

## ITEM 1 DRAFT SOUTH WOLLONGONG FUTURE STRATEGY

In 2016 work commenced on the development of a vision for the South Wollongong area. The draft South Wollongong Future Strategy was exhibited from 18 April to 24 May 2017. This report outlines the project and the community feedback on the draft Vision document.

### RECOMMENDATION

- 1 Council endorse the updated South Wollongong Future Strategy Vision, incorporating the following changes from the community engagement:
  - a Delete the references to rezoning flood affected properties (pages 18 and 22);
  - b Delete the references to increased height limits for properties on the southern side of Ellen Street (pages 18 and 19);
  - c Amend the timing of the Phase 3 Implementation (page 4) be changed to mid-2019.
- 2 The planning controls for the South Wollongong precinct be reviewed following the completion of the revised Wollongong City Flood Plain Risk Management Study and Plan.

### REPORT AUTHORISATION

Authorised by: Andrew Carfield, Director Planning and Environment - Future City and Neighbourhoods

### ATTACHMENTS

- 1 Draft South Wollongong Future Strategy
- 2 Summary of Submissions
- 3 Engagement Report

### BACKGROUND

The South Wollongong study area is bordered by the ocean to the east, the Port Kembla State Environmental Planning Policy area to the south, the railway line to the west and Stewart Street to the north (a location map is included in Attachment 1). The study area has been identified for many years as requiring development of a vision to guide future development within the area. The Wollongong CBD Action Plan 2010 identified 10 priority projects that potentially affect the Wollongong City Centre – one of which was to develop a vision for the South Wollongong area and examine the role this area has in relation to the Wollongong City Centre. This is a crucial step in ensuring that the South Wollongong area supports the CBD and to protect the significant employment uses within the area.

In 2013 Council completed the Wollongong City Flood Study and in 2015 Council completed the Wollongong City Floodplain Risk Management Study and Plan. The study area contains significant flood risk constraints, with the majority of the study area being mapped as having a medium flood risk, with areas in the south and east mapped as high flood risk.

In recent times, demand for redevelopment within the precinct has risen and Council has had requests to alter planning controls. The Joint Regional Planning Panel (JRPP) reviewed one proposal, and recommended that the area needed to be considered holistically, including the relationship between the City CBD, the potential land use conflicts, the economic impacts and potential loss of employment lands. The JRPP also noted that flooding and potential ocean inundation was a significant issue that potentially affected a large portion of the area.

As part of the 2015-2016 Annual Plan, Council endorsed funding for a study of the South Wollongong precinct.

In 2016 Council commenced the study, with a land use survey and collation of issues and information. Council also engaged economic and urban design consultants to explore options for the study area.

As part of the preparation of the draft Vision, a Councillor briefing was held on 13 February 2017 and a Councillor workshop was held on 8 March 2017. The draft Vision was exhibited from 18 April to 24 May 2017. Following the exhibition a Councillor briefing was held on 15 June 2017.

## PROPOSAL

In developing the draft Vision for South Wollongong, the following set of draft principles was developed:

- Keep the retail and commercial focus on the Wollongong City Centre.
- Maintain the diverse land use mix, encouraging employment opportunities that are difficult to locate in the city centre, but could leverage off facilities and services (CBD Action Plan 2010).
- Protecting peoples' lives, property and wellbeing is a key priority – restrict land uses in flood areas, planning for rising sea levels and heavier rainfall events.
- 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 flood resilient design outcomes.
- Promote through site permeability in future designs/redevelopments.
- Recognise the contribution public transport can play in changing the area.
- Promote a tapering of height, scaling buildings down from the railway and CBD.
- Maintain the green belt towards the Port of Port Kembla.

The draft Vision aims to promote development that complements, rather than competes, with the Wollongong City Centre. The precinct contains significant employment generating industries which need to be protected from incompatible land uses, whilst maintaining a retail and commercial focus on the city centre.

## Economics

The South Wollongong precinct has a mix of land uses with some 59% of lots being used for residential purpose and 41% of lots being used for industrial or business use. Some 11% of properties have a second use or mixed use. The precinct provides employment for an estimated 3,470 persons.

Council's economic consultants have recommended that Council support urban renewal, residential and commercial development in the northern portion of the study area (the areas north of Ellen Street and Glebe Street). It has also been recommended that Council may need to consider requiring commercial floor space within the B3 Commercial Core area to the north of Ellen Street.

The area to the north of Ellen Street and Glebe Street contains sufficient potential residential development capacity to meet demand within existing planning controls.

The area between Ellen/Glebe Streets and Swan Street contains a mix of low density residential uses, and service/light industry uses that are suitable for location on the periphery of the city centre. As demand for higher density residential growth can be accommodated to the north, there is not a need to accommodate significant residential growth within this area, enabling maintenance of the established low density residential areas. This area is considered suitable for service industry uses, which can exist on the periphery and might not be compatible with higher density residential uses.

The area to the south of Swan Street, around Coniston Railway Station has potential to accommodate manufacturing and freight/service roles, particularly as it is within proximity of the Port of Port Kembla.

The commercial centres hierarchy establishes Wollongong Central Business District as the primary centre in the region. A key principle of the Vision is to guide development to avoid development within

South Wollongong that would undermine the city centre. The economic rationale above would assist in guiding development to the appropriate locations within the study area.

### **Flooding**

Flood risk is a major constraint within the study area. The area is low lying, in close proximity to sea level, very flat and is susceptible to flooding. The 1911 Parish of Wollongong Map identified the area to the south of Swan Street as an extensive swamp area around Tom Thumb Lagoon. Over time parts of the swamp and lagoon have been filled, and urban development has occurred within the catchment area and within these low lying areas. Past records indicate that the lower lying areas have often been subjected to severe flooding – causing property damage and loss.

The majority of the study area is mapped as medium flood risk, with areas to the south and east mapped as high flood risk. Many of the roads within the study area become a flow path for flood waters during storm events, which can prevent access to areas within the precinct during flood events. In particular, Ellen Street and Glebe Street in the north, and Swan Street in the south convey high risk flood flows that effectively isolate the central portion of the study area. Predicted sea level rises and higher rainfall intensities are likely to increase the risk of flooding events in the area in the future.

### **Transport/Access**

The study area is in close proximity to Wollongong Railway Station and Coniston Railway Station. The areas close to these public transport nodes have good potential for employment and residential uses.

The road network within the study area is predominantly a grid pattern. While this provides a generally good accessible pattern, Corrimal Street/Spring Hill Road is both a major access route, and a barrier to movement from the main urbanised area and the foreshore. Corrimal Street carries approximately 16,000 vehicles per day and is the main vehicle route north-south through the study area.

There are shared pedestrian and cycleway routes along the foreshore. The Access and Movement Strategy 2013, proposes expanding and improving this network. Pedestrian opportunities within the study area are generally good within the grid street pattern; though the condition of footpaths varies greatly. The railway line to the west and Corrimal Street to the east are major barriers to pedestrian movement, with limited opportunities for crossing. The Access and Movement Strategy proposes some intersection upgrades on Corrimal Street, with potential to improve pedestrian access east-west to link the study area and the foreshore, in the northern part of the study area.

Within the study area, Council has both paid and unpaid parking areas. Council's parking strategy is to encourage parking provision into large off street parking stations and also develop park and ride features on the perimeter of the Wollongong City Centre.

### **Draft Vision**

The three major influences within the study area (economics, flooding and access) point to the area north of Ellen Street and Glebe Street as having the best potential to accommodate higher densities of development for both employment and residential uses. These areas already generally contain appropriate development controls to enable redevelopment to meet projected demand. Some minor changes to development controls to enhance improved urban design outcomes could be considered. These potential improvements include:

- a transition in height between the northern side of Ellen Street (60m height limit) and the southern side of Ellen Street (9m height limit);
- potential changes for development on the streets fronting MacCabe Park to enable adaptable residential or commercial development on the ground floor; and
- protect a minimum (eg two floors) of commercial floor space for areas between Kenny Street and the railway.

The areas to the north of Ellen Street and Glebe Street are also considered the best potential to encourage seniors living and aged care development. This particularly applies to the area north of

Glebe Street, which is relatively flat, has good access to services; open space and will (with improved intersection treatments planned on Corrimal Street) have improved access to the eastern foreshore.

MacCabe Park is located within the northern area and is a highly significant public park, located within easy reach of the Wollongong City Centre. As the population within and around the city centre increases, and the employment numbers within the city centre increase, MacCabe Park will be a crucial area for public recreation and open space. A masterplan for MacCabe Park would guide future embellishment of this significant public resource.

The central portion of the study area – between Ellen/Glebe Streets and Swan Street is considered less suitable for intensified development density. Economic demand for high density floor space in commercial and residential development can be met in the northern portions of the study area, closer to the Wollongong City Centre. This precinct is suitable for maintaining the existing low density residential character within the residential areas. The non-residential areas are suitable for peripheral service industries. The current planning controls have allowed the organic development of these service industries and are considered suitable. The central area does not warrant increased heights and floor space ratio controls, as this is not necessary from an economic perspective and is not desirable from a flood risk management perspective.

The central area could benefit from streetscape improvements, particularly along Church Street which has potential to incorporate a significant pedestrian and cycle link to the Wollongong City Centre. Further pedestrian crossing opportunities could be considered on Corrimal Street.

The area close to Coniston Railway Station is considered suitable for light industrial, freight and service industries, which benefit from proximity to the Port of Port Kembla and the railway station.

The significant “green belt” between the urban area and the Port of Port Kembla (including JJ Kelly Park and Wollongong Greenhouse Park) should be maintained.

## CONSULTATION AND COMMUNICATION

The draft vision document – “Draft South Wollongong Future Strategy” was exhibited from 18 April to 24 May 2017. Staff undertook a letterbox drop within the study area. Two drop-in information sessions were held:

- kiosk in Crown Street Mall, Saturday 29 April (three hours); and
- drop-in information session at Council, Wednesday 3 May (three and a half hours).

Council received 50 submissions in response to the exhibition (including submissions received into June). Council also received 18 submissions in response to the Annual Plan relating to flooding issues within the study area. The draft Vision document is at Attachment 1. A summary of submissions is at Attachment 2.

Generally, the submissions are supportive of the draft vision in respect to:

- the options for the area north of Ellen Street;
- the options for the area north of Glebe Street;
- the options for the MacCabe Park precinct; and
- the options for the streetscape and cycleway improvements.

A number of submissions however, do not support the draft options in relation to:

- flooding impacts – submissions want a solution to be found for the flood problems; and
- options to limit development within the most flood affected urban areas within the precinct (such as changing R2 Low Density Residential zone to E4 Environmental Living zone).

Other comments made in submissions include:

- within the broader study area, a number of submissions want to retain low density development as they have concerns with overshadowing, traffic and parking;
- some submissions also seek improvements to footpaths; and
- some submissions seek increased densities within the southern areas of South Wollongong, such as along Corrimal Street.

After considering the submissions, it is suggested that Council could further consider the options for the flood affected areas in more detail once the review of the current flood study and management plan is complete. This would allow the options for some flood mitigation works to be reconsidered, prior to Council forming a future direction for the flood affected areas.

It is considered appropriate to maintain a focus on the northern areas (north of Ellen Street and Glebe Street) for higher densities, as this fits in with Council's economic advice, enables Council and other agencies to focus provision of infrastructure and services, and enables Council to meet both the demand for additional higher density housing (in the north), while maintaining low density residential areas in the southern areas, thereby catering for a diverse mix of housing types and densities.

MacCabe Park is a significant parcel of public open space, which will increase in importance as the population within the proximity of the Wollongong City Centre grows. This area will require future master planning, and submissions generally support planning for MacCabe Park as a significant community focal point and asset.

As a consequence of the exhibition it is recommended that the following amendments be made to the Vision:

- deleting the references to rezoning flood affected residential properties from R2 Low Density Residential to E4 Environmental Living;
- deleting the references to increasing the height limits on the southern side of Ellen Street;
- amending the timing of Phase 3 of the study till after the review of the Wollongong City Flood Plain Risk Management Study and Plan; and
- other minor amendments, such as removing the references to "draft" and the exhibition details.

## PLANNING AND POLICY IMPACT

The Vision largely supports Council's existing zonings, height limits and floor space ratios. Adopting the draft Vision itself will not change any planning controls. Should the Vision be adopted, Council would then need to implement projects to realise the Vision. In terms of planning and policy, this could include the following:

- review of urban design and built form controls in the Wollongong Development Control Plan 2009 to ensure development translates into good urban design outcomes on the street to advise an improved public domain interface;
- setback requirements for development above three stories on blocks to the north of Ellen Street in the Wollongong Development Control Plan 2009;
- review of planning controls in Wollongong Local Environmental Plan 2009 to:
  - 1 mandate a minimum of two floors of commercial floor space for development north of Ellen Street, between Kenny Street and the railway; and
  - 2 rezone the B3 Commercial Core land facing MacCabe Park to B4 Mixed Use and include a clause which requires ground floor development to be adaptable to cater for either residential or commercial uses.

These two precincts are within both the City Centre and South Wollongong. The review of the planning controls can occur as part of the review of the City Centre Planning Controls which is commencing.

The South Wollongong Vision also interacts with a number of Council and government studies and projects, including:

- Wollongong City Catchment Floodplain Risk Management Study and Plan (2015);
- Access and Movement Strategy Review;
- “A City for People” vision and strategic direction (2016);
- City of Wollongong Bike Plan (2014-2018);
- Wollongong Station Masterplan (2007);
- Grand Pacific Walk Vision (2012);
- Illawarra Regional Transport Plan (2014);
- CBD Action Plan (2010);
- NSW Ports Masterplan 2015;
- “Planning People Place” (2006);
- Illawarra Shoalhaven Regional Plan (2015); and
- Future Masterplan for MacCabe Park.

As part of the exhibited vision, it was also suggested that Council explore options to rezone flood affected lands to a more appropriate zone. At this stage it is recommended that Council not proceed with this option and further consider options following a review of the flood study and management options.

The Vision also suggested consideration of increasing height limits for properties on the southern side of Ellen Street. Considering the flood risk and economic advice, it is recommended that Council not proceed with this option.

This report contributes to the delivery of Wollongong 2022 goal “We are a health community in a livable city”. It specifically delivers on the following:

Community Strategic Plan	Delivery Program 2012-2017	Annual Plan 2016-17
Strategy	5 Year Action	Annual Deliverables
5.1.6 Urban areas are created to provide a healthy living environment for our community	5.1.6.1 Review planning controls for priority locations	Continue to progress the South Wollongong Precinct Plan

## FINANCIAL IMPLICATIONS

There are no immediate financial implications arising from this report. Implementing the Vision would involve expenditure of financial resources, some of which is already planning in Council’s future program and some (eg MacCabe Park Masterplan) would require Council to allocate funding in order to progress these projects.

## CONCLUSION

The South Wollongong Precinct has significant potential to support the Wollongong City Centre. For many years this area has developed organically without having a vision or guided direction. It is important to maintain the significant employment generated in this area, whilst not undermining commercial activity within the city centre. The draft Vision provides high level guidance to enable individual projects and redevelopment of sites to achieve a positive outcome.





# 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.

Cover Image: Artistic perspective showing potential character surrounding MacCabe Park (Harnes Sharley 2017)



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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

# Introduction

## 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 FEMS 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 Burrell 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/"](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.



Current Land Zoning Map for South Wollongong

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 (I1 and I2) with a maximum height limit of 11m and floor space ratio of 0.5:1.



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.



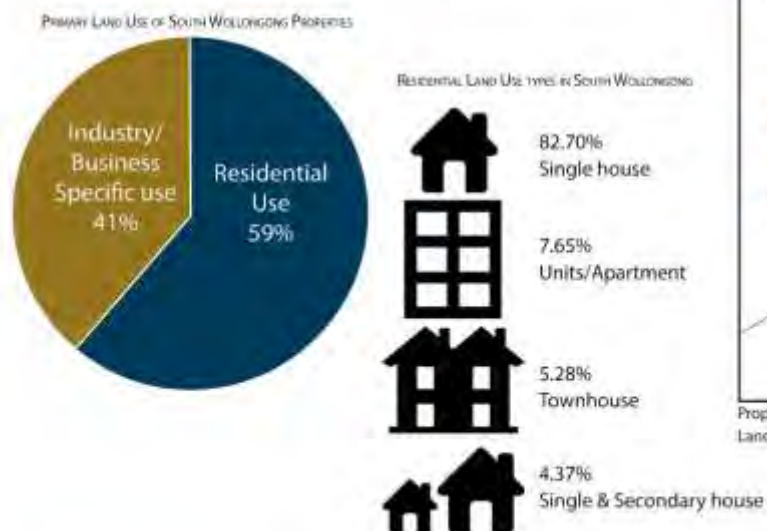
Flood risk categories and mapping in accordance with the Wollongong City Catchment Flood Plain Management Study and Plan 2015



## 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.



## 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

(Adapted from South Wollongong)



## Economy

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.

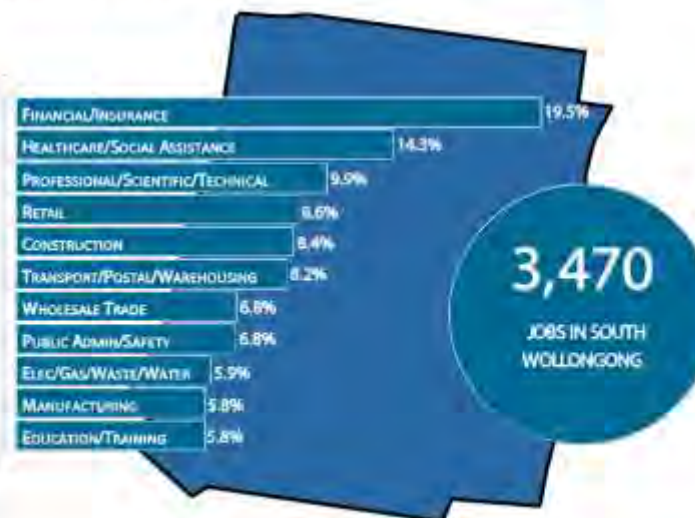
#### Key Relevant Strategies/Plans

- 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



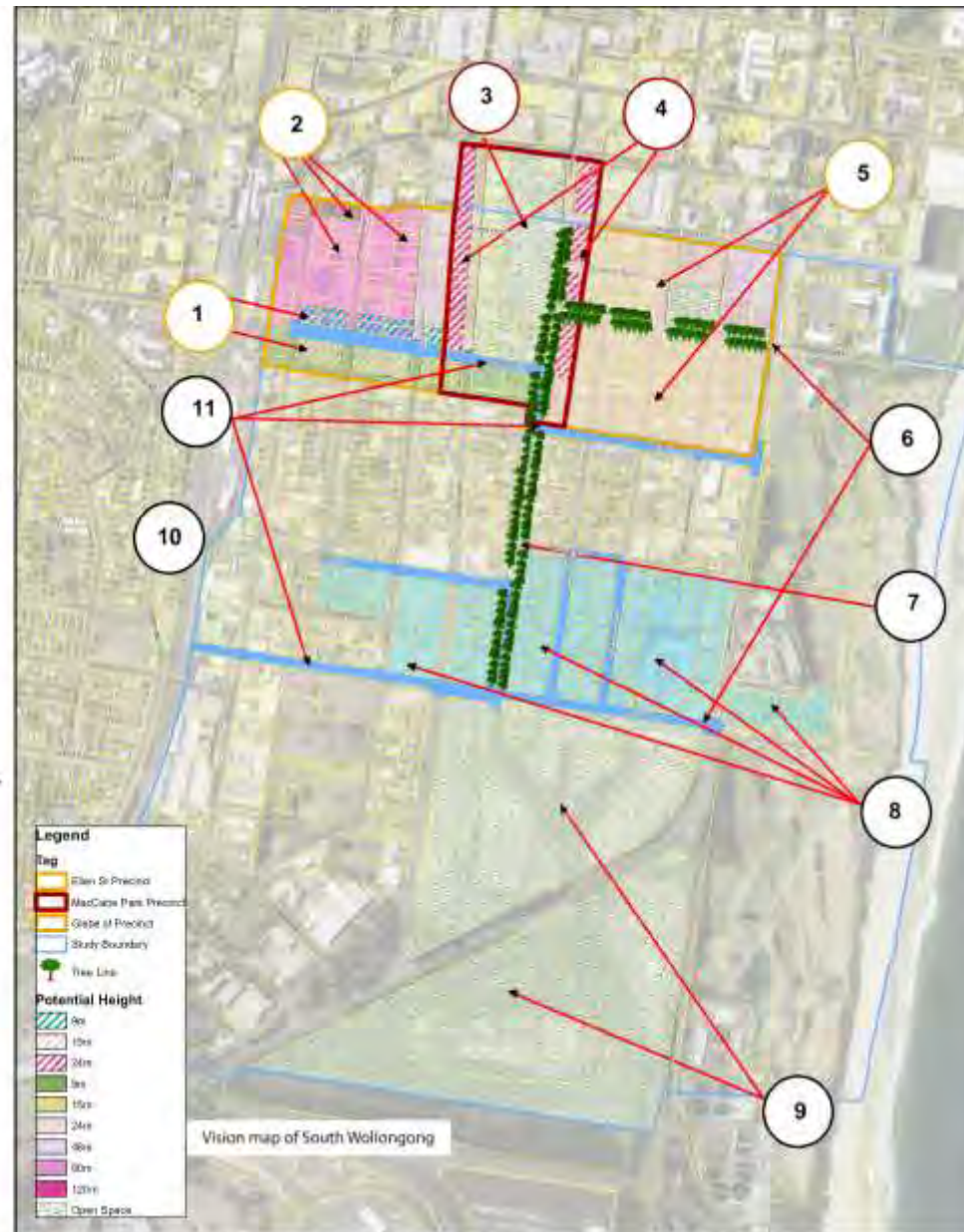
Enquiry by design workshop



## 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](http://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)



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)

## MacCabe Park Precinct

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.

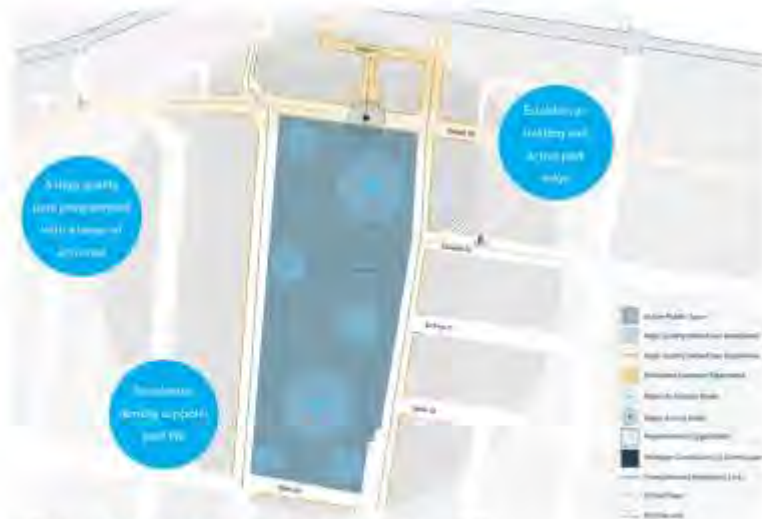
#### Short term - 3 years

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.

A Vision for the Future



## 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.





## DRAFT SOUTH WOLLONGONG FUTURE STRATEGY SUMMARY OF SUBMISSIONS

Community and Kiosk Submissions/Comments			
TRIM No.	Submission	Issue	Response
Z16/179400 Z16/29358 Z17/95640	Neighbourhood Forum 5	<p>A rich mixed use, flood free, pedestrian friendly locality, providing jobs, housing and open space.</p> <p>Low residential density cores, primarily for single dwelling housing with landscaping, in areas zoned Residential R2.</p> <p>Two to three storey medium density housing in limited areas near the city centre.</p> <p>Light industrial and warehouse uses to the west, along the South Coast Railway.</p> <p>Commercial development to the south near Coniston railway station and on the west side of Corrimal Street.</p> <p>The maintenance of a green belt between the locality and the steelworks.</p> <p>Council urgently needs to address flooding and sewage overflow in the area.</p> <p>There is a need for adequate parking and compliance with timed parking and parking obstructions.</p> <p>The current state of cycle ways and paths is unsatisfactory, and to advise the community on the time frame for the implementation of proposed cycle ways.</p>	<p>The vision provides for mixed uses, including jobs, housing and open space.</p> <p>Low density housing areas will be retained.</p> <p>Higher density housing is appropriate closer to the city centre.</p> <p>Light industrial areas will be retained.</p> <p>The Coniston area is suitable for light industry and freight transport uses. There are also medium density areas near the railway station.</p> <p>The green belt would be retained in the vision.</p> <p>Council has a current Flood Study and Risk Management Plan for the area, which is being reviewed.</p> <p>Council has a parking strategy.</p> <p>Council's Access and Movement Strategy review will be able to consider these issues.</p>
Z17/101006	Illawarra Bicycle User Group	<p>A focal point of the vision for the area to be on designing a community friendly city with active transport over parked cars.</p> <p>The Wollongong 2014-2018 Bike Plan was based on the existing streetscape and the proposed bicycle route along Burelli Street should be replaced by a direct route from the Railway Station to MacCabe Park noting there are a number of carparks and undeveloped properties that could be utilised to provide the route.</p> <p>The proposed bicycle route on Keira</p>	<p>Council's Access and Movement Strategy review will be able to consider these issues.</p>

## DRAFT SOUTH WOLLONGONG FUTURE STRATEGY SUMMARY OF SUBMISSIONS

Community and Kiosk Submissions/Comments			
TRIM No.	Submission	Issue	Response
		<p>Street should be relocated onto Kenny Street to linkup with the shared path from Fox to Keira Streets and extended to the Bridge Corrmal intersection through the park off Tate Street.</p> <p>The speed limit should be 40km/hr to improve community safety.</p> <p>Provide a link to the shared path on Gladstone Avenue via the existing railway underpass. And, Swan Street and Stuart Street should east west bicycle connections.</p> <p>All new developments should include off street parking to reduce on demand for on street parking.</p> <p>New streetscapes need to include seats and shade to encourage more community usage.</p>	
Z17/101468 Z17/101469 Z17/101473	Kiosk 1 Crown Street Mall	<p>More open space and better activation of MacCabe park:</p> <ul style="list-style-type: none"> <li>• No development on MacCabe Park.</li> <li>• More need for green space.</li> <li>• Remove buildings on MacCabe Park and do not replace them.</li> </ul> <p>Keep zonings as is until further consultation and solutions to flooding are conducted/provided.</p> <p>Concerns raised regarding new development and its impact on flooding.</p> <p>Better drainage within the streets - Raised by 3 people.</p> <p>Protecting foreshore areas. Much more considered application of current and future flood modelling.</p> <p>Increase in variety of shops – Raised by 3 people.</p> <p>Traffic congestion is an increasing issue that needs addressing.</p> <p>Not enough adequate parking. Support for park and ride facility with shade for parked vehicles – raised</p>	<p>The vision does not plan for development (eg. sale of parts of) MacCabe Park. A masterplan for the park will be a separate project. The vision acknowledges that MacCabe Park is an important parcel of public open space.</p> <p>Council has a current Flood Study and Risk Management Plan for the area, which is being reviewed.</p> <p>The vision would enable retail businesses close to the Wollongong City Centre.</p> <p>Council's Access and Movement Strategy review will be able to consider these issues.</p>

## DRAFT SOUTH WOLLONGONG FUTURE STRATEGY SUMMARY OF SUBMISSIONS

Community and Kiosk Submissions/Comments			
TRIM No.	Submission	Issue	Response
		<p>by 3 people.</p> <p>Paths need to be fixed up, better connections and shared paths need to be expanded and extended to encourage more cyclists. Needs to be a connection between Corrimal and Bank Streets. With better public transport – raised by 3 people.</p> <p>Reduce speed limit to 40km/h within the city – raised by 3 people.</p> <p>Maximum of 4 stories and enough parking spaces for residents of them to reduce need for on street parking. – raised by 2 people.</p> <p>Port Kembla could play a more increased role with tourism and help to make Wollongong a tourist hub/starting point for tourists – raised by 2 people.</p>	<p>The vision provides for higher densities close to the city centre and maintains areas of low density development.</p> <p>Port Kembla is outside the study area. It is agreed that Port Kembla has increased tourism potential. Tourism is one of many strategies to maintain economic and social activity within Wollongong.</p>
Z17/122966	TCG on behalf of Warrigal Care	<p>Strategy lacks foresight into potential alternative options and solutions for innovation and management of future built form in this location.</p> <ul style="list-style-type: none"> <li>• Provide a Vision for the southern entrance to the Wollongong City Centre to reflect its significance as a major regional centre for the Sydney Metropolitan Area.</li> <li>• Investigate options for innovative infrastructure provision to address potential environmental constraints.</li> <li>• The Draft should achieve the 'shared' broader vision commensurate with the main southern entrance to the Wollongong City Centre and should support the growth and development of the commercial core of the City Centre.</li> <li>• The draft Strategy should emphasize the opportunities to support the viability of the City Centre, not just focus on the constraints.</li> </ul>	<p>The Vision has considered options for the future development within the study area, and recognised that improvements in built form. The Vision does not agree that development should be intensified in the flood affected area near Swan Street. It is recommended that Council review the flood study prior to further consideration of options for development within the flood affected areas.</p> <p>The vision provides for a variety of housing densities, though it does not agree that the area discussed in the submission is the right place for higher density housing.</p>



## DRAFT SOUTH WOLLONGONG FUTURE STRATEGY SUMMARY OF SUBMISSIONS

Community and Kiosk Submissions/Comments			
TRIM No.	Submission	Issue	Response
		<ul style="list-style-type: none"> <li>The recommendations on the Draft Strategy should not place restrictions on land already developed for urban purposes which will render certain lands relatively undevelopable.</li> <li>The lands located centrally and to the south-west of the precinct area need to be considered and discussed in detail as part of the Draft Strategy.</li> <li>Potential alternative building design solutions and options for innovation and management of desired future built form outcomes in this location, particularly along Corrimal Street need to be provided.</li> <li>The major issues relating to housing demand, economic and employment growth need to be addressed.</li> <li>Transportation and infrastructure links to the southern Wollongong suburbs and the city's major employment areas needs to be addressed.</li> <li>Given the constraints outlined in the Strategy in relation to flooding, dedication to investing in infrastructure works in this region needs to be planned for and considered before sterilising these lands, as is recommended by the Draft Strategy.</li> <li>Details of how different housing choices and different built forms can be provided across the Strategy area need to be provided, in addition to encouraging housing for older persons close to the City Centre.</li> <li>The Strategy needs to identify additional sites for retail, entertainment, business services and commercial activities that might complement the city centre.</li> <li>The opportunities to support the open space areas around JJ Kelly Park at the southern</li> </ul>	<p>Council will be reviewing the Access and Movement Strategy, which will be able to consider these issues.</p> <p>The Vision identifies the areas suitable for these peripheral activities.</p>

## DRAFT SOUTH WOLLONGONG FUTURE STRATEGY SUMMARY OF SUBMISSIONS

Community and Kiosk Submissions/Comments			
TRIM No.	Submission	Issue	Response
		<p>gateway entrance to Wollongong City Centre need to be recognized and supported by the Strategy.</p> <ul style="list-style-type: none"> <li>• Opportunity exists for Council to implement alternative infrastructure solutions, options which are provided in the Wollongong City (Gurungaty Waterway) Catchment Floodplain Risk.</li> <li>• Management Plan, 2015 (as discussed in detail in the Flood Impact Assessment prepared by Jones Nicholson Consulting Engineers provided in association with this Submission), rather than applying a blanket moratorium on redevelopment in this southern precinct.</li> <li>• Any Draft Strategy for this southern precinct should recognize the area as a Key Priority precinct area, just as the northern entrance to Wollongong City Centre is.</li> <li>• The recommendations of the Draft Strategy need to reflect the Draft Aims and Draft Principles of the document by providing opportunities for future growth and renewal of South Wollongong.</li> <li>• A coordinated a strategic approach to the whole Strategy area, including all southern Blocks along the major link through Corrimal Street needs to be detailed.</li> <li>• Consideration of built form needs to identify potential changes to height or scaling of buildings (outside the existing City Centre boundaries) down from the railway line, or along the major traffic and transport links within the Precinct such as along Corrimal Street.</li> <li>• The growing need for addressing aged care housing need within</li> </ul>	

## DRAFT SOUTH WOLLONGONG FUTURE STRATEGY SUMMARY OF SUBMISSIONS

Community and Kiosk Submissions/Comments			
TRIM No.	Submission	Issue	Response
		<p>this precinct as a whole needs to be recognised, with larger land holdings such as the existing Warrigal site on the corner of Beach and Corrimal Street providing a crucial link between the existing seniors living development on the opposite side of Corrimal Street to the south, and the connection to the commercial core, providing further opportunity for seniors housing. There is no sound reasoning to support the southern blocks of the Strategy area being considered in a different manner to the residential blocks to the north of the Strategy area.</p> <ul style="list-style-type: none"> <li>• The proposal for an Environmental Living zone or Low Density Residential zoning within such close proximity to the Wollongong commercial core is not supported having regard to the limited permissible uses, the objectives of the zone and the current land use patterns and lot sizes and should be removed from the Draft Strategy recommendations.</li> <li>• The recommendations of the Draft Strategy need to recognise this area as an existing urbanised location. All blocks within the south-eastern portion of the Strategy area should be zoned in a consistent manner (R1 Residential zone) with a consistent and graded height towards the existing green belt of JJ Kelly Park (ie. from a 24m building height restriction and 1.5:1 floor space ratio).</li> <li>• Natural watercourses, creek lines and existing green belt at the southern boundary of the Strategy area should form the boundary of what is considered to be the 'Wollongong City Centre'.</li> </ul>	



## DRAFT SOUTH WOLLONGONG FUTURE STRATEGY SUMMARY OF SUBMISSIONS

Community and Kiosk Submissions/Comments			
TRIM No.	Submission	Issue	Response
		<ul style="list-style-type: none"> <li>It is requested that Council review the recommendations of the Draft Strategy to enable changes in development density and built form which would be suitable in the two south-eastern blocks (which include the Warrigal site) commensurate with R1 lands to the north of the area.</li> </ul>	
Z17/124642	Property Council (Illawarra Chapter) of Australia	<p>Supports the direction of the strategy.</p> <p>Supports improvements to the E-W pedestrian links.</p> <p>Would like noted importance of Corrimal Street as a through traffic and its connection with the port facilities and wider road transport network accessing the north. Also the railway connections importance to the Port and wider connections associated.</p> <p>The freight lines need to be protected, as there are no alternatives.</p> <p>The Draft Principles do not acknowledge the importance of the light industrial land uses within the precinct and wider Wollongong. The south west portion of the precinct should be addressed in more detail and provided with a direction and certainty for this area.</p> <p>Suggests undertaking a land use, traffic, utilities and economic studies to fully understand the area. The strategy also needs an implementation plan.</p> <p>Supports vision identified within the options and direction of northern precincts. Detail regarding the MacCabe Park Master Plan could have articulated the increased residential development better.</p> <p>There is little mention of the importance or role that Wollongong Golf Club and Greenhouse Park can</p>	<p>Noted.</p> <p>Noted.</p> <p>Council's Access and Movement Strategy review will be able to consider these issues.</p> <p>Noted.</p> <p>The employment uses are noted and are important. The Vision aims to enable these uses to continue.</p> <p>Council's Access and Movement Strategy review will be able to consider some of the issues raised. Council has undertaken an economic study. There are a number of projects which will be needed to implement the Vision.</p> <p>The Vision will not be master-planning MacCabe Park. This is a separate major project.</p> <p>The Golf Club is important for tourist and local activity. Greenhouse Park is relatively isolated, which limits its potential compared to MacCabe Park</p>

## DRAFT SOUTH WOLLONGONG FUTURE STRATEGY SUMMARY OF SUBMISSIONS

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		<p>play within the study area.</p> <p>It is important to not key hole only specific demographics into areas of the city, it is important to open up the demographic appeal of the city to all age groups, and open up housing options, with an affordable housing target of 5% to be supplied within the area.</p> <p>There is no mention of tourism opportunities that could be developed.</p> <p>Respectfully suggest that the document goes further in terms of land use economics and property-related matters. And the 'high level' nature of the document sits oddly with some of the bold policies considered ie. 'down zoning'.</p> <p>Greater clarity needs to be provided for how controls and measures will be implemented such as in Ellen Street Precinct. An increase in density needs to acknowledge existing transport networks, particularly the freight using the rail corridor.</p> <p>MacCabe Park needs to be given a higher priority – and that adopting a master plan needs to be given a high priority.</p> <p>Flexible designs should still be allowed that minimise flood impact through sacrificial floor levels, elevated floor levels and more appropriate flood-tolerant land uses (industrial and commercial).</p> <p>Buffers between the Port and residential areas needs to be protected and enhanced where possible. Development within the southern portion needs to acknowledge the importance of the Port. The rezoning to E4 will further protect these buffer areas.</p>	<p>and JJ Kelly Park.</p> <p>The Vision enables a mix of housing types, from low density to higher density living.</p> <p>Tourism is one of a number of strategies to maintain economic and social activity within Wollongong. The Vision is a high-level plan, which would require a number of individual projects for implementation.</p> <p>The planning controls for the Ellen Street precinct are largely adequate to achieve the Vision. Updated Local Environmental Plan and Development Control Plan controls will be separate projects which will involve greater detail and further public consultation.</p> <p>Noted. MacCabe Park master-planning would be a separate project.</p> <p>This issue is better considered once Council has reviewed the current Flood Study and Risk Management Plan.</p> <p>The "green belt" is proposed to be retained. The importance of the port to the southern area around Coniston is noted.</p>
Z17/125713	Office of Environment and	It is recommended that the strategy incorporate heritage principles,	The study identified some items of potential heritage, which have been

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	Heritage	objectives, constraints and opportunities which identify, promote and encourage the protection and enhancement of the existing cultural heritage items within the study area.	added to the list of potential items under review.
Z17/122459	IRT	<p>Supportive of objective to transition density and taper height from the railway line towards the sea.</p> <p>IRT would like to see Council consider the wider 'land use' elements of WCC DCP2009 other than just being limited to urban design.</p> <p>Supports the 'Green belt'. Suggests linking new cycle links along Bank Street rather than Stewart Street.</p> <p>Committed to human scale and pedestrian friendly communities.</p>	<p>Noted.</p> <p>The land use elements are largely controlled by Wollongong Local Environmental Plan 2009. The vision recommends that Council mostly retain the existing zoning mix.</p>
Z17/123642	NSW Ports	<p>Supports the revitalisation of the study area.</p> <p>Appreciates the areas significance in both assisting the Port and CBD.</p> <p>Recommends that Council consider the following:</p> <ul style="list-style-type: none"> <li>• Identification, retention and protection of key freight infrastructure/corridors. It needs to be noted that this area plays a significant role in the transportation and access of heavy vehicles and freight travelling north via the Illawarra Rail Line and Corrimal Street for over height trucks.</li> <li>• Land use compatibility and residential density. With an increase in density along the rail corridor it needs to be made clear that it will come with increased noise from the freight and other traffic on the line particularly during the night time, and complaints or curfews would be detrimental to the local and state economies. Also separation of industrial land uses</li> </ul>	<p>Noted. The Port of Port Kembla has its own planning controls, as a state significant development area. The significance and importance of the railway line is noted.</p> <p>The Vision suggests that increased residential densities should be concentrated in the north, close to the city centre, leaving the southern areas for low density residential and industries.</p>



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		<p>from residential and sensitive uses. Supports the 'buffer zone'.</p> <ul style="list-style-type: none"> <li>Continued demand and need for port related and industrial lands. There also needs to be a focus and acknowledgement of the industry, industrial lands and port/freight related uses within the aims and objectives of the final strategy.</li> <li>Encourage and support the expansion of businesses and industry which could mean 24/7 operations. The operational environment (current and future) need to be considered before any changes to planning controls or increasing of residential development.</li> </ul>	
Z17/129685	Illawarra Occupational Health	<p>Finds it unacceptable for Council to present a draft strategy that does nothing to alleviate flooding in the area.</p> <p>Believes the LEP should not be considered until the flooding issue is resolved.</p>	Council is reviewing the Flood Study and Risk Management Plan for the area. This needs to be completed before Council carefully considers future development within the flood affected areas.
Z17/130077	Roads and Maritime Service	<p>Encourages Council to ensure future development along classified roads (Corrimal Street) be assessed and determined cognisant of the opportunity to consolidate existing lots and thereby reduce the number of access points to classified roads or even eliminate access to classified roads.</p> <p>Recommends a Traffic Impact Study be undertaken to identify any required upgrades into access and mobility and Corrimal Street. This should include identification of pedestrians, cyclists and public transport infrastructure.</p> <p>Following the identification of upgrades appropriate planning mechanisms to fund the required upgrades should be established eg. Section 94 Contributions Plan or Voluntary Planning Agreement.</p>	<p>Agreed that driveways on main roads should be reduced.</p> <p>The review of the Access and Movement Strategy will be able to consider many of these issues in greater detail.</p>

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		<p>Strongly support development that will reduce car dependency and encourage the use of sustainable modes of travel; Buses, bikes and walking. Recommends that the LEP ensures support for the aims and objectives of the State Government policies related to this matter.</p> <p>The Premiers Council for Active Living (PCAL) designing places for active living seeks to contribute to the range of initiatives addressing urban design considerations having the potential to positively impact individual and community health and wellbeing in urban and metropolitan areas. The key design considerations found on the following web link should be taken into consideration in the preparation of any new draft LEPs or major rezonings.</p>	<p>The vision is not proposing to make major rezoning of land within the study area.</p>
Individual Submissions			
TRIM No.	Submission	Issue	Response
Z17/94187	Individual Submission 1	Footpaths on both sides of Atchison Street remove old trees and stumps and plant smaller trees that do not interfere with power lines.	Council's Access and Movement Strategy review will be able to consider some of these issues. Council has an ongoing maintenance strategy for the whole of our local government area.
Z17/97141	Individual Submission 2	<p>Greater footpath connections, with footpaths maintained and footpaths on both sides of the road. Key streets needing footpaths are northern side of Swan Street, filling in the missing sections of Kembla Street, southern and missing sections along Kenny Street. The streets surrounding the cemetery on Swan and Kenny Street need footpaths.</p> <p>Parking around the cemetery is difficult for visitors due to the lack of parking for workers in Coniston during working days. Timed parking should be introduced around the perimeter of the cemetery.</p> <p>Street trees and street scaping in South Wollongong is poor, and</p>	<p>Council's Access and Movement Strategy review will be able to consider some of these issues. Council has an ongoing maintenance strategy for the whole of our local government area.</p> <p>Council has a parking strategy for the City, and consideration of a park and ride facility in the southern area is one option to help alleviate parking issues.</p> <p>Council has an ongoing maintenance strategy for the whole of our local</p>

## DRAFT SOUTH WOLLONGONG FUTURE STRATEGY SUMMARY OF SUBMISSIONS

Community and Kiosk Submissions/Comments			
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		<p>needs to be enhanced. A street tree master plan for Wollongong should be developed, the work on the Wollongong Urban Forest Strategy needs to be accelerated and actioned.</p> <p>Greater urban design and flood resilient design in flood prone areas, 'rain gardens' should be installed in the streetscapes where practical.</p> <p>Supports plans for MacCabe Park.</p>	<p>government area.</p> <p>Council's review of the current Flood Study and Risk Management Plan needs to be completed before Council carefully considers the options for development within the flood prone areas.</p>
Z17/101483	Individual Submission 3	<p>Need more shops and more customers within the local businesses.</p> <p>More medium street trees.</p> <p>BBQ area within MacCabe Park and greater servicing of toilets.</p> <p>MacCabe Park should host markets.</p> <p>Supports park and ride facility.</p>	<p>Comments noted. The Vision provides for a variety of businesses within the study area. Embellishment of MacCabe Park and streets are separate projects.</p>
Z17/101488	Individual Submission 4	<p>Questions parking availability within South Wollongong area.</p> <p>Wants to see better drainage during rain events along flood prone streets.</p> <p>Buildings should incorporate flood resilient and minimising design.</p>	<p>Council has a parking strategy for the city and review of Council's Access and Movement Strategy can investigate some of the parking issues.</p> <p>Council's review of the current Flood Study and Risk Management Plan needs to be completed before Council carefully considers the options for development within the flood prone areas.</p>
Z17/102885	Individual Submission 5	<p>Moved to the area for its residential feel and proximity to city, wants to keep it this way.</p> <p>Commuting is becoming more stressful and time consuming.</p> <p>Does not want to see excessive high rise development like the Gold Coast or the congestion of Sydney.</p> <p>Keep green spaces, and have better streetscaping and street trees.</p> <p>Does not support current planning controls in Beatson Street and would not like to see it spread.</p>	<p>The Vision proposes to maintain some areas for low density residential development, whilst allowing higher densities close to the city centre.</p> <p>The Vision proposes to keep the "green belt" and the major open space areas, such as MacCabe Park, Pioneer Park and JJ Kelly Park.</p>



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TRIM No.	Submission	Issue	Response
Z17/103047	Individual Submission 6	<p>Does not support further development around MacCabe Park.</p> <p>Does not like the increase of high rise apartment buildings, as it creates an eye sore.</p> <p>Would like to see pop up cafes and other like activities to activate MacCabe Park.</p> <p>Council to take the flooding in the southern area seriously.</p> <p>Supports better parking and public transport south of the city centre.</p>	<p>Council's existing planning controls allow for higher densities around MacCabe Park and close to the city centre. This is appropriate for a major city such as Wollongong and provides the population to support new businesses, such as cafes.</p> <p>Council's review of the current Flood Study and Risk Management Plan needs to be completed before Council carefully considers the options for development within the flood prone areas.</p> <p>Council's review of the Access and Movement Strategy can investigate traffic and parking issues in more detail.</p>
Z17/103904	Individual Submission 7	<p>Concerned with development being approved without adequate parking, on top of a lack of adequate parking options for people within the city.</p>	<p>Council's development assessment process includes assessment of parking and traffic impacts. There are a range of parking and transport options within the city centre, with further improvements to be considered as part of the Access and Movement Strategy review.</p>
Z17/107938	Individual Submission 8	<p>Lack of pathways and footpaths around the southern area of Wollongong, with paths that lead to nowhere and have uneven surfaces and are not maintained, combined with a lack of paths and adequate connections.</p> <p>Concerned that the Port of Port Kembla is becoming a venue for tourist movements with the lack of a wow factor when arriving; it is not a pleasant place to land.</p> <p>A parking system where residents pay for a sticker on their vehicles that allows them to park on residential streets and exempt from paid parking on their own street.</p> <p>Wants to see more parking options and facilities, with development that provides more parking for its</p>	<p>Council's review of the Access and Movement Strategy will be able to examine these issues in more detail. Council already has a maintenance program for replacement or repair of civil infrastructure, which considers the need and priority for public works.</p> <p>The Port area is beyond the scope of the Vision.</p>

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		residents to keep their cars off the streets.	
Z17/113433 and Z17/129690	Individual Submission 9	<p>Does not support the linking of Bank Street through Corrimal Street. Due to the current width of the eastern side of Bank Street and vehicular movements in that area.</p> <p>The Council urgently needs to address the flooding issue before creating a vision for the area.</p>	<p>Council already has a program for the intersection of Bank Street and Corrimal Street. This is an important potential improvement to link the area to the foreshore, especially for pedestrians.</p> <p>Council's review of the current Flood Study and Risk Management Plan needs to be completed before Council carefully considers the options for development within the flood prone areas.</p>
Z17/113615	Individual Submission 10	<p>Bank street should be extended to Keira Street (through MacCabe Park).</p> <p>Southern part of MacCabe Park should be excused from the park and sold to finance the northern part's upgrade. With the land zoning to allow 24m, residential apartments and Ellen street frontage should be mixed use.</p> <p>MacCabe Park should be 1-3 year priority, with all buildings on MacCabe Park (owned by Council) be removed. An overall planned approach needs to be adopted.</p> <p>More residential car parking within unit blocks for the residents.</p> <p>Overall project needs to be expedited.</p>	<p>The masterplanning of MacCabe Park is an important project which warrants separate, detailed consideration. At this stage, the Vision would envisage that MacCabe Park is kept intact.</p> <p>Council can consider parking requirements as part of the Access and Movement Strategy review and as part of reviews of Council's Development Control Plan.</p>
Z17/116592	Individual Submission 11	<p>Referred to a map of the old Tom Thumb Lagoon.</p> <p>Made note that this area was called "Salt Flats" and used as a car racing, motor biking and learner driver area.</p> <p>Noted that speaking to older residents, they cannot remember it flooding in this area until recently.</p>	<p>Information noted. Historical records indicate that the area is low lying and has had significant flooding events for many years.</p>
Z17/118710	Individual Submission 12	<p>The area appears to be currently unplanned with a mix of factory businesses, professional suites,</p>	<p>Agreed, which is why Council has commenced the study to create a vision. The mix of business and</p>

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		<p>apartments, housing and senior living.</p> <p>The area is a good place for seniors to reside due to proximity to facilities, recreation and the flat land.</p> <p>The area on the western side of Corrimal Street should be revisited, as there is enough area to provide senior living, minimising the crossing of the busy road.</p> <p>Corrimal Street could become a prominent place for new builds and services creating an impressive entrance into Wollongong from the south.</p>	<p>industries does provide valuable employment for Wollongong.</p> <p>The Vision has identified areas suitable to encourage seniors living.</p> <p>Council's review of the current Flood Study and Risk Management Plan needs to be completed before Council carefully considers the options for development within the flood prone areas.</p>
Z17/120149	Individual Submission 13	The Floor Space Ratio in the Ellen Street Precinct should be revised to the pre 2009 Floor Space Ratio of 1.5:1, with height limits increased to meet future demand.	The building height controls and development potential within this precinct currently meet with projected demand and have been reviewed by Council's economic consultant.
Z17/121251	Individual Submission 14	<p>Does not support idea of rezoning to E4 along Ross Street.</p> <p>Does not feel flooding is an issue along eastern end of Ross Street.</p>	Council's review of the current Flood Study and Risk Management Plan needs to be completed before Council carefully considers the options for development within the flood prone areas. It is not recommended that Council proceed with rezoning.
Z17/121259	Individual Submission 15	<p>Does not support idea of rezoning to E4 along eastern swan (east of Corrimal street) and Ross Street as it is 1.3m above intersection and has not flooded in serve weather events compared to other parts of Swan Street. It will penalise residents for Councils past failures.</p> <p>An engineering solution needs to be reached to stop or reduce flooding, and is the responsibility of Council to achieve.</p>	Council's review of the current Flood Study and Risk Management Plan needs to be completed before Council carefully considers the options for development within the flood prone areas. It is not recommended that Council proceed with rezoning.
Z17/122729	Individual Submission 16	Does not support idea of rezoning to E4 in flooding areas. It will dramatically reduce land value and impose higher insurance costs. It will also misuse the intent of the	Council's review of the current Flood Study and Risk Management Plan needs to be completed before Council carefully considers the options for development within the



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		zoning. The flooding will continue to occur and intensify after the rezoning, which is not solving the issue.	flood prone areas. It is not recommended that Council proceed with rezoning.
Z17/122928	Individual Submission 17	<p>Wollongong does not need to become another Gold Coast. It is loved because of the mix between city and country living.</p> <p>There is the opportunity to re-consider the development at all cost philosophy that has been seen previously.</p> <p>Any more development needs to be met with the consideration of increased population and all affects it causes; parking, flooding, schooling etc.</p> <p>Supports the idea to rezone severe flooding areas to E4.</p> <p>Strongly wants fair, future minded planning and development decisions that are not influenced by developers.</p>	<p>Council's existing planning controls allow for higher densities around areas close to the city centre. This is appropriate for a major city such as Wollongong and provides the population to support new businesses. The vision also proposes to retain areas of low density housing to provide a wide variety of housing mix.</p>
Z17/123833	Individual Submission 18	<p>Good area for senior living; the whole area is suitable.</p> <p>The Corrimal strip would be a good place for buildings and services, to become an impressive entrance to the City.</p>	<p>The vision identifies areas that would be ideal to encourage seniors living.</p> <p>Council's existing planning controls allow for higher densities around areas close to the city centre. This is appropriate for a major city such as Wollongong and provides the population to support new businesses. The vision also proposes to retain areas of low density housing to provide a wide variety of housing mix.</p> <p>It is noted that Corrimal Street is a major thoroughfare. The vision proposes that urban design controls and access improvements be considered.</p>
Z17/124073	Individual Submission 19	<p>Good area for senior living; the whole area is suitable.</p> <p>The Corrimal strip would be a good place for buildings and services, to become an impressive entrance to the City.</p>	<p>The vision identifies areas that would be ideal to encourage seniors living.</p> <p>Council's existing planning controls allow for higher densities around areas close to the city centre. This is appropriate for a major city such as</p>

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			<p>Wollongong and provides the population to support new businesses. The vision also proposes to retain areas of low density housing to provide a wide variety of housing mix.</p> <p>It is noted that Corrimal Street is a major thoroughfare. The vision proposes that urban design controls and access improvements be considered.</p>
Z17/124667	Individual Submission 20	<p>Good area for senior living; the whole area is suitable.</p> <p>The Corrimal strip would be a good place for buildings and services, to become an impressive entrance to the City.</p> <p>Encourage other seniors living providers to offer services within this area.</p>	<p>The vision identifies areas that would be ideal to encourage seniors living.</p> <p>Council's existing planning controls allow for higher densities around areas close to the city centre. This is appropriate for a major city such as Wollongong and provides the population to support new businesses. The vision also proposes to retain areas of low density housing to provide a wide variety of housing mix.</p> <p>It is noted that Corrimal Street is a major thoroughfare. The vision proposes that urban design controls and access improvements be considered.</p>
Z17/125854	Individual Submission 21	<p>Does not want to see neighbourhood change too much as it is good the way it is.</p> <p>Enjoys using open space and parks.</p> <p>To have tall buildings would be like Sydney which is not what the community wants – and wants sunshine in backyard not shade.</p>	<p>The vision identifies areas that would be ideal to encourage seniors living.</p> <p>Council's existing planning controls allow for higher densities around areas close to the city centre. This is appropriate for a major city such as Wollongong and provides the population to support new businesses. The vision also proposes to retain areas of low density housing to provide a wide variety of housing mix.</p>
Z17/121068	Individual Submission 22	<p>Does not support idea of rezoning to E4 in flooding areas.</p> <p>States it is Council's responsibility not the land owners to fix the flooding issue, to not reduce property values.</p>	<p>Council's review of the current Flood Study and Risk Management Plan needs to be completed before Council carefully considers the options for development within the flood prone areas. It is not recommended that Council proceed</p>

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			with rezoning.
Z17/121694	Individual Submission 23	Does not support the idea of rezoning to E4 in flooding areas. States it will not alleviate existing flooding issues and decrease land values.	Council's review of the current Flood Study and Risk Management Plan needs to be completed before Council carefully considers the options for development within the flood prone areas. It is not recommended that Council proceed with rezoning.
Z17/121702	Individual Submission 24	Better/more access footpaths and cycle ways along Swan Street from Keira Street to Golf Course at end of Swan Street.  Activating area on JJ Kelly Park; potentially have a Basketball court or skate park to accommodate growing population's needs.  Does not support the idea of rezoning to E4 in flooding areas.	Council's review of the current Flood Study and Risk Management Plan needs to be completed before Council carefully considers the options for development within the flood prone areas. It is not recommended that Council proceed with rezoning.
Z17/122449	Individual Submission 25	Does not support the idea of rezoning to E4 in flooding areas.  Believes Strategy falls short of creating a better precinct.	Council's review of the current Flood Study and Risk Management Plan needs to be completed before Council carefully considers the options for development within the flood prone areas. It is not recommended that Council proceed with rezoning.
Z17/122468	Individual Submission 26	Reside in Evans street, feels there needs to be a buffer between low residential and high rises or commercial businesses in Kembla or Church Street.  The flood map indicates the residence floods, which it never has done. Would suggest that there is no reason to rezone or prevent development in the flooding area.  Glebe Street needs adequate street lighting and trees. Some buildings need maintenance and litter and graffiti removal.  Believe MacCabe Park is unsafe, and therefore do not visit, due to intoxication and anti-social behaviour of people who visit the park. This needs to be addressed.	Council's review of the current Flood Study and Risk Management Plan needs to be completed before Council carefully considers the options for development within the flood prone areas. It is not recommended that Council proceed with rezoning.  Council's review of the Access and Movement Strategy will be able to examine these issues in more detail. Council already has a maintenance program for replacement or repair of civil infrastructure, which considers the need and priority for public works.  MacCabe Park is an important parcel of public open space. Further master-planning will enable this significant park achieve its potential.



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		<p>In residential streets, on street parking is used by workers from within the city centre, there is unsafe driving and traffic is congested during peak times.</p> <p>The bike path along Corrimal Street needs to be maintained. There needs to be better access and cycle paths in the whole area, most importantly Kembla Street into the city.</p> <p>Would like to see further residential development along Corrimal Street.</p>	<p>The Vision encourages higher density residential close to the city centre. The southern areas have some areas suitable for low density residential. The southern areas also contain important areas for light industrial and service industries, which need to be protected from incompatible land uses.</p>
Z17/130690	Individual Submission 27	<p>Appreciates the areas characteristics and placed a holding deposit on the proposed Warrigal site on Corrimal/Beach Street.</p> <p>Considers objections and reasons for refusal were flimsy considering the IRT across the road.</p> <p>Would like to live in the area and Warrigals development is integral for her continuation in the area.</p>	<p>Noted. The Vision has identified areas suitable for seniors living. It is not agreed that the southern area is the best location.</p>
Z17/131628	Individual Submission 28	<p>Indicated his intention to live in the area in a seniors living facility.</p> <p>Is surprised that there is no allowance for Warrigal Care's proposed development in the strategy.</p> <p>Urges Council to reconsider to make a provision for the development.</p>	<p>The vision identifies areas that would be ideal to encourage seniors living around areas close to the city centre. This is appropriate for a major city such as Wollongong and provides the population to support new businesses. The vision also proposes to retain areas of low density housing to provide a wide variety of housing mix.</p>
Z17/93135	Survey 1	<p>Council needs to do more to reduce flooding.</p> <p>Higher density is good for the area, but it must be high quality visually and functionally.</p>	<p>Council's review of the current Flood Study and Risk Management Plan needs to be completed before Council carefully considers the options for development within the flood prone areas. It is not</p>

## DRAFT SOUTH WOLLONGONG FUTURE STRATEGY SUMMARY OF SUBMISSIONS

		<p>Support the residential surrounds of MacCabe Park, increase in heights and floor space ratios, if in exchange, higher levies are paid to improve the park. Denser vegetation and greater activities for a wider range of people would be more attractive.</p> <p>Link all paths and cycle paths to complete them and make them more usable, paths on both sides of roads. There needs to be greater connections east-west. With traffic lights at Bank Street.</p> <p>Parking is not a priority.</p>	<p>recommended that Council proceed with rezoning.</p> <p>Council's review of the Access and Movement Strategy will be able to examine these issues in more detail. Council already has a maintenance program for replacement or repair of civil infrastructure, which considers the need and priority for public works.</p>
Z17/94028	Survey 2	<p>Encourage the relocation of large companies and NGO's to bring high paid professions and job opportunities into Wollongong.</p> <p>Supporting the importing and exporting abilities of the port in Port Kembla.</p> <p>Flood prone land should be used as green space with no new buildings allowed in flood prone land, and those near it to be made flood resilient.</p> <p>Any increase in density must be matched with great urban design, employing sustainable practises and materials and energy efficient, with 30% of units available for affordable housing. Better cycle ways and paths to connect the city, with large trees to provide shade and have cafes open to street and onto parks.</p> <p>The city is for people not cars.</p>	<p>Council's review of the Access and Movement Strategy will be able to examine these issues in more detail. Council already has a maintenance program for replacement or repair of civil infrastructure, which considers the need and priority for public works.</p> <p>The vision identifies areas that would be ideal to encourage seniors living.</p> <p>Council's existing planning controls allow for higher densities around areas close to the city centre. This is appropriate for a major city such as Wollongong and provides the population to support new businesses. The vision also proposes to retain areas of low density housing to provide a wide variety of housing mix.</p>
Z17/103686 & Z17/110499	Survey 3	<p>Supports strategies recommendations for jobs and business.</p> <p>Would like to see faster processing of development applications.</p> <p>Clearing and cleaning drains within the area.</p> <p>Would like to townhouses and villas within South Wollongong rather than high rise apartments.</p>	<p>The vision identifies areas that would be ideal to encourage seniors living.</p> <p>Council's existing planning controls allow for higher densities around areas close to the city centre. This is appropriate for a major city such as Wollongong and provides the population to support new businesses. The vision also proposes to retain areas of low density housing to provide a wide</p>

## DRAFT SOUTH WOLLONGONG FUTURE STRATEGY SUMMARY OF SUBMISSIONS

		<p>A priority should be more accessible and better connected shared pathways.</p> <p>Provide more rubbish bins and waste collection within parks and open spaces.</p> <p>Construction of a multistorey parking station.</p> <p>Provide a pedestrian/cycle crossing on Corrimal Street along Bank Street.</p> <p>Supports MacCabe Park recommendations.</p>	<p>variety of housing mix.</p> <p>Council's review of the Access and Movement Strategy will be able to examine these issues in more detail. Council already has a maintenance program for replacement or repair of civil infrastructure, which considers the need and priority for public works.</p> <p>Noted</p>
Z17/110491	Survey 4	<p>Strongly objects to rezoning of E4 as it does not meet the zones aims, and smaller floor space ratios as are not adequate means of preventing and stopping the flooding issue.</p> <p>Maintain the status quo of current developments – restrict high rise apartments like the IRT to areas that will not affect flooding.</p>	<p>Council's review of the current Flood Study and Risk Management Plan needs to be completed before Council carefully considers the options for development within the flood prone areas. It is not recommended that Council proceed with rezoning.</p>
Z17/110480	Survey 5	<p>Pedestrian crossing is important across Corrimal Street along Bank Street, however, raised concerns regarding increase in vehicle movements in the narrow 'local traffic' Bank street (on eastern side).</p> <p>Raised suggestion of traffic lights at Glebe and Corrimal Streets, allowing entry to the Golf Club carpark to alleviate traffic on eastern Bank Street for players.</p> <p>Keep Ellen Street Precinct height limit at 9m.</p> <p>Expressed concern of 24m height limit on Glebe Street Precinct.</p>	<p>Council's review of the Access and Movement Strategy will be able to examine these issues in more detail. Council already has a maintenance program for replacement or repair of civil infrastructure, which considers the need and priority for public works.</p> <p>The Vision largely supports the current height limits, though setback provisions for development on the northern side of Ellen Street could improve urban design outcomes.</p>
Z17/120052	Survey 6	<p>South Wollongong could support start-ups, small retailers and cafes/restaurants. Providing an extension/overflow of the businesses in the city centre, where parking and rental costs are an issue.</p> <p>The area could help support the Port, both for small industrial businesses and speciality retail, arts</p>	<p>It is best to focus retail and commercial activity close to the city centre, though the Vision acknowledges that there are peripheral activities that would suit the South Wollongong precinct.</p>



## DRAFT SOUTH WOLLONGONG FUTURE STRATEGY SUMMARY OF SUBMISSIONS

		<p>and crafts for cruise ship passengers.</p> <p>Rezoning properties along Swan Street to E4 will do nothing to alleviate flooding. Business should be encouraged in this area, not discouraged. The rezoning could affect the property values and insurance costs adding to the problems they already face.</p> <p>Supports the housing ideas of the plan; higher density closer to the city, moving down to lower height limits and two storey residences further south.</p> <p>Concerns regarding the capacity of Coniston Primary and Wollongong Primary School with growing population of city.</p> <p>Supports ideas for MacCabe park surrounds. Allowing development along Church Street with Cafes and specialty retail fronting the park, playground equipment for children, greenspace used for events/concerts/cinema – making it nicer place and increasing the incentive to spend more time there.</p> <p>Supports access along Bank Street through Corrimal Street – mindful of traffic flow, but a crossing is necessary.</p> <p>Supports the ideas presented in plan, apart from the rezonings to E4, and it presents a very encouraging future for the South Wollongong area.</p>	<p>Council's review of the current Flood Study and Risk Management Plan needs to be completed before Council carefully considers the options for development within the flood prone areas. It is not recommended that Council proceed with rezoning.</p> <p>Noted.</p>
Z17/120053 & Z17/120158	Survey 7	<p>To support business in South Wollongong the Council needs to clean up the eastern end of Swan Street, create more car spaces, and maintain the road and road reserves.</p> <p>Clean up the causeway on eastern side of Corrimal Street just south of the Golf Club. Maintain pipes under Corrimal Street.</p> <p>Speed bumps along Swan Street, as well as creating more car parking</p>	<p>Council's Access and Movement Strategy review will be able to consider these issues.</p> <p>Council's review of the current Flood Study and Risk Management Plan needs to be completed before Council carefully considers the options for development within the flood prone areas. It is not recommended that Council proceed with rezoning.</p>

## DRAFT SOUTH WOLLONGONG FUTURE STRATEGY SUMMARY OF SUBMISSIONS

		<p>spots on eastern end of Swan Street.</p> <p>More green areas.</p> <p>Limit and remove anti-social behaviour in MacCabe Park.</p> <p>Does not support rezoning to E4.</p>	<p>The Vision proposes to retain the green areas and to improve the streetscape on some main access routes.</p>
Z17/120588	Survey 8	<p>Encourage small service businesses such as small medical practises, and financial services etc. in this area as it is cheaper than the mall.</p> <p>The boundaries between housing and residential are blurred – have streets for business and streets for residential.</p> <p>Footpath and access is important; bring the free bus down to this area, increase parking and add footpaths.</p> <p>States that flooding problems within the area are of recent occurrence (2012 &gt;). E4 rezoning will not achieve desired outcomes to reduce flooding. IRT building is a likely cause or an amplifier of the problem.</p> <p>Requests the council share the outcomes of the flood study with the community.</p> <p>Lower the Gurundaty causeway or remove completely. Address leaching into inner harbour. Remove silt build up and deepen. Bring forward works at JJ Kelly Park. Remove the detention basin from the golf course, so it acts as a flood path across Old Port Road.</p> <p>Low density residential housing for whole area. High density housing needs to take into account water displacement.</p> <p>Supports "mini central park". Encourage businesses like cafes into/on the park and improve lighting, seating and build community BBQ's. Have monthly events.</p> <p>Supports better access across</p>	<p>It is best to focus retail and commercial activity close to the city centre, though the Vision acknowledges that there are peripheral activities that would suit the South Wollongong precinct.</p> <p>Council's review of the Access and Movement Strategy will be able to examine these issues in more detail. Council already has a maintenance program for replacement or repair of civil infrastructure, which considers the need and priority for public works.</p> <p>Council's review of the current Flood Study and Risk Management Plan needs to be completed before Council carefully considers the options for development within the flood prone areas. It is not recommended that Council proceed with rezoning.</p> <p>The Vision identifies large areas to be retained for low density residential development.</p> <p>Noted.</p>

## DRAFT SOUTH WOLLONGONG FUTURE STRATEGY SUMMARY OF SUBMISSIONS

		<p>Corrimal Street – pedestrian foot bridge. Supports park and ride. Supports Glebe Street Precinct.</p> <p>Requests Council surveys residents to determine costs associated with flood damage.</p>	
Z17/128944	Survey 9	<p>Encouraging green/environmentally friendly businesses that do not compete with residential demands. Exercise facilities and gyms with plenty of parking.</p> <p>Strongly opposed to heavy industry as the “gateway” from the south into Wollongong.</p> <p>Flooding is a huge issue for the area. It has only intensified since recent large developments on Corrimal Street and in the northern areas of the study area.</p> <p>Make the flood study outcomes available to the community. Fix the flooding issue. Does not support the negative approach to the flooding issues.</p> <p>Corrimal Street is a good area for aged car facilities. More developments should be encouraged in the area.</p> <p>Requests more information on the Draft Principles and how they were formulated.</p> <p>Would like a more transparent and open process. Request Council officers demonstrate positivity towards the flood issue.</p>	<p>The Vision acknowledges that there are peripheral activities that would suit the South Wollongong precinct. This includes the light industrial and service uses.</p> <p>The Port area includes heavy industrial uses and forms the southern gateway to the city. This area is of state significance and is expected to retain its character and uses.</p> <p>Council's review of the current Flood Study and Risk Management Plan needs to be completed before Council carefully considers the options for development within the flood prone areas. It is not recommended that Council proceed with rezoning.</p> <p>The Vision has identified areas suitable for seniors living, and also areas for low density housing.</p>
Z17/128949	Survey 10	<p>Believes that E4 may be a step to far. However needs to be managed somehow. Maintain flood/storm water drains.</p> <p>Would like to see less light industry and more professional services. Providing more parking for customers.</p> <p>Council needs to put in adequate footpaths. Shops fronting MacCabe Park will better activate it and encourage more people to use it.</p>	<p>Council's review of the current Flood Study and Risk Management Plan needs to be completed before Council carefully considers the options for development within the flood prone areas. It is not recommended that Council proceed with rezoning.</p> <p>Council's review of the Access and Movement Strategy will be able to examine these issues in more detail. Council already has a maintenance program for replacement or repair of</p>

## DRAFT SOUTH WOLLONGONG FUTURE STRATEGY SUMMARY OF SUBMISSIONS

		<p>Does not believe the area can support the Port.</p> <p>Wants low density residential for the area. As the areas around the north of study area have a significant height difference and is out of character with the rest of the study area.</p> <p>Parking is a huge issue in residential streets, changes to parking restrictions/solutions need to be made north of area to stop the cars clogging streets.</p>	<p>civil infrastructure, which considers the need and priority for public works.</p> <p>The Vision has identified areas suitable for retaining low density housing. The Vision proposes to address the height differential between the north and south side of Ellen Street.</p>
Z17/128951	Survey 11	<p>Does not support the idea of rezoning to E4 in flooding areas.</p> <p>The Southern portion of Corrimal Street for seniors living (warrigal).</p> <p>Notes impacts of increased traffic on roads in and out of the area.</p> <p>JJ Kelly Park playing fields made into a retaining basin.</p> <p>Wants to encourage residential and aged care housing within the study area.</p> <p>Improve amenities and services in parks to encourage more use. Age appropriate playground facilities.</p> <p>Traffic calming devices on all of the main north-south roads, pedestrian crossing along Corrimal Street and anywhere there are roundabouts.</p> <p>Multi Storey Parking station with shuttle bus. All streets have a time limit to encourage use of parking station. Residents have a sticker on their car so they can park out the front of their homes.</p>	<p>Council's review of the current Flood Study and Risk Management Plan needs to be completed before Council carefully considers the options for development within the flood prone areas. It is not recommended that Council proceed with rezoning.</p> <p>The Vision has identified areas suitable for seniors living.</p> <p>Council's review of the Access and Movement Strategy will be able to examine these issues in more detail. Council already has a maintenance program for replacement or repair of civil infrastructure, which considers the need and priority for public works.</p>
Z17/128952	Survey 12	<p>Disagrees with community engagement process.</p> <p>Requests a review of all relevant plans to MacCabe Park and development of MacCabe Park Master Plan within 5 years.</p> <p>Supports a mix of housing supply in precincts.</p> <p>Requests revision of City Centre</p>	<p>Comments noted.</p> <p>The Vision suggests that master-planning for MacCabe Park should be undertaken. This will be a significant project in its own right.</p> <p>The Vision supports a mix of housing from high density near the city centre, to low density areas.</p>



## **DRAFT SOUTH WOLLONGONG FUTURE STRATEGY SUMMARY OF SUBMISSIONS**

		and Access & Movement Strategy. Supports comments from NF5 relating to the Strategy.	Council will be reviewing the Access and Movement Strategy
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# South Wollongong

## FUTURE STRATEGY

# ENGAGEMENT REPORT

June 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.

Cover Image: Artistic perspective showing potential character surrounding MacCabe Park (Hames Sharley 2017)

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# Executive Summary

## Community Engagement Process

The draft South Wollongong Future Strategy public exhibition started on the 18th April 2017 and concluded on the 24th May 2017. Wollongong City Council conducted a series of community engagement activities and opened an online survey, with a total of 84 comments, and 50 documented submissions which were received and gathered by the end of the exhibition period.

The community engagement exercises included:

- a kiosk session at Crown Street Mall which had over 60 attendees over the 3 hour duration,
- a drop in session at the Council Administration Building.

All comments gathered from the process will inform council's finalisation and implementation of the future strategy.

The comments received recorded majority support for the plan across all engagement methods. The community supported greater activation of green and open spaces, high quality developments, more parking availability and options. Specifics included:

### MacCabe Park

Many comments have indicated support for the activation of MacCabe Park with some innovative ideas to curb underutilised open spaces. The comments, generally speaking, have indicated that it is time for Council to plan for this area, as well as activate and allow greater use of MacCabe Park through the creation and implementation of a MacCabe Park Master Plan.

### Streetscaping and pathways

Support for the vision has been centred on streetscaping, access across Corrimal Street along Bank Street and greater connectedness of pathways and cycle ways.

### Business and employment opportunities

The community see that this area plays a vital role in supporting a dynamic of business and residential forms and opportunities, supporting businesses that would otherwise struggle to survive in the City Centre and require the parking and quieter streets to operate with.

During the exhibition period, the community raised concerns on a range of issues; mostly relating to flooding within the area.

### Flooding

The community are concerned regarding the intensity and ferocity of the flooding within the area. A number of comments have indicated that the flooding issue should be resolved before suggestions for changes to the planning controls or a vision is created.

### Rezoning of areas with high flooding

A number of submissions and comments indicated opposition to rezoning the high flood affected areas to Environmental Living (E4) to restrict further intensification of development in the area. It was noted that 'down-zoning' would not alleviate the current flooding issue and should not be pursued as it will devalue land and restrict homeowners from utilising their properties.

### Building heights and densities

Throughout the engagement process a number of comments have indicated support for reducing the heights and densities to as low as possible preserving the current feel of the study area. Many residents felt that the current height controls are excessive and that any increases will be to the detriment of the area.

### Parking and congestion

The community is concerned about traffic congestion, parking, safety on residential streets and public transport for the area. The strategies and vision incorporate the idea of a Park and Ride Facility in JJ Kelly Park which is identified as a potential solution and generally supported along with the activation of MacCabe Park.

Following from the community comments received, Council has removed the recommendation to rezone high flood affected areas to E4, along with the increased heights in the Ellen Street Precinct.

# Introduction

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.

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 neighbouring 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.

We sought 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.

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.

South Wollongong Study area



# Community Engagement Objectives

## Objectives

Community and stakeholder input will shape a draft vision for the future development of South Wollongong. The purpose of this process 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 the community engagement process is the engagement of the wider Community in imagining a vision for the South Wollongong area. 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.

## Who we heard from

Over the engagement period 50 written submissions

- 29 Individuals,
- 5 Businesses,
- 2 Community groups,
- 2 Government agencies, and
- 12 online survey responses

The kiosks held on the 29th April had over 60 people attend, running overtime by an hour. Council staff held a community drop in session in the Council administration building, over 30 people attend. 84 comments arising from the kiosk and community drop in session were received and gathered.

The majority of submissions received were supportive of the strategy and its vision for the South Wollongong area. A small number of objections to the strategy were received, while many submissions suggested other improvements not noted within the strategy for the area.

**2,200 letters** were sent to all property owners, occupants and residents in the South Wollongong area.

**56** webpage visits

**12** online survey responses

**84** comments received

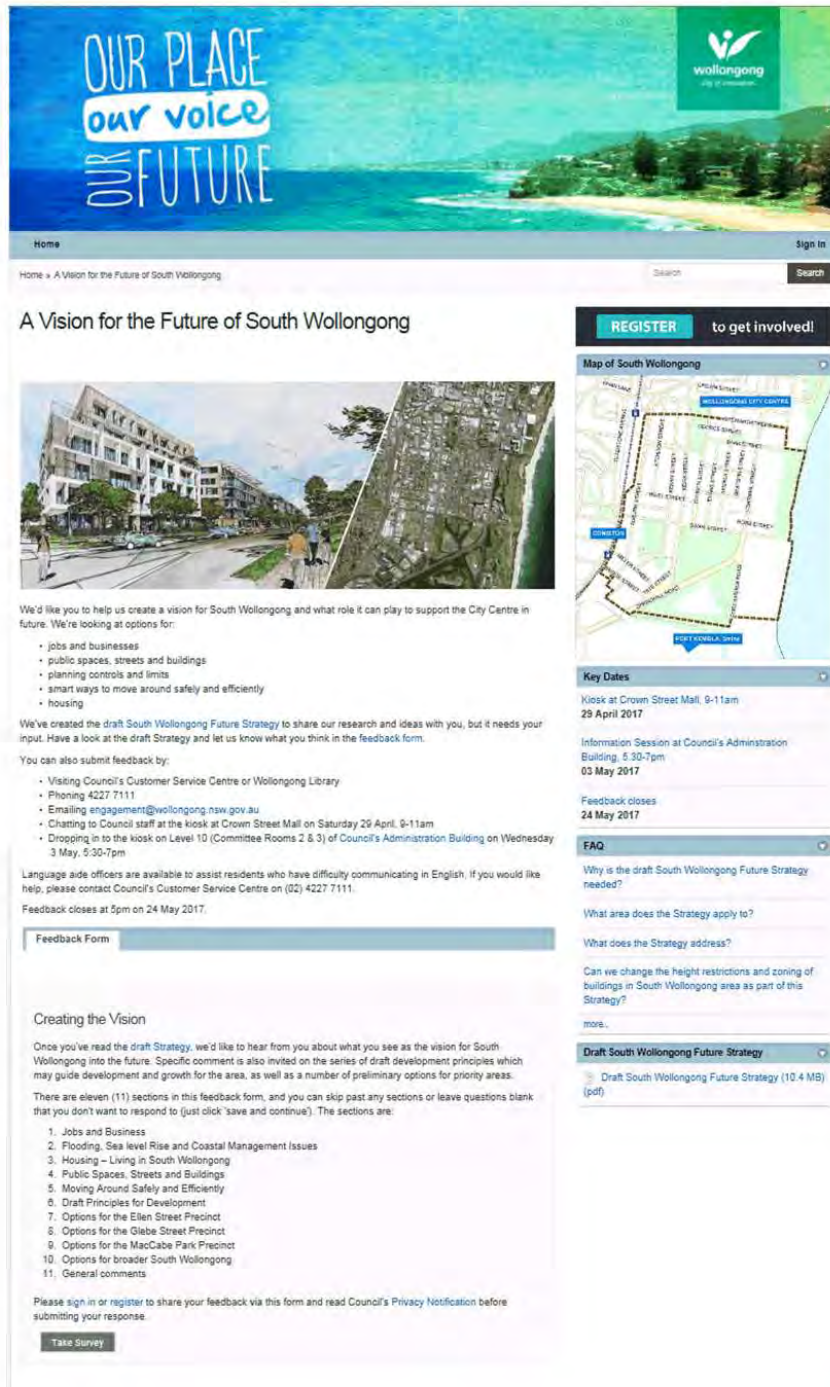
**50** written submissions received

Hard copies sent to Wollongong Library, and Wollongong City Council Customer Service Centre

Advertisements in the Illawarra Mercury and the Advertiser



# Engagement Methods



**OUR PLACE  
our voice  
OF FUTURE**

Home » A Vision for the Future of South Wollongong

## A Vision for the Future of South Wollongong

We'd like you to help us create a vision for South Wollongong and what role it can play to support the City Centre in future. We're looking at options for:

- jobs and businesses
- public spaces, streets and buildings
- planning controls and limits
- smart ways to move around safely and efficiently
- housing

We've created the draft South Wollongong Future Strategy to share our research and ideas with you, but it needs your input. Have a look at the draft Strategy and let us know what you think in the feedback form.

You can also submit feedback by:

- Visiting Council's Customer Service Centre or Wollongong Library
- Phoning 4227 7111
- Emailing [engagement@wollongong.nsw.gov.au](mailto:engagement@wollongong.nsw.gov.au)
- Chatting to Council staff at the kiosk at Crown Street Mall on Saturday 29 April, 9-11am
- Dropping in to the kiosk on Level 10 (Committee Rooms 2 & 3) of Council's Administration Building on Wednesday 3 May, 5:30-7pm

Language aide officers are available to assist residents who have difficulty communicating in English. If you would like help, please contact Council's Customer Service Centre on (02) 4227 7111.

Feedback closes at 5pm on 24 May 2017.

**Feedback Form**

**Creating the Vision**

Once you've read the draft Strategy, we'd like to hear from you about what you see as the vision for South Wollongong into the future. Specific comment is also invited on the series of draft development principles which may guide development and growth for the area, as well as a number of preliminary options for priority areas.

There are eleven (11) sections in this feedback form, and you can skip past any sections or leave questions blank that you don't want to respond to (just click 'save and continue'). The sections are:

1. Jobs and Business
2. Flooding, Sea level Rise and Coastal Management Issues
3. Housing – Living in South Wollongong
4. Public Spaces, Streets and Buildings
5. Moving Around Safely and Efficiently
6. Draft Principles for Development
7. Options for the Ellen Street Precinct
8. Options for the Glebe Street Precinct
9. Options for the MacCabe Park Precinct
10. Options for broader South Wollongong
11. General comments

Please sign in or register to share your feedback via this form and read Council's Privacy Notification before submitting your response.

**Take Survey**

**REGISTER to get involved!**

**Map of South Wollongong**

**Key Dates**

Kiosk at Crown Street Mall, 9-11am  
29 April 2017

Information Session at Council's Administration Building, 5:30-7pm  
03 May 2017

Feedback closes  
24 May 2017

**FAQ**

Why is the draft South Wollongong Future Strategy needed?

What area does the Strategy apply to?

What does the Strategy address?

Can we change the height restrictions and zoning of buildings in South Wollongong area as part of this Strategy?

**Draft South Wollongong Future Strategy**

Draft South Wollongong Future Strategy (10.4 MB)  
(pdf)

## Project webpage

The South Wollongong Future Strategy was promoted on a project specific webpage on Council's 'Have Your Say' online engagement platform.

The webpage contained links to download the draft South Wollongong Future Strategy, FAQ's, Key dates, photos and the option to submit an online feedback form.

The webpage had 56 views.

## Online Feedback Form

Online feedback form was completed by 12 people.

Respondents were asked to provide comment on the ideas and options within the strategy.

Comments received from the feedback form were very constructive and provided valuable ideas and comments on the options and vision for South Wollongong.



# Engagement Methods

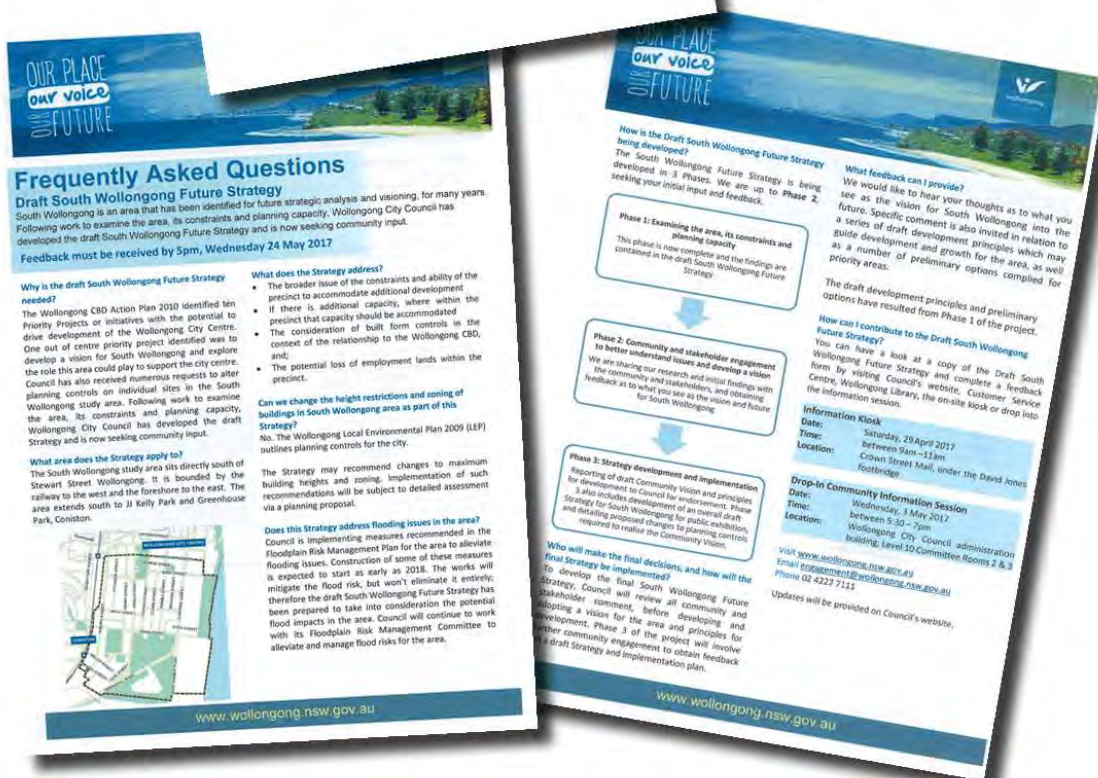


## Online Feedback Form

At the commencement of the exhibition period every premise and dwelling was letterboxed. Addressed to the Resident/Occupant within the study area, informing them of the draft strategy and the exhibition period.

Letters were mailed to all property owners within the study area to ensure that landowners and occupants had the opportunity to comment on the draft strategies vision for the area.

Notification was also sent to government agencies such as the RMS & OEH, along with letters to key stakeholders and industry.



# Engagement Methods



## Newspaper Advertisements and Articles

Advertisements were placed in the local papers, in The Advertiser on Wednesday 21st April and in the Mercury on Saturday 22nd April.

The draft strategy received a mix of coverage and reaction from readers, primarily due to community groups feeling they had not been properly consulted prior to public consultation.



## Draft strategy

During the exhibition, the draft strategy was available at the Wollongong City Library and customer service centre in hard copy.

## Signage at JJ Kelly Park

During the exhibition period a sign was erected in JJ Kelly Park to inform park users about the strategy and exhibition period.



## Engagement Methods



### Information Kiosk

On Saturday 29th April 2017, from 9am – 12pm, Council staff engaged with the community at an Information Kiosk in Crown Street Mall.

Over 60 people attended and 84 comments were received regarding the plan.



### Community drop-in session

On Wednesday 3rd May 2017, from 5.30pm – 7pm, Council staff held a drop in session for the community to ask questions or make comment on the draft strategy in the Council's administration building, overlooking the study area.

Over 30 people attended.

# Feedback - What we heard

## Online Feedback Form

We asked for comment on the 11 sections within the feedback form;

1. Jobs and Business
2. Flooding, Sea level Rise and Coastal Management Issues
3. Housing – Living in South Wollongong
4. Public Spaces, Streets and Buildings
5. Moving Around Safely and Efficiently
6. Draft Principles for Development
7. Options for Ellen Street Precinct
8. Options for Glebe Street Precinct
9. Options for MacCabe Park Precinct
10. Options for Broader South Wollongong
11. General comments.

Completing all sections was not compulsory, however, the majority of respondents provided comment on at least 10 sections.

12 Online survey forms were submitted commenting on the Draft South Wollongong Future Strategy.

Issues and ideas raised are displayed in [Figure 1](#), the issues most raised were the support for fixing the flooding issue, the activation and support for MacCabe Park Precinct options, along with opposition to the rezoning of flood affected lands. Support was also received for fixing pathways and building better connections e.g. access for pedestrians across Corrimal Street along Bank Street. As well as overall support for the Glebe and Ellen Street Precincts

The concerns raised in the online forms were very similar to those raised in the written submissions such as the flooding issue, the idea to rezone the high flood prone lands to E4.

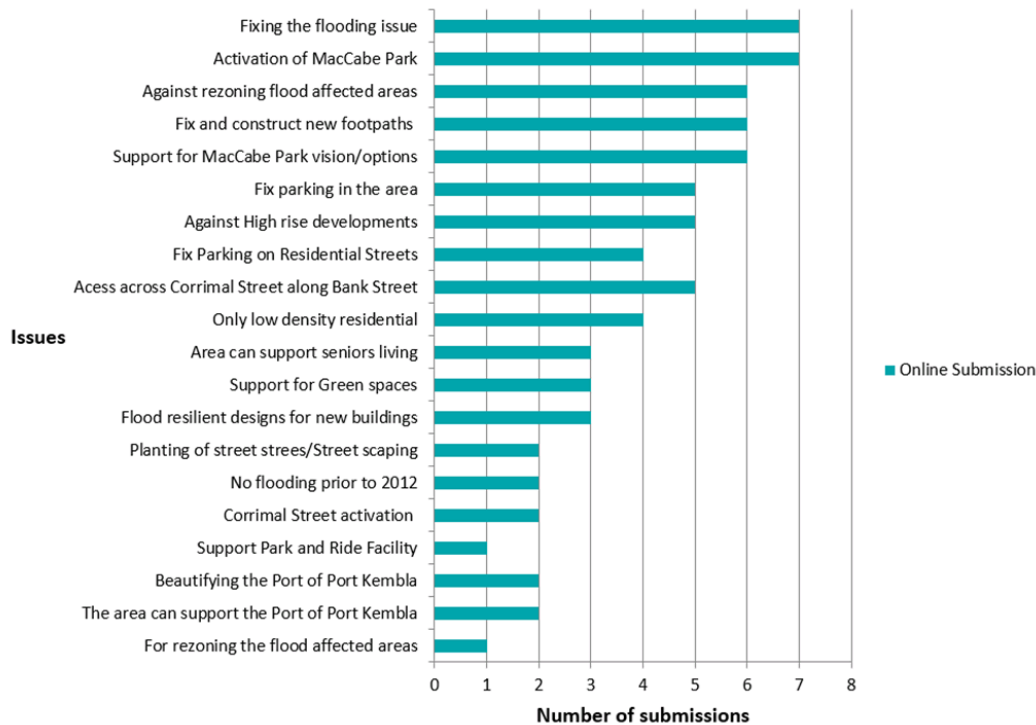
In the submissions we also received comments relating to development application processing speeds and the state of pathways or lack thereof in the area. Overall the submissions we received from the online form respondents were very constructive.

## Demographics of Responders

The mean age of the respondents was **54** with a variation of **26** years to **75** years, **67%** responders were male and **33%** were female.

Figure 1

## Online Feedback Form





# Feedback - What we heard

## Information Kiosk Comments

On Saturday 29th April 2017 Council staff held a kiosk from 9am till 12pm, with over 60 people attending. During the kiosk residents spoke with Council staff and provided some comments on specific sections on butchers paper. The comments received at the kiosk are detailed below;

- More open space and better activation of MacCabe Park
  - No development on MacCabe Park
  - More green space is needed within the city.
  - Remove buildings on MacCabe Park (except the Youth Centre) and not replacing them.
- Keep zonings as is until further consultation and solutions are provided/constructed regarding the flooding.
- What are the consequences of new developments on flooding within the study area?
- Better drainage is needed within the streets
- Protecting foreshore areas and sea level rise/flooding impacts.
- Identified a need for increased variety of shops
- Traffic congestion is an issue that is increasing and needs addressing
- Not enough adequate parking. Support for the Park and Ride Facility with shade for parked vehicles
- Pathways need to be repaired, better connections need to be made and the pathways need to be expanded and extended to encourage more cyclists.
  - There needs to be a connection between Corrimal and Bank Streets.
  - Better public transport is needed
- Reduce speed limit to 40km within the city
- Maximum of 4 stories and enough parking spaces for residents to reduce the need for on street parking
- Port Kembla could play a more increased role with tourism and help to make Wollongong a tourist hub/starting point for tourists

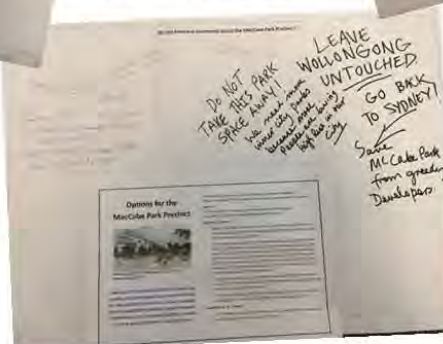


"Leave Wollongong untouched"

"Knock down the existing buildings on MacCabe Park and make it more green space"



"Keep a big park"



"Increase the variety of shops"

# Feedback - What we heard

## Written submissions

29 individual written submissions were received commenting on the Draft South Wollongong Future Strategy.

13 submissions indicated support for the majority of ideas within the plan, whilst 4 indicated support along with identifying challenges and 11 submissions made comment on the vision or provided challenges and constraints facing the area.

As can be seen in [Figure 2](#) the most mentioned issues were to direct attention at fixing the flooding issue.

10 submissions indicated opposition towards the idea of rezoning high flood areas to Environmental Living (E4) to reduce and prevent further development in the area.

Along with concern regarding increased heights and densities causing; shadowing, increased traffic and congestion, and placing more demand on the already limited parking within the residential streets and wider area.

Providing adequate parking solutions and street scaping were the next most mentioned issues, followed by an acknowledgement that the area can support seniors living facilities and services.

Total of **48** written submissions

**29** Individual Submissions were made

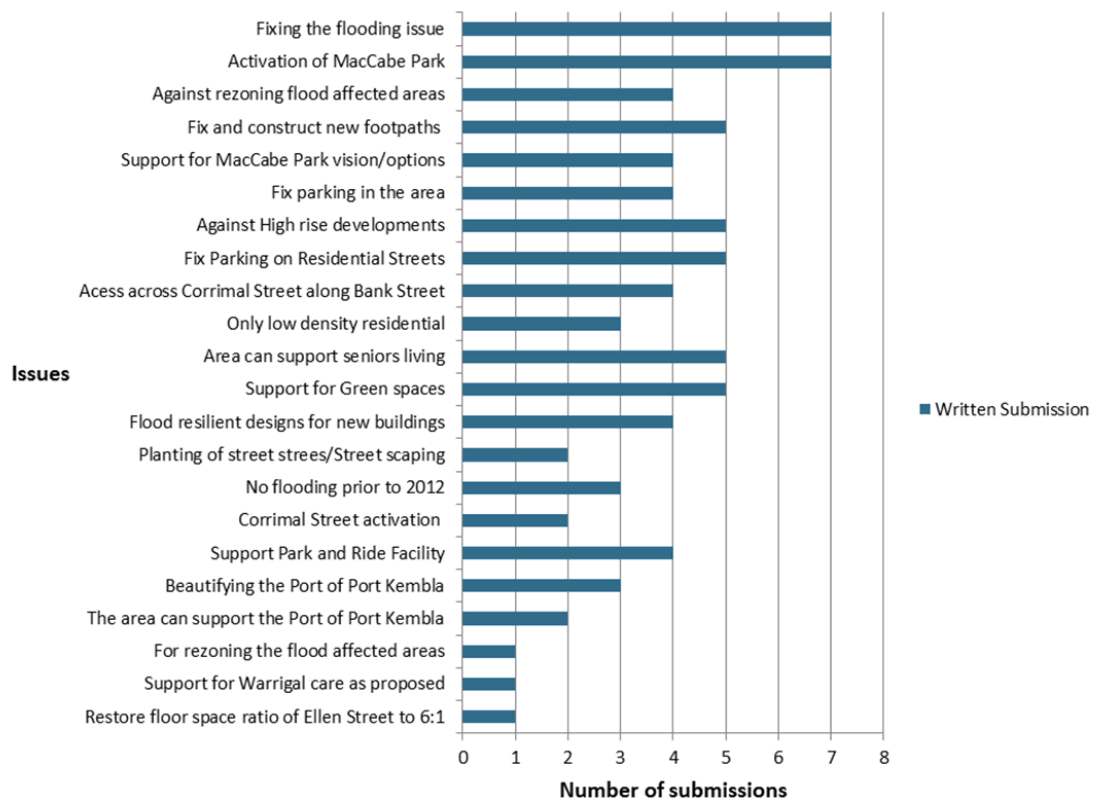
**5** Business or Industry Submissions

**2** Community groups made Submissions

**2** Government agencies made submissions

Figure 2

Written submissions



## Feedback - What we heard

### Written submissions - Community

Two (2) community groups made submissions; the Illawarra Bicycle Users Group and the Neighbourhood Forum 5.

The Illawarra Bicycle Users Group was supportive of the idea of the future vision. The Illawarra Bicycle Users Group also wanted to see a focal point of the vision to be on designing a community friendly city, with active transport prioritised over cars, along with recommendations for changing of cycle routes, increasing public seating and shade on paths, ensuring all developments provide enough parking to reduce demand for on street parking, as well as reducing residential speed limits.

Neighbourhood Forum 5 submitted multiple submissions regarding the visioning of the area. In their submissions Neighbourhood Forum 5 indicated that their vision for South Wollongong is to support a rich mixed use, flood free, pedestrian friendly locality; providing jobs, housing and open space.

Neighbourhood Forum 5 supports

- low residential density cores, primarily for single dwelling housing with landscaping in areas zoned low Residential (R2),
- two to three storey medium density housing in limited areas near the city centre.
- retaining industrial uses in the south western portion of the area and along the South Coast railway, and
- maintenance of a green belt between the locality and the steelworks.
- need for cycle ways and paths that service the community better, through better connections and maintenance as well as increasing pathways to serve all members of the community,
- parking restrictions along residential streets and the provision of adequate parking in the area.

Neighbourhood Forum 5 requested Council urgently address flooding and sewage overflow in the area, as well as advise the community with the time frame for implementation of proposed cycle ways.

# Feedback - What we heard

## Written submissions - Business

Five (5) business submissions were received over the period of the exhibition. Three (3) submissions were supportive of the strategies direction and two (2) raised concern or suggested alternative options to be considered.

### IRT

IRT is supportive of the objective to transition density and taper height from the railway line towards the sea. Supports the 'Green Belt' between the port and the locality, and would like to suggest linking new cycle links along Bank Street rather than Stewart Street. IRT made note that they are committed to human scale and pedestrian friendly communities, along with suggesting that Council consider the wider land use elements and DCP requirements other than being limited to urban design within the area.

### Property Council (Illawarra Chapter) of Australia

The Property Council in their submission indicated their support for the direction of the strategy, particularly with improvements to pedestrian links.

The Property Council made note of the need to expedite the MacCabe Park Master Plan, along with acknowledging importance of; industrial lands in the south western portion of the area, trade and transport links within the study area notably Corrimal Street and the Railway, these considerations should be acknowledged when considering increasing densities and planning controls within the study area.

The Property Council also noted that it is important to open up the demographic appeal of the city to all age groups, and open

up wider housing options along with a target of 5% affordable housing to be supplied within the area.

### New South Wales Ports Authority (NSW Ports)

NSW Ports' submission indicates their support for the visioning of the study area. NSW Ports recommends Council consider the importance and protection of the key freight and infrastructure corridors, as the study area plays a vital role in the functioning of the Port and Port related activities with the industrial lands, railway and Corrimal Street.

### Warrigal Care

Warrigal indicates their objection to the draft strategy in their submission, making comment on the strategies potential options. The submission recommends that Council reconsider the area on the southern end of Corrimal Street, the south western portions' role in the study area, Warrigals' large land holding for an aged care/seniors living facility.

### Illawarra Occupational Health

Illawarra Occupational Health in their submission, expressed their concern that policy changes are being considered before alleviation of flooding.



## Feedback - What we heard

### Written submissions - Government

Written responses were received from two (2) government agencies – Roads and Maritime Service and the Office of Environment and Heritage.

#### Roads and Maritime Services (RMS)

The RMS provided comments relating to the Regional classified status of Corrimal Street encouraging Council to ensure future development be assessed and determined cognisant of the opportunity to consolidate existing lots and reduce the number of access points to classified roads or even eliminate access to classified roads.

The RMS recommended that Council undertake a Traffic Impact Study to identify any required upgrades for access and mobility. Following the identification of upgrades appropriate planning mechanisms to fund the required upgrades should be established.

RMS strongly support development that will reduce car dependency and encourage the use of sustainable modes of travel; buses, cycling and walking and requests that the LEP supports the aims and objectives of the State Government policies related to this matter. RMS recommends that Council investigate the Premiers Council for Active Living (PCAL) designing places for active living guides for development control plans and design considerations.

#### Office of Environment and Heritage (OEH)

OEH notes that the study area does not include items listed on the State Heritage Register, the area holds nine (9) locally listed heritage items.

OEH recommends that the Draft South Wollongong Future Strategy incorporate heritage principles, objectives, constraints and opportunities which identify, promote and encourage the protection and enhancement of the existing cultural heritage items within the South Wollongong study area.

# Feedback - What we heard

## Written submissions - 2017-18 Annual Plan

During the exhibition of the Draft 2017-18 Annual Plan, 18 submissions were identified to make reference to flooding in the South Wollongong area. Paul Scully MP Member for Wollongong's submission urged Council to allocate funds for the lowering of the Gurungaty Causeway from 1.3 Australian Height Datum (AHD) to 0.7 AHD to the 2017-18 financial year, while offering support to progress the matter with relevant NSW Government departments. The submissions made by residents requested Council immediately fund flood alleviation works.

## Conclusion

The feedback we received from the community, residents, businesses, and stakeholders assisted in understanding the aspirations for the future of South Wollongong.

Submissions received indicated support for

- MacCabe Park Precincts vision and activation
- Increased pedestrian links
- Access along Bank Street over Corrimal Street
- Supporting flood resilient design
- The areas' suitability for aged care/seniors living facilities.
- Support for the Glebe and Ellen Street Precinct

The concerns of the strategy are related to flooding in the area;

- The idea to rezone high flood prone lands to Environmental Living (E4)
- Creating a strategy for the area without proposing a solution to the flooding
- Increases in current heights and densities
- Parking in residential streets

The feedback received will inform the development of the South Wollongong Future Strategy Implementation Plan, which is to guide change and growth in the South Wollongong area that aligns with the community's vision for South Wollongong across the next 30 years.

The Engagement Process was designed to receive feedback on the options for precincts and the vision for the area, and to do so within a short 5 week period.

Following the written community submissions and the online feedback form results, it is clear there is strong support for resolution of the flooding issue in the study area, along with the opposition to the idea of rezoning in the area that is heavily impacted by flood. Increased densities has also been raised, it is clear that the residents of South Wollongong do not want increased building heights, increased traffic, demand for parking and subsequent congestion.

Consequently the recommendation to rezone areas to E4 has been removed along with increasing the building heights from 9m to 15m in the Ellen Street Precinct.

Support for the activation of MacCabe Park and increased pedestrian links has also been very strong with comments received.

### The suite of documents

Draft South Wollongong  
Future Strategy



Engagement Report

