



Part B – Land Use Based Controls

Chapter B4: Development in Centres and Peripheral Sales Precincts

Contents

1	INTRODUCTION	3
2	OBJECTIVES	3
3	DEFINITIONS	4
4	CENTRES HIERARCHY	4
4.1	Objectives	4
4.2	Development Controls	5
5	ECONOMIC IMPACT ASSESSMENT	13
5.1	Development Controls	13
6	PLANNING REQUIREMENTS FOR DEVELOPMENT IN THE REGIONAL CITY AND MAJOR REGIONAL CENTRES	15
6.1	Wollongong City Centre.....	15
6.2	Warrawong Major Regional Centre	15
6.3	Dapto Major Regional Centre.....	20
7	PLANNING REQUIREMENTS FOR DEVELOPMENT IN THE MAJOR TOWN CENTRES	20
7.1	Corrimal Major Town Centre	20
7.2	Fairy Meadow Major Town Centre	27
7.3	Figtree Major Town Centre.....	30
8	PLANNING REQUIREMENTS FOR DEVELOPMENT IN THE TOWN CENTRES	32
8.1	Helensburgh Town Centre	32
8.2	Thirroul Town Centre	35
8.3	Bulli Town Centre	35
8.4	Woonona Town Centre.....	37
8.5	Port Kembla Town Centre	41
8.6	Unanderra Town Centre	43
8.7	Berkeley Town Centre.....	47
9	PLANNING REQUIREMENTS FOR DEVELOPMENT IN THE VILLAGE AND SMALL VILLAGE CENTRES	49
9.1	Stanwell Park Small Village Centre	49
9.2	Coledale Small Village Centre.....	49
9.3	Austinmer Small Village Centre	50
9.4	East Woonona Village Centre	50
9.5	Bellambi Small Village Centres	50
9.6	East Corrimal Village Centre	50
9.7	Former Corrimal Coke Works Small Village Centre.....	50
9.8	Towradgi Village Centre	51
9.9	Tarrawanna Small Village Centre	51
9.10	Gwynneville Village Centre.....	51
9.11	Balgownie Village	51
9.12	Keiraville Village Centre	54
9.13	Cordeaux Heights Village Centre	54
9.14	Farmborough Heights Small Village Centre.....	54
9.15	Koonawarra Small Village Centre.....	54
9.16	Kanahooka Small Village Centre	54
9.17	Brownsville Small Village Centre.....	55
9.18	Horsley Small Village Centre	55
9.19	Coniston Small Village Centre	56
9.20	Cringila Village Centre.....	56
9.21	Primbee Small Village Centre	56
9.22	Windang Village Centre.....	57
10	GENERAL DESIGN REQUIREMENTS FOR RETAIL AND BUSINESS PREMISES DEVELOPMENTS	58
10.1	Objectives	58
10.2	Development Controls.....	58
11	GENERAL DESIGN REQUIREMENTS FOR RETAIL SHOPPING CENTRES	65
11.1	Objectives	65
11.2	Development Controls.....	65

12 GENERAL BUILDING DESIGN REQUIREMENTS FOR FAST FOOD RESTAURANTS.....	68	13.7 Access Arrangements on Arterial and Sub-Arterial Roads .	74
12.1 Objectives	68	13.8 Interconnectivity of Car Parking & Access Arrangements – Kemblawarra and Fairy Meadow Peripheral Sales Precincts	74
12.2 Development Controls	68	13.9 Access Denial to Classified Roads Where Alternate Access Arrangements is Available	75
13 PERIPHERAL SALES (BULKY GOODS) PRECINCTS	69	13.10 Landscaping Requirements	75
13.1 General	69	13.11 Outdoor Storage Areas	75
13.2 Minimum Floor Area Requirements.....	71	13.12 Fencing	76
13.3 Building Appearance.....	71	13.13 Advertising Structures / Signs.....	76
13.4 Safety and Security	72	14 WORKS IN THE PUBLIC DOMAIN.....	77
13.5 Car Parking Requirements	73		
13.6 Loading Dock Facilities, Vehicular Access and Manoeuvring Requirements	73		

Figures

Figure 1 - Centres Hierarchy.....	6
Figure 2 - Wilga Street Block.....	20
Figure 3 - Structure, Access and Views.....	22
Figure 4 - Built Form interface.....	25

Document Control			
Document ID: Wollongong DCP 2009 – B4 Development in Business Zones			
Rev No	Adoption Date	In force date	Revision Details
1	15/12/09	1/3/10	Adopted
2	26/06/23	06/07/23	Hierarchy updated. Renamed Development in Centres and Peripheral Sales Precincts
3	18/03/24	18/12/24	Inclusion of location specific controls for the Wilga Street Block, Corrimal and general controls for Residential Frontages at ground

1 INTRODUCTION

1. 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. Development in Centres and Peripheral Sales Precincts includes all land uses permitted with consent under *Wollongong Local Environmental Plan 2009 (LEP)* in the following Employment and Mixed Use Zones: E1 Local Centre; E2 Commercial Centre, E3 Productivity Support and MU Mixed Use.
2. This chapter contains the Centres Hierarchy for both existing and planned Centres within the Wollongong City Local Government Area (LGA). The Centres Hierarchy comprises both Figure 1 and Table 1 of section 4 of this Chapter. The Centres Hierarchy is referenced in the LEP E1 Local Centre, E2 Commercial Centre and MU1 Mixed Use Land Use Table objectives, and Part 7 Local Provisions.
3. 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*.
4. DCP Part D – Locality Based DCPs/Precinct Plans includes specific planning 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 exist for Thirroul Town Centre (D12), Wollongong City Centre (D13) and West Dapto Urban Release Area (D16). Non-residential development occurring in the Former Corrimal Coke Works is covered in Chapter D19 Former Corrimal Coke Works Site. The role of retail and business uses at the Wollongong Innovation Campus is covered in D14 Wollongong Innovation Campus.

2 OBJECTIVES

1. The objectives of this Chapter are to establish development controls to:
 - (a) compliment 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 our community's goals for an innovate and sustainable economy and a healthy community in a liveable city;
 - (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;
 - (j) facilitate a diverse and vibrant night-time economy in the Regional City, Major Regional Centres and Major Town Centres.
2. Development in all Centres and Peripheral Sales Precincts is to be consistent with this Chapter.

3 DEFINITIONS

Centres are a concentrated area within a city, town or village which is a focus for enterprises, services, shopping, employment and social interaction. They are where people meet, relax, work and often live. Centres range in size and intensity of use and include small village, village, Town, Major Town, Major Regional and Regional City Centres. A Centre generally has higher intensity uses at its central core with smaller street blocks and a higher density of streets and lots, and is usually well served by public transport.

Peripheral Sales Precincts 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.

Major retail means a single shop or retail tenancy with a gross floor area generally greater than 1,000sqm. Major retail generally occupies the largest space of any single tenancy in a centre and is considered the major anchor.

Mini Major retail means a single shop of tenancy with a gross floor area generally greater than 400sqm. Mini Majors offer a wide range of a particular retail type (electronics, sports equipment, pharmaceuticals or books). Mini Majors can be significant anchors for a centre.

Specialty retail means a non-major retail shop in a centre that specialises in a narrow range of merchandise with an emphasis on product knowledge and customer service. Shops are generally up to 400sqm.

Full line supermarket means a supermarket with a full range of goods, including packaged groceries, fresh meat, bakery and deli department, fresh fruit and vegetables and frozen foods, that has a gross floor area greater than 2,500sqm. Full-line supermarkets are classified as 'shops' under the LEP.

Small supermarket means a supermarket with a reduced range of groceries and food that has a gross floor area less than 2,500sqm. Small supermarkets are classified as 'shops' under the LEP.

Discount supermarket means a supermarket that does not have a full range of groceries and food and where the products are sold for less than they are typically sold for at full line supermarkets. Discount supermarkets are classified as 'shops' under the LEP.

Specialised Retail Premises means the same as the definition in the LEP.

4 CENTRES HIERARCHY

Centres vary in size and role depending on their activity mix, scale and location. Wollongong's Centres Hierarchy provides a framework which classifies and ranks Centres based on the needs, proximity and aspirations of our community.

4.1 Objectives

The objectives of the Centres Hierarchy are to:

- (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; concentrated 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.

4.2 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 complimented 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 E2 Commercial Centre Zone to facilitate agglomeration benefits for commercial activity. Office premises outside the Regional City Centre E2 Commercial Centre Zone 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, Major Regional Centres and Major Town Centres to facilitate the provision of 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.

Figure 1 - Centres Hierarchy

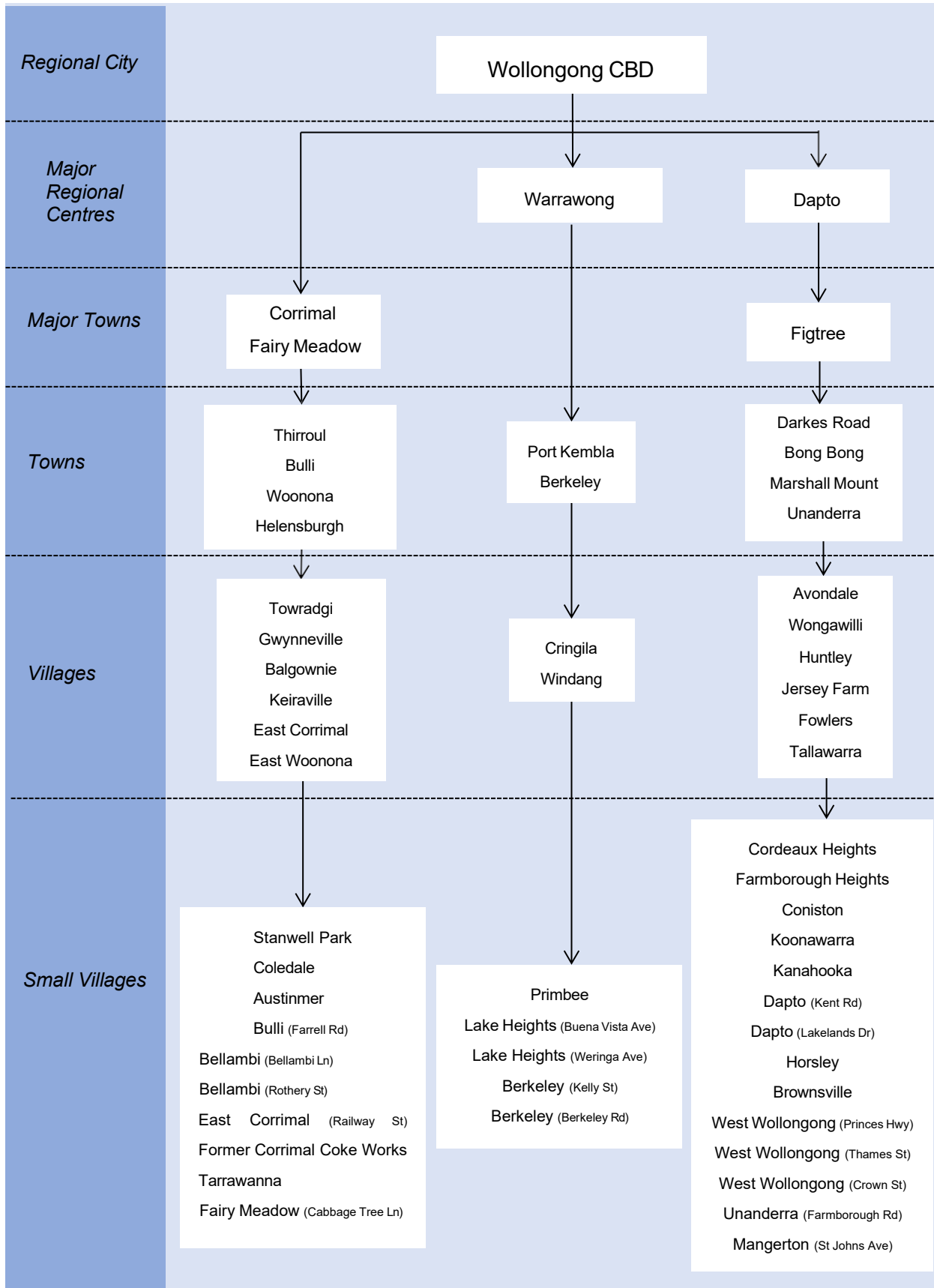


Table 1 - Desired characteristics of Centres and Peripheral Sales Precincts

Centres	Hierarchy Characteristics
Regional City	
<i>Floorspace</i>	Retail floorspace: 110,000m ² ~500,000m ² total retail, commercial office, civic and entertainment
<i>Population catchment</i>	over 200,000
<i>Function</i>	<p>The Regional City 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's 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>
<i>Accessibility</i>	<p>On major public transport network 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>
<i>Retail uses</i>	<p>The Regional City offers full range of retail uses aimed at attracting a region-wide catchment of visitors as well as catering for the demand 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 (7) 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>
<i>Business Uses</i>	The Regional City 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.
<i>Residential Uses</i>	The Regional City 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.
<i>Other Uses</i>	The Regional City Centre provides regionally significant art and culture facilities, as well as a range of entertainment facilities in the form of theatres, music venues and cinemas.

Centres	Hierarchy Characteristics
<i>Relevant Centres</i>	Wollongong City Centre
	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 provide 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 DCP references</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 Centres	
<i>Floorspace</i>	40,000-80,000m ²
<i>Population catchment</i>	up to 100,000
<i>Function</i>	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 transport. These Centres have a large amount of development capacity, enabling them to attract investment, grow and evolve.
<i>Accessibility</i>	On major public transport network with access to frequent transport by train or bus. Highly accessible for logistics and private vehicles. 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
<i>Retail uses</i>	Offer a nearly full range of goods and services to the local resident community. They can be anchored by supermarket(s), major retail development and speciality stores. Some Major Regional Centres include one or more department stores. Restaurants, cafes and bars contribute to active streets and a vibrant evening economy. 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.
<i>Business Uses</i>	A wide range of businesses servicing the district population. Limited commercial office space.
<i>Residential Uses</i>	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.

Centres	Hierarchy Characteristics
<i>Other Uses</i>	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.
<i>Relevant Centres</i>	Warrawong, Dapto
<i>Strategic Plans</i>	Warrawong Town Centre Masterplan (2015) Dapto Town Centre Masterplan (2017)
Major Town Centre	
<i>Floorspace</i>	20,000-40,000m ²
<i>Population catchment</i>	Up to 50,000
<i>Function</i>	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.
<i>Accessibility</i>	On major public transport network with access to frequent transport by train or bus. Highly accessible for logistics and private vehicles. 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.
<i>Retail uses</i>	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. 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. Major towns operate daytime and limited evening hours. Restaurants, cafes and bars contribute to active streets and an evening economy appropriate for the surrounding neighbourhood.
<i>Business Uses</i>	Services including banks, community services, customer facing professional offices, gyms and medical services. Limited large format commercial office space.
<i>Residential Uses</i>	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.
<i>Other Uses</i>	The Major Town Centre provides local scale community facilities and services, as well as local scale public open space.
<i>Relevant Centres</i>	Figtree, Corrimal, Fairy Meadow
<i>Strategic Plans</i>	Figtree Town Centre Study (2013) Corrimal Town Centre Plan (2015)
Town Centres	
<i>Floorspace</i>	Retail floorspace: 5,000 – 20,000m ²
<i>Population catchment</i>	Population catchment: 10,000-20,000 (800 metre - 1 km catchment radius)

Centres	
Function	Hierarchy Characteristics
<i>Function</i>	<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, newsagent etc.</p> <p>Town centres operate daytime and limited evening hours to ensure compatibility with 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* are master planned through the Neighbourhood Plan process.</p>
<i>Accessibility</i>	<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>
<i>Retail uses</i>	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.
<i>Business Uses</i>	Services including banks, community services, customer facing professional offices and medical services. Limited large format commercial office space.
<i>Residential Uses</i>	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.
<i>Other Uses</i>	The Town Centre provides local scale public open space. Some well located Town Centres include local scale community facilities.
<i>Relevant Centres</i>	Thirroul, Bulli, Woonona, Helensburgh, Port Kembla, Berkeley, Darkes Rd*, Bong Bong*, Marshall Mount*, Unanderra
<i>Other DCP references</i>	DCP Chapter D12 – Thirroul DCP Chapter D16 – West Dapto Urban Release Area
<i>Strategic Plans</i>	Helensburgh Town Centre Plan and Streetscape Masterplan (2020) Port Kembla 2505 Revitalisation Plan (2018) West Dapto Vision 2018 (Darkes Rd, Bong Bong, Marshall Mount) Unanderra Town Centre Masterplan (2013)
Village Centres	
<i>Floorspace</i>	2,000 - 5,000m ² (~5- 30 shops)
<i>Population catchment</i>	up to 10,000 (~ catchment radius of 600 – 800m)

Centres	Hierarchy Characteristics
<i>Function</i>	<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 surrounding residential environment and amenity.</p> <p>New Village Centres* are master planned through the Neighbourhood Plan process.</p>
<i>Accessibility</i>	<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>
<i>Retail uses</i>	<p>Village Centres are served by neighbourhood supermarket and/or mixed business type shop, fruit and vegetable retailers, newsagents, 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>
<i>Business Uses</i>	Retail provision is prioritised in Village Centres, therefore Business uses are limited.
<i>Residential Uses</i>	Village Centres have lower height limits, restricting upper story 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.
<i>Other Uses</i>	The Village Centre provides local scale public open space in the form of small landscaped plazas or similar.
<i>Relevant Centres</i>	Towradgi, Gwynneville, Balgownie, Keiraville, East Corrimal, East Woonona, Cringila, Windang, Avondale*, Wongawilli*, Huntley*, Jersey Farm*, Fowlers*, Tallawarra*
<i>Other DCP references</i>	DCP Chapter D16 – West Dapto Urban Release Area
<i>Strategic Plans</i>	West Dapto Vision 2018 (Avondale, Wongawilli, Huntley, Jersey Farm, Fowlers)
Small Village Centres	
<i>Floorspace</i>	100 – 2,000m ²
<i>Population catchment</i>	700 – 1,000 dwellings (catchment radius of ~ 400 – 500m)
<i>Function</i>	Primarily provide for the daily convenience needs of the surrounding residential population providing access to fresh produce and a range of other convenience needs.
<i>Accessibility</i>	<p>These Centres help to create 800m walkable catchments.</p> <p>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.</p>

Centres	
Hierarchy Characteristics	
<i>Retail uses</i>	<p>Generally, includes neighbourhood supermarket and / or mixed businesses for example a fruit and vegetable store, butcher, bakery, and / or café or restaurant.</p> <p>Small Village Centres operate daytime and early evening hours to ensure compatibility with surrounding residential environment and amenity.</p> <p>Food and Drink Premises with drive through facilities are not permitted in Small Village Centres (Wollongong LEP Clause 7.23)</p>
<i>Business Uses</i>	Retail provision is prioritised in Small Village Centres, therefore Business uses are limited.
<i>Residential Uses</i>	Village Centres have lower height limits, restricting upper story 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.
<i>Other uses</i>	The Small Village Centre provides local scale public open space in the form of small landscaped plazas or similar.
<i>Relevant Centres</i>	Stanwell Park, Coledale, Austinmer, Bulli (Farrell Road), Bellambi (Bellambi Lane), Bellambi (Rothery Street), Corrimal (Railway Street), Former Corrimal Coke Works, Tarrawanna, Fairy Meadow (Cabbage Tree Lane), Primbee, Lake Heights (Buena Vista Avenue), Lake Heights (Weringa Avenue), Berkeley (Kelly Street), Berkeley (Imperial Drive), Cordeaux Heights, Farmborough Heights, Coniston, Koonawarra, Kanahooka, Dapto (Kent Rd), Dapto (Lakelands Drive), Horsley, Brownsville, West Wollongong
Peripheral Sales Precincts	
<i>Population catchment</i>	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.
<i>Function</i>	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.
<i>Accessibility</i>	<p>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.</p> <p>Developments integrate with and enhance existing active transport infrastructure and prioritise the safety and amenity of people who walk and cycle.</p>
<i>Retail uses</i>	Primarily includes hardware stores, household goods stores, furniture stores and car dealerships. The most successful precincts are anchored by a large tenant who provide strong visitation that flows onto surrounding businesses.
<i>Residential Uses</i>	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 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.

Centres	Hierarchy Characteristics
<i>Relevant Precincts</i>	Woodrow Place Figtree, ^Flinders Street Wollongong, Keira Street Wollongong, Kembla Street Wollongong, ^Northcliffe Drive, Kembla Grange, ^King Street Kemblawarra /Warrawong, ^Mt Ousley Road Fairy Meadow, Princes Highway Corrimal, Princes Highway Helensburgh, Princes Highway Russell Vale, Military Road, Port Kembla, ^Yallah (planned), Princes Highway, Dapto, Princes Highway Unanderra ^major peripheral sales precincts

5 ECONOMIC IMPACT ASSESSMENT

5.1 Development Controls

1. An economic impact assessment report will be required to undertaken as part of a Development Application for any retail development involving a gross floor area of 3,500 square metres or more and / or where any out of centre location is proposed for a retail or bulky goods retailing development. The economic impact assessment report shall be prepared by a suitably qualified and experienced retail planning consultant or land economist.
2. The economic impact assessment report shall specifically address the following matters / issues:-
 - (a) Detailed review of the proposed retail development, including details of the proposed range of goods and the proposed retail and warehousing floor space dedicated for each component within the proposed development;
 - (b) Full details of the existing supply of retail floorspace serving the catchment, particularly in respect to the specific type of retail floorspace as proposed in the development;
 - (c) Details of any other existing or planned retail developments within the catchment or other parts of the city which may have an effect on the viability of the proposed retail development;
 - (d) Indicate where the proposed retail development will fit within the Centres Hierarchy;
 - (e) Documentary evidence as to the extent to which the existing supply of retail floorspace will satisfactorily meet the existing and foreseeable demand levels for the medium term (i.e. 5 – 10 years);
 - (f) Documentary evidence as to whether there are any gaps within the existing and planned Centres of the city as per the Centres Hierarchy which the proposal will attempt to address;
 - (g) Full outline of any alternative sites within the city for the specific type of retailing proposed and demonstrate why the proposed site is the preferred site for the proposed retail development;
 - (h) Provision of a retail feasibility assessment of the proposed retail development and demonstration as to why there is a demand for the proposed new development or expanded retail floorspace provision;
 - (i) Full details of the current catchment population and the forecasted population level and the likely retail spending growth rate throughout the medium term (i.e. 5 – 10 years). This review should also include analysis of existing and future population forecasts and likely future expenditures for the locality and the wider retail catchment;

- (j) Full details as to the where the proposed retail development will draw trade from, including whether the proposal is likely to draw trade from another existing or planned Centre catchment;
 - (k) Evidence as to whether the proposed new retail provision in an existing centre is likely to result in an expansion in the size of the catchment served by that centre;
 - (l) Detailed estimates of existing escape expenditure from the catchment and evidence as to how the proposed retail development will attempt to address this issue;
 - (m) Details of escape expenditure spending that is likely to be retained by the proposed new or expanded retail facilities;
 - (n) Full economic impact assessment upon any existing and approved retail facilities within the catchment or other Centres in the city, if the proposed new retail development or expansion of the existing retail facility is ultimately supported, including whether any existing or planned retail facilities within the immediate catchment or wider catchment may be adversely affected by the proposal;
 - (o) Assessment of the proposal's relationship with the Wollongong LGA Centres hierarchy, including planned or newly developing retail centres in the city;
 - (p) Assessment as to the proposal's likely direct and indirect impacts upon existing and planned Centres in the Wollongong LGA taking into the account the existing and planned floor space for existing and planned Centres in the Wollongong LGA;
 - (q) Documentary evidence as to the likely overall impact of the proposed retail development, especially with respect to the retention of escape expenditure which would otherwise be spent within other parts of the Illawarra Region or the Greater Sydney Metropolitan Region;
 - (r) Details as to the likely employment impact of the proposed new retail development or the proposed expanded retail facilities, including temporary employment opportunities during the construction phase and permanent employment opportunities for the operational phase of the development as well as the potential loss of employment from retail facilities or Centres which are likely to be adversely affected by the proposal;
 - (s) Assessment as to whether the proposal will provide a net community benefit, taking into account the potential adverse impact of the proposed retail development upon existing retail facilities or centres and whether the potential loss of goods will be off-set and made good by the proposed development. This assessment should also quantify potential employment generation from the development and likely employment losses from other existing retail facilities or Centres; and
 - (t) The economic impact assessment should also specifically address the suitability of the development with respect to relevant case law and especially the principles and tests applied in *Kentucky Fried Chicken Proprietary Limited v Gantidis and Anor* [1979] HCA 20 (1977-78) 140 CLR 675 and *Fabcot Pty Ltd v Hawkesbury City Council* (1997) 93 LGERA 373. This assessment is critical in determining whether existing retail shopping facilities will be put in jeopardy as a result of the proposal and whether there will be any 'net resultant community detriment' from the development.
3. The economic impact assessment report shall also review the proposal's relationship with relevant environmental planning instruments and NSW State Government policies relating to retail or bulky goods developments, including but not necessarily limited to the following:
- (a) Wollongong Local Environmental Plan 2009;

- (b) Illawarra-Shoalhaven Regional Plan 2041;
 - (c) Any relevant State Environmental Planning Policy;
 - (d) Any relevant State Code; and
 - (e) Wollongong Retail and Business Centres Strategy 2023.
4. The economic impact assessment report should take into account all relevant background retail study reports undertaken or commissioned by Wollongong City Council.

Note: It is recommended that the appointed consultant contact Council's Development Assessment team at an early stage in the preparation of the economic impact assessment report, in order to ascertain what background reports should be considered in the report.

6 PLANNING REQUIREMENTS FOR DEVELOPMENT IN THE REGIONAL CITY AND MAJOR REGIONAL CENTRES

6.1 Wollongong City Centre

1. The specific planning requirements for development upon any land within the Wollongong City Centre are contained in Part D (Locality Based/ Precinct Plan) of this DCP.

6.2 Warrawong Major Regional Centre

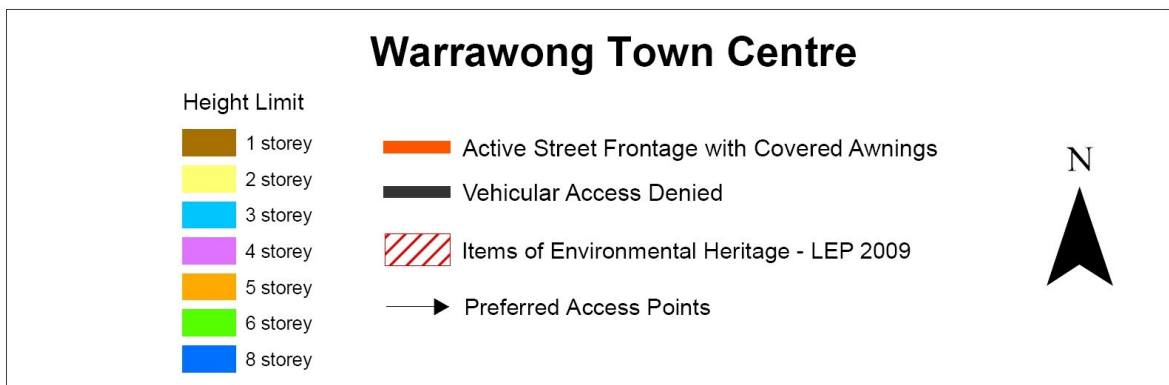
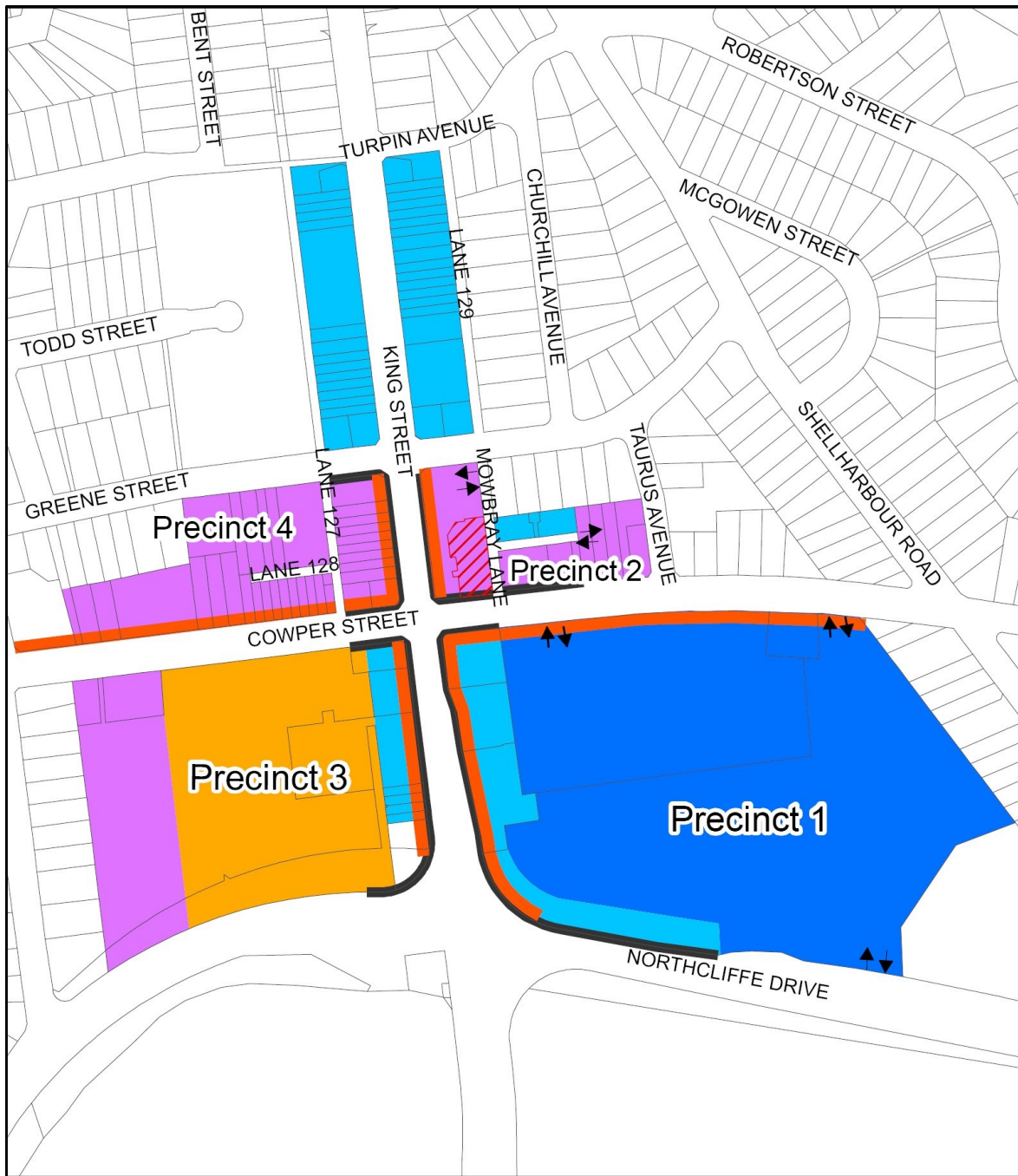
1. The Warrawong Major Regional centre is centred on King Street between Cowper Street to the north and Northcliffe Drive to the south.

6.2.1 General

8. Any new retail development should be consolidated and contained within the existing Warrawong centre.
9. Any new development within the Warrawong major regional centre should contribute toward improving physical cohesion, accessibility and environmental amenity.
10. Greater synergies are to be forged between the Warrawong major regional centre, the Kemblawarra peripheral sales centre and the future planned Griffins Bay special tourism precinct.

6.2.2 Precinct 1

1. This precinct contains the Warrawong Shopping centre which is generally bounded by King Street, Cowper Street, Northcliffe Drive and residential properties to the east.



Maximum Building Height

2. Maximum Height (Max. Number of Storeys) – eight (8) Storeys

Front Building Setback to Primary Road (Cowper Street)

3. For any major alteration and addition to the existing shopping centre, a zero setback is permitted to the primary road frontage (Cowper Street) for the first four (4) storeys where the ground floor level of the building provides an active street frontage and the first, second and third floor levels are provided with a decorative facade treatment, in order to provide visual interest to the building. For any level above the fourth storey, a five (5) metre building line setback shall be provided, off the Cowper Street front property boundary.

Secondary Road Setback (King Street)

4. A zero building line setback is permitted along the King Street frontage for the first four (4) storeys in the building where an active street frontage is provided at ground level and an appropriate decorative facade treatment is provided to the first, second and third floor levels of the building. A minimum five (5) metre building setback will be required for the upper levels of the building, above the fourth storey of the building.

Secondary Road Setback (Northcliffe Drive)

5. A zero building line setback is permitted along the King Street frontage for the first four (4) storeys in the building where an active street frontage is provided and an appropriate decorative facade treatment is provided for the first, second and third levels of the building. A minimum five (5) metre building setback will be required for the upper levels of the building, above the fourth storey of the building.

Side and Rear Setbacks

6. A minimum 10 metre side building line setback is required for the first three (3) levels of the building (i.e. ground floor, first floor and second floor), off the eastern and south-eastern side property boundaries. A minimum 20 metre side building line setback is required for the upper levels of the (i.e. above the second storey of the building), off the eastern and south-eastern side property boundaries.

Car Parking and Access

7. The main car parking areas should be serviced by appropriate access arrangements to / from Cowper Street and Northcliffe Drive only.
8. The existing at-grade car parking area in the front building line setback area to King Street shall 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.

6.2.3 Precinct 2

1. This precinct is bounded by Cowper Street, Mowbray Lane, Laneway (#130), Taurus Avenue, Montgomery Avenue and King Street, Warrawong.

Maximum Building Height

2. Maximum Height (Max. Number of Storeys) – four (4) storeys

Front Building Setback

3. A zero lot line setback will be permitted to street boundary frontages for the first three (3) storeys of any building.

4. For any level above three (3) storeys, a five (5) metre front building line setback will be required.

Car Parking and Access

5. The car parking areas to any site within this precinct shall be serviced by direct vehicular access to / from rear lanes only.
6. The provision of direct vehicular access into and from the car parking area via Cowper Street will not be supported, except where there is no alternate access arrangement and only where traffic impact analysis proves that the proposed access arrangement to / from Cowper Street will maintain satisfactory traffic flow movements and will not pose any unacceptable vehicular conflicts and vehicular / pedestrian conflicts.

6.2.4 Precinct 3

1. This precinct is bounded by Cowper Street, King Street, Northcliffe Drive and abuts First Avenue South residential properties, Warrawong.

Maximum Building Height

2. Maximum Height (Max. Number of Storeys) – five (5) storeys (except for a Maximum four (4) storey height limit for the western side of the site abutting the First Avenue residential properties)

Front Building Setback to Primary Road (Cowper Street)

3. A zero lot line setback will be permitted for the first three (3) storeys of any building, off the Cowper Street property boundary on the basis that an active street frontage is provided at ground level. For any level above three (3) storeys, a five (5) metre front building line setback, off the Cowper Street property boundary will be required.

Secondary Road Building Line Setback (King Street)

4. A zero building line setback is permitted for the first three (3) storeys of any building, off the King Street property boundary on the basis that an active street frontage is provided at ground level.
5. For any level above three (3) storeys, a five (5) metre front building line setback, off the King Street property boundary will be required.

Rear Setback

6. A minimum 10 metre building line setback shall be provided to the residential properties to the west of the precinct (fronting First Avenue South).

Car Parking and Access

7. The car parking areas between the existing the sites shall remain physically linked to provide satisfactory vehicular access arrangements between the 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*.
8. The car parking areas for the sites should gain direct vehicular access to / from Northcliffe Drive and Cowper Street only.

6.2.5 Precinct 4

1. This precinct is bounded by Cowper Street, King Street, Greene Street and First Avenue South.

Maximum Building Height

2. Maximum Height (Max. Number of Storeys) – four (4) Storeys

Building Setback to Streets

3. A zero lot line setback will be permitted for the first three (3) storeys of any building, off the Cowper Street property boundary. For any level above three (3) storeys, a five (5) metre front building line setback, off the Cowper Street property boundary will be required.

Car Parking and Vehicular Access

4. The car parking areas between the sites shall remain physically linked to provide satisfactory vehicular access arrangements between the sites.

NOTE: parking concessions are available to encourage the linking of surface car parks between adjoining sites – Refer to Access, Parking and Servicing Chapter of Part E of the DCP.

5. The provision of a co-ordinated 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 that have legal rights of access to Lane 127 or Lane 128 must use these laneways for access to car parking areas. Direct vehicular access to King Street will be prohibited, at all times.

6.2.6 Precinct 5

1. This precinct is situated on either side of King Street and is bounded by Turpin Avenue to the north and Montgomery Avenue and Greene Street to the south. This precinct is separated from residential properties by Lane 129 (east) and Lane 127 (west) which run parallel with King Street in a north-south direction.

Maximum Building Height

2. Maximum Height (Max. Number of Storeys) – three (3) Storeys

Front Building Setback to Streets

3. A zero building line setback is permitted to King Street, Turpin Avenue, Greene Street and Montgomery Avenue.

Laneway Setback

4. A 3 metre minimum setback is required for any building, off the rear laneways which must be fully landscaped.

Vehicular Access

5. Car parking areas on the eastern side of King Street shall be restricted to gain direct vehicular access to / from the rear laneway (Lane 129) only. Direct vehicular access to / from King Street is prohibited, at all times. Existing driveway crossovers are to be removed with any redevelopment.
6. For sites on the western side of King Street existing access arrangements are not desirable due to adverse impacts on King Street. A change is required to remove existing driveway crossovers along the King Street frontage with access provided from the rear laneway (Lane 127) instead. In order for this to occur the rear laneway will need to be constructed. As sites are redeveloped access arrangements will be required to change and construction of the laneway will be required when a redevelopment is of such a scale as to be commensurate with the laneway construction. The cost of laneway construction must be fully met by the developer. For minor development, such as a change of use, Council may decide that construction of the laneway is not warranted. In these instances the linkage of car parking areas on adjacent sites will be required in order that access

points along King Street may be removed. A concession of two (2) car parking spaces will be permitted for any linkage and removal of a driveway crossover.

6.3 Dapto Major Regional Centre

1. The precinct planning controls for the Dapto Regional Centre will be covered in a future update to the DCP.

7 PLANNING REQUIREMENTS FOR DEVELOPMENT IN THE MAJOR TOWN CENTRES

7.1 Corrimal Major Town Centre

The precinct planning controls for Precinct 1 – Wilga Street Block are included at 7.1.1. The precinct planning controls for the remainder of Corrimal Major Town centre will be covered in a future update to the DCP.

7.1.1 Precinct 1 - Wilga Street Block

This precinct is a key site known as the Wilga Street Block. It is located at the north-east end of the Town Centre and is bound by Wilga Street, Collins Street, the Princes Highway and Memorial Park. The controls within this section apply to the Wilga Street Block as illustrated in Figure 2.



Figure 2 - Wilga Street Block

These precinct controls are informed by:

1. The Corrimal Town Centre Plan (2015-2025)
2. The Wilga Street Block Planning Strategy (2024)

Objectives

- (a) To communicate the expectations and requirements of development within the Wilga Street Block with detailed objectives and controls for development.
- (b) To ensure development aligns with the objectives, principles, and recommendations of the Wilga Street Block Planning Strategy.
- (c) To guide a place-based development approach through a comprehensive set of planning and design guidelines informed by the future desired character of the Precinct.
- (d) To promote design excellence and quality urban design and architectural outcomes across the Wilga Street Block.

These DCP controls have been developed with reference to the recommendations of the Wilga Street Block Planning Strategy, to work in conjunction with provisions within the Wollongong LEP 2009, particularly in relation to land use, building form and access.

7.1.1.1 Desired Future Character

- (a) The **Wilga Street Block** will be a vibrant and flexible mixed-use precinct that strengthens the role and identity of Corrimal Major Town Centre. It will support 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.
- (b) The **Princes Highway** is the main retail street for Corrimal and already operates as a high street with fine grain retail. Redevelopment of the site will seek to revitalise and enhance the existing character. Pedestrian only traffic with wide footpaths will encourage walkability and activation of shop fronts with no vehicular crossings.
- (c) **Memorial Park** is a critical interface for enhancing the amenity of Wilga Street Block. Activating the edge of the park adjacent to Luke's Place Playground and the Memorial Outside Ground will provide stronger connections, an increased vibrancy and support visitation and utilisation.
- (d) **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.
- (e) **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.

7.1.1.2 Structure and Access

The structure of a block defines how it is experienced by people. It facilitates areas for lot consolidation and development, designates the role of streets and internal movement networks, and determines the provision of, and interface with, the public domain and surrounding context. Figure 2 shows the preferred structure and access framework for the Wilga Street Block.

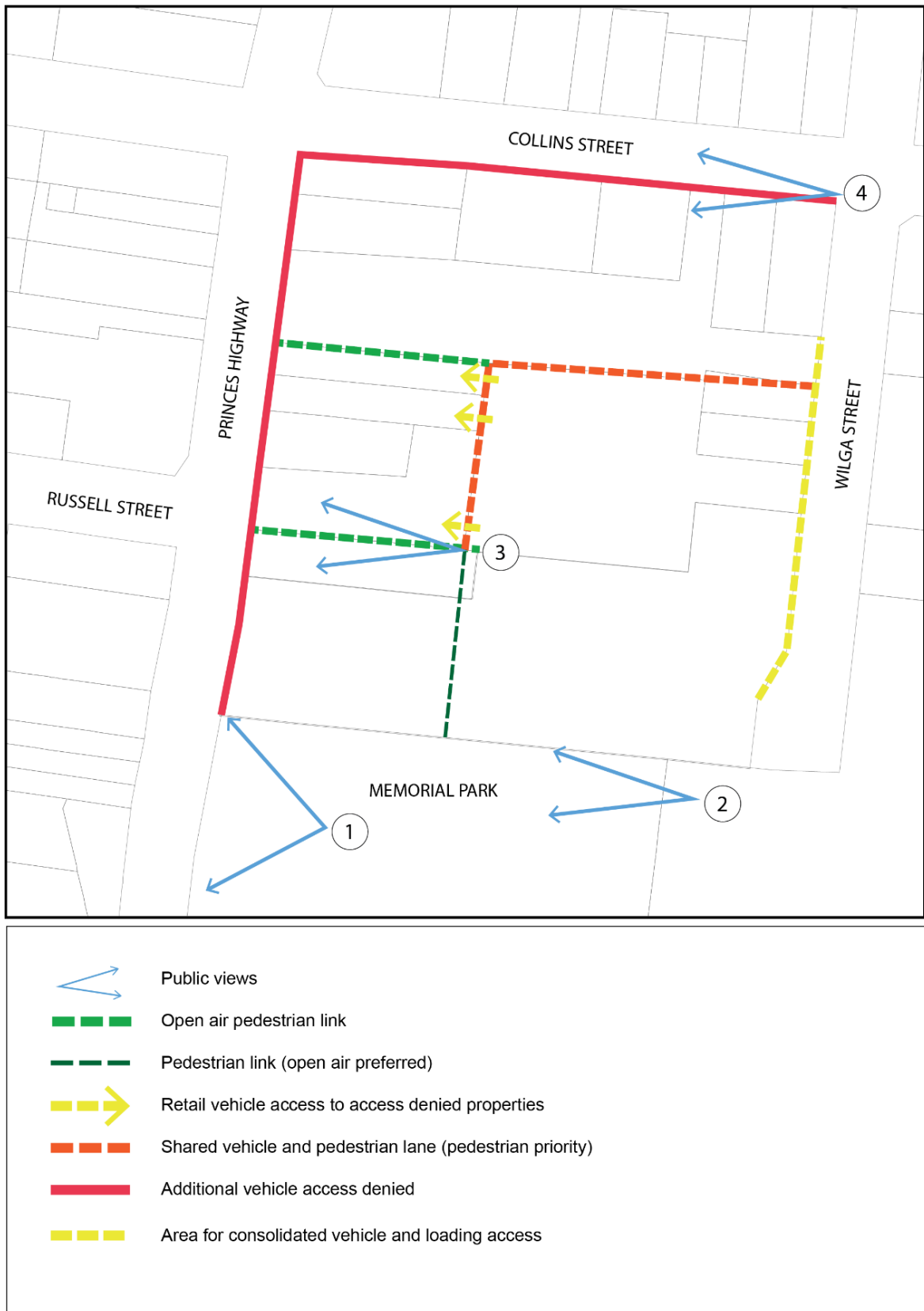


Figure 3 - Structure, Access and Views

i. Public Views

Objectives

- (a) Preserve and improve views from the Wilga Street Block to the Illawarra Escarpment and Memorial Park.
- (b) Ensure the Illawarra Escarpment remains the dominant feature of the skyline.
- (c) Enhance views along streets to the Illawarra Escarpment and Memorial Park.

Controls

- 1. Nominated public views shown in Figure 3 - *Structure, Access and Views* are to be protected.
 - a. Views to the Illawarra Escarpment and Brokers Nose are to be maximised from within Luke's Place Playground (1)
 - b. Views to the Escarpment and Brokers Nose are to be maximised from the pedestrian connection between Wilga Street and the Princes Highway (2)
 - c. A view corridor to Broker's Nose along Russell Street is to be created via a new open air pedestrian link from the centre of the Block (3). Built form envelopes either side of this link are to maximise this view.
 - d. Views to the 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 (4).
- 2. The redevelopment of sites with potential to open a blocked view shown in Figure 3: Public Views must restore that view.
- 3. Development Applications must include a view analysis demonstrating how views to the Illawarra Escarpment and Broker's Nose have been maximised from nominated views points as per Figure 2 – *Structure, Access and Views*. This should consider existing topography, vegetation and surrounding development.
- 4. The planning and design of building forms must maximise view corridors between buildings, including tower forms.

ii. Lanes and Pedestrian through site links

Objectives

- (a) Improve pedestrian permeability and access through the Wilga Street Block.
- (b) Ensure through site links are safe, well-lit and accessible with a welcoming character.
- (c) Maximise low angle (eye-level) views between buildings to allow orientation throughout the Block from street to street and to Memorial Park and to reduce the effects of visual enclosure.
- (d) Prioritise pedestrian movement on through site links shared with vehicles.

Controls

- 1. Open air through-site links are to be an easement on title.
- 2. Pedestrian links are to be provided as per Figure 3 -*Structure, Access and Views*, Appropriate alternatives will be considered where they deliver on objectives (a) to (d) of *ii Lanes and Pedestrian through site links*.
- 3. Pedestrian links are to be consistent with the requirements in 10.2.6 Pedestrian Access of this DCP Chapter (Chapter B4).
- 4. Use landscape planting and views to surrounding landscape features to ensure that spaces do not feel enclosed or lacking in connection to the wider area.
- 5. Wayfinding signage should support the movement of people through the site and provide direction to key destinations.

iii. Vehicle Access

Objectives

- (a) Pedestrians are prioritised on footpaths and in shared vehicle and pedestrian lanes.

- (b) Conflicts between vehicle and pedestrians are minimised.
- (c) Vehicle entry points do not dominate the design of buildings or the streetscape character.
- (d) Vehicle access within the site maintains pedestrian priority on the street by facilitating rear access to properties denied vehicle access from their front boundary.

Controls

1. Vehicle access is to be consistent with Figure 3 – *Structure, Access and Views*.
2. Vehicle access to the Block is to be consolidated and all parking and servicing is to be functional, adequate and discrete.
3. 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.
4. Rear access to denied access properties with no existing access is to be provided from Wilga Street in a consolidated form. Figure 3 – *Structure, Access and Views* illustrates the desired arrangement.
5. Opportunities to remove existing vehicle access driveways from access denied locations is encouraged and should be prioritised.

iv. Lot Consolidation

Rationalisation of the lots across the Block through lot consolidation will result in a clearer structure, provide increased public benefit and deliver a variety of high-quality building forms.

Objectives

- (a) Provide for a comprehensive development on the site which implements consistent urban design principles of the highest standard.
- (b) Provide for well-planned and well located publicly accessible mid-block connections for active transport and vehicle movement.
- (c) Distribute height in order to protect the access of sunlight to open space areas both on the site and in the surrounding area.

Controls

1. Vehicle access and loading areas shall be consolidated to manage traffic generation from the site.
2. Lot frontages are to provide adequate width to allow buildings to provide for the efficient development of land and high-quality design of buildings.
3. Lot consolidation must not result in isolated lots, or lots that are not able to redevelop.

v. Car Parking Requirements

Objectives

- (a) 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 Town Centre more broadly.
- (b) Consolidate and integrate all new carparking to ensure increased useability.
- (c) Provide car parking spaces that are adaptable to future uses.

Controls

1. Carparking is to be provided in accordance with the requirements of DCP Chapter E3 Carparking, Access, Servicing/Loading Facilities and Traffic Management.
2. The quantum of publicly accessible parking currently provided on Lot 5 DP 37769 is to be retained as part of any lot consolidation and or redevelopment of the site.
3. Car parking spaces are to be integrated into the design of buildings.
4. Car parking is not to be visible at ground level, or on any level up to street wall height, from any street frontage.
5. Clear lines of sight and wayfinding to publicly accessible car parking spaces must be provided from surrounding streets, public spaces and uses within the Block.

6. Access to and location of carparking within the Block should be aligned with the proposed structure as shown in Figure 3 – *Structure, Access and Views*.

7.1.1.3 Built Form

Built form describes the collection of individual building design elements that contribute to the overall character and performance of the built environment. The Built form interface comprises of the boundary between the activity within the building and the public realm. The way buildings interface with the public domain has a direct influence on the urban character of the city, the accessibility and functionality of the building and the safety, amenity and quality of the public domain. Figure 4 shows the preferred built form interface for the block.

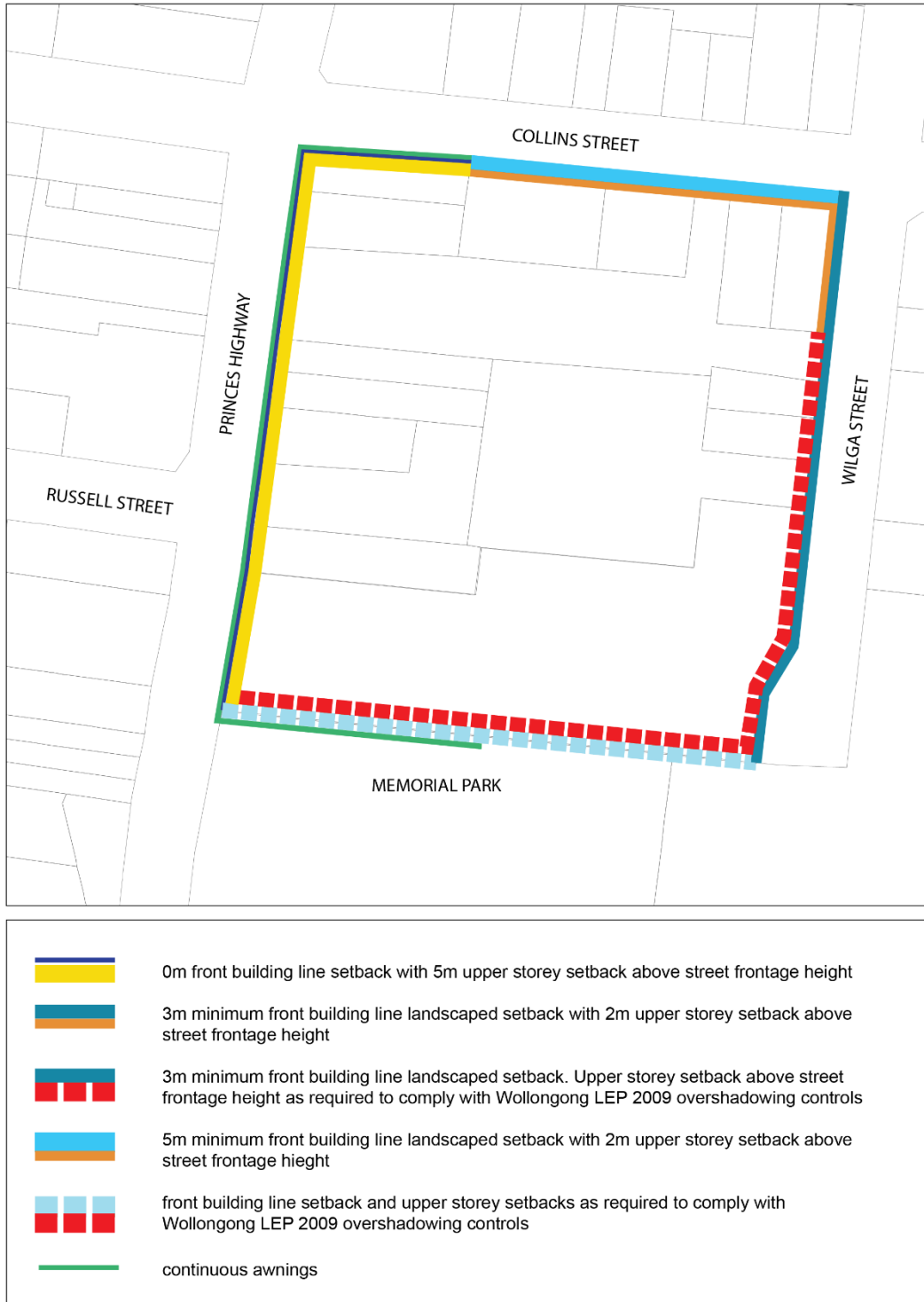


Figure 4 - Built Form interface

i. Front Building Line Setbacks

Objectives

- (a) Provide space for street tree planting and landscaping.
- (b) Provide space for pedestrian movement and staying activities.
- (c) Maximise view corridors to significant landscape and built form to enable orientation and way-finding and protect and enhance the Town Centre's character.
- (d) Provide a transition between the building forms on the Block and the street, Memorial Park and surrounding residential areas.
- (e) Maintain a consistent building alignment fronting the public domain.

Controls

1. Front building line setbacks are to be provided as shown in **Error! Reference source not found..**
2. Where setbacks are to non-residential uses, these should be publicly accessible.
3. 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.
4. Any area with a setback to Memorial Park is to be designed in consultation with Council.

ii. Street frontage heights and upper storey setbacks

Street frontage height means the vertical height in storeys of the part of the building closest to the lot boundary adjoining the public domain (e.g. street or open space).

Objectives

- (a) Ensure a human scale interface with Memorial Park and the streets.
- (b) Ensure a transition in height to surrounding low-scale areas.
- (c) Protect the solar amenity of public spaces and streets.

Controls

1. Buildings are to have a one (1) to two (2) storey street frontage height.
2. Upper storeys are to be setback from the street frontage as shown in Figure 4. A range of upper storey setbacks are required to address different street and park interface conditions.
3. Laneways and open air pedestrian through site links –a minimum 2m upper storey setback above the street frontage height of the building.

iii. Side setbacks

Controls

1. Any new building within this precinct 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 **Error! Reference source not found..**
2. A minimum 6 metre ground floor setback is required from the rear property boundary, where a site includes or abuts residential uses.
3. Upper-level side and rear setbacks are required to provide light and air to the street, adjacent open spaces and internal pedestrian links. 0m side or rear setbacks are not permitted above street wall height.

iv. Awnings

Awnings are roof structures that project over the footpath They encourage pedestrian activity along streets and, in conjunction with active edges, support and enhance the pedestrian experience.

Objectives

- (a) Encourage pedestrian activity along streets, adjacent public open space, and within through-site connections to support and enhance the vitality of the Wilga Street Block.
- (b) To provide weather projection for passing pedestrians, entries to buildings and outdoor activities such as dining.

Controls

- 1. Awnings are to be provided to the extent shown in Figure 4.
- 2. Refer to 10.2.7 of this Chapter (Chapter B4) for general controls in relation to awnings.

*v. Active frontages***Objectives**

- (a) Building frontages contribute to the use, activity, safety and interest of Streets and Memorial Park.
- (b) Building frontages acknowledge and contribute to the character of streets and Memorial Park as defined under 7.1.1.1 Desired Future Character of the Wilga Street Block.

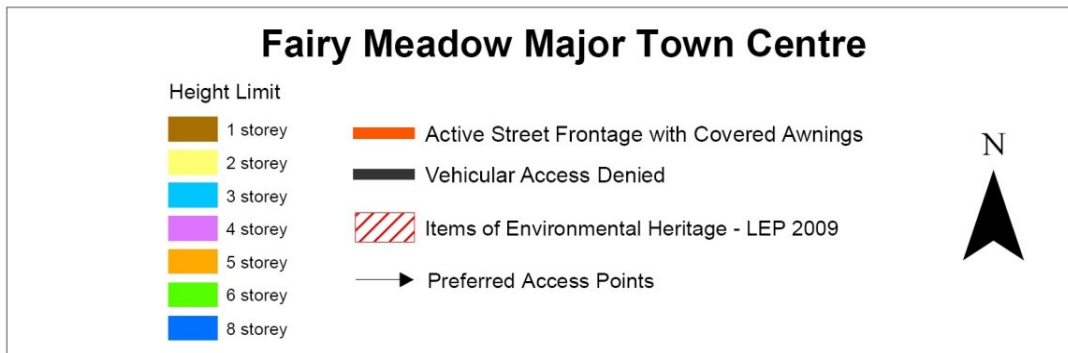
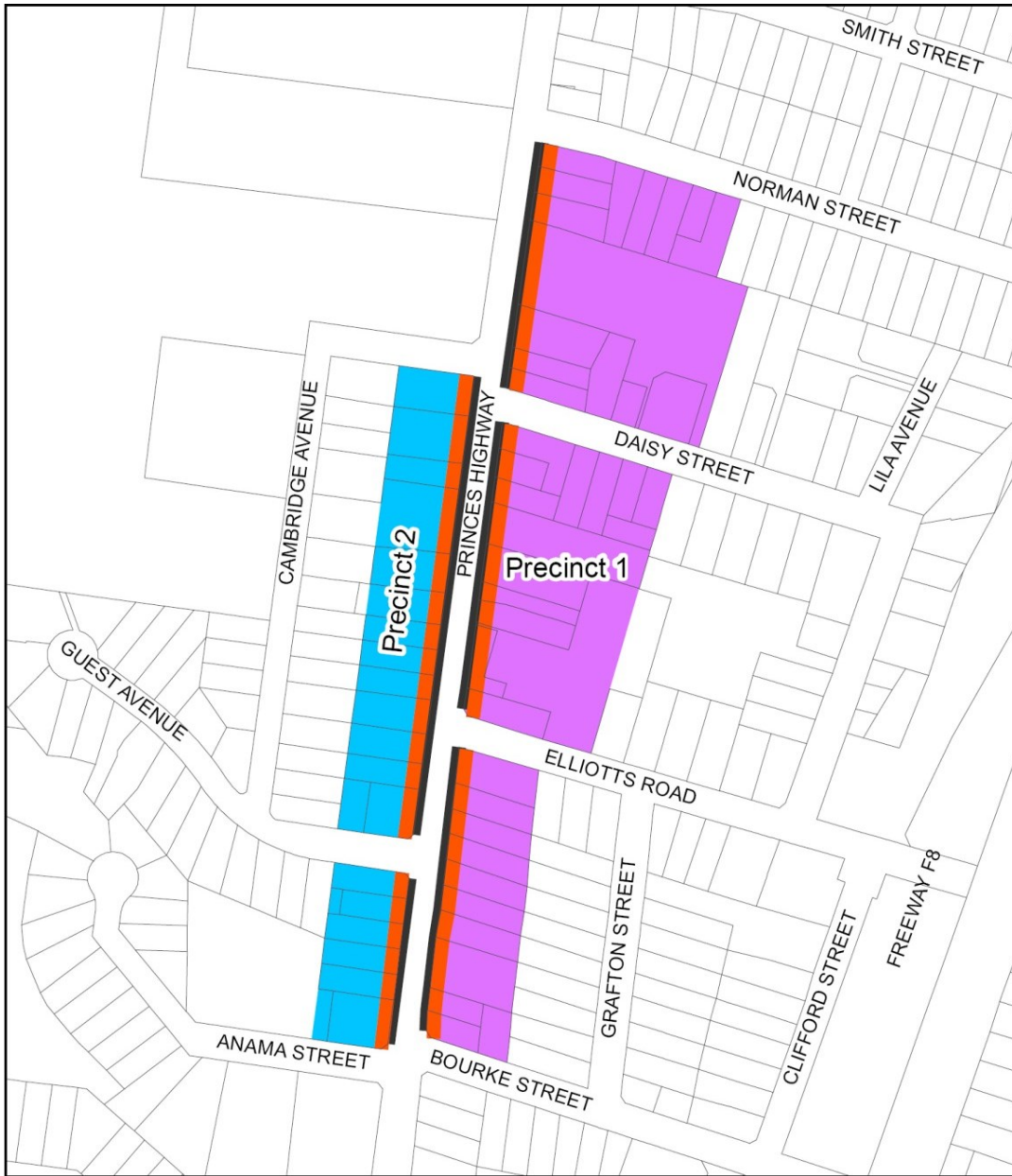
Controls

- 1. Development in the locations nominated on the Wollongong LEP 2009 Active Frontages map must comply with Clause 10.2.4 of this DCP Chapter.
- 2. Active frontages along Memorial Park:
 - a. Physical access to building frontages may be concentrated along the western half of the frontage to Memorial Park, where awnings are to be provided in accordance with Figure 4.
 - b. The eastern half of the building frontage must at a minimum provide visual access to the premises to enable users of the Park to see activity within. Premises along this section of the Park should consider how the layout of future development can be designed in order to maximise visual engagement in order to achieve Objective a of v Active Frontages.
- 3. Opaque glazing, signage or graphics that substantially obstruct views into or out of the building do not meet the requirements of an active frontage.

7.2 Fairy Meadow Major Town Centre

7.2.1 General

- 1. The Fairy Meadow Major Town centre is concentrated on the Princes Highway between Cambridge Avenue / Daisy Street to the north and Guest Avenue to the south.
- 2. Any new retail development shall be contained and consolidated within the confines of the existing Fairy Meadow retail and business centre.
- 3. Special emphasis should be directed towards the consolidation and the development of a more cohesive built form.



7.2.2 Precinct 1

1. This precinct contains three (3) separate blocks on the eastern side of the Princes Highway and is bounded by the Princes Highway, Norman Street, Daisy Street, Elliotts Road, Grafton Street and Bourke Street.

Building Height

2. Maximum Building Height (Max. Number of Storeys) – four (4) Storeys

Front Building Setback

3. The first two (2) storeys of any building shall be built to the front boundary with the third and fourth levels setback five (5) metres from front boundary.

Side and Rear Setbacks

4. Any new building within this precinct may incorporate a zero side setback. A minimum six (6) metre setback is required from the rear property boundary, where a site abuts a residential property.

Car Parking and Access

5. A voluntary planning agreement may be negotiated with Council towards the payment of monetary contributions for the provision of car parking spaces within a multi-deck car parking facility, in lieu of on-site parking.
6. Car parking areas shall be provided with access arrangements to / from a secondary road such as Elliotts Roads, Bourke Street or other secondary road. Direct vehicular access to / from the Princes Highway is prohibited, except where a site has no alternate available access.

7.2.3 Precinct 2

1. This precinct is bounded by the Princes Highway, Cambridge Avenue and Anama Street.

Maximum Building Height

2. Maximum Building Height (Max. Number of Storeys) – four (4) Storeys

Front Building Setback

3. The first two (2) storeys of any building shall be built to the front boundary with the third and fourth levels setback five (5) metres from front boundary.

Side and Rear Setbacks

4. Any new building within this precinct may incorporate a zero side setback. A minimum six (6) metre setback is required from the rear property boundary, where a site abuts a residential property.

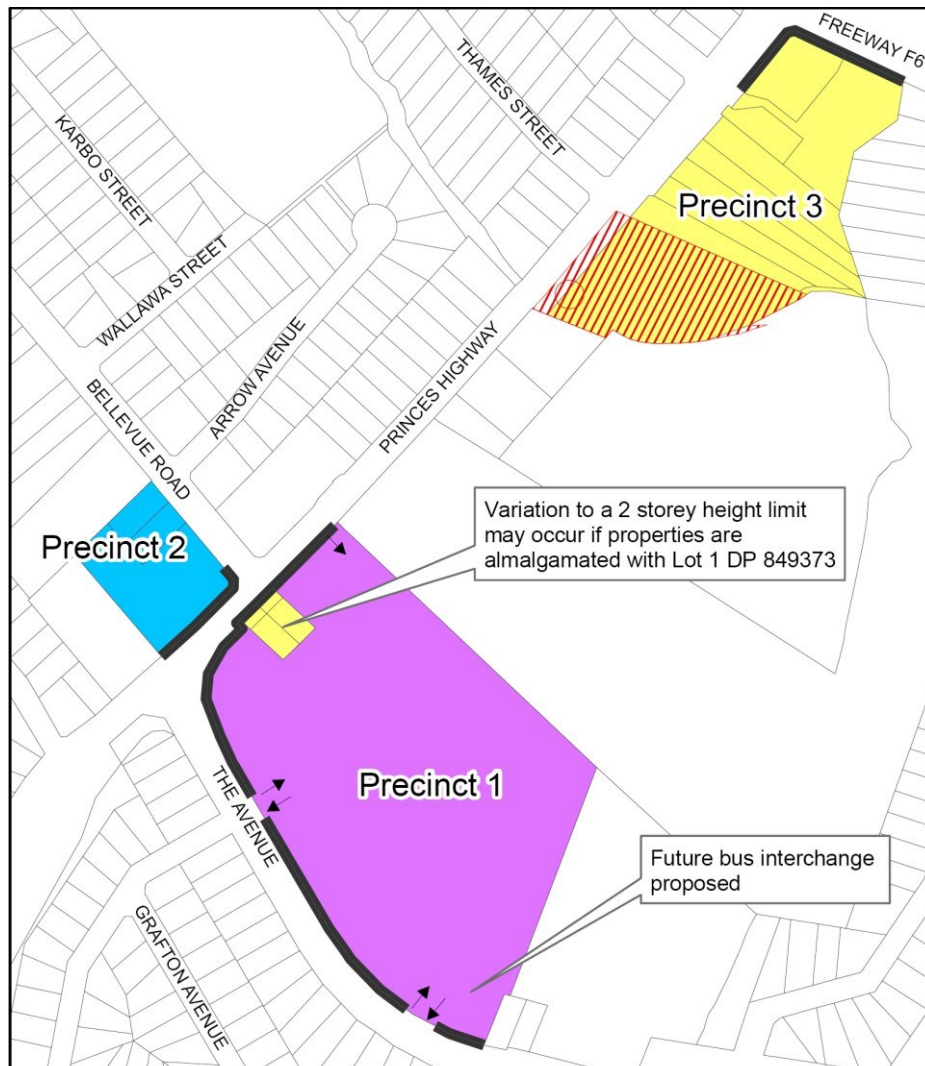
Car Parking and Access

5. A voluntary planning agreement may be negotiated with Council towards the payment of monetary contributions for the provision of car parking spaces within a multi-deck car parking facility, in lieu of on-site parking.
6. Any car parking associated with any building in this precinct should be provided at the rear of the site via a right of carriageway off either Cambridge Avenue or Guest Avenue, wherever possible. Direct vehicular access to / from the Princes Highway will generally not be permitted, except where a site has no alternate available access.

7.3 Figtree Major Town Centre

7.3.1 General

1. The Figtree Major Town Centre includes the Figtree Shopping Centre on the north-eastern corner of the Princes Highway (Precinct 1) and The Avenue and a small row of traditional strip shops and a McDonalds fast food restaurant along the Princes Highway and Bellevue Road intersection (Precinct 2). The Figtree Centre also includes Precinct 3 which comprises a range of drive food and drink retailing and restaurants and specialised retail premises.



7.3.2 Precinct 1 – Figtree Shopping Centre

1. This precinct is located on the north-east corner of Princes Highway and The Avenue and is comprised of Figtree Shopping Centre and two smaller allotments which front the highway.

Maximum Building Height

2. Maximum Building Height (Maximum Number of Storeys) -
 - (a) Four (4) Storeys for the Figtree Shopping Centre site
 - (b) Two (2) Storeys for the two existing small allotments fronting the Princes Highway
3. A four (4) storey building height limit may apply to the two (2) small existing allotments fronting the Princes Highway (i.e. Lot1, DP 38524 and Lot 2, DP 515091) where these lots are amalgamated with the Figtree shopping centre site known as Lot 1, DP 849373, 130 The Avenue, Figtree.

Front Building Setback Requirement

4. A zero front building line setback is permitted along both the Princes Highway and The Avenue frontages where an active street frontage is provided at ground floor level and decorative façade treatment is provided for the upper levels of the building, above the ground floor level.
5. A continuous awning should be provided on the front façade of the building along the full length of both Princes Highway and The Avenue frontages of the building. The awning should have a minimum soffit height of 3.3 metres and be setback at least 600mm from the kerb on each road frontage.
6. Any proposed above ground car parking structure shall be designed behind the active street frontages to the Princes Highway and The Avenue. The carpark must provide a satisfactory pedestrian linkage between the active street frontages and the remainder of the shopping centre.
7. The horizontal form of the front facades of the centre should also be broken up vertically, in order to strengthen the visual interest to the development.

Minimum Side & Rear Setback Requirements

8. A zero building line setback is permitted, off the eastern and northern side property boundaries.

Vehicular Access and Servicing Arrangements

9. The main car parking areas should be primarily serviced by appropriate access arrangements to / from The Avenue only.
10. The existing truck loading dock facilities at the north-eastern corner of the building should be retained in order to avoid any relocation to more sensitive parts of the site.

7.3.3 Precinct 2

1. This precinct is located on the south-western corner of the Princes Highway and Bellevue Road.

Maximum Building Height

2. Maximum Building Height (Max. Number of Storeys) – three (3) storeys

Front Building Setback Requirement (Princes Highway & Bellevue Road)

3. For the property known as Lot 116, DP 719657, a zero lot line setback will be permitted for the first two (2) storeys of any building, off the Princes Highway while the third storey must be setback by five (5) metres. A zero lot line setback will be permitted for all storeys of a building to the Bellevue Road property boundary.

4. In respect to the properties known as Lots 1 & 2, DP 38848, Bellevue Road, a 10 metre minimum front setback is required.

Side and Rear Setbacks

5. A zero side setback is permitted for any new building.

Vehicular Access and Car Parking

6. The existing car parking area for the property known as Lot 116, DP 719657 shall be retained for any redevelopment of the lot with direct vehicular access restricted to / from Bellevue Road only. Direct vehicular access to Princes Highway will be prohibited, at all times.
7. The existing front car parking areas for the properties at Lots 1 & 2, DP 38848, Bellevue Road shall be retained.

7.3.4 Precinct 3

Maximum Building Height

1. Maximum Building Height (Max. Number of Storeys) – two (2) storeys

Front Building Setback

2. A 10 metre minimum setback is required from the Princes Highway front property boundary.

Side and Rear Setbacks

3. A minimum five (5) metre side setback is required for any building off the northern (side) boundary of the site, adjoining the freeway exit to the Princes Highway.
4. A minimum six (6) metre setback is required from the rear property boundary.

Car Parking and Access

5. The car parking areas shall be provided with access arrangements to / from the Princes Highway via the existing traffic signalisation at the intersection of Princes Highway, London Drive and the site. Direct vehicular access to / from the F6 freeway is prohibited, at all times.

8 PLANNING REQUIREMENTS FOR DEVELOPMENT IN THE TOWN CENTRES

8.1 Helensburgh Town Centre

8.1.1 General

1. The Helensburgh Town Centre is concentrated at the intersection of Walker and Parkes Street. The Centre includes a supermarket and a range of specialty retail shops.
2. The trade area of Helensburgh is primarily confined to the township of Helensburgh and the villages of Otford, Stanwell Tops, Stanwell Park, Coalcliff and Clifton.
3. The Helensburgh Town Centre should continue to perform a role of providing for the daily and weekly convenience needs of residents in the locality. Any new retail development shall be limited to within the existing precincts.

Maximum Building Height

4. Maximum Building Height (Max. Number of Storeys) – three (3) Storeys

Front Building Setback

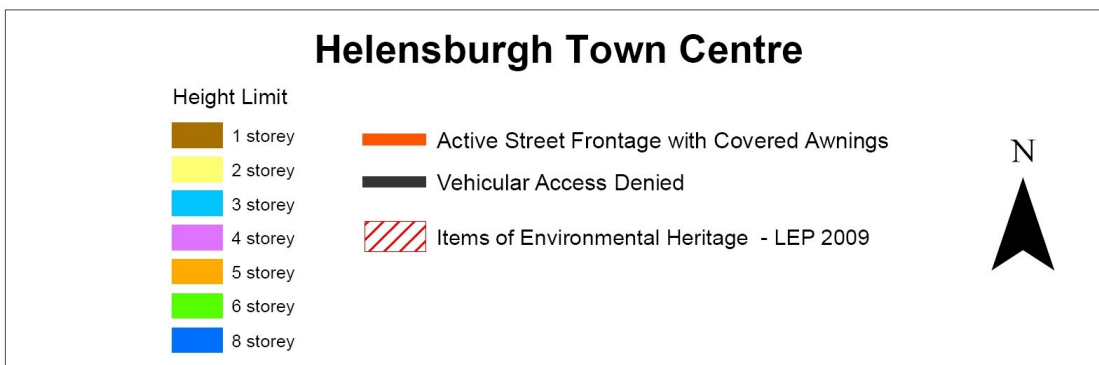
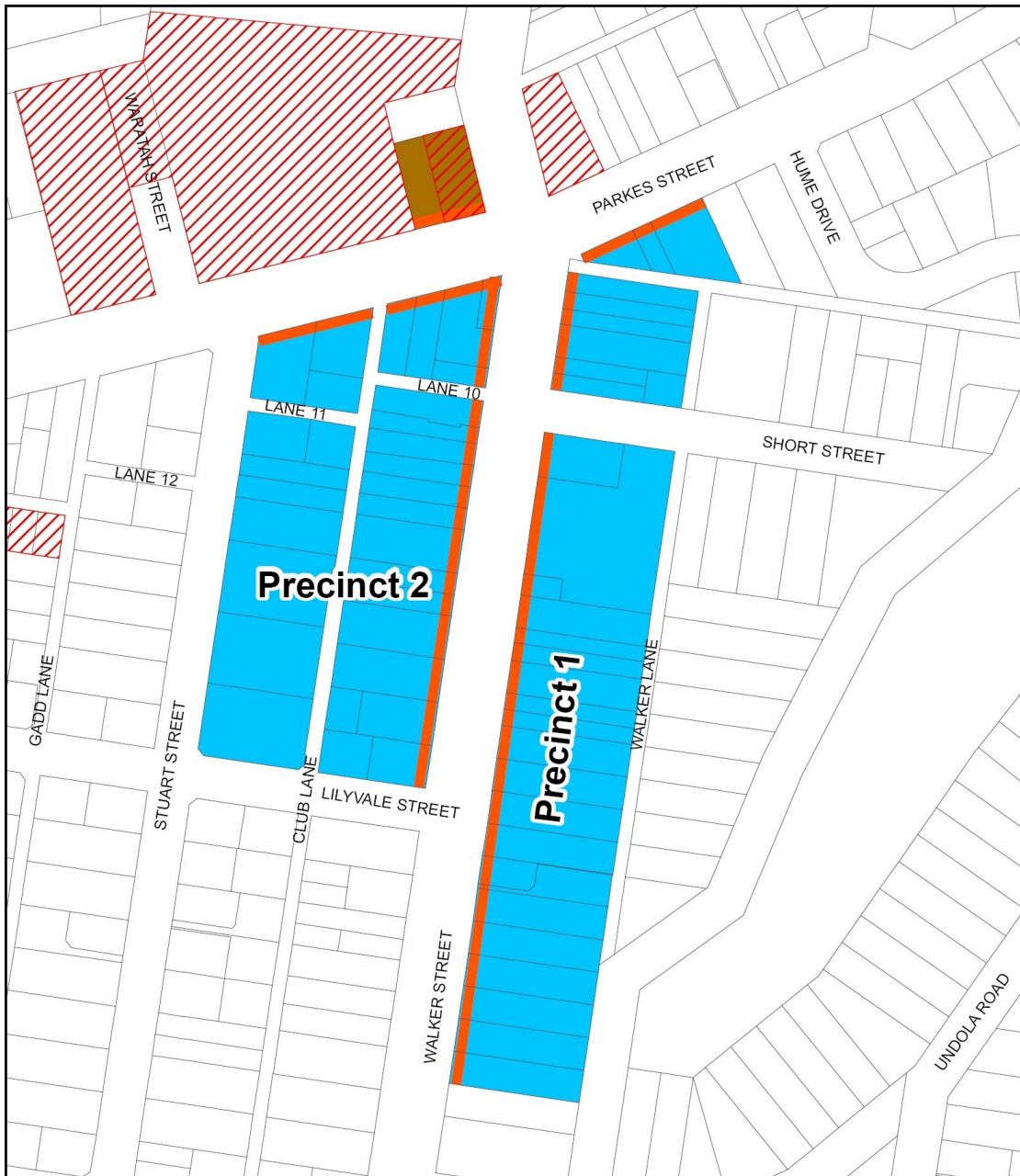
5. The first two (2) storeys of any building shall be built to the front boundary with the upper levels setback five (5) metres from front property boundary.
6. A continuous cantilevered awning shall be provided for any new building fronting either Parkes Street or Walker Street.

Side and Rear Setbacks

7. Any building within this precinct shall incorporate a zero side setback.
8. A minimum six (6) metre rear building line setback is required

Car Parking and Access

9. Vehicular access to rear car parking areas for buildings located on the eastern side of Walker Street shall be via a shared laneway, off Short Street.
10. Vehicular access to rear car parking areas for buildings located on the western side of Walker Street shall be via the rear laneway (i.e. Club Lane). Direct vehicular access to / from Walker Street is prohibited, at all times.



8.2 Thirroul Town Centre

8.2.1 General

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 1,240m² supermarket and approximately 19 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.

8.2.2 Site Specific Planning Controls

1. The site specific planning controls for Thirroul Town Centre are contained in the Thirroul Locality based DCP /Precinct Plan in Part D of this DCP.

8.3 Bulli Town Centre

8.3.1 General

1. Bulli Town Centre is situated on the Princes Highway approximately one kilometre south of the Princes Highway and Lawrence Hargrave Drive intersection. The Bulli centre is a traditional retail strip centre which is concentrated along the Princes Highway between the Bulli Railway Station to the north and the intersection of the Princes Highway and Park Road to the south.
2. Any new retail development should be confined to within the existing retail precinct.
3. A large portion of the Bulli Town Centre is contained within a Heritage Conservation Area identified in LEP. Accordingly, the heritage provisions of the LEP and in this DCP are also relevant to development within the Centre.

8.3.2 Precinct 1

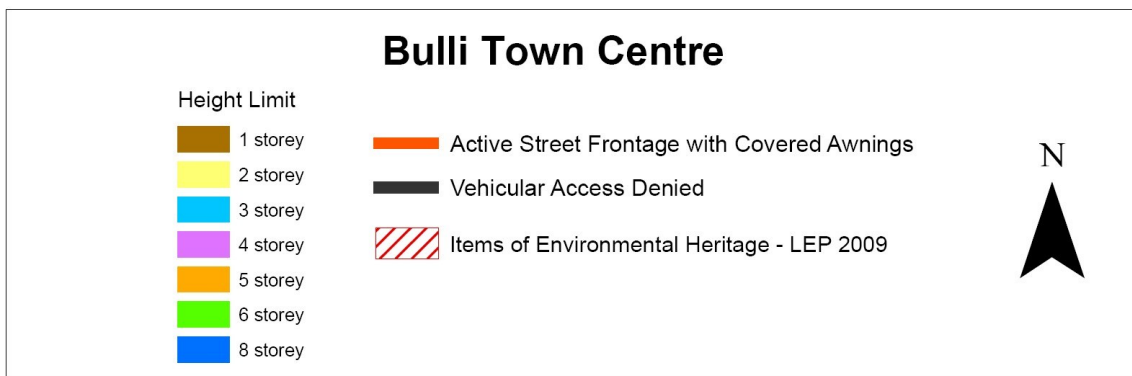
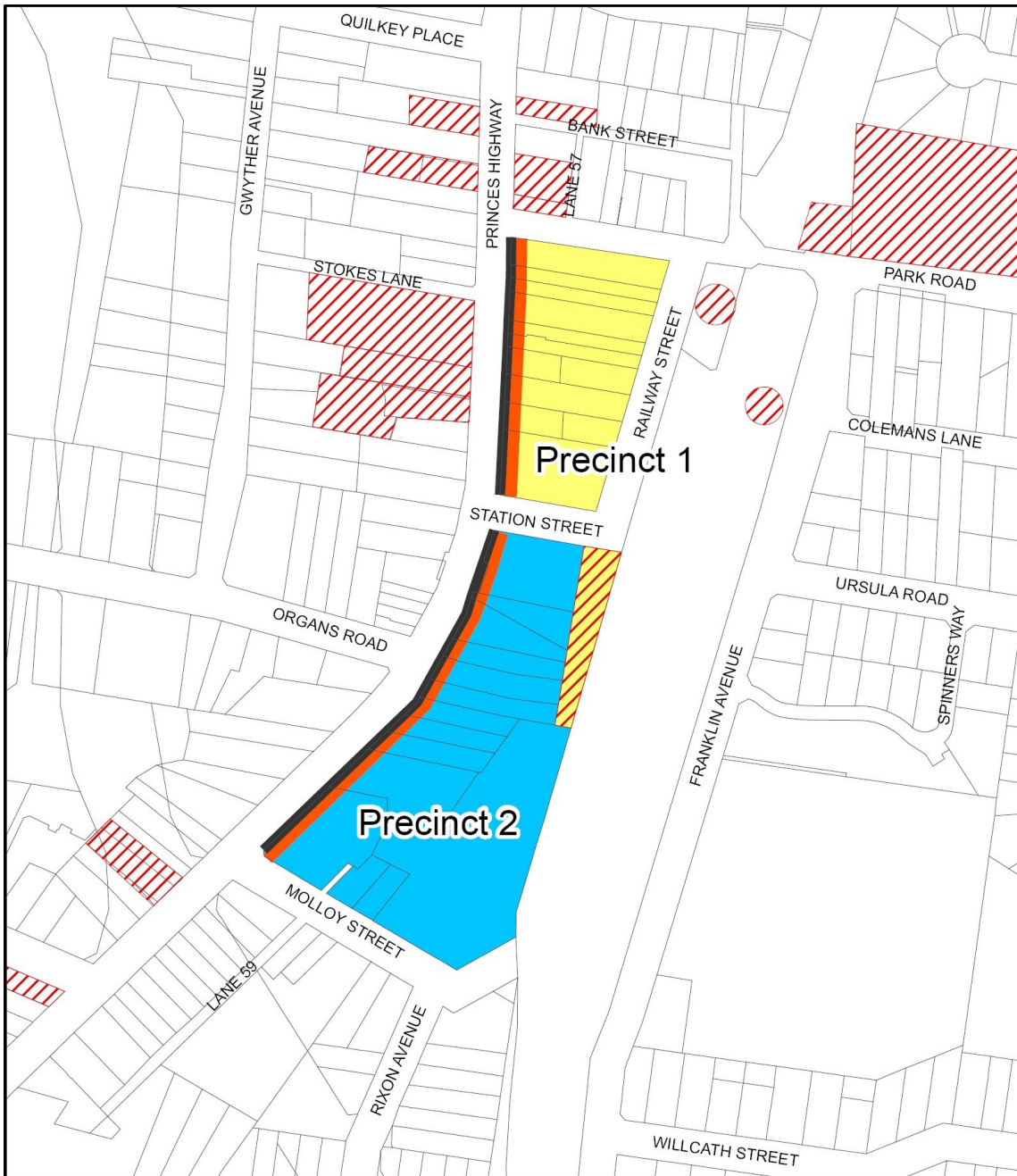
1. This precinct is bounded by the Princes Highway, Park Road, Railway Street and Station Street. The precinct is contained within the Bulli Heritage Conservation Area.

Maximum Building Height

2. Maximum Building Height (Max. Number of Storeys) – two (2) storeys

Front Building Setback

3. Any building shall be built to the front boundary. A continuous cantilevered awning shall be provided for any new building.



Side and Rear Setbacks

4. A zero side setback may be permitted for any building within this precinct.
5. A minimum six (6) metre rear building line setback is required

Car Parking & Access

6. Vehicular access to rear car parking areas shall be via the rear off Railway Street. Direct vehicular access to / from the Princes Highway is prohibited, at all times except where a lot has no direct (rear) access to / from Railway Street.

8.3.3 Precinct 2

1. This precinct is bounded by the Princes Highway, Molloy Street and the railway line.
2. The precinct includes a large supermarket, two service stations, a funeral home and a brewery restaurant

Maximum Building Height

3. Maximum Building Height (Max. Number of Storeys) – three (3) storeys

Front Building Setback

4. The first two (2) storeys of any building shall be built to the front boundary with the upper third storey to be setback 5 metres of the Princes Highway frontage. A continuous cantilevered awning shall be provided for any new building.

Side and Rear Setbacks

5. A zero side setback may be permitted for any building within this precinct.
6. A minimum six (6) metre rear building line setback is required from the boundary to the railway line.

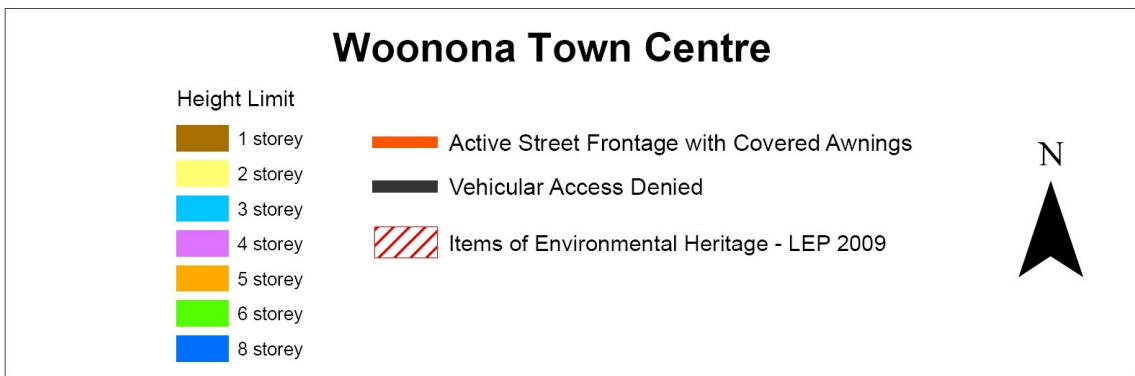
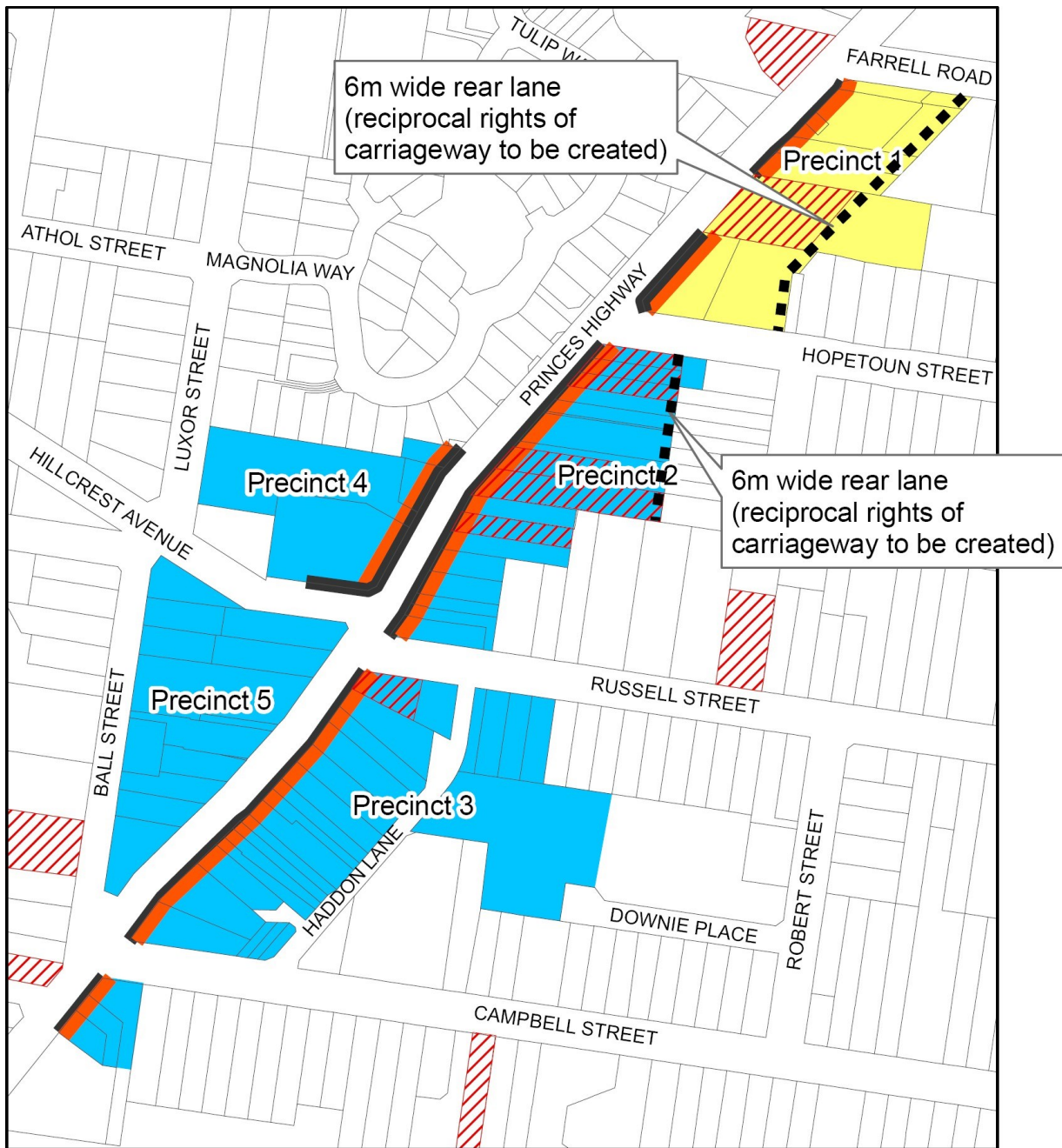
Car Parking and Access

7. The access to rear car parking areas shall be via Molloy Street, Station Street, or the access opposite Organs Road. Direct vehicular access to / from the Princes Highway is prohibited, at all times except where alternative access cannot be physically provided by reciprocal rights of carriage over adjoining properties to service the site from either Molloy Street or Station Street.

8.4 Woonona Town Centre

8.4.1 General

1. The Woonona Town Centre functions as a large neighbourhood centre serving a predominantly residential area to the east and west of the Princes Highway. The role and function of this centre is focussed on providing daily convenience goods and services and only limited capacity to meet weekly shopping needs. The Woonona Town Centre includes a free standing supermarket and a fast food restaurant.
2. Any new retail or business development in Woonona shall be contained within the confines of the existing Town Centre.



8.4.2 Precinct 1

1. This precinct is bounded by the Princes Highway, Farrell Road and Hopetoun Street. The precinct contains the Bulli Police Station and Court House which is an item of environmental heritage, under the LEP.

Maximum Building Height

2. Maximum Building Height (Max. Number of Storeys) – two (2) storeys

Front Building Line Setback

3. A minimum six (6) metre front building line setback shall be provided for any building in this precinct.

Side and Rear Setbacks

4. The ground floor and first floor levels of any new building upon the site may incorporate a zero side setback and a minimum six (6) metre rear setback.

Car Parking and Access

5. Any car parking areas for development within this precinct shall be provided with direct vehicular access from either Farrell Road or Hopetoun Street. Direct vehicular access to the Princes Highway will not be supported, except where alternative access arrangements are not physically capable of being provided from either Farrell Road or Hopetoun Street.

8.4.3 Precinct 2

1. This precinct is bounded by the Princes Highway, Hopetoun Street to the north and Russell Street to the south.

Maximum Building Height

2. Maximum Building Height (Max. Number of Storeys) – three (3) storeys

Front Building Line Setback

3. The ground and first floor levels of any new building may incorporate a zero front building line setback. The third storey of any new building shall be setback at least five (5) metres from the front building line.

Side and Rear Setbacks

4. Buildings may have a zero lot line side setback and must have a minimum six (6) metre rear setback.

Car Parking and Access

5. Any car parking area within this precinct shall gain vehicular access from either Hopetoun Street or Russell Street.
6. In this respect, the creation of a six (6) metre wide rear lane will be required to be provided across the rear of each affected site. The rear lane 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 in order to ensure all affected properties are burdened and benefited with suitable two – way rear lane access to / from Hopetoun Street.
7. Additionally, the creation of a six (6) metre wide rear lane will be required over each affected lot within the southern part of this precinct. The rear lane will be required to be created with reciprocal

rights of carriageway under the *Conveyancing Act 1919*, in order to enable two – way access arrangements for each affected property via Russell Street.

8.4.4 Precinct 3

1. This precinct is bounded by the Princes Highway, Russell Street, Campbell Street, Haddon Lane and Downie Place. The precinct also contains a small strip of three retail shops on the south-eastern corner of the intersection of the Princes Highway and Campbell Street.

Maximum Building Height

2. Maximum Building Height (Max. Number of Storeys) – three (3) storeys

Front Building Line Setback

3. The ground and first floor levels of any new building may incorporate a zero front building line setback. Upper storeys shall be setback at least five (5) metres from the front building line.

Side and Rear Setbacks

4. Buildings may have a zero lot line side setback and must have a minimum six (6) metre rear setback.

Car Parking and Access

5. Car parking areas within this precinct shall gain vehicular access from Haddon Lane. No direct vehicular access will be permitted to / from the Princes Highway

8.4.5 Precincts 4 & 5

1. This precinct is bounded by the Princes Highway, Luxor Street, Ball Street and Hillcrest Avenue, Woonona.

Maximum Building Height

2. Maximum Building Height (Max. Number of Storeys) – three (3) storeys

Front Building Line Setback

3. The ground and first floor levels of any new building may incorporate a zero front building line setback. The third storey of any new building shall be setback at least five (5) metres from the front building line.

Side and Rear Setbacks

4. Buildings may have a zero lot line side setback and must have a minimum six (6) metre rear setback.

Car Parking and Access

5. Any car parking area within this precinct shall gain vehicular access from either Hillcrest Avenue, Luxor Street or Ball Street. No direct vehicular access will be permitted to / from the Princes Highway.

8.5 Port Kembla Town Centre

8.5.1 General

1. The Port Kembla Town centre is concentrated along Wentworth Street between Church Street and Jubilee Street.
2. 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.
3. Any new retail or business activity shall be restricted to within the existing town centre of Port Kembla. In this respect, commercial premises are encouraged, especially businesses which are directly or indirectly involved in export or import trade associated with the Port Kembla port.
4. Additionally, mixed use development containing residential apartments and shop top housing are also encouraged to help activate the town, particularly at night-time.

8.5.2 Precincts 1, 2 and 3

1. Precinct 1 is situated at the northern end of Wentworth Street and is bounded by Wentworth Street, Jubilee Street / Darcy Road and Allan Street. Precinct 1 adjoins the heritage listed Steel Works Hotel and contains the heritage listed old Commonwealth Bank.
2. Precinct 2 is situated in the central part of Wentworth Street and is bounded by Allan Street to the north and Fitzwilliam Street to the south. Precinct 2 contains the heritage listed “Guinery” Port Kembla Hotel.
3. Precinct 3 is situated at the southern end of Port Kembla Town Centre on Wentworth Street and is bounded by Fitzwilliam Street to the north and Church Street to the south.

Maximum Building Height

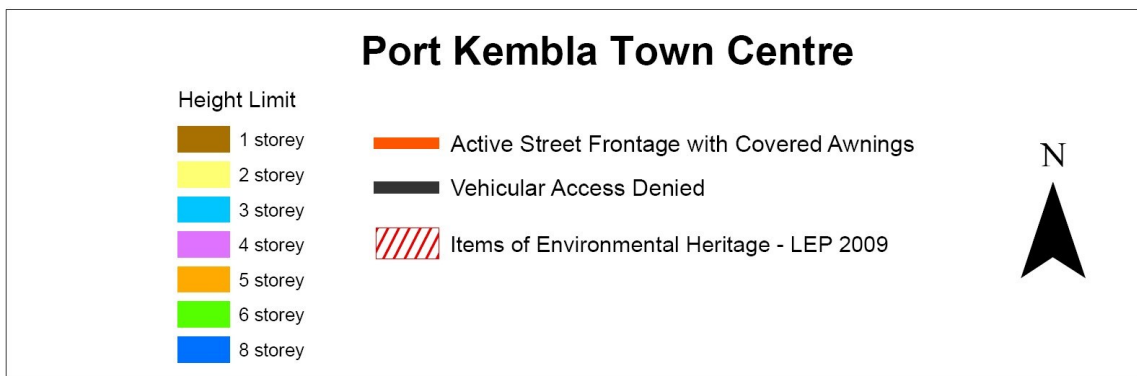
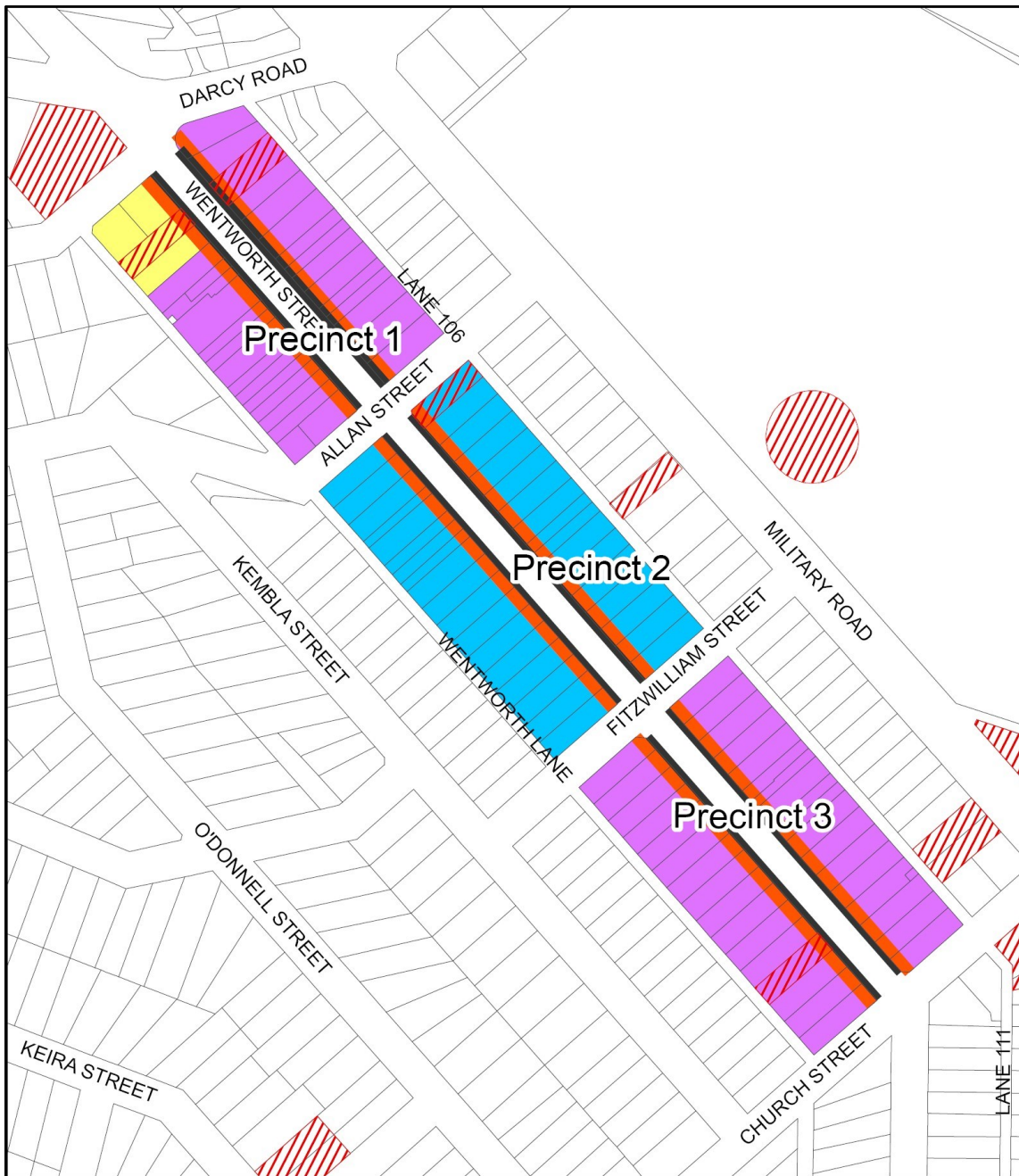
4. Maximum Building Height (Max. Number of Storeys) -
 - (a) Precinct 1 – four (4) storey height limit applies for sites with a site area of at least 2000 square metres but excluding lots adjoining the heritage item upon Lot 3, Section 6, DP 5868 where a two (2) Storey Height Limit applies;
 - (b) Precinct 2 – three (3) storeys
 - (c) Precinct 3 – four (4) storeys

Front Building Line Setback

5. The ground and first floor levels of any new building may incorporate a zero front building line setback. Upper storeys of any new building shall be setback at least four (4) metres from the front building line.
6. A continuous cantilevered awning shall be provided for any building fronting Wentworth Street.

Rear and Side Setbacks

7. Buildings must have a zero side setback and a minimum six (6) metre rear setback.



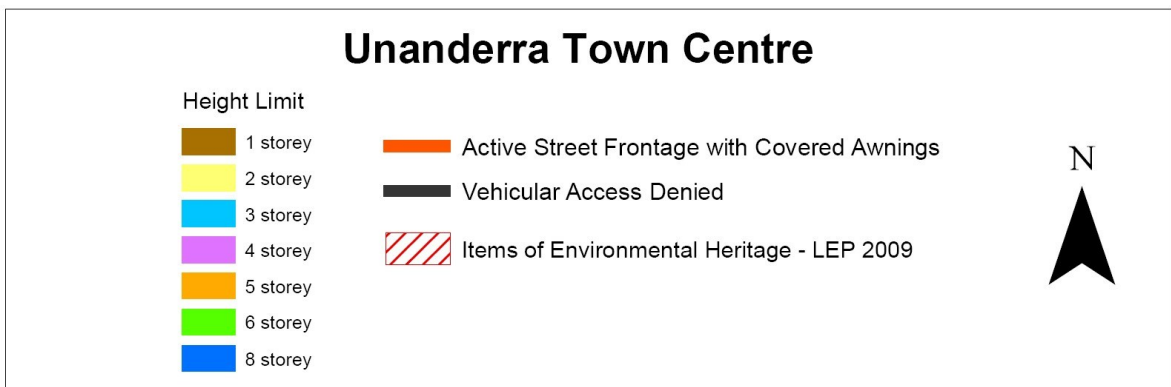
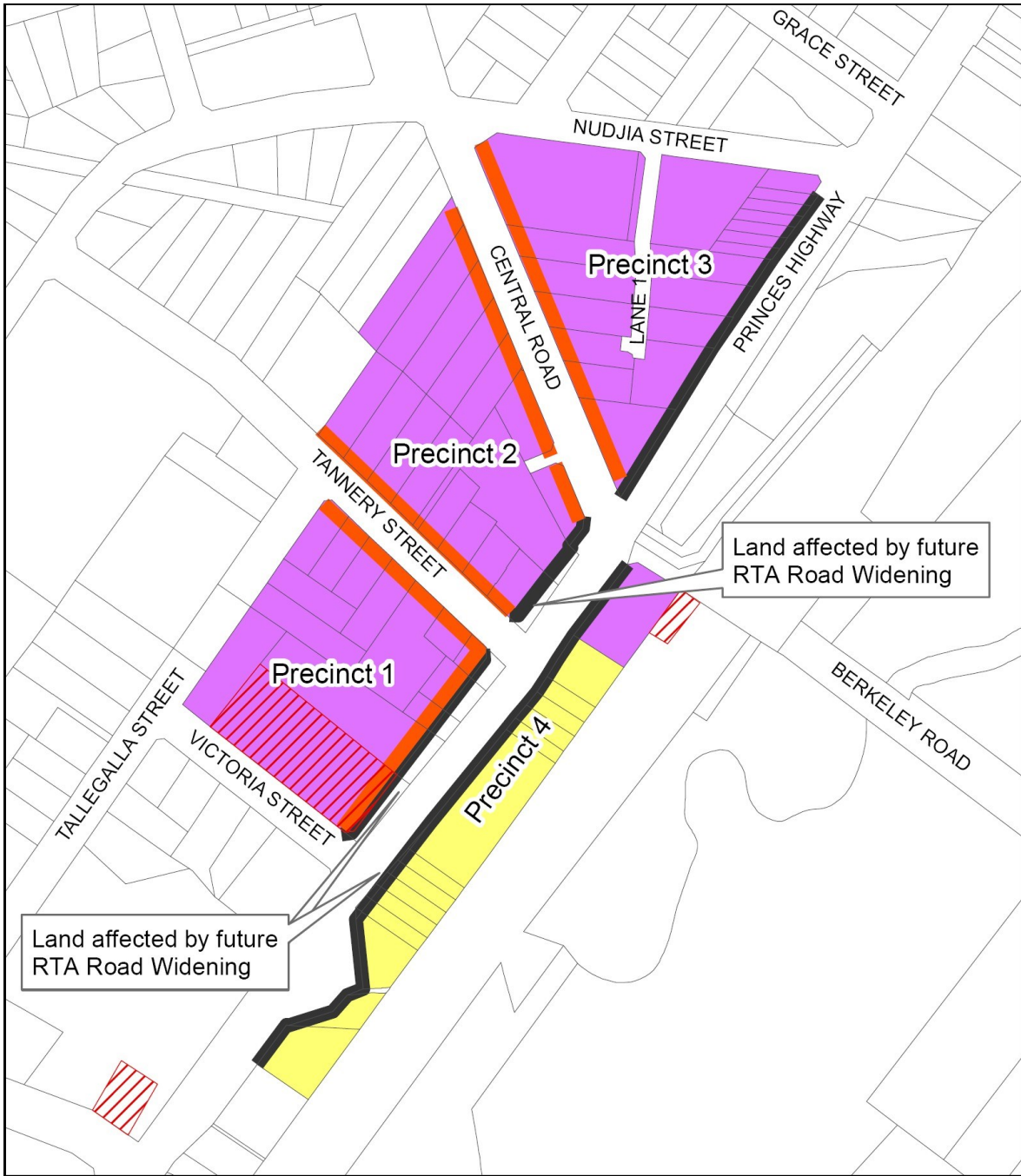
Car Parking and Delivery Truck Loading Area

8. Developments situated on the northern side of Wentworth Street shall make provision for car parking at the rear of each site, with access arrangements via the rear laneway (Lane 106).
9. Developments situated on the southern side of Wentworth Street shall make provision for car parking at the rear of each site with access arrangements off Wentworth Lane.

8.6 Unanderra Town Centre

8.6.1 General

1. The Unanderra Town Centre is predominantly located along the Princes Highway between its intersection with Nudjia Road to the north and Victoria Street to the south.
2. Unanderra Town Centre primarily provides for the weekly and daily convenience needs of the surrounding residential community to the west of the centre as well as the employment population of the Unanderra industrial precinct.
3. Any new retail development within the Unanderra Town Centre shall be contained within the existing town centre precinct. Additionally, any new retail development should be designed to improve the identity of the centre through a cohesive built form and facilitate consolidation of car parking areas and cross block linkages wherever possible.



8.6.2 Precinct 1

1. This precinct is bounded by the Princes Highway, Tannery Street, Tallegalla Street and Victoria Street and includes the existing supermarket, liquor store in the historic former public school building, a fruit market and retail shops along the Princes Highway and Tannery Street corner. The precinct also contains a single storey retail building on the south-eastern corner of the Tannery Street and Tallegalla Street intersection and a single storey building on the western side of the site. A large at-grade Council car parking area is situated in the centre of the precinct and has access points on Tannery Street, Tallegalla Street and Victoria Street (via the supermarket car parking area).

Maximum Building Height

2. Maximum Building Height (Max. Number of Storeys) – four (4) storeys

Front Building Setback to Primary Road (Princes Highway)

3. The first two (2) storeys of any building shall be built to the front boundary with the third and fourth levels setback five (5) metres from front boundary.
4. However, any new building proposed upon the properties known as Lot 1, DP 34533, Lots 201 & 202, DP 239051, Princes Highway shall not encroach upon the portion of the land earmarked for future road widening by the relevant acquisition authority.

Secondary Road Setbacks

5. Any new building within this precinct shall incorporate a two (2) metre minimum side setback off the Victoria Street frontage.
6. A zero building line setback is permitted for the Tannery Street and Tallegalla Street frontages.

Car Parking and Access

7. The existing Council car park is within the central part of this precinct. The access points to / from the car park shall be via Tannery Street (ingress and egress), Victoria Street (ingress and egress) and Tallegalla Street (egress only).
8. A voluntary planning agreement may be negotiated with Council towards the payment of monetary contributions for the provision of car parking spaces within a multi-deck car parking facility, in lieu of on-site parking.
9. Direct vehicular access to / from the Princes Highway is prohibited, at all times.

8.6.3 Precinct 2

1. This precinct is bounded by the Princes Highway, Central Road and Tannery Street. It also includes a small portion of land on the eastern side of the highway adjacent to Unanderra Railway Station. This precinct is characterised by a number of two (2) storey retail and commercial office buildings.

Maximum Building Height

2. Maximum Building Height (Max. Number of Storeys) – four (4) storeys

Front Building Setback to Streets

3. The first two (2) storeys of any building shall be built to the front boundary with the third and fourth levels setback five (5) metres from front boundary.

Side and Rear Setbacks

4. Any building within this precinct shall incorporate a zero side setback.
5. A minimum six (6) metre rear building line setback is required.

Car Parking and Access

6. The car parking shall be provided at the rear of each site with access via either Tannery Street or Central Road only. Direct vehicular access to / from the Princes Highway will be prohibited where alternative access is available.
7. 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 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*.
8. In regard to the portion of the precinct located on the eastern side of the highway a voluntary planning agreement may be negotiated with Council towards the payment of a monetary contribution for the funding of a multi-tiered car parking facility upon the existing at-grade Council carpark in Precinct 1 of the Unanderra retail and business centre. Alternatively, car parking shall be provided at the rear of buildings with access via a shared rear laneway accessed via the Princes Highway or adjacent railway land to the north.

8.6.4 Precinct 3

1. This precinct is bounded by Princes Highway, Central Road, Nudjia Street and a laneway (Lane number 139). This precinct currently includes a fast food restaurant, a number of retail shops, commercial offices, an opportunity shop and the Unanderra Hotel. The precinct is also characterised by a laneway which runs north-south from Nudjia Street and provides rear lane access to the retail shops and commercial offices and Unanderra Hotel at 27 – 33 Central Road, Unanderra.

Maximum Building Height

2. Maximum Building Height (Max. Number of Storeys) – four (4) storeys

Front Building Setback

3. The first two (2) storeys of any building shall be built to the front boundary with the third and fourth levels setback five (5) metres from front boundary to Central Road.
4. A six (6) metre minimum front building line setback is required for any new building, off the Princes Highway frontage (exclusive of any land required for future road widening purposes).

Side and Rear Setbacks

5. Any building within this precinct shall incorporate a zero side setback.
6. A minimum three (3) metre rear setback is required off the rear laneway (Lane 139).

Car Parking and Access

7. Car parking areas shall be provided at the rear of each site with access via the rear laneway (Lane 139).

8.7 Berkeley Town Centre

8.7.1 General

1. The Berkeley Town Centre is located on Winnima Way in the residential suburb of Berkeley, approximately 100 metres north of Northcliffe Drive.
2. This Centre and is primarily orientated towards meeting the daily convenience needs of the surrounding residential population of Berkeley and Lake Heights.
3. Any new retail or business development within the suburb of Berkeley will be restricted to the E1 Local Centre zoned land contained within the Berkeley Town Centre. No neighbourhood shop will be permitted outside the E1 Local Centre zone in Berkeley except where in the opinion of Council the neighbourhood shop will not pose any adverse retail impact upon the viability of the Berkeley shopping centre and the range of goods and services offered to the surrounding residential population will either be maintained or improved.

Maximum Building Height

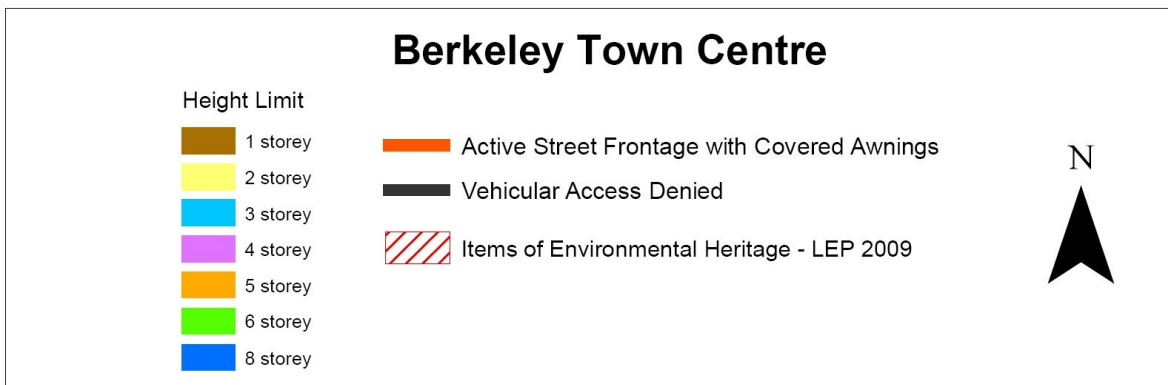
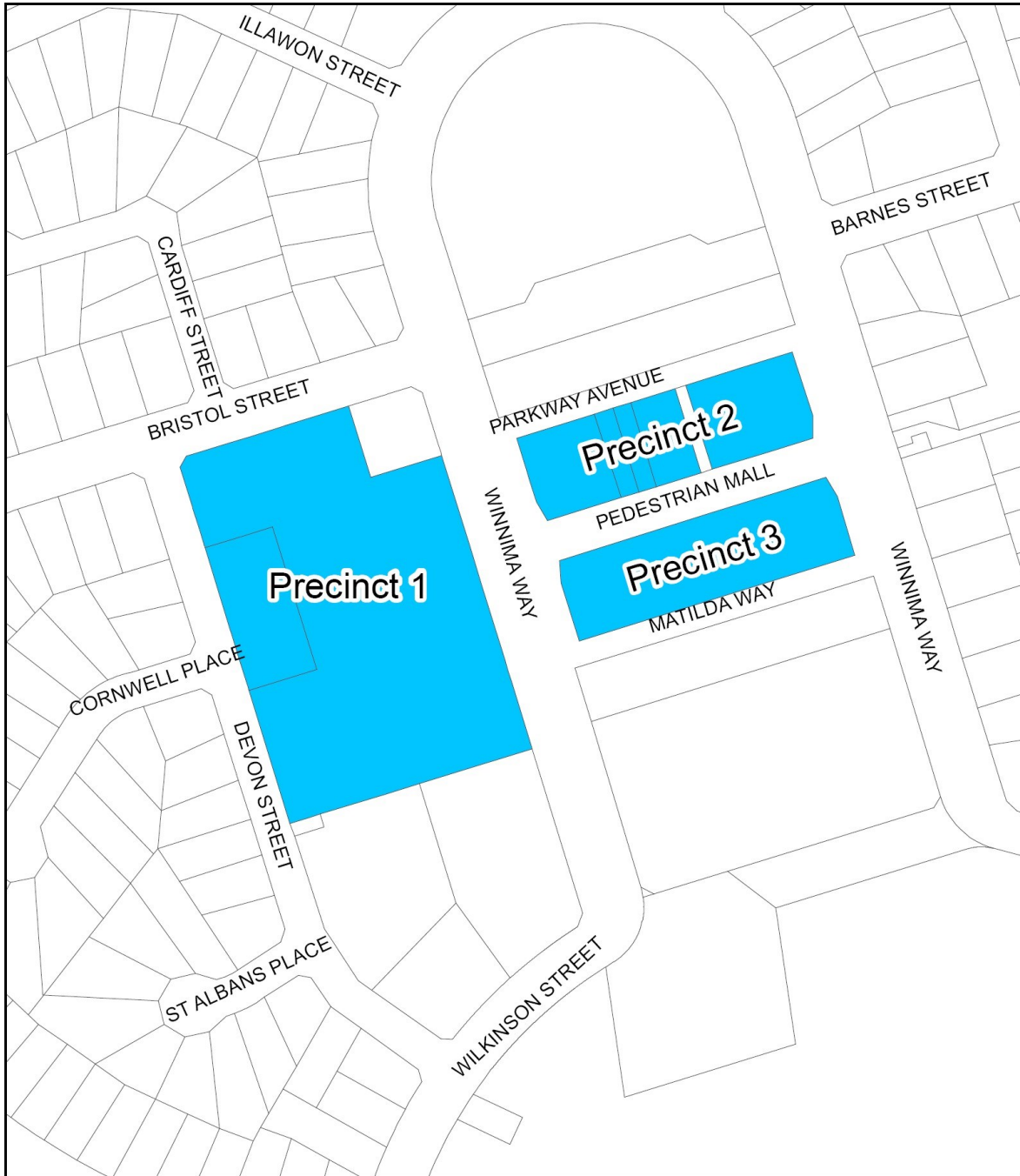
4. Maximum building Height (Max. Number of Storeys) - three (3) storeys

Front Building Line Setback

5. The ground and first floor levels of any new building may incorporate a zero front building line setback. The third storey of any building shall be setback at least six (6) metres from the front building line.

Side Setback Requirements

6. Buildings located on the eastern side of Winnima Way must have a zero side setback and a minimum six (6) metre rear setback.
7. Buildings located on the eastern side of Winnima Way must have a side setback of six (6) metres Vehicular Access and Delivery Truck Loading Area
8. The car parking for the existing Berkeley shopping centre site upon the site known as Lot 1, DP 218279, bounded by Winnima Way, Bristol Street and Devon Street, Berkeley shall be serviced at least by two (2) separate car parking access arrangements. The first access point to the main car parking area shall be via the south-eastern end of 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 from the site to the Devon Street frontage.
9. Vehicular access to the eastern part of the Berkeley Town Centre shall be via Parkway Avenue and Matilda Way.



9 PLANNING REQUIREMENTS FOR DEVELOPMENT IN THE VILLAGE AND SMALL VILLAGE CENTRES

9.1 Stanwell Park Small Village Centre

1. The Stanwell Park Small Village Centre is situated on Lawrence Hargrave Drive between Station Street and Lower Coast Road.

Maximum Building Height

2. Maximum Building Height (Max. Number of Storeys) – two (2) storeys

Front Building Line Setback

3. The front building line setback requirement for any new building within the Stanwell Park Small Village Centre shall be 7.5 metres, except for the property known as Lot 17, DP 5275 which may incorporate a zero front setback to both Lawrence Hargrave Drive and Station Street. Additionally, the property known as Lot 22, DP 615441 on the corner of Lawrence Hargrave Drive and Lower Coast Road may incorporate a minimum two (2) metre variable front building line setback to Lawrence Hargrave Drive and a four (4) metre building line setback to the Lower Coast Road.

Rear and Side Setbacks

4. The ground floor and first floor levels of any new building upon the site may have a zero lot line side setback and must have a minimum six (6) metre rear setback.

Car parking

5. The provision of at least two (2) car parking spaces will be required for any retail or commercial office building. This car parking may be provided within the front setback area of the site to Lawrence Hargrave Drive.
6. 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.

9.2 Coledale Small Village Centre

1. The Coledale Small Village Centre is situated on both sides of Lawrence Hargrave Drive between Cater Street and Northcote Street.

Maximum Building Height

2. Maximum Building Height (Max. Number of Storeys) – two (2) storeys

Front Building Line Setback

3. The ground floor and first floor storey for any new building may incorporate a zero front building line setback to Lawrence Hargrave Drive. For corner sites, a minimum three (3) metre building line setback is required for any secondary street (i.e. Cater Street or Northcote Street).

Rear and Side Setbacks

4. The ground floor and first floor levels of any new building upon the site may have a zero lot line side setback and must have a minimum six (6) metre rear setback.

Car parking

5. The provision of at least two (2) car parking spaces will be required for any new building. Car parking spaces shall be provided at the rear of buildings. Car parking areas for sites on the eastern side Lawrence Hargrave Drive shall be serviced via Lane 37 between Cater Street and Northcote Street. Car parking for properties on the western side of Lawrence Hargrave Drive shall be serviced via the two laneways (Lane 39 and Lane 41) between Cater Street and Northcote Street.

9.3 Austinmer Small Village Centre

Maximum Building Height

1. Maximum Building Height (Max. Number of Storeys) – two (2) storeys

Front Building Line Setback Requirement

2. The ground floor and first floor storey for any new building may incorporate a zero front building line setback to Lawrence Hargrave Drive. The third storey of any building shall be setback at least five (5) metres from the front building line.

Rear and Side Setbacks

3. The ground floor and first floor levels of any new building must have a zero side setback and a minimum six (6) metre rear setback.

Car Parking

4. Developments shall make provision for car parking at the rear of each site or in sub-basements. 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.

9.4 East Woonona Village Centre

Maximum Building Height

1. Maximum Building Height (Max. Number of Storeys) – two (2) storeys

9.5 Bellambi Small Village Centres

Maximum Building Height

1. Maximum Building Height (Max. Number of Storeys) – two (2) storeys

9.6 East Corrimal Village Centre

Maximum Building Height

1. Maximum Building Height (Max. Number of Storeys) – two (2) storeys

9.7 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.

9.8 Towradgi Village Centre

Maximum Building Height

1. Maximum Building Height (Max. Number of Storeys) – two (2) storeys

9.9 Tarrawanna Small Village Centre

Maximum Building Height

1. Maximum Building Height (Max. Number of Storeys) – two (2) storeys

9.10 Gwynneville Village Centre

Maximum Building Height

1. Maximum Building Height (Max. Number of Storeys) – two (2) storeys

Car Parking

2. Developments shall make provision for car parking at the rear of each site.

9.11 Balgownie Village

9.11.1 General

1. The Balgownie Village Centre is located on Balgownie Road bounded by Napier Street, Kembla Street and Foothills Road.
2. Balgownie Village Centre which provides for a limited range of retail goods and services to the surrounding residential suburb of Balgownie. The trade area of Balgownie covers a radius of approximately one kilometre from the centre.
3. Retail or business (non-retail) development will only be permitted within the existing Balgownie Centre.
4. Any new retail or business building must reinforce the identity and local character of the Balgownie Centre.
5. Preference to providing fresh produce shops and / or a small supermarket, in order to provide for the weekly fresh produce needs of the surrounding residential community.

Maximum Building Height

7. Maximum Building Height (Max. Number of Storeys) – three (3) storeys*

* The maximum building height for any new development within the Balgownie Town centre shall be generally three (3) storeys. 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 (2) 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 (2) 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 (2) storey height limit.

Front Building Line Setback

8. The ground and first floor levels of any new building may incorporate a zero front building line setback. The third storey of any new building shall be setback at least five (5) metres from the front building line.

Side and Rear Setbacks

9. Buildings may have a zero lot line side setback and must have a minimum six (6) metre rear setback.

Car Parking and Delivery Truck Loading Area

10. 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.
11. 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 (5) 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.



9.12 Keiraville Village Centre

Maximum Building Height

1. Maximum Building Height (Max. Number of Storeys) – two (2) storeys

9.13 Cordeaux Heights Village Centre

Maximum Floor Space Ratio (FSR) and Maximum Building Height

1. Maximum FSR - 0.5:1
2. Maximum Building Height (Max. Number of Storeys) – two (2) storeys

9.14 Farmborough Heights Small Village Centre

Maximum Building Height

1. Maximum Building Height (Max. Number of Storeys) – two (2) storeys

Car Parking

2. Re-development of this centre site shall make provision for car parking at the rear of buildings.

9.15 Koonawarra Small Village Centre

Maximum Building Height

1. Maximum Building Height (Max. Number of Storeys) – two (2) storeys

Front Building Line Setback

2. The ground and first floor levels of any new building upon Lot 157, DP 239048 may incorporate a zero front building line setback to Fowlers Road and Koonawarra Place.

Rear and Side Setbacks

3. The ground floor and first floor levels of any new building upon the site may incorporate a zero lot line side setback.
4. A minimum 5.5 metre rear building line setback is required, in order to enable the provision for rear garages for any residential units in the building.

Car Parking and Delivery Truck Loading Zone Requirement

5. 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. Any redevelopment of the site shall make provision for a suitable truck loading / unloading area at the rear of the site, to cater for a large rigid truck.

9.16 Kanahooka Small Village Centre

Maximum Building Height

1. Maximum Building Height (Max. Number of Storeys) – two (2) storeys

Front Building Line Setback

2. Any new retail building or mixed use building within the Kanahooka Small Village Centre shall be setback a minimum 9 metres from the front property boundary. The front setback area (i.e. between the front property and the building alignment) may be used for car parking and a delivery truck loading area.

Rear and Side Setbacks

3. 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 Building Code of Australia.
4. The sill height of any rear or side facing windows on any first floor storey of a building must be a minimum 1.5 metre height above the floor level, in order to prevent any direct overlooking impacts upon the rear private courtyard areas of the abutting residential properties in Lakeside Drive and Palmer Avenue.

Car Parking and Delivery Truck Loading Zone Requirements

5. 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. If development consent is ultimately granted for any new building on each of the subject lots, a condition of consent is likely to be imposed requiring the creation of reciprocal rights of carriageway over each subject lot, in order to guarantee vehicular access between the adjoining properties in the Kanahooka retail centre and to guarantee that existing separate ingress and egress arrangement are maintained in the future.
6. Additionally, the provision of a delivery truck loading / unloading zone to cater for a small rigid truck will be required for any redevelopment of the sites within the Kanahooka village centre.

9.17 Brownsville Small Village Centre

Maximum Building Height

1. Maximum Building Height (Max. Number of Storeys) – two (2) storeys

Front Building Line Setback

2. The front building line setback (off Brownsville Avenue) for any new building shall be 7.5 metres.

Rear and Side Setbacks

3. The minimum side and rear setback for any new building is four (4) metres. The southern side setback shall also take into account the right-of-carriageway shown on Deposited Plan 560853.

Vehicular Access

4. 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.

9.18 Horsley Small Village Centre

1. The precinct planning controls for the Horsley village centre will be included in a future update to the DCP.

9.19 Coniston Small Village Centre

Maximum Building Height

1. Maximum Building Height (Max. Number of Storeys) – two (2) storeys

Front Building Line Setback

2. A zero front building line setback is permitted.

Rear and Side Setbacks

3. A zero side boundary setback is permitted except for properties that directly abut residential properties in which case a three (3) metre minimum side setback is required.
4. A minimum 6 metre rear building line setback is required.

Car Parking, Vehicular Access and Delivery Truck Loading Zone Requirements

5. Car parking shall be provided at the rear of properties with vehicular access primarily provided via Bridge Street, wherever possible.
6. Additionally, the public car parking spaces on the eastern side of Gladstone Avenue may cater for car parking overflow.

9.20 Cringila Village Centre

Maximum Building Height

1. Maximum Building Height (Max. Number of Storeys) – three (3) storeys

Front Building Line Setback

2. A zero front building line setback is permitted.

Rear and Side Setbacks

3. A zero side boundary setback is permitted except for properties that directly abut residential properties in which case a three (3) metre minimum side setback is required.
4. A minimum six (6) metre rear building line setback is required.

Car Parking and Delivery Truck Loading Zone Requirements

5. In order to create a consistent uniform building edge to Lake Avenue and protect pedestrian safety, car parking areas shall be located at the rear of properties and vehicular access crossings to Lake Avenue are to be avoided wherever practicable. 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.

9.21 Primbee Small Village Centre

Maximum Building Height

1. Maximum Building Height (Max. Number of Storeys) – two (2) storeys

Front Building Line Setback

2. A zero front building line setback is permitted.

Rear and Side Setbacks

3. A zero side boundary setback is permitted except for properties that directly abut residential properties in which case a three (3) metre minimum side setback is required.
4. A minimum six (6) metre rear building line setback is required.

9.22 Windang Village Centre

9.22.1 General

1. 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 specialty retail shops including take away food shops, retail liquor outlet and a bait and tackle shop.
2. Additionally, a small number of specialty retail shops exist on the western side of Windang Road, including a newsagent, take away shop, retail bait and tackle shop and a hairdresser shop.
3. The trade area of Windang is generally restricted to the residential community of the Windang peninsula, including residents and tourists within the two caravan parks along the peninsula.
4. Any new retail development (including any neighbourhood shop) shall be restricted to land within the business zone and should provide goods which provide for the daily or weekly convenience needs of the surrounding resident population and tourists.

Maximum Building Height

5. Maximum Building Height (Max. Number of Storeys) – two (2) storeys

Front Building Line Setback

6. The ground and first floor levels of any new building shall incorporate a zero front building line setback. The third storey of any new building shall be setback at least five (5) metres from the front building line.

Rear and Side Setbacks

7. Buildings may have a zero lot line side setback and must have a minimum six (6) metre rear setback.

Vehicular Access

8. 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.
9. 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.

10 GENERAL DESIGN REQUIREMENTS FOR RETAIL AND BUSINESS PREMISES DEVELOPMENTS

10.1 Objectives

- (a) To ensure all new ground floor retail shops and business premises are designed to provide a uniform transition between the floor level of the premises and Council's footpath, in order to provide satisfactory access along the footpath and into retail and commercial office buildings for all people, including people with a disability.
- (b) To ensure all ground level premises have direct access to street and clear glazing, to encourage active street frontages.
- (c) To set minimum floor to ceiling heights for new buildings, in order to maximise the flexibility in the future use of the ground floor and first floor levels in the building.
- (d) To encourage larger retail or commercial office floor space not requiring direct connection to the street to be 'wrapped' by smaller retail shops or commercial offices to avoid blank walls and encourage active street frontages.
- (e) To ensure security grilles are transparent and fitted to retail shopfronts only, in order to encourage active street frontages at night-time.
- (f) To ensure new retail or business premises buildings are consistent with the predominant built form character of the locality, in terms of built form and external appearance.
- (g) To ensure new buildings maintain the balance of horizontal and vertical proportions of other existing buildings in the locality.
- (h) To ensure the street corners of any new corner building are strengthened by massing and building articulation to both street frontages.
- (i) To ensure all new retail, business or mixed use buildings provide a continuous awning along the full length of the building's street frontage, in order to provide all weather protection for pedestrians.
- (j) To provide pedestrian amenity and provide a 'unique' streetscape character for each business centre.
- (k) To provide innovative roof elements and parapet walls which positively contribute to the overall design of the proposed building and the streetscape of the immediate locality.
- (l) To ensure all new retail and business developments are designed to minimise potential overshadowing impacts and maximise solar access opportunities to any adjoining residential properties and the public domain (public reserves and / or footpaths) in the locality.

10.2 Development Controls

10.2.1 Floor Configuration

1. The ground floor of developments is to be set at a level determined with reference to existing/required footpath levels in order to provide for an even transition between the building and the footpath and provide cross fall grades on footpaths that meet Council's standards. Council's Infrastructure Division may be contacted with regard to existing/required footpath levels.
2. Any retail premises of less than 200m² in gross floor area should generally have a depth to width ratio ranging between 1:1 and a maximum 3:1.

3. The maximum building depth for any ground floor retail or commercial office development shall be 20 metres with openings on one side only. The maximum building depth for any retail or office building with openings on two or more side is 30 metres. Shopping centre developments may vary from this control.
4. Any residential storeys in a building shall have a maximum building depth of 18 metres.
5. The floor to ceiling height of the ground floor development in an E1 or E2 zone shall be a minimum 3.3 metres, in order to allow flexibility in retail and / or other business tenancies in the future.
6. In the MU1 Mixed Use zone, the ground floor and first floor levels in a building shall incorporate a minimum 3.3 metre floor to ceiling height clearance, to maximise the flexibility in the future use of the building.
7. The floor to ceiling height requirements for ground and first floor levels of a development situated upon land within the E2 Commercial Centre zone of the Wollongong City Centre, are specified in clause 2.6.2 in Chapter D13 Wollongong City Centre to this DCP.
8. Large retail or commercial office floor space not requiring continuous and direct connection to the street (e.g. supermarkets) should be 'wrapped' by smaller retail shops or commercial offices to avoid blank walls and encourage active street frontages.
9. The retail frontage at street level for individual retail shops / units should match the existing traditional retail shop pattern for the specific retail and business centre.
10. Where sites are amalgamated, the design of any new building should express the existing or prevalent lot structure in the immediate locality.

10.2.2 Building Appearance

1. New retail or business development shall continue the predominant built form character of the locality, including parapets, floor to ceiling heights and roof pitches.
2. For large buildings including multi-storey mixed use buildings, the treatment of the facades should be designed to provide character, visual legibility and human scale and to delineate the distinct uses.
3. Facades facing each street or lane should be composed as at least three distinct layers. In this respect:
 - (a) The "base" of each building includes the ground floor, and may also include the second and third storey above street level.
 - (b) The "middle" of each building should accommodate at least one level, but not the upper-most storey.
 - (c) The "top" of each building should accommodate the upper-most storey and the roof.
4. New buildings should also maintain the balance of horizontal and vertical proportions of other existing buildings in the locality.
5. The street corners of any new corner building should be strengthened by massing and building articulation to both street frontages. In this regard, a variation may be supported to the height limits contained in this DCP (but no greater than the building height limit in the LEP) by permitting an additional 1 – 2 storeys for the corner element of a building where in the opinion of the consent authority a strong corner element is necessary for the building. Any such variation to the height limit will only be supported by Council in circumstances where in the opinion of the consent authority, the proposed development will exhibit design excellence through the provision a strong corner element in the proposed building.
6. The profile of parapets and roof top elements should be integrated in the overall roof design of the building.
7. The angle of any pitched roof shall be compatible with existing development.

8. Any development involving the re-use of existing buildings should reinstate any missing façade elements or other decorative details, wherever practicable.
9. The external building materials and finishes of any retail or business development should be sympathetic to the existing fabric and character of buildings within that retail and business precinct.
10. Highly reflective finishes, reflective glass and curtain wall glazing are not permitted above ground floor level.
11. The reflectivity of glazing shall be restricted to less than 20%. A reflectivity diagram may be required where in the opinion of Council has the potential to pose future glare impacts upon pedestrians within public domain areas or motorists travelling past the site.
12. All Development Applications for new buildings or external alterations and additions to existing premises in Centres must be accompanied by a schedule of proposed external building materials and finishes (colours) board which shows the proposed building materials and finishes (colours) to be used on the external facades of the building. An A4 sized photograph of the schedule of external building materials and finishes (colours) board is also required.

10.2.3 Building Alignment

1. The design of corner buildings should reflect the geometry of the road, topographical conditions of the immediate locality and sight lines.
2. Buildings should be aligned with footpaths to create spatial enclosure and a sense of place.
3. Buildings shall be designed for retail or business uses only at the ground floor of a building. Residential uses are not permitted on the ground floor of any land within a Centre with the exception of access areas for residential uses on upper levels of a building.

10.2.4 Active Street Frontages

1. All new retail, business or mixed use buildings are required to provide ground level active street frontages.
2. Buildings should contain no more than five (5) metres of ground floor wall without a door or window. Windows should make up at least 50% of the ground floor front wall.
3. Buildings with frontages to retail streets are to contribute to the liveliness and vitality of those streets by:
 - (a) Providing product retailing and / or food and drink premises within all enclosed shop fronts;
 - (b) Minimising the extent and visual impact of building entrances, office lobbies, foyers, vehicle entrances and other entries not associated with retail, service areas and fire escapes;
 - (c) Locating activities that may involve queuing (e.g. automatic teller machines) behind building frontages so that footpaths remain free for pedestrian movement; and
 - (d) Providing a high standard of finish to retail shopfronts.
4. All street frontage windows at ground level are to have clear glazing.
5. Display windows with clear glazing to ground floor retail and business premises are required with a maximum window sill height of 0.7 metres above finished ground level.
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.

10.2.5 Urban Design / Streetscape Appearance

1. The siting, form, height and external appearance of any retail or business premise development should be sympathetic with adjoining buildings in the surrounding retail and business precinct in addition to any abutting or nearby residential dwellings.

2. The parapet height of any retail or business premises building must be consistent with the parapet height of the surrounding streetscape of the locality.
3. Any retail or business premises (commercial office) building should feature highly articulated facades, particularly any facades facing road frontages and any abutting residential area, in order to add visual interest to the building.
4. The horizontal form of any building should also be broken up vertically, in order to provide visual relief and interest to the development. The horizontal and vertical emphasis is especially critical for the middle and upper levels of a building.
5. Any retail or commercial office building must be designed to provide active street frontages on the ground floor level of the building to all street frontages and in some cases, Council may require appropriate pedestrian thoroughfare links.
6. External walls should be constructed of high quality and durable materials and finishes with low maintenance costs.
7. Highly reflective finishes are not permitted above ground floor level.
8. An external materials and finishes board and accompanying A4 sized photograph of the external materials and finishes board must be submitted with the Development Application.

10.2.6 Pedestrian Access

1. Pedestrian through-site routes must be direct without any concealment opportunities and designed to provide clear sightlines from one end to the other.
2. Pedestrian through-site links should be a minimum of three (3) metres in width and activated by retail, civic and /or commercial office land uses, wherever possible.
3. The pedestrian through-site links should also be well lit at night-time and publicly accessible at least between 7.00 am to 7.00 pm daily with preference for 24 hour public access. Any such pedestrian link should be designed to provide satisfactory access for all patrons, including patrons using wheelchairs or patrons using strollers for young children.
4. Direct pedestrian access and visual inspection should be provided from the front of the building, to encourage active street frontage to retail shops and business premises.

10.2.7 Awnings

1. Buildings with frontage to any street must incorporate an awning or colonnade (only in areas where existing buildings have colonnades) along the full length of the building's street frontage.
2. All retail, business or mixed use buildings must provide a continuous awning along the full length
3. of the building's street frontage, in order to provide all weather protection for pedestrians.
4. Awnings should be designed of a solid cantilevered / suspended steel box type section with a minimum soffit height of 3.2 metres, taking into account the grade of the road reserve (footway area).
5. Under awning lighting is required for the majority of Centres in the LGA, except for the small village Centres. The under awning lighting should either be recessed into the soffit of the awning or wall mounted on the building.
6. Awnings shall also be designed to provide adequate shade and shelter for pedestrians.
7. All awnings shall be weather sealed to the face of the building to which they are attached.
8. Awnings shall be setback a minimum of 600 millimetres from the kerb line of the road carriageway.

10.2.8 Public Domain – Footpath Paving

Note: The public domain includes public areas including footpaths and public reserves.

1. Buildings, street furniture and landscaping are to contribute to the definition of the public/private interface and amenity of the locality.
2. Any large retail centre development may necessitate improvements to the adjoining public domain, particularly footpath areas connecting to the centre.
3. Street furniture and paving shall take into account the needs of people with a disability or decreased mobility and persons with young children and / or with a stroller.
4. Seating should be provided both internally within a shopping centre and externally within the public domain to provide patrons with places to rest or await other family or friends.
5. Pedestrian routes should be clear, safe and well-lit to all pedestrians including people with a disability or decreased mobility and children.
6. Footpath paving treatment should be consistent with the relevant Public Domain Technical Manual for the relevant business centre at either Appendix 2 or Appendix 3 to this DCP

Note: Consultation is recommended at an early stage in the planning process with Council's City Planning staff to ascertain the exact requirements for footpath paving treatment and street furniture around the centre.

10.2.9 Solar access and overshadowing

1. All retail and business developments are to be designed so as to minimise overshadowing impacts and maximise solar access opportunities to any adjoining residential properties and the public domain (public reserves and / or footpaths) in the locality.
2. Solar access shall 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 3-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 new retail, business or mixed-use building or any major alterations and additions to an existing retail or business building where in the opinion of Council, the development may pose potential overshadowing impacts upon any residential land use or public domain area. The shadow diagrams will be required for the 9.00 am, 12 noon and 3.00 pm 21 June winter solstice periods, as a minimum.
4. Additional hourly shadow diagrams between 9.00 am to 3.00 pm 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, Council may also require additional shadow diagrams for the equinox periods where the overshadowing impact of a development requires further in-depth assessment.

10.2.10 Shower and Change Facilities & Parenting Facilities in Large Business Premises / Commercial Office Buildings

1. Any new commercial office / business premises building with a total gross floor area of 10,000 square metres or greater should be provided with suitable shower and change facilities, to encourage staff to use active transport alternatives.
2. Any new commercial office building with a total gross floor area of 10,000 square metres or greater must be provided with suitable parenting facilities.
3. The parenting room should be designed so that it is accessible to both women and men who are responsible for caring of young children.
4. A minimum of two (2) private cubicles are required for private breast feeding or nappy changing of young children. The required cubicles should be large enough to accommodate a couch and a changing bench. In this regard, a minimum two (2) metre length of change table or an equivalent length of individual drop down change tables is recommended. The change table should be designed with a surface which may be easily cleaned.

5. The provision of a suitable area for the storage of prams/strollers is also required within the parenting facility.
6. A minimum of two (2) adult wash hand basins shall be provided within the parenting facility. The hand basins should be located in close proximity of the change tables, wherever practicable. Additionally, a children's wash hand basin with a thermostatically controlled water tap with an automatic cut-off shall also be provided within the parenting facility.
7. A dispensing machine is to be provided with disposable nappies together with a suitable method of storage for disposal of soiled disposable nappies.
8. The entrance to the Parenting Room is to have an unobstructed width of 820mm. Operations of doors are to permit ease of use for people with a pram/stroller.
9. The location of parenting room(s) is to be clearly signposted throughout the building.

10.2.11 Advertising Signage

1. Any advertising signage or structure shall be designed in accordance with the requirements of Chapter 3 within State Environmental Planning Policy (Industry and Employment) 2021 Wind Impact Assessment.

10.2.12 Wind Impact Assessment

1. The maximum threshold wind (gust velocity) criteria to be met by new buildings, in order to maintain public safety and pedestrian comfort is contained in the Table below:

Table 2: Acceptable Criteria for Environmental Wind Conditions

ANNUAL MAXIMUM GUST SPEED	PUBLIC DOMAIN / PRECINCT
10 m/s	Retail Precincts / Active street frontages (including outdoor restaurants / cafes)
13 m/s	Major public domain areas (pedestrian footways areas and parks)
16 m/s	Other Roads in the locality

2. For any building involving a height of 32 metres or more, a wind impact assessment report will be required to be submitted with the Development Application. The wind impact assessment report shall be prepared by a suitably qualified and experienced engineering consultant.
3. Any wind impact assessment should take into consideration all of the following potential wind flow effects:-
 - (a) Downwash effects – The rush of air down the exposed face of a building;
 - (b) Corner acceleration effects – When wind is forced to bend around the corner of a building it tends to accelerate;
 - (c) Flow separation effects – When wind flowing along a surface suddenly detaches from that surface and the resultant energy dissipation produces turbulence in the flow;
 - (d) Flow channelling effects – “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

- (e) 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.
- 4. 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, in order to inhibit wind flows through the specific locality.
- 5. Any building involving a height greater than 50 metres, a wind tunnel assessment will also be required to be included in the wind impact assessment report.

10.2.13 Access, Car parking and Servicing

- 1. Provision shall be in accordance with the Access, Car parking and Servicing Chapter in Part E of this DCP, except where otherwise stated in this part of the DCP.

10.2.14 Access for People with a Disability

- 1. The provision for a continuous path of travel is required for all development to ensure equitable access for all people including people with a disability. Refer to Access for People with a Disability Chapter in Part E of the DCP.

10.2.15 Land Consolidation

- 1. Where a development spans several allotments, consolidation of these allotments will be required as a condition of consent.

10.2.16 Residential Frontages at ground

Paired with business and retail uses, residential can contribute positively to the activation of streets by providing a clear street address, direct access from the street, passive surveillance on to the street and landscaping.

Objectives

- (a) Residential frontages contribute to the use, activity, safety and interest of the public realm.
- (b) Residential interfaces are high quality and durable and add value to the public domain.
- (c) Development sets a fine-grain rhythm and character to residential streets.
- (d) A diversity in housing types and architectural styles creates an interesting and varied streetscape.
- (e) Residential development provides a clear distinction between private and public space.
- (f) New development brings life to the street with individual entries to ground floor dwellings, to provide passive surveillance and opportunities for social interaction.
- (g) Planting or landscaped areas visually extend open areas at the lower levels.

Controls

- 1. Ground floor residential uses have individual entries to the street.
- 2. Ground floor setbacks provide privacy and amenity at ground with abundant, quality landscaping.
- 3. Residential at ground floor levels may be raised above street level to provide visual privacy.
- 4. Basements are not to encroach forward of the building setback so that landscape areas can provide adequate deep soil volume for successful tree growth.
- 5. Building setbacks of new developments are to accommodate existing street trees.
- 6. Private open spaces addressing the street may be raised or at street level. The top of any fencing to ground floor private open space is not to exceed 1.5m above street level so as not to obstruct casual surveillance.

7. Locate communal access points to residential developments perpendicular to the street.
8. Dwellings are to be designed and laid out so that every 6m a dwelling, communal space or other high use space provides opportunities for direct surveillance of the adjacent street or public domain.
9. Provision for bin storage is to be provided in a concealed location which does not face the street.

11 GENERAL DESIGN REQUIREMENTS FOR RETAIL SHOPPING CENTRES

11.1 Objectives

- (a) To ensure the siting, form, height and external appearance of an enclosed shopping centre is sympathetic with adjoining buildings in the surrounding retail and business precinct in addition to any abutting or nearby residential dwellings.
- (b) To ensure any proposed retail shopping centre is designed to provide active street frontages along any key pedestrian route(s).
- (c) To ensure pedestrian links are provided between any large shopping centre and other parts of the retail precinct as well as car parking areas and / or public transport links.
- (d) To ensure all car parking areas and pedestrian routes between the shopping centre and car parking areas are well designed and well lit to improve pedestrian safety and to minimise car theft or vandalism.
- (e) To ensure all new retail shopping centres provide sufficient car parking to meet peak demand and that all entry and exit points to / from the car parking facility are designed to address any potential adverse traffic flow or traffic safety issues.
- (f) To ensure all retail shopping centre developments provide for integrated loading dock facilities, which provide separate truck access to / from the site away from car parking areas, wherever practicable.
- (g) To provide adequate loading dock facilities and manoeuvring areas which are capable of accommodating both semi-trailers and large rigid trucks.

11.2 Development Controls

11.2.1 Location of Retail Shopping Centres

1. All new retail shopping centres shall be located on land within business zones, other than the E3 Productivity Support zone. Further, the location of any new shopping centre must be consistent with the Centres Hierarchy outlined within this chapter of the DCP.

11.2.2 Urban Design / Streetscape Appearance

1. The siting, form, height and external appearance of an enclosed shopping centre should be sympathetic with adjoining buildings in the surrounding retail and business precinct in addition to any abutting or nearby residential dwellings.
2. The parapet height of any retail shopping centre building must be consistent with the parapet height of the surrounding streetscape of the locality.
3. Any retail shopping centre should feature highly articulated facades, particularly any facades facing road frontages and any abutting residential area.
4. The horizontal form of any multi-level retail shopping centre should also be broken up vertically, in order to provide visual relief and interest to the development.
5. Any proposed retail shopping centre shall be designed to provide active street frontages for the ground floor level of the building to all street frontages and pedestrian thoroughfare links.

11.2.3 Pedestrian Linkages

1. Pedestrian links are required to be provided between the proposed shopping centre and other parts of the retail precinct as well as car parking areas and / or public transport links. Any pedestrian link must take into account the pedestrian desire lines of the subject retail and business precinct as well as any surrounding residential locality. The pedestrian thoroughfare links should also consider the location of any existing or planned public transport facilities such as railway stations, bus stops or taxi stands.
2. Any pedestrian linkage should be designed in a way to provide active retail shop frontages along the pedestrian walkway, wherever possible. Pedestrian links should also be sufficiently wide and direct to the surrounding retail and business precinct, to promote pedestrian safety and security.
3. The width for any pedestrian entrance link to an enclosed retail shopping centre should be a minimum of four (4) metres with provision of natural sunlight access into at least 30% of the length of the pedestrian walkway, wherever practicable.
4. All thoroughfares, lifts, travelators, and lobbies shall be designed in accordance with *Australian Standard AS1428.2*.

11.2.4 Car Parking Facilities

1. The provision of car parking for retail shopping centres shall be in accordance with the requirements of the Car Parking Chapter in Part E of this DCP.
2. The proposed operation of a public car park within the car parking facility of a centre will require approval from Council under Part F of Chapter 7 of the *Local Government Act 1993* prior to the commencement of the public car park. This approval may be obtained at the same time as development consent.
3. 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 show the location of the proposed boom gates / ticketing machines and pay booth facilities within each level of the car parking facility.
4. The location of any proposed boom gates at the main entry into the car parking facility of the centre must be designed to provide sufficient queuing lengths within the facility. A minimum queuing length for 15 vehicles is required, in order to ameliorate any potential queuing impact upon the public road network, in the locality. The queuing length must however be commensurate to the size of the retail shopping centre and based on the predicted peak parking demand of the car parking facility.
5. The Statement of Environmental Effects must identify the number of car parking spaces proposed to be part of the public car park as well as the number of car parking spaces to be allocated to employees of retail tenancies in the centre.
6. The Statement of Environmental Effects must also specify the timeframes for any proposed free parking and paid parking in the public car park.

11.2.5 Drop – Off / Pick Up Zone

1. For larger retail shopping centres, 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, the frail, aged or persons with a stroller / pram. This facility should be provided within 40 metres to a main entrance to the shopping centre and should be designed within the main car parking area and not directly off any public road.

11.2.6 Shopping Trolley Bays

1. The provision of shopping trolley bays within the car parking areas should be designed commensurate with nature and size of the shopping centre.
2. The provision of shopping trolley bays based on a maximum radial distance of 50 metres from any car parking space is recommended.

11.2.7 Loading Dock Facilities

1. All retail shopping centre developments shall provide an integrated loading dock facility within the rear or side of the building. The loading dock facilities and manoeuvring areas shall be capable of accommodating both semi-trailers and large rigid trucks.
2. Loading docks shall be located so they are not visible from any adjoining residential area and do not transmit excessive noise onto any adjoining residential area.
3. 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.
4. The submission of a noise impact assessment report may be required with a Development Application where loading dock facilities are proposed to be positioned in proximity to any adjoining noise sensitive land uses such as residential dwellings and educational establishments.

11.2.8 Parenting Facilities, Toilet and Other Facilities in Retail Shopping Centre Complexes

1. Any new retail shopping centre or alterations and additions to an existing retail shopping centre which has a total gross floor area of 4,000 square metres or greater shall be provided with suitable parenting facilities.
2. The parenting room is to be designed so that it is accessible to both women and men who are responsible for caring of young children.
3. For retail shopping centres ranging between 4,000 square metres up to 10,000 square metres, a minimum of two (2) private cubicles are required for private breast feeding or nappy changing of young children.
4. Retail shopping centres greater than 10,000 square metres, a minimum of four (4) private breastfeeding / nappy changing cubicles will be required to be provided. The required cubicles must be large enough to accommodate a couch and a changing bench. In this regard, a minimum two (2) metre length of change table or an equivalent length of individual drop down change tables is required. The change table must be designed with a surface which may be easily cleaned.
5. The provision of a suitable area for the storage of prams/strollers is also required within the parenting facility.
6. For retail shopping centres ranging between 4,000 square metres up to 10,000 square metres in gross floor area, a minimum of one microwave oven shall be provided within the parenting facility for the heating of milk bottles. For retail shopping centres involving a gross floor area of greater than 10,000 square metres, two (2) microwave ovens shall be provided within the parenting facility.
7. A play area for children/siblings (whilst the parent is feeding or changing nappy of young child) should be provided within the parenting facility for retail shopping centres involving a gross floor area of 10,000 square metres or greater. This play area must be designed to provide adequate surveillance from each private cubicle and should include a range of child friendly toys.
8. A minimum of two (2) adult wash hand basins shall be provided within the parenting facility. The hand basins should be located in close proximity of the change tables, wherever practicable. Additionally, a children's wash hand basin with a thermostatically controlled water tap with an automatic cut-off shall also be provided within the parenting facility.
9. Children's toilets are to be provided at a ratio of two (2) toilets for floor areas up to 10,000 square metres and one additional toilet for each 5,000 square metres or part thereof of floor area over 10,000 square metres (NOTE: Doors to children's toilet areas are to be closable but not lockable).
10. Adult's toilets and disabled toilets are to be provided in accordance with the requirements of the Building Code of Australia. (NOTE: The toilets are to be designed to allow the user to take a pram/stroller into the toilet with them and allow easy movement).
11. A dispensing machine is to be provided with disposable nappies together with a suitable method of storage for disposal of soiled disposable nappies.
12. The entrance to the Parenting Room is to have an unobstructed width of 820mm. Operations of

doors are to permit ease of use for people with a pram/stroller.

13. The location of parenting room(s) is to be clearly signposted throughout the shopping centre.
14. Any new shopping centre with a total gross floor area of 10,000 square metres or greater should also be provided with suitable shower and change facilities, to encourage staff to use active transport alternatives.

11.2.9 Community Facilities and Public Domain Areas

1. Community facilities and public domain areas should be included in any proposed major retail shopping centre. In this regard, the provision of public plaza areas with seating and planting is also encouraged. Such facilities provide opportunities for community meeting areas within the larger retail shopping centres and provide lunchtime seating for workers in the surrounding area.
2. Other additional facilities such as children's seating and children's playground areas are recommended to be provided for retail shopping centres involving a gross floor area of 20,000 square metres or more.

12 GENERAL BUILDING DESIGN REQUIREMENTS FOR FAST FOOD RESTAURANTS

12.1 Objectives

- (a) To ensure all fast food restaurants provide appropriate car parking and drive-through queuing facilities, to cater for peak demand.
- (b) To restrict fast food restaurants from having direct vehicular access to / from a classified road where alternative access is available.
- (c) To encourage the provision of suitable parenting facilities in larger fast food restaurants.

12.2 Development Controls

12.2.1 Car Parking and Drive-Through Queuing Requirements

1. Any fast food restaurant shall provide car parking in accordance with Part E of the DCP.
2. Any drive-through facility shall be designed to make provision for queuing facilities for a minimum of 12 vehicles with at least four (4) car queue lengths available from the meal initial order point.
3. The drive-through facility should also be designed to 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.

12.2.2 Access Denial to Classified Roads Where Alternate Access Arrangements are Available

1. Any fast food restaurant development will be denied direct vehicular 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*.

12.2.3 Parenting Facilities in Fast Food Restaurants

1. Any new fast food restaurant with a gross floor area of 300m² or more shall be provided with suitable parenting facilities. The parenting room is to be designed so that it is accessible to both women and men who are responsible for caring of young children. A minimum of two (2) private cubicles are required for private breast feeding or nappy changing of young children. The required cubicles must be large enough to accommodate a seat and a changing bench. In this regard, a minimum two (2) metre length of change table or an equivalent length of individual drop down change tables

is required. The change table must be designed with a surface which may be easily cleaned.

2. The provision of a suitable area for the storage of prams/strollers is also required within the parenting facility.
3. A minimum of two (2) adult wash hand basins shall be provided within the parenting facility. The hand basins should be located in close proximity of the change tables, wherever practicable. Additionally, a children's wash hand basin with a thermostatically controlled water tap with an automatic cut-off shall also be provided within the parenting facility.
4. The entrance to the Parenting Room is to have an unobstructed width of 820mm. Operations of doors are to permit ease of use for people with a pram/stroller.
5. The location of parenting room(s) is to be clearly signposted in the building.

13 PERIPHERAL SALES (BULKY GOODS) PRECINCTS

13.1 General

1. The location of any new peripheral sales (bulky goods retailing) development shall be restricted to lands zoned E2 Commercial Centre or E3 Productivity Support.

13.1.1 Wollongong City Centre Enterprise Corridor

General

1. 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 (bulky goods) retailing will continue to be encouraged within the E2 Commercial Centre or E3 Productivity Support.
2. The specific planning controls for any proposed peripheral sales (bulky goods) retailing development within the Wollongong City Centre is contained in Chapter D13 Wollongong City Centre in Part D of the DCP.

13.1.2 Kemblawarra Periphery Sales (Bulky Goods) Retail Precinct

1. General

- (a) The Kemblawarra peripheral sales (bulky goods retailing) precinct is located along King Street and Shellharbour Road, approximately 300 metres to the south of the Warrawong sub-regional shopping centre. The role and function of the Kemblawarra retail precinct is centred on bulky goods or peripheral sales.
- (b) The Kemblawarra bulky goods retailing precinct is characterised by a large scale floor space, high level of accessibility with large car parking areas and high exposure to passing vehicular traffic which cannot be found within the traditional areas of retail activity.
- (c) This precinct represents the most significant concentration of peripheral sales (bulky goods) in the Illawarra Region and its trade area extends throughout the majority of the Wollongong Local Government Area and the northern part of the Shellharbour Local Government Area.

2. Development Controls

- (a) Any new retail development within this precinct shall be limited to bulky goods retailing showrooms or take away food or drink premises only.
- (b) Any new bulky goods retailing will require the redevelopment of lands within the existing bulky goods retailing precinct which is bounded by King Street and the western side of Shellharbour Road.

13.1.3 Fairy Meadow Periphery Sales (Bulky Goods) Retail Precinct

1. General

- (a) The Fairy Meadow bulky goods retail precinct is essentially concentrated along the Princes Highway between Mount Ousley Road and the intersection of Flinders Street and the Northern Distributor. The precinct contains a range of bulky goods retailing outlets and a number of national brand take away restaurant outlets as well as some data processing businesses.
- (b) The trade area of the Fairy Meadow periphery sales (bulky goods) retail precinct extends from the central and northern parts of Wollongong Local Government Area. This precinct has prominent frontage to the Princes Highway at the principal northern gateway to the city and has a high level of visual exposure to passing vehicular traffic. The precinct is also within one kilometre from the Southern Freeway which allows direct and convenient access to / from the immediate locality and the wider region.

13.1.4 Flinders Street Enterprise Corridor

1. General

1. The Flinders Street Enterprise Corridor is situated on the western side of Flinders Street and is bounded by Flinders Street, the railway line (i.e. near North Wollongong railway station) southwards to Smith Street.
2. The Flinders Street Enterprise Corridor is an emerging peripheral sales (bulky goods) retail precinct. The future trade area for this bulky goods precinct is likely to primarily cater for the surrounding Wollongong City Centre and North Wollongong business zones and surrounding residential areas.

13.2 Minimum Floor Area Requirements

13.2.1 Objectives

- (a) To ensure bulky goods retailing showrooms are of sufficient size and dimension to allow for a range of bulky good type operations.
- (b) To restrict the number of smaller tenancies within multi-tenancy bulky goods retailing complexes, in order to encourage a range of larger bulky goods retailing outlets.

13.2.2 Development Controls

1. Any new peripheral sales (bulky goods retailing) development shall be subject to a minimum gross floor area of 2,000m².
2. Any small tenancies (i.e. <500m²) within a multiple tenancy bulky goods retailing development shall be restricted to a maximum of 5% of the total gross floor area of the development.

13.3 Building Appearance

13.3.1 Objectives

- (a) To ensure all large bulky goods retailing showroom buildings 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.

13.3.2 Development Controls

1. The external front façade of all bulky goods showroom buildings 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 six (6) metre 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.

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:
 - (a) Varied building materials and external finishes on the building façade;
 - (b) Roof forms and parapets to create an interesting skyline;
 - (c) Vertical fin walls;
 - (d) Sun shading devices; and
 - (e) 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. Buildings should incorporate decorative roof elements and avoid bulky roof forms.
14. Roofing materials should be constructed of low reflective materials and / or finishes.
15. 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.
16. Natural lighting must be incorporated into the design for large-scale bulky goods showroom buildings.

13.4 Safety and Security

13.4.1 Objectives

- (a) To ensure safety and security measures are incorporated in the design of all bulky goods 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 the bulky goods showroom(s) and vice versa.

13.4.2 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 the DCP.

13.5 Car Parking Requirements

13.5.1 Objective

- (a) To ensure all bulky goods retailing developments provide appropriate car parking, to cater for peak demand.

13.5.2 Development Controls

1. Car parking shall be provided in accordance with the requirements stated in the Access, Parking and Servicing Chapter in Part E of this DCP.

13.6 Loading Dock Facilities, Vehicular Access and Manoeuvring Requirements

13.6.1 Objectives

- (a) To ensure all bulky goods retailing developments provide satisfactory loading dock facilities, access and manoeuvring areas on-site, to cater for rigid or articulated trucks.
- (b) To minimise the visual and amenity impacts of loading dock facilities onto adjoining residential areas.

13.6.2 Development Controls

1. Loading dock facilities, vehicular access and manoeuvring shall be provided in accordance with the requirements stated in the Access, Parking and Servicing Chapter in Part E of this DCP as well as the requirements stated in this section.
2. Each bulky goods showroom development shall be provided with a suitable loading bay external to the building.
3. All loading and unloading activities associated with the bulky goods business 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.
4. Each bulky goods showroom development 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 square metres shall provide loading dock facilities and manoeuvring areas capable of accommodating both articulated vehicles and heavy rigid trucks.
5. Loading docks shall be located so they are not visible from any adjoining residential area and do not adverse noise impacts on adjoining residential areas.
6. 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.

7. As per the provisions of C2.4 of the Building Code of Australia, emergency vehicular access must be provided from a public road. In this respect, the internal access road must have an unobstructed 6 metre width with no part of the building being more than 18 metres away from the access road. The minimum six (6) metre wide access road shall be reserved for vehicular and pedestrian access only and not built upon or used for any other purpose.

13.7 Access Arrangements on Arterial and Sub-Arterial Roads

13.7.1 Objectives

- (a) To ensure all proposed bulky goods retailing development 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.
- (b) To provide for internal access connection between car parking areas of any new bulky goods retailing development with any existing bulky goods retailing facility, in order to minimise potential adverse traffic flow or safety issues.

13.7.2 Development Controls

1. Any proposed bulky goods retailing 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 AUSTRROADS design requirements. The relocation of street infrastructure assets shall be undertaken at full cost of the developer.
2. Any proposal for a bulky goods retailing showroom (fronting an arterial road or sub-arterial road) which adjoins an existing bulky goods retailing 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*.

13.8 Interconnectivity of Car Parking & Access Arrangements – Kemblawarra and Fairy Meadow Peripheral Sales Precincts

13.8.1 Objectives

- (a) To provide for internal access connection between car parking areas of any new bulky goods retailing development with any existing bulky goods retailing 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.

13.8.2 Development Controls

1. Any new bulky goods retailing development or redevelopment of any existing site within the Kemblawarra and Fairy Meadow peripheral sales (bulky goods retailing) precincts shall be designed to provide interconnectivity of the car parking areas with other adjoining bulky goods retailing developments, wherever practicable.
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 bulky goods retailing 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.

13.9 Access Denial to Classified Roads Where Alternate Access Arrangements is Available

13.9.1 Objective

- (a) To restrict direct vehicular access to / from a classified road, where alternative access is available.

13.9.2 Development Controls

1. Any new bulky goods retailing 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*.

13.10 Landscaping Requirements

13.10.1 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 bulky goods showroom buildings or complexes.

13.10.2 Development Controls

1. All bulky goods showroom developments shall provide landscaping in accordance with the Landscaping Chapter in Part E of this DCP.
2. Landscaping is required to be integrated with the overall development and should 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.

13.11 Outdoor Storage Areas

13.11.1 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.

13.11.2 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.
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 two (2) metre 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.

13.12 Fencing

13.12.1 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.

13.12.2 Development Controls

1. All fencing shall be constructed of palisade or decorative open style metal type fencing with a maximum 2.4 metre 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 600mm in height.

13.13 Advertising Structures / Signs

13.13.1 Objectives

- (a) To restrict the proliferation of advertising signage along road frontages for any multi-tenancy bulky goods 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.

13.13.2 Development Controls

1. A single corporate pylon sign on the main road frontage of the site incorporating all tenants within the bulky goods showroom complex will only be permitted.

2. All advertising signage or structures on individual buildings / units in a bulky goods showroom complex shall be in accordance with the requirements of *State Environmental Planning Policy No. 64 – Advertising and Signage*, any State Code and in accordance with the Advertising Signage chapter in Part C of this DCP.

14 WORKS IN THE PUBLIC DOMAIN

14.1.1 Objective

- (a) To ensure new footpath paving and / or other public domain works are carried out in accordance with Council's public domain design and construction specifications.

14.1.2 Development Controls

1. Any development requiring works to be carried out within the public domain in the Wollongong City Centre will be subject to compliance with the requirements of the Wollongong City Centre Public Domain Technical Manual at Appendix 2 to this DCP and any other Council requirements.