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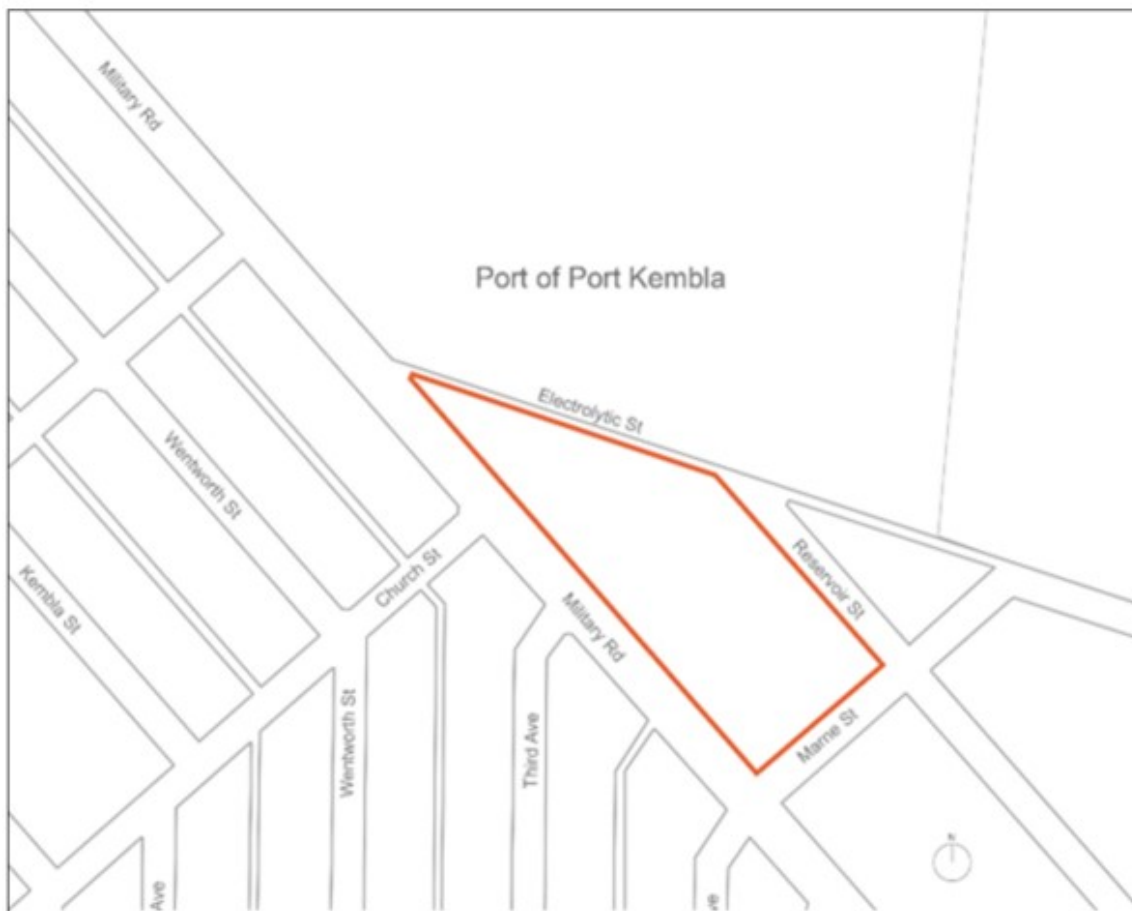
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# 1 INTRODUCTION

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

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

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



**Figure 1- Land to which this plan applies**

## 2 AIMS AND OBJECTIVES

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

The key objectives of this Chapter are to -

- a. Enable the development of the Site in a manner consistent with Wollongong Local Environmental Plan 2009 and the former Port Kembla School Site Master Plan outlined in Section 4 of this Chapter.
- b. Supplement the planning controls of Wollongong DCP 2009 to create a liveable and sustainable residential precinct that provides high quality housing and high levels of amenity for future residents and the wider community.
- c. Ensure that development of the Site results in an open and welcoming urban environment to facilitate integration and connection between future residents and the wider community.
- d. Ensure that future development acknowledges, respects and celebrates the shared cultural heritage significance of the Site, and provides opportunities for interpretation of the significant values and sympathetic built form design.
- e. Ensure that the site is developed to its potential whilst respecting neighbouring properties by sensitively integrating the new development with the existing adjacent residential buildings
- f. Retain the existing mature trees on the Site boundary as a green buffer to the development, and at the proposed public space bounded by Military Road and Electrolyte Street. Provide suitable space to incorporate new tree plantings to support a future urban tree canopy.
- g. Create a high quality, safe and accessible public domain.
- h. Develop a clear and safe hierarchy of roads, lanes, pedestrian paths, and cycle ways to integrate the Site with the wider Port Kembla area and to encourage walking and cycling.
- i. Ensure the resultant built form and public domain optimises solar access and frames key views to the coast, Hill 60 and Illawarra Escarpment.
- j. Ensure future residential development and open space is located and designed to mitigate against noise and other impacts associated with current and future uses within the Three Ports SEPP area.
- k. Provide a suitable buffer distance between development within the Site and uses within the Three Ports SEPP land through building design, materiality and landscaping for noise mitigation to protect residential development and public domain space.

## 3 DEFINITIONS

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

## 4 MASTER PLAN

The former Port Kembla School Site Master Plan has been prepared to demonstrate the vision and urban design and planning principles that will guide the future character and development of the Site (**Figure 2**). All future development applications must demonstrate that the objectives and development controls in this DCP Chapter have been considered and will be achieved.



**Figure 2 Former Port Kembla School Site Masterplan**

## 4.1 Desired Future Character

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

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

In recognition of being listed as a Key Site in WLEP 2009 due to its prominence and heritage values, the Site will be developed to deliver the highest standard of Architectural and Urban Design. Built form will be designed and distributed to provide appropriately scaled interfaces to



areas of heritage significance and the existing adjacent residential development; optimise key views from the site; maximise solar access; and mitigate against potential noise and other amenity impacts to future residents and the community in general from the Port at Port Kembla and associated industry. A landscaped buffer and berm along the northern boundary will assist with attenuating the noise from the existing and potential expansion of the Port activity.

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

## 5 DEVELOPMENT CONTROLS

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

### 5.1 Views and Vistas

#### 5.1.1 Objectives

- Ensure that development of the Site maintains and establishes key public view corridors, for example to the coast and Illawarra Escarpment.
- Ensure key cultural views and connections to significant landscape elements such as Mt Keira and Hill 60 are celebrated and enhanced through built form and design.

#### 5.1.2 Development Controls

- New development will establish or maintain key view corridors as indicated in **Figure 3**.
- Buildings are to be positioned, scaled and set back to ensure key views (as indicated in Figure 3) are maintained or created.



Figure 3 - Views and Vistas

## 5.2 Built Form Setbacks

### 5.2.1 Objectives

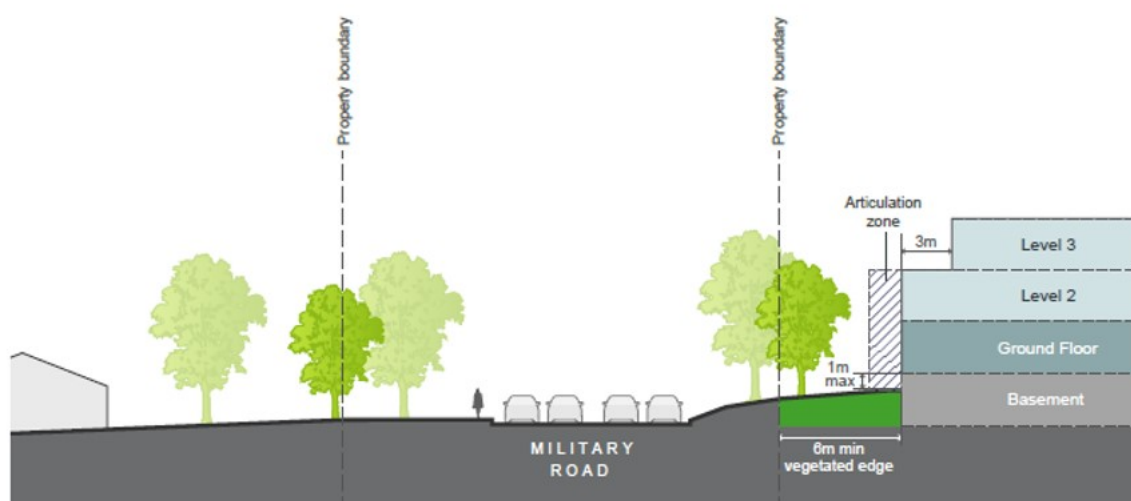
- a. Create an appropriate street interface and maximise contiguous areas of deep soil adjacent to the public domain through setbacks and articulation.
- b. Ensure development at highly visible sites, such as view terminations and street intersections, are of the highest architectural quality.
- c. Encourage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

### 5.2.2 Development Controls

1. Building setbacks are to comply with Figures 4 – 8.
2. A minimum 6m setback to Military Road – to be vegetated to enhance the interface between the street and the new development. Build to alignment, along Military Road, is to be a minimum of 60% of the building façade.
3. A minimum setback of 4.5m along Reservoir Street – sites facing this street are also to have a 1.5m noise mitigation façade articulation zone.
4. A minimum setback of 3m along Marne Street – sites facing this street are also to have a 1.5m façade articulation zone to encourage facade modulation variety.
5. Terrace houses are to be built to the boundary on both sides, or one side where the terrace is the end of the row.
6. The minimum street frontage width for terrace house development is to be no less than 8 metres.
7. Up to 70% of the articulation zone can be occupied by architectural elements. Articulation zone means a zone forward of the main facade line that may include architectural features such as pergolas, roof elements, bay windows, sun shading and verandahs. The articulation zone may not include habitable floor area or basement levels above ground.
8. Maximum of 30% of façade length can protrude into the façade articulation zone.
9. Maximum of 60% of façade length of any individual building can protrude into the noise mitigation articulation zone. This zone is to be used for the provision of protected balconies.
10. Ground floor setbacks, including articulation zones, are not to incorporate basement levels.
11. Setbacks must provide a street wall that provides sympathetic integration and transition in form to surrounding buildings.



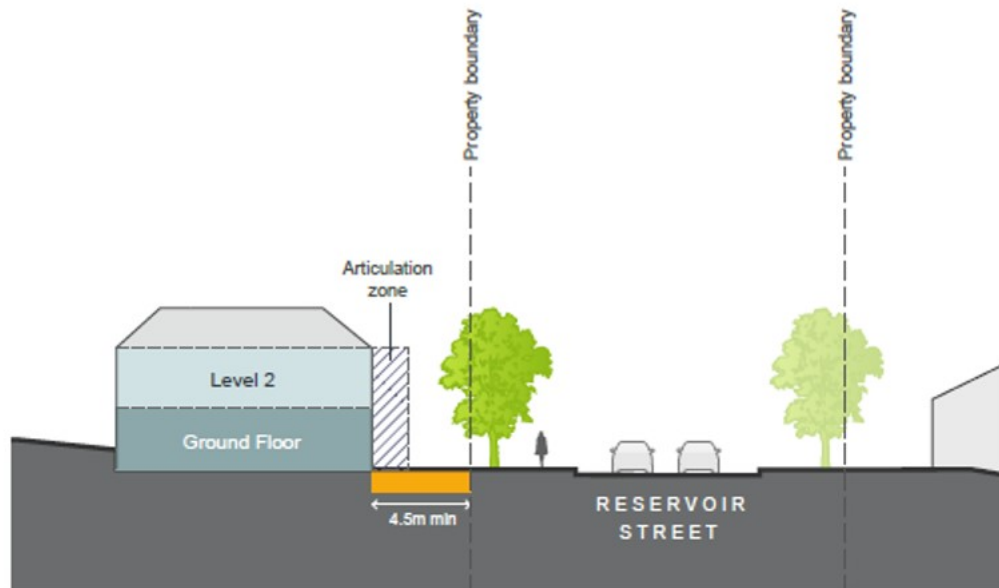
**Figure 4 - Set Back and Articulation Controls**



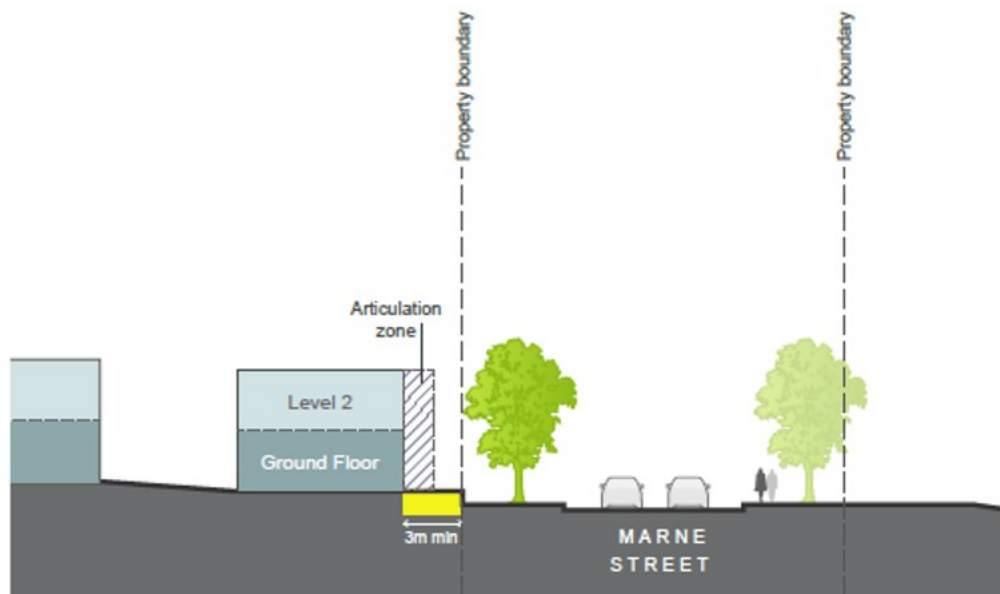
**Figure 5 - Section A – Military Road interface**



**Figure 6 - Section B – New street interface**



**Figure 7 - Section C – Reservoir Street interface**



**Figure 8 -Section D – Marne Street interface**

## 5.3 Architectural Diversity and Building Design

### 5.3.1 Objectives

- Ensure quality and innovative architectural designs that reflect the desired future character of the Site, interpret heritage cultural values, and avoid a bland and monotonous architectural style.
- Design and locate buildings to mitigate against noise impacts including low frequency noise from adjacent heavy industries associated with the current and future uses within the Three Ports SEPP area surrounding the Port of Port Kembla.
- Ensure that the site is developed to its potential whilst respecting neighbouring properties by sensitively integrating the new development with the existing adjacent residential buildings.



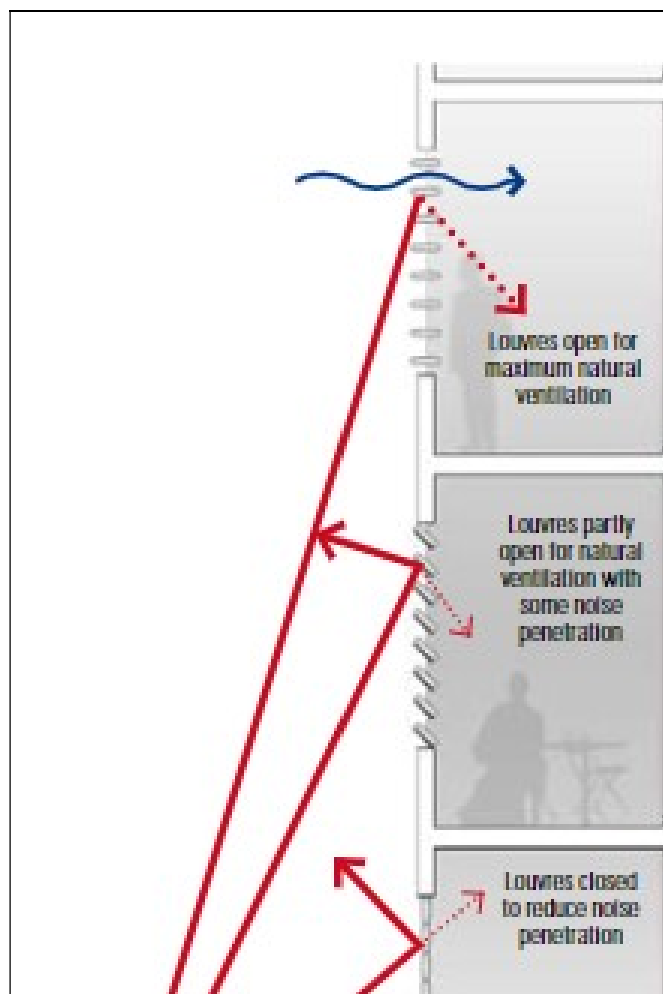
- d. Ensure the resultant-built form and public domain optimises key views to the coast, Illawarra Escarpment and significant cultural landscape elements.
- e. Locate dwellings to encourage optimal amenity (visual privacy, solar access and functional amenity) and passive surveillance of communal and public spaces, including streets-

### 5.3.2 Development Controls

1. The Subdivision layout is to respond to and utilise the site's topography, and promote appropriate lot orientation to maximise the northern aspect.
2. The Site layout is to respond appropriately to potential noise and other amenity impacts resulting from the Port of Port Kembla and any future heavy industrial or Port related development within the Three Ports SEPP area, and where possible use the built form of buildings to shield residential areas located further from the noise source.
3. Future development and architecture is to be of the highest quality, respond to the heritage significance of the Site and the former school buildings, and be sympathetic to the existing surrounding local character.
4. Buildings are to be designed to reduce the level of potential disturbance from the Port activities, including orientation of buildings, materials selection and noise attenuation. A suitably qualified and accredited acoustic consultant should be consulted to advise on façade construction, noting that masonry style faced construction performs well at low noise frequencies. Noise mitigation façade treatments are to be employed as per Figure 9 below.
5. A landscaped berm (minimum 10m wide) is to be created along the north-eastern boundary, designed in conjunction with an Acoustic Engineer, to reduce the impact of noise generated by port activities on properties within the development.
6. The design of buildings is to achieve architectural diversity reflecting the typologies outlined in Figure 2. A diverse range of housing types, sizes and built form is to be delivered, including affordable rental dwellings subject to a Voluntary Planning Agreement (VPA). Housing types are to cater for a diversity of household types and demographic profiles, and include townhouses/terraces, villas and apartments.
7. Multi dwelling and attached housing are to have direct frontage to a public road (i.e., are not to be built on battle-axe lots)
8. The design of new built form located on the footprint of former school buildings should allow for interpretation of former use of the site and reflect the setback, scale, form, and proportions of the former school buildings.
9. Materiality should respond to the desired future character statement of the site and setting of the development. A suitable mix of materials that are sympathetic to the former school buildings should be utilised in any new development, specifically timber cladding, corrugated iron and reclaimed brick.
10. Design of new buildings should minimise the overall sense of bulk and scale and maximise building separation. The modulation of the components of the buildings and the composition and detailing of their facades will also contribute to their perceived scale. Designs must demonstrate consideration of all of these elements. Landscaping, articulation, upper floor setbacks, balconies, sun shading devices and awnings should be used to help reduce the apparent bulk of buildings. Limit blank walls to 30% of any façade facing a boundary.
11. Living areas and balconies are to be oriented to the north, with bedroom areas facing south, to mitigate from noise sources in the north. Apartment layouts which extend from one side of the building to the other, or use internal light wells, are to provide shielding from port noise. Glazing is to be provided for apartment layouts such that when windows are closed, low internal noise levels can be achieved. Fresh air ventilation and thermal comfort measures are to be provided to ensure windows can be closed to improve amenity.
12. Locate dwellings to encourage optimal amenity (visual privacy, solar access and functional amenity) and passive surveillance of communal and public spaces, including streets. Buildings directly adjoining open space must be designed with an appropriate interface and

frontage to the open space. An appropriate interface will include buildings which front the open space, clear entries to residential lobbies and/or individual dwelling entries at the ground floor, sufficient landscaped setbacks to create a transition and delineation between public and private space, landscaped verge and shared paths and/or roads clearly defining the extent of public domain. Dwellings on the ground floor facing the street are to have individual entries from the street. Outdoor areas are to be designed to take advantage of any acoustic shielding by the building structure or surrounding buildings.

13. Ensure opportunities for outlook and maintenance of views through blocks. Buildings are to be located to provide an outlook to and passive surveillance of the public domain where possible. Apartment setbacks to the side and rear boundaries should be a minimum 6m up to 4 storeys.
14. Residential development should comply with the Development Near Rail Corridors and Busy Roads Interim Guideline, NSW Government and any other relevant State Environmental Planning Policy (i.e., SEPP (State Environmental Planning Policy (Transport and Infrastructure) 2021)) and NSW EPA Noise Guidelines for Local Government.
15. Section 10.7 Planning Certificates are to include a notation that the property is affected by impacts of a 24-hour operating port (noise, light, air/dust etc).



**Figure 9: Noise Mitigating Façade Treatment**

## **5.4 Movement Network**

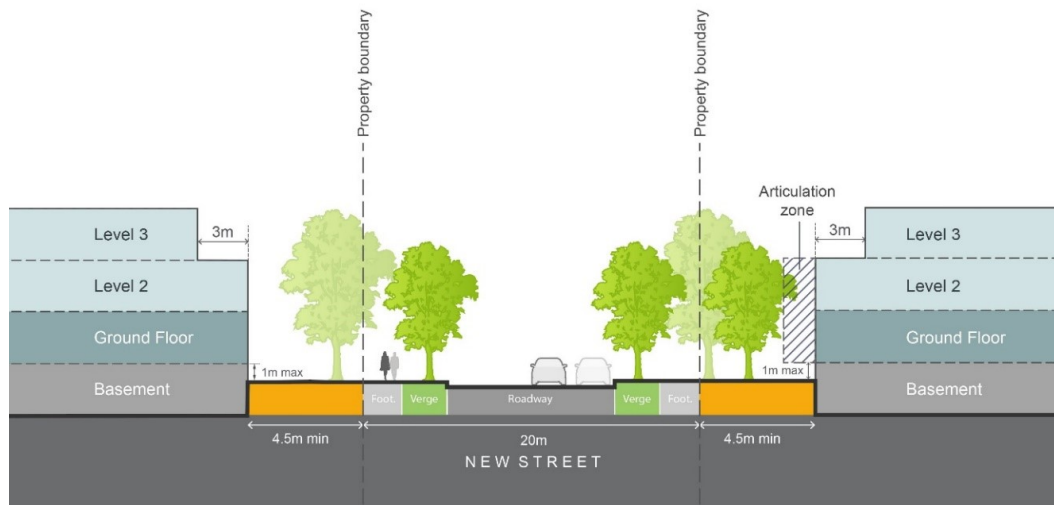
### **5.4.1 Objectives**

- a. Deliver a clear and safe hierarchy of roads, lanes, pedestrian paths and cycle ways to integrate the site with the wider Port Kembla community and established Port Kembla Town Centre.

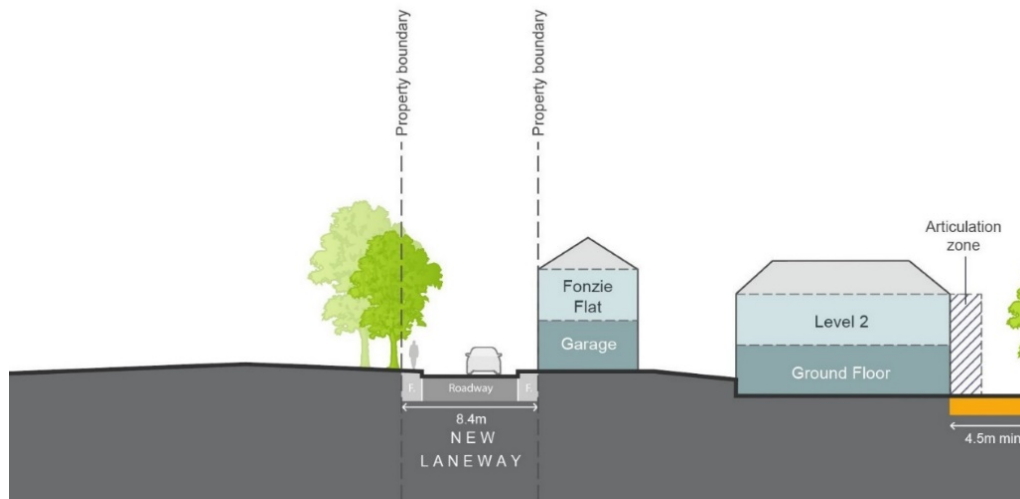
- b. Ensure people can move through and within the site including pedestrians, cyclists and traffic by creating new streets that link into the existing grid.
- c. Ensure a safe and functional internal road network, including the provision of on street parking.
- d. Provide consolidated vehicular access to all lots within the site.
- e. Provide continuous footpaths within the site.
- f. Ensure no vehicular access to individual lots directly off Military Road and Reservoir Street.
- g. Create a number of blocks that increase street frontage

#### 5.4.2 Development Controls

1. All roads and laneways will be consistent with Transport for NSW Roads and Wollongong City Council engineering requirements and provided as per the Master Plan in Section 4. The Master Plan provides for a connection to Military Road, in line with Third Road, which connects through to Electrolytic Street and Reservoir Street; and a laneway connector from the new through road, to Reservoir Street, providing rear lane access to the terraces and driveway access to the apartment buildings, independent of Military Road.
2. A roundabout is to be provided at the connection to Military Road in line with Third Road.
3. Street Type 5 (modified): 20 metre wide road reserve (1.5m footpath – 3.6m verge – 9.8m carriageway – 3.6m verge – 1.5m footpath) to distribute traffic throughout the site, with footpaths and verge to both sides to support pedestrian and cyclist safety and amenity.
4. Laneway Type 8: 8.4 metre wide road reserve (1.45m footpath – 5.5m carriageway – 1.45m footpath) to distribute traffic to carparking located on individual lots, with footpath to both sides to support pedestrian and cyclist safety and amenity.
5. For lot frontages six (6) metres or less car parking access must be from rear lanes only.



**Figure 10 - New proposed street section**



**Figure 11 - New proposed laneway section**

## 5.5 Accessible Private Open Space and Natural Environment Public Domain

The former Port Kembla School Site Master Plan in Section 4 of this Chapter provides a range of open spaces for the community and residents, integrated with heritage interpretation opportunities, pedestrian connections and residential development.

### 5.5.1 Objectives

- Provide multiple high quality, safe and accessible open spaces of various scales as identified in **Figure 2** to cater for a wide range of user needs, including both future residents and the wider community.
- Create a safe and accessible open space network that provides connectivity to Port Kembla Town Centre and other recreation spaces such as Gallipoli Park and King George V Oval. Ensure private open spaces are activated with passive surveillance to provide a sense of security and safety.
- Celebrate and acknowledge the shared heritage significance of the Site through innovative and interactive interpretation outcomes guided by the recommendations of an endorsed Heritage Interpretation Plan.
- Ensure the integration of interpretation of shared cultural heritage values associated with the Site, including Aboriginal Cultural Heritage values and the history of the former Port Kembla School Site, as well as key views through open space and natural environment outcomes in line with the Designing with Country Guidelines (2019).
- Promote passive surveillance between private open space and publicly accessible areas within the development.
- Ensure that future built development acknowledges, respects and celebrates the shared heritage significance of the Site, and provides opportunities to integrate interpretation of cultural values with open space, built form and retention of views.
- Retain the existing mature trees on the Site boundary as a green buffer to the development, and at the proposed public open space bounded by Military Road and Electrolyte Street.

### 5.5.2 Development Controls

- New open spaces are to be provided in accordance with Table 1 -



**Table 1: Open space typologies**

Open Space	Total Area (ha)	Ownership
<b>Aboriginal Interpretation Area</b>	0.3ha	Private
<b>Vegetated Berm</b>	0.3ha	Private
<b>European Interpretation Area</b>	0.7ha	Private

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



**Figure 12: Location of Future Vegetated Berm**