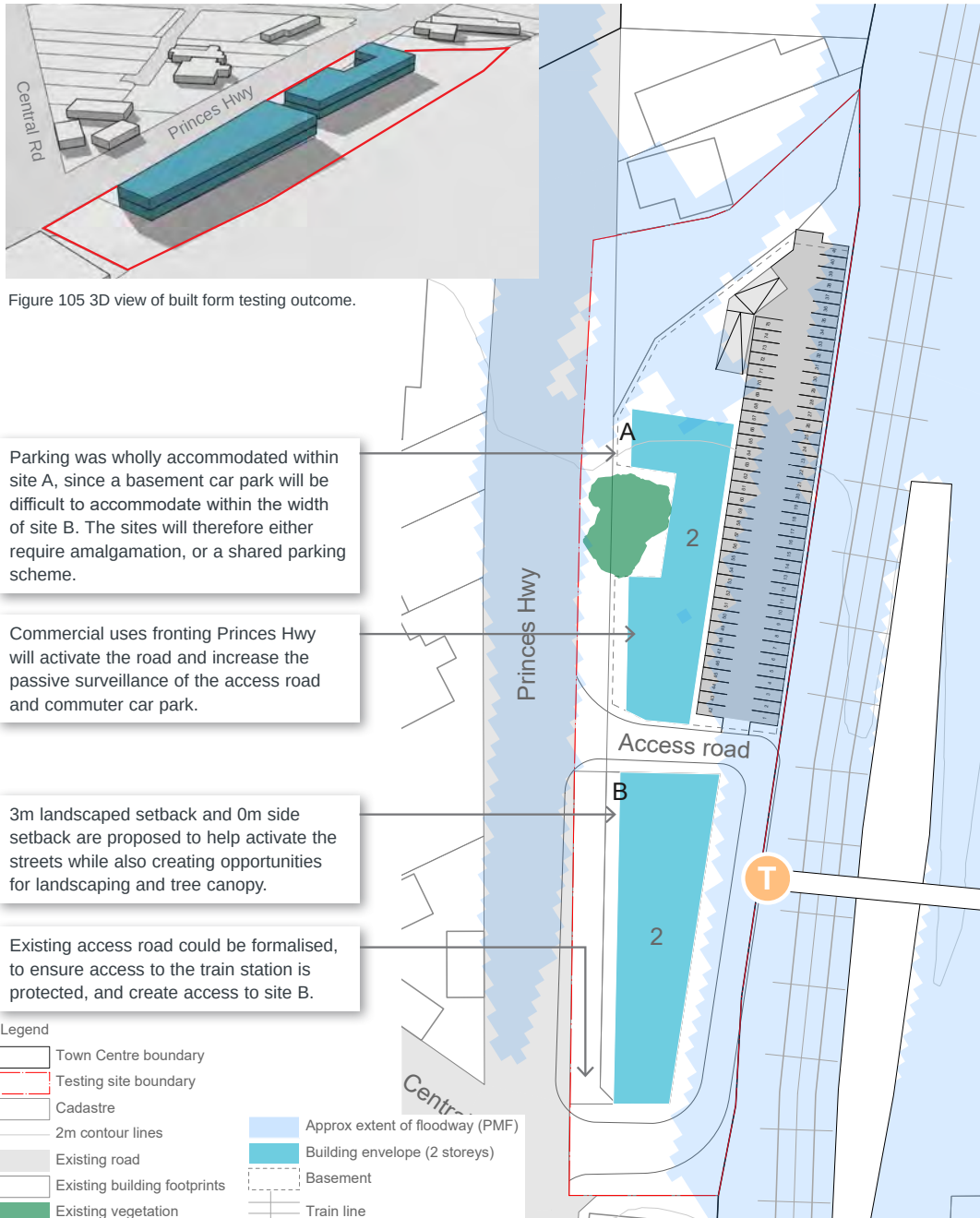


Figure 106 Unanderra Site 1 Resultant Built Form Testing Plan

0 10m 25m 50m



## 03 Centres Review

### 3-11 Unanderra

#### Existing principal planning controls:

|                     | Existing | Surrounding          |
|---------------------|----------|----------------------|
| Zone                | E3       | E1                   |
| Height of buildings | 11m      | 9m, 13m, 15m         |
| FSR                 | 0.5:1    | 0.5:1, 0.75:1, 1.5:1 |

#### Sites tested

- 113 to 159 Princes Hwy (Site C)
- 135-157 Princes Hwy (Site D)
- 163 to 175 Princes Hwy (Site E)
- 177 to 179 Princes Hwy (Site F)

#### Site features and testing assumptions:

- Charcoal Creek is mapped in the DCP as a Category 3 waterway, requiring a 10m riparian zone from the top of bank to each side of the waterway.
- This area is shown as "vehicular access denied" in the DCP. However commercial tenancies will require some level of vehicular access and narrow lot sizes mean that a secondary access road will likely be unfeasible. Built form testing minimised and coupled driveways where possible to reduce any safety risks and impact of driveways on traffic along the Princes Hwy.
- Potential future site uses are also constrained by noise from the adjacent highway and active freight railway line.
- Some lot amalgamation is evident in the area. Built form testing assumed amalgamation on Site C (3 lots) and Site E (5 lots), since the constraints of lot width and flooding suggest these sites are unlikely to develop further without some level of amalgamation.
- Built form testing assumed only the area of the site within the floodway could be used as surface car parking, with built form developed on the part of the site that is not a floodway.

#### Testing outcomes:

|        | Typology                         | Parking                                           | Land-scape | Deep soil |
|--------|----------------------------------|---------------------------------------------------|------------|-----------|
| Site C | Commercial (2 storeys)           | Achieved control with surface + 2 storey basement | n/a        | n/a       |
| Site D | Commercial (2 storeys)           | Achieved control with surface + 2 storey basement | n/a        | n/a       |
| Site E | Commercial (2 storeys)           | Achieved control with surface + 2 storey basement | n/a        | n/a       |
| Site F | n/a: Floodway limits development |                                                   |            |           |

#### Findings:

- Site F is widely impacted by the floodway and is therefore unlikely to develop unless flood mitigation works are undertaken. No change is recommended to FSR for this lot, however zoning and height could be amended in line with surrounding lots.
- Further consideration should be given to ways in which commercial developments can retain vehicular access from Princes Hwy, while addressing traffic safety and minimising the impact of driveways on active façades. Controls could include minimising the width of driveways, pairing driveways and creating built forms which provide adequate sight lines.
- The Town Centre Core extends to the pedestrian crossing at Victoria Street. To support an active high street character, a 0m front setback is recommended for sites in this area, and awnings and active frontages should also be considered.
- Sites south of Victoria Street are more likely to be accessed by car and less likely to provide active frontages to attract passers by. It is therefore recommended that a 3m front landscape setback applies.

#### Recommendations

|        | Zone | Height of buildings | FSR               |
|--------|------|---------------------|-------------------|
| Site C | E1   | 9m                  | 0.8:1             |
| Site D | E1   | 9m                  | 0.8:1             |
| Site E | E1   | 9m                  | 0.5:1 (no change) |
| Site F | E1   | 9m                  | 0.5:1 (no change) |

Discourage shoptop development by implementing a 9m height limit, which allows 2 storeys of commercial, but not 3 storeys of shop top housing.

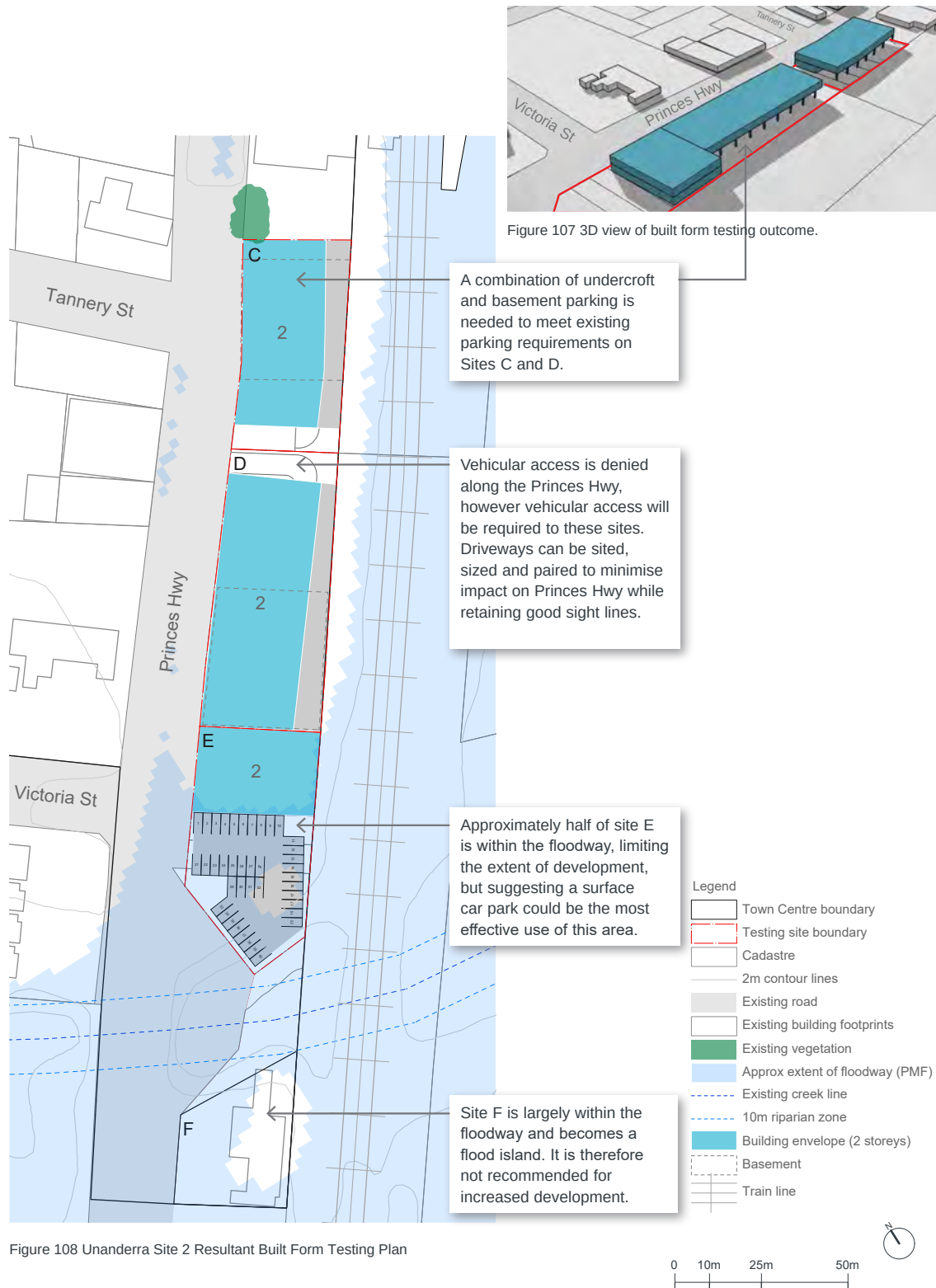
Apply a 0m front setback along the Princes Hwy north of Victoria Street, with consideration for awnings and active frontages.

Apply a 3m landscape setback south of Victoria St.

Apply a 0m side setback to encourage a continuous street wall.



### 03 Centres Review



## 03 Centres Review

# 3-12 Warrawong



Figure 109 Warrawong Centre Boundary

### Overview

|                         |                                                |                        |                |
|-------------------------|------------------------------------------------|------------------------|----------------|
| Centre Hierarchy        | <b>Major Regional Centre</b>                   | TOD                    | <b>No</b>      |
| Heritage considerations | <b>No</b>                                      | LMRH                   | <b>Centre</b>  |
| Flood Affected          | <b>Yes - overland flow</b>                     | Specific Site Testing  | <b>Yes 3x</b>  |
| Latest Town Centre Plan | <b>Warrawong Town Centre Masterplan (2013)</b> | Solar Analysis Testing | <b>Yes</b>     |
| Existing Zoning         | <b>E2, MU1, RE1</b>                            | Existing LEP Height    | <b>9m, 24m</b> |
| Existing max. FSR       | <b>0.75:1, 2.5:1</b>                           |                        |                |

## 03 Centres Review

### Context

Warrawong is a Major Regional Centre located on the north-eastern side of Lake Illawarra and is the second largest centre within the City of Wollongong LGA. It is a combination of a street based centre situated along King St and Cowper St, and a large enclosed shopping mall. The centre includes supermarkets, department stores, cinema, retail and specialised services, professional services and a number of fast food establishments. It also contains a large regional bulky goods retailing area.

A new Southern Suburbs Community Centre and Library is planned on the corner of Greene St and King St and will be adjacent to a new Town Square that will service the Centre.

The area is likely to experience an increase in development activity, with medium density housing and mixed use developments within and surrounding the centre.

### Desired Future Character

The new town plaza located on Cowper Street, west of Kings St, provides a much-needed open space within the centre. The centre's attractive network of streets, laneways, footpaths and pedestrian links, is augmented with new through-site links to enhance walking and cycling around the centre.

Development within the centre that is taller than 4 storeys, incorporates a four-storey street wall, creating a visual character befitting the scale of a regional centre. Retail activity and active frontages are concentrated around the intersection of King St and Cowper St, maximising activation within a walkable catchment. Interactive frontages outside the core area, along King St and Cowper St, and along the laneways strengthen the existing core and improve its vibrancy.

Existing and new buildings retain slight-lines along laneways to provide legibility and increase safety. Taller mixed use development within the centre enjoy views of Lake Illawarra. Mid rise housing on the edge of the Centre allows for a successful transition between the centre and surrounding lower scale residential areas.

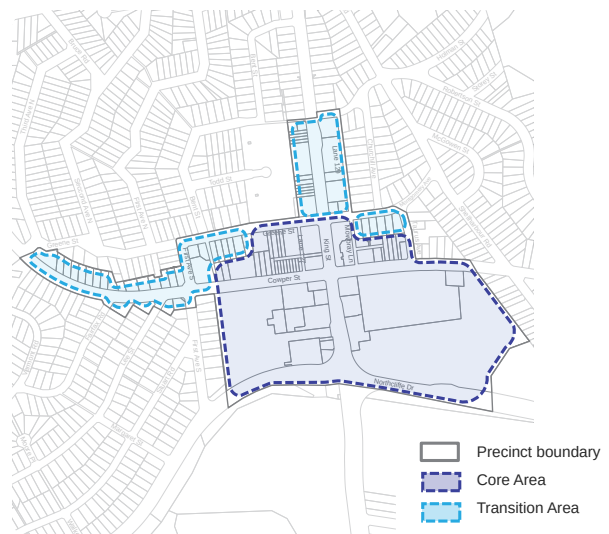


Figure 110 Warrawong Character Areas



Figure 111 Warrawong Movement and Place street functions



## 03 Centres Review

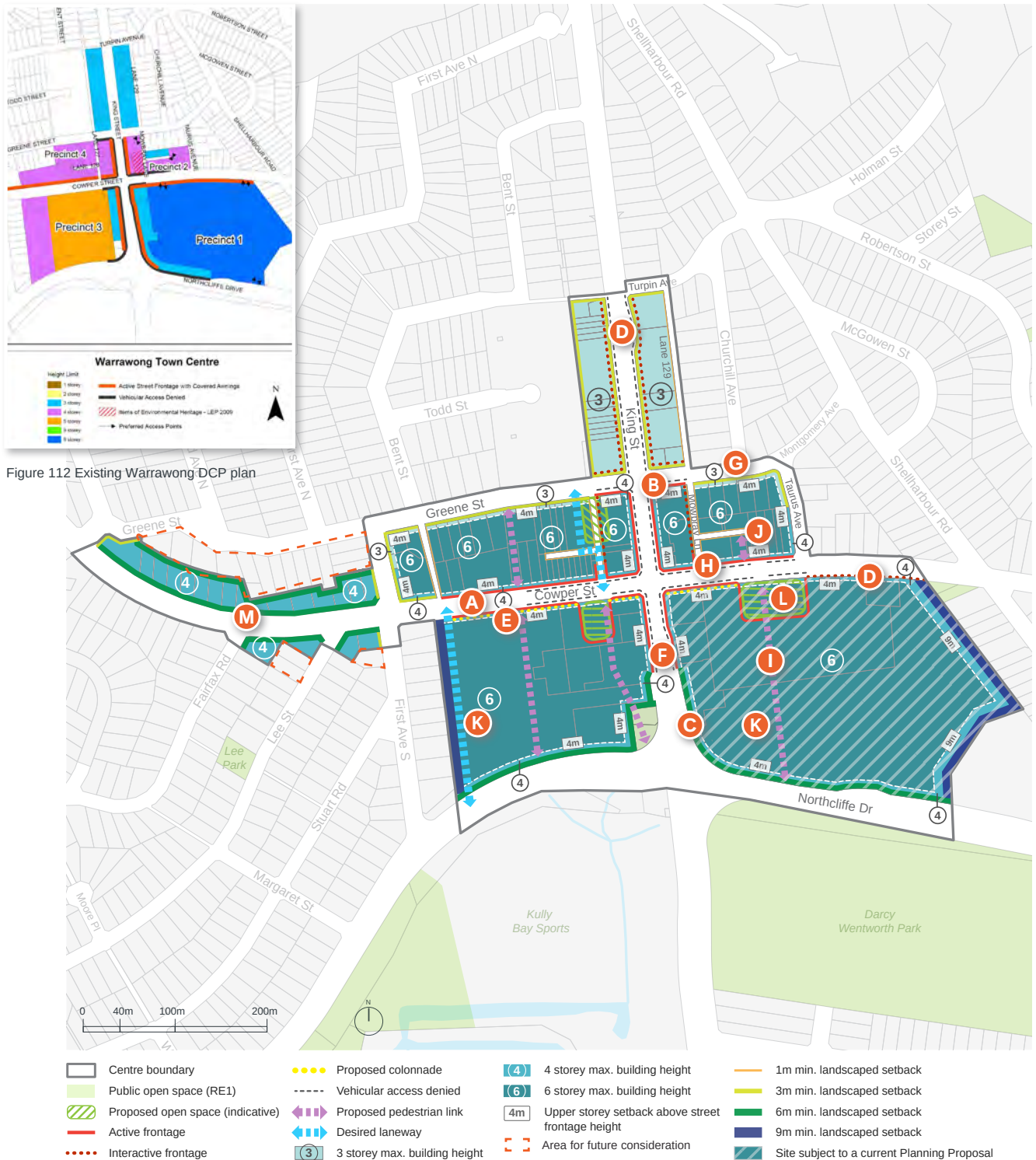


Figure 113 Proposed Warrawong DCP Precinct diagram

## 03 Centres Review

# 3-12 Warrawong

### Active Frontages

#### Existing DCP

- Fine grain active frontages to King St near Cowper St and along Cowper St.

#### Warrawong Town Centre Masterplan

- Fine grain active frontages to King St close to Cowper St.
- Further away from Cowper St along King St streets are visually active.
- Awnings are required on streets with active frontages and frontages to the plaza and open space areas.
- Laneways do not require awnings.

#### Recommendations/ Findings

- A** Require active frontages along both sides of Cowper St and around new areas of open space.
- B** Wrap active frontages around corners to increase activation and form a 'gateway' into the centre.
- C** Reduce the extent of active frontages along the southern end of King St and the eastern end of Cowper St to concentrate activity around the intersection of King St and Cowper St.
- D** Consider requiring interactive frontages at the northern extent of King St, the eastern edge of Cowper St and along the intersection of King St and Greene St.
- E** Confirm if colonnades are required on the southern side of Cowper Street. If they are they should have a minimum width (2.5 to 3m min. suggested) and ideally one and half to two storeys high to create a high quality pedestrian environment and retain sunlight and views of shopfronts. Also consider removing the requirement for awnings along active frontages which are also colonnades.

### Built Form

#### Existing DCP

- Precinct 1: Max eight (8) storeys. A 0m front setback is permitted to Cowper St and King St for four (4) storeys with a 5m setback above. A min 10m side setback for the first three (3) levels with a 20m above off the eastern and south-eastern side property boundaries is required.
- Precinct 2: Max four (4) storeys. A 0m front setback for three (3) storeys with a 5m setback above.
- Precinct 3: Maximum five (5) storeys (except a max four (4) storeys for the western side). A 0m front setback for three (3) storeys to Cowper St and King St with a 5m setback above. A 10m rear setback to the west (fronting First Avenue South).
- Precinct 4: Maximum four (4) Storeys. A 0m front setback to Cowper St street for three (3) storeys of any building with a 5m setback above.
- Precinct 5: A 0m front setback to King St, Turpin Ave, Greene St and Montgomery Ave. A 3m landscaped setback off the rear laneways.

#### Warrawong Town Centre Masterplan

- 0m setbacks to streets and laneways with active frontages. 3m front setbacks if no active frontages.
- Colonnades on the southern side of King Street.
- 5m setbacks to laneways Mowbray Ln and Lane 127 for footpath widening and landscape areas.
- Setbacks for large-format retail fronting King Street for future sleeving with active frontage built form.
- Setbacks to south-facing frontages on Cowper St for upper levels above 2-stories are to be 3m to provide better solar access to the public domain.

#### Recommendations/ Findings

- Generally maintain existing DCP max. building heights and street wall heights, except where they need to be reduced to align with the LEP.
- F** Consider increasing the street wall height to four storeys across the centre to provide consistency across the centre and better reflect the scale of this Major Regional Centre.
- G** Consider a three storey street wall along Greene St to interface with lower density residential to the north.
- Consider reducing the upper level setback to 4m to be consistent with other centres.

## 03 Centres Review

# 3-12 Warrawong

### Access Network

#### Existing DCP

- Precinct 1: Car parking serviced to / from Cowper St and Northcliffe Dr only. The existing at-grade car parking area on King St restricted to left in / left out movements only.
- Precinct 2: Car parking serviced by direct vehicular access to / from rear lanes only. Vehicular access via Cowper St will not be supported, except where there is no alternate access.
- Precinct 3: Car parking between the existing the sites shall remain physically linked with coordinated access arrangements by the creation of reciprocal rights of carriageway over the sites. Car parking access to / from Northcliffe Dr and Cowper St only.
- Precinct 4: Car parking between the existing the sites shall remain physically linked with coordinated access arrangements by the creation of reciprocal rights of carriageway over the sites. NOTE: parking concessions are available to encourage the linking of surface car parks between adjoining sites. Sites with rights of access to Lane 127 or Lane 128 must use these for access. Direct vehicular access to King St prohibited.
- Precinct 5: Car parking areas on the eastern side of King St restricted to access to / from the rear laneway (Lane 129) only. Direct vehicular access to / from King St is prohibited. For sites on the western side of King Street existing access arrangements create adverse impacts on King St. Remove existing driveway crossovers along the King Street frontage with access provided from the rear laneway (Lane 127). In order for this to occur the rear laneway will need to be constructed. The cost of laneway must be fully met by the developer.

#### Warrawong Town Centre Masterplan

- A pedestrian connection to Kully Bay Reserve through the town centre past the open space creates a 'green spine' for pedestrians and cyclists.
- Pedestrian pathways use the laneways to provide a comfortable walking environment. Laneway connections close to the Cowper-King intersection are to be pedestrian only.
- Limiting vehicular access to lots fronting King Street requires a new laneway connection on the North-Western side.

### Recommendations/ Findings

Generally retain existing vehicular access recommendations in the current DCP.

Reconsider the Master Plan recommendation that laneways be closed at one end as the laneways are narrow and widening would be required for two way traffic unless new vehicular connections can be achieved. Consider making laneways 10km/hr shared zones.

Desired pedestrian links through the Shopping Centre site may change with the current Planning Proposal. A direct clear link from Cowper St to the bus stops on Northcliffe Dr is desired.

Potential rezoning of this area creates an opportunity for an additional pedestrian link through to Cowper St.

### Views

- No key public views identified in DCP or Town Centre Masterplan

### Recommendations/ Findings

Retain sightlines along pedestrians and links to provide legibility and increase safety.

### Flooding

- Flooding not identified in the in DCP or Town Centre Masterplan

### Recommendations/ Findings

The majority of the centre is not subject to medium or high flood risk. The western corner of the site (alongside lots that front First Ave South) and the majority of the Shopping Centre site especially along Northcliffe Dr is subject to medium flood risk.

Development in medium flood risk zones will require development controls that consider and mitigate flooding risk (eg raised floor levels).



## 03 Centres Review

### Open Space

Existing DCP

- Nil

Warrawong Town Centre Masterplan

- New Town Plaza located on Cowper Street, west of Kings St.
- Park on King St near Northcliffe Dr forms part of 'green spine' connecting Cowper Street and the new Town Plaza to Kully Bay Reserve.
- Trial temporary uses on the car park on Cowper Street next to the shopping centre to provide additional activities and amenity.

#### Recommendations/ Findings

Show the proposed open spaces in the DCP Precinct diagram

L

Consider the desired size and location of any future open space on the shopping centre site and the current location and shape reflects an existing car park. A narrower, deeper space may be more successful. The location and shape of this space is likely to change given the current planning proposal.

### Other/ Future Considerations

#### Recommendations/ Findings

Sites bounded by Turpin, Montgomery, Mowbray, and Churchill Streets could be rezoned to R3 to support a gradual transition from the Town Centre to surrounding residential areas. This could also create an opportunity to create a new pedestrian link.

L

Sites zoned MU1 Mixed Use to the west of Warrawong Town Centre to the north of Cowper St are small, steep, difficult to access, and are not required to meet future retail demand. Site testing has indicated that due to their shape, slope and access, these sites do not easily accommodate higher density housing. Consider rezoning the entire block up to Green St.

M

## 03 Centres Review

# 3-12 Warrawong

### Solar Testing

Site 1: New Town Square adjacent new Community Centre and Library, Greene Street

#### Recommendations/ Findings

This proposed future open space is intended to be used for passive recreation and is located within the Town Centre Core, accessible from Greene Street.

To test the impact of potential adjacent built form on this open space, the following proposed planning controls were used (as per the proposed Precinct Plan):

- 0m setbacks to front and side boundaries on properties east of the desired open space.
- 3m landscaped setback to front boundary on properties west of the desired open space.
- 3m landscaped setback to front, side and rear boundaries on properties north of the desired open space.
- 1m ground level setback to lanes.
- 4m setbacks to upper levels (above fourth storey) on front and side boundary.

These draft DCP built form controls and the north facing orientation of the proposed open space results in large amounts of direct sunlight to this green area for 4 hours a day or greater between 9am and 3pm in midwinter.

Council's Southern Suburbs Community Centre and Library is proposed on the corner of Greene St and King St. The proposed height of this future community centre is approx. 17m (3 storeys) which is less than the 6 storeys proposed in the DCP and tested below. This would result in even less overshadowing than shown below. Consequently, no additional numeric solar access restrictions are proposed for this open space.

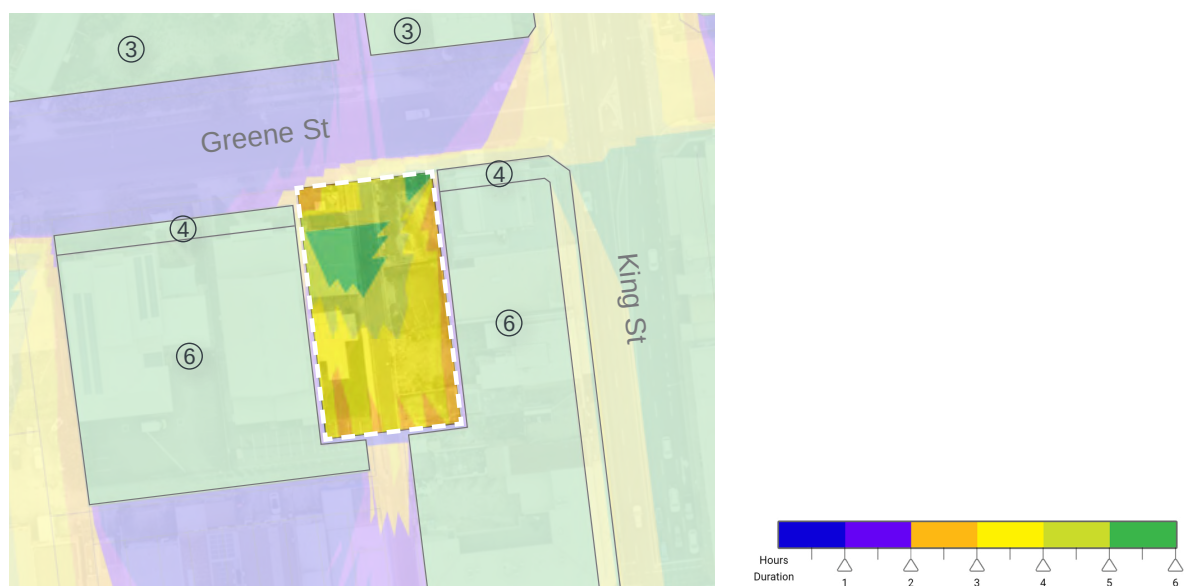


Figure 114 Draft DCP built form controls showing solar access duration in mid-winter (June 21) between 9am and 3pm to proposed open space

## 03 Centres Review

Sites 2: Public Reserve (RE1) on NW corner of King Street and Northcliffe Avenue

### Recommendations/ Findings

The RE1 open space is currently underutilised and contains vegetation and a bus stop shelter. It is located on the corner of King Street and Northcliffe Drive. It serves as a green relief point along King Street between the Kully Bay public open spaces to the south and Cowper St to the north. Recent public domain improvements to the north of the open space has increased the landscaping along King St. A 6m landscaped setback is further proposed in the DCP along this stretch of King St to formalise the landscaped buffer in this location.

Despite not being zoned RE1, the site directly north of the open space is Council owned and is currently vacant and serves as an extension of the green space. Council could consider expanding the RE1 land zoning in the LEP to include this site and safeguard its open space usage. If this occurs, the overshadowing impacts shown below would be further minimised by further setting back the proposed built from the current open space.

To test the impact of potential adjacent built form on this open space, the following proposed planning controls were used (as per the proposed Precinct Plan):

- 6m landscaped setback to side boundaries and along King St.
- 4m setbacks to upper levels (above fourth storey).

These draft DCP built form controls results in a majority of the open space receiving direct sunlight for 4 hours a day or greater between 9am and 3pm in midwinter. No additional numeric DCP solar access restrictions are proposed for this open space.

Kully Bay playing fields are in close proximity to this open space and provide large amounts of supplementary recreational open space.

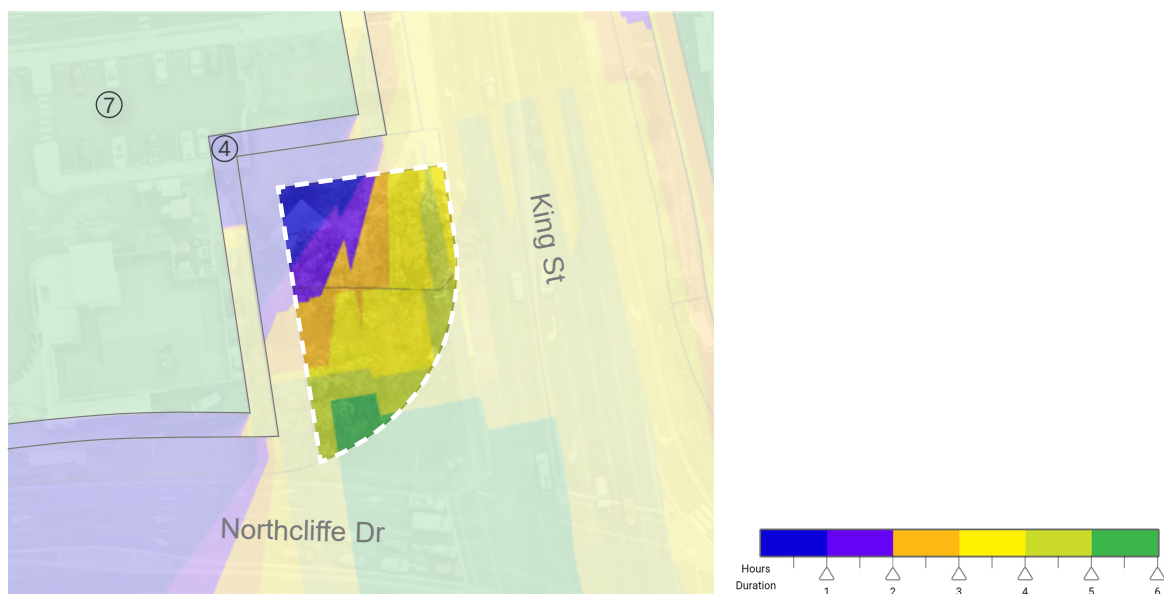


Figure 115 Draft DCP built form controls showing solar access duration in mid-winter (June 21) between 9am and 3pm to existing open space



## 03 Centres Review

# 3-12 Warrawong

### Solar Testing

Site 3: Kully Bay Sports Field and Darcy Wentworth Park

#### Recommendations/ Findings

These regional open spaces located to the south of Northcliffe Dr are used for passive and active recreation and include sporting fields and cricket pitches. Land located to the west of King St is largely zoned SP3 - Tourist.

The proposed DCP built form does not create any noticeable overshadowing of the identified open spaces. The large open spaces receive abundant solar exposure between 9am and 3pm in midwinter.

DCP objectives to ensure the open spaces are protected from overshadowing are recommended but additional numeric solar controls are not proposed.

Note: A recent state assessed planning proposal for the redevelopment of the Warrawong Plaza shopping mall includes building heights that exceed the existing DCP and LEP heights (up to 78m). The overshadowing impacts of the state assessed planning proposal built form on the identified open spaces have not been tested.

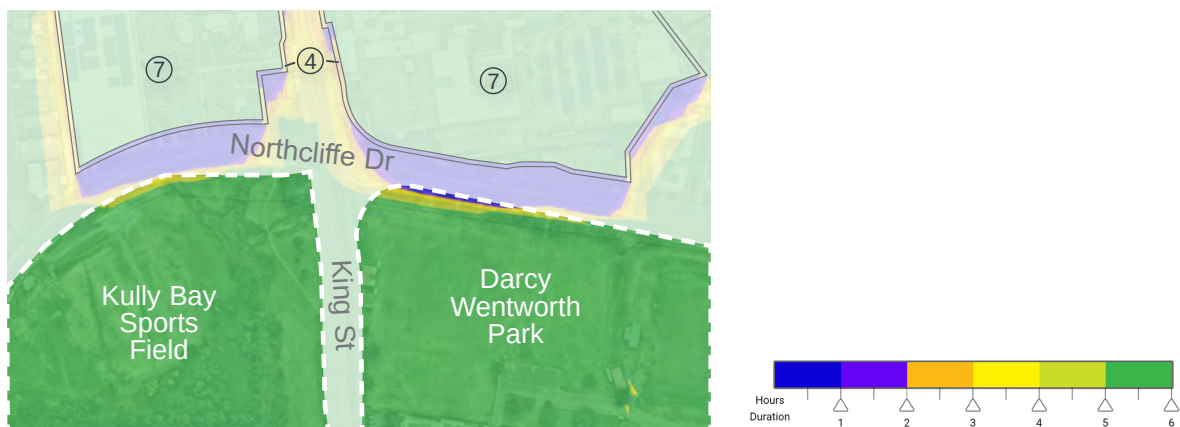


Figure 116 Draft DCP built form controls showing solar access duration in mid-winter (June 21) between 9am and 3pm to open spaces

## 03 Centres Review

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## 03 Centres Review

### 3-12 Warrawong

#### Existing principal planning controls:

|                     | Existing | Surrounding  |
|---------------------|----------|--------------|
| Zone                | E2       | E2, R2       |
| Height of buildings | 24m      | 9m, 24m      |
| FSR                 | 2.5:1    | 0.5:1, 2.5:1 |

#### Sites tested:

- 7-17 Montgomery Street

#### Site features and testing assumptions:

- An existing stand of four trees at the corner of Montgomery and Taurus Sts should be retained as they contribute to the character and tree canopy of an area with few large street trees and limited tree canopy. Built form testing adjusted the setbacks to building and basement to accommodate these trees.
- Site is within the Kully Bay Flood Planning Area, subject to the overland flow.

#### Testing outcomes:

| Typology                       | Parking                                              | Land-scape                     | Deep soil                      |
|--------------------------------|------------------------------------------------------|--------------------------------|--------------------------------|
| Apartment building (6 storeys) | Achieved control with 2.5 levels of basement parking | 160% of required area achieved | 160% of required area achieved |

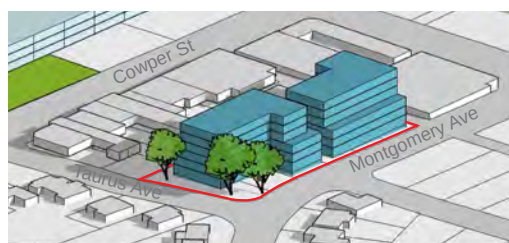


Figure 117 3D view of built form testing outcome.

#### Findings:

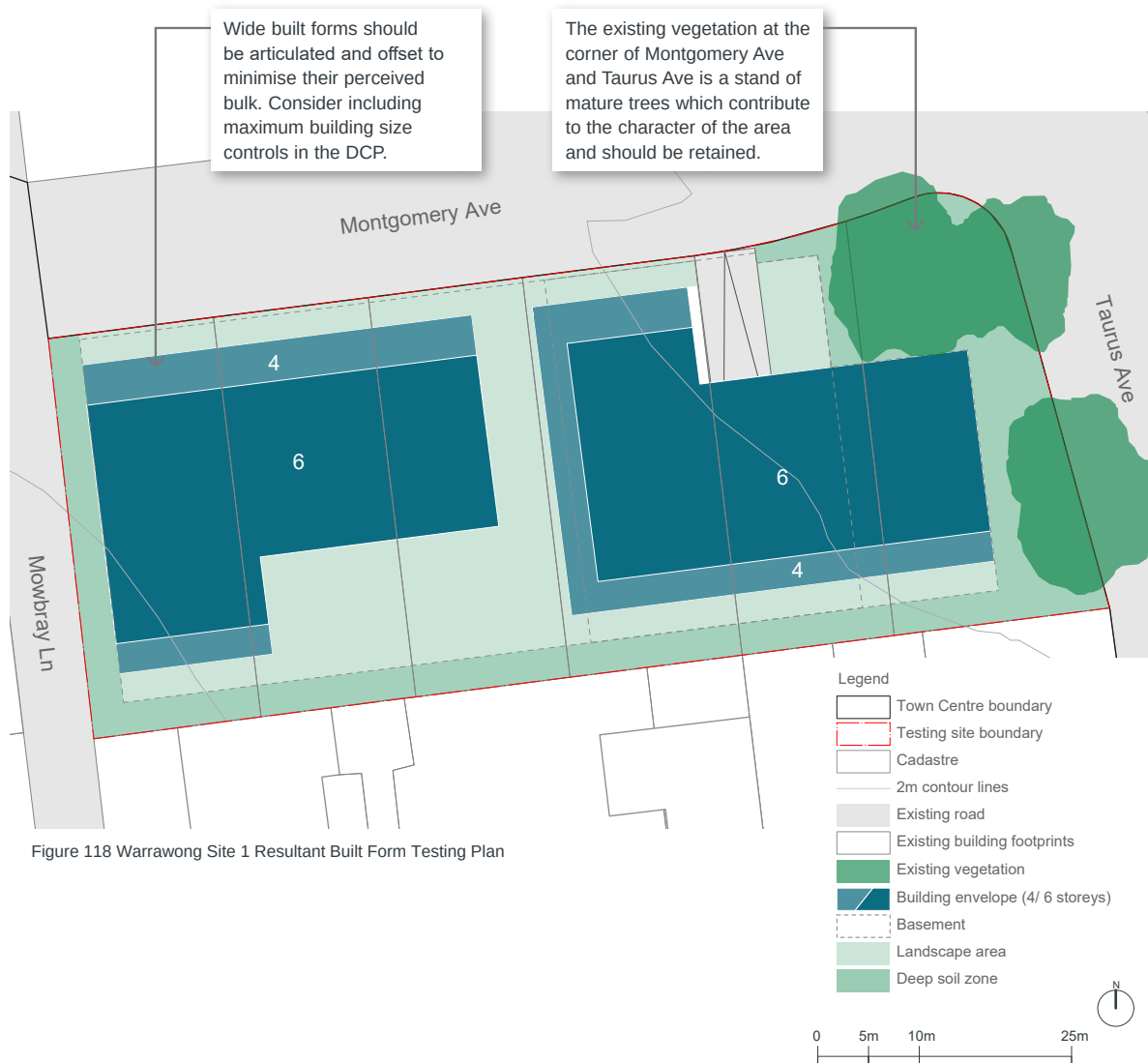
- This site is ideally suited to residential flat buildings, as it has no heritage constraints, is in single ownership and enjoys generous proportions that allow different building configurations and options for accessing basement parking.
- These generous proportions could translate into large slab buildings which can appear monolithic and bulky from Montgomery Avenue. To mitigate this outcome, consider maximum building size and articulation controls for the DCP.
- Built form testing modelled six-storey apartment buildings (20m height) and achieved an FSR of 2:1.
- Two basement levels and a partial third level are required to meet the parking requirements of the DCP.
- Testing exceeding landscape and deep soil provisions.
- Built form testing resulted in 3m front and secondary setbacks to provide a transition between the adjacent residential areas which have a 6m setback and the Town Centre (0m setback).
- The existing 6m rear setback is recommended to be retained, as it aligns with the ADG and creates opportunities for additional landscaping and deep soil.
- To reduce the perception of bulk from the street and facilitate a smooth transition between the 24m (six-storey) height of the Town Centre and the 9m (one-to-two-storey) height of surrounding residential areas, an upper-level setback of 4m was applied above the second storey.
- Further flood studies may be required to address the requirements of Ministerial Direction 4.1 Flooding as part of any future rezoning.

#### Recommendations

| Zone                                                                                                                           | Height of buildings | FSR |
|--------------------------------------------------------------------------------------------------------------------------------|---------------------|-----|
| R3                                                                                                                             | 20m                 | 2:1 |
| Apply a 3m front setback, 3m secondary site setback, 6m rear setback and an upper level setback of 4m above the fourth storey. |                     |     |
| Consider DCP controls around the maximum building size and articulation to prevent monolithic outcomes.                        |                     |     |



### 03 Centres Review



## 03 Centres Review

### 3-12 Warrawong

#### Existing principal planning controls:

|                     | Existing | Surrounding  |
|---------------------|----------|--------------|
| Zone                | E2       | E2, R2       |
| Height of buildings | 24m      | 9m, 24m      |
| FSR                 | 2.5:1    | 0.5:1, 2.5:1 |

#### Sites tested:

- 21-31 Greene Street (Site A)
- 33 and 35 Greene Street and 82 Cowper Street (Site B)

#### Site features and testing assumptions:

- Site A assumes amalgamation of five lots, creating a development parcel with frontage on Greene St, a side boundary adjacent to the drainage reserve/ through site link and a rear boundary to commercial/ retail premises fronting Cowper Street. The boundary to the east is a single storey building occupied by a not-for-profit organisation (Life Without Borders).
- Site B consists of three lots. The southern portion of the site (82 Cowper Street) is currently an Anglican Church, and the northern two lots (33 and 35 Greene Street) are private residences.
- Site is within the Kully Bay Flood Planning Area, subject to the overland flow.

#### Testing outcomes:

|        | Typology                        | Parking                                                   | Land-scape                     | Deep soil                     |
|--------|---------------------------------|-----------------------------------------------------------|--------------------------------|-------------------------------|
| Site A | Apartment buildings (6 storeys) | 95% of control achieved with 2 levels of basement parking | 150% of required area achieved | 80% of required area achieved |
| Site B | Apartment buildings (6 storeys) | 97% of control achieved with 2 levels of basement parking | 130% of required area achieved | 65% of required area achieved |

#### Findings:

- Site A is well suited to apartment development, given its proximity to Warrawong Town Centre, since they are not constrained by considerations such as flooding, heritage or steep topography, and have generous proportions if amalgamated.
- Site B is similarly well located, having few constraints and enjoying generous proportions, but is located on a steeper slope which presents both opportunities and challenges for development.
- While built form testing assumed amalgamation on both Site A and B, the southern portion of Site B (82 Cowper Street) is large enough to develop on its own. However, the two lots on the northern part of the site (33 and 35 Greene Street) would still likely require amalgamation to maximise their development potential.
- Recommended controls for both sites include a 3m front setback to transition between the adjacent residential areas (6m setback) and the Town Centre (0m setback), and a 3m secondary street setback. Retention of the 6m rear setback is recommended as it aligns with the ADG requirements and encourages landscaping and deep soil zones. An upper-level setback of 4m above the second storey reduces the perception of bulk from the street and supports the transition between the 24m (six-storey) height of the Town Centre and the 9m (one- to two-storey) height of surrounding residential areas.
- Built form testing considered 6-storey apartment buildings (20m height) and achieved a floor space ratio (FSR) of 2:1. Two basement levels are required to meet DCP parking requirements. While the testing comfortably met DCP landscape provisions, both sites showed a 20–35% shortfall in deep soil requirements. This could be mitigated with additional basement parking levels.
- Further flood studies may be required to address the requirements of Ministerial Direction 4.1 Flooding as part of any future rezoning.

#### Recommendations

| Zone                                                                                                                           | Height of buildings | FSR |
|--------------------------------------------------------------------------------------------------------------------------------|---------------------|-----|
| R3                                                                                                                             | 20m                 | 2:1 |
| Apply a 3m front setback, 3m secondary site setback, 6m rear setback and an upper level setback of 4m above the second storey. |                     |     |

## 03 Centres Review



Figure 119 3D view of built form testing outcome.

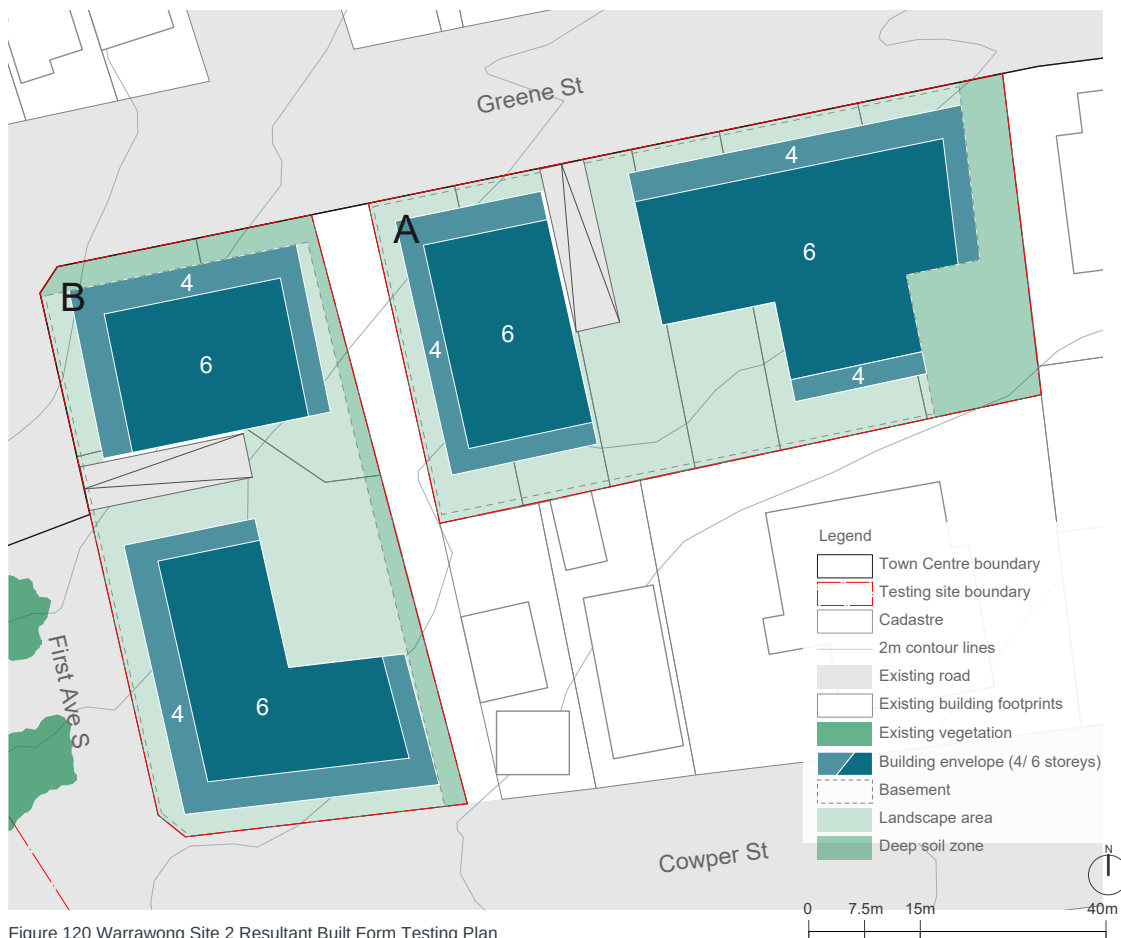


Figure 120 Warrawong Site 2 Resultant Built Form Testing Plan



## 03 Centres Review

### 3-12 Warrawong

#### Existing principal planning controls:

|                     | Existing | Surrounding  |
|---------------------|----------|--------------|
| Zone                | MU1      | E2, R2       |
| Height of buildings | 9m       | 9m, 24m      |
| FSR                 | 0.75:1   | 0.5:1, 2.5:1 |

#### Sites tested:

- Land zoned MU1 along Cowper Street between First Avenue and Greene Street.

#### Site features and testing assumptions:

- This site is heavily constrained by steep topography descending towards the southeast, small lots (largest measuring approximately 15m by 30m), irregular lot shapes, and existing mature vegetation.
- While the DCP does not currently restrict vehicular access from Cowper St, its role as a major road is expected to grow as the Town Centre develops, suggesting vehicular access from Cowper St should be minimised in future development.
- No commercial uses are indicated within this site, which suggests that businesses prefer locating within the Town Centre.
- Site is within the Kully Bay Flood Planning Area, subject to the overland flow.

#### Testing outcomes:

| Typology                          | Parking                                                                                                             | Land- scape | Deep soil |
|-----------------------------------|---------------------------------------------------------------------------------------------------------------------|-------------|-----------|
| Apartment buildings (4-5 storeys) | Development unlikely to be achieved due to constraints around site shape, dimensions, slope, vegetation and access. |             |           |

#### Findings:

- Built form testing found the lots on the site are too narrow to allow the development of efficient apartment buildings, even with amalgamation, with lot shape, slope and access adding further complications.
- Terrace houses were considered as an alternative to apartments, but are not likely to be feasible, as they resulted in low yield, high construction costs due to slope, and poor residential amenity, where one façade is exposed to street noise, two façades are party walls, and the remaining façade faces a steeply rising slope, creating dark interiors. This type of development would

also result in frequent driveways on Cowper St, which is undesirable.

- Despite these challenges, the site is suited to residential uses, due to its proximity to the Town Centre and bus stops. Its elevated position also offers opportunities to capture views of the lake and ocean.
- The recommendation is therefore to retain the existing principal zoning controls, and offer higher density residential controls as an incentive if the preferred amalgamation pattern is followed and public benefit is provided. To determine the preferred amalgamation pattern, potential public benefit and suitable planning controls, it is recommended that a masterplan is prepared.
- A masterplan will also ensure that site constraints are taken into account, including slope, retention of vegetation, fragmented ownership and vehicle access.
- Required public benefit could include the retention of vegetation, and a through-site link connecting Greene St with the Cowper St bus stop.
- It is recommended that the following study areas are considered as a starting point for the masterplan extents: block bounded by Greene St, Cowper St, and First Ave; 2–6 Lee St and 1 Fairfax Rd; 1 Lee St, and 8 and 10 First Ave.
- High level built form testing indicated that 4-5 storey apartment buildings would provide a strong transition between the single-storey detached dwellings to the north and west and the Town Centre, which will reach six storeys or more. A height limit of approximately 16m and with 4m upper-level setbacks above the second floor, will likely help to navigate slope constraints and reduce the impact of built form, particularly along Greene St. A large front setback (eg 6m) along Cowper St is likely to be required to provide adequate landscaping for noise buffering and privacy.
- Further flood studies may be required to address the requirements of Ministerial Direction 4.1 Flooding as part of any future rezoning.

#### Recommendations

Retain existing controls in the short term and prepare a detailed masterplan to investigate controls which can incentivise medium density residential development, while also delivering public benefit.

### 03 Centres Review

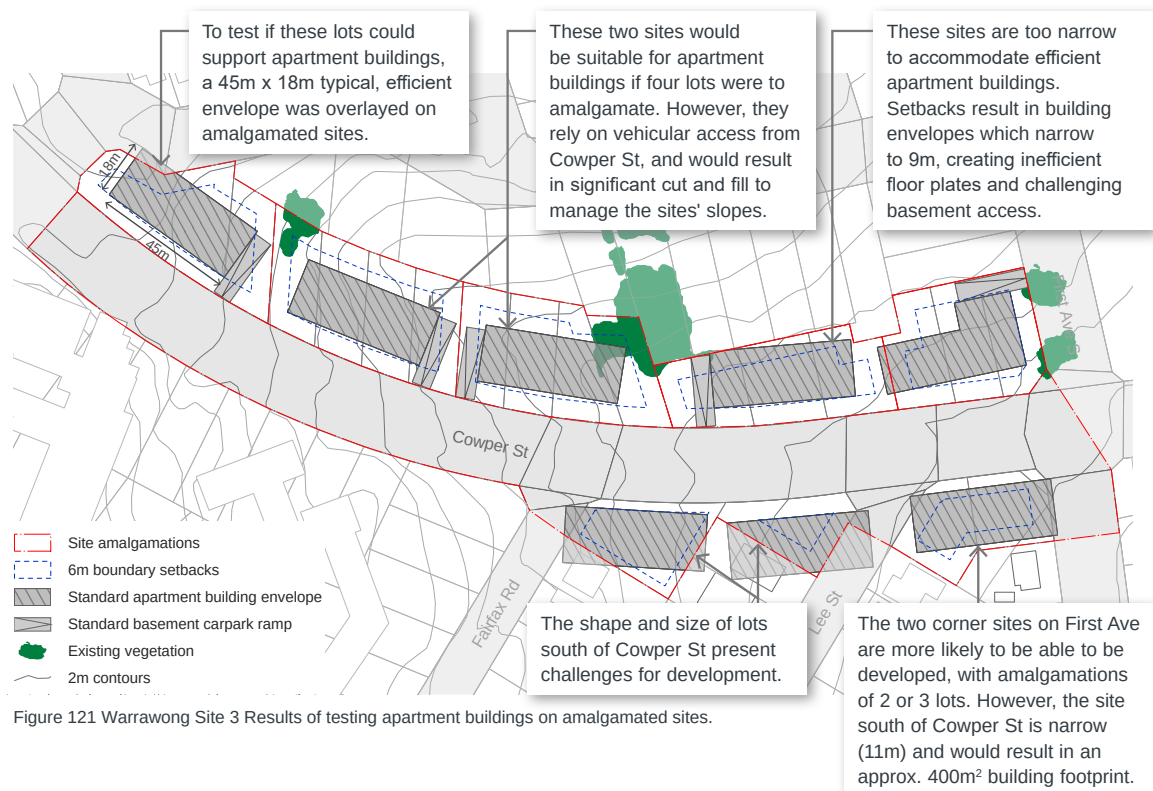


Figure 121 Warrawong Site 3 Results of testing apartment buildings on amalgamated sites.



Figure 122 Warrawong Site 3 Resultant Built Form Testing Plan

## 03 Centres Review

### 3-13 Woonona



Figure 123 Woonona Centre Boundary

#### Overview

|                         |                    |                        |                 |
|-------------------------|--------------------|------------------------|-----------------|
| Centre Hierarchy        | <b>Town Centre</b> | TOD                    | <b>No</b>       |
| Heritage considerations | <b>No</b>          | LMRH                   | <b>No</b>       |
| Flood Affected          | <b>Yes</b>         | Specific Site Testing  | <b>No</b>       |
| Latest Town Centre Plan | <b>No</b>          | Solar Analysis Testing | <b>Yes</b>      |
| Existing Zoning         | <b>E1, E3, SP3</b> | Existing LEP Height    | <b>11m, 12m</b> |
| Existing max. FSR       | <b>1.5:1</b>       |                        |                 |



## 03 Centres Review

### Context

Woonona is a Town Centre located north of Wollongong City Centre and is a traditional street based centre, with the core of the centre between the intersection of Princes Hwy with Hopetoun St and Campbell St. The centre is a combination of retail and service-orientated businesses along Princes Hwy, and includes a supermarket.

The Illawarra Escarpment can be seen to the west and the north of the centre, and contributes to the visual character.

### Desired Future Character

A two-storey street wall throughout the centre creates a cohesive and pedestrian-friendly scale of built form. Retail activity and active frontages are focused in the core area, maximising activation within a walkable catchment. Active frontages provided around Strachan Park increase activation and surveillance of the open space.

Well-maintained heritage buildings are spread across the centre, which influence the built form character.

Existing and new buildings retain view corridors to the escarpment to the west and southwest. Reduced building heights for properties north of Strachan Park minimises overshadowing of the open space, and protects views of the escarpment. Retention of existing links and provision of new through-site links improves access across Princes Hwy and to the parking areas, enhancing the overall connectivity.

Landscaped setbacks outside the core support successful transition to commercial and industrial areas in the north, and lower scale residential areas around the centre. A front landscape setback along Princes Hwy to the south also creates a 'green gateway' into the centre.

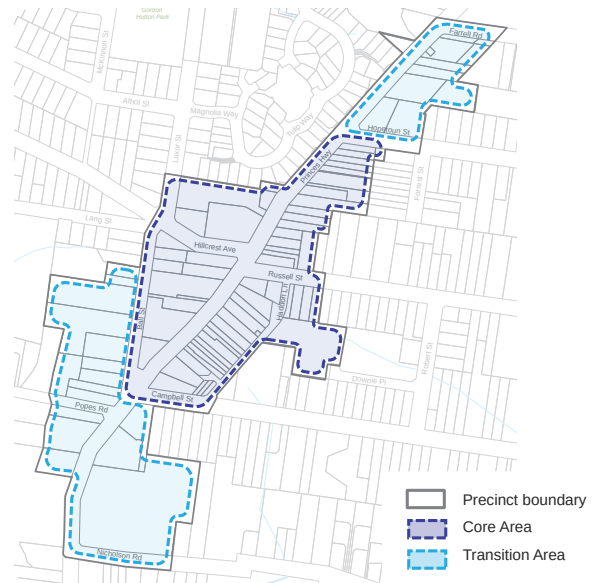


Figure 124 Woonona Character Areas



Figure 125 Woonona Movement and Place street functions

## 03 Centres Review

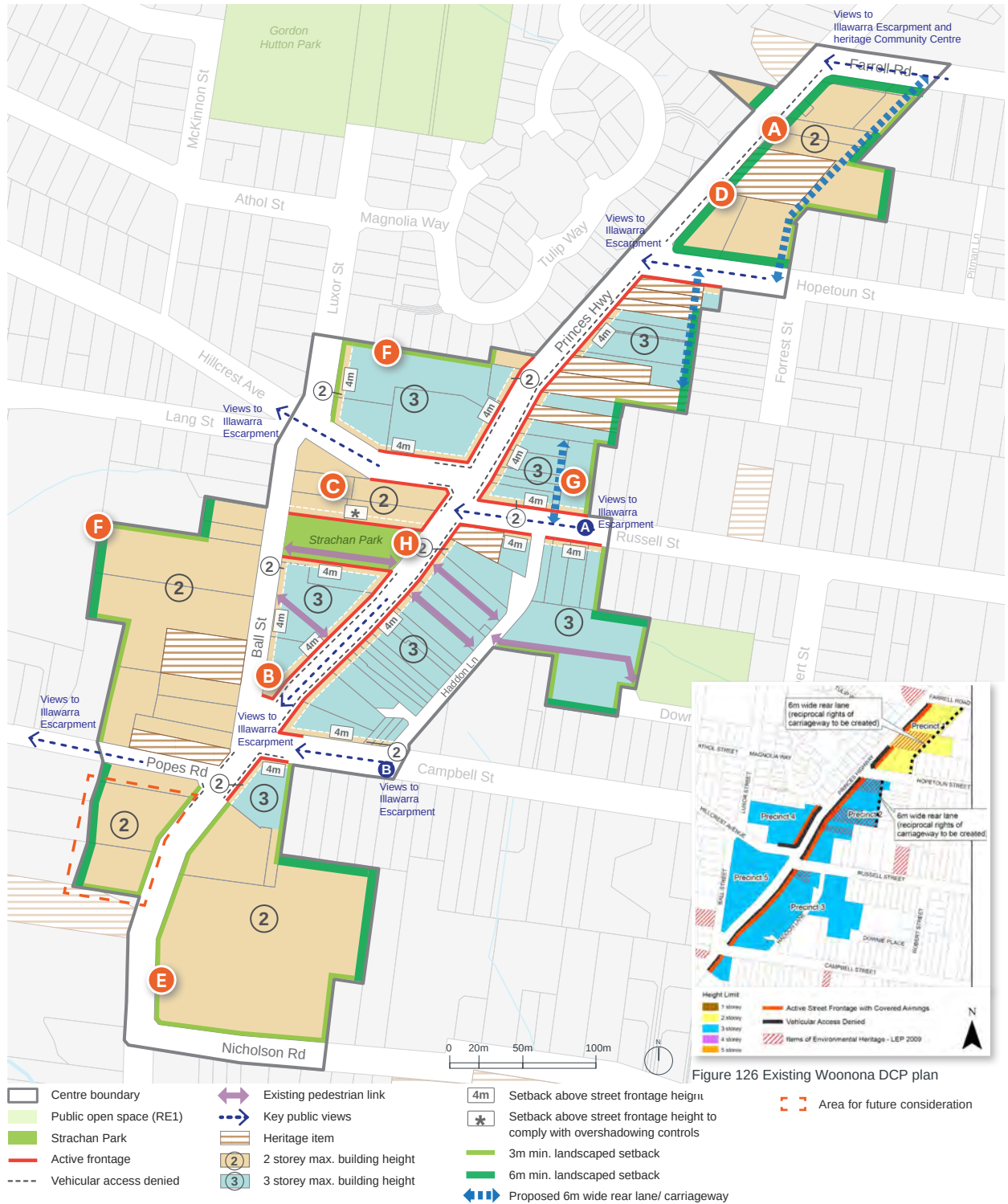


Figure 127 Proposed Woonona DCP Precinct diagram

## 03 Centres Review

### 3-13 Woonona

#### Active Frontages

##### Existing DCP / Council Maps

- Active frontage is recommended along Princes Hwy and along intersections at Russell St, Hopetoun St, Hillcrest Ave, Campbell St.
- A continuous cantilevered awning is recommended for all new buildings with active frontage along primary streets.

##### Recommendations/ Findings

A

Consider reducing the active frontage along the Princes Hwy frontage between Farrell Rd and Hopetoun St as this is too far north of the core town centre.

B

Retain all other active frontages in the DCP, with additional active frontage recommended to extend around corners of the Princes Hwy and partially along key side streets including Russell St, Hillcrest Ave and Campbell St.

Active frontage recommended around Strachan Park to increase activation and surveillance of the open space.

Continuous awning recommendations as specified in the DCP are proposed to be retained for all active frontages.

#### Built Form

##### Existing DCP / Council Maps

- For the block between Farrell St and Hopetoun St, maximum building height is 2 storeys, with a minimum 6m front building line setback, 0m side setback and required rear setback of minimum 6m.
- For the rest of the sites within the centre, maximum building height is 3 storeys, with a front setback of 0m for the first two storeys and a 5m setback for upper storeys. The side setback is 0m and required rear setback is minimum 6m.

##### Recommendations/ Findings

C

The existing DCP maximum building heights are proposed to be retained except for the properties directly north of Strachan Park. It is recommended that the maximum building height for these sites is reduced to two (2) storeys to minimise overshadowing of the open space and protect views of the Escarpment from Russell St.

D

The two-storey street wall is proposed to be retained but the upper level setback is proposed to be reduced from 5m to 4m.

E

The front landscape setback of 6m is proposed to be retained along the northern section of Princes Hwy (as per existing built form) to create an appropriate setting for the transition uses (commercial and industrial).

F

A front landscape setback of 3m is also recommended along the southern section of Princes Hwy south of Campbell St and along Nicholson Rd to help 'green' the arrival into the town centre.

The existing 6m rear setback is proposed to be retained. A 3m landscaped side setback is proposed where the centre interfaces with residential uses.



## 03 Centres Review

### 3-13 Woonona

#### Access Network

##### Existing DCP / Council Maps

- Direct vehicular access to the Princes Hwy not supported, except where alternative access arrangements are not physically capable of being provided from secondary streets.
- A 6m rear lane is required to the rear of sites connecting to Farrell Rd and Hopetoun St (reciprocal rights of carriageway to be created).
- Any car parking areas for development within this precinct shall be provided with direct vehicular access from either Farrell Rd, Hopetoun St, Russell St, Haddon Ln, Hillcrest Ave, Luxor St or Ball St.

##### Recommendations/ Findings

The current vehicular access as specified in the DCP is proposed to be retained. Any car parking areas for development within this precinct shall be provided with direct vehicular access from either Farrell Rd, Hopetoun St, Russell St, Haddon Ln, Hillcrest Ave, Luxor St or Ball St.

The DCP requirement for 6m rear lane provisions are maintained. These would provide access across the rear of sites connecting to Farrell Rd and Hopetoun St (reciprocal rights of carriageway to be created).

- G** Existing reciprocal right of carriageway to be extended and formalised and protected in the future.

A number of through-site links exist across the centre and should be retained and protected, including access across Strachan Park and the through-site link across the parking off Haddon Ln to connect Princes Hwy to Downie Pl and the residential development to the east.

DCP to include controls for activating existing and proposed through-site links and laneways.

#### Views

##### Existing DCP / Council Maps

- Views looking west at Illawarra Escarpment; along Popes Rd and Hillcrest Ave.
- Views from Strachan Park looking west.

##### Recommendations/ Findings

The Illawarra Escarpment can be seen from the west and the north of the centre, and contributes to the character of the centre. The views of the escarpment should be retained.

Identify important views in the DCP such as:

- View to the Illawarra Escarpment to the west along Popes Rd and Hillcrest Ave.
- View along Princes Hwy looking southwest.

The planning and design of building forms should identify and maximise view corridors between buildings.

#### Open Space

##### Existing DCP

- Nil

##### Recommendations/ Findings

Strachan Park shown as a park in the DCP Precinct diagram despite not being zoned RE1 open space.

Encourage connections to Strachan Park and other areas of open spaces and development along laneways that face the areas of open space to improve safety and encourage use of open spaces.

## 03 Centres Review

### Flooding

- Extensive flood risk is identified, with Collins Creek crossing south of Nicholson Rd.
- Additional flood impacts identified around the Ball St / Campbell St intersection.
- Not currently categorised in line with DCP E13 Floodplain Management.

#### Recommendations/ Findings

Development will require development controls that consider and mitigate flooding risk (eg raised floor levels).

### Other/ Future Considerations

#### Recommendations/ Findings

H

Consider re-zoning Strachan Park from E1 to RE1 Public Recreation to protect this public asset and increase justification for the need to protect sun access.

## 03 Centres Review

### 3-13 Woonona

#### Solar Testing

Strachan Park

##### Recommendations/ Findings

Strachan Park is used for both passive and children's recreation and contains a playground, bench seats and sheltered tables. It is centrally located within the Woonona centre between the Princes Hwy and Ball St.

The open space is orientated east-west which produces challenges to it receiving solar exposure due to the built form located directly to the north. This is exacerbated by the topography of the land which gently slopes upwards to Hillcrest Ave and increases the impact of built form overshadowing the park.

To minimise potential overshadowing impacts, a 2 storey height limit is proposed to the north of the open space.

The site constraints and proposed DCP built form controls resulted in the park receiving minimal solar access between 9am and 3pm in midwinter. A majority of the open space received less than 1hr of sun.

The existing children's play equipment is located along the northern boundary of the open space and receives full shading throughout the day. This is considered appropriate for this usage as it maximises sun protection for vulnerable users.

Additional solar exposure is desirable to the existing grass lawn located along the southern half of the open space (outlined in red in the figure below). This space features sheltered tables and seating.

Existing single storey community use buildings are expected to be retained on the site and minimally contribute to the overshadowing of the open space.



Figure 128 Draft DCP built form controls showing solar access duration in mid-winter (June 21) between 9am and 3pm





## 03 Centres Review

Strachan Park (Alternate built form)

### Recommendations/ Findings

To minimise overshadowing to the existing lawn along the southern boundary of the site, a modified built form was tested. This included:

- 3m landscaped setback to built form along the north-eastern boundary of the open space.
- 4m upper level setback to built form along the north-eastern boundary of the open space.

This resulted in a greater amount of the existing southern grass area (outlined in red in the figure below) retaining solar exposure. Approximately 75% of this area retained solar access for greater than 4 hours a day between 9am and 3pm in midwinter.

A recommended new numerical DCP solar control: "*the identified area of Strachan Park must receive at least 4 hours of direct sunlight between 9am and 3pm in mid winter (21 June)*" is proposed.

The setbacks tested in this alternate option represents a GFA loss of approximately 165m<sup>2</sup> per level. Assuming amalgamation of the sites between Strachan Park and Hillcrest Ave, this loss of FSR is marginal. This option illustrates one suitable design approach to achieve the desired solar control above.



Figure 129 Alternate DCP built form controls showing solar access duration in mid-winter (June 21) between 9am and 3pm





Chapter B4 Development in Centres and Peripheral Sales Precincts

**Table of Proposed Changes to Chapter B4: Development in Centres and Peripheral Sales Precincts of Wollongong Development Control Plan 2009**

| Section in existing DCP Chapter B4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Proposed Change                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Contents</p> <p>The existing contents page reads:</p> <ol style="list-style-type: none"> <li>1. Introduction</li> <li>2. Objectives</li> <li>3. Definitions</li> <li>4. Centres Hierarchy</li> <li>5. Economic Impact Assessment</li> <li>6. Planning Requirements for Development in the Regional City and Major Regional Centres</li> <li>7. Planning Requirements for Development in Major Town Centres</li> <li>8. Planning Requirements for Development in Town Centres</li> <li>9. Planning Requirements for Development in Village and Small Village Centres</li> <li>10. General Design Requirements for Retail and Business Premises Developments</li> <li>11. General Design Requirements for Retail Shopping Centres</li> <li>12. General Building Design Requirements for Fast Food Restaurants</li> <li>13. Peripheral Sales (Bulky Goods) Precincts</li> <li>14. Works in the Public Domain</li> </ol> | <p>The structure of this DCP chapter was amended to:</p> <ol style="list-style-type: none"> <li>1. Introduction</li> <li>2. Centres Hierarchy</li> <li>3. Planning Requirements for Development in the Regional City Centre.</li> <li>4. Planning Requirements for Development in the Major Regional Centres</li> <li>5. Planning Requirements for Development in Major Town Centres</li> <li>6. Planning Requirements for Development in Town Centres</li> <li>7. Planning Requirements for Development in Village and Small Village Centres</li> <li>8. Planning and Design Requirements for development in all Centres</li> <li>9. Planning Requirements for Peripheral Sales (Specialised Retail) Precincts</li> <li>10. Environmental Management for Development in Centres and Peripheral Sales Precincts.</li> </ol> | <p>Section 2 Objectives was incorporated into Section 1 Objectives.</p> <p>Section 3 Definitions has been removed, definitions included in Appendix 4 Definitions.</p> <p>Section 4 Economic Impact Assessment has been removed.</p> <p>Sections 10, 11, 12 and 14 were consolidated and named "<i>General Design Requirements for Centres</i>".</p> <p>Sections 6, 7 and 8 were updated to reflect existing Centre-specific studies and masterplans. Each section uses the following structure:</p> <ol style="list-style-type: none"> <li>1. Objectives: general objectives applicable to the whole section;</li> <li>2. General: where the sub-section applies, existing context, desired future character, core and transitions areas, and street role and function;</li> <li>3. Key public views (where applicable);</li> <li>4. Access and Movement;</li> <li>5. Built form and Setbacks;</li> <li>6. Public Open Space (where applicable).</li> </ol> <p>Planning controls were updated, clarified and augmented so they apply to all Centres.</p> |
| 1 Introduction                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p>Update to consistent structure across DCP Chapters in new template. Now includes:</p> <ol style="list-style-type: none"> <li>1. Purpose of this Chapter</li> <li>2. Where this DCP Chapter Applies</li> <li>3. Aims of this Chapter</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 2 Objectives                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | This section has been incorporated in the Introduction Aims and deleted.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |



Chapter B4 Development in Centres and Peripheral Sales Precincts

|                                                                                         |                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                        |
|-----------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3 Definitions                                                                           | Section deleted.<br>All definitions are included in Appendix 4 Definitions.<br>New definitions are proposed for inclusion in App. 4                                                                                                                                                                    | These additional definitions explain the use of specific terms within this Chapter.                                                                                                                                                                                                                                                                                                    |
| 4 Centres Hierarchy                                                                     | Figure 1 and Table 1 updated to reflect new or missing Centres.<br>Reference to Wilga Street Block Planning Strategy and Dapto Town Centres Indicative Master Plan (2024) included in Table 1.                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                        |
| 5 Economic Impact Assessment                                                            | This section has been deleted                                                                                                                                                                                                                                                                          | This section has been removed as the controls are: <ul style="list-style-type: none"> <li>• Captured through section 2 Centres Hierarchy</li> <li>• Already understood through the Retail and Business Centres Strategy</li> <li>• At a scale appropriate for a planning proposal, rather than a development application.</li> </ul>                                                   |
| 6 Planning Requirements for Development in the Regional City and Major Regional Centres | Regional City has been separated into own section, and reference to Chapter D13 maintained.<br>Renamed to " <i>Planning Requirements for Development in Major Regional Centre</i> ".<br>Objectives added for Major Regional Centres.<br>Objectives, Controls and maps updated for Warrawong and Dapto. | The updated controls informed by: <ul style="list-style-type: none"> <li>• Existing DCP controls (except for Dapto which did not have existing DCP controls),</li> <li>• Warrawong Town Centre Masterplan (2013),</li> <li>• Solar access and built form testing for Warrawong,</li> <li>• Dapto Town Centre Plan 2017-2027, and</li> <li>• Solar access testing for Dapto.</li> </ul> |
| 7 Planning Requirements for Development in the Major Town Centres                       | Objectives added for Major Town Centres.<br>Objectives, Controls and maps updated for Corrimal, Fairy meadow and Figtree.                                                                                                                                                                              | The updated controls informed by: <ul style="list-style-type: none"> <li>• Existing DCP controls,</li> <li>• Wilga Street Block Strategy (2024), and associated DCP controls,</li> <li>• Corrimal Town Centre Plan 2015-2025,</li> <li>• Solar access testing for Corrimal, and</li> <li>• Figtree Town Centre Study (2013).</li> </ul>                                                |
| 8 Planning Requirements for Development in Town Centres                                 | Objectives added for Town Centres<br>Objectives, Controls and maps updated for Helensburgh, Bulli, Woonona, Port Kembla, Unanderra and Berkeley.                                                                                                                                                       | The updated controls for were informed by: <ul style="list-style-type: none"> <li>• Existing DCP controls,</li> <li>• Helensburgh Town Centre Plan 2020-2045,</li> </ul>                                                                                                                                                                                                               |

Chapter B4 Development in Centres and Peripheral Sales Precincts

|                                                                                  |                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|----------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                  | Thirroul Town Centre was not changed.                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>Solar access and built form testing for Helensburgh,</li> <li>Built form testing and heritage advice for Bulli,</li> <li>Solar access testing for Woonona,</li> <li>Port Kembla Revitalisation Plan 2018-2043,</li> <li>Solar access, built form testing and heritage advice for Port Kembla,</li> <li>Unanderra Town Centre Master Plan (2013),</li> <li>Built form testing for Unanderra, and</li> <li>Solar access and built form testing for Berkeley.</li> </ul> <p>Thirroul Town Centre has detailed planning controls in <i>Chapter D12 Thirroul</i>. As this section refers to this chapter, an update was not required.</p> |
| 9 Planning Requirements for Development in the Village and Small Village Centres | <p>Objectives and controls added for Village and Small Village Centres.</p> <p>Objectives, Controls and maps added/updated for Coniston.</p> <p>Location specific controls reduced where no longer required due to general controls. Location specific controls remain where relevant.</p> | <p>The updated controls for Coniston were informed by existing DCP controls.</p> <p>Controls were consolidated and applied to all village and small village centres, as “general controls”.</p> <p>Parking requirements were consolidated, Chapter E3 to provide primary guidance on carparking, access and servicing.</p>                                                                                                                                                                                                                                                                                                                                                  |
| 10 General Design Requirements for Retail and Business Premises                  | Renamed to “ <i>Planning and Design Requirements for development in all Centres</i> ”.                                                                                                                                                                                                     | <p>Sections 10, 11, 12 and 14 were combined to reduce duplication, clarify which planning controls apply to all Centres, and strengthen the relationship between objectives and controls.</p> <p>The new section was re-structured to focus on development features rather than land use.</p> <p>New clauses were added to reflect the complexity of Centres and to support improved design outcomes.</p> <p>The new combined section appears as section 5, placed before individual Centres sections to clearly show that controls apply to all Centres.</p>                                                                                                               |
| 11 General Design Requirements for Retail Shopping Centres                       |                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 12 General Building Design Requirements for Fast Food Restaurants                |                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 13 Peripheral Sales (Bulky Goods) Precincts                                      | <p>Renamed to “<i>Peripheral Sales (Specialised Retail) Precincts</i>”</p> <p>References to “bulky goods” replaced with “specialised retail</p>                                                                                                                                            | Restructured so objectives and controls apply to all Peripheral Sales Precincts.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

Chapter B4 Development in Centres and Peripheral Sales Precincts

|                               |                                                                                                                                         |                                                                                                                                                                                                                |
|-------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                               | premises' to reflect current land use terminology.<br>Location specific controls consolidated<br>Consolidation/general intro statement. | Removed unnecessary text, with new introductory paragraph to provide clarity on application.<br>General review of controls to ensure continued relevancy.                                                      |
| 14 Works in the Public Domain | Incorporated into section 5, <i>General Design Requirements for Centres</i> .                                                           | This section applies to all Centres. Sub-section 8 Public Domain Improvements and Community Facilities, in section 5 <i>General Design Requirements for Centres</i> also addresses works in the public domain. |

| New section reference in DCP Chapter B4                            | Proposed Change                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|--------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 8. Planning and Design Requirements for development in all Centres | <p>The structure of this section is proposed to be:</p> <ol style="list-style-type: none"> <li>1. Site structure</li> <li>2. Building Configuration</li> <li>3. Streetscape interface               <ol style="list-style-type: none"> <li>3.1. Active street frontages</li> <li>3.2. non-residential street frontages</li> <li>3.3. Residential Frontages at Ground</li> </ol> </li> <li>4. Impacts               <ol style="list-style-type: none"> <li>4.1. Solar Access and Overshadowing</li> <li>4.2. Wind Impact Assessment</li> <li>4.3. Development Adjacent to Residential Areas</li> </ol> </li> <li>5. Safety and CPTED</li> <li>6. Pedestrian Access</li> <li>7. Access for People with a Disability</li> <li>8. Public Domain Improvements and Community Facilities</li> <li>9. Access, Car parking and Bicycle parking</li> <li>10. Loading Dock Facilities and Waste Management</li> <li>11. Parenting Facilities and Washrooms</li> <li>12. End of Trip Facilities</li> </ol> | <p>Sections 10, 11, 12 and 14 were combined and duplications removed.</p> <p>This section was restructured so each sub-section reflects key aspects of a development rather than the proposed land use.</p> <p>Each sub-section includes objectives and controls to clarify the intent of the planning controls and provide flexibility in their application.</p> <p>To reflect the complexity of Centres and to guide good design outcomes, additional clauses were drafted to address, strengthen or clarify:</p> <ul style="list-style-type: none"> <li>• Site amalgamations,</li> <li>• Treatment of side walls,</li> <li>• Building articulation strategies and intent,</li> <li>• Design of roofs,</li> <li>• The relationship between the street and ground floor levels and entries, particularly on sloping sites and flood-prone sites,</li> <li>• Design of awnings,</li> <li>• Development on corner sites,</li> <li>• Front setback requirements,</li> <li>• Design of building services and accessibility features, particularly along primary frontages,</li> <li>• Design of active frontages, including in flood-prone areas,</li> <li>• Design of non-residential frontages,</li> <li>• Development adjacent to</li> </ul> |



Chapter B4 Development in Centres and Peripheral Sales Precincts

|                                                                                                     |                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                            |
|-----------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                     | 13. Shopping Trolley Bays                                                                                                                                                                                                                                                                                | <p>residential areas,</p> <ul style="list-style-type: none"> <li>• Pedestrian access and design of through-site links,</li> <li>• Design of bicycle parking and end of trip facilities,</li> <li>• Design of loading docks and waste facilities.</li> </ul> <p>References to legislation, guidelines, policies and other parts of the DCP were updated where required.</p> |
| 10. Environmental Management Requirements for Development in Centres and Peripheral Sales Precincts | <p>This is a new section to support the aims of WLEP and objectives of DCP Chapter A2 Ecologically Sustainable Development.</p> <p>The structure of this section is:</p> <ol style="list-style-type: none"> <li>1. Energy Efficiency</li> <li>2. Energy Supply</li> <li>3. Water Conservation</li> </ol> | <p>The section applies to all development within centres and peripheral sales precincts. It includes controls relating to passive design, mechanical heating and cooling, energy efficiency, all electric buildings, water efficiency and WSUD.</p>                                                                                                                        |



## Part B - Land Use Based Controls

### Chapter B4: Development in Centres and Peripheral Sales Precincts

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## DOCUMENT CONTROL

| Rev No. | Adoption Date    | In Force Date    | Revision Details                                                                                                                       |
|---------|------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------|
|         | 15 December 2009 | 1 March 2010     | Adopted.                                                                                                                               |
| 1       | 26 June 2024     | 6 July 2023      | Hierarchy updated. Renamed 'Development in Centres and Peripheral Sales Precincts'.                                                    |
| 2       | 18 March 2024    | 18 December 2024 | Inclusion of location specific controls for the Wilga Street Block, Corrimal and general controls for Residential Frontages at ground. |
| 3       | <b>DRAFT</b>     | <b>DRAFT</b>     | <b>FOR CONSULTATION - Comprehensive review.</b>                                                                                        |

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Chapter B4: Development in Centres and Peripheral Sales Precincts

## **1. INTRODUCTION**

### **1.1 Purpose of this Chapter**

This chapter of the Wollongong Development Control Plan 2009 (DCP) provides objectives, strategies and detailed planning controls for development in Centres and Peripheral Sales Precincts. 'Centres' refers to our Small Village, Village, Town, Major Town, Major Regional and Regional City Centres.

### **1.2 Where this Chapter Applies**

This chapter applies development in Centres and Peripheral Sales Precincts. Centres are identified through the figures and descriptions in this chapter, or otherwise zoned E1 Local Centre, E2 Commercial Centre, E3 Productivity Support and MU1 Mixed Use.

The Centres Hierarchy for both existing and planned Centres within the Wollongong City Local Government Area (LGA) comprises both Figure 1 and Table 1 of Section 2 of this Chapter. The Centres Hierarchy is referenced in the LEP zone E1 Local Centre, E2 Commercial Centre and MU1 Mixed Use Land Use Table objectives, and Part 7 Local Provisions.

This chapter of the DCP is to be read in conjunction with other relevant chapters of the Wollongong DCP 2009 and the Wollongong LEP 2009.

DCP Part D – Locality Based DCPs/Precinct Plans includes site-specific controls for certain identified places. In the event of any inconsistency between Part D of the DCP and this chapter of the DCP, the provisions of Part D of the DCP shall prevail, to the extent of the inconsistency. Locality Based DCPs/Precinct Plans with Centre specific controls have been developed for Thirroul Town Centre (D12), Wollongong City Centre (D13) and West Dapto Urban Release Area (D16). Planning controls for non-residential development occurring in the Former Corrimal Coke Works are included in Chapter D19 Former Corrimal Coke Works Site. The role of retail and business uses at the Wollongong Innovation Campus is included in D14 Wollongong Innovation Campus.

### **1.3 Aims of this Chapter**

The aims of this chapter are to:

- a) Complement the provisions of the LEP relating to Centre development;
- b) Facilitate development in Centres in a manner that is consistent with Wollongong's Centres Hierarchy;
- c) Deliver on the community's goals for a sustainable, connected, vibrant and inclusive Wollongong;
- d) Support the success of Centres as vibrant and active places for social and economic activity;
- e) Ensure development in Centres is of a high urban design standard and makes a positive contribution to the amenity, useability and accessibility of the public domain;
- f) Ensure that development in Centres responds appropriately to the natural, built and cultural context;
- g) Balance the efficient movement of people and goods with supporting the liveability and amenity of places on the road network;
- h) Improve the active transport connections to and within Centres;
- i) Ensure Centres contribute to Council's goal to achieve net zero emissions by 2050;

Chapter B4: Development in Centres and Peripheral Sales Precincts

- j) Facilitate a diverse and vibrant night-time economy in the Regional City, Major Regional Centres and Major Town Centres.

## 2. CENTRES HIERARCHY

### 2.1 Objectives

- a) Provide a framework which describes the desired characteristics of Centres;
- b) Ensure the size, function and uses of any proposed development within a particular Centre is consistent with the role and desired characteristics of that Centre;
- c) Facilitate the concentration of jobs, shops, businesses, entertainment, community facilities and (where appropriate) residential development within Centres in order to generate maximum community benefit including: competitive, sustainable environments for business; investment in public transport, high amenity open space and community facilities; and compact neighbourhoods requiring fewer trips by private vehicle;
- d) Provide adequate and appropriate retail development to meet the needs of existing and future workers and residents;
- e) Provide greater certainty for investment decision making on retail and other developments.

### 2.2 Development Controls

- 1) Development in Centres is to be consistent with the Centres Hierarchy as set out in Figure 1: Centres Hierarchy and described in Table 1: Desired characteristics of Centres and Peripheral Sales Precincts.
- 2) Retail developments on large sites in Centres are encouraged to be complemented by a range of uses including business, entertainment (where permitted), medium density residential (where permitted), community facilities and publicly accessible open space.
- 3) Office premises are to be concentrated in the Regional City Centre (Zone E2 Commercial Centre) to facilitate agglomeration benefits for commercial activity. Office premises outside the Regional City Centre (zone E2 Commercial Centre) are to be limited to a scale appropriate to the function and characteristics of the Centre, as described in Table 1: Desired characteristics of Centres and Peripheral Sales Precincts to facilitate a diverse range of uses in lower order Centres and preserve the Regional City Centre's primary commercial function.
- 4) Shops within MU1 Mixed Use zoned land are to be limited in scale to ensure they provide a support role to adjoining or nearby E1 Local Centre or E2 Commercial Centre zones.
- 5) Specialised retail premises are to be consolidated within existing Peripheral Sales Precincts to facilitate agglomeration benefits for commercial activity and minimise the spread of amenity impacts.
- 6) Major retail stores are to be concentrated in the Regional City Centre, Major Regional Centres and Major Town Centres to facilitate the provision of a diverse range of uses in lower order Centres and preserve the desired characteristics of higher order Centres.
- 7) The ground floor component of any shop top housing development is to be limited to only the land uses nominated in the LEP definition of shop top housing that are permitted in the relevant land use table.



**Regional City**

Wollongong City Centre (CBD)

**Major Regional Centre**

Warrawong

Dapto

**Major Town**

Corrimal  
Fairy Meadow

Figtree

**Town**

Helensburgh  
Thirroul  
Bulli  
Woonona

Port Kembla  
Berkeley

Unanderra  
Darkes Road  
Bong Bong  
Marshall Mount

**Village**

East Woonona  
East Corrimal  
Towradgi  
Balgownie  
Gwynneville  
Keiraville

Cringilla  
Windang

Avondale  
Wongawilli  
Huntley  
Jersey Farm  
Fowlers  
Tallawarra

**Small Village**

Stanwell Park  
Coledale  
Austinmer (Lawrence Hargrave Drive)  
Austinmer (Moore Street)  
Bulli (Farrel Road)  
Bulli (Point Street)  
Bellambi (Bellambi Lane)  
Bellambi (Rothery Street)  
East Corrimal (Railway Street)  
Former Corrimal Coke Works  
Tarrawanna  
Fairy Meadow (Cabbage Tree Lanen)  
Fairy Meadow (27 Elliots Road)

Lake Heights (Buena Vista Avenue)  
Lake Heights (Weringa Avenue)  
Berkeley (Kelly Street)  
Berkeley (Imperial Drive)  
Primbee

Wollongong (449 to 547 Crown Street)  
West Wollongong (Crown Street)  
West Wollongong (Princes Highway)  
West Wollongong (Thames Street)  
West Wollongong (Yellagong Street)  
Mangerton (St Johns Avenue)  
Coniston  
Figtree (Walang Avenue)  
Figtree (99 to 101 Bellevue Avenue)  
Cordeaux Heights  
Farnborough Heights  
Unanderra (Farnborough Road)  
Brownsville  
Horsley  
Kanaooka  
Koonawarra  
Dapto (Kent Road)  
Dapto (Lakelands Drive)

## Part B - Land Use Based Controls

Chapter B4: Development in Centres and Peripheral Sales Precincts

**Table 1: Desired characteristics of Centres and Peripheral Sales Precincts**

| Characteristic              | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-----------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Regional City Centre</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Floorspace                  | Retail floorspace: 110,000 m <sup>2</sup><br>~500,000 m <sup>2</sup> total retail, commercial office, civic and entertainment.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Population Catchment        | over 200,000                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Function                    | <p>The Regional City Centre is the highest order centre offering the greatest range of government, civic, business, office, retail, health, education, entertainment, arts and cultural, and community functions in the LGA. It is the economic focus of the region, delivering high levels of development and amenity, and attracting high levels of public and private investment.</p> <p>The Regional City Centres range of higher order retail, primary employment role and identity as a destination for community and cultural events means it is the most highly visited and vibrant Centre.</p> <p>The Regional City Centre includes a high and medium density residential population which is subservient to the retail, employment and entertainment role of the City Centre.</p> <p>Public investment in community and cultural facilities, active and public transport and the public domain in the Regional City Centre is high.</p> |
| Accessibility               | <p>On major public transport networks with access to frequent transport by train or bus. Highly accessible for logistics.</p> <p>Highest quality active transport connections to and within the Centre. Developments integrate with and enhance existing active transport infrastructure and prioritise the safety and amenity of people who walk and cycle.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Retail uses                 | <p>The Regional City Centre offers full range of retail uses aimed at attracting a region-wide catchment of visitors as well as catering for the demands of a growing residential population.</p> <p>Retail uses include two or more full-line supermarkets, department stores, one or two discount supermarkets, cinemas, markets, specialty retail shops, fashion, comparison shopping, homewares, convenience shops, fresh food, cafes, restaurants and bars.</p> <p>Retail operation is active seven days a week. An evening economy of restaurants, bars, live music and theatre venues and selected retail stores creates a vibrant and safe public domain at night.</p>                                                                                                                                                                                                                                                                    |
| Business Uses               | The Regional City Centre caters for the largest concentration of commercial office space. A full range of professional businesses is present, from small scale start-ups and co- working spaces to A-Grade commercial offices.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Residential Uses            | The Regional City Centre caters for high density residential development which supports the retail and business function of the city, without limiting its economic role. This Centre has a key role in providing well serviced and located affordable housing to the community. Diverse housing options are provided, including a range of bedroom numbers and typologies within the scope of the controls.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Other Uses                  | The Regional City Centre provides regionally significant art and cultural facilities, as well as a range of entertainment facilities in the form of theatres, music venues and cinemas.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Relevant Centres            | Wollongong City Centre                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

Chapter B4: Development in Centres and Peripheral Sales Precincts

| Characteristic          | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                         | The retail core of the Wollongong City Centre is concentrated along Crown Street (between the Wollongong Train Station and Corrimal Street) and Keira Street (between Smith Street and Burelli Street). Retail uses with high customer interaction should be concentrated within the ground floor of this core area, in order to encourage active streets.                                                                                                                         |
|                         | Commercial office precincts are located along Burelli Street and on Crown Street (between Church Street and Corrimal Street). Large format commercial office buildings requiring large street facing lobbies and generous forecourts should be located along the southern side of Burelli Street where there is a concentration of large sites, excellent proximity to high quality public open space, public transport and the retail core, and limited residential encroachment. |
| <i>Other References</i> | <i>DCP</i> Chapter D13 of the Wollongong DCP 2009 includes development controls specific to Wollongong City Centre.                                                                                                                                                                                                                                                                                                                                                                |
| <i>Strategic Plans</i>  | The Wollongong City Centre Urban Design Framework (2020) sets the adopted strategic vision for the City Centre.                                                                                                                                                                                                                                                                                                                                                                    |

**Major Regional Centre**

|                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Floorspace           | 40,000-80,000 m <sup>2</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Population Catchment | up to 100,000                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Function             | Major Regional Centres enable access to key social services and district level community facilities. They offer a wide range of high and low order retail goods and services as well as providing a limited amount of commercial office space. Major Regional Centres offer dense residential living in a compact neighbourhood with excellent access to public transport. These Centres have a large amount of development capacity, enabling them to attract investment, grow and evolve.                                                                                                                                                                                                                                            |
| Accessibility        | On major public transport network with access to frequent transport by train or bus. Highly accessible for logistics and private vehicles.<br><br>Active transport connections to and within the Centre. Developments integrate with and enhance existing active transport infrastructure and prioritise the safety and amenity of people who walk and cycle.                                                                                                                                                                                                                                                                                                                                                                          |
| Retail Uses          | Offer a nearly full range of goods and services to the local resident community.<br><br>They can be anchored by supermarket(s), major retail development and speciality stores. Some Major Regional Centres include one or more department stores.<br><br>Restaurants, cafes and bars contribute to active streets and a vibrant evening economy.<br><br>In Major Regional Centres, retail and entertainment uses are often concentrated in enclosed or semi-enclosed plazas or malls which offer an alternative shopping experience to the high street. In order to ensure a successful and viable Centre, the enclosed and street facing retail venues must be integrated and facilitate pedestrian movement and on street activity. |
| Business Uses        | A wide range of businesses servicing the district population. Limited commercial office space.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Residential Uses     | The Major Regional Centre caters for medium density residential development which supports the retail and business function of the Centre and contributes to greater housing choice for the district population. These Centres have a key role in providing well serviced and located affordable housing to the community. Diverse housing options are provided, including a range of bedroom numbers and typologies within the scope of the controls.                                                                                                                                                                                                                                                                                 |



Chapter B4: Development in Centres and Peripheral Sales Precincts

| Characteristic           | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|--------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Other Uses               | The Major Regional Centre provides district scale community facilities and services. District level open spaces are often within or in close proximity to the Centre. Large entertainment facilities such as cinemas are also often located in these Centres.                                                                                                                                                                                                                                                                                                    |
| Relevant Centres         | Warrawong, Dapto                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Strategic Plans          | Warrawong Town Centre Masterplan (2015).<br>Dapto Town Centre Masterplan (2017).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Major Town Centre</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Floorspace               | 20,000-40,000 m <sup>2</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Population Catchment     | Up to 50,000                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Function                 | Providing for the major weekly shopping and convenience retail needs of the surrounding population (generally more than one suburb) as well as a large range of specialty retail shops and services. Large community facilities and public recreation provision. Restaurants, cafes and bars contribute to active streets and a vibrant evening economy.                                                                                                                                                                                                         |
| Accessibility            | On major public transport network with access to frequent transport by train or bus. Highly accessible for logistics and private vehicles.<br>Active transport connections to and within the Centre. Developments integrate with and enhance existing active transport infrastructure and prioritise the safety and amenity of people who walk and cycle.                                                                                                                                                                                                        |
| Retail Uses              | Major Town Centres provide a range of retail, business, entertainment and community uses that serve the needs of people who live or work in the surrounding suburbs.<br>Major Town Centres are generally anchored by at least one or two medium to full line supermarkets and other specialty retail shops. Some Major Town Centres include a department store.<br>Major Towns Centres operate daytime and limited evening hours. Restaurants, cafes and bars contribute to active streets and an evening economy appropriate for the surrounding neighbourhood. |
| Business Uses            | Services including banks, community services, customer facing professional offices, gyms and medical services. Limited large format commercial office space.                                                                                                                                                                                                                                                                                                                                                                                                     |
| Residential Uses         | The Major Town Centre caters for medium density residential development which supports the retail and business function of the Centre and contributes to greater housing choice for the local population. These Centres have a role in providing well serviced and located affordable housing to the community. Diverse housing options are provided, including a range of bedroom numbers and typologies within the scope of the controls.                                                                                                                      |
| Other Uses               | The Major Town Centre provides local scale community facilities and services, as well as local scale public open space.                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Relevant Centres         | Corrimal, Fairy Meadow, Figtree                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Strategic Plans          | Figtree Town Centre Study (2013).<br>Corrimal Town Centre Plan (2015).<br>Wilga Street Block, Corrimal Planning Strategy (2024).                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Town Centre</b>       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

Chapter B4: Development in Centres and Peripheral Sales Precincts

| Characteristic        | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Floorspace            | 5,000 – 20,000 m <sup>2</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Population Catchment  | 10,000-20,000 (800 m - 1 km catchment radius).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Function              | <p>Town Centres provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.</p> <p>The range of retail activities offered in Town Centres provides for the weekly and daily fresh produce and other convenience needs of the surrounding residential community and may include supermarkets, butcher shops, fruit and vegetable grocery stores, bakeries, newsagents etc.</p> <p>Town Centres operate daytime and limited evening hours to ensure compatibility with the surrounding residential environment and amenity. Restaurants, cafes and bars contribute to active streets and an evening economy appropriate for the surrounding neighbourhood.</p> <p>New Town Centres (identified by *) are master planned through the Neighbourhood Plan process.</p> |
| Accessibility         | <p>On public transport network with access to transport by train or bus. Accessible for logistics and private vehicles.</p> <p>Active transport connections to and within the Centre. Developments integrate with and enhance existing active transport infrastructure and prioritise the safety and amenity of people who walk and cycle.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Retail Uses           | Generally anchored by a medium to full sized supermarket; May include a fruit and vegetable store, bakery, butcher and a range of services including a pharmacy, hairdressers, postal services, gyms etc.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Business Uses         | Services including banks, community services, customer facing professional offices and medical services. Limited large format commercial office space.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Residential Uses      | Limited scope for medium density residential development in the form of shop top housing, within the building envelope controls for the Centre. Residential developments offer diverse housing options for the community, including a range of bedroom numbers and typologies within the scope of the controls.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Other Uses            | The Town Centre provides local scale public open space. Some well located Town Centres include local scale community facilities.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Relevant Centres      | Helensburgh, Thirroul, Bulli, Woonona, Unanderra, Port Kembla, Berkeley, Darkes Road*, Bong Bong*, Marshall Mount*,                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Other DCP References  | <p>DCP Chapter D12 – Thirroul.</p> <p>DCP Chapter D16 – West Dapto Urban Release Area.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Strategic Plans       | <p>Helensburgh Town Centre Plan and Streetscape Masterplan (2020).</p> <p>Port Kembla 2505 Revitalisation Plan (2018).</p> <p>West Dapto Town Centres – Indicative Master Plan 2024 (Marshall Mount).</p> <p>West Dapto Vision 2018 (Darkes Road, Bong Bong, Marshall Mount).</p> <p>Unanderra Town Centre Masterplan (2013).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Village Centre</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Floorspace            | 2,000 - 5,000 m <sup>2</sup> (~5- 30 shops).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Population Catchment  | up to 10,000 (~ catchment radius of 600 – 800 m).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

Chapter B4: Development in Centres and Peripheral Sales Precincts

| Characteristic              | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|-----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Function                    | <p>Village Centres provide a range of small-scale retail, business and community uses that serve the needs of people who live or work in the surrounding neighbourhood, providing access to fresh produce and a range of other convenience needs.</p> <p>Village Centres are designed and built to operate in a manner that facilitates a high level of pedestrian accessibility and social connection. They function as an integral part of walkable neighbourhoods and play a particularly important role for those residents in the community who do not have ready access to car transport or public transport to higher order centres.</p> <p>Village Centres operate daytime and early evening hours to ensure compatibility with the surrounding residential environment and amenity.</p> <p>New Village Centres* are master planned through the Neighbourhood Plan process.</p> |
| Accessibility               | <p>On public transport network with access to transport by train or bus. Accessible for logistics and private vehicles.</p> <p>Active transport connections to and within the Centre. Slow through traffic and walkable catchment (5-10 minutes). Developments integrate with and enhance existing active transport infrastructure and prioritise the safety and amenity of people who walk and cycle.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Retail Uses                 | <p>Village Centres are serviced by a neighbourhood supermarket and/or mixed business type shop, fruit and vegetable retailer, newsagent, restaurant, café, bakery, butcher and some limited services such as a hairdresser.</p> <p>Individual tenancies are small scale with a smaller floor area than their Town Centre counterparts.</p> <p>Food and Drink Premises with drive through facilities are not permitted in most Village Centres (Wollongong LEP Clause 7.23)</p>                                                                                                                                                                                                                                                                                                                                                                                                          |
| Business Uses               | <p>Retail provision is prioritised in Village Centres, therefore Business uses are limited.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Residential Uses            | <p>Village Centres have lower height limits, restricting upper storey residential development to traditional shop-top housing, with a small number of apartments above a commercial tenancy. These apartments provide passive surveillance within the Centre, and offer housing diversity and relative affordability in the context of the surrounding neighbourhood.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Other Uses                  | <p>The Village Centre provides local scale public open space in the form of small landscaped plazas or similar.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Relevant Centres            | <p>Balgownie, Cringila, East Corrimal, East Woonona, Gwynneville, Keiraville, Towradgi, Windang, Avondale*, Fowlers*, Huntley*, Jersey Farm*, Tallawarra*, Wongawilli*,</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Other References            | <p>DCP Chapter D16 – West Dapto Urban Release Area.</p> <p>DCP Chapter D21 – Tallawarra Lands.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Strategic Plans             | <p>West Dapto Vision 2018 (Avondale, Wongawilli, Huntley, Jersey Farm, Fowlers).</p> <p>West Dapto Town Centres – Indicative Master Plan 2024 (Fowlers Village).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>Small Village Centre</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Floorspace                  | <p>100 – 2,000 m<sup>2</sup></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Population Catchment        | <p>700 – 1,000 dwellings (catchment radius of ~ 400 – 500m)</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |



Chapter B4: Development in Centres and Peripheral Sales Precincts

| Characteristic                    | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-----------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Function                          | Primarily provide for the daily convenience needs of the surrounding residential population providing access to fresh produce and a range of other convenience needs.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Accessibility                     | These Centres help to create 800 m walkable catchments.<br>Active transport connections to and within the Centre. Walkable catchment promotes walking. Developments integrate with and enhance existing active transport infrastructure and prioritise the safety and amenity of people who walk and cycle.                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Retail Uses                       | Generally includes neighbourhood supermarket and / or mixed businesses for example a fruit and vegetable store, butcher, bakery, and / or café or restaurant.<br>Small Village Centres operate daytime and early evening hours to ensure compatibility with surrounding residential environment and amenity.<br>Food and Drink Premises with drive through facilities are not permitted in Small Village Centres (Wollongong LEP Clause 7.23).                                                                                                                                                                                                                                                                                                                  |
| Business Uses                     | Retail provision is prioritised in Small Village Centres, therefore Business uses are limited.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Residential Uses                  | Small Village Centres have lower height limits, restricting upper storey residential development to traditional shop-top housing, with a small number of apartments above a commercial tenancy. These apartments provide passive surveillance within the Centre, and offer housing diversity and relative affordability in the context of the surrounding neighbourhood.                                                                                                                                                                                                                                                                                                                                                                                        |
| Other Uses                        | The Small Village Centre provides local scale public open space in the form of small landscaped plazas or similar.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Relevant Centres                  | Stanwell Park, Coledale, Austinmer (Lawrence Hargrave Drive, Moore Street), Bulli (Farrell Road, Point Street), Bellambi (Bellambi Lane, Rothery St), East Corrimal (Railway Street), Former Corrimal Coke Works, Tarrawanna, Fairy Meadow (Cabbage Tree Lane, 27 Elliotts Road), Wollongong (449 to 547 Crown Street), West Wollongong (Crown Street, Princes Highway, Thames Street, Yellagong Street), Mangerton (St Johns Avenue), Coniston, Lake Heights (Buena Vista Avenue, Weringa Avenue), Primbee, Berkeley (Kelly Street, Imperial Drive), Brownsville, Unanderra (Farmborough Road), Figtree (99 to 101 Bellevue Avenue, Walang Avenue), Cordeaux Heights, Farmborough Heights, Horsley, Kanahooka, Koonawarra, Dapto (Kent Road, Lakelands Drive). |
| <b>Peripheral Sales Precincts</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Population Catchment              | Peripheral Sales Precincts may have a large or more local trade area, with catchment size depending on the area of zoned land and the focus of uses. Major Precincts can service an LGA wide catchment. Smaller Precincts service a local population, providing urban services such as car mechanics, landscaping and hardware supplies.                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Function                          | Peripheral Sales Precincts occur on land zoned E3 Productivity Support. These areas provide a range of facilities and services, light industries, warehouses and offices, as well as large format retail in the form of specialised retail premises. Peripheral Sales Precincts are to be compatible and not compete with land uses in surrounding Centres. These Precincts provide for land uses that meet the needs of the community, business and industry but are not suited to locations in other employment zones.                                                                                                                                                                                                                                        |

## Chapter B4: Development in Centres and Peripheral Sales Precincts

| Characteristic     | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|--------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Accessibility      | Well suited to locations with convenient vehicular access, including highway locations and on the periphery of centres, and car based centres and shopping malls with access to major transport corridors. Areas where population growth and household formation is strong are well suited locations for these Precincts.<br><br>Developments integrate with and enhance existing active transport infrastructure and prioritise the safety and amenity of people who walk and cycle. |
| Retail Uses        | Primarily includes hardware stores, household goods stores, furniture stores and car dealerships. The most successful precincts are anchored by a large tenant who provides strong visitation that flows onto surrounding businesses.                                                                                                                                                                                                                                                 |
| Residential Uses   | Residential uses are permitted in some Peripheral Sales Precincts in the form of shop-top housing. However, the scale of this use is limited by the height and Floor Space Ratio (FSR) controls which apply in these areas. Residential uses are subservient to other uses in these Precincts, and land use conflicts must be carefully managed.                                                                                                                                      |
| Relevant Precincts | Helensburgh (Princes Highway), ^Fairy Meadow (Mt Ousley Road), Corrimal (Princes Highway), Russell Vale (Princes Highway), ^Wollongong (Flinders Street), Wollongong (Keira Street), Wollongong (Kembla Street), Figtree (Woodrow Place), Unanderra (Princes Highway), Port Kembla (Military Road), ^Kemblawarra /Warrawong (King Street), ^Kembla Grange (Northcliffe Drive), Dapto (Princes Highway), ^Yallah (planned).<br><br>^Major Peripheral Sales Precincts                   |

### 3. DEVELOPMENT IN THE REGIONAL CITY CENTRE

#### 3.1 Wollongong City Centre

The specific planning requirements for development upon any land within the Wollongong City Centre are contained in Chapter D13 Wollongong City Centre of this DCP.

### 4. PLANNING REQUIREMENTS FOR DEVELOPMENT IN MAJOR REGIONAL CENTRES

#### 4.1 Objectives for Major Regional Centres

##### *Key public views*

- Preserve and improve views to the Illawarra Escarpment, Mount Keira and Mount Kembla from key public spaces and streets.

##### *Access and movement*

- Encourage a small block structure that supports improved pedestrian permeability and access within and around the Centre.
- Encourage narrow, "fine grain" retail, especially along active frontages, to create a diverse, interesting streetscape.
- Ensure laneways and through-site links are safe, well-lit and accessible with a welcoming character.
- Prioritise safe pedestrian access along key streets and facilitate the use of laneways and secondary streets to provide vehicular access to properties.

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- a) Ensure vehicle entry points do not dominate the design of buildings or the streetscape character and minimise conflicts with pedestrians.

**Built form and setbacks**

- b) Provide a transition in height to surrounding low-scale areas.
- c) Create landscaped setbacks that provide amenity and improve the interface with adjoining residential properties.
- d) Provide opportunities for trees, landscaping and deep soil within landscaped setbacks to improve biodiversity, tree canopy and create a comfortable microclimate.
- e) Ensure adequate sunlight is available for all buildings, streets and public open spaces.
- f) Create a human-scaled streetscape that has good solar access, is protected from wind and is safe and attractive.
- g) Provide active frontages that contribute to the pedestrian experience, safety and vibrancy along the street and open spaces.

**Public open space**

- h) Protect the solar amenity of public spaces and streets, by minimising overshadowing.

## 4.2 Warrawong Major Regional Centre

Section 4.2 applies to land within the Centre boundary shown in Figure 4: Warrawong Major Regional Centre.

These centre controls are informed by the following:

- Warrawong Town Centre Masterplan (2013).

**Existing context**

- a) Warrawong is a Major Regional Centre located on the north-eastern side of Lake Illawarra.
- b) The Centre is a combination of street based activity along King Street and Cowper Street, and a large enclosed shopping mall located on Cowper Street, Northcliffe Drive and King Street. The Centre includes supermarkets, department stores, cinema, retail and specialised services, professional services and fast food establishments. A large Peripheral Sales Precinct including specialised retailing is located to the south of the Centre on King Street.
- c) A new Southern Suburbs Community Centre and Library is planned on the corner of Greene Street and King Street and will be adjacent to a new Town Square that will service the Centre.
- d) A range of tall (6 to 22 storeys) mixed use buildings are permitted in the Centre.

**Desired future character**

- e) The area is expected to experience an increase in development activity, with new medium and high density housing and mixed use developments within and surrounding the Centre.
- f) New open spaces, including a green Town Square adjacent the Southern Suburbs Library and Community Centre, and new publicly accessible spaces facing Cowper Street will provide much-needed publicly accessible open space and amenity within the Centre.
- g) The Centre's attractive network of streets, laneways, footpaths and pedestrian through-site



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links enhance walking and cycling around the Centre.

- h) Development that is taller than three storeys incorporates a four storey street wall that defines the street, encourages natural surveillance of public areas and contributes to an attractive urban character and human scale. Setbacks above the street wall help to reduce impacts on the public domain, including wind, solar and visual impacts.
- i) Retail activity and active frontages are concentrated along Cowper Street and around the intersection of King Street and Cowper Street, encouraging pedestrian activity and enhancing public safety.
- j) Development within transition areas strengthens the existing core and contributes to the overall vibrancy of the Centre.
- k) Laneways and through-site links are safe and legible with clear sight lines.
- l) Taller mixed use development within the Centre is well spaced and located to facilitate view sharing towards Lake Illawarra and the Pacific Ocean.
- m) Mid rise housing around the Centre allows for a successful transition between the taller development in the Centre and the surrounding lower scale residential areas.
- n) Development considers and strengthens physical and visual linkages between the Centre and Kully Bay and Kemblawarra, which lie to the south of the Centre.
- o) Development along Northcliffe Drive, King Street and Cowper Street responds to overland flows and flood constraints with high quality design outcomes which provide a successful and sensitive interface with adjacent streets and neighbouring buildings.

#### **Core and transition areas**

- p) The Warrawong 'Core' and 'Transition' areas are identified in Figure 2 and inform the controls for the Centre.
- q) The Core Area is the primary retail and commercial hub of the Centre, concentrated around Cowper Street and the intersection of King Street and Cowper Street, and extending to Northcliffe Drive and Greene Street (near King Street). This area has the highest concentration of pedestrian activity as well as retail and commercial floor space in the Centre.
- r) The Transition Area to the north along King Street represents commercial and retail uses of lower intensity compared to the Core. It is characterised by lower built form height and larger front setbacks, that help the Centre transition to the surrounding low density residential areas.

#### **Street role and function**

- s) The role and function of streets within the Centre is shown in Figure 3 and was informed using the NSW Movement and Place Framework as referenced in Design of Roads and Streets (TfNSW 2024). The controls of this Centre are informed by the character and hierarchy of the street network.

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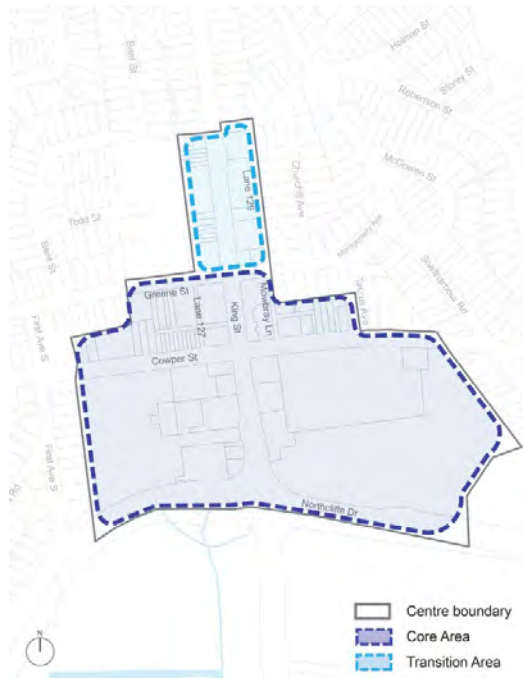


Figure 2: Core and Transition Areas.



Figure 3: Movement and Place Road Types.

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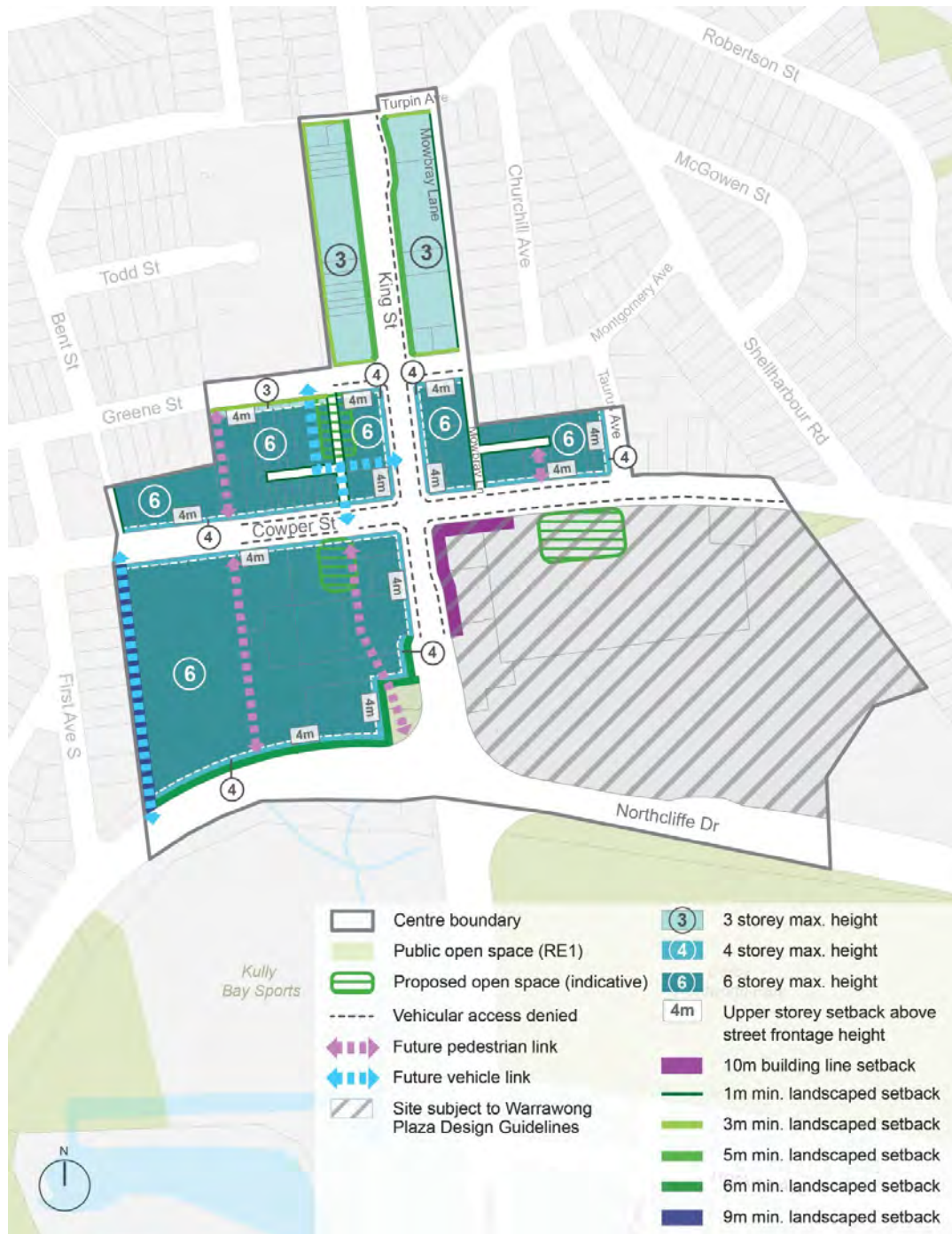


Figure 4: Warrawong Major Regional Centre.

#### 4.2.1 Objectives

##### Access and movement

- Enhance north-south connections through the Centre and towards local destinations such as Cowper Street, Darcy Wentworth Park, Kully Bay Sports Fields and the Lake Illawarra



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Foreshore.

**Built form and setbacks**

- b) Create a focused vibrant retail core around the intersection of King Street and Cowper Street supported with active frontages.

**Public open space**

- c) Provide public open spaces within the Centre that create opportunities for passive recreation.

**4.2.2 Development Controls**

**Key public views**

- 1) Tall development will have an impact on long views to Mount Kembla, Mount Keira and the Illawarra Escarpment from surrounding public spaces such as Hill 60, Lake Illawarra and its public jetties, Coomaditchie Lagoon and Darcy Wentworth Park. Development should consider these long views and minimise the bulk and scale of any elements that project above RL 40 AHD.

**Access and movement**

- 2) Proposed pedestrian links identified in Figure 4 and are to be considered in future development, consistent with the requirements of 8.9 Pedestrian Access in this Chapter.
- 3) A new north-south vehicle laneway is proposed along the western boundary of the Centre between Cowper Street and Northcliffe Drive as shown in Figure 4. This laneway should be a minimum 6m wide and facilitate vehicular access – allowing secondary access to sites to the east.
- 4) On the large block bound by Cowper Street, King Street, Northcliffe Drive and the new laneway in control (2) above, two safe and direct pedestrian access links are to be provided across the site, to facilitate pedestrian desire lines between Cowper Street, Northcliffe Drive, the proposed open space and the bus stop on King Street near Northcliffe Drive, as indicated in Figure 4.
- 5) Any future redevelopment of the Warrawong Plaza site must consider and facilitate safe and direct pedestrian access across the site, incorporating key connections and desire lines between Cowper Street and Northcliffe Drive as indicated in Figure 4.
- 6) The existing at-grade car parking area in the front building line setback area to King Street south of Cowper Street is to be restricted to left in / left out movements only and primarily designed to provide car parking for persons with a disability and persons with strollers.
- 7) Car parking and vehicular servicing is to be provided via a secondary road or laneway and not along active frontages. Direct vehicular access via King Street and Cowper Street is not permitted, except where a site has no alternate access.
- 8) Where access from a secondary street is provided, existing driveways from 'vehicle access denied' locations are to be removed. Where access off a secondary street is not possible, driveways should be consolidated where possible.
- 9) Existing car parking areas which are currently clustered together should remain physically linked to provide satisfactory vehicular access arrangements between sites. The co-ordinated access arrangements between these sites shall be achieved by the creation of reciprocal rights of carriageway over the sites, pursuant to section 88B of the Conveyancing Act 1919.

*Note: parking concessions are available to encourage the linking of surface car parks between*

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*adjoining sites – refer to Chapter E3 Car Parking, Access, Servicing/Loading Facilities and Traffic Management of this DCP.*

**Built form and setbacks**

- 10) The maximum building height in storeys, maximum street frontage heights and setbacks are identified in Figure 4.
- 11) Active frontages are to be provided as identified by the LEP and consistent with the requirements of 8.4 Active Frontages in this Chapter.
- 12) Development with an Active Frontage shall be built to the identified boundary with a zero building setback, unless otherwise identified for a landscape setback. Active frontages should also face and engage with open space areas.
- 13) Landscaped setbacks are to be provided as identified in Figure 4, consistent with the requirements of 8.3 Streetscape Interface in this Chapter.
- 14) Landscaped setbacks along King Street north of Cowper Street should be designed to maximise pervious surfaces that help to absorb overland flows.
- 15) A zero side setback may be applied at the street frontage height, unless otherwise indicated in Figure 4, or where a pedestrian through-site link or lane is indicated. Side setbacks of 3 m shall be provided above the street frontage height in accordance with 4.5 Side and Rear Setbacks / Building Separation, in Chapter B3 of this DCP.
- 16) Continuous awnings are to be provided along Active Frontages and be consistent with the requirements of 8.3 Streetscape Interface in this Chapter.
- 17) Where residential uses at ground floor are proposed, they are to be consistent with the requirements of 8.6 Residential Frontages at Ground in this Chapter.
- 18) Setbacks on the block bounded by Cowper Street, King Street, Northcliffe Drive and the eastern boundary of the Centre are to be consistent with The Warrawong Plaza Design Guidelines (DPHI, February 2025), including section 2.2.5 (6) that requires a building setback to allow for bus infrastructure.

**Public open space**

- 19) Buildings and structures should create no additional overshadowing to Kully Bay Sports Field and Darcy Wentworth Park.
- 20) Proposed new open spaces should be provided, as per the indicative locations identified in Figure 4 and the Warrawong Town Centre Masterplan (2013).

### 4.3 Dapto Major Regional Centre

Section 4.3 applies to land within the Centre boundary shown in Figure 7.

These centre controls are informed by the following:

- Dapto Town Centre Plan 2017-2027.

**Existing context**

- a) Dapto is a Major Regional Centre located in the southern suburbs of Wollongong and is one of Wollongong LGA's fastest growing areas, serving all suburbs surrounding Dapto, as well as the West Dapto Urban Release Area.
- b) Dapto is a strong street-based centre situated along the Princes Highway and Bong Bong

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Road, with a large shopping centre, supermarkets, retail and health care services, professional services and the Dapto Ribbonwood Centre (community hub).

- c) The Centre has strong visual connections to the Illawarra Escarpment which can be seen to the west and north.
- d) The proximity of the Centre to the train station and well-connected bus routes supports increased commercial and residential activity.
- e) Tall (up to 8 storeys) mixed use buildings are permitted in the Centre.

#### ***Desired future character***

- f) The area is expected to experience an increase in development activity, with new medium and high density housing and mixed use developments within and surrounding the Centre.
- g) Retail activity and active frontages are focused around the intersection of the Princes Highway and Bong Bong Road, and along Baan Baan Street, maximising activation within a walkable catchment.
- h) Development within the Dapto Major Regional Town Centre that is taller than four storeys incorporates a four storey street wall along the Princes Highway, which helps to define the street, encourage natural surveillance of public areas and contributes to an attractive urban character. Setbacks above the street wall help to reduce impacts on the public domain, including wind, solar and visual impacts.
- i) Built form to the north of Dapto Town Square minimises overshadowing of this key public open space.
- j) Activation of buildings facing Dapto Town Square improves safety and encourages use of open spaces.
- k) Well positioned through-site links improve connectivity between the Dapto Train Station, Dapto Town Square and the Princes Highway, and enhance the overall pedestrian and cycling experience in the Centre.
- l) Building and landscape setbacks seek to achieve positive built form outcomes including retaining views to Mount Kembla in the north; creating a welcoming entry into the Centre from the south; improving the character of laneways in the northeast; and providing a successful transition to surrounding residential areas.
- m) Development in flood prone areas responds to flood constraints with high quality design outcomes which provide a successful and sensitive interface with adjacent streets and neighbouring buildings.

#### ***Core and transition areas***

- n) The Dapto 'Core' and 'Transition' areas are identified in Figure 5 and inform the controls for the Centre.
- o) The Core Area is the primary retail and commercial hub of the Centre and is focused on the Princes Highway between Moombarra Street and Baan Baan Street. This area includes a shopping centre as well as street-based retail and commercial offerings, large food and beverage offerings and the Dapto Train Station.
- p) The Transition Area to the north of Baan Baan Street, and east of the Princes Highway, is a mixed use area that is currently characterised by predominantly residential built form, with landscaped front setbacks. Existing buildings in this area are being adapted to commercial uses and this transition is expected to continue alongside the intensification of built form in this area.



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- q) To the west of the Princes Highway are large-format single-storey retail offerings with large floor plates and large front setbacks which are used for parking and landscaping, and which preserve a view along the Princes Highway to Mount Kembla. North of Unara Street is a small area of specialised retail and light industrial uses which buffer existing residential uses from the Princes Highway.
- r) The Transition Area south of Moombarra Street is characterised by commercial and retail uses, such as specialised retail and fast food outlets with large footprints and 1 – 2 storey built form with large areas of at grade parking.

**Street role and function**

- s) The street role and function of the Centre is shown in Figure 6 and was informed using the NSW Movement and Place Framework as referenced in Design of Roads and Streets (TfNSW 2024). It informs the controls of this Centre by identifying the character and hierarchy of the street network. It shows that the Princes Highway is an arterial road, with a high movement function until the Core Area of Dapto, where it becomes a Destination High Street, balancing both movement and place functions. Bong Bong Road is the most important east-west street in the Centre, connecting residential areas to the east with the train station to the west.



Figure 5: Core and Transition Areas

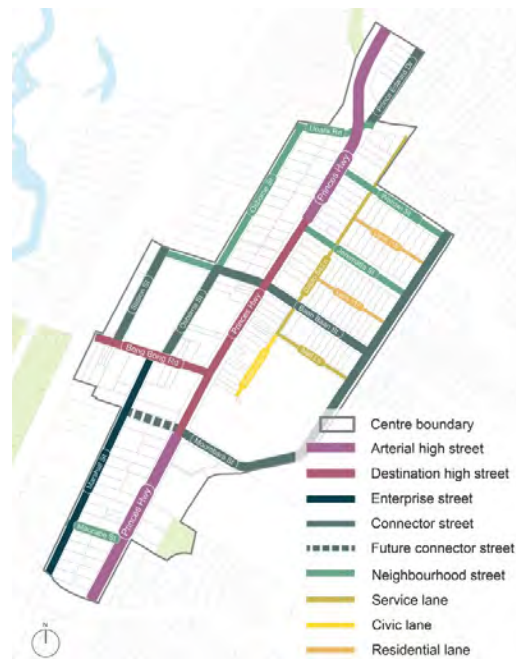


Figure 6: Movement and Place Road Types

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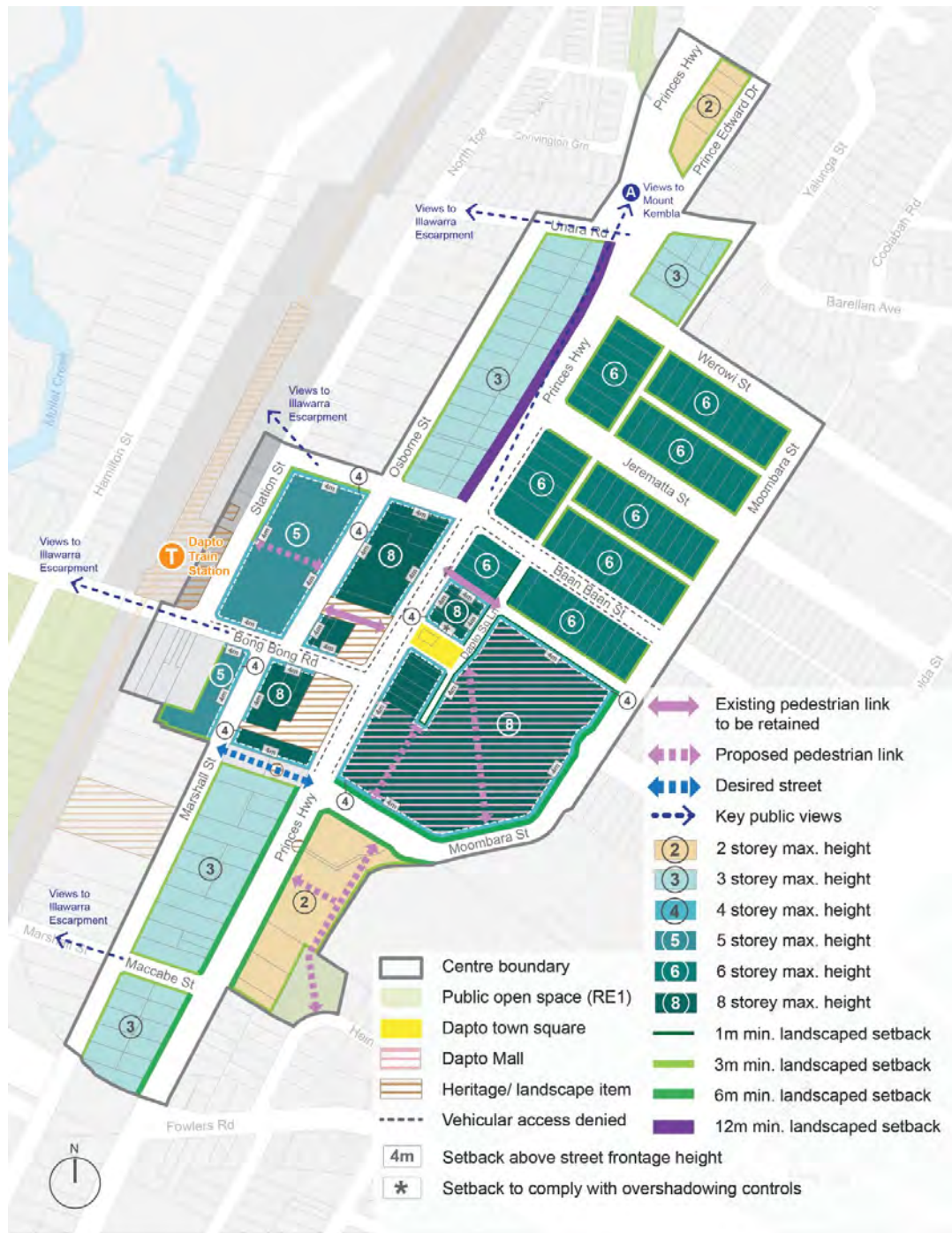


Figure 7: Dapto Major Regional Centre

### 4.3.1 Objectives

#### Access and movement

- Encourage a small block structure that contributes to improved pedestrian permeability and access within and around the Centre, particularly to key destinations such as Dapto Train

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Station and Dapto Mall.

##### ***Built form and setbacks***

- b) Provide active frontages that improve the experience, vibrancy and safety along the street and in Dapto Town Square.

##### ***Public open space***

- c) Protect and improve the solar amenity and pedestrian experience of Dapto Town Square by minimising overshadowing of this key public open space.

#### **4.3.2 Development Controls**

##### ***Key public views***

- 1) All key public views shown in Figure 7 are to be protected, including the following nominated views:
  - i) Views to Mount Kembla travelling north along the Princes Highway between Baan Baan Street and Unara Road (A).
- 2) Development Applications must include a view analysis demonstrating how views to the Illawarra Escarpment and Mount Kembla have been considered from view points and street views as per Figure 7, and how view corridors between buildings have been maximised. This should consider existing topography, vegetation and surrounding development.
- 3) The planning and design of building forms must maximise view corridors between buildings, above street frontage height.

##### ***Access and movement***

- 4) Existing pedestrian links as identified in Figure 7 are to be retained, with any future development consistent with the requirements in 8.9 Pedestrian Access of this Chapter.
- 5) Proposed pedestrian links are to be provided as identified in Figure 7, consistent with the requirements in 8.9 Pedestrian Access of this Chapter.
- 6) Any redevelopment of the Dapto Mall site must consider and facilitate safe and direct pedestrian access across the site, with key connections and desire lines between the Princes Highway, Dapto Town Square Lane and Moomba Street as indicated in Figure 7.
- 7) Car parking and vehicular servicing is to be provided via a secondary road or laneway and not along active frontages. Direct vehicular access via the Princes Highway, Baan Baan Street and Bong Bong Road is not permitted
- 8) Opportunities to remove existing driveways from 'vehicle access denied' locations are encouraged and should be prioritised with development.

##### ***Built form and setbacks***

- 9) A maximum building height in storeys, maximum street frontage heights and setbacks are identified in Figure 7.
- 10) Active frontages are to be provided as identified by the LEP and consistent with the requirements of 8.4 Active Frontages in this Chapter.
- 11) Sites with Active Frontages shall be built to the identified boundary with a zero building setback, unless otherwise identified for a landscape setback.



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- 12) Landscaped setbacks are to be provided as identified in Figure 7, consistent with the requirements of 8.3 Streetscape Interface in this Chapter.
- 13) Within the 12 m minimum landscaped setback along the Princes Highway, at grade car parking screened with visually permeable, low level landscaping, fencing and integrated signage is acceptable. Views to Mount Kembla from the Princes Highway should be protected and prioritised.
- 14) A zero side setback may be applied at the street frontage height, unless otherwise indicated in Figure 7, or where a pedestrian through-site link is indicated.
- 15) Continuous awnings are to be provided along Active Frontages and be consistent with the requirements of 8.3 Streetscape Interface in this Chapter.
- 16) Where residential uses at ground floor are proposed, they should be consistent with the requirements of 8.6 Residential Frontages at Ground in this Chapter.

**Public open space**

- 17) At least 50 % of Dapto Town Square is to receive at least two hours of direct sun between 9 am and 3 pm in midwinter (21 June). A chamfered setback is likely to be required at the corner of the Princes Highway and Dapto Town Square to achieve this outcome.

## **5. PLANNING REQUIREMENTS FOR DEVELOPMENT IN MAJOR TOWN CENTRES**

### **5.1 Objectives for Major Town Centres**

**Key public views**

- a) Preserve and improve views to the Illawarra Escarpment, Mount Keira and other key natural landmarks from key public spaces and streets.

**Access and movement**

- b) Prioritise safe pedestrian access along key streets and facilitate the use of laneways and secondary streets to provide vehicular access to properties.
- c) Ensure vehicle entry points do not dominate the design of buildings or the streetscape character and minimise conflicts with pedestrians.

**Built form and setbacks**

- d) Provide a transition in height to surrounding low-scale areas.
- e) Create landscaped setbacks that provide amenity and improve the interface with adjoining residential properties.
- f) Provide opportunities for trees, landscaping and deep soil within landscaped setbacks to improve biodiversity, tree canopy and microclimate.
- g) Ensure adequate sunlight is available for all buildings, streets and public open spaces.
- h) Create consistent, human-scaled streetscapes that have good solar access, are protected from wind and are safe and attractive.

**Public open space**

- i) Protect the solar amenity of public spaces and streets, by minimising overshadowing.

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## 5.2 Corrimal Major Town Centre

Section 5.2 applies to land within the Centre boundary shown in Figure 10.

These centre controls are informed by the following:

- Corrimal Town Centre Plan 2015-2025.
- Wilga Street Block Strategy (2024).

### ***Existing context***

- a) Corrimal is a Major Town Centre located in the northern suburbs of Wollongong.
- b) Corrimal is a street based Centre, situated along both sides of the Princes Highway and along Railway Street. The Centre is made up of a range of goods and services retail, and community infrastructure, along with two shopping malls, each with a full line supermarket.
- c) Parts of the Centre are vulnerable to flooding.
- d) The Centre is framed by the Illawarra Escarpment and has views to local landmark Mt Kurumul / Kurrumul (Brokers Nose).
- e) Memorial Park is centrally located along the Princes Highway. It includes an all-abilities playground, known as Luke's Place Playground, sportsgrounds and a war memorial.
- f) Ziems Park is located at the southern end of the Centre and includes a district library and community centre, swimming pool complex and sports fields.
- g) Planning controls for the Centre enable medium scale mixed use buildings.
- h) The precinct bound by Wilga Street, Collins Street, the Princes Highway and Memorial Park is known as the Wilga Street Block.

### ***Desired future character***

- i) The Centre supports a range of medium- and high-density housing and mixed-use developments.
- j) The Princes Highway remains the main retail street for Corrimal, operating as a high street with fine grain retail premises. Redevelopment seeks to revitalise and enhance the existing character.
- k) Shopfront design provides good visibility, ventilation and access while unique attractive original details, such as mosaic tiling, steel shopfront glazing and fixtures, are retained and embraced, celebrating Corrimal's eclectic mix of buildings.
- l) Development responds to flood constraints with high quality design outcomes which provide active frontages where required and provide a successful and sensitive interface with adjacent streets and neighbouring buildings.
- m) Along the Princes Highway, within the Wilga Street Block, wide footpaths encourage walkability and activation of shop fronts with no vehicular crossings.
- n) A two storey street wall throughout the Centre creates a cohesive and pedestrian friendly scale of built form, encourages natural surveillance of public areas and contributes to an attractive urban character. Setbacks above the street wall help to reduce impacts on the public domain, including wind, solar and visual impacts. Sensitive built form at the edge of the Centre interfaces with surrounding residential development.
- o) The Corrimal Hotel, a heritage listed building, remains a prominent landmark building within

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the Centre.

- p) Existing and new buildings provide views of the Illawarra Escarpment and Mt Kurumul / Kurrumul (Brokers Nose), ensuring that the escarpment remains a dominant feature of the skyline from within the Centre.
- q) The Centre's attractive network of streets, lanes, footpaths and pedestrian through-site links enhance walking and cycling around the Centre.
- r) Active frontages facing Memorial Park provide passive surveillance and activation.
- s) The Wilga Street Block is a vibrant and flexible mixed-use precinct that strengthens the role and identity of the Major Town Centre. It supports the growth of the local community, with services and amenities that align with Council's strategic priorities. The Block will enable safe and high amenity access to Memorial Park, and this interface will foster social interaction and a range of activities. Comfortable streets, lanes and improved active transport connections will support a uniquely walkable environment and minimise the role of cars.
- t) Memorial Park is a critical interface for enhancing the amenity of Wilga Street Block. Activating the edge of the park adjacent Luke's Place Playground and the Memorial Outside Ground will provide stronger connections, an increased vibrancy and support visitation and utilisation.
- u) Collins Street is a predominantly residential street with a mixture of single dwellings and low scale medium density housing. On the Wilga Street Block low scale street walls, setbacks for landscaping and articulated façades will assist in managing the transition to a higher density of residential uses, to fit within the local context.
- v) Wilga Street plays a key role in the functioning of the block as primary servicing and vehicle access. Consolidated vehicle entries and servicing, future cycling routes, on street parking and landscaped setbacks would all enhance the amenity of the block and improve connections to surrounding community facilities.

#### **Core and transition areas**

- w) The Corrimal 'Core' and 'Transition' areas are identified in Figure 8 and inform the controls for the Centre.
- x) The Core Area is the primary retail and commercial hub of the Centre, concentrated around the Princes Highway, between Collins Street and Short Street. This area contains the highest concentration of pedestrian activity as well as retail and commercial floor space, including three shopping centres.
- y) To the west of Bertram Lane and north of Collins Street, the Transition Area accommodates residential uses in the form of shop top housing and residential flat buildings, which help transition to the residential areas to the west and north that include established and emerging residential flat buildings, townhouses and villa development.
- z) The area east of Wilga Street, near Gilbert Street, has a residential character with large front landscaped setbacks, variable street wall heights and mature vegetation. Commercial uses are increasing in this area, within both existing one to two storey buildings, and within two to three storey shop top housing buildings. This area allows the Centre to transition to residential areas to the east, which include low density residential uses, dual occupancies and villa development.
- aa) The Transition Area south of Short Street is disconnected from the Core due to a tributary of Towradgi Creek creating a riparian area which has large mature trees and is vulnerable to flooding.

#### **Street role and function**



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- bb) The street role and function of the Centre is shown in Figure 9 and was informed using the NSW Movement and Place Framework as referenced in Design of Roads and Streets (TfNSW 2024). It informs the controls of this Centre by identifying the character and hierarchy of the street network. The Princes Highway is classified as the Arterial High Street since it provides a strong movement function, linking to other nearby Centres, such as Woonona and Fairy Meadow, while also supporting pedestrian activity throughout the Centre.



Figure 8: Core and Transition Areas



Figure 9: Movement and Place Road Types

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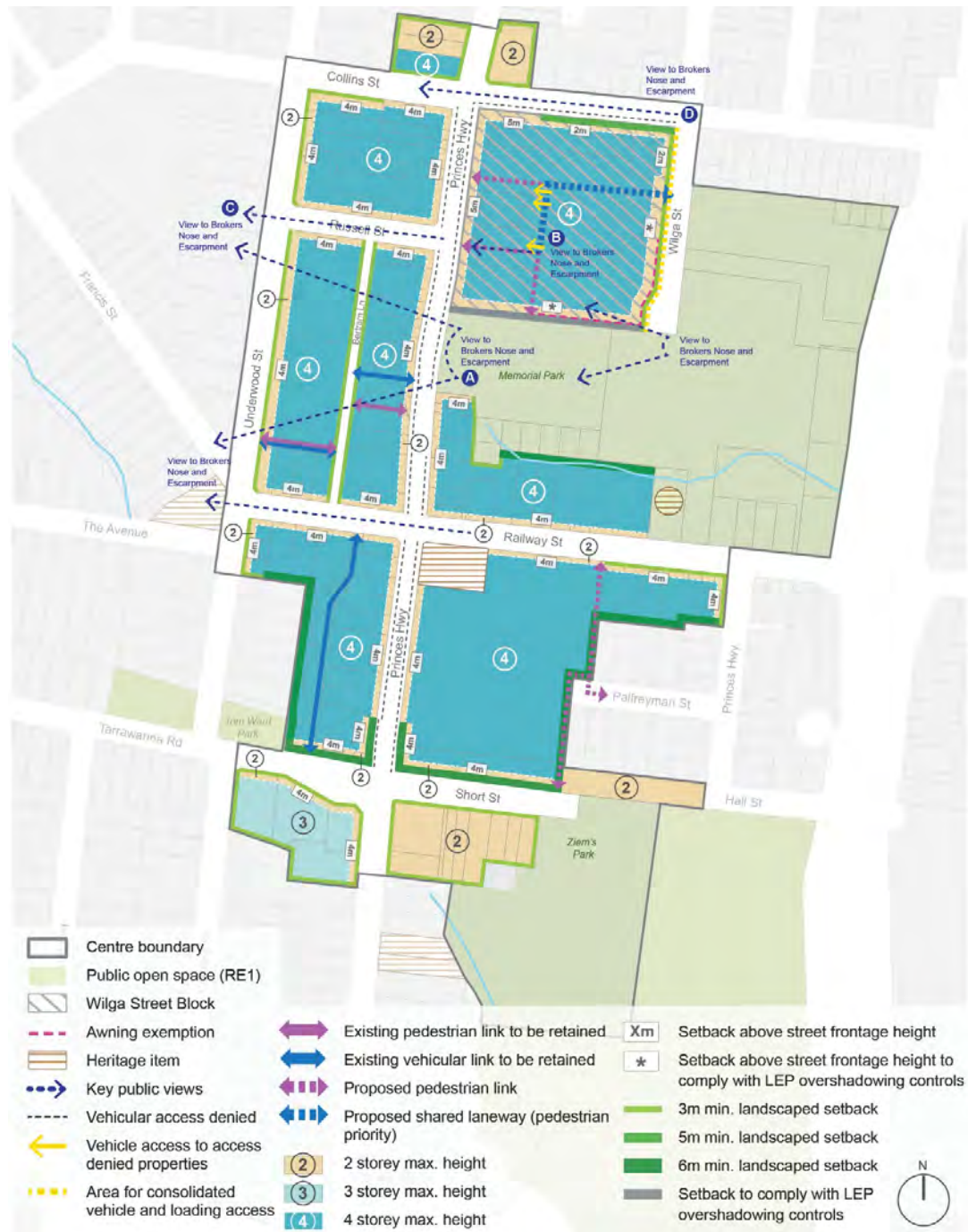


Figure 10: Corrimal Major Town Centre

## 5.2.1 Objectives

### Key public views

- Ensure the Illawarra Escarpment remains the dominant feature of the skyline.

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- b) Maximise low angle (eye-level) views between buildings to allow orientation throughout the Wilga Street Block from street to street and to Memorial Park and to reduce the effects of visual enclosure.

***Access and movement***

- c) Encourage a small block structure that supports improved pedestrian permeability and access within and around the Centre.
- d) Provide for well planned and well located publicly accessible mid block connections for active transport and vehicle movement.
- e) Ensure laneways and through-site links are safe, well lit and accessible with a welcoming character.
- f) Improve pedestrian permeability and access, and minimise conflicts between vehicles and pedestrians.
- g) Prioritise pedestrians on footpaths and in shared vehicle and pedestrian lanes.
- h) Ensure vehicle access within the site maintains pedestrian priority on the street by facilitating rear access to properties denied vehicle access from their front boundary.
- i) Retain public access to parking on the Wilga Street Block to support retail offerings as well as visitation to and use of Memorial Park and the Corrimal Major Town Centre more broadly.
- j) Consolidate and integrate all new car parking in the Wilga Street Block to ensure increased useability, and to provide car parking spaces that are adaptable to future uses.

***Built form and setbacks***

- k) Provide active frontages that improve the experience, vibrancy and safety along the street and public open spaces.
- l) Provide space for street tree planting and landscaping.
- m) Provide space for pedestrian movement and staying activities.
- n) Identify expectations and requirements of development within the Wilga Street Block with detailed objectives and controls.
- o) Ensure development aligns with the objectives, principles, and recommendations of the Wilga Street Block Planning Strategy.
- p) Guide a place-based development approach through a comprehensive set of planning and design guidelines informed by the future desired character of the Precinct.
- q) Provide for a comprehensive development on the Wilga Street Block, which implements consistent urban design principles of the highest standard.
- r) Promote design excellence and quality urban design and architectural outcomes across the Wilga Street Block.
- s) Distribute height to protect the access of sunlight to open space areas on the Wilga Street Block and in the surrounding area.
- t) Provide a transition between the building forms on the Wilga Street Block and the street, Memorial Park and surrounding residential areas.
- u) Maintain a consistent building alignment fronting the public domain.



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- v) Ensure a human scale interface with Memorial Park and the streets.
- w) Provide weather protection for passing pedestrians, entries to buildings and outdoor activities such as dining.

**Public open space**

- x) Protect the solar amenity of public spaces and streets, by minimising overshadowing.

**5.2.2 Development controls**

**Key public views**

- 1) All key public views identified in Figure 10 are to be protected, including the following nominated views:
  - i) Views to the Illawarra Escarpment and Brokers Nose are to be maximised from within Luke's Place Playground (A).
  - ii) Views to the Illawarra Escarpment and Brokers Nose are to be maximised from the pedestrian connection between Wilga Street and the Princes Highway (B).
  - iii) A view corridor to Brokers Nose along Russell Street is to be created via a new open air pedestrian link from the centre of the Wilga Street Block. Built form envelopes either side of this link are to maximise this view (C).
  - iv) Views to the Illawarra Escarpment and Brokers Nose are to be maximised along the pedestrian footpath on the southern side of Collins Street between Wilga Street and the Princes Highway (D).
- 2) The redevelopment of sites with potential to open a blocked view shown in Figure 10 must restore that view.
- 3) Development Applications must include a view analysis demonstrating how views to the Illawarra Escarpment and Brokers Nose have been considered from view points and street views as identified in Figure 10, and how view corridors between buildings have been maximised. This should consider existing topography, vegetation and surrounding development.
- 4) The planning and design of building forms must maximise view corridors between buildings, above street frontage height.

**Access and movement**

- 5) Vehicle access is to be consistent with Figure 10.
- 6) Existing and proposed pedestrian links as identified in Figure 10, are to be retained with any future redevelopment, and be consistent with the requirements in 8.9 Pedestrian Access of this Chapter.
- 7) Any future redevelopment of the Corrimal Village Mall site must consider and facilitate safe and direct pedestrian access across the site, with key connections and desire lines between Short Street and Railway Street, and incorporating a potential connection into Palfreyman Street as identified in Figure 10.
- 8) Car parking and vehicular servicing is to be provided via a secondary road or laneway and not along active frontages. Direct vehicular access via the Princes Highway is not permitted, except where a site has no alternate access.
- 9) Opportunities to remove existing driveways from 'vehicle access denied' locations are

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encouraged and prioritised with development.

##### 10) Additionally, for the Wilga Street Block:

- i) Vehicle access and location of car parking within the Wilga Street Block is to be consolidated and all parking and servicing is to be functional, adequate and discrete.
- ii) Vehicle access to properties and carparking is to be provided off internal lanes and Wilga Street rather than primary street frontages to limit conflicts with pedestrian and cyclist activity.
- iii) Rear access to vehicle access denied access properties with no existing access is to be provided from Wilga Street in a consolidated form. Figure 10 illustrates the desired arrangement.
- iv) Loading areas, servicing and vehicular access shall be consolidated, as identified in Figure 10, to manage traffic movement to and from the Wilga Street Block.
- v) Car parking is to be provided in accordance with the requirements of Chapter E3 Car parking, Access, Servicing/Loading Facilities and Traffic Management of this DCP.
- vi) The quantum of publicly accessible parking currently provided on 101 Wilga Street (Lot 5 DP 37769) is to be retained as part of any lot consolidation and or redevelopment of the site.
- vii) Clear lines of sight and wayfinding to publicly accessible car parking spaces in the Wilga Street Block must be provided from surrounding streets, public spaces and uses within the Block.
- viii) Car parking spaces are to be integrated into the design of buildings.
- ix) Car parking is not to be visible at ground level, or on any level up to street wall height, from any street frontage.
- x) Open air through-site links are to be an easement on title.
- xi) Pedestrian links are to be provided as per Figure 10. Appropriate alternatives will be considered where they deliver on the objectives of this section.
- xii) Pedestrian links are to be consistent with the requirements in 8.9 Pedestrian Access of this DCP Chapter.
- xiii) Landscape planting and views to surrounding landscape features are to be used to ensure that spaces do not feel enclosed or lacking in connection to the wider area.
- xiv) Wayfinding signage should support the movement of people through the site and provide direction to key destinations.

##### **Built form and setbacks**

- 11) The maximum building height in storeys, maximum street frontage heights and setbacks are identified in Figure 10.
- 12) Active frontages are to be provided as identified by the LEP and consistent with the requirements of 8.4 Active Frontages in this Chapter.
- 13) Sites with Active Frontages shall be built to the identified boundary with a zero building setback, unless otherwise identified for a landscape setback or to comply with Clause 7.24 of the LEP.
- 14) Landscaped setbacks are to be provided as identified in Figure 10, consistent with the

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requirements of 8.3 Streetscape Interface in this Chapter.

- 15) A zero side setback may be applied at the street frontage height, unless otherwise indicated in Figure 10, or where a pedestrian through-site link or lane is indicated.
  - i) Any new building within the Wilga Street Block may incorporate a zero side ground floor setback up to street wall height, except where a pedestrian through site link or lane is indicated in Figure 10.
- 16) Continuous awnings are to be provided along Active Frontages and are to be consistent with the requirements of 8.3 Streetscape Interface in this Chapter. The frontages identified as "awning exemption" in Figure 10, are not required to provide an awning.
- 17) Where residential uses at ground floor are proposed, they should be consistent with the requirements of 8.6 Residential Frontages at ground in this Chapter.
- 18) All setbacks should be appropriate for context and the proposed land use. On Collins Street and Wilga Street, where it is expected that there may be a transition from commercial to residential at ground, proposed setbacks will be assessed on merit, with reference to the dominant setback of the street, the setback of the adjacent properties and the land use.
- 19) Any area with a setback to Memorial Park is to be designed in consultation with Council.
- 20) Lot frontages in the Wilga Street Block are to provide adequate width to allow buildings to provide for the efficient development of land and high-quality design of buildings.
- 21) Lot consolidation in the Wilga Street Block must not result in isolated lots, or lots that are not able to redevelop.
- 22) In the Wilga Street Block, a minimum six metre ground floor setback is required from the rear property boundary, where a site includes or abuts residential uses.
- 23) Upper level side and rear setbacks are required to provide light and air to the street, adjacent open spaces and internal pedestrian links in the Wilga Street Block. 0m side or rear setbacks are not permitted above street wall height.
- 24) A minimum 2 m upper storey setback above the street frontage height of the building is required along laneways and open air pedestrian through-site links.
- 25) Physical access to building frontages adjacent Memorial Park may be concentrated where active frontages are nominated in Figure 10.
- 26) For the southern boundary of the Wilga Street Block, adjoining Memorial Park, building frontages to the east of the proposed pedestrian link must at a minimum provide visual access to the premises to enable users of the Park to see activity within. Frontages should consider how the layout of future development can be designed to maximise visual connection.

#### **Public open space**

- 27) New development must comply with the solar access and overshadowing requirements set out in the clause 7.24 of the LEP to minimise overshadowing of Memorial Park and Luke's Place Playground.
- 28) New development must not overshadow any part of the existing footprint of the Corrimal Public Pool.

### **5.3 Fairy Meadow Major Town Centre**

Section 5.3 applies to land within the Centre boundary shown in Figure 13.



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##### **Existing context**

- a) Fairy Meadow is a Major Town Centre located on the Princes Highway, between Cambridge Avenue / Daisy Street and Guest Avenue. The suburb contains the University of Wollongong Innovation Campus and is near the University of Wollongong main campus and Wollongong TAFE.
- b) The street based Centre provides three supermarkets, mixed retail goods and services and restaurants. The Centre is supported by a Peripheral Sales Precinct to the north and south including a range of specialised retail. There is a large general industrial area to the north of the Centre.
- c) Fairy Meadow Demonstration School and Guest Park are located at the northern end of the Centre. The Park includes a range of active recreation facilities and a community centre.
- d) The Illawarra Escarpment runs parallel to the Princes Highway, and views of the escarpment contribute to the character of the Centre.

##### **Desired future character**

- e) The development of shop-top housing, cafes and restaurants creates a Centre that is full of vitality and vibrancy, throughout the day.
- f) Active frontages extend around the corner from the Princes Highway into side streets within the core area and are designed to maximise activation. Development at the northern and southern ends of the Centre creates visual interest for passers-by, contributes to improved safety in the area, and provides a transition to adjacent uses.
- g) Development responds to flood constraints with high quality design outcomes which provide a successful and sensitive interface with adjacent streets and neighbouring buildings.
- h) Existing and new buildings retain views from the public domain of Mount Keira to the south-west, and views of the escarpment looking west along the east west streets.
- i) The landscaped front and side setbacks at the southern end of the Centre creates a 'green gateway' and supports flood mitigation, while also creating an attractive transition to surrounding residential areas.
- j) Enhanced cycling infrastructure supports cycling to and around the Centre.

##### **Core and transition areas**

- k) The Fairy Meadow 'Core' and 'Transition' areas are identified in Figure 11 and inform the controls for the Centre.
- l) The Core Area is the primary retail and commercial hub of the Centre, concentrated around the Princes Highway, between Bourke Street and Norman Street. This area has the highest concentration of pedestrian activity, as well as retail and commercial floor space, in the Centre.
- m) The Transition Areas north of Norman Street provide for commercial and retail uses of lower intensity compared with the Core. It is characterised by lower built form height that helps create a transition to the low density residential areas to the east, and the industrial areas to the north.
- n) The Transition Area south of Bourke Street is characterised by vehicle oriented uses with large single storey floor plates. The area is partially separated from nearby residential uses by Cabbage Tree Creek.

##### **Street role and function**

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- o) The street role and function of the Centre is shown in Figure 12 and was informed using the NSW Movement and Place Framework as referenced in Design of Roads and Streets (TfNSW 2024). It informs the controls of this Centre by identifying the character and hierarchy of the street network. It shows that the highest concentration of vehicular traffic is along the Princes Highway, and that Bourke Street and Daisy Street support additional active uses.



Figure 11: Core and transition areas



Figure 12: Movement and Place Road Types

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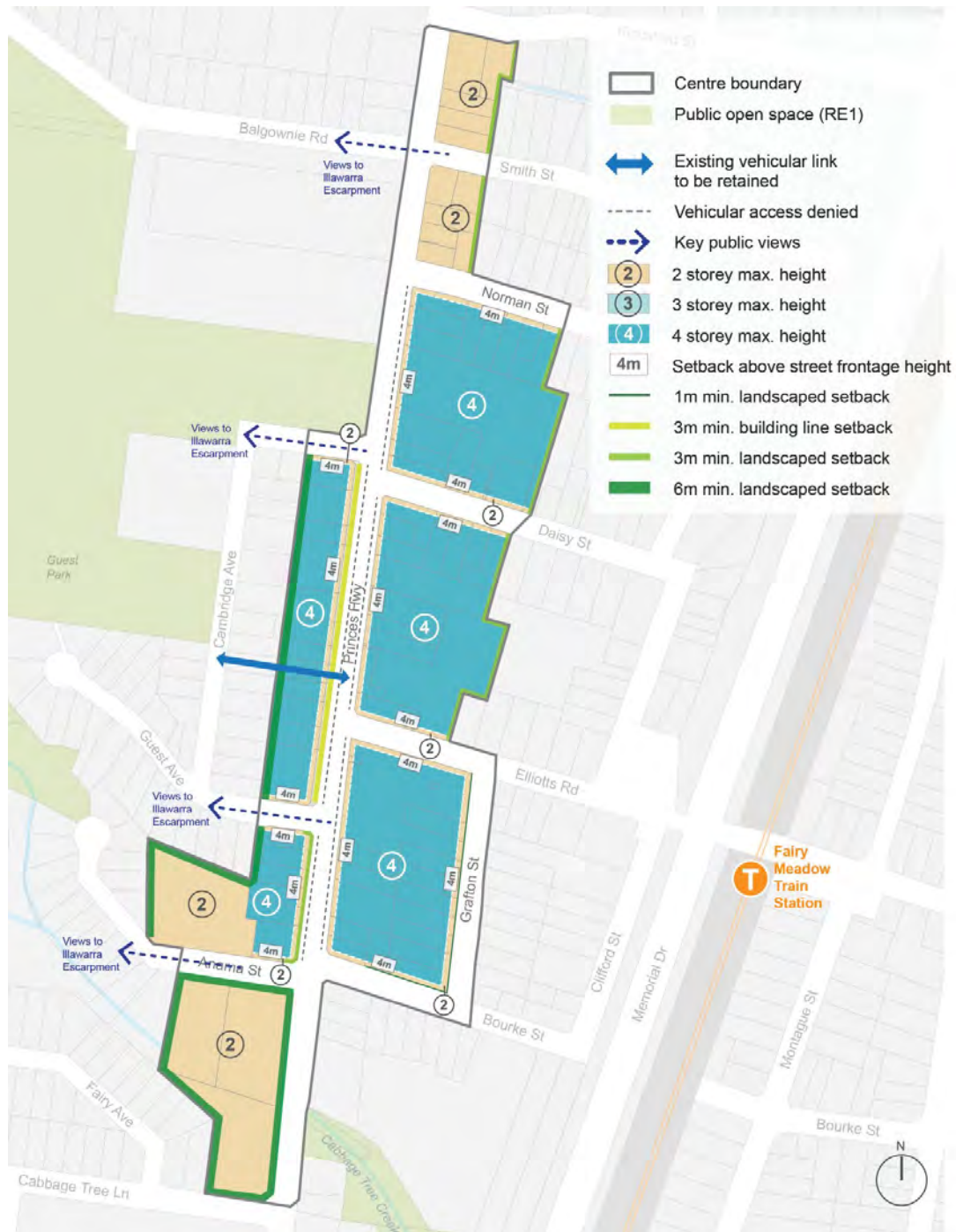


Figure 13: Fairy Meadow Major Town Centre

### 5.3.1 Objectives

#### Access and movement

- Encourage a small block structure that supports improved pedestrian permeability and access within and around the Centre.



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- b) Ensure through-site links are safe, well lit and accessible with a welcoming character and design.

### 5.3.2 Development Controls

#### **Key public views**

- 1) Development Applications must include a view analysis demonstrating how views to the Illawarra Escarpment have been considered from streets as per Figure 13, and how view corridors between buildings have been maximised. This should consider existing topography, vegetation and surrounding development.

#### **Access and movement**

- 2) Safe access for pedestrians is to be established along the existing vehicle access link shown in Figure 13. Pedestrian access is to be consistent with the requirements of 8.9 Pedestrian Access in this Chapter.
- 3) Car parking areas shall be provided with access arrangements to / from a secondary road, such as Elliotts Road, Bourke Street or other secondary roads. Direct vehicular access via the Princes Highway is not permitted, except where a site has no alternate access.
- 4) Opportunities to remove existing vehicle access driveways from vehicle access denied locations is encouraged and should be prioritised with development.

#### **Built form and setbacks**

- 5) The maximum building height in metres is set out in the LEP and the maximum building height in storeys, maximum street frontage heights and setbacks are identified in Figure 13.
- 6) Active frontages are to be provided as identified by the LEP and consistent with the requirements of 8.4 Active Frontages in this Chapter.
- 7) Sites with Active Frontages shall be built to the identified boundary with a zero building setback, unless otherwise identified for a landscape setback.
- 8) Landscaped setbacks are to be provided as identified in Figure 13, consistent with the requirements of 8.3 Streetscape Interface in this Chapter.
- 9) A zero side setback may be applied at the street frontage height, unless otherwise indicated in Figure 13 or where a pedestrian through-site link or lane is indicated.
- 10) Continuous awnings are to be provided along Active Frontages, as shown in Figure 13 and are to be consistent with the requirements of 8.3 Streetscape Interface in this Chapter.
- 11) Where residential uses at ground floor are proposed, they should be consistent with the requirements of 8.6 Residential Frontages at Ground in this Chapter

### 5.4 Figtree Major Town Centre

Section 5.4 applies to land within the Centre boundary shown in Figure 16.

These centre controls are informed by the following:

- Figtree Town Centre Study (2013).

#### **Existing context**

- a) Figtree is a Major Town Centre located in the southern suburbs of Wollongong.

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- b) The Centre is a combination of a shopping centre and street based retail along the Princes Highway, split into two distinct areas. The large shopping centre and smaller street based centre is to the south of Figtree Oval, and the mixed use, restaurant and specialised retail to the north. This northern area is located within the suburb of West Wollongong and includes the heritage listed former Mount Keira Inn.
- c) Figtree is set in a natural amphitheatre, with views of the Illawarra Escarpment and Mount Keira and several natural features within the Centre, including Byarong Creek that bisects the Centre and Figtree Oval, the large central open space.
- d) Mature trees including heritage listed Moreton Bay Fig Trees are a key feature of the Centre providing amenity along the Princes Highway, The Avenue and Bellevue Road.

#### ***Desired future character***

- e) Retail activity and active frontages are focused around the intersection of the Princes Highway and Bellevue Road to maximise activation within the core of the Centre.
- f) Active frontages also occur along the pedestrian route to the shopping centre and facing Figtree Oval, improving safety and encouraging connectivity.
- g) Development responds to flood constraints with high quality design outcomes which provide a successful and sensitive interface with adjacent streets and neighbouring buildings.
- h) Landscape setbacks along main streets, including The Avenue, allows for the preservation of healthy trees and opportunity to increase trees along key streets.
- i) Existing and new buildings retain and frame views of the escarpment along Bellevue Road, including views of Mount Keira.
- j) A pedestrian and cycle friendly street network within the Centre is augmented with through-site links that connect Figtree Oval, the Princes Highway, The Avenue and Bellevue Road.
- k) Active transport access is provided along the riparian corridor and across Byarong Creek, linking the northern and southern parts of the Centre.
- l) An attractive, landscaped interface is provided between the shopping centre and Figtree Oval.
- m) Transition areas create a sensitive interface with lower scale residential areas.

#### ***Core and transition areas***

- n) The Figtree 'Core' and 'Transition' areas are identified in Figure 14 and inform the controls for the Centre.
- o) The Core Area is the primary retail and commercial hub of the Centre, concentrated around the intersections of The Avenue, the Princes Highway and Bellevue Road. The intensity of activity and retail floor space within this area establishes it as the focal point of the Centre, and two pedestrian crossings help connect the Figtree Shopping Centre to the commercial and retail premises on the northern side of the highway and along Bellevue Road.
- p) The Centre has two Transition Areas. The southern Transition Area acts as a buffer between the Centre and surrounding low density residential uses. It includes a place of worship and other low intensity commercial and retail uses to the north of the Princes Highway and to the west of Bellevue Road. With access to the Princes Highway and near the Southern Freeway, the northern Transition Area is characterised by vehicle oriented uses, including specialised retail and fast food outlets.

#### ***Street role and function***

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- q) The street role and function of the Centre is shown in Figure 15 and was informed using the NSW Movement and Place Framework as referenced in Design of Roads and Streets (TfNSW 2024). It informs the controls of this Centre by identifying the character and hierarchy of the street network. It shows the highest concentration of vehicular traffic occurs along the Princes Highway.



Figure 14: Core and Transition Areas



Figure 15: Movement and Place Road Types



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Figure 16: Figtree Major Town Centre

## 5.4.1 Objectives

### Key public views

- Retain and celebrate existing views to key features and landmarks in and around the Centre, such as the mature fig trees.

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***Access and movement***

- b) Encourage pedestrian connections to Figtree Oval and across areas of open space.

***Built form and setbacks***

- c) Ensure that the bulk and scale of any new development is sympathetic to the development in the area.
- d) Lessen the visual impact of development and help create consistent, attractive, human-scaled buildings along streets.
- e) Provide vibrant active frontages that encourage activity and contribute to the pedestrian experience and safety along streets and open spaces, with a core focus around the intersection of the Princes Highway and Bellevue Road.

**5.4.2 Development Controls**

***Key public views***

- 1) All key public views shown in Figure 16 are to be protected, including the following nominated views:
  - i) Views to Mount Keira are to be maximised from the entry point to Figtree Oval and from the Princes Highway (A).
- 2) Development Applications must include a view analysis, demonstrating how views have been considered from nominated view points and street views, as identified in Figure 16, and how view corridors between buildings have been maximised. This should consider existing topography, vegetation and surrounding development.

***Access and movement***

- 3) Direct vehicular access to / from the Princes Highway and the F6 Freeway is not permitted as identified in Figure 16, except where a site has no alternate access.
- 4) Opportunities to remove existing vehicle access driveways from access denied locations is encouraged and should be prioritised.
- 5) The existing truck loading dock facilities at the north-eastern corner of the Figtree Shopping Centre site should be retained to avoid any relocation to more sensitive parts of the site.
- 6) Any future redevelopment of the Figtree Shopping Centre site must consider new pedestrian connections to Figtree Oval as identified in Figure 16.
- 7) Any future redevelopment of the Figtree Shopping Centre site must consider and facilitate safe and direct pedestrian access to the pedestrian crossing across the Princes Highway to Bellevue Road.

***Built form and setbacks***

- 8) The maximum building height in storeys, maximum street frontage heights and setbacks are identified in Figure 16.
- 9) Active frontages are to be provided as identified by the LEP and consistent with the requirements of 8.4 Active Frontages in this Chapter.
- 10) Sites with Active Frontages shall be built to the identified boundary with a zero building setback.

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- 11) Landscaped setbacks are to be provided as identified in Figure 16, consistent with the requirements of 8.3 Streetscape Interface in this Chapter.
- 12) A zero side setback may be applied at the street frontage height, unless otherwise indicated in Figure 16.
- 13) The mature trees along The Avenue and the large Fig Tree at the terminating view of The Avenue should be protected and retained.
- 14) Continuous awnings are to be provided along Active Frontages and are to be consistent with the requirements of 8.3 Streetscape Interface in this Chapter.
- 15) Any future redevelopment of the Figtree Shopping Centre site should consider the provision of an active frontage that directly faces Figtree Oval and the Figtree Community Hall, to contribute to improved safety and passive surveillance of the open space.
- 16) Where residential uses at ground floor are proposed, they should be consistent with the requirements of 8.6 Residential Frontages at ground in this Chapter.

## 6. PLANNING REQUIREMENTS FOR DEVELOPMENT IN TOWN CENTRES

### 6.1 Objectives for Town Centres

#### ***Key public views***

- a) Preserve and improve views to the Illawarra Escarpment, natural landmarks and heritage properties from key public spaces and streets.

#### ***Access and movement***

- b) Encourage a small block structure that supports improved pedestrian permeability and access within and around the Centre.
- c) Ensure laneways and through-site links are safe, well lit and accessible with a welcoming character.
- d) Prioritise safe pedestrian access along key streets and facilitate the use of laneways and secondary streets to access properties.
- e) Ensure vehicle entry points do not dominate the design or heritage value of buildings or the streetscape character and minimise conflicts with pedestrians.

#### ***Built form and setbacks***

- f) Ensure that the bulk and scale of any new development is sympathetic to the development in the area, including any heritage items.
- g) Create landscaped setbacks that provide amenity and improve the interface with adjoining residential properties.
- h) Provide opportunities for trees, landscaping and deep soil within landscaped setbacks to improve biodiversity, tree canopy and microclimate.
- i) Ensure adequate sunlight is available for all buildings, streets and public open spaces.
- j) Create a consistent, human-scaled streetscape that has good solar access, is protected from wind and is safe and attractive.
- k) Provide active frontages that contribute to the pedestrian experience, and safety and



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vibrancy along the street.

## 6.2 Helensburgh Town Centre

Section 6.2 applies to land within the Centre boundary shown in Figure 19.

These centre controls are informed by the following:

- Helensburgh Town Centre Plan 2020-2045.

### ***Existing Context***

- a) Helensburgh is the northern-most Town Centre in the Wollongong LGA, and functions as a gateway to surrounding local and regional destinations.
- b) The street based Centre is concentrated along Walker Street and around the intersection with Parkes Street.
- c) A village character is evident across the Town Centre. Heritage listed buildings and streetscape elements contribute to the village character.
- d) The surrounding bush landscape is a key component of the Centre's character.
- e) The avenue of mature Brush Box trees and sandstone kerbing present along Walker Street are a key features of the streetscape and the Centre.

### ***Desired Future Character***

- f) Retail activity and active frontages are focused along Walker Street and Parkes Street, maximising activation within an easy walkable catchment.
- g) Development with a frontage to Bush Pea Lane and/or Short Street (Lane) strengthen the existing core and improve its vibrancy, while Walker Lane and Gibbons Lane continue to function primarily as a service lane.
- h) The cluster of heritage listed buildings at the intersection of Parkes and Walker Streets, including the Helensburgh Hotel, the Post Office and the old Police Station, are celebrated and well maintained and influence the built form character of the Centre.
- i) Existing and new buildings provide views to surrounding bushland and local landmarks.
- j) The Centre's attractive network of streets, lanes, footpaths and pedestrian through-site links enhance walking and cycling around the Centre.
- k) Landscape and increased setbacks outside the core, at the southern section of Walker Street and along Stuart Street, successfully transition the Centre to lower scale residential areas.

### ***Core and transition areas***

- l) The Helensburgh 'Core' and 'Transition' areas are identified in Figure 17 and inform the controls for the Centre.
- m) The Core Area is the primary retail and commercial hub of the Centre, concentrated along Walker Street, and includes part of Parkes Street. This area has the highest concentration of pedestrian activity in the Centre and includes the Helensburgh Library and Helensburgh Community Rooms.
- n) The Transition Areas to the south of Lilyvale Street and west of Gibbons Lane have more residential uses, transitioning to low density residential uses further to the west and south.

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**Street role and function**

- o) The street role and function of the Centre is shown in Figure 18 and was informed using the NSW Movement and Place Framework as referenced in Design of Roads and Streets (TfNSW 2024). It informs the controls of this Centre by identifying the character and hierarchy of the street network. Walker Street, with its concentration of pedestrian activity, strong sense of place and low traffic speeds, is identified as a Destination High Street. While Parkes Street also supports pedestrian and retail activity, it also has a higher level of through traffic and is therefore identified as an Arterial High Street.



Figure 17: Core and Transition Areas

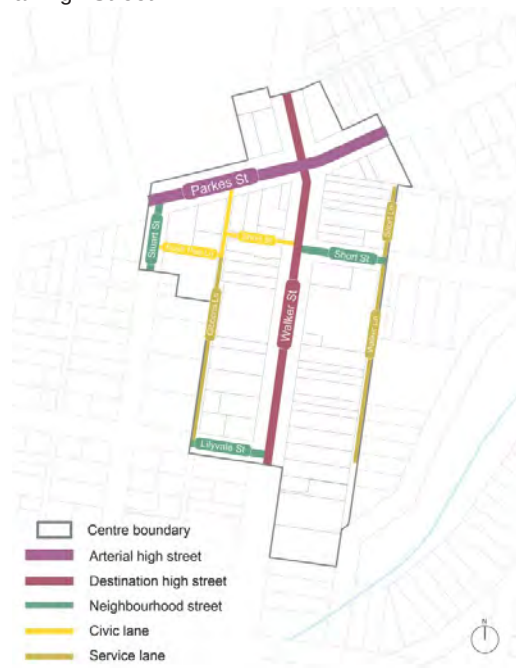


Figure 18: Movement and Place Road Types

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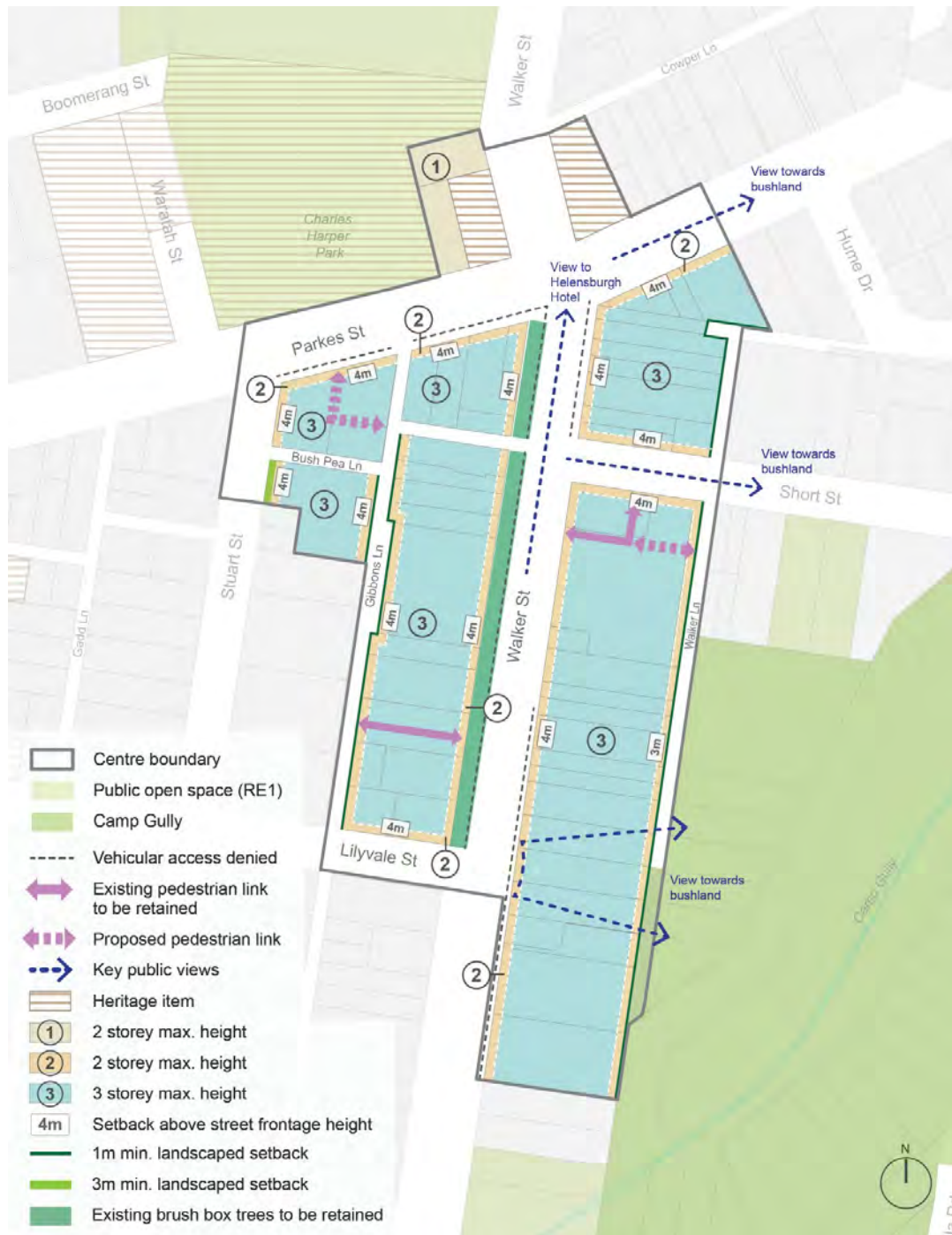


Figure 19: Helensburgh Town Centre

## 6.2.1 Objectives

### Key public views

- Preserve and improve views to surrounding bushland along key streets.



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### 6.2.2 Development controls

#### *Key public views*

- 1) Development Applications must include a view analysis demonstrating how views to the bushland and heritage properties have been considered from streets as per Figure 19. This should consider existing topography, vegetation and surrounding development.

#### *Access and movement*

- 2) Existing pedestrian links as identified in Figure 19 are to be retained, with any future redevelopment to be consistent with the requirements in 8.9 Pedestrian Access of this Chapter.
- 3) Proposed pedestrian links are to be provided as identified in Figure 19, consistent with the requirements of 8.9 Pedestrian Access in this Chapter.
- 4) Additional through-site links between Walker Street and Walker Lane may be considered. The link is to be pedestrian priority and located to take advantage of view corridors from Walker Street to the bushland to the east.
- 5) Car parking and vehicular servicing is to be provided via a secondary road or laneway and not along active frontages. Direct vehicular access via Walker Street and Parkes Street is not permitted as shown in Figure 19, except where a site has no alternate access.
- 6) Opportunities to remove existing driveways from 'vehicle access denied' locations is encouraged and should be prioritised.
- 7) Where sandstone kerbing present, driveways should utilise existing crossover locations to minimise impact of sandstone kerbing.

#### *Built form and setbacks*

- 8) The maximum building height in storeys, maximum street frontage heights and setbacks are set out in Figure 19.
- 9) Active frontages are to be provided as identified by the LEP and consistent with the requirements of 8.4 Active Frontages in this Chapter.
- 10) Sites with Active Frontages shall be built to the identified boundary with a zero building setback.
- 11) Landscaped setbacks are to be provided as identified in Figure 19, consistent with the requirements of 8.3 Streetscape Interface in this Chapter.
- 12) A zero side setback may be applied at the street frontage height, unless otherwise indicated in Figure 19, or where a pedestrian through site link or lane is indicated.
- 13) Continuous awnings are to be provided along Active Frontages and are to be consistent with the requirements of 8.3 Streetscape Interface in this Chapter.
- 14) Where residential uses at ground floor are proposed, they should be consistent with the requirements of 8.6 Residential Frontages at Ground in this Chapter.

### 6.3 Thirroul Town Centre

#### 6.3.1 General

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- 1) The Thirroul Town Centre is concentrated on the Princes Highway and is approximately one kilometre north of the Princes Highway and Lawrence Hargrave Drive intersection. Thirroul retail centre comprises a traditional strip of retail activity extending along Lawrence Hargrave Drive with a small enclosed shopping centre (Thirroul Village Plaza) which includes a supermarket and specialty retail shops.
- 2) Any new retail or business development shall be contained within the existing Centre.
- 3) Any new retail or non-retail development should be designed to provide improved physical cohesion, accessibility, environmental amenity and Town Centre identity.

#### 6.3.2 Development controls

- 4) The site specific planning controls for Thirroul Town Centre are contained in the Thirroul Locality Based DCPs/Precinct Plans in Part D of this DCP - Chapter D12.

#### 6.4 Bulli Town Centre

Section 4.3 applies to land within the Centre boundary shown in Figure 22.

A large portion of the Bulli Town Centre is within a Heritage Conservation Area identified in Schedule 5 of the LEP. Accordingly, the heritage provisions of the LEP and DCP are relevant to development within the Centre. Refer to DCP Chapter E11 20.6 for the Bulli Heritage Conservation Area controls.

##### *Existing context*

- a) Bulli is a traditional Town Centre concentrated along the Princes Highway. The Centre is characterised by its State and Local heritage items including the Bulli Railway Station, Bulli Hotel, and Bulli Post Office. A large part of the Centre is within a Heritage Conservation Area.
- b) The Illawarra Escarpment is seen west and north of the Centre and contributes to its character.
- c) Retail activity with active frontages is focused along the Princes Highway between Park Road and Organs Road. South of Organs Road retail activity is set back from the street behind vehicle movement and parking areas.
- d) Views to the Illawarra Escarpment, Bulli Family Hotel, the Joint Stock Bank Building and the row of single storey parapeted shopfronts on the eastern side of the Princes Highway, from the public domain are an integral part of the character of the Centre.

##### *Desired future character*

- e) New development is sympathetic to and respects the predominant form and character of the Heritage Conservation Area.
- f) Development responds to flood constraints with high quality design outcomes which are sympathetic to the character of the conservation area and provide a successful and sensitive interface with adjacent streets and neighbouring buildings.
- g) New development retains key views that are characteristic of the Centre. Retaining lower height on the block bound by the Princes Highway, Park Street and Railway Street protects views, and preserves and enhances the heritage character of the Centre.
- h) New well positioned through-site links enhance pedestrian and cycle access and overall permeability around the Centre.
- i) A small 'town square' at the western entry to the Bulli Train Station creates a legible point of arrival, a space to gather and appreciate views to the escarpment and Heritage Hotel, and

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improves activation.

**Core and transition areas**

- j) The Bulli 'Core' and 'Transition' areas are identified in Figure 20 and inform the controls for the Centre.
- k) The Core of the Bulli Town Centre is focused on the Princes Highway and Railway Street, between Park Road and Organs Road. In addition to a lively commercial and retail area, the Core includes prominent heritage items such as the Bulli Family Hotel, the former Joint Stock Bank Building and the Bulli Train Station.
- l) The Transition Areas to the north of Park Road, east of Railway Street and west of Stokes Lane are characterised by more residential built forms with larger side setbacks, providing a transition to adjacent residential areas.
- m) The Transition Area south of Organs Road is characterised by large single storey development that is more vehicle oriented with large areas allocated for vehicular movements and parking.

**Street role and function**

- n) The street role and function of the Centre is shown in Figure 21 and was informed using the NSW Movement and Place Framework as referenced in Design of Roads and Streets (TfNSW 2024). It informs the controls of this Centre by identifying the character and hierarchy of the street network. The Princes Highway, as the Arterial High Street, is identified as the spine of the Town Centre and provides a high order function both in movement and place.



Figure 20: Core and Transition Areas



Figure 21: Movement and Place Road Types



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Figure 22: Bulli Town Centre

### 6.4.1 Objectives

#### Heritage

- To encourage sensitive redevelopment of heritage buildings, also referred to as 'adaptive reuse'.

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- b) To ensure development in the vicinity of heritage items or within a Heritage Conservation Area respects and complements the identified heritage and conservation values of the place.
- c) To avoid the physical or visual dominance of new development over heritage items, or contributory buildings.
- d) To ensure alterations and additions respect the identified heritage and conservation values of the place.

#### 6.4.2 Development controls

##### *Key public views*

- 1) All key public views shown in Figure 22 are to be protected, including the following nominated views:
  - i) Retain the view from the forecourt area at the western exit to the Bulli Train Station to the roof forms and parapet of the Bulli Family Hotel and the Illawarra Escarpment. The view to the ridgeline of the Illawarra Escarpment may not be broken by additional built form (A).
  - ii) Retain the view from the public open space in-front of the Bulli Miners Memorial to the roof forms and parapet of the Bulli Family Hotel, north-eastern chimney of the Bulli Station Master's Cottage and the Illawarra Escarpment. The view to the ridgeline of the Illawarra Escarpment may not be broken by additional built form (B).
  - iii) Retain view from northern Bulli Train Station exit and street frontage of the Bulli Train Station Master's Cottage to the northern roof forms of the Bulli Family Hotel and the street frontage and roof forms of the Stockbank Building (C).
  - iv) Retain view from the public domain at the corner of Park Road and the Princes Highway (Stockbank Building) to the Bulli Family Hotel. Setback any development taller than single storey at 236 and 238 Princes Highway sufficient to retain existing views to the Hotel (D).
  - v) Retain views to contributory building street frontages and parapets and their Illawarra Escarpment backdrop. Any redevelopment of 253 Princes Highway is to maintain ground floor setbacks sufficient to retain views to the building street frontages and parapets to the north (E).
  - vi) Retain the view of the traditional street frontage parapets against the sky. Any redevelopment of sites from 233 (Stockbank Building) to 251 Princes Highway is to setback any built form taller than single storey to retain views of the parapets against the sky (F).
- 2) Refer to DCP Chapter E11 Heritage Conservation 20.6.3F for additional significant views.
- 3) Development Applications must include a view analysis demonstrating how nominated views as per Figure 22 have been retained, and how view corridors between buildings have been maximised. This should include consideration of existing topography and surrounding development.
- 4) The planning and design of building forms must maximise view corridors between buildings, above the street frontage height.

##### *Access and movement*

- 5) Proposed pedestrian links are to be provided as identified in Figure 22, consistent with the requirements of 8.9 Pedestrian Access in this Chapter.

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- 6) Any redevelopment of Lot 1 DP1234087 should ensure safe and direct pedestrian connections are provided across the site, as indicated in Figure 22, with key connections and desire lines between the Princes Highway, Molloy Street and Station Road.
- 7) Direct vehicular access from the Princes Highway is not permitted, as identified in Figure 22, except where a site has no alternate access.
- 8) Car parking and vehicular servicing is to be provided via a secondary road or laneway and not along active frontages.
- 9) Opportunities to remove existing vehicle access driveways from access denied locations is encouraged and should be prioritised as part of any development.

**Built form and setbacks**

- 10) The maximum building height in storeys, maximum street frontage heights and setbacks are set out in Figure 22.
- 11) Active frontages are to be provided as identified by the LEP and consistent with the requirements of 8.4 Active Frontages in this Chapter.
- 12) Sites with Active Frontages shall be built to the identified boundary with a zero building setback.
- 13) Landscaped setbacks are to be provided as identified in Figure 22, consistent with the requirements of 8.3 Streetscape Interface in this Chapter.
- 14) A zero side setback may be applied at the street frontage height, unless otherwise identified in Figure 22 or where a pedestrian through-site link or lane is indicated.
- 15) Built form is to be in keeping with DCP Chapter E11 Heritage Conservation 20.6.3.
- 16) Where existing heritage or contributory buildings are one (1) storey, any second storey is to be set back to minimise visibility from the Princes Highway and to address the requirements relating to Key Public Views.
- 17) Use of awnings is encouraged on buildings with parapets that address the Princes Highway. Awnings are to be consistent with the requirements of 8.3 Streetscape Interface in this Chapter.
- 18) Any upper level balconies should be inset within built form or be set back behind parapets to minimise their visual impact.

**Heritage**

- 19) All development of a heritage item, or which is near a heritage item, or in a Heritage Conservation Area is to address the requirements of DCP Chapter E11: Heritage Conservation.
- 20) All development of, or near heritage items, must submit a heritage impact assessment as part of the Development Application. It should be noted that the assessment may lead to built form that differs from the minimum provisions outlined in this DCP. The appropriate building setback and height will be determined on a case-by-case basis having regard to the views, vistas and context of the heritage item.
- 21) Contributory buildings, as identified in DCP Chapter E11: Heritage Conservation part 20.1, should be retained.
- 22) Building and facade design responds to the scale, materials and massing of heritage items through aligning elements such as eaves lines, cornices and parapets, façade articulation, proportion and/or rhythm of existing elements and complementary colours, materials and



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finishes.

- 23) Alterations and additions respond appropriately to the heritage fabric or contributory buildings but do not mimic or overwhelm the original building. Designs are to be contemporary and identifiable from the existing building. Ways to separate the new work from the existing include providing generous setbacks between new and old, using a glazed section to link the new addition to the existing building and/or using shadow lines and gaps between old and new.
- 24) New development is not to extend forward of existing character or heritage buildings.
- 25) Existing parapets are to be retained and their height shall not be increased.
- 26) Materials and colours are to be in keeping with DCP Chapter E11 Heritage Conservation 20.6.3.

## 6.5 Woonona Town Centre

Section 6.5 applies to land within the Centre boundary shown in Figure 25.

### *Existing context*

- a) Woonona is a Town Centre located north of Wollongong City Centre.
- b) It is a traditional street based Centre, with the core of the Centre between the intersection of the Princes Highway with Hopetoun Street and Campbell Street.
- c) The Centre is a combination of retail and service orientated businesses along the Princes Highway, and includes a supermarket.
- d) The Illawarra Escarpment can be seen to the west and the north of the Centre and contributes to the visual character.

### *Desired future character*

- e) A consistent street wall height throughout the Centre creates a cohesive and pedestrian friendly scale of built form that encourages natural surveillance of public areas and contributes to an attractive urban character. Setbacks above the street wall help to reduce impacts on the public domain, including wind, solar and visual impacts.
- f) Retail activity and active frontages are focused in the core area, maximising activation within a walkable catchment.
- g) Active frontages around Strachan Park increase activation and surveillance of the open space.
- h) Well maintained heritage buildings are located across the Centre, contributing to the built form and the character of the Centre.
- i) Existing and new buildings retain view corridors to the escarpment to the west and southwest.
- j) Reduced building heights for properties north of Strachan Park minimises overshadowing of the open space and protects views of the escarpment.
- k) The retention of existing links and provision of new through-site links improves pedestrian access across the Princes Highway and to the parking areas, and cycling access to nearby areas, enhancing the overall connectivity of the Centre.
- l) Landscaped setbacks along the Princes Highway create a 'green gateway' into the Centre.

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- m) Landscaped setbacks outside the core support successful transition to commercial and industrial areas in the north, and lower scale residential areas around the Centre.

**Core and transition areas**

- n) The Woonona 'Core' and 'Transition' areas are identified in Figure 23 and inform the controls for the Centre.
- o) The Core Area is the primary retail and commercial hub of the Centre, concentrated around the Princes Highway, between Hopetoun Street and Campbell Street. This area supports pedestrian activity with a strong street wall, fine grain retail and commercial uses, awnings, and a network of laneways and through-site links that link to parking areas on Haddon Lane and Ball Street.
- p) The Transition Areas north of Hopetoun Street, west of Ball Street and south of Campbell Street, do not have a strong continuous street wall. With a lower intensity of retail and commercial uses with large front setbacks, these areas are interspersed with residential uses and parking areas. These provide a transition to low density residential areas that surround the Centre.

**Street role and function**

- q) The street role and function of the Centre is shown in Figure 24 and was informed using the NSW Movement and Place Framework as referenced in Design of Roads and Streets (TfNSW 2024). It informs the controls of this Centre by identifying the character and hierarchy of the street network. The Princes Highway is classified as the Arterial High Street since it provides a strong movement function, linking to other nearby Centres, such as Bulli and Corrimal, while also supporting pedestrian activity throughout the Centre.



Figure 23: Core and Transition Areas

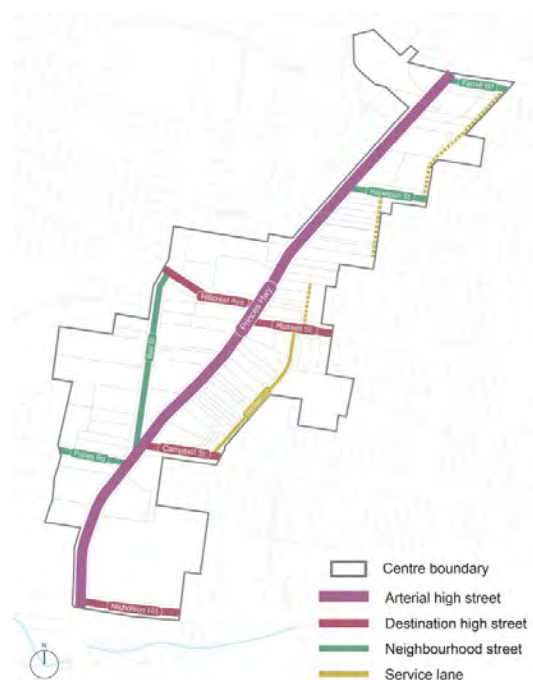
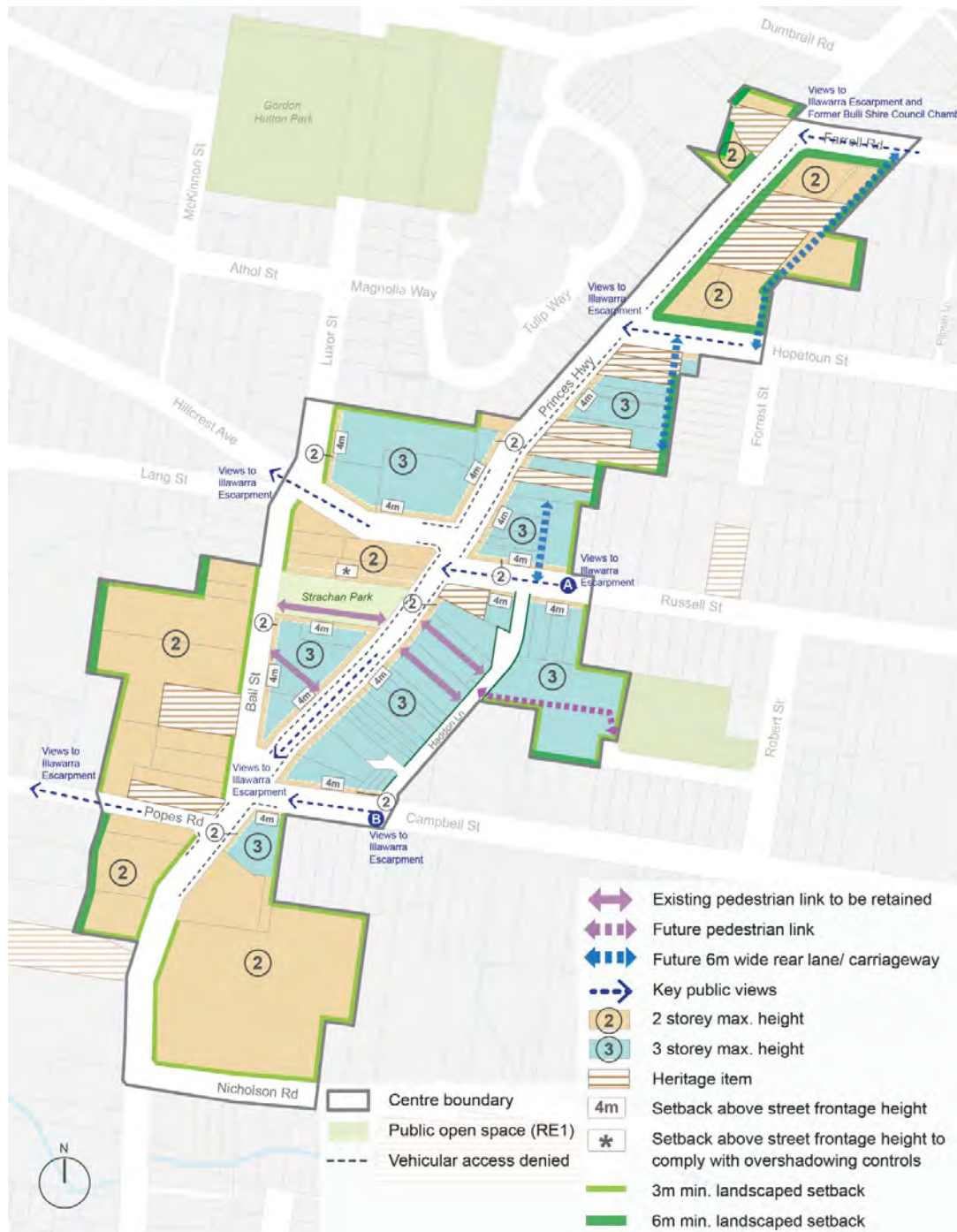


Figure 24: Movement and Place Road Types

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## 6.5.1 Objectives

### *Built form and setbacks*

- Create a consistent, human-scaled streetscape that has good solar access, is protected from wind and is safe and attractive.



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- b) Provide active frontages that contribute to the pedestrian experience, and safety and vibrancy around Strachan Park.

**Public open space**

- c) Protect and improve the solar amenity and pedestrian experience of Strachan Park, by minimising overshadowing of this public open space.

**6.5.2 Development controls**

**Key public views**

- 1) All key public views shown in Figure 25 are to be protected, including the following nominated views:
  - i) Views to the Illawarra Escarpment looking west along Russell Street (A).
  - ii) Views to the Illawarra Escarpment looking west along Campbell Street (B).
- 2) Development Applications must include a view analysis demonstrating how views to the Illawarra Escarpment and heritage properties have been considered from view points and street views as per Figure 25, and how view corridors between buildings have been maximised. This should consider existing topography, vegetation and surrounding development.

**Access and movement**

- 3) Existing pedestrian links as identified in Figure 25 are to be retained with any future redevelopment and be consistent with the requirements in 8.9 Pedestrian Access of this Chapter.
- 4) Car parking and vehicular servicing is to be provided via a secondary road or laneway and not along active frontages. Direct vehicular access via the Princes Highway is not permitted, except where a site has no alternate access.
- 5) The creation of 6m wide rear lanes, as identified in Figure 25, will provide alternate vehicular access to properties along the Princes Highway. The rear lanes shall be created as a right of carriageway pursuant to Section 88B of the Conveyancing Act 1919. The creation of reciprocal rights of carriageway will be required to ensure all affected properties are burdened and benefited with this access.
- 6) Opportunities to remove existing vehicle access driveways from access denied locations is encouraged and should be prioritised.

**Built form and setbacks**

- 7) The maximum building height in storeys, maximum street frontage heights and setbacks are set out in Figure 25. Increased upper level setbacks may be required to protect solar access to key public spaces.
- 8) Active frontages are to be provided as identified by the LEP and consistent with the requirements of 8.4 Active Frontages in this Chapter.
- 9) Sites with Active Frontages shall be built to the identified boundary with a zero building setback.
- 10) Landscaped setbacks are to be provided as identified in Figure 25, consistent with the requirements of 8.3 Streetscape Interface in this Chapter.

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- 11) A zero side setback may be applied at the street frontage height, unless otherwise indicated in Figure 25 or where a pedestrian through-site link is indicated.
- 12) Continuous awnings are to be provided along Active Frontages, as identified in Figure 25 and are to be consistent with the requirements of 8.3 Streetscape Interface in this Chapter.
- 13) Where residential uses at ground floor are proposed, they should be consistent with the requirements of 8.6 Residential Frontages at Ground in this Chapter.

**Public open space**

- 1) The area of Strachan Park that is within 14 m of the south side of the park must receive at least four hours of direct sunlight between 9 am and 3 pm in mid winter (21 June).

## 6.6 Port Kembla Town Centre

Section 6.6 applies to land within the Centre boundary shown in Figure 28.

These centre controls are informed by the following:

- Port Kembla 2505 Revitalisation Plan 2018-2043.

**Existing context**

- a) Port Kembla is a traditional Town Centre with historic buildings and façades located along a central main street, Wentworth Street.
- b) The character, materials and the design details of buildings along Wentworth Street have been influenced by the 'art deco' and 1930s style of architecture, which contribute to the unique character of the street.
- c) The Centre is near the Port of Port Kembla, a regional and international shipping port, with surrounding heavy industrial land.
- d) The Centre has steep and undulating topography especially along Wentworth Street, which affects the character and accessibility of the Centre.
- e) The undulating topography, views of the nearby steelworks and the Port of Port Kembla, and the historical façades are key visual characteristics of the Centre.

**Desired future character**

- f) New development is sympathetic to and respects the predominant form and character of the Heritage Conservation Area.
- g) Development along Wentworth Street retains a 'fine grain' visual character of narrow shopfronts, even on sites where there has been site amalgamation.
- h) Most buildings are of masonry construction with cohesive painted colour schemes or dark face brick which highlights the patterns and details of the façades.
- i) Active frontages are focused along Wentworth Street, from Jubilee / Darcy Roads to Fitzwilliam Street, maximising activation in the central, most accessible part of the Centre.
- j) Revitalisation through mixed use developments like shop-top housing activates the Centre.
- k) Increased flexibility in the southern part of the Centre, along Wentworth Street (between Fitzwilliam Street and Church Street), provides a transition zone that accommodates creative industries and 'live-work' accommodation, with frontages designed to maintain streetscape vibrancy.

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- l) Narrow setbacks along Wentworth Lane contribute to safety by encouraging natural surveillance and development, while retaining an appropriate interface to residential areas.
- m) Development responds to flood constraints with high quality design outcomes which are sympathetic to the character of the conservation area and provide a successful and sensitive interface with adjacent streets and neighbouring buildings.
- n) A desired through-site pedestrian link from the Council carpark on Allen Street to Wentworth Street improves access and connectivity for pedestrians and cyclists within the Centre.
- o) Increased rear setbacks for properties near the intersection of Allan Street and Wentworth Lane reduces overshadowing of the existing community playgrounds.

**Core and transition areas**

- p) The Port Kembla 'Core' and 'Transition' areas are identified in Figure 26 and inform the controls for the Centre.
- q) Wentworth Street between Fitzwilliam Street and Darcy Road is the Core Area of the Port Kembla Town Centre and provides the primary retail and commercial hub.
- r) Along Wentworth Street, south of Fitzwilliam Street, a mixed use character is encouraged, creating provision for flexible ground floors which can be used for residential, commercial or retail purposes. This will help to transition to the residential areas that surround the Town Centre and is identified as a Transition Area.
- s) Similarly, west of Wentworth Lane existing open spaces and community uses create a Transition Area at the interface with residential uses further to the west of the Town Centre.
- t) The area to the north of Darcy Road and east of Military Lane is designated a Transition Area as existing commercial and industrial uses provide an interface with the Port of Port Kembla.

**Street role and function**

- u) The street role and function of the Centre is shown in Figure 27 and was informed using the NSW Movement and Place Framework as referenced in Design of Roads and Streets (TfNSW 2024). It informs the controls of this Centre by identifying the character and hierarchy of the street network. Wentworth Street has a high 'Place function' as the main High Street, and Allan Street is identified as the main cross-street. Wentworth Lane and Military Lane support Wentworth Street by providing service functions.



Figure 27: Movement and Place Road Types

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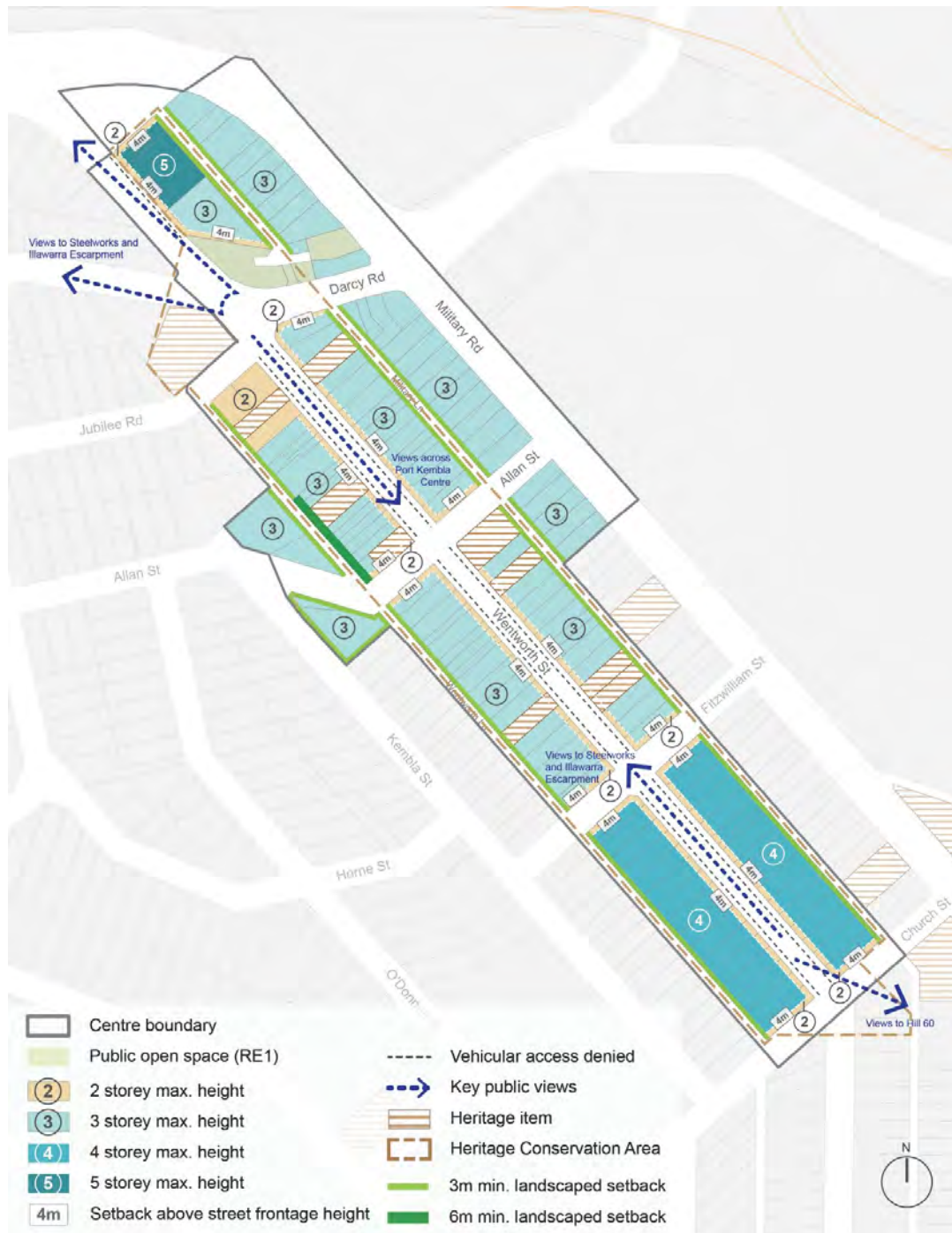


Figure 28: Port Kembla Town Centre

### 6.6.1 Objectives

#### *Key public views*

- Preserve and improve views to Port Kembla Steelworks, the Illawarra Escarpment, Hill 60, and across Port Kembla Town Centre, from Wentworth Street.

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***Built form and setbacks***

- b) Provide a transition in height to surrounding low-scale areas and heritage items.
- c) Lessen the visual impact of development and help create a more consistent, human-scaled experience as viewed from the street.
- d) Focus the core retail and commercial core along Wentworth Street, between Darcy Road and Fitzwilliam Street.

***Heritage***

- e) To encourage sensitive redevelopment of heritage buildings, also referred to as 'adaptive reuse'.
- f) To ensure development in the vicinity of heritage items or within a Heritage Conservation Area respects and complements the identified heritage and conservation values of the place.
- g) To avoid new development having a physical or visual dominance over heritage items or contributory buildings.
- h) To ensure alterations and additions respect the identified heritage and conservation values of the place.

**6.6.2 Development controls**

***Key public views***

- 1) Development Applications must include a view analysis demonstrating how views to Port Kemba Steelworks, Port Kembla Centre, the Illawarra Escarpment and Hill 60 have been considered from Wentworth Street, as identified in Figure 28, and how view corridors between buildings have been maximised. This should consider existing topography, vegetation and surrounding development.

***Access and movement***

- 2) Direct vehicular access via Wentworth Street is not permitted, as shown in Figure 28. Car parking and vehicular servicing is to be provided via a secondary road or laneway and not along active frontages.
- 3) Opportunities to remove existing vehicle access driveways from access denied locations is encouraged and should be prioritised with any future development.

***Built form and setbacks***

- 4) The maximum building height in storeys, maximum street frontage heights and setbacks are set out in Figure 28.
- 5) Active frontages are to be provided as identified by the LEP and consistent with the requirements of 8.4 Active Frontages in this Chapter.
- 6) Sites with Active Frontages shall be built to the identified boundary with a zero building setback.
- 7) Landscaped setbacks are to be provided as identified in Figure 28, consistent with the requirements of 8.3 Streetscape Interface Setbacks in this Chapter.
- 8) A zero side setback may be applied at the street frontage height, unless otherwise indicated in Figure 28 or where a pedestrian through-site link is indicated.



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- 9) Continuous awnings are to be provided along Active Frontages, as shown in Figure 28 and are to be consistent with the requirements of 8.3 Streetscape Interface in this Chapter. Existing original awnings are to be retained and conserved, or where historical evidence exists, historic awnings should be reinstated. Otherwise, suspended and cantilevered awnings may be used and should maintain the awning pattern over the footpath along Wentworth Street. Wide fascias to awnings that obscure parapet detailing is to be avoided.
- 10) Where residential uses at ground floor are proposed, they should be consistent with the requirements of 8.6 Residential Frontages at Ground in this Chapter or 6.6.3 Adaptable live-work typologies where applicable.
- 11) First floor balconies are to be inset within built form and appear part of the street wall. Balconies should be constructed from materials that reference nearby contributory items and can include brick or render. First floor balconies facing Wentworth Street shall not be constructed from lightweight materials. Alternatively, balconies can be set back behind parapets to minimise their visual impact when viewed from Wentworth Street.

**Heritage**

- 12) All development in the Port Kembla Town Centre is to address the requirements of DCP Chapter E11: Heritage Conservation.
- 13) All development of, or in the vicinity of, heritage items must submit a heritage impact assessment as part of the Development Application. Appropriate building setbacks and heights in storeys will be determined on a case-by-case basis having regard to the views, vistas and the context of the heritage item.
- 14) Building and facade design responds to the scale, materials and massing of heritage items through aligning elements such as eaves lines, cornices and parapets, façade articulation, proportion and/or rhythm of existing elements and complementary colours, materials and finishes.
- 15) Alterations and additions to heritage fabric respond appropriately to the existing built form but do not mimic or overwhelm the original building. Designs are contemporary and identifiable from the existing building. Ways to separate the new work from the existing include providing generous setbacks between new and old, using a glazed section to link the new addition to the existing building, and/or using shadow lines and gaps between old and new.
- 16) Development should retain and express the underlying subdivision pattern in the design of building facades and the rhythm of vertical divisions in glazing and party walls.
- 17) Infill buildings are to be sympathetic in form, materials, setback and design to the predominant character of the Heritage Conservation Area.
- 18) Development is to maintain the predominant historic parapeted building form. The existing or historical parapets should be reinstated, and new parapets along the street frontage should be 1.5 m high, measured from the roof surface.
- 19) Where documentary or physical evidence exists of historical shop frontages facing Wentworth Street, these should be retained or reinstated. New retail frontages should be predominantly clear glazing, with solid lower panels and leadlights, and have inset entries that can incorporate tiling to window bases, side piers and entrance porch floors.
- 20) Materials are to be sympathetic to the character of the area. Appropriate materials include brick, rendered masonry and corrugated metal or tile roofing.
- 21) Existing face brick to heritage items or contributory buildings within the Heritage Conservation Area should be retained and not painted.
- 22) Colour schemes are to be sympathetic to the character of the area, recessive and not dominate the heritage character of the streetscape. Existing inappropriate colour schemes

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should be removed.

- 23) Colour schemes on Heritage and Contributory Buildings should be based on documentary and physical evidence.

### 6.6.3 Adaptable live-work typologies

These controls apply to development fronting Wentworth Street, within the block bound by Fitzwilliam Street, Wentworth Lane, Church Street, and Military Lane.

#### Objectives

- a) Encourage flexible and high quality adaptable built form on the ground floors of properties, so they are adaptable between residential, 'live-work', commercial or retail uses.

#### Development Controls

- 1) Development is to address Wentworth Street and provide a terrace style, two storey live/work apartment typology (see Figure 29 to Figure 31) and include:
  - i) a 3 m patio/ balcony zone to Wentworth Street,
  - ii) a minimum ground floor height of 3.8 m, and
  - iii) a two storey apartment design that provides flexibility and can accommodate residential, live-work or commercial uses across the first two floors.

Apartments above the first two floors or facing the rear lane can have a conventional apartment layout.

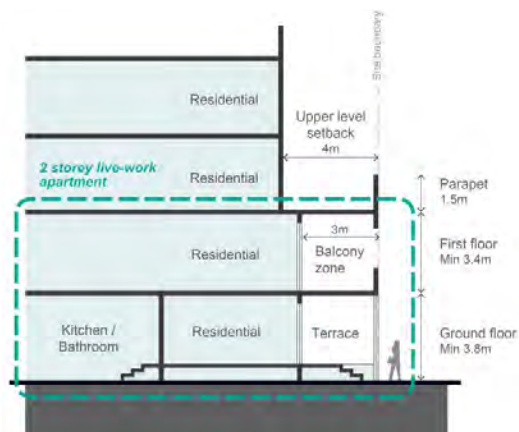


Figure 29: Adaptable live-work typology, residential configuration

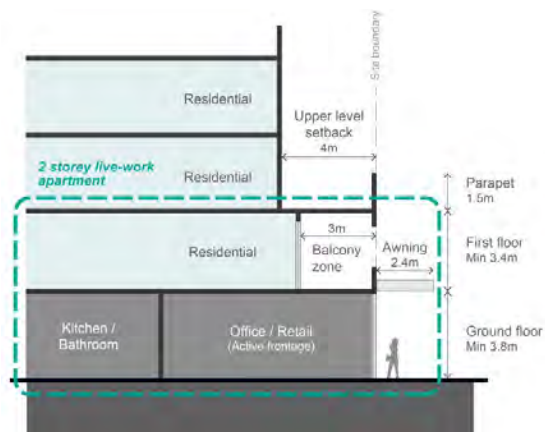


Figure 30: Adaptable live-work typology, live-work configuration

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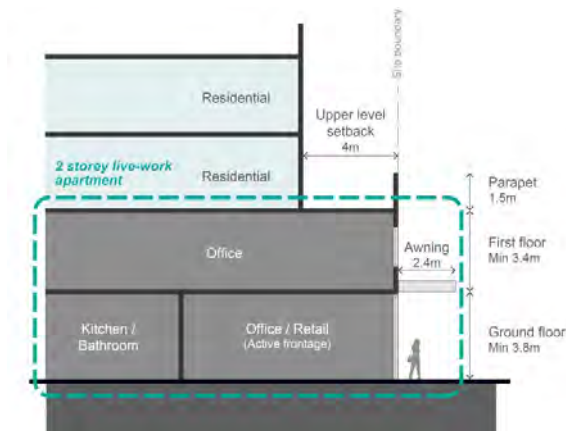


Figure 31: Adaptable live-work typology, non-residential configuration

## 6.7 Unanderra Town Centre

Section 6.7 applies to land within the Centre boundary shown in Figure 34

These centre controls are informed by the following:

- Unanderra Town Centre Master Plan (2013).

### *Existing context*

- Unanderra is a Major Town Centre in the Wollongong LGA, located along the Princes Highway.
- It is predominantly a traditional street based Centre with a range of retail and service-orientated businesses and a supermarket.
- The core of the Centre is primarily around the intersection of the Princes Highway with Central Road and Tannery Street.
- The core of the Centre is also close to the Unanderra Train Station, on the eastern side of the Princes Highway.
- The Illawarra Escarpment and Mount Kembla can be seen to the west, contributing to the visual character of the Centre.
- The railway line forms the south eastern boundary of the Centre.
- Parts of Unanderra Town Centre are vulnerable to flooding.

### *Desired future character*

- Retail activity and active frontages are focused in the core area along Tannery Street and Central Road, maximising activation within a walkable catchment.
- A consistent street wall throughout the Centre creates a cohesive and pedestrian friendly scale of built form, encourages natural surveillance of public areas and contributes to an attractive urban character. Setbacks above the street wall help to reduce impacts on the public domain, including wind, solar and visual impacts.
- Existing and new buildings retain view corridors to the Illawarra Escarpment and Mount Kembla.



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- k) Tannery Street Square is celebrated as the Centre's new public/ community space.
- l) Existing through-site links and new pedestrian, cycling and vehicular links, especially the extension and formalising of Tallegalla Road, improves access and enhances overall connectivity within the Centre.
- m) All new through-site links are activated, contributing to vibrancy and pedestrian safety.
- n) Development responds to flood constraints with high quality design outcomes which provide a successful and sensitive interface with adjacent streets and neighbouring buildings.
- o) Landscaped setbacks outside the core help transition to lower scale residential areas around the Centre, and encourages landscaping and trees to improve the amenity of the Centre.

**Core and transition areas**

- p) The Unanderra 'Core' and 'Transition' areas are identified in Figure 32 and inform the controls for the Centre.
- q) The Core Area is the retail and commercial hub of the Centre, concentrated around the Princes Highway between Nduja Road and Victoria Street. This area has the highest concentration of pedestrian activity and ground level activity.
- r) The Transition Area to the north of Nduja Road is zoned E3 Productivity Support and includes warehouse style buildings with larger footprints and high site coverage, hosting a variety of commercial and light industrial uses. This area buffers the existing residential uses on the west side of the Highway from the freight rail line to the east of the Transition Area.
- s) The Transition Area to the west of Central Road hosts food and beverage uses, and transitions to the lower density residential area through its 1-2 storey built form. Car parking is screened from the local roads by landscaping.
- t) The Transition Area south of Victoria Street is constrained by flooding from Charcoal Creek and caters to predominantly vehicle accessed activity, rather than supporting active frontages and pedestrian activity.

**Street role and function**

- u) The street role and function of the Centre is shown in Figure 33 and was informed using the NSW Movement and Place Framework as referenced in Design of Roads and Streets (TfNSW 2024). It informs the controls of this Centre by identifying the character and hierarchy of the street network. The Princes Highway is the main road through the Centre. South of Nduja Road it is an Arterial High Street, with a high intensity of vehicle use and a series of fine-grained mixed use buildings and pedestrian activity. North of Nduja Road, in the Transition Area, the Princes Highway becomes a Connector Avenue, linking to nearby neighbourhoods and servicing a variety of property uses.

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Figure 32: Core and Transition Areas.

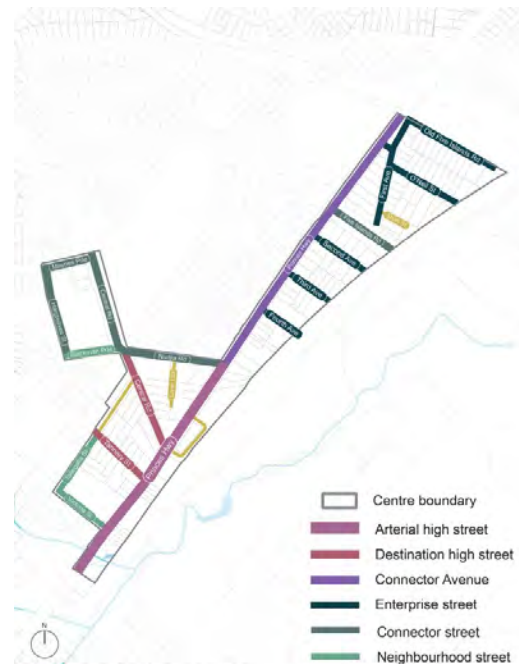
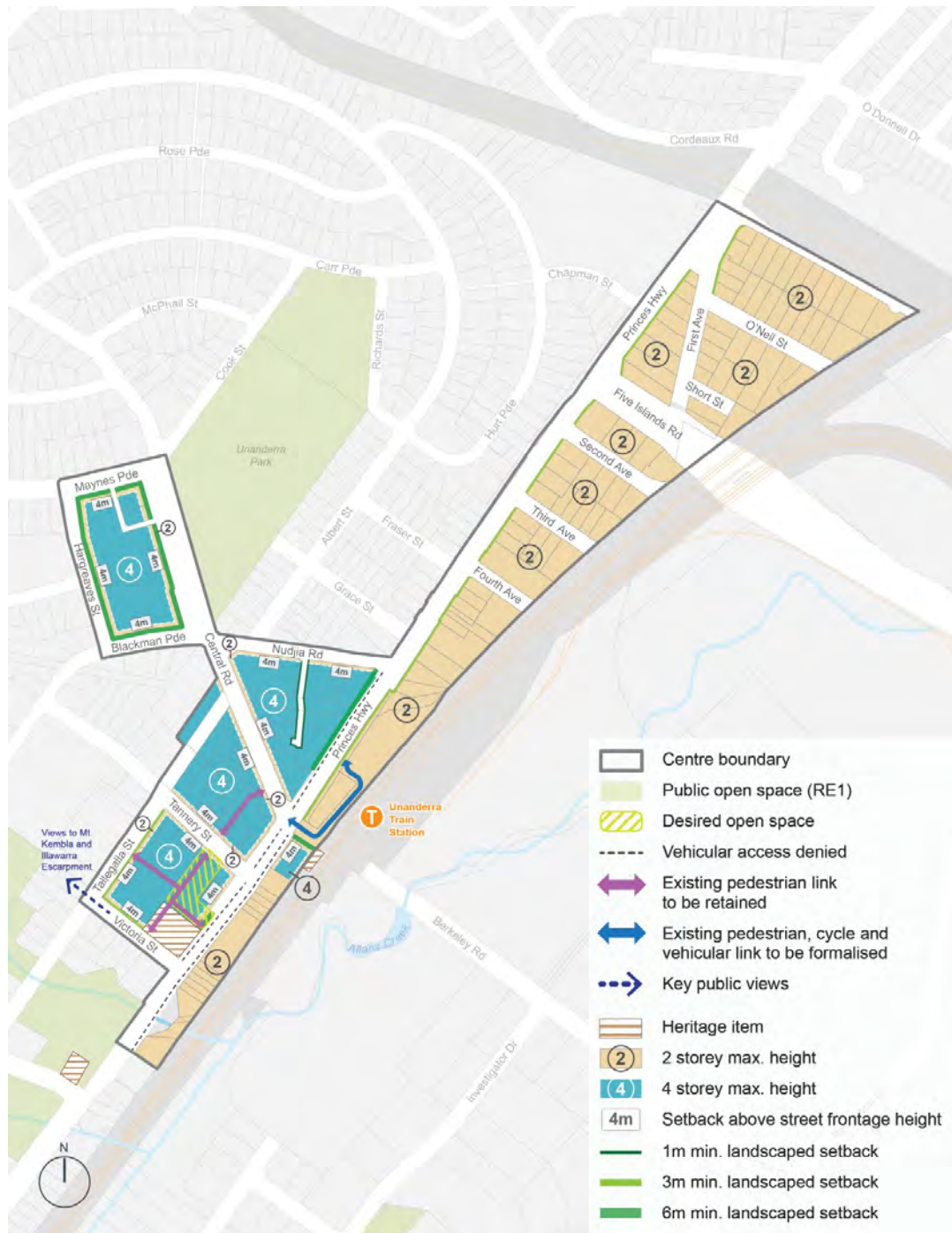


Figure 33: Movement and Place Road Types.

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### 6.7.1 Objectives

#### ***Built form and setbacks***

- Provide a transition in height to surrounding low scale areas.



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***Public open space***

- b) Provide a new central public open space within the Centre that create opportunities for passive recreation and supports increased development.

**6.7.2 Development Controls**

***Key public views***

- 1) Development Applications must include a view analysis demonstrating how views to the Illawarra Escarpment have been considered from streets as per Figure 34, and how view corridors between buildings have been maximised. This should consider existing topography, vegetation and surrounding development.

***Access and movement***

- 2) Existing pedestrian links as identified in Figure 34 are to be retained, with any future redevelopment to be consistent with the requirements of 8.9 Pedestrian Access in this Chapter.
- 3) Existing pedestrian, cycle and vehicular links as identified in Figure 34 are to be protected and formalised with any future redevelopment of these sites.
- 4) Car parking and vehicular servicing is to be provided via a secondary road or laneway and not along active frontages. Direct vehicular access via the Princes Highway is not permitted, except where a site has no alternate access.
- 5) Consolidation and linkages between on site car parking areas is encouraged. To facilitate this, a car parking concession of two spaces is available where a link is made between sites. The provision of a legal access arrangement between the sites shall be achieved by the creation of reciprocal rights of carriageway over the sites, pursuant to section 88B of the Conveyancing Act 1919.
- 6) Sites along the Princes Highway which are impacted by Road Widening (as identified in Figure 34), shall not encroach upon the portion of the land earmarked for future road widening by the relevant acquisition authority.
- 7) Opportunities to remove existing driveways from 'vehicle access denied' locations are encouraged and should be prioritised.

***Built form and setbacks***

- 8) The maximum building height in metres is set out in the LEP and the maximum building height in storeys, maximum street frontage heights and setbacks are identified in Figure 34.
- 9) Active frontages are to be provided as identified by the LEP and consistent with the requirements of 8.4 Active Frontages in this Chapter.
- 10) Sites with Active Frontages shall be built to the identified boundary with a zero building setback, unless otherwise identified for a landscape setback.
- 11) Landscaped setbacks are to be provided as identified in Figure 34, consistent with the requirements of 8.3 Streetscape Interface in this Chapter.
- 12) A zero side setback may be applied at the street frontage height, unless otherwise indicated in Figure 34, or where a pedestrian through-site link or lane is indicated.
- 13) Continuous awnings are to be provided along Active Frontages and be consistent with the requirements of 8.3 Streetscape Interface in this Chapter.

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- 14) Where residential uses at ground floor are proposed, they should be consistent with the requirements of 8.6 Residential Frontages at Ground in this Chapter.

**Public open space**

- 15) The proposed new open space (Tannery Street Square) should be provided as per the indicative location identified in Figure 34 and the Unanderra Town Centre Master Plan (2013).

## 6.8 Berkeley Town Centre

Section 6.8 applies to land within the Centre boundary shown in Figure 37, and includes Berkeley Pool, Berkeley Sports Club and all open space bound by Matilda Way, Winnima Way, Wilkinson Street and Northcliffe Drive.

**Existing context**

- a) Berkeley Town Centre is located on the north-western corner of Lake Illawarra with easy access to the Wollongong City Centre via the Southern Freeway.
- b) The Centre is primarily focused along Winnima Way and is a combination of a shopping centre and street based retail with a central pedestrian friendly open-air mall. Large areas of open space lie to the north and south of the Centre.
- c) The Cringila Hills lie to the northeast and contribute to the visual character of the Centre.

**Desired future character**

- d) Retail activity and active frontages within the Centre are clustered along both sides of the western section of Winnima Way with the interlinking Pedestrian Mall providing a focus for retail activation in this central pedestrianised precinct.
- e) The built form incorporates setbacks that maximise solar access to the Pedestrian Mall. New development in the north and south of the Centre activates and 'faces' the areas of open space, improving safety and encouraging increased use of these areas.
- f) Connectivity is improved, with through-site links across the shopping centre site and one connecting the Pedestrian Mall to Matilda Way and Berkeley Community Centre Park. Both links are aligned with pedestrian and cycling desire lines.
- g) A landscaped setback along Devon Street creates a sensitive interface to surrounding residential development.
- h) Landscape setbacks and the retention of existing mature vegetation provides amenity in the Centre and aids in creating a transition to surrounding lower scale residential areas.
- i) New development towards the southern end works with the site's topography and retains existing trees, creating minimal overshadowing while expanding the mix of residential housing options close to the Centre.

**Core and transition areas**

- j) The Berkeley 'Core' and 'Transition' areas are identified in Figure 35 and inform the controls for the Centre.
- k) The Core Area is centred around Winnima Way (West) which acts as a High Street, and Pedestrian Mall. These streets have the highest concentration of pedestrian activity and street-based retail and are supported by active frontages.

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- l) The Transition Area to the west of Winnima Way interfaces between the Town Centre and the adjacent low density residential uses. Landscaped setbacks help commercial and retail uses transition to residential uses and provide tree canopy and a landscaped edge to Devon Street and Bristol Street.

**Street role and function**

- m) The street role and function of the Centre is shown in Figure 36 and was informed using the NSW Movement and Place Framework as referenced in Design of Roads and Streets (TfNSW 2024). It informs the controls of this Centre by identifying the character and hierarchy of the street network.



Figure 35: Core and Transition Areas.



Figure 36: Movement and Place Road Types.



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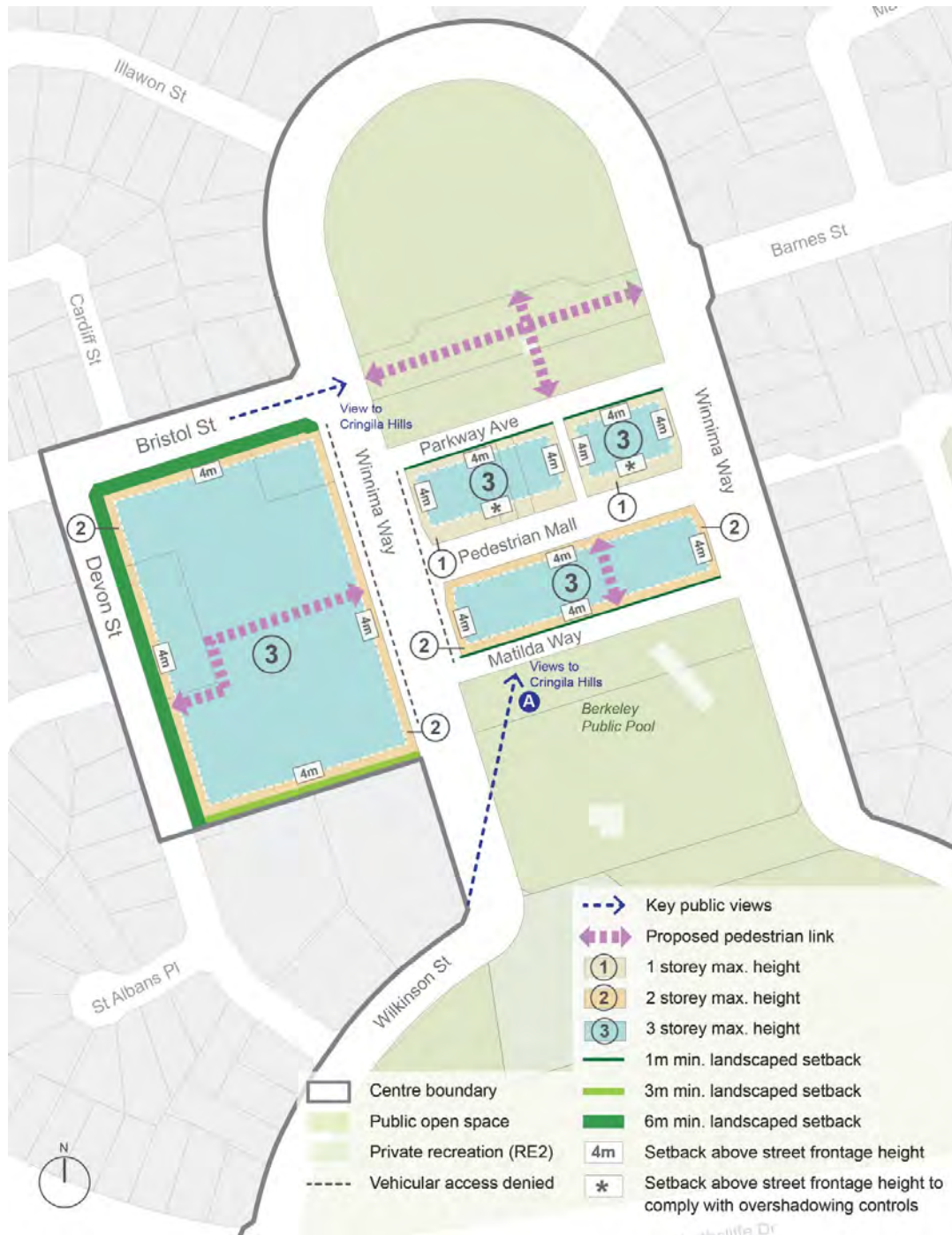


Figure 37: Berkeley Town Centre.

### 6.8.1 Objectives

#### Key public views

- Preserve and improve views to Cringila Hills from key public spaces and streets.

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**Access and movement**

- b) Improve pedestrian permeability and enhance access between the Pedestrian Mall and key destinations such as Berkeley Public Pool.

**Public open space**

- c) Protect the solar amenity of public open spaces, particularly the Pedestrian Mall and the Berkeley Public Pool, by minimising overshadowing.

**6.8.2 Development Controls**

**Key public views**

- 1) All key public views shown in Figure 37 are to be protected, including the following nominated views:
  - i) Views to Cringila Hills from the western side of Winnima Way near Wilkinson Street (A).
- 2) Development Applications must include a view analysis demonstrating how views to Cringila Hills have been considered from view points and street views as per Figure 37, and how view corridors between buildings have been maximised. This should consider existing topography, vegetation and surrounding development.

**Access and movement**

- 3) Proposed pedestrian links are to be provided as identified in Figure 37, consistent with the requirements of 8.9 Pedestrian Access in this Chapter.
- 4) Direct vehicular access via Winnima Way is generally not permitted, as shown in Figure 37. Where possible, vehicular access and loading to the eastern part of the Berkeley Town Centre should be via Parkway Avenue and Matilda Way.
- 5) Opportunities to remove existing vehicle access driveways from access denied locations is encouraged and should be prioritised.
- 6) The car parking for the existing Berkeley Shopping Centre site, on the site known as Lot 1 DP 218279, bounded by Winnima Way, Bristol Street and Devon Street, shall be serviced by at least two separate car parking access points. One access point to the main car parking area shall be via the south-eastern end of the site, to / from Winnima Way, and the second access point shall be via the northern end of the site, to / from Bristol Street. Delivery truck access to the Berkeley Shopping Centre site shall be via Bristol Street with egress to the northern end of Devon Street.

**Built form and setbacks**

- 7) The building height in storeys, maximum street frontage heights and setbacks are set out in Figure 37. Increased upper level setbacks may be required to protect solar access to key public spaces.
- 8) Active frontages are to be provided as identified by the LEP and consistent with the requirements of 8.4 Active Frontages in this Chapter.
- 9) Sites with Active Frontages shall be built to the identified boundary with a zero building setback, unless otherwise identified for a landscape setback.
- 10) Landscaped setbacks are to be provided as identified in Figure 37, consistent with the requirements of 8.3 Streetscape Interface in this Chapter.

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- 11) A zero side setback may be applied at the street frontage height, unless otherwise indicated in Figure 37 or where a pedestrian through-site link is indicated.
- 12) Continuous awnings are to be provided along Active Frontages and be consistent with the requirements of 8.3 Streetscape Interface in this Chapter.
- 13) Where residential uses at ground floor are proposed, they should be consistent with the requirements of 8.6 Residential Frontages at Ground in this Chapter.

**Public open space**

- 14) New development must not overshadow any part of the Pedestrian Mall, between 9 am and 1 pm in mid winter (21 June), that is within 3 m of the south side of the mall.
- 15) New development must not overshadow any part of the existing footprint of the Berkeley Public Pool.

## 7. PLANNING REQUIREMENTS FOR DEVELOPMENT IN VILLAGE AND SMALL VILLAGE CENTRES

### 7.1 Objectives

**Built form and setbacks**

- a) To ensure that the bulk and scale of any new development is sympathetic to the existing development in the area.
- b) Provide opportunities for trees, landscaping and deep soil within landscaped setbacks to improve biodiversity, tree canopy and to create a comfortable microclimate.
- c) Create a consistent, human-scaled streetscape that has good solar access, is protected from wind and is safe and attractive.
- d) Provide active frontages that improve the experience, vibrancy and safety along the street.
- e) Create landscaped setbacks that improve interfaces with adjoining residential properties.

**Access and movement**

- f) Prioritise safe pedestrian access along key streets and facilitate the use of laneways and secondary streets for vehicular access to properties.
- g) Ensure vehicle entry points do not dominate the design of buildings or the streetscape character and minimise conflicts with pedestrians.

### 7.2 Development Controls

**Built form and setbacks**

- 1) The maximum building height in storeys is two unless otherwise specified in the relevant location specific controls in section 7.3 below.
- 2) The following setbacks apply unless otherwise specified in the relevant location specific controls in section 7.3 below:
  - i) The minimum front setback for the ground is zero,
  - ii) The maximum street frontage height is two storeys,



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- iii) The upper storey setback above street frontage height is 5 m,
- iv) The minimum side setback for the ground and first floor is zero, unless abutting a residential zone in which case a minimum of 3 m is required,
- v) The minimum rear setback for the ground and first storey is 6 m.
- 3) Setbacks to abutting residential land are to be appropriately landscaped.
- 4) Active frontages are to be provided as identified by the LEP and consistent with the requirements of 8.4 Active Frontages in this Chapter.
- 5) Continuous awnings are to be provided along Active Frontages and be consistent with the requirements of 8.3 Streetscape Interface in this Chapter.

**Access and movement**

- 6) Parking and servicing shall be provided in accordance with Chapter E3 Car Parking, Access, Servicing / Loading Facilities and Traffic Management.
- 7) Developments shall make provision for car parking at the rear of each site or within basements, unless otherwise specified in Section 7.3 of this Chapter.
- 8) Where available, servicing should be from a secondary street or service lane.

### 7.3 Location Specific Development Controls

#### 7.3.1 Stanwell Park Small Village Centre

The Stanwell Park Small Village Centre is located on Lawrence Hargrave Drive between Station Street and Lower Coast Road.

**Built form and setbacks**

- 1) The front building line setback requirement for any new building within the Stanwell Park Small Village Centre shall be 7.5 m, except for:
  - i) Lot 17, DP 5275 which may incorporate a zero front setback to both Lawrence Hargrave Drive and Station Street,
  - ii) Lot 22, DP 615441 on the corner of Lawrence Hargrave Drive and Lower Coast Road may incorporate a minimum 2 m variable front building line setback to Lawrence Hargrave Drive and a 4 m building line setback to the Lower Coast Road.

**Access and movement**

- 2) Car parking may be provided within the front setback area of the site to Lawrence Hargrave Drive.
- 3) The existing car parking area within the Lawrence Hargrave Drive public road reserve (i.e. directly opposite the properties known as Lots 17 – 26 DP 5275 will provide for any additional overflow car parking.

#### 7.3.2 Austinmer Small Village Centre (Lawrence Hargrave Drive)

These development controls apply to the Austinmer Small Village Centre located on the western side of Lawrence Hargrave Drive, south of The Grove.

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***Built form and setbacks***

- 1) The ground floor and first floor levels of any new building must have a zero side setback and a minimum 6 m rear setback.

***Access and movement***

- 2) Vehicular access shall be provided from The Grove either directly or via a right of carriageway established along the rear of sites. Where this is not physically possible access may be permitted from Lawrence Hargrave Drive.

**7.3.3 Former Corrimal Coke Works Small Village Centre**

The controls for the non-residential development at the Former Corrimal Coke Works are included in D19: Former Corrimal Coke Works site.

**7.3.4 Balgownie Village Centre**

The Balgownie Village Centre is located on Balgownie Road bounded by Napier Street, Kembla Street and Foothills Road.

***Built form and setback***

- 1) The maximum building height in storeys is three\*.

\* However, the Balgownie Hotel at 141 - 143 Balgownie Road and the retail shop building at 135 Balgownie Road are both classified as items of Environmental Heritage. The Balgownie Hotel is two storeys in height whereas the retail shop building at 135 Balgownie Road is single storey in height. Therefore, any new building upon the properties known as 131, 137 and 139 Balgownie Road shall be restricted to a maximum two storey height limit. Additionally, the property known as Lot 2 DP 742682, 1 Balmoral Street (i.e. directly behind the Balgownie Hotel) shall also be limited to a two storey height limit.

***Access and movement***

- 2) Development in the northern part of Balgownie Village Centre shall make provision for car parking at the rear of sites with access arrangements preferably off either Church Street or Napier Street.
- 3) Development in the southern part of Balgownie Village Centre involving the properties known as 125 – 139 Balgownie Road shall make provision for car parking at the rear of sites. The creation of reciprocal rights of carriageway will be required over the five adjoining sites in the event of any new development or major alterations and additions to existing buildings, in order to guarantee rear lane access to rear car parking areas from Kembla Street.

**7.3.5 Coniston Small Village Centre**

***Existing context***

- a) Coniston is a Small Village Centre located around the western side of the Coniston Railway Station close to the Gladstone Avenue / Bridge Street intersection.
- b) Outside the Centre, on the southeastern side of the railway station, are a range of community facilities, large commercial office buildings and a range of general industrial and port-related activities, with good vehicular access to Port Kembla, the freeway, and Wollongong City Centre.

***Desired future character***

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- a) Retail activity and active frontages strengthen the retail core with activity along main streets, and outdoor dining along Bridge Street. A broad mix of retail and services offerings within the Centre is encouraged to cater to an increased surrounding population, with improved connections to employment-generating uses to the east.
- b) The built form for all new development retains and celebrates views to the skyline of the Wollongong CBD along Gladstone Avenue and from Bridge Street. Generous landscaped rear and/or side setbacks, adjacent existing residential zones, provide for a transition between different uses.

### 7.3.5.1 Development Controls

#### ***Access and movement***

- 1) Car parking shall be provided at the rear of properties with vehicular access primarily provided via Bridge Street, where possible.
- 2) Additionally, the public car parking spaces on the eastern side of Gladstone Avenue may cater for car parking overflow.

#### ***Built form and setbacks***

- 3) The maximum building height in storeys is three.
- 4) The maximum street frontage height is two and a 4 m upper storey setback is required from the street frontage height.
- 5) A minimum 3 m landscaped side setback is to be provided to boundaries interfacing with a residential zone (R3 Medium Density Zone), otherwise a zero side setback is allowable.
- 6) A minimum 6 m landscaped rear setback is to be provided to boundaries interfacing with a residential zone (R3 Medium Density Zone).
- 7) Landscaped setbacks are to be consistent with the requirements of 8.3 Streetscape Interface in this Chapter.
- 8) Active frontages are to be provided as identified by the LEP and consistent with the requirements of 8.4 Active Frontages in this Chapter.
- 9) Sites with Active Frontages shall be built to the front boundary with a zero front building setback.
- 10) Continuous awnings are to be provided along Bridge Street and Gladstone Avenue and are to be consistent with the requirements of 8.3 Streetscape Interface in this Chapter.

### 7.3.6 Cringila Village Centre

#### ***Access and movement***

- 1) Vehicular access is not permitted directly from Lake Avenue where alternate access is available from a side street (such as Merritt Avenue, Birmingham Street and Bethlehem Street). This will require the creation of reciprocal rights of carriageway pursuant to section 88B of the Conveyancing Act 1919 in order to facilitate legal access from side streets to allotments within the middle of street blocks.

### 7.3.7 Koonawarra Small Village Centre

#### ***Built form and setback***



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- 1) A minimum 5.5 m rear building line setback is required, in order to enable the provision for rear garages for any residential units in the building.

***Access and movement***

- 2) The existing car parking areas within the Koonawarra Place public road reserve (i.e. fronting the southern and eastern part of the site) shall be retained for car parking.

**7.3.8 Kanahooka Small Village Centre**

***Built form and setback***

- 1) The minimum front building line setback is 9 m. The front setback area may be used for car parking and a delivery truck loading area.
- 2) The ground floor and first floor levels of any new building may incorporate zero lot line rear and side setbacks, subject to full compliance with the requirements of the National Construction Code (NCC).
- 3) The sill height of any rear or side facing windows on any first floor storey of a building must be a minimum 1.5 m height above the floor level, in order to prevent any direct overlooking impacts upon the rear private open space of the abutting residential properties in Lakeside Drive and Palmer Avenue.

***Access and movement***

- 4) The front car parking areas for the properties known as Lots 704 – 706 DP 518125, Lakeside Drive, Kanahooka shall remain linked to ensure that the existing separate ingress and egress access arrangement from the car parking areas of the Centre are maintained. Reciprocal rights of carriageway over each subject lot are to be created, in order to guarantee vehicular access between the adjoining properties in the Kanahooka retail centre and to guarantee that existing separate ingress and egress access arrangement are maintained in the future.
- 5) The provision of a delivery truck loading / unloading zone to cater for a small rigid truck will be required for any redevelopment of the sites within the Kanahooka small Village Centre.

**7.3.9 Brownsville Small Village Centre**

***Built form and setback***

- 1) The front building line setback (off Brownsville Avenue) for any new building shall be 7.5 m.
- 2) The minimum side and rear setback for any new building is 4 m. The southern side setback shall also take into account the right-of-carriageway shown on Deposited Plan 560853.

***Access and movement***

- 3) The car parking area shall be serviced by a separate vehicular entry point at the northern part of the site and a separate vehicular exit point at the southern end of the site.

**7.3.10 Windang Village Centre**

The Windang Village Centre is located on the eastern side of Windang Road generally between Boronia Avenue and the bridge to Lake Illawarra. This Centre includes a small supermarket and a number of retail shops. A small number of retail shops exist on the western side of Windang Road.

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**Access and movement**

- 1) The properties on the eastern side of Windang Road legally described as 231 Windang Road (Lot 301 772080) and 235 Windang Road (Lot 1 DP 1125633) shall retain legal access to the rear car parking areas via the battle-axe handle off Acacia Street which is permitted by a right of carriageway burdening 231 Windang Road in favour of 235 Windang Road. No alternate access is permitted to these properties or their associated car parking areas from Kurrajong Street.
- 2) Additionally, the property on the eastern side of Windang Road known as Lots 1-5, SP 46024 (Lot 101 DP 599558), 239 Kurrajong Street shall retain the car parking at the rear of the site with access via the battle-axe handle off Kurrajong Street. Alternate access via Acacia Street may be permitted where appropriate legal arrangements are made

**8. PLANNING AND DESIGN REQUIREMENTS FOR DEVELOPMENT WITHIN ALL CENTRES**

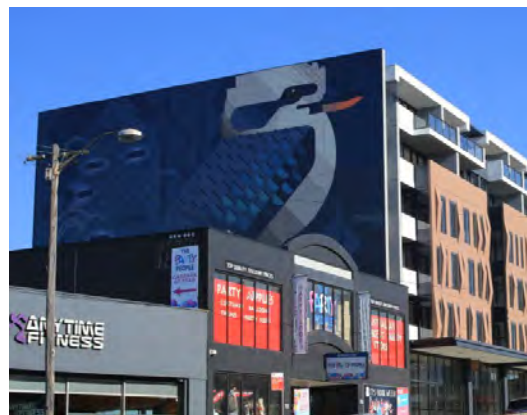
**8.1 Site Configuration**

**8.1.1 Objectives**

- a) Encourage a fine grain character to support diverse, interesting and vibrant streets and encourage pedestrian activity.
- b) Promote the efficient use of land and consider future development opportunities on adjoining sites.
- c) Ensure that any exposed blank side walls contribute positively to the public domain.

**8.1.2 Development Controls**

- 1) Redevelopment is to support, and where possible increase, the fine grain character of Centres by minimising amalgamations where possible and providing narrow tenancies along primary frontages at the ground floor.
- 2) The amalgamation of multiple sites must not reduce the existing fine grain rhythm of building frontages, or the associated potential for varied activation and pedestrian activity.
- 3) Side walls that are visible from the public domain, whether temporarily or permanently, are to be designed to contribute to the streetscape through high quality materials and considered façade design that is cohesive with the rest of the elevation. Opportunities for temporary or integrated public art should be considered in line with Wollongong's Public Art Policy.



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Figure 38: Highly visible blank walls provide opportunities for public art to enliven the public domain  
*Artwork credits: Coledale Community Hall Mural by Bradley Eastman (aka Beastman) and "Midnight Kookaburra" by Amok Island*

- 4) Development is to consider adjoining sites and should not limit their future development potential. Council may require applicants to:
  - i) demonstrate that an orderly and economic development of adjacent sites can be achieved, consistent with the planning controls;
  - ii) provide an envelope for adjoining sites, indicating height, setbacks, resultant site coverage and/or built area (building and basement), sufficient to understand the relationship between the development and that site; and
  - iii) demonstrate the likely impacts the developments will have on each other, such as solar access, visual and acoustic privacy and any impacts for residential development. If the site is on a main road, traffic impacts should also be considered.

## 8.2 Building Design

### 8.2.1 Objectives

- a) Ensure development is compatible with the desired built form character of the Centre.
- b) Ensure development is sympathetic to the bulk and scale of surrounding built form and minimises the perception of bulk, particularly where larger buildings are proposed.
- c) Ensure building appearances are cohesive and well designed.
- d) Encourage the use of robust materials that are easy to maintain and clean.
- e) Ensure the design creates flexibility in the future use of the ground floor and first floor levels of buildings.
- f) Provide roof elements and parapet walls which positively contribute to the overall design of the proposed building and the streetscape of the immediate locality.
- g) Provide landscaping on lots and buildings to enhance amenity and reduce urban heat.

### 8.2.2 Development Controls

#### ***Building character***

- 1) Development in Centres is to complement the desired built form character of the Centre, with reference to the scale, proportion, rhythm, materials and roof forms of the streetscape, especially any heritage items.
- 2) Development is to respond to the datum lines of key components of adjoining buildings such as street wall height, street setback, setbacks above street wall height, awnings, parapets, windows, cornice lines and the balance of horizontal and vertical proportions.



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Figure 39 - Development can respond to its context in a variety of ways, including by referencing the datum lines, roof forms, setbacks, rhythms, and materiality of nearby buildings

- 3) The siting, form, height and external appearance of any development is to be sympathetic with adjoining buildings in the surrounding Centre and any abutting or nearby residential dwellings.

**Articulation**

- 4) Buildings are to have articulated and modulated facades to reduce the visual bulk and provide visual interest. Recessing elements such as windows or balconies or emphasising the difference between shadow and light should be used to create articulation and visual depth.
- 5) The horizontal form of any building is to be broken up vertically, to provide visual relief and interest to the development. Taller buildings may also require horizontal and vertical emphasis of the lower, middle and upper levels of a building.
- 6) Building designs are not to have blank walls, particularly along active frontages and at the ground floor level. Where blank walls are unavoidable (as a result of services, fire stairs or similar), they should be broken up with façade treatments including articulation, variation of materials, public art and the like. Walls which are painted a single dark or light colour should be avoided to reduce the incidence of graffiti.

*Note: Any mullions or stall risers associated with door or window glazing are considered part of glazing and are not counted as blank walls.*



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Figure 40: Well applied articulation breaks up the building façade, emphasises vertical elements in a horizontal built form, uses recessed elements to create visual depth and avoids creating blank walls to reduce the visual bulk of the building.

- 7) Entrances are to be clearly visible from the public domain and allow visual connections between the inside and outside of the building. Different materials or visually interesting modulations/rhythms are encouraged.

#### **Building appearance and materials**

*Note: Development Applications must include elevations showing the external building materials, finishes and colours that are to be used.*

- 8) External building materials and finishes are to be sympathetic to the existing fabric and character of buildings within the Centre.
- 9) External walls are to be constructed of high quality and durable materials and finishes that discourage graffiti and vandalism, and which are easy to clean and maintain.
- 10) Any development involving the re-use of existing buildings should reinstate any missing façade elements or other decorative details, wherever practicable.
- 11) Building services such as downpipes, air conditioning units, lights, conduits, balcony drainage, hydrants, substations and the like must be integrated within the overall building design.
- 12) Utilities are to be placed on secondary streets or rear lanes. Where this is not possible, they are to be integrated into the building design or concealed from public view.



Figure 41: Where utilities and building services cannot be placed on secondary streets or laneways, they are to be concealed and integrated into the building façade. A variation in materials and colours can also help reinforce building articulation, reducing blank facades

- 13) Highly reflective glazing is not permitted for the comfort of pedestrians and motorists and to minimise glare.

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- 14) The specular light reflectance at normal incidence (90 degree angle) of glazing is restricted to less than 20 %. A reflectivity diagram may be required where, in the opinion of Council, there is the potential to pose future glare impacts upon pedestrians within public domain areas or motorists travelling past the site.

**Building configuration**

- 15) Commercial premises that are deeper than 20 m are to demonstrate how good internal amenity is achieved for staff and visitors, including good levels of natural light and natural ventilation. Long and narrow sites should consider using building elements such as openable windows, lightwells, skylights and internal courtyards to provide light and natural ventilation across multiple levels.
- 16) The floor to floor height of the ground floor is to be sufficient to enable a floor to ceiling height of a minimum 4 m, to allow flexibility in retail, food and beverage and other business tenancies in the future. The floor to floor height of the first floor in an MU1 Mixed Use zone is to be sufficient to enable a floor to ceiling height of a minimum of 3.3 m to allow flexibility between residential and commercial uses in the future. This control may be varied in Heritage Conservation Areas, in consultation with Council, where needed to improve compatibility with the local context.
- 17) Any proposed residential development is to be configured to mitigate the impacts of noise, odour, traffic and evening activity originating from commercial and cultural activities in Centres.

**Roof and podia**

*Note: As development in Wollongong is increasing in height, rooftops are becoming more visible from surrounding development and require greater consideration.*

- 18) Roof designs are to be integrated into the overall architectural character of the building and enhance the skyline of the Centre.
- 19) Development is to create interesting and harmonious roofscapes and skylines through the design of roofs.
- 20) Lift overruns, rooftop plant and machinery are to be concealed within the roof or the building, behind parapets, or relate to adjacent roof top rooms or open space, so they are not visible from the street and are obscured from the view of neighbours.
- 21) Communal areas on rooftops and on top of podia are to minimise impacts on the amenity of neighbours and include well designed and viable landscaping, shading devices, seating areas and other amenities such as barbeques and communal gardens where appropriate.
- 22) The incorporation of green roofs is encouraged. Waterproofing and building structure should be designed to ensure green roofs are easy to maintain and will not cause damage to dwellings below.
- 23) Where planting containers are proposed they must allow sufficient depth and volume, growing medium and irrigation to support the mature size of plants proposed.
- 24) Fall protection measures are to be installed on all roofs to ensure the safety of maintenance professionals, including for any perimeter landscaping.
- 25) All significant services (ie. duct work, photovoltaic panels, AC condensers etc) are to be integrated within the overall roof design and shown on all roof plans, elevations and sections to help determine their impact.



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Figure 42: Rooftops should be designed to provide a pleasing outlook for existing or future development nearby

### 8.3 Streetscape Interface

#### 8.3.1 Objectives

- a) Ensure development integrates effectively with the public domain and contributes to an attractive, pedestrian orientated environment.
- b) Maximise opportunities for the passive surveillance of the public domain.
- c) Strengthen pedestrian amenity and accessibility by requiring well designed physical and visual connections between buildings and the street.
- d) Provide a well designed street address that is easy to identify, safe to access and easy to maintain.
- e) Integrate accessibility elements, building services and site facilities with the building form to avoid visual clutter and unnecessary bulk.
- f) Provide weather protection along pedestrian routes to enhance pedestrian amenity and promote walking.
- g) Ensure the sizing and placement of awnings successfully accommodate street trees, utility services, signs and vehicular circulation.
- h) Ensure the design of awnings are of high quality, respond to adjacent buildings and complement the streetscape.
- i) Strengthen the street corners of Centres.
- j) Ensure residential development is designed to minimise any amenity impacts on future residents from existing activities and uses in the Centre.
- k) Ensure that landscaping is provided to enhance the streetscape environment and amenity of Centres and contribute to Wollongong's tree canopy targets and urban heat reduction.

#### 8.3.2 Development Controls

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**Building frontages**

- 1) Development is to provide direct access and the opportunity for casual surveillance to its primary frontage(s).
- 2) If the primary frontage is not required to be an active frontage, at least 70 % of the facade facing the primary frontage(s) is to be glazed, blank walls are to be minimised and shopfront entries should be maximised with entries no more than 8 m to 15 m apart.

**Ground floor of development**

- 3) Submissions for all development in Centres are to include the following drawings, as detailed in DCP Chapter A1:
  - i) building entrance plan,
  - ii) ground floor cross-sections, and
  - iii) detailed street elevations
- 4) Development addresses and defines the public domain through the design and location of entrances, lobbies, windows and balconies that overlook public spaces, maximising opportunities for passive surveillance. Ground floor entries are to have the same finished floor level as the adjacent footpath and are to be accessible directly from the street to provide access for all people, including people with a disability.
- 5) All building entries are to be clearly visible from the public domain.
- 6) Entries, including residential lobbies, are to be articulated in the building façade. Consider in-setting individual entries to retail premises by up to 1 m to increase the visibility of the shopfront display, provide opportunity for minor level change and create interest along the street.



Figure 43: Ground floor entries should be level with the footpath, even on sloping sites.

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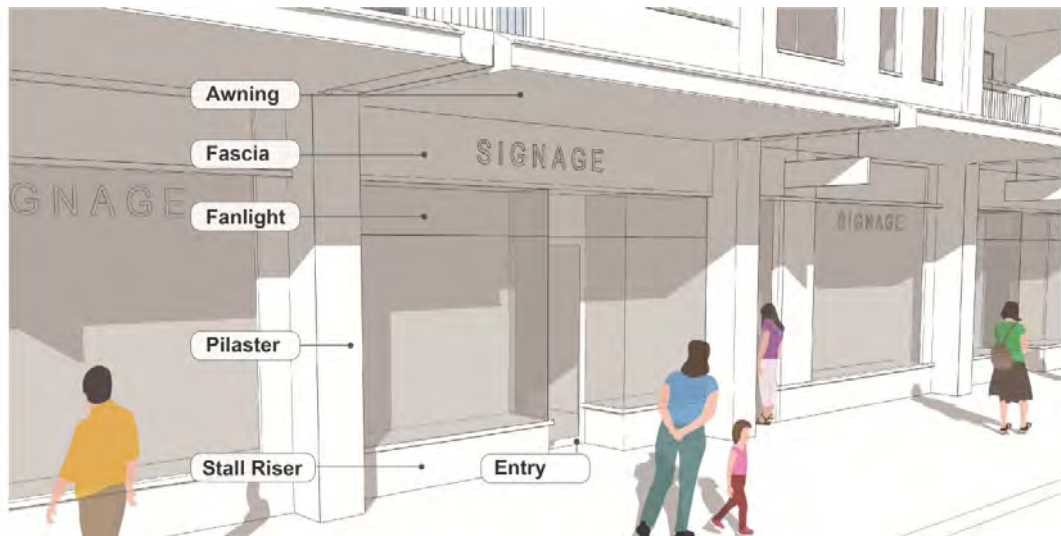


Figure 44: Components of a shopfront that can contribute to visual interest and amenity



Figure 45: Breaking the facade into smaller elements helps create variation and visual interest

- 7) Ground floor facades are to be well designed with robust materials and good articulation to create interest by incorporating different façade elements such as a stall risers, fanlights and fascia's as per Figure 44.
- 8) Ground floor facades are to incorporate a stall riser with a sill height of 300-900 mm above finished ground level to create more robust frontages and ledges for displays and seating, reduce maintenance needs, and improve response to flooding.



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Figure 46: A stall riser of 300-900 mm creates opportunities for display and seating and creates a more robust façade that requires less cleaning and maintenance.

- 9) On sites that are flood affected or affected by slope, steps or ramps may be required to transition from the footpath to the ground floor. These features should be:
  - i) provided wholly within the development lot;
  - ii) welcoming, clearly publicly accessible, direct and providing legible paths to building entries;
  - iii) detailed with reference to the architectural character of the development;
  - iv) constructed with robust materials that are easy to maintain and will not create trip hazards;
  - v) designed to minimise the visual impact on the street by incorporating ramps, tactile indicators, balustrades, handrails and the like within the design of the building, landscaping or with other features such as seating; and
  - vi) designed so that any one element (ramp, stair etc) does not comprise more than 60 % of the street frontage.



Figure 47: Ramps and stairs should be integrated in the building and landscape design to minimise their visual impact.

- 10) Use of ramps is preferred to platform lifts, particularly in high traffic areas, as they are less likely to break down, be vandalised or be damaged by flooding. Where platform lifts must be used, they should be close to the main entrance and be fully located within a lobby or ground floor use to minimise the potential for damage, vandalism or improper use.

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**Awnings**

- 11) Awnings are to be provided along the streets mapped as Active Frontages on the Wollongong LEP 2009 Active Frontages Map.
- 12) Awnings are to provide adequate shade and shelter for people on the footpath.
- 13) New awnings are to be compatible with the scale and architectural features of the building and adjacent buildings in order to maintain continuity along the entire street.
- 14) Reconstruction or renovation of existing awnings must retain any significant fabric, for example pressed metal soffits.
- 15) Where the provision of an awning would have a major adverse impact on the consistency of development within a Heritage Conservation Area or adjacent a heritage item, they may not be required, as determined in consultation with the determining authority.
- 16) Awnings are to be cantilevered and non-trafficable.
- 17) Awnings are to be designed to identify the main entrances of buildings.
- 18) Provide under awning lighting to facilitate night use and to improve public safety. Lighting fixtures are to be recessed into the awning. All wiring and conduits are to be concealed.
- 19) Transparent or translucent awnings may be used where shade is not needed, increased daylight is desirable, and they would not cause overheating to the public domain. Due to the visibility of dirt and dust, a maintenance strategy for transparent and translucent awnings should be addressed in Development Application documentation.
- 20) Gutters are to be concealed from the footpath. Downpipes are to be fully concealed within the ground floor frontage of the building.
- 21) Steeply sloped, arched or barrel-vaulted awnings are not permitted.
- 22) The conversion of awnings to verandahs or balconies is not permitted.
- 23) Awnings are to:
  - i) be horizontal in form,
  - ii) have a minimum soffit height of 3.2 m and maximum of 4.2 m above the footpath, Note: Variation to these heights is discouraged but may be considered to accommodate sloping sites and to help coordinate with adjacent awnings,
  - iii) be a minimum of 2.4 metres deep (dependent on footpath width),
  - iv) ensure steps for design articulation or to accommodate sloping streets are integrated with the building design to maintain visual continuity, do not exceed 700mm, and maintain weather protection for pedestrians,
  - v) be low profile, with slim vertical fascias or eaves (generally not to exceed 350mm height),
  - vi) have a maximum slope of 5 degrees, sloped towards the building so that gutters and downpipes are not required at the street edge,
  - vii) be weather sealed to the face of the building to which they are attached, and between any step,
  - viii) be setback at least 1.2 m from the back of the kerb to accommodate a street tree.
- 24) Awnings are to be designed to identify the main entrances of buildings.

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- 25) Elements located beneath or adjacent awnings, including planters, must not create climbable structures that could enable unauthorised access to awning structures.



Figure 48: Awning widths will vary with the width of the footpath



Figure 49: As well as providing weather protection, awnings can also be used to mark building entrances.



Figure 50: Awnings provide continuous weather protection for pedestrians and can be used in combination with landscape elements. Translucent awnings can allow additional daylight onto the footpath.



Figure 51: Awnings along a sloped site should step down with the topography, while providing continuous weather protection for pedestrians.



Figure 52: Provision for awnings and street trees can be made where footpaths are wider than 3.6 m, resulting in pleasant streetscapes that contribute to



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tree canopy and urban cooling.

***Development on street corners***

- 26) Buildings on street corners are highly visible in the streetscape and can be seen from multiple street frontages. Built form on street corners should therefore be designed to 'turn the corner', be oriented towards both street frontages and accentuate the corner's prominent location with architectural features, materials and articulation.
- 27) The design of corner buildings should reflect the geometry of the road, and the topographical conditions of the immediate locality and sight lines.
- 28) New awnings on corner buildings should wrap around the street corner into the side street.

***Front setbacks***

*Note: Front setbacks are to be provided as either landscaped setbacks or building line setbacks, as indicated in this Chapter. Landscaped front setbacks are used to provide landscape and amenity and create transition spaces between building entries and the public domain. Front building line setbacks extend the adjacent footpath and public space.*

- 29) 0 m front building line setbacks are required in E1 Local Centre, and E2 Commercial Centre zones, unless otherwise indicated in this Chapter.
- 30) 3 m landscaped front setbacks are required in MU1 Mixed Use and E3 Productivity Support zones, unless otherwise indicated in this Chapter.
- 31) A landscaped front setback is to:
  - i) be provided as deep soil to support the healthy growth of trees and shrubs, provide shade and visual amenity to pedestrians, and reduce the perceived bulk and scale of development;
  - ii) be largely landscaped in accordance with DCP Chapter E6 Landscaping, with a preference for hardy native species that are easy to maintain;
  - iii) provide one canopy tree for every 30 m<sup>2</sup> of landscaped area provided within the front landscaped setback;
  - iv) be at least 50 % soft landscaping. Hard surfaces such as paths, pavers and driveways are to be minimised and limited to access and seating purposes;
  - v) not be encroached by any building elements, including balconies or services, but may be encroached by outdoor dining or public amenities such as seating, bicycle parking, drinking fountains and the like;
  - vi) utilise landscape design to highlight the location of entrances, active uses, architectural features, while filtering views from and into the site to create privacy and separation for sensitive uses;
  - vii) provide landscaping in accordance with DCP Chapter E2 Crime Prevention through Environmental Design; and
  - viii) maintain opportunities for passive surveillance of the street and not create opportunities for concealment.

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Figure 53: Landscaped setbacks should be dominated by deep soil planting, should highlight entrances and screen inactive uses.

32) A building line setback in a Centre of more than 0 m is to:

- i) extend the adjacent footpath and public space, and therefore may be largely paved;
- ii) not be encroached by balconies or services, but may be encroached by ancillary elements such as awnings, outdoor dining or public amenities such as seating, drinking fountains and the like. Building elements which facilitate accessibility or level changes due to flooding may encroach on the building line setback but must be designed to successfully integrate with the development and not dominate the setback from the street;
- iii) provide landscaping in accordance with DCP Chapter E6 Landscaping, with a preference for hardy native species that are easy to maintain and planted within the ground, not in raised planter boxes; and
- iv) ensure that basements that encroach in the building line setback are not raised above the footpath level.



Figure 54: Building line setbacks are to extend the footpath and public space.

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## 8.4 Active frontages

These controls apply to lots mapped with an Active Frontage in the Wollongong LEP.

### 8.4.1 Objectives

- a) Promote vibrant, active and safe Centres that encourage pedestrian activity.
- b) Maximise opportunities for passive surveillance of the public domain.
- c) Ensure development contributes to pedestrian safety at night time.
- d) Ensure successful active frontages in flood prone Centres.
- e) Achieve equitable access between the street and ground floor of premises.
- f) Minimise risk to people and property damage from flooding.

### 8.4.2 Development Controls

- 1) Active frontages are to be provided as identified by the LEP.
- 2) Active frontages are to have a 0 m setback to the street unless otherwise stated in this DCP Chapter.
- 3) Buildings with active frontages are to contribute to the liveliness and vitality of streets and public spaces by:
  - i) incorporating clear glazing to at least 80 % of the façade to allow views into shops when they are open and at night when they are closed;
  - i) limiting blank walls to no more than 20 % of the frontage;  
*Note: Any mullions or stall risers associated with door or window glazing are considered part of glazing and are not counted as blank walls*
  - ii) limiting any translucent or opaque film on glazing to no more than 15 % of the glazed surface;
  - iii) providing pedestrian entries to shopfronts at least every 6 m - 8 m on primary facades. Entries are to be at the same level as the footpath and accessible directly from the street;
  - iv) providing shopfronts which are finely detailed, respond to the architectural character of the street, and which use high quality materials that are robust, graffiti resistant and easy to maintain;
  - v) incorporating openable facades wherever possible to encourage connections to the street and natural ventilation; and
  - vi) making provision for outdoor dining where possible.



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Figure 55: Clear glazing, openable facades, pedestrian entries and outdoor dining contribute to lively streets in Centres.



Figure 56: Blank walls or glazing that is dominated by film do not create active facades.



Figure 57: Active facades have a high level of transparency, activity and provide awnings.

- 4) Uses that do not provide continuous and direct visual and physical connection to the street are to be 'sleeved' by retail shops or businesses to enable active frontages.
- 5) Ground floor business and office uses must utilise landscaping or internal fit outs for privacy. The extensive use (>15 %) of film, frosted screens or opaque glass for privacy is not permitted.
- 6) Security grilles are to be fitted only within the retail shopfront. Such grilles are to be transparent and not of any roller door type.

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Figure 58: Security grilles should be transparent and internal to the building.

- 7) Where building services must face the primary street frontage, they are to be integrated into the building façade and their visual impact on the street must be minimised.

**Flood affected areas**

- 8) In flood affected areas, the ground floor may need to be raised to accommodate a Flood Planning Level (FPL). Where flood affected areas are identified to have active frontages, the transition between the footpath and the ground floor of the building is critical to ensure active frontages remain viable and accessible. In areas with a 0m front setback:
  - i) where the FPL is less than 600 mm, the transition may be able to occur along the street frontage however this will be subject to the successful design of ramps and stairs;
  - ii) where the FPL is over 600 mm, the transition from the footpath to the ground level should be accommodated within the building. Entries are to be located at the footpath level and the required floor level is to be achieved via internal steps or ramps. Any elevated areas facing the street such as shopfronts, are to form an activated continuation of the interior and are not to create a visual barrier to the interior from the street (see Figure 62).
- 9) In flood affected areas with active frontages and a front setback larger than 0 m, the transition between the footpath and the ground floor of the building may be accommodated within the front setback or within the building.
- 10) Where a transition to the Flood Planning Level (FPL) cannot be accommodated within the transition zone nominated above, the following strategies should be considered:
  - i) increasing the landscaped building setback to accommodate a larger transition, where compatible with adjacent buildings, considering that consistent building setbacks are preferred;
  - ii) accommodating part of the transition outside the building and part within the building; or
  - iii) creating multiple levels within the ground floor of the building.

*Note: The transition zone below the FPL is defined as a non-habitable area so cannot be used for uses that require compliance with the FPL.*

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Figure 59: Ramps and stairs should be integrated in the building and landscape design to minimise their visual impact (SJB Architects).



Figure 60: In areas with high pedestrian activity, steps can double as informal seating and public spaces.



Figure 61: Building entry at street with internal steps, ramp, retractable stair or lift system to the elevated floor above flood level.



Figure 62: Elevated active areas against the street boundary and ramped internal entry.

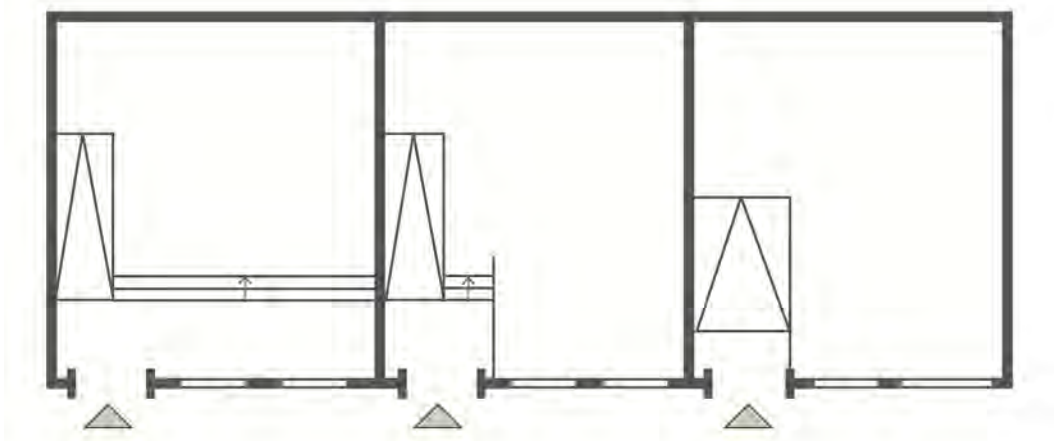


Figure 63: Examples of design options that provide street activation and raised internal ground floors in a flood zone.

## 8.5 Non-residential frontages

*These controls apply to non-residential developments within Centres that are not subject to Active Frontage requirements as identified in the LEP.*

### 8.5.1 Objectives



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- a) Support areas of focused activity in the core of Centres and provide a transition to areas surrounding the Centre.
- b) Ensure ground floor uses throughout Centres contribute to passive surveillance.
- c) Facilitate and attract a variety of uses at ground level that will help to activate the streetscape.
- d) Provide flexibility for uses to change as Centres evolve.
- e) Consolidate service entries and facilities in areas without a mapped LEP Active Frontage

**8.5.2 Development Controls**

- 1) Buildings are to contribute to the passive surveillance of Centres by:
  - i) maximising clear glazing and limiting blank walls (areas without doors or transparent windows) to the street frontage, where not required for building services (e.g. substations, fire egress);
  - ii) limiting any translucent or opaque film on glazing to 30 % of the glazed surface;
  - iii) providing pedestrian entries at regular intervals (recommended average of every 20m) along primary facades to maximise opportunity for physical interaction between the people on the street and in the building.
  - iv) locating entries at the same level as the footpath and directly accessible from the street;
  - v) providing shopfronts which are finely detailed, respond to the architectural character of the street, and which use high quality materials that are robust, graffiti resistant and easy to maintain.
- 2) Awnings are to be provided at pedestrian entrances and are encouraged where they exist on adjoining sites and would create continuous weather protection for pedestrians.
- 3) Where a 3 m landscaped setback is shown within sections 4 to 6 outdoor dining and seating on permeable paving is permitted and encouraged within the setback.
- 4) Building design shall consider the pedestrian experience and maximise safety and amenity along these frontages.
- 5) Driveways and vehicle access points are to be avoided along the primary frontage. Where unavoidable, their dimensions and visual impact are to be minimised.
- 6) Visible building services are to be avoided along the primary frontage, or if unavoidable, they are to be integrated into the building façade and their visual impact on the street is to be minimised.

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Figure 64: Non-residential frontages can include awnings over entrances, large glazed doors and windows, landscaped setbacks (where appropriate). They can create activity and contribute to the safety of the street. Where landscaped setbacks are provided, they help provide a setting to the building and contribute to landscaping, street trees and urban cooling.

### 8.6 Residential frontages at ground

When combined with well designed business and retail uses, residential access and residential uses on the ground floor can contribute positively to the activation of streets in Centres by providing a clear street address, direct access from the street, passive surveillance on to the street and attractive landscaping. This section applies to residential uses and residential entries on the ground floor.

#### 8.6.1 Objectives

- Residential entries, frontages and landscaped areas contribute to the use, activity, safety and interest of the public realm by providing passive surveillance, street activation, opportunities for social interaction and by visually extending the public realm.
- Residential interfaces are high quality, durable and add value to the public domain.
- Development provides a narrow, fine-grain rhythm and character to residential streets in Centres.
- A diversity in dwelling types and architectural styles create an interesting and varied streetscape.
- Provide a clear distinction between private and public space for any residential development.

#### 8.6.2 Development Controls

- Residential access is to front the street and minimise opportunities for concealment.
- Ground floor residential uses are to have individual entries to the street.
- Residential entrances must be secure and separate from shared or non-residential entrances.
- Unless mapped otherwise in this Chapter, residential uses are to provide a minimum 1m front landscaped setback and a minimum 2.5 m setback at Level 2, to contribute to the privacy and amenity of residents, and landscaping at street level (see Figure 65).
- Residential uses and private open spaces at ground level may be raised a maximum of 1 m above the footpath level for visual privacy. If the ground level must be raised more than 1 m, for example due to Flood Planning Levels, consider a planter at 600 mm to 1 m above the footpath to provide a step between the street and the ground floor.

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- 6) To encourage casual surveillance of the street, the top of any front fencing is not to exceed 1.2 m, as measured from the floor level of a ground floor residence or private open space.
- 7) Where a retaining wall is required, such as on sloping sites, the front fence is to set back from the retaining wall by a minimum 1 m and the setback should be planted.
- 8) Dwellings are to be designed and laid out so that every 6 m a dwelling entry, communal space, lobby or entry courtyard or other high use space provides opportunities for direct surveillance of the adjacent street or public domain to encourage passive surveillance, maximise activity and support social interaction.

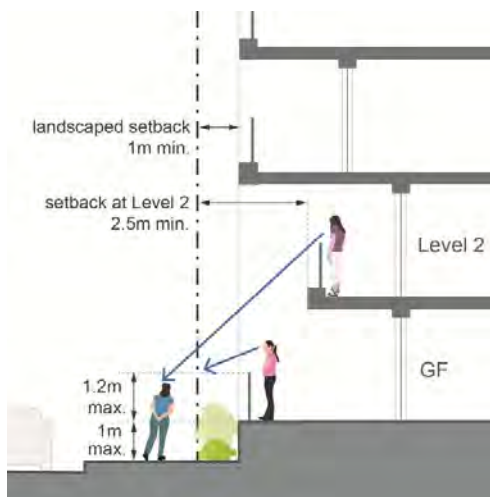


Figure 65: Residential uses with a minimum 1 m landscaped setback are to also have a 2.5 m setback at level 2, to ensure adequate light to ground floor residences.



Figure 66: Residential uses are sometimes mapped with a 3 m landscaped setback to create more opportunities for planting and trees.

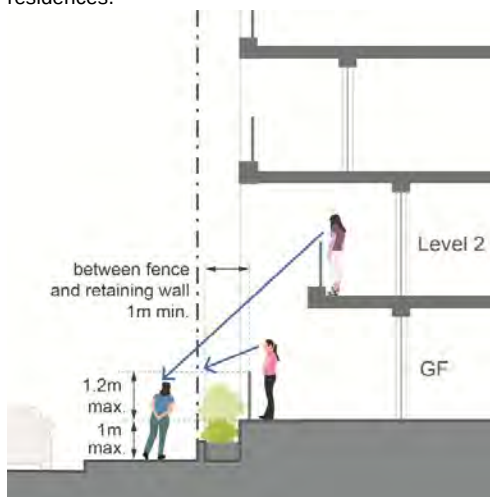


Figure 67: Front fences are to be set back from retaining walls by a minimum of 1 m.



Figure 68: Where the ground floor of a building must be more than 1m above the footpath, consider providing a planter 600 mm to 1 m above the footpath to soften the building interface.



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Figure 69: Landscaped setbacks can contribute to privacy, support urban cooling and increase biodiversity along street frontages.



Figure 70: Landscaped setbacks can soften the impact of raised ground floors and fences along an urban street edge.

## 8.7 Environmental Impacts

### 8.7.1 Objectives

#### *Solar access and overshadowing*

- a) Maximise sunlight to public spaces to provide amenity for users and support vegetation and trees.
- b) Ensure all development minimises potential overshadowing impacts and maximises solar access opportunities to any adjoining residential properties.

#### *Wind impact assessment*

- c) Maintain public safety and support the comfort of pedestrians and cyclists on streets.

#### *Development adjacent to residential zones*

- d) Reduce the impacts of development on the daylight access and visual and acoustic privacy of residential zoned land adjacent Centres.

### 8.7.2 Development Controls

#### *Solar access and overshadowing*

- 1) All development is to comply with any solar access and overshadowing requirements in the Wollongong LEP and identified in this Chapter.
- 2) Solar access should be maintained for any north facing window of a habitable room of any adjoining residential dwelling and at least 50 % of the private courtyard area for a minimum two hour continuous period between 9.00 am and 3.00 pm for the 21 June winter solstice period.
- 3) The submission of shadow diagrams will be required for any development that poses potential overshadowing impacts on any residential uses or public domain area.
- 4) Additional hourly shadow diagrams and/or sun's eye view diagrams, between 9.00 am to 3.00 pm on 21 June, may be required where Council is uncertain as to the potential adverse overshadowing impacts upon surrounding properties and / or the public domain. Further,

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Council may require additional shadow diagrams for the equinox periods where the overshadowing impact of a development requires further in-depth assessment.

**Wind impact assessment**

- 5) The maximum threshold wind (gust velocity) criteria to be met by new buildings is to be as per Table 2 below.

**Table 2 - Wind (gust velocity) criteria**

| Annual Maximum Gust Speed | Public Domain / Precinct                                                                                                     |
|---------------------------|------------------------------------------------------------------------------------------------------------------------------|
| 13 m/s                    | Major public domain areas (pedestrian areas and parks), Centres and active frontages (including outdoor restaurants / cafes) |
| 16 m/s                    | Other roads in the locality                                                                                                  |

- 6) For any building involving a height of 32 m or more, a wind impact assessment report will be required to be submitted with the Development Application. The wind impact assessment report is to be prepared by a suitably qualified and experienced engineering consultant.
- 7) Any wind impact assessment should take into consideration all the following potential wind flow effects:
  - i) downwash effects – the rush of air down the exposed face of a building;
  - ii) corner acceleration effects – when wind is forced to bend around the corner of a building it tends to accelerate;
  - iii) flow separation effects – when wind flowing along a surface suddenly detaches from that surface and the resultant energy dissipation produces turbulence in the flow;
  - iv) flow channelling effects – the “street canyon” effect where a large volume of air is funnelled and forced to travel within a constricted pathway and to maintain continuity the wind must speed up as it passes between the two buildings; and
  - v) direct exposure effects – where little upstream shielding is provided and the mean and gust velocity of the wind flow is unabated during a key prevailing wind direction
- 8) Any wind impact assessment report should provide recommended wind abatement measures such as architectural features, full length awning protection, street tree or landscape planting etc, to inhibit wind flows through the specific locality.
- 9) Recommended wind mitigation measures are to be considered at Development Application stage, are to be integrated within the overall building design and shown in the submitted architectural plans.
- 10) A wind tunnel assessment will be required to be included in the wind impact assessment report for any proposal involving a building height greater than 50 m, or where requested by Council.

**Development adjacent residential zones**

- 11) Where a development site adjoins land in a residential zone, a 6 m rear setback and a 3 m side setback is to be provided, unless otherwise stated in this DCP Chapter.
- 12) Rear and side setbacks should be provided as deep soil planting to maximise tree canopy and provide separation and amenity for neighbours. Setbacks are not to be encroached by basements or projecting building elements.

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- 13) Development should ensure that the acoustic and visual privacy of residential neighbours is maintained, as per the provisions of DCP Chapter B1: Residential Development.
- 14) Development should consider the impact of noise on neighbouring residential properties. Both airborne noise and structure-borne noise should be identified, considered and mitigated where it can affect neighbouring residential properties.
- 15) The visual and acoustic impacts of construction on neighbouring residences should be mitigated. Any goods, plant, equipment and other material used in carrying out the proposed development will be stored or suitably screened from residential development.
- 16) Noise generation from fixed sources or vehicles associated with the proposed development should be effectively insulated, screened or otherwise minimised.
- 17) Proposed development will not cause a nuisance to residents, by way of hours of operation, traffic movement, parking, headlight glare, security lighting, fumes, gases, smoke, dust or odours, or the like.

## 8.8 Safety and Security

### 8.8.1 Objectives

- a) Promote safety in public areas within Centres and minimise opportunities for criminal and anti-social behaviour.
- b) Encourage night time pedestrian activity by improving perceived safety within Centres.

### 8.8.2 Development Controls

- 1) Development should comply with the requirements of DCP Chapter E2: Crime Prevention through Environmental Design.
- 2) Lighting should be provided to all public open spaces, parking areas and through-site links in accordance with the principles of Crime Prevention Through Environmental Design (CPTED), Australian Standards, and Council requirements.
- 3) The level of lighting provided along pedestrian routes and through-site links should be strong enough to light pedestrian faces, avoid glare and be consistent to avoid any poorly lit areas. All lighting within the public domain must be shielded to avoid adverse impacts on nearby dwellings.

## 8.9 Pedestrian Access

### 8.9.1 Objectives

- a) Encourage walking in Centres by providing direct and convenient pedestrian access to key destinations.
- b) Contribute to a network of pedestrian links by providing through-site links, laneways, arcades, shared zones and footpaths.
- c) Improve the experience, quality and activation of pedestrian links.
- d) Improve the safety and accessibility of Centres for pedestrians and cyclists.

### 8.9.2 Development Controls

- 1) Development is to comply with the requirements of DCP Chapter E3: Access, Servicing/Loading Facilities and Traffic Management.



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- 2) Pedestrian links are to be provided:
  - i) where identified in this Chapter;
  - ii) where vehicle driveways, car parks and drive through facilities are provided and pedestrian traffic is anticipated; and
  - iii) to support key desire lines in the Centre such as between the public domain, shopping centre entries, car parking areas, residential localities, and public transport facilities.
- 3) Pedestrian links are to be:
  - i) direct and designed to provide clear sight lines from one end to the other;
  - ii) designed to minimise level changes and be accessible to all people, including those using wheelchairs or strollers for young children;
  - iii) straight and consistent in width, without any opportunities for concealment;
  - iv) paved consistently with high quality, robust, slip resistant paving;
  - v) wide enough so people can pass safely and comfortably;
  - vi) publicly accessible 24 hours a day. Where this is not possible, pedestrian links should be accessible at least between 7.00 am and 7.00 pm;
  - vii) lit evenly and to levels that are appropriate for navigation and for the recognition of faces; and
  - viii) clearly marked or signposted to safely prioritise pedestrian movement where vehicular conflicts may occur such as pedestrian links integrated with vehicle driveways, car parks and drive through facilities.



Figure 71: Pedestrian links should have clear sight lines, minimise level changes, have consistent paving and be wide enough to allow people to pass each other safely and comfortably.



Figure 72: Clear and legible pedestrian links should be provided in car parking areas to ensure pedestrian safety and to enforce pedestrian priority.

- 4) Where a pedestrian through-site link is indicated, the controls of 8.6(3) above apply, and in addition, they should be designed to be:
  - i) a minimum width of 6 m, unless built form analysis of the scale of the adjacent built form justifies a narrower width (3 m minimum);

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- ii) open to the sky, where not internal to a building, or at least 6 m high with access to natural light where covered; and
  - iii) activated by retail, civic and /or commercial office land uses, wherever possible, or overlooked by other uses to improve safety.
- 5) All pedestrian access within shopping centres, such as thoroughfares, lifts, travelators, and lobbies should be designed in accordance with Australian Standard AS1428.2.



Figure 73: Through-site links should have clear sight lines, be generous, activated and open to the sky where possible. If enclosed, they should incorporate natural light where possible.



Figure 74: If through-site links are provided within buildings, they should be clearly public, signposted and accessible to all.

## 8.10 Access for People with a Disability

### 8.10.1 Objectives

- a) Ensure equitable access for all people including people with a disability.
- b) Ensure equitable access features resolve physical and visual barriers and contribute to high quality streetscapes.

### 8.10.2 Development Controls

- 1) Development is to comply with the requirements of DCP Chapter E1: Access for People with a Disability.
- 2) The provision for a continuous accessible path of travel is required for all development.
- 3) Accessible features are to:
  - i) be well designed and thoughtfully integrated within building design;
  - ii) avoid encroaching into landscape setbacks or the public domain;
  - iii) contribute to legible building entryways;
  - iv) maintain sight lines into lobbies; and
  - v) avoid creating areas of concealment.

## 8.11 Public Domain Improvements and Community Facilities

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**8.11.1 Objectives**

- a) Ensure pedestrian access is retained and enhanced.
- b) Ensure large scale retail developments provide sufficient and high quality spaces for workers, children and the wider community to enjoy.
- c) Ensure high quality seating, landscaping and children's play are integrated into the public domain and streetscape.

**8.11.2 Development Controls**

*Note: The public domain covers all public areas including footpaths and public reserves*

- 1) Developments in a Centre may necessitate improvements to the adjoining public domain, particularly footpath areas connecting to the Centre.
- 2) Any proposed shopping centre with a gross floor area of 10,000 m<sup>2</sup> or more is to provide community facilities and public domain areas. The provision of public plaza areas with seating and planting that create community meeting areas and protected and attractive lunchtime seating for workers is also encouraged. Such facilities provide opportunities for community meeting areas within the larger shopping centres and provide protected and attractive lunchtime seating for workers in the surrounding area.
- 3) Additional facilities such as children's seating and children's playground areas are to be provided for shopping centres with a gross floor area of 20,000 m<sup>2</sup> or more.
- 4) All proposed public spaces and community facilities should be:
  - i) inviting and look like public spaces;
  - ii) accessible;
  - iii) visible from the footpath, overlooked by adjacent uses and have active edges where possible to improve safety through passive surveillance;
  - iv) delivering on opportunities to increase deep soil, landscaping and urban canopy, in line with Council's Urban Greening Strategy;
  - v) well lit and evenly lit, with minimum opportunities for concealment day or night;
  - vi) clear in their purpose and function, as reflected in the specific infrastructure and amenities provided; and
  - vii) hospitable, providing amenities such as shelter from the sun, wind, rain and noise, seating, and opportunities for things to do or observe, where suitable.
- 5) Seating is to be provided both internally within a shopping centre and externally within the public domain to provide people with places to rest or wait for family or friends.
- 6) Buildings, street furniture and landscaping are to contribute to the definition of the public/private interface and amenity of the locality.
- 7) Street furniture and paving shall consider the needs of users including people with a disability, older people and persons with young children and / or with a stroller.
- 8) Pedestrian routes are to be clear, safe and well lit for all pedestrians including people with a disability or decreased mobility and children.
- 9) Footpath pavement treatment should be high quality, robust and slip resistant, and provided as per Council's Engineering Standard Drawings. Pavement treatment should be detailed as



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part of a Development Application.

- 10) Note: Consultation is recommended at an early stage in the planning process with Council Planning staff to ascertain the exact requirements for footpath paving treatment and street furniture around the Centre.

## 8.12 Access, Car Parking and Bicycle Parking

### 8.12.1 Objectives

- a) Prioritise pedestrian safety and amenity in Centres.
- b) Encourage active transport in Centres.
- c) Minimise opportunities for theft or vandalism.
- d) Ensure all entry and exit points of car parking facilities are designed to address any potential adverse traffic flow or traffic safety issues.
- e) Ensure all new shopping centres provide sufficient car parking to meet peak demand.
- f) Minimise the visual impact of car parking on the streetscape.
- g) Ensure equitable access to shopping centres, and facilitate orderly pick up and drop off activity.
- h) Ensure all fast food restaurants provide appropriate car parking, and drive-through queuing facilities to cater for peak demand.
- i) Restrict fast food restaurants from having direct vehicular access to / from a classified road where alternative access is available

### 8.12.2 Development Controls

- 1) Any car parking, drive through facilities or bicycle parking is to be provided in accordance with DCP Chapter E3: Car Parking, Access, Servicing / Loading Facilities and Traffic Management, except where otherwise stated in this part of the DCP. Drive through facilities must provide adequate vehicle queuing distance within the site as per the requirements of the TfNSW Guide to Transport Impact Assessment.
- 2) Vehicle access to off street parking, loading and servicing should be from a rear lane or secondary street. Where this is not possible, the visual impact of off street parking and loading and servicing bays are to be minimised through a combination of:
  - i) shared vehicle access points between developments;
  - ii) minimising the height and width of vehicle access points;
  - iii) integrating or recessing vehicle access points into built form;
  - iv) designing doors or gates so they are part of the architectural design of the development; and
  - v) using planting to screen access points.
- 3) At grade and above ground parking is to be screened from the street frontage with active uses, architectural screening or landscaping.
- 4) Any car parking levels provided in a mixed-use building at ground or first floor level are to facilitate a potential future floor to ceiling height of 3.3m. Carparking levels above the ground

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and first floor are to facilitate future floor to ceiling heights of 2.7m.

- 5) Public footpath treatments are to be continued across driveways to signal pedestrian priority and slow vehicle speeds.
- 6) In car parking areas, clearly marked, direct pedestrian paths should be provided along pedestrian desire lines and between key destinations such as building entrances, nearby pedestrian crossings and surrounding development, to ensure the safety of people.
- 7) Any Development Application for the proposed operation of a public car park within a shopping centre must be supported by a Statement of Environmental Effects and full architectural details which identifies the:
  - i) location of proposed boom gates / ticketing machines and pay booth facilities within each level of the car parking facility, and their compliance with vehicle control point requirements of AS2890.1;
  - ii) number of car parking spaces proposed to be part of the public car park;
  - iii) number of car parking spaces to be allocated to employees of retail tenancies in the centre; and
  - iv) timeframes for any proposed free parking and paid parking in the public car park.
- 8) For shopping centres with a gross floor area of 10,000 m<sup>2</sup> and above, a drop-off and pick-up zone for taxis and other vehicles is required, to enable good direct accessibility to the shopping centre, particularly for people with a disability or mobility impairment, older people, or people with strollers or prams. This facility should be provided within 40 m of a main entrance to the shopping centre and should be designed within the main car parking area and not directly off any public road.
- 9) Any drive through facility should be designed to:
  - i) make provision for safe pedestrian movement from parked vehicles to key destinations such as building entrances or footpaths surrounding the development;
  - ii) ensure waiting bays do not create conflicts with pedestrian or vehicular movement;
  - iii) provide for the safe movement of staff members through the site, including safe and visible pedestrian paths to service areas and waiting bays;
  - iv) provide adequate queuing facilities for a minimum of 12 vehicles, with at least four car queue lengths available from the meal initial order point; and
  - v) minimise any potential vehicular conflicts arising between vehicles entering into or reversing out of car parking spaces within the site and vehicles using the drive through facility.
- 10) Bicycle parking should be:
  - i) close to entry/exit points;
  - ii) located so that access to bicycle parking is direct, safe and well lit;
  - iii) at grade, or on the uppermost level of the basement and accessible safely via a ramp;
  - iv) accessible via appropriate security / intercom systems;
  - v) in an area with good passive surveillance;
  - vi) clearly identified by signage; and

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vii) near any end of trip facilities.

- 11) A safe path of travel from bike parking areas to entry/exit points is to be marked and should be a minimum of 1.8 m wide to allow a pedestrian and a person on a bike to pass each other. Paths of travel can be shared with vehicles within buildings and at entries to buildings.



Figure 75: Bicycle parking facilities should have a safe path of travel to entry/ exit points.

### 8.13 End of Trip Facilities

#### 8.13.1 Objectives

- a) Encourage the use of walking, cycling, micromobility and public transport by ensuring high quality, safe, convenient and equitable facilities are provided.

#### 8.13.2 Development Controls

- 1) End of trip facilities are to be provided in accordance DCP Chapter E3: Car Parking, Access, Servicing / Loading Facilities and Traffic Management.
- 2) Locker, change room and shower facilities should be located close to the bicycle parking area and in an area with good passive surveillance to enhance user safety.

### 8.14 Loading Dock Facilities and Waste Management

#### 8.14.1 Objectives

- a) Ensure all commercial developments provide for integrated loading dock facilities, with adequate space for the loading, unloading, parking and manoeuvring of delivery and service vehicles within the subject property.
- b) Minimise the impact of loading docks, servicing and waste collection on the streetscape and on residential areas.

#### 8.14.2 Development Controls



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- 1) Development should address the requirements of DCP Chapters E3: Car Parking Access, Servicing / Loading Facilities and Traffic Management, and E7 Waste Management.
- 2) Loading docks should primarily be accessed from a rear lane or secondary street. The visual impact on the streetscape is to be minimised by integrating the loading dock within the design of the building, minimising the width of access driveways and utilising screen planting/landscaping.
- 3) Provision for bin storage is to be provided in a concealed location which does not face the street.
- 4) Waste collection should occur on site wherever possible and should not impact on building façade elements such as awnings.

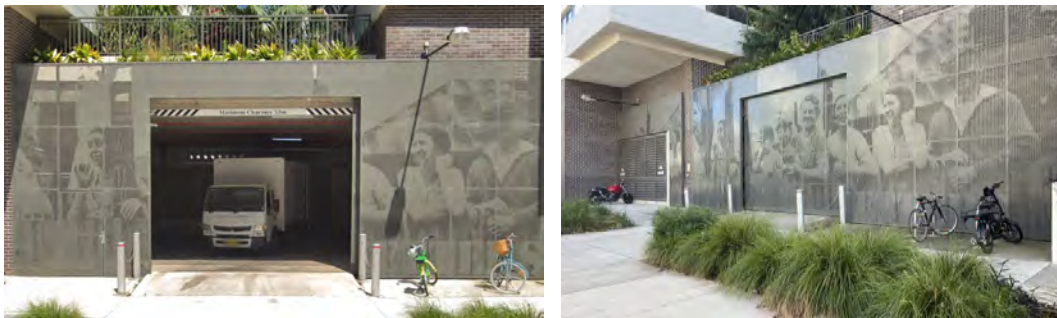


Figure 76: Where loading docks are visible from a street frontage or secondary street, their visual impact is to be minimised through integration into the building form

### 8.15 Parenting Facilities and Washrooms

#### 8.15.1 Objectives

- a) Provide suitable locations for the care of children within larger commercial premises, including shopping centres, office buildings and fast food restaurants.

#### 8.15.2 Development Controls

- 1) Parenting facilities are to be provided in:
  - i) any new commercial office / business premises building with a total gross floor area of 10,000 m<sup>2</sup> or greater;
  - ii) any new shopping centre or where alterations and additions are being carried out to an existing shopping centre which has a total gross floor area of 4,000 m<sup>2</sup> or greater; or
  - iii) any new fast food restaurant with a gross floor area of 300 m<sup>2</sup> or more.
- 2) The location of parenting room(s) is to be clearly signposted throughout the building.
- 3) The parenting room is to be designed so that it is accessible to anyone responsible for the care of young children.
- 4) The entrance to the parenting room is to have an unobstructed width of 820 mm. Operations of doors are to permit ease of use for people with a pram/stroller.
- 5) The parenting facility should provide a suitable area for the storage of prams/strollers.
- 6) A minimum of two private cubicles are required for private breast feeding or nappy changing of young children. For shopping centres greater than 10,000 m<sup>2</sup>, a minimum of four private

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breastfeeding / nappy changing cubicles will be required to be provided.

- 7) The required cubicles must be large enough to accommodate a seat and a changing bench large enough to cater for one baby. The change table must be designed with a surface which may be easily cleaned.
- 8) A dispensing machine with disposable nappies is to be provided within each parenting room.
- 9) A suitable method for the disposal of soiled disposable nappies is to be provided within each cubicle.
- 10) The parenting facility should provide suitable waste disposal for general waste.
- 11) For shopping centres ranging between 4,000 m<sup>2</sup> up to 10,000 m<sup>2</sup> in gross floor area, a minimum of one microwave oven should be provided within the parenting facility for the heating of milk bottles. For shopping centres with a gross floor area of greater than 10,000 m<sup>2</sup>, two microwave ovens should be provided within the parenting facility.
- 12) For shopping centres with a gross floor area of greater than 10,000 m<sup>2</sup>, a play space for children should be provided within the parenting facility. This play space must be designed to provide adequate surveillance from each private cubicle and should include a range of child friendly toys.
- 13) A minimum of two adult wash hand basins should be provided within the parenting facility. The hand basins should be located close to the change tables, wherever practicable. Additionally, a children's wash hand basin with a thermostatically controlled water tap with an automatic cut-off should also be provided within the parenting facility.
- 14) Adult toilets and disabled toilets are to be provided in accordance with the requirements of the National Construction Code. Toilets in parenting rooms are to be designed to allow the user to take a pram/stroller into the toilet with them and allow easy movement.
- 15) For shopping centres, children's toilets are to be provided at a ratio of two toilets for floor areas up to 10,000 m<sup>2</sup> and one additional toilet for each 5,000 m<sup>2</sup> or part thereof of floor area over 10,000 m<sup>2</sup>. Doors to children's toilet areas are to be closable but not lockable.

### 8.16 Shopping Trolley Bays

#### 8.16.1 Objectives

- a) Ensure the equitable provision and distribution of shopping trolleys and shopping trolley bays.

#### 8.16.2 Development Controls

- 1) The provision of shopping trolley bays within car parking areas should be appropriate to the nature and size of the shopping centre.
- 2) The location of shopping trolley bays is recommended to be based on a maximum radial distance of 50 m from any car parking space.

### 9. PLANNING REQUIREMENTS FOR DEVELOPMENT IN PERIPHERAL SALES (SPECIALISED RETAIL) PRECINCTS

There are 12 Peripheral Sales Precincts and three Business Parks in Wollongong. They are generally zoned E3 Productivity Support. The location of these Centres are listed in Table 1: Desired characteristics of Centres and Peripheral Sales Precincts

The Wollongong Enterprise Corridor and Flinders Street Enterprise Corridor are within the

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Wollongong LEP 2009 City Centre Boundary, where specific LEP and DCP controls apply.

The Wollongong City Centre is the Regional City for the Illawarra Region and is the highest order retail centre in the retail hierarchy. Therefore, retail and peripheral sales (specialised retail) retailing will continue to be encouraged within the E2 Commercial Centre and E3 Productivity Support zones.

The Kemblawarra Periphery Sale Precinct represents a significant concentration of peripheral sales retailing, and its trade area extends throughout the majority of the Wollongong Local Government Area and the northern part of the Shellharbour Local Government Area.

## **9.1 Minimum Floor Area Requirements**

### **9.1.1 Objectives**

- a) To ensure specialised retail premises are of sufficient size and dimension to allow for a range of specialised retail operations.
- b) To restrict the number of smaller tenancies within multi-tenancy specialised retailing complexes, in order to encourage a range of larger specialised retailing outlets.

### **9.1.2 Development Controls**

- 3) Any new peripheral sales (specialised retailing) development shall be subject to a minimum gross floor area of 2,000 m<sup>2</sup>
- 4) Any small tenancies (i.e. <500 m<sup>2</sup> within a multiple tenancy specialised retailing development) shall be restricted to a maximum of 5 % of the total gross floor area of the development.

## **9.2 Building Appearance**

### **9.2.1 Objectives**

- a) To ensure all large specialised retail premises are broken up through building articulation and varied architectural elements or treatments, in order to provide visual interest to the building.
- b) To ensure buildings located on corner allotments incorporate architectural corner features to add visual interest to the building.
- c) To ensure all new buildings incorporate decorative roof elements and avoid bulky roof forms.
- d) To ensure all rooftop or exposed structures are suitably screened and integrated with the building, in order to improve the visual appearance of the building

### **9.2.2 Development Controls**

- 1) The external front façade of all specialised retail premises fronting public roads shall be of a high quality glass, decorative finished concrete or face brick construction. The external façade treatment shall also feature a minimum 6 m return around the front of the building to the sides of the building.
- 2) The maximum reflectivity of any glazing shall not exceed 20 %, in order to minimise any potential glare impacts upon surrounding properties or motorists.
- 3) The submission of a schedule of proposed external building materials and finishes shall be provided with the Development Application.



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- 4) Large unrelieved expanses of walls or building mass are required to be broken up through building articulation, vertical and horizontal modulation and / or alternative architectural enhancements, in order to provide visual relief.
- 5) Other architectural elements or treatments may include (but are not limited to) the following:
  - i) varied building materials and external finishes on the building façade;
  - ii) roof forms and parapets to create an interesting skyline;
  - iii) vertical fin walls;
  - iv) sun shading devices; and
  - v) public art works on the building and in front of the building.
- 6) Any proposed building on a dual road frontage lot will be required to be designed to incorporate varied architectural features for both road frontages, with the building being orientated towards the major road frontage.
- 7) Buildings located on corner allotments shall be designed to address both street frontages in terms of façade treatment and articulation of the building and the roofline form. Any building on a corner lot must incorporate architectural corner features to add visual interest to the building.
- 8) Where blank walls on street frontages are unavoidable for new buildings, the building shall feature decorative wall elements and / or vertical fin elements as well as varying roofline elements, in order to provide visual interest to the building.
- 9) The placement of roller shutters, loading docks and other building openings shall wherever possible be provided at the rear or side of the building.
- 10) Showroom display areas, ancillary offices and other low – scale elements should be, wherever practicable, located at the front of the building and constructed of glass, decorative finished concrete or face brick materials.
- 11) The main entry to the building shall be easily identifiable from the street and directly accessible from the front of the building or driveway in the case of a multi-unit complex.
- 12) Large floor plate buildings must provide an open face to the public domain, especially at street level.
- 13) Roofing materials should be constructed of low reflective materials and / or finishes.
- 14) All rooftop or exposed structures including plant rooms, air conditioning, ventilation and exhaust systems are to be suitably screened and integrated with the building in order to guarantee an integrated appearance.
- 15) Natural lighting must be incorporated into the design for large-scale specialised retail premises.

### 9.3 Safety and Security

#### 9.3.1 Objectives

- a) To ensure safety and security measures are incorporated in the design of all specialised retailing complexes, to provide clearly defined and well lit building entrances and to maximise natural surveillance and sight line opportunities.
- b) To ensure adequate lighting and directional signage is provided to all pedestrian walkways between car parks and specialised retail premises and vice versa.

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**9.3.2 Development Controls**

- 1) The front door to a building should face the road, wherever possible
- 2) Any administration offices or showrooms must be located at the front of the building with windows facing the public road.
- 3) The street number of the building must be visible from the street to allow visitors and emergency service vehicles to easily identify the building.
- 4) Lighting (including bollard lighting) should be provided to the external entry path and the car parking area using vandal resistant light fixtures.
- 5) All developments are to comply with the principles of Crime Prevention through Environmental Design (CPTED) as referred to in Chapter E2 of this DCP.

**9.4 Access and Loading Requirements**

**9.4.1 Objectives**

- c) To ensure all specialised retailing developments provide appropriate car parking, to cater for peak demand.
- d) To ensure all specialised retail premises provide satisfactory loading dock facilities, access and manoeuvring areas on-site, to cater for rigid or articulated trucks.
- e) To minimise the visual and amenity impacts of loading dock facilities onto adjoining residential areas.
- f) To ensure all proposed special retail premises fronting an arterial or sub-arterial road provides a suitable deceleration lane from the road, in order to minimise any potential adverse traffic flow or safety issues.
- g) To provide for internal access connection between car parking areas of any new specialised retail premises with any existing specialised retail premises, in order to minimise potential adverse traffic flow or safety issues
- h) To restrict direct vehicular access to / from a classified road, where alternative access is available

**9.4.2 Development Controls**

- 1) Car parking shall be provided in accordance with the requirements stated in the Chapter E3: Car Parking Access, Servicing / Loading Facilities and Traffic Management in Part E of this DCP.
- 2) As per the relevant provisions of the National Construction Code, emergency vehicular access must be provided from a public road. In this respect, the internal access road must have an unobstructed 6 m width with no part of the building being more than 18 m away from the access road. The minimum 6 m wide access road shall be reserved for vehicular and pedestrian access only and not built upon or used for any other purpose.

**Loading**

- 3) Loading dock facilities, vehicular access and manoeuvring shall be provided in accordance with the requirements stated in the Chapter E3: Car Parking Access, Servicing / Loading Facilities and Traffic Management in Part E of this DCP as well as the requirements stated in this section.
- 4) Each specialised retail showroom development shall be provided with a suitable loading bay

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external to the building.

- 5) All loading and unloading activities associated with the specialised retail premises shall take place wholly within the loading bay, at all times. No loading or unloading activity shall take place within any car parking area (except the loading of goods into customer's motor vehicles), landscaping area, pedestrian footway or any road reserve.
- 6) Each specialised retail premises shall provide a suitable loading bay facility which is designed to accommodate a large rigid truck. However, buildings with a gross floor area of greater than 3,000 m<sup>2</sup> shall provide loading dock facilities and manoeuvring areas capable of accommodating both articulated vehicles and heavy rigid trucks.
- 7) Loading docks shall be located so they are not visible from any adjoining residential area and do not cause adverse noise impacts on adjoining residential areas.
- 8) Loading docks shall be positioned wherever possible away from the street frontage. Where such facilities can only be provided to the street frontage, appropriate landscaping will be required in front of the loading facility to adequately screen the development.

#### ***Access arrangements on Arterial and Sub-arterial roads***

- 9) Any proposed specialised retail showroom upon land fronting an arterial or sub-arterial road will require the provision of a deceleration lane within the boundaries of the site, in accordance with the AUSTROADS design requirements. The relocation of street infrastructure assets shall be undertaken at full cost of the developer.
- 10) Any proposal for a specialised retail showroom (fronting an arterial road or sub-arterial road) which adjoins a specialised retail showroom must be designed to make provision for internal access connection between the car parking areas of the two sites, wherever practicable. This access shall be made legal by the establishment of appropriate rights of way under the Conveyancing Act 1919.

#### ***Access denial to classified roads where alternate access arrangements are available***

- 11) Any new specialised retail development will be denied direct access to a classified road where alternate road access is available from a secondary road. In the event that any such proposed development is ultimately granted development consent, a condition of consent will be imposed requiring the creation of a restriction as to the use of land prohibiting vehicular access to the specific classified road pursuant to the provisions of Section 88B of the Conveyancing Act 1919.

### **9.5 Interconnectivity of Car Parking and Access Arrangements – Kemblawarra and Fairy Meadow Peripheral Sales Precincts**

#### **9.5.1 Objectives**

- a) To provide for internal access connection between car parking areas of any new specialised retail development with any existing specialised retail facility, in order to minimise potential adverse traffic flow or safety issues.
- b) To ensure all car parking facilities and access arrangements are consistent with best practice standards

#### **9.5.2 Development Controls**

- 1) Any new specialised retail premises or redevelopment of any existing site within the Kemblawarra and Fairy Meadow Peripheral Sales Precincts shall be designed to provide interconnectivity of the car parking areas with other adjoining specialised retail developments, wherever practicable.



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- 2) Any new development must be designed to ensure all car parking and vehicular access arrangements link up to the common property boundary with any adjoining specialised retail development where the layout of the adjoining car parking and access arrangements would enable interconnectivity with the subject development site.
- 3) All car parking and access arrangements are to be designed to comply with the requirements of Australian Standard AS 2890.1, in order to ensure transitional gradients in the access roads within the car parking areas are in place to guarantee satisfactory linkage with the car parking area on the adjoining site.

## **9.6 Landscaping Requirements**

### **9.6.1 Objectives**

- a) To ensure that landscaping is provided to enhance the streetscape appearance of buildings and associated car parking areas.
- b) To screen loading dock facilities and outdoor storage areas from public viewing, wherever practicable.
- c) To provide appropriate landscaping within the front property boundary to public roads, in order to visually soften the external appearance of larger specialised retail showroom buildings or complexes

### **9.6.2 Development Controls**

- 1) All specialised retail showroom developments shall provide landscaping in accordance with Chapter E6: Landscaping in Part E of this DCP.
- 2) Landscaping is required to be integrated with the overall development and be used to improve the streetscape appearance of industrial development and associated car parking and loading areas.
- 3) The provision of dense landscaping within the front property boundary to public roads is required in order to visually soften the bulk of large developments when viewed from the public road.
- 4) A minimum 10 % of the site area is required to be landscaped. The majority of such landscaping should be provided within the front property building line setback area and the side property boundaries.
- 5) Where an existing site has less than 10 % landscaping for the total site area, Council will seek to achieve the provision of 10 % landscaping on any unused portion of the land or within surplus car parking areas.

## **9.7 Outdoor Storage Areas**

### **9.7.1 Objectives**

- a) To ensure outdoor storage areas are appropriately accommodated on-site.
- b) To minimise the visual impact of outdoor storage areas on the streetscape of the locality.

### **9.7.2 Development Controls**

- 1) Where any storage area for raw materials or finished goods is proposed to be provided outside the confines of the building, full details of the storage area will require formal development consent.

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- 2) All outdoor storage areas are to be positioned at the rear or side of buildings with no storage areas being permitted within the front setback area of either the primary street frontage or any secondary street frontage.
- 3) Outdoor storage areas shall be adequately screened from public view by a minimum 2 m high masonry fence.
- 4) The maximum height of goods and materials stored within the storage area shall be restricted to no more than the height of the screening structure.

## 9.8 Fencing

### 9.8.1 Objectives

- a) To restrict fencing to palisade or decorative open style metal type fencing only along the front property boundary.
- b) To prevent the use of sheet metal or chain wire fencing along the front property boundary.
- c) To encourage the use of colorbond, decorative masonry or timber lapped and capped fencing, where residential development directly abuts the side or rear common property boundaries.

### 9.8.2 Development Controls

- 1) All fencing along the front property boundary shall be constructed of palisade or decorative open style metal type fencing with a maximum 2.4 m height.
- 2) The use of sheet metal fencing or chain wire fencing on the front property boundary is not permitted.
- 3) In cases where residential land uses abut the common side or rear property boundary, timber paling, colorbond or decorative masonry fencing may be permitted in order to provide appropriate visual relief to any adjoining residential development.
- 4) All front entry gates shall be constructed to swing inwards into the site, at all times.
- 5) Masonry retaining walls along the street frontage shall be restricted to 600 mm in height

## 9.9 Advertising Structures / Signs

### 9.9.1 Objectives

- a) To restrict the proliferation of advertising signage along road frontages for any multi-tenancy specialised retail showroom complex, through the use of a single common directory pylon sign.
- b) To ensure that advertising signs complement the architectural style of the building(s).
- c) To ensure that advertising signs and structures do not cause any adverse traffic hazards to motorists, cyclists and pedestrians.

### 9.9.2 Development Controls

- 1) A single corporate pylon sign on the main road frontage of the site incorporating all tenants within the specialised retail showroom complex will only be permitted.
- 2) All advertising signage or structures on individual buildings / units in a specialised retail showroom complex shall be in accordance with the requirements of Chapter 3 of State

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Environmental Planning Policy (Industry and Employment) 2021 and in accordance with  
Chapter C1: Advertising Signage and Structures Part C of this DCP.

## **10. ENVIRONMENTAL MANAGEMENT REQUIREMENTS FOR DEVELOPMENT IN CENTRES AND PERIPHERAL SALES PRECINCTS**

### **10.1 General**

To satisfy the aims of the Wollongong LEP 2009, support the achievement of design excellence, reinforce the objectives of Wollongong DCP Chapter A2 Ecologically Sustainable Development, this section aims to;

- a) Support the achievement of design excellence,
- b) Ensure environmental impacts related to energy use and water use are managed in a sustainable and economical way,
- c) Ensure a healthy internal and external environment,
- d) Support a sustainable supply of energy and water resources, and
- e) Contribute to the achievement of Net Zero carbon emissions by 2050.

### **10.2 Energy Efficiency**

The ability of development to optimise thermal performance, thermal comfort and day lighting will contribute to the energy efficiency of the buildings, provide increased amenity to occupants and reduce carbon emissions and, with them, the cost of supplying energy.

#### **10.2.1 Objectives**

- a) To reduce the necessity for mechanical heating and cooling.
- b) To minimise carbon emissions.
- c) To use natural climatic advantages of the coastal location such as cooling summer breezes, and exposure to unobstructed winter sun.

#### **10.2.2 Development Controls**

- 1) Development is to be designed and constructed to reduce the need for active heating and cooling by incorporating passive design measures. These may include:
  - i) building orientation,
  - ii) location and thermal properties of glazing,
  - iii) natural ventilation,
  - iv) appropriate use of thermal mass and insulation, and
  - v) external shading, including vegetation.
- 2) Development is to be designed to enable the efficient operation of:
  - i) mechanical space heating and cooling,
  - ii) hot water reticulation,



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- iii) artificial lighting.
- 3) Development Applications for relevant non-residential developments must demonstrate compliance with SEPP Sustainable Buildings energy performance standards by providing a NABERS Commitment to Rate or Commitment Agreement or equivalent.
- 4) Development Applications for residential development must demonstrate compliance with SEPP Sustainable Buildings energy performance standards by providing a BASIX certificate.

### 10.3 Energy Supply

All electric buildings are more energy efficient, economical and healthier for occupants.

All electric buildings reduce construction and operating costs through the elimination of gas pipes and metering and ongoing connection and usage charges.

The combustion of natural gas in homes for cooking and space heating is linked to 12% of asthma cases in Australia (Knibbs et.al.,2018). Using alternative energy sources such as electricity improves indoor air quality and has enduring health benefits for occupants.

#### 10.3.1 Objectives

- a) To improve air quality within the built environment and promote health by reducing exposure to air pollutants.
- b) To ensure new development is energy efficient and therefore cost effective for occupants over the long term, and can avoid future costs of electrification or remaining on the fossil fuel gas network.

#### 10.3.2 Development Controls

- 1) Development applications for new buildings submitted after 30 June 2026 are to demonstrate that they will only use electricity (grid provided and on-site renewables) for all energy requirements associated with normal operations.
- 2) Where it is demonstrated that the intended use of the building requires a process or equipment that is not able to be served by electricity or other renewable energy source, fossil fuels (such as gas) may be provided to operate that service only. Evidence shall be provided with the application to confirm that an adequate alternative is not technically possible or feasible.

### 10.4 Water Conservation

The integration of water-saving and reuse measures into development design is critical for reducing the reliance on potable water supplies, supporting climate adaptation, and lowering long-term operational costs for property owners. By incorporating water conservation and Water Sensitive Urban Design (WSUD) principles, development will deliver measurable benefits to building occupants, the environment, and the broader community.

#### 10.4.1 Development Controls

- 1) Water efficiency and WSUD measures shall be provided in accordance with the requirements stated in the Chapter E15 – Water Sensitive Urban Design (WSUD) in Part E of this DCP.

**Proposed amendments to Appendix 4: Definition**

*Insert in alphabetical order the following terms:*

**Blank wall** means a part of a building wall without doors or windows. On the ground floor blank walls are measured from the footpath to either the soffit of an awning, or the soffit of the slab of the floor above. Any mullions or stall risers associated with door or window glazing are considered part of glazing and are not counted as blank walls.

**Fine grain** refers to the visual and physical division of building frontages into narrow, articulated elements that reflect the scale and rhythm of traditional lot widths of buildings in Centres. A fine grain façade or frontage typically features narrow shopfronts or tenancies and highly detailed facades which creates interest for pedestrians along the streetscape.

**Pedestrian link** means any dedicated path, route or space designed to enable safe pedestrian movement and can take the form of footpaths, pedestrian crossings, or pedestrian only spaces between or through buildings, across car parks or alongside vehicle accessways. They are intended to improve walkability and connectivity by providing accessible, legible and safe routes between destinations or along desire lines.

**Pedestrian through site link** means a type of pedestrian link that is provided within private land.

**Specular light reflectance** means the proportion or percentage of light that reaches a surface and is reflected off that surface in a mirror-like way.

**Normal Incidence** means light that reaches a surface from a direction that is perpendicular (at a 90 degree angle) to the surface.