

South Wollongong

FUTURE STRATEGY

JULY 2017



Acknowledgements

Wollongong City Council would like to show its respect and acknowledge the Traditional Custodians of the Land to which this Plan applies, of Elders past and present, and extend that respect to other Aboriginal and Torres Strait Islander people.

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Introduction

We are seeking community and stakeholder comments to help us begin to plan a Vision for the future growth and development of the South Wollongong precinct, and identify the infrastructure that would be required to support this vision and develop a South Wollongong Future Strategy. In planning for South Wollongong we are aiming to:

- Articulate a shared vision for the area, developed together with the community and stakeholders
- Be consistent with regional and local transport, retail, economic, social, environmental, demographic and housing strategies and policies
- Identify precincts, themes and a preferred future character for the area that facilitates growth and change over time
- Provide for housing choice in locations free of flood constraint
- Provide opportunities for retail, entertainment, business services and commercial activities that complement the city centre and overall LGA (identify opportunity sites and what they can accommodate)
- Provide for and protect well designed and well located passive and active public spaces that serve the needs of the community and visitors to the area
- Facilitate an improved pedestrian environment
- Support greater transport mode choice
- Outline appropriate built form outcomes, including best practice flood resilient design.

The South Wollongong Study area is depicted in the image to the right, bounded by the railway line to the west, ocean to the east, Port of Port Kembla to the south, and Stewart Street in the north.

The South Wollongong Future Strategy will be delivered via 3 Phases



South Wollongong study area map

Phase 1 - Initial Research

- Research and Land Use Survey
- Development of Issues Paper
- Enquiry by Design Workshop to explore potential roles and improvements for the area, in the context of identified constraints and opportunities.

Phase 1 has been completed and involved research into the current character of the South Wollongong study area, including key demographic indicators and site context. An Enquiry by Design forum was organised involving specialists in the fields of economics, architecture and urban design, as well as Council staff representing a variety of disciplines. Arising from the Enquiry by Design forum was a series of principles and a number of options for consideration to shape the future development of the South Wollongong area.

Information and research gathered during Phase 1 of this project is summarised in this document, largely under the section titled 'About South Wollongong'.

Phase 2 - Community Engagement and Visioning

- Sharing of initial research findings with the Community and Stakeholders;
- Community and Stakeholder engagement and research to better understand the key issues affecting the future planning of South Wollongong;
- Report to Council seeking endorsement of Community Vision and Principles to guide future development.

Community and stakeholder input will shape a draft Vision for the future development of South Wollongong. The purpose of this document is to share information and seek ideas and feedback on a number of options to better understand the opportunities and constraints to future development of South Wollongong. The key objective of this Phase is the engagement of the wider Community in imagining a Vision for the South Wollongong area.

The Strategy may include recommendations to amend Wollongong Local Environmental Plan 2009 (LEP) amendments and changes to Development Control Plan 2009 (DCP) controls required, as well as flagging the scope of infrastructure works that will be required to support the implementation of the Strategy recommendations.

Phase 3 - Implementation

- Strategy and Implementation Plan Development
- Community and Stakeholder engagement to develop and implement the future vision for South Wollongong

Phase 3 will again look to engage the community in refining the projects needed to realise the endorsed Community Vision and Principles to guide future use and renewal of the South Wollongong area.

Background

The South Wollongong study area overlaps the southern part of the Wollongong City Centre and is bordered by the railway line to the west and the foreshore to the east. The precinct extends from Stewart Street Wollongong, south to JJ Kelly Park and Greenhouse Park, Coniston and has an area of 224 hectares. The Port Kembla industrial area lies to the south.

South Wollongong is an area that has been identified for future strategic analysis and visioning for many years. The Wollongong CBD Action Plan 2010 identified ten priority projects or initiatives with the potential to drive development of the Wollongong City Centre. One priority project was to develop a vision for South Wollongong and explore the role this area could play to support the city centre.

Council has received numerous requests to alter planning controls on individual sites in the South Wollongong area, including zonings, maximum permitted height and floor space ratios. In 2011, when considering a rezoning request, and following completion of the FRMS and Plan for this catchment, Council stressed the importance of preparing a vision to inform planning and development decisions within South Wollongong.

In 2013 Council endorsed the Wollongong City Flood Study, which confirmed significant flood risk constraints in this precinct. The second stage of the flood investigation process, the preparation of a Floodplain Risk Management Study and Plan, was completed 2015. The majority of the precinct has been mapped as medium flood risk, with areas to the south and east identified as high risk of flood.

The Joint Regional Planning Panel (JRPP) has reviewed one Planning Proposal request in the study area since its commencement in July 2009, resulting in the following recommendations/conclusions:

- The area needs to be considered holistically as part of a study that examines the structure of the city, the interrelationships between the commercial core and surrounding mixed use and enterprise zones, and appropriate bulk and scale controls across the precinct.
- The potential for land use conflict between high density residential living and neighboring commercial and industrial uses that occupy adjoining land. Such conflict may force the closure or relocation of these uses with a consequent loss of employment lands.
- The economic impact of proposed changes to development controls is uncertain in terms of relocating existing commercial and industrial uses to appropriate sites, and of enabling competing uses with the commercial core and mixed uses zones is uncertain, and
- There is uncertainty about how much the proposed increased intensity of development may have on flooding and ocean inundation of the South Wollongong area.

As part of the 2015/16 Annual Plan, Council endorsed funding in 2016/2017 to enable the commencement of the South Wollongong Future Strategy, to consider:

- The broader issue of the constraints and ability of the precinct to accommodate additional development.
- If there is additional capacity, where within the precinct that capacity should be accommodated.
- The consideration of built form controls in the context of the relationship to the Wollongong CBD, and
- The potential loss of employment lands within the precinct.

South Wollongong Character

Regulated Block Pattern with Limited Connections

South Wollongong continues to reflect the regulated block patterns of its early subdivision. The grid delivers long north-south blocks without rear lanes and limited mid block connections in the west of the area. Standard residential blocks remain established across the study area, particularly in east-west direction along Church and Kembla Streets, and the southern end of the precinct.

Over time, site amalgamations have facilitated redevelopment for walk-up flats, industrial warehouses and larger office and retail development. This is particularly evident in the northern end of Keira Street and Atchison Street.

Residential Character Supporting a Mix of Business Uses

Much of the area presents as one- and two-storey residential dwellings. While the majority of these dwellings accommodate residential uses, many have been adapted to deliver a mixed use precinct, converted for uses such as professional offices, child care and specialist medical practices. This adaption generally corresponds with land located in the centre of the South Wollongong study area zoned R2 Low Density Residential and B6 Enterprise Corridor.

Built Form

South Wollongong supports a range of older, mixed use building stock with a range of forms and setbacks. With the exception of some of the residential streets, there is a very inconsistent built form character. Parts of South Wollongong, including the northern end of Kenny Street, Keira Street and Atchison Streets (between Burelli and Ellen Streets), are more commercial in nature with a scattering of old industrial and commercial buildings present.

New Development Scattered throughout

New development is occurring on both single and amalgamated sites for residential, commercial or industrial purposes. New commercial, mixed use and residential apartment development is being taken up in areas closer to the city centre along Atchison Street, Auburn Street, Kembla Street and Beatson Street, with current height and floor space controls facilitating such development.

Renewal of lower-density residential development (dwellings, dual occupancy, townhouses and villas) is occurring throughout the area, predominantly in the residential zoned areas in the central and southern portion of the study area.

Constrained by the Railway, Port and Coast

The South Wollongong precinct is physically bounded by the railway to the west, including Wollongong and Coniston railway stations, and the foreshore to the east. The port of Port Kembla, established in the 1890's, lies to the south of the precinct.

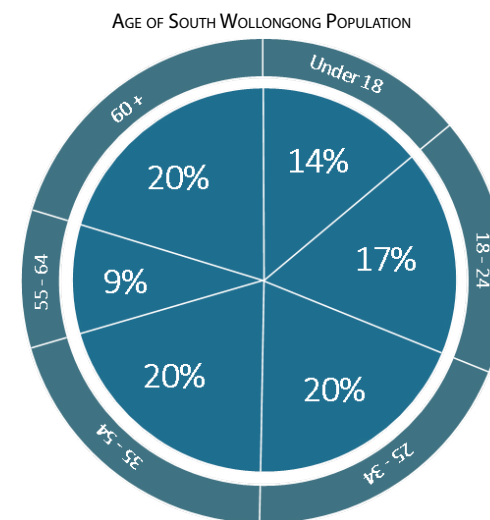
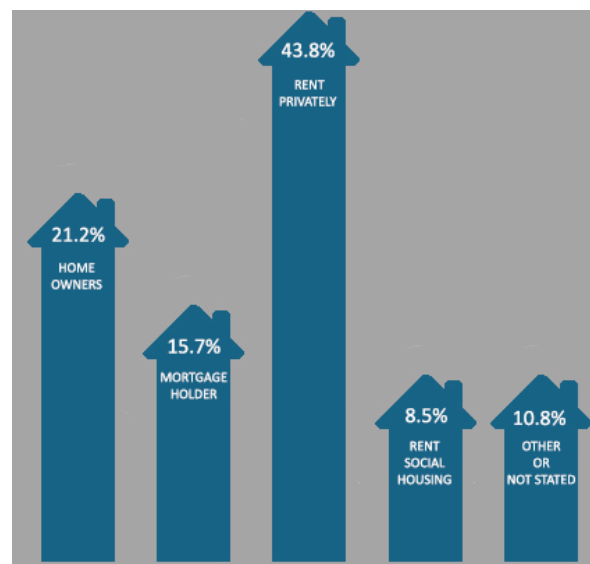
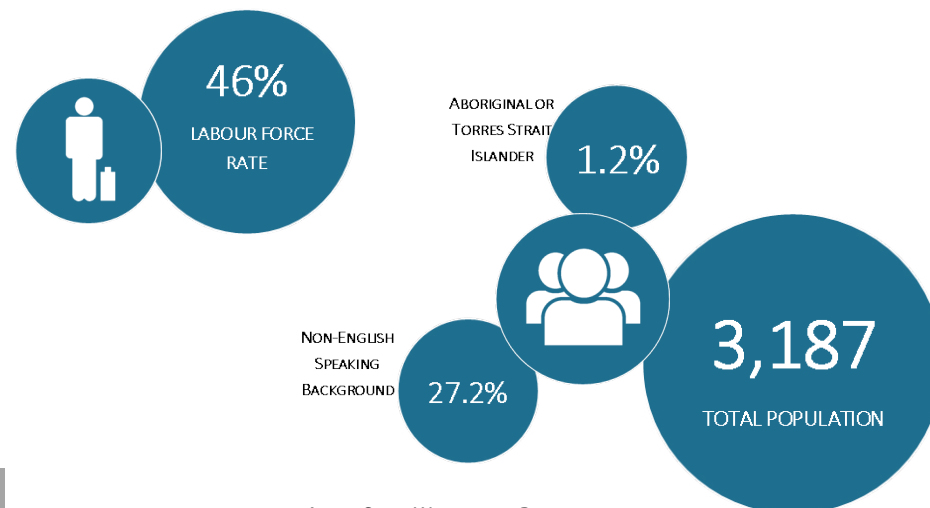


Linear block pattern with historic east-west connections



Examples of built form in South Wollongong

Housing & Demographics



Demographic and employment statistics obtained from Atlas.id "<http://atlas.id.com.au/>", based on 2011 ABS Census of Population and Housing

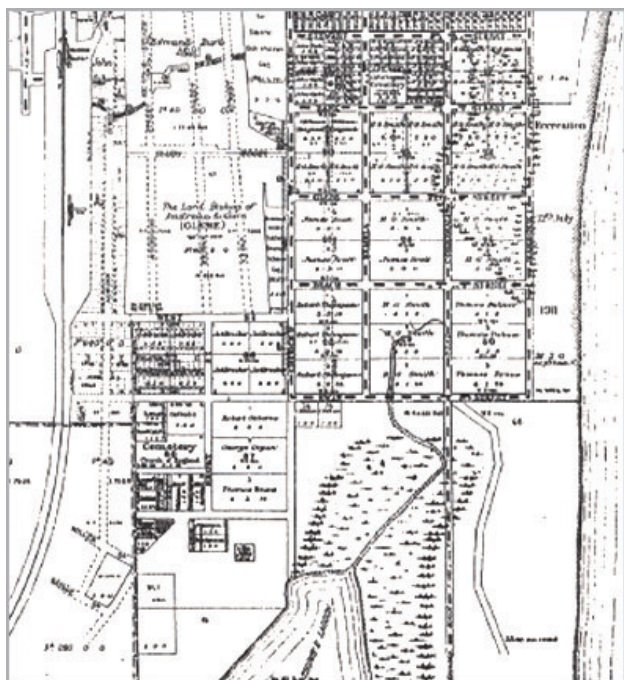
History & Heritage

History

South Wollongong was established in the early 1900s through several subdivisions and land sales. This southern part of the town of Wollongong merged into low lying and swampy land towards Tom Thumb Lagoon.

The subdivision pattern was initially focused between Church and Corrimal Streets (between Stewart and Bank Streets) in 1911, with subdivision patterns transitioning further south and west toward the station in the 1920s.

Some residential development had occurred in these estates by the 1920s, but much more building occurred in late 1930.



Above: Parish of Wollongong map (1911) depicting early pattern of subdivision and extensive swamp areas supporting Tom Thumb Lagoon.

Local Heritage

The South Wollongong study area supports nine locally listed heritage items including Wollongong cemetery and former cemetery, Pioneer Park, and a cluster of houses on Atchison Street. There are also two trees on Stewart Street listed as heritage items.



Heritage listed houses on Atchison Street



Left: 1948/1951 aerial photography

Right: 2014 aerial photography

Current Planning Controls

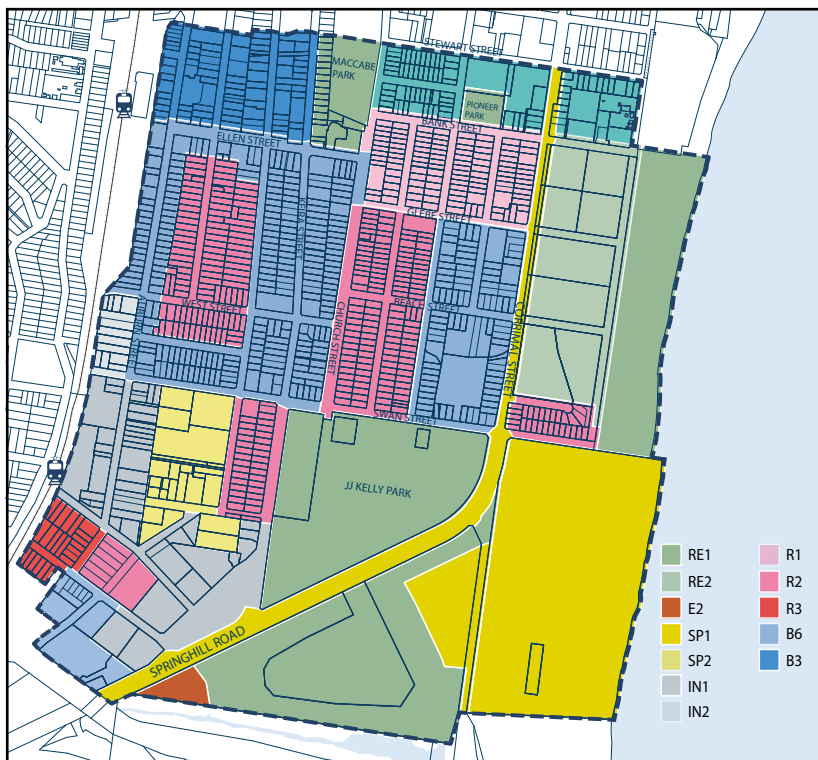
The South Wollongong study area contains a mix of commercial, residential and industrial zones with a range of permitted land uses, height limits, floor space ratios and minimum lot sizes. The Wollongong Local Environmental Plan (LEP) 2009 is the key planning document guiding development and land use in this area.

Land in the north west of the study area is zoned Commercial Core (B3) and aims to provide a range of retail, business, office, entertainment and other suitable land uses. The zone encourages employment in accessible locations and aims to strengthen the role of the Wollongong City Centre. This area contains the highest allowable height of buildings in the study area, ranging from 48m to 120m, with a base floor space ratio of 1.5:1. Special FSR controls of up to 6:1 are available within the city centre, subject to site size and land use controls

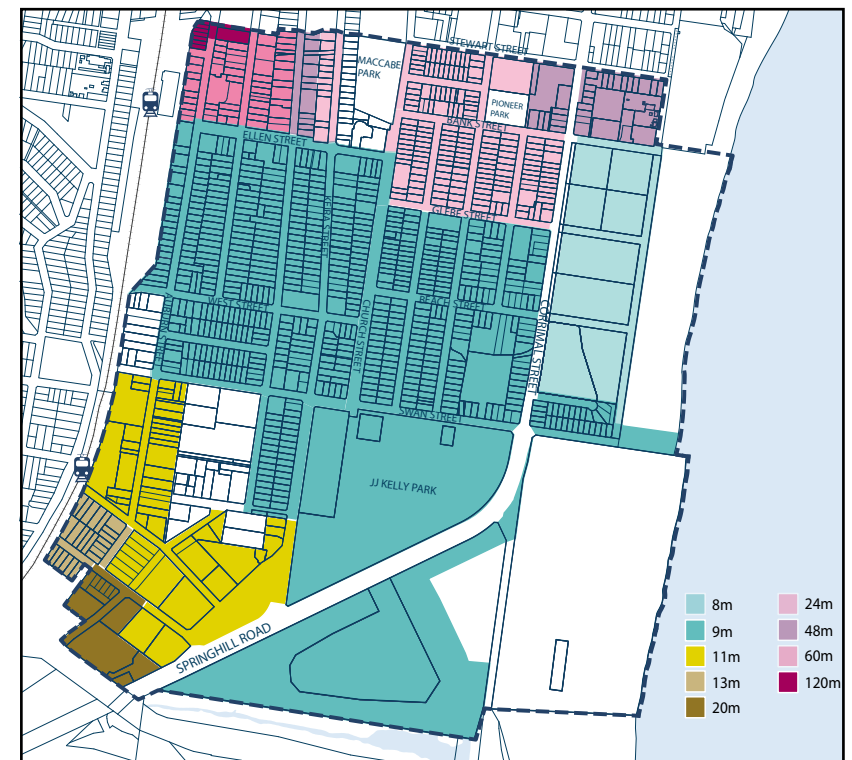
Land zoned Mixed Use (B4) is located in the north east of the precinct and adjoins the Wollongong City Centre. This area aims to integrate suitable business, office, retail and residential land uses and supports a permissible height limit of 24m and floor space ratio of 1.5:1.

A mix of Residential (R1 and R2) and Enterprise Corridor (B6) zoned land spans the central section of the South Wollongong study area with a maximum height of 9m and floor space ratio of 0.5:1.

Land located to the south west of the study area is zoned for general and light industrial land uses (IN1 and IN2) with a maximum height limit of 11m and floor space ratio of 0.5:1.

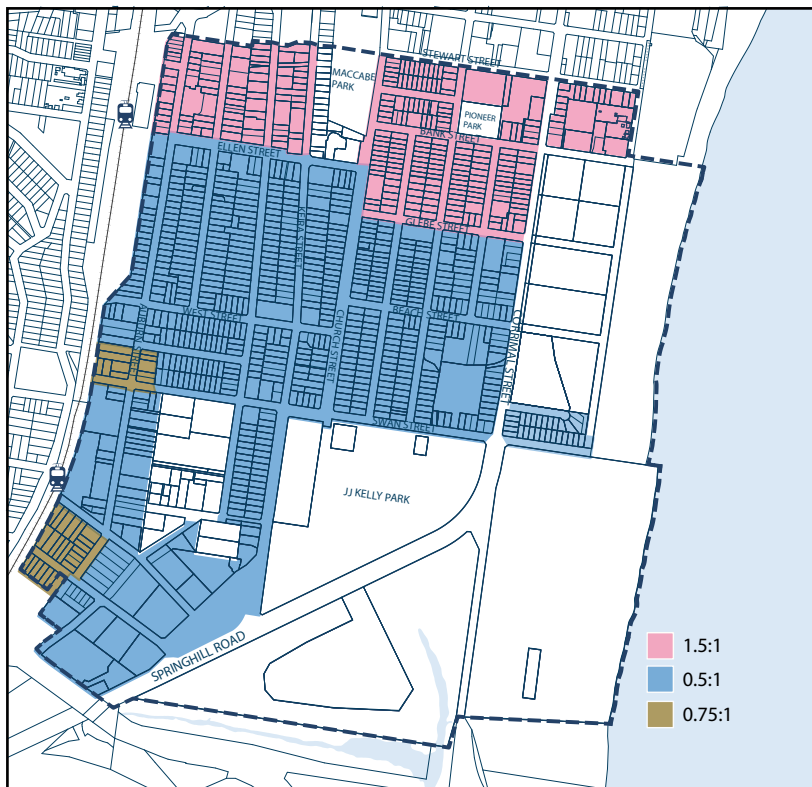


Current Land Zoning Map for South Wollongong



Current Height of Buildings Map for South Wollongong

Current Planning Controls



Current Flood Space Ratio Map for South Wollongong

Other Planning Provisions applicable in South Wollongong:

State Environmental Planning Policies

- SEPP 71 Coastal Protection and draft Coastal Management SEPP
- SEPP 2013 Three Ports (adjoining the study area to the south)
- SEPP (Exempt and Complying Development Codes) 2008

Wollongong LEP 2009

- Acid Sulfate Soil mapping and provisions

Wollongong Development Control Plan (DCP) 2009 applies to the study area including provisions relating to:

- Wollongong City Centre (north of Ellen and Glebe Streets, Wollongong)
- Floodplain management controls
- Coastal zone controls
- Car parking and access
- Residential, commercial and industrial development

Related Strategy

- The Illawarra Shoalhaven Regional Plan 2015

Flooding

South Wollongong is a low lying area, established to the north of Tom Thumb Lagoon. The majority of the precinct is mapped as medium flood risk, with areas toward the south and east identified as having a high risk of flooding with The Wollongong City Catchment Floodplain Risk Management Study and Plan 2015 includes consideration of climate change impacts including sea level rise, and potential changes to rainfall intensities, coupled with tidal inundation impacts. The topography of much of the area is flat, with no grade to convey water and limited opportunity for upgrading stormwater drainage or water diversion. Flood events are frequent, with many of the roads becoming the flow path for flood waters. Higher rainfall intensities being forecasted and predicted sea level rises increase the risk of flooding in this area.



Kembla street after an east coast low weather event in 2016

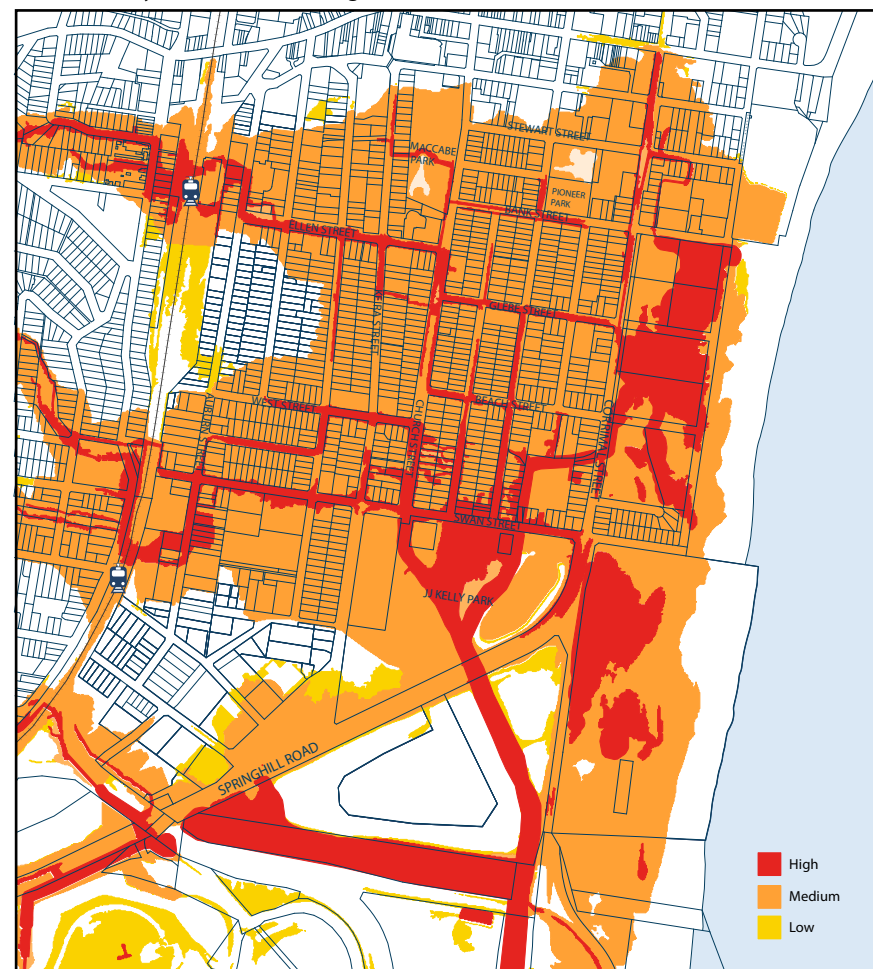


Corner of Swan and Kembla Streets before and after an east coast low weather event in 2016

Key Relevant Strategies/Plans

- Wollongong City Floodplain Risk Management Study and Plan 2015
- Wollongong Development Control plan 2009

Wollongong Development Control Plan 2009 regulates development on flood prone lands. A key objective included in the DCP includes minimise potential impacts from development, and risk to life and property. The DCP seeks to prevent sensitive land uses, such as hospitals, nursing homes and essential community services from being located within flood affected areas.



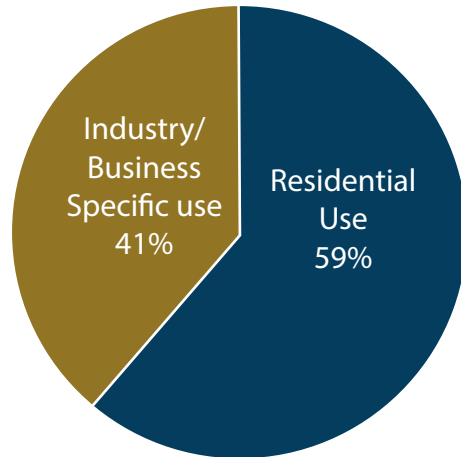
Flood risk categories and mapping in accordance with the Wollongong City Catchment Flood Plain Management Study and Plan 2015

Existing Land Uses

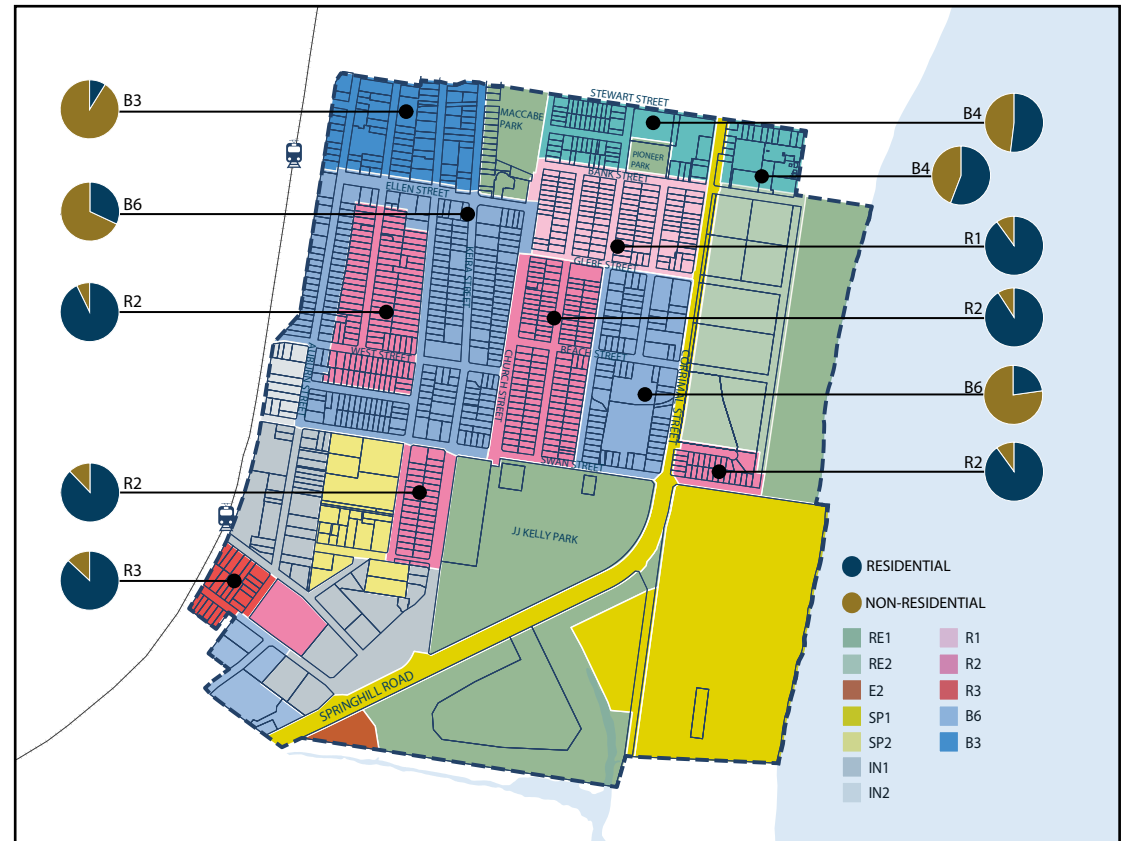
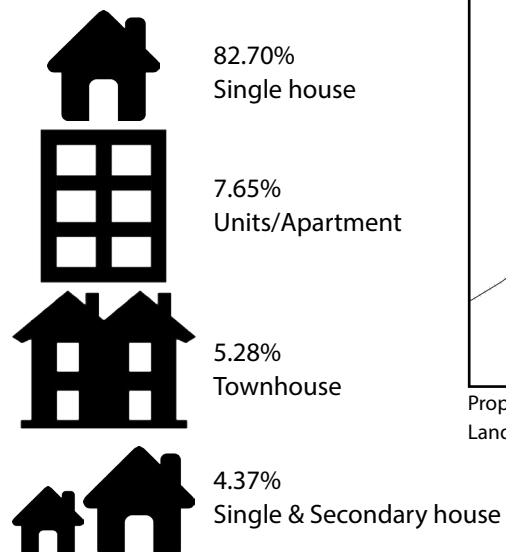
South Wollongong presents a mix of land uses ranging from residential, healthcare and social assistance, education and training, through to financial and insurance services, professional scientific and technical services, and retail trade.

In 2016, the primary land use identified throughout the South Wollongong study area was housing for residential purposes (59% of all properties). The remaining 41% of properties provided an industry or business specific service. 11.5% of all properties included a secondary or multiple uses onsite, additional to the primary use identified.

PRIMARY LAND USE OF SOUTH WOLLONGONG PROPERTIES



RESIDENTIAL LAND USE TYPES IN SOUTH WOLLONGONG



Proportion of lots being used primarily for residential or non-residential purposes based on the 2016 WCC South Wollongong Land Use Survey

Open Space

South Wollongong supports 0.93 square kilometres of recreation/open space including MacCabe Park, JJ Kelly Park, Pioneer Rest Park, Peace Grove and Greenhouse Park. South Wollongong also lies in close proximity to the foreshore. Open spaces lack a clear identity, and are not supported by residential density, resulting in inactive edges.

High quality private recreation lands, including the Wollongong Golf Club, are positioned along the eastern edge of the precinct.

Wollongong Local Environmental Plan 2009 contains a Sun Plane Protection clause to protect specified public open space from excessive overshadowing by restricting the height of buildings. This clause applies to MacCabe Park and Pioneer Park in the South Wollongong study area.

Planning, People, Places - 2006 Open Space, Recreation Facilities and Community Facilities Strategy highlights the importance of open space in contributing to the enhancement of the urban environment and contains specific directions for South Wollongong including:

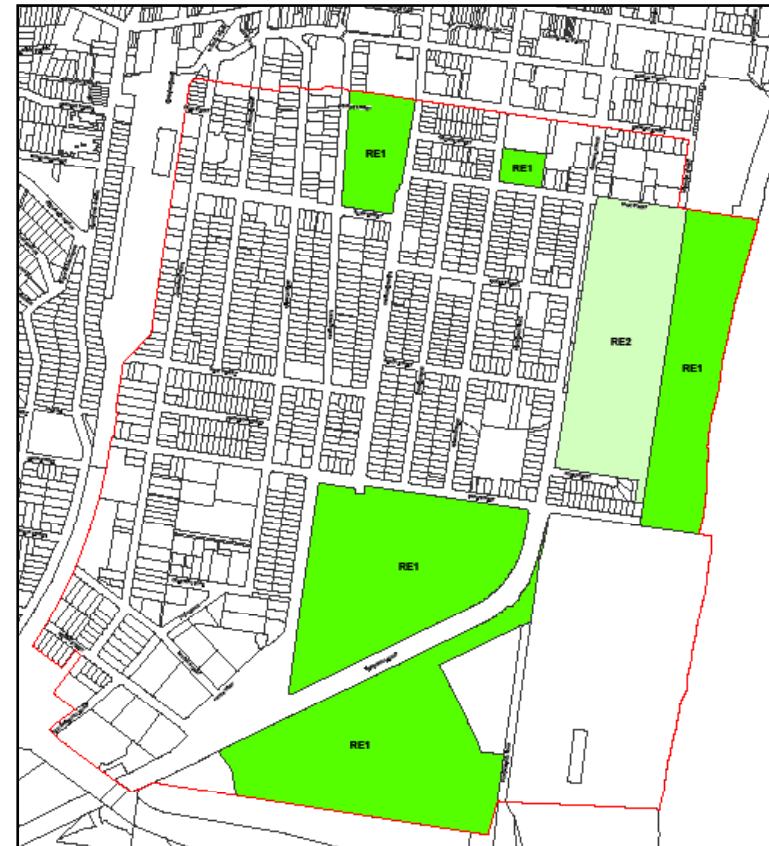
- Redesign and upgrade MacCabe Park to provide a safe and appealing destination that enhances the character and appeal of the city centre
- Establish walking and cycle connections between high profile and high activity areas, e.g. the foreshore
- Enhance the cultural precinct around MacCabe Park through quality and innovative urban design and streetscaping.
- Ensuring open space and facilities are physically accessible and appealing to cater to people with varying levels of mobility, and are designed and managed to be available and affordable to a range of groups in the community
- Connections between open space and facilities will be created and maintained through trails and transport links.

Key Relevant Strategies/Plans

- Planning People, Places 2006 Open Space, Recreation Facilities and Community Facilities Strategy
- Wollongong City Council Generic Plan of Management for Community Land
- A City for People, Wollongong Public Spaces Public Life 2016

The Wollongong City Council Generic Plan of Management for Community Land includes the following Community Value: *“To provide parks that are highly valued as social and passive recreational spaces as well as being venues for organised and non-organised recreation activities. The provision of children’s play areas is a major priority in the future planning of parks.”*

Council adopted *A City for People*, in May 2016, which includes a celebration of MacCabe Park as a lively, high quality urban park supporting a balanced lifestyle for city residents and workers. *A City for People* implementation plan includes Master Planning and Feasibility investigations, targeted for 2017-2019.



Open space and recreation areas in South Wollongong

The South Wollongong precinct contains a mix of land use, zoning and land constraints collectively contributing to its organic and evolving nature. In 2011 there were 3,470 jobs in the precinct, comprising a mix of commercial, service professionals, and light industrial land uses.

Primacy of City Centre

The Commercial Centres Hierarchy establishes the primacy of the Wollongong CBD, and notes the need to curb pressure (in part due to land costs) which makes the development of commercial space in both commercial centres and “out-of-centre” locations more attractive than developing within the City Centre. A key recommendation of the Major Development Approvals in the city centre report (February 2011) is to ensure that the CBD retains its primacy in this regard, such that the city centre remains the major focus of future employment and growth. Council has committed to major expenditure as part of the City Centre revitalisation program to encourage office and commercial development in the heart of the city and build investor confidence. The Wollongong Investor Prospectus confirms the role of the city centre as the commercial and administrative centre for Wollongong and the Illawarra. *A City for People, Wollongong Public Spaces Public Life 2016* was adopted by Council in May 2016, setting a renewed vision and key actions for revival of the city centre.

CBD Action Plan

The CBD Action Plan 2010 identified the need to develop a vision for South Wollongong in terms of the potential to drive development of the city centre by accommodating an increased population and attracting commercial activities that are difficult to locate in the heart of the CBD, but could leverage off facilities and services within the CBD. The South Wollongong study area appears to play an “incubator” role on the southern fringe of the city centre in developing a mix of smaller and start-up businesses, utilising older former residential buildings. Current examples of the type of businesses being attracted to the periphery of the city centre include small-scale breweries, photocopier servicing and supplies, and smaller-scale professional and technical services.

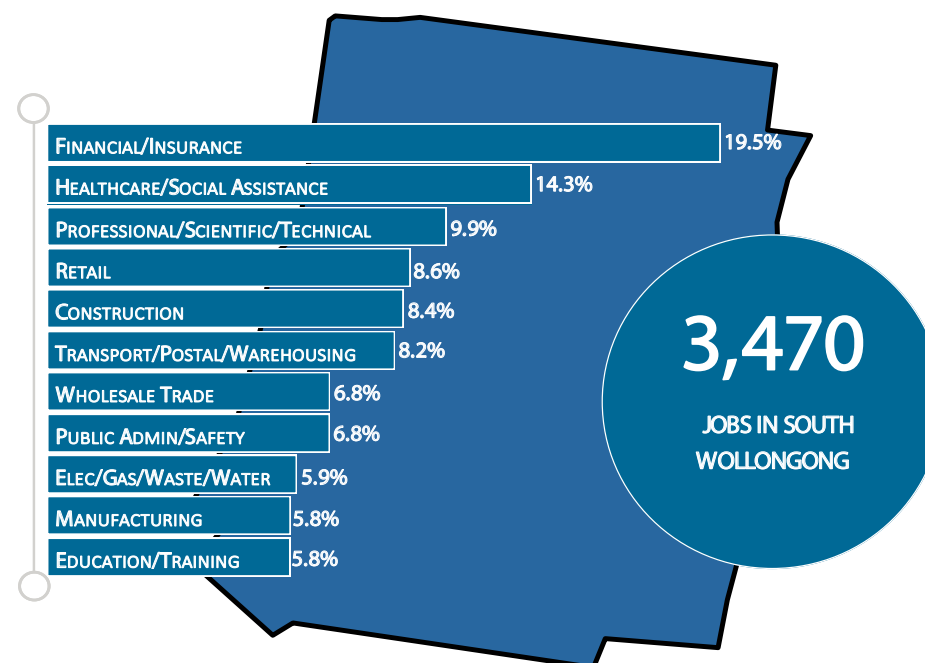
Key Relevant Strategies/Plans

- A City for People, Wollongong Public Spaces Public Life 2016
- CBD Action Plan 2010
- NSW Ports Masterplan 2015
- Major Development Approvals in the City Centre Report 2011

Port of Port Kembla

The South Wollongong study area lies to the north of Port Kembla which is a major contributor to the economy of the Illawarra region. The Port is forecast to expand, and has been identified as the location for the development of a future container terminal to augment the capacity of Port Botany when required. The role of South Wollongong to support port- and freight related activities requires further investigation.

South Wollongong sits alongside the Wollongong City Centre. *A City for People, Wollongong Public Spaces Public Life 2016* was adopted by Council on 30 May 2016. This is an important strategic document for the Wollongong City Centre, setting a renewed Vision and identifying a range of key actions to deliver change. Key reflections of *A City for People* centred on the conclusion that the city centre is too large, diluting the energy needed for a successful city, and that built-form controls promote tall buildings (up to 120 metres) threatening the delivery of a human scale city. The work did not identify the need to extend the city into South Wollongong. The role and identity of South Wollongong needs to continue to support the city centre as the higher order centre, with the focus on employment growth and retail activity.



Transport, Movement & Accessibility

Road Network

Corrimal Street is the main north south route, serving both a through traffic carrying function as well as a 'to city centre' function it carries an average of 16,000 vehicles per day. South Wollongong reflects the regulated block patterns of its early subdivision, the grid form delivering long north-south blocks without rear lanes. With the exception of Swan Street, all east west connector streets terminate at Corrimal Street, with no roads connecting to the foreshore.

Railway

Wollongong Station lies to the north west of the study area, serviced by bus connections to the city centre and surrounds. The future vision for the Wollongong Station and railway precinct is for a fully integrated transport interchange and residential towers. Coniston Station is a minor station to the south. A proposal is being considered for a southern shuttle bus, incorporating a 'park and ride' facility, serving the employment and industrial areas south of the city centre and linking these with the railway station.

Cycle Network

The majority of the bicycle network in Wollongong is made up of shared paths (used by pedestrians and cyclists), with a regional shared path running north south along the coastal foreshore. Bicycle network expansion and existing facility improvements are detailed in the Access and Movement Strategy, with a more direct north-south route to serve commuters to the city centre and a proposal for a route along the railway line being investigated.

Pedestrian Routes

There are limited opportunities for pedestrian movement across the railway line and heavily trafficked road corridor of Corrimal Street. The Access and Movement Strategy review is investigating measures to provide safe and direct pedestrian routes and a greater degree of permeability for pedestrians. Intersection upgrades (signalisation) are being considered to ensure opportunities to cross Corrimal Street from the shared path, as well as consideration of reduced speed limits. The southern section of Council's vision for a Grand Pacific Walk begins in this South Wollongong precinct. The vision is to create a safe route for both pedestrians and cyclists for the entire 60 km length of Wollongong's coastline, taking advantage of the areas of high scenic quality.

Parking Strategy

The Strategy for parking in this area is to reduce fragmented parking and encourage parking provision into major off street parking stations on the perimeter of the city centre, along with more remote 'park and ride' car parking facilities to encourage sustainable transport modes.



Map of South Wollongong with existing and proposed cycleways and major parking stations.

Key Relevant Strategies/Plans

- Illawarra Regional Transport Plan 2014
- Access & Movement Strategy 2013
- City of Wollongong Bike Plan 2014-18
- Grand Pacific Walk Vision 2012
- Wollongong Station Masterplan 2007



Corrimal Street



Corrimal Street Off Road Cycleway

South Wollongong - a Vision for the Future

Development of a Vision for the Area

Phase 1 of the development of a Strategy for South Wollongong has been completed and involved research into the current character of the South Wollongong study area, including key demographic indicators, site context and current land uses. Phase 1 additionally included Enquiry by Design to further explore options for the future.

Phase 2 of the development of this Strategy involves community engagement to better understand the issues affecting South Wollongong, and develop a vision for the area. This vision may include principles to guide future growth and renewal. Draft principles are included on this page.

It is important to remember the protection of people's lives, property and wellbeing has emerged as key priority through the Phase 1 research and consultation activities, and is included as one of the draft Principles to guide development in the area. The majority of South Wollongong is mapped as medium flood risk, with areas toward the south and east identified as having a high risk of flooding. Flood events are frequent, with higher rainfall intensities being experienced and predicted sea level rises leading to increased risk of flooding throughout the South Wollongong study area. A high hazard flood line has been mapped along Ellen and Glebe Streets in recognition of these flooding constraints, with one option presented to focus development on priority precincts to the north of this flood hazard line.

In addition to the draft principles, Council has identified priority precincts based on an evaluation of opportunities and constraints of the area, and in recognition of the draft Principles that have emerged to date. Through completion of Phase 1, a number of options have been identified and are on the following pages for consideration. These options are designed to stimulate ideas and feedback to gain a better appreciation of the issues affecting the future planning of South Wollongong, and in imagining a Vision for the area. Comment may also be provided in relation to such options, to be integrated into the eventual development of the South Wollongong Future Strategy and Implementation Plan.

Draft Principles for future growth and renewal of South Wollongong

- Keep retail & commercial focus on the Wollongong City Centre.
- Protecting people's lives, property and wellbeing is a key priority - restrict land uses in flood areas, planning for rising sea levels and heavier rainfall events
- Maintain diverse land use mix, encouraging employment opportunities difficult to locate in the city centre, but could leverage off facilities and services. (CBD Action Plan 2010)
- Promote increase in residential capacity in suitable locations - Council's vision to create a living city
- Increase opportunities for pedestrian movement across/ along Corrimal Street
- Create on street amenity – maintain moderate scale at pedestrian interface
- Promote increased residential densities on green space edges
- Encourage positive flood resilient design outcome.
- Promote through site permeability in future designs/redevelopments
- Recognise contribution public transport can play in changing the area
- Promote a tapering of height, scaling buildings down from railway
- Maintenance of green belt towards the Port of Port Kembla



Information Kiosk

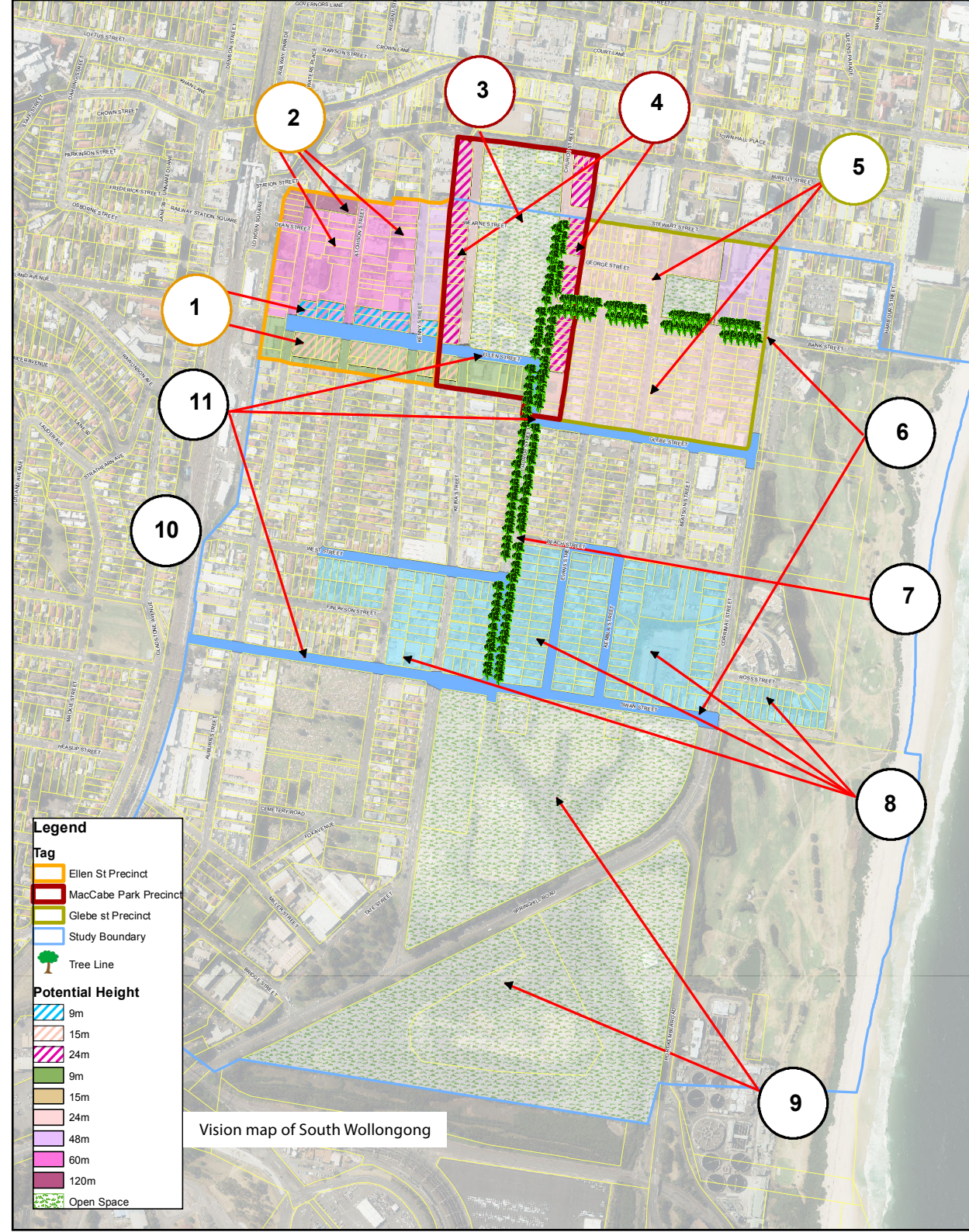


Enquiry by design workshop

Options

Draft options to guide the future of South Wollongong

1. Ellen Street Precinct
Introduce DCP setback requirements for development above 3 storeys on blocks to the north of Ellen Street to ensure development responds to the human scale and creates street amenity.
2. Ellen Street Precinct
Protect and foster employment uses in blocks west of Kenny St (retain current B3 Commercial Core zoning)
3. MacCabe Park Precinct
Create a "Mini Central Park" in the MacCabe Park precinct. Change zoning on the western side of MacCabe Park to B4 Mixed Use, to encourage residential development surrounding MacCabe Park, with options for adaptable residential or commercial development on the ground floor. Interaction with the northern side of Burelli Street needs to be consistent with the vision in Wollongong City Council's "A City For People" Strategy.
4. MacCabe Park Precinct
Maintain the existing 24m height limit east and west of MacCabe Park to promote a sense of enclosure, with MacCabe Park being extended as existing buildings within the park are gradually removed.
5. Glebe Street Precinct
Maintain focus on residential development. This precinct is an appropriate location for aged care.
Investigate the potential of landscaping "green belt" to enhance pedestrian amenity along Bank Street, between the open space areas.
6. Access and Movement
Investigate further traffic controls, pedestrian crossing opportunities to the Blue Mile and amenity improvements along Corrimal Street, between Swan Street and Stewart Street as part of the Access and Movement Strategy review.
7. Access and Movement
Investigate improving the amenity along Church Street between Swan and Burelli Streets for pedestrians and cyclists as part of the Access and Movement Strategy review.
8. Flooding
Do not encourage intensification of development within the flood affected areas near Swan Street and Beach Street.
9. Green belt
Maintain the green belt between the Port of Port Kembla and the urban areas to the north.
10. Broader Study Area Options
Review urban design and built form controls in the Wollongong DCP to ensure development of sites translates to improved urban design outcomes on the street and good public domain interface.
Create permeability for pedestrians through mid-block laneways as part of the redevelopment.
11. High Hazard Floodway
High hazard floodway presents a barrier to access.





Ellen Street Precinct

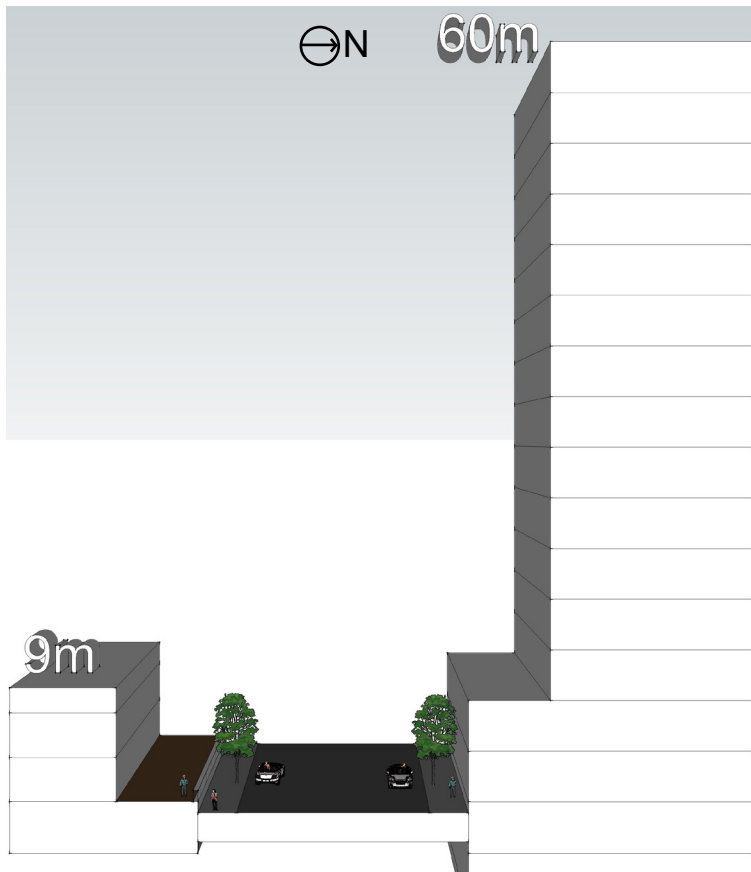
Current planning controls are translating to development on the ground. This includes both commercial and mixed use developments comprising a range of apartment, retail, and childcare facilities.

Options

The following short and medium term options may be considered to enhance development outcomes and shape the future of this precinct.

Short term - 3 years

1. Maintain the current B3 Commercial Core zoning for this precinct to protect and foster employment uses.
2. Review urban design and built form controls in the Wollongong DCP 2009 to ensure development translates into good urban design outcomes on the street, and an improved public domain interface.
3. Introduce Wollongong DCP 2009 setback requirements for development above 3 storeys on blocks to the north of Ellen Street to ensure development responds to the human scale and creates street amenity.



Current building height disconnect on Ellen Street



Example of flood resilient design that achieves pedestrian amenity (www.sjb.com.au, 2017)



Concept examples from recent Development Applications for mixed use development under assessment (DA-2016/1354)

Glebe Street Precinct

It is considered strategic to maintain a residential development focus in this precinct due to its location north of the Glebe Street high hazard floodway, flat topography, close proximity to the Wollongong City Centre, Pioneer Park, MacCabe Park and shops. These factors combine to make it an appropriate location for aged care facilities.

Options

The following short and medium term options may be considered to enhance development outcomes and shape the future of this precinct.

Short term - 3 years

1. Maintain existing planning controls which facilitate mixed use and residential developments up to 24m maximum building height.
2. Review urban design and built form controls in the Wollongong DCP 2009 to ensure development translates into good urban design outcomes on the street, and an improved public domain interface.

Medium term - 4 -10 years

1. Investigate measures to improve pedestrian amenity (e.g. 'green belt') along Bank Street to link in with the Access and Movement Strategy, with a vision of crossing at Bank and Corrimal Streets, to reconnect to the coastline and Blue Mile.



Landscaped setback which contributes to the residential character of the street



flood resilient design that incorporates landscaping to soften the change in heights (Hames Sharley, 2017)



concept examples from recent Development Applications for residential apartment building under assessment (DA-2016/1443)

MacCabe Park Precinct



This strategy does not include the master planning work for MacCabe Park which would be a separate project.



Artistic perspective of MacCabe Park Surrounds (Hames Sharley, 2017)

This precinct includes land to the east and west, immediately fronting and adjacent to MacCabe Park. The vision is to create a mini central park in this precinct.

Options

The following short and medium term options are proposed to enhance development outcomes and shape the future of this precinct.

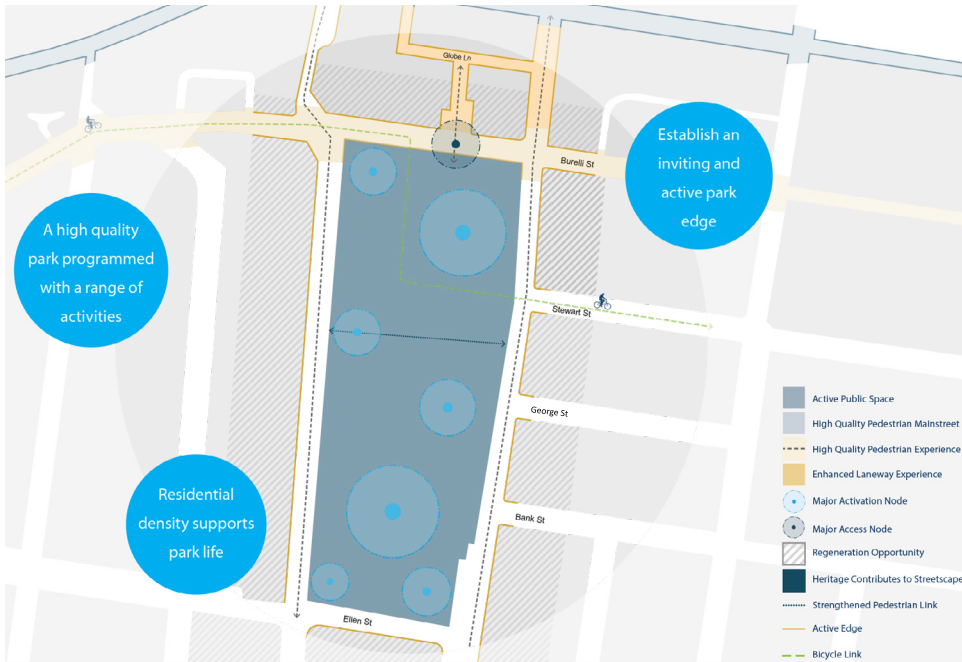
Short term - 3 years

1. Review urban design and built-form controls in the Wollongong DCP 2009 to ensure development translates into good urban design outcomes on the street, and an improved public domain interface.
2. Encourage a greater proportion of residential development along the western side of MacCabe Park in order to activate the street frontage and MacCabe Park itself. This could be facilitated by rezoning land immediately fronting MacCabe Park from B3 Commercial Core to B4 Mixed Use Development and including an additional LEP clause which requires development to be built adaptable, to cater for ground floor commercial development, but that permits either residential or commercial development at the ground level.
3. Maintain the existing 24m height limit east and west of MacCabe Park to promote a sense of enclosure with MacCabe Park being extended as existing buildings within the park are gradually removed.
4. Interaction with the northern side of Burelli Street needs to be consistent with Wollongong City Council's *A City for People* vision and strategic direction.

Medium Term – 4 – 10 years

1. Council adopts a Masterplan to realise the vision for MacCabe Park in accordance with Wollongong City Council's *A City for People*.

"MacCabe Park will be celebrated as a lively, high quality urban park supporting a balanced lifestyle for city residents and workers. A Place of pride for the city supported by activities (large scale events and festivals), cafes, and public facilities, it will be an active space connected to the City Centre".



MacCabe Park in the City for People - Public Spaces Public Life 2016.

Broader South Wollongong

Priority precincts have been identified for a focus on further development, based on an evaluation of opportunities and constraints of the area and in recognition of the draft Principles to guide future growth and renewal of the South Wollongong area, developed through research and consultation to date.

Flood constraints, predicted impacts from climate change (including sea level rise and potential changes to rainfall intensities), coupled with tidal inundation impacts and characteristic low lying topography, preclude further land use intensification south of the Ellen and Glebe Streets high hazard flood line. Protecting people's lives, property and wellbeing is a key priority. Any options for areas south of the high hazard flood line will concentrate on improving amenity and encouraging flood resilient building design.

The draft Principles reinforce the primacy of the Wollongong City Centre as the focus of retail and commercial activities, with the role of the broader South Wollongong area to foster the development of employment opportunities difficult to locate in the city centre, but could leverage off the CBD facilities and services. The Strategy would discourage development that could undermine the commercial focus within the City Centre. One option for the South Wollongong area is to maintain the mixed use character, while protecting employment lands and encouraging businesses suited to the city centre fringe.

The southern part of the study area around Coniston has the potential to further accommodate employment and freight uses in support of the Port of Port Kembla operations, which are forecast to expand.

In line with Council's vision to create a living city, there is opportunity to promote an increase in residential capacity in suitable locations in the South Wollongong area. Demand for residential development has been increasing, however there remains capacity within the priority areas to the north of Ellen and Glebe Streets to accommodate additional demand in the short to medium term under existing planning controls.

Future development in the broader South Wollongong study area will be influenced by Council's City Centre Economic Strategy and the Access and Movement Strategy review (2017-19).

Options

The following short and medium term options are proposed for the broader South Wollongong area.

Short term – 3 years

1. Review urban design and built-form controls in the Wollongong DCP 2009 to ensure development translates into good urban design outcomes on the street, and an improved public domain interface.
2. Do not encourage intensification of development within the flood affected areas near Swan and Beach Streets, Wollongong.
3. Implement short term recommendations from the Wollongong City Catchment Floodplain Risk Management Study and Plan (2015).
4. Investigate amenity improvements for pedestrians and cyclists as part of the Access and Movement Strategy review, including pedestrian crossing opportunities to the Blue Mile, and improvements along Corrimal and Church Streets.
5. Maintain the existing green belt between the locality and the Port of Port Kembla operations by preserving greenspace of JJ Kelly Park and Greenhouse Park, Wollongong.
6. Maintain the existing industrial zonings in the south of the study area to protect employment uses and support the operations of the Port of Port Kembla.

Medium Term – 4 -10 years

1. Implement medium term recommendations from the Wollongong City Catchment Floodplain Risk Management Study and Plan (2015).
2. Implement findings from the Access and Movement Strategy Review regarding cycle ways, improved pedestrian amenity and the proposed Southern Shuttle / park and ride service.
3. Encourage permeability for pedestrians through mid-block laneways/ access as part of future redevelopments throughout the South Wollongong study area.



