

Note: These Precinct controls will sit within Part 6 of the Wollongong DCP Chapter B4 – Development in Centres and Peripheral Sales Precincts. Part 6 is supplementary to the general controls found in Part 9 of the same chapter

## 6 PLANNING REQUIREMENTS FOR DEVELOPMENT IN THE MAJOR TOWN CENTRES

### 6.1 Corrimal Major Town Centre

The precinct planning controls for Precinct 1 – Wilga Street Block are included at 6.1.1. The precinct planning controls for the remainder of Corrimal Major Town centre will be covered in a future update to the DCP

#### 6.1.1 Precinct 1 - Wilga Street Block

This precinct is a key site known as the Wilga Street Block which is located at the north-east end of the Town Centre and is bound by Wilga Street, Collins Street, the Princes Highway and Memorial Park. The controls within this section apply to the Wilga Street Block as illustrated in Figure 1.



**Figure 1 - Wilga Street Block Study Area**

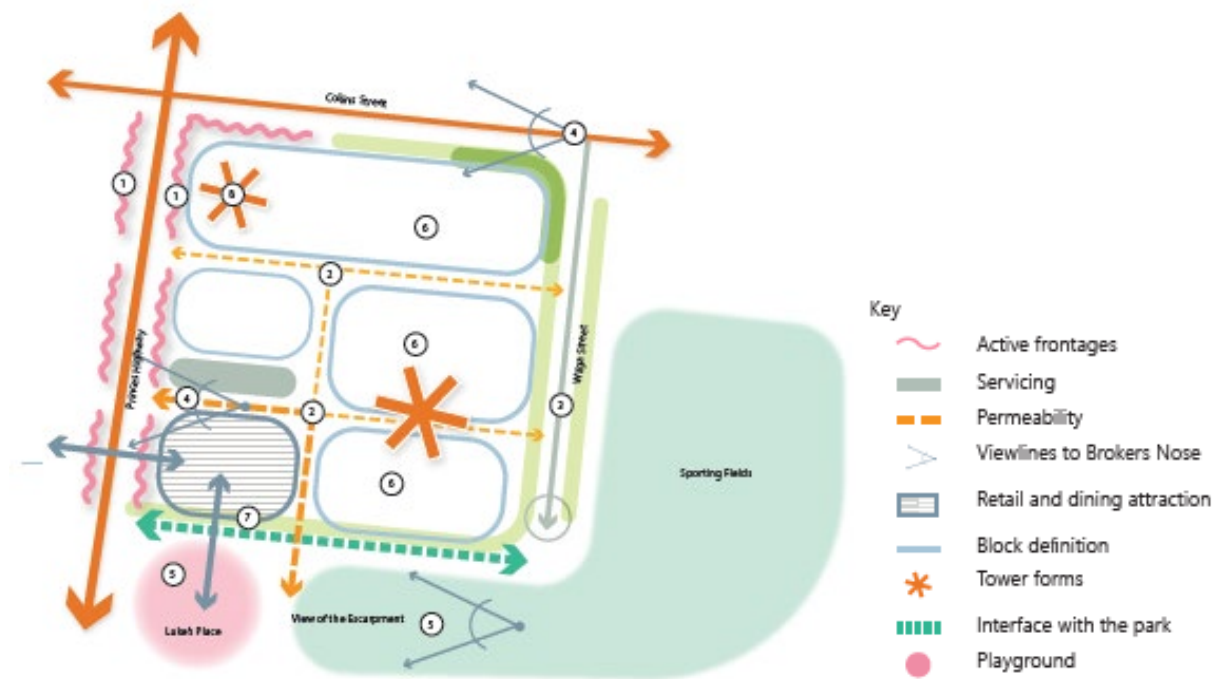
These precinct controls are informed by:

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

#### **Objectives**

1. To communicate the expectations and requirements of development within the Wilga Street Block with detailed objectives and controls for development.
2. To ensure development aligns with the Corrimal Town Centre Plan (2015-2025) and the objectives, principles and recommendations of the Wilga Street Block Planning Strategy.
3. To guide a place-based development approach through a comprehensive set of planning and design guidelines informed by the future desired character of the Precinct.
4. To promote design excellence and quality urban design and architectural outcomes across the Wilga Street Block.

These DCP controls have been developed with reference to the recommendations of the draft Wilga Street Block Planning Strategy, to work in conjunction with revised provisions within the Wollongong LEP2009, particularly in relation to land use, building form and access.



**Figure 2 Wilga Street Block Concept Diagram (SJB)**

The above concept diagram is supported by the following key moves:

1. Retain main street character with active frontages
2. Improve block permeability for pedestrians
3. Locate vehicle access and servicing to Wilga Street
4. Maintain key views to the Escarpment
5. Protect sunlight to Memorial Park
6. Strengthen lot layouts and allow for logical lot consolidation and development
7. Enhance the connections to and the interface with the Memorial Park
8. Investigate the potential for the distribution of tower forms across the block

## Desired Future Character

### *Vision*

The **Wilga Street Block** will be a vibrant and flexible mixed-use precinct that strengthens the role and identity of Corrimal Major Town Centre. It will support the growth of the local community, with services and amenities that align with Council's strategic priorities. The Block will enable safe and high amenity access to Memorial Park, and this interface will foster social interaction and a range of activities. Comfortable streets, lanes and improved active transport connections will support a uniquely walkable environment and minimise the role of cars.

The **Princes Highway** is the main retail street for Corrimal and already operates as a high street with fine grain retail. Redevelopment of the site will seek to revitalise and enhance the existing character. Pedestrian only traffic with wide footpaths will encourage walkability and activation of shop fronts with no vehicular crossings.

**Memorial Park** is a critical interface for enhancing the amenity of Wilga Street Block. Activating the edge of the park adjacent to Luke's Place and the Memorial Outer Ground will provide stronger connections, an increase vibrancy and support visitation and utilisation.

**Collins Street** is a predominantly residential street with a mixture of single dwellings and low scale medium density housing. On the Wilga Street Block low scale street walls, setbacks for landscaping and articulated façades will assist in managing the transition to a higher density of residential uses, to fit within the local context.

**Wilga Street** plays a key role in the functioning of the block as primary servicing and vehicle access. Consolidated vehicle entries and servicing, future cycling routes, on street parking and landscaped setbacks would all enhance the amenity of the block and improve connections to surrounding community facilities.

## Structure and Access

The structure of a block defines how it is experienced by people. It facilitates areas for amalgamation and development, designates the role of streets and internal movement networks, and determines the provision of and interface with the public domain and surrounding context. Figure 3 shows the preferred structure and access framework for the Wilga Street Block.





**Figure 3 – Structure, Access and Views**

### Public Views

#### Objective

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

#### Controls

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

## *Lanes and Pedestrian through site links*

### **Objective**

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

### **Controls**

1. Open air through-site links are to be an easement on title unless identified for dedication to Council.
2. Pedestrian links are to be provided as per Figure 3. Where connections are not available due to lot ownership, appropriate alternatives are to be proposed.
3. Pedestrian links are to be consistent with the requirements in 9.2.6 Pedestrian Access.
4. Use landscape planting and interstitial views to surrounding landscape features to ensure that spaces do not feel enclosed or lacking in connection to the wider area.

## *Vehicle Access*

### **Objective**

- a. Pedestrians are prioritised on footpaths and in shared zones.
- b. Conflicts between vehicle and pedestrians are to be minimised
- c. Vehicle entry points do not dominate the design of buildings or the streetscape character
- d. Vehicle access within the site facilitates rear access to properties denied vehicle access

### **Control**

1. Vehicle access is to be consistent with Figure 3
2. Vehicle access to the Block is to be consolidated and all parking and servicing is to be functional, adequate and discrete.
3. Vehicle access to properties and carparking is to be provided off internal lanes and Wilga Street rather than primary street frontages to limit conflicts with pedestrian and cyclist activity.
4. Additional Vehicle access from the Princes Highway and Collins Street is denied as shown in Figure 3.
5. Rear access to denied access properties with no existing access is to be provided from Wilga Street in a consolidated form. Figure 3 illustrates the desired arrangement.
6. Opportunities to remove existing vehicle access driveways from access denied locations is encouraged and should be prioritised

## *Lot Consolidation*

Rationalisation of the lots across the Block through lot consolidation will result in a clearer structure, provide increased public benefit and deliver a variety of high-quality building forms. The following diagrams demonstrate preferred lot consolidations options for the Block to guide the application of the Alternative Height and FSR scheme with the WLEP2009.

### **Objective**

- a. Allow large, consolidated lots the flexibility to sensitively distribute increased density as well as increased public benefit.
- b. Provide for a comprehensive development on the site which implements consistent urban design principles of the highest standard;
- c. Provide for well-planned and well located publicly accessible mid-block connections for active transport and vehicle movement.

### **Control**

1. Lot consolidation is consistent with Figure 4.

2. Protect the access of sunlight to open space areas both on the site and in the surrounding area.
3. Manage the traffic generation of the site and consolidate vehicular access and loading.
4. Lot frontages are to provide adequate width to allow buildings to provide for the efficient development of land and high-quality design of buildings.
5. Demonstrate that consolidation does not result in isolated lots, or lots that are not able to redevelop.



**Figure 4 - Lot Consolidation Diagrams**

## Car Parking Requirements

### Objectives

- a. Retain public access to parking on the Wilga Street Block to support visitation to, and use of, Memorial Park and the Corrimal Town Centre more broadly.
- b. Consolidate and integrate all new carparking to ensure increased useability.
- c. Provide car parking spaces that are adaptable to future uses.

### Controls

1. Carparking is to be provided in accordance with the requirements of DCP Chapter E3 Carparking, Access, Servicing/Loading Facilities and Traffic Management.
2. Car parking spaces are to be integrated into the design of buildings.
3. Car parking is not to be visible at ground level, or on any level up to street wall height, from any street frontage.
4. Ensure clear lines of sight and wayfinding to publicly accessible car parking spaces from surrounding streets, public spaces and uses within the Block.
5. Access to and location of carparking within the Block should be aligned with the proposed structure as shown in Figure 3.

## Built Form

Built form describes the collection of individual building design elements that contribute to the overall character and performance of the built environment. The Built form interface comprises of the boundary between the internal program of a building and the public realm. The way buildings interface with the public domain has a direct influence on the urban character of the city, the accessibility and functionality of the



building and the safety, amenity and quality of the public domain. Figure 5 shows the preferred built form interface for the block.



**Figure 5 - Built Form interface**

### *Ground Floor Setbacks*

#### **Objective**

- Provide space for street tree planting
- Maximise view corridors to significant landscape and built form to enable orientation and way-finding, and protect and enhance the Town Centre's character
- Provide a transition between the building forms on the Block and the street, Memorial Park and surrounding residential areas.

#### **Control**

- Ground floor setbacks are to be provided as shown in Figure 5 - Built Form interface.
- Commercial uses facing the Princes Highway and Collins Street are to have a 0m setback from the lot boundary.
- Commercial uses facing Memorial Park are required to have a minimum 5m setback from the boundary. This setback is to be publicly accessible and allow for activities such as walking, outdoor dining and trading, and a range of street furniture.
- Commercial and residential uses facing Wilga Street and Collins Street (to the extent shown on Figure 2) are required to have a minimum 5m landscaped setback. This setback is for private domain and is intended as a landscaped buffer to the adjacent parklands and/or residential neighbourhood. Where setbacks are to commercial uses, these should be publicly accessible.
- All setbacks should be appropriate for context and the proposed land use. On Collins Street, where it is expected that there may be a transition from Commercial to residential at ground, proposed setbacks will be assessed on merit, with reference to the setback of the adjacent properties and the land use.

## *Street wall heights and upper level setbacks*

### **Objective**

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

### **Control**

1. Buildings are to have a 1 to 2 storey street wall. Upper storeys are to be setback as shown in Figure 5. A range of upper storey setbacks are required to address different street and park interface conditions.
2. Princes Hwy and Collins Street (western end) – 1-2 storey street wall with a minimum 5m upper storey setback
3. Collins St (eastern end) and Wilga Street – 1-2 storey street wall with a minimum 2m upper storey setback (Note that these properties have a 5m ground floor setback)
4. Memorial Park – 1-2 Storey street wall with an upper storey setback as required to meet the LEP Overshadowing controls.
5. Internal laneways and pedestrian through site links – 1-2 storey street wall with a minimum 2m upper storey setback.

## *Side setbacks*

### **Control:**

1. Any new building within this precinct may incorporate a zero side ground floor setback up to street wall height, except where a pedestrian through site link or lane is indicated in Figure 3 - Structure and Access.
2. A minimum 6 metre ground floor setback is required from the rear property boundary, where a site includes or abuts residential uses.
3. Upper-level side and rear setbacks are required to provide light and air to the street, adjacent open spaces and internal pedestrian links. 0m side or rear setbacks are not permitted above street wall height.

## *Awnings*

Awnings are roof structures that project over the footpath in order to provide weather projection for passing pedestrians, entries to buildings and outdoor activities such as dining. They encourage pedestrian activity along streets and, in conjunction with active edges, support and enhance the pedestrian experience.

### **Objective**

- a. Encourage pedestrian activity along streets, and through-site connections to support and enhance the vitality of the Wilga Street Block.

### **Controls**

1. Awnings are to be provided to all retail, business or mixed-use buildings as required by 9.2.7 (2) of this Chapter.
2. Awnings are also required to all buildings facing Memorial Park, as shown in Figure 4.

## *Active frontages*

### **Objective**

- a. Development presents welcoming, engaging and active edges to streets and other public spaces particularly Memorial Park at ground floor and the street frontages of lower storeys
- b. Building frontages contribute to the use, activity, safety and interest of Memorial Park

### **Control**



1. Non-residential uses are to be provided on the ground floor in the locations nominated on the Wollongong LEP 2009 Active Frontages map and also comply with Clause 9.2.4 of this DCP Chapter.
2. Building frontages are to acknowledge and contribute to the character of street as defined under Desired Future Character of the Wilga Street Block.

### *Residential Frontages at ground*

*(Note this clause is intended to be added to the B4 General Controls)*

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

#### **Objective**

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

#### **Control**

1. Ground and first floor residential uses should be designed as split level apartments or two-storey terrace houses with individual entries to the street
2. Ground floor setbacks should be designed to provide privacy and amenity at ground with abundant, quality landscaping. Residential at ground floor levels should be raised 0.6 - 1.4m above street level to provide visual privacy.
3. Basements are not to encroach forward of the building setback so that landscape areas can provide adequate soil volume for successful tree growth.
4. Building setbacks of new developments are to accommodate existing street trees.
5. Private open spaces addressing the street may be raised or at street level. The top of any fencing to ground floor private open space is not to exceed 1.5m above street level so as not to obstruct casual surveillance.
6. Locate communal access points to residential developments perpendicular to the street
7. Dwellings are to be designed and laid out so that every 6m a dwelling, communal space or other high use space provides opportunities for direct surveillance of the adjacent street or public domain.
8. Provision for bin storage is to be provided in a concealed location which does not face the street.