

# **AMENDED PLANNING PROPOSAL**

**3-318 SHORT STREET AND 324  
PRINCES HIGHWAY, CORRIMAL**

**URBIS**

**URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:**

Director	Andrew Harvey
Senior Consultant	Rob Battersby
Project Code	SA7271
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**Appendix A** Urban Design Report & Indicative Design Concept prepared by AJ+C Architects (and Amended/superseded by Concept work by ADM Architects)

**Appendix B** Stage 1 Preliminary Site Investigation prepared by Golder Associates

**Appendix C** FloodRisk Management Plan by REINCO consulting

**Appendix D** Traffic Report prepared by Colston Budd Rogers & Kafes

**Appendix E** Indicative Landscape Concept Plan prepared by SYM Studio

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# EXECUTIVE SUMMARY

- The subject site is strategically significant, located on a prominent location adjacent to Corrimal Town Centre. It has a large site area, is in single ownership, is within walking distance of Corrimal Train Station, has district views, and is surrounded by a range of other local retail, community, residential and open space uses. Few sites within Corrimal have comparable strategic credentials and attractiveness for medium density housing or are available for unique renewal opportunities.
- Notwithstanding these unique and highly sought after qualities, the current car park site fails to respond positively to the opportunities provided by such a prominent, strategic location. Within this context, the site is underdeveloped and lacks an appropriate form of development that contributes positively to the strategic direction for Corrimal.
- The current zoning and development standards applicable to the majority of the site reflect the current use (i.e. a car park), and when Wollongong LEP 2009 was adopted, this shifted away from the previous (and long established) medium density zoning under Wollongong LEP 1990 by simply 'translating' and acknowledging the current land use arrangement. In our opinion, this has significantly limited the potential for this unique site to contribute positively to both the local and regional aspirations for the site and surrounding area.
- Since the adoption of Wollongong LEP 1990, the Illawarra Regional Plan provides a strong policy emphasis on urban renewal opportunities close to public transport, strengthening and growing local centres, and promoting higher density, and development in areas where there is strong housing demand.
- In response to the strategic site qualities and opportunities with the current form of development on the site, Lederer Group (the applicant) are proposing the future redevelopment of the site, with a vision of providing a high quality, shop-top housing scheme supported by new food and drink premises with improved street activation and pedestrian connectivity to the Corrimal Town Centre and surrounding community uses.
- This vision would enable the direct achievement of a range of both regional and local strategic planning objectives including job and housing growth and renewal of a prominent part of Corrimal that is well connected to community infrastructure.
- In response to the applicant's vision for the site, the project architects have prepared indicative design options to address the unique, strategic qualities of the site. These options have comprehensively evaluated the site conditions, the surrounding context, vehicular access, pedestrian access/connectivity, views and amenity considerations of surrounding properties. Importantly, the proposed design options have carefully considered a flood mitigation strategy which manages flood risks (in and around the site), but also provides the opportunity for a highly resolved architectural and landscape entry feature at the corner of Princes Highway and Short Street. The flood mitigation strategy enables the recreation of an open watercourse and a public benefit of lowering the flood risk on the site and surrounding precinct.
- Accordingly to facilitate the future residential redevelopment of the site, the planning proposal seeks to amend Wollongong LEP 2009 to rezone the site to R3 Medium Density Housing, with changes to the building height and FSR standards, as well as some refinement to the permitted uses on the site. The planning proposal also includes the rezoning of the proposed flood way to RE2 Private Recreation to ensure that any residential development is restricted within this part of the site.
- In summary, the proposal will provide a range of local and regional benefits which warrant support, including:
  - Urban renewal of a key strategic site within Corrimal Town Centre which seeks to facilitate a high quality residential development outcome.
  - Potential for the provision of new, high quality designed residential apartments which supports the subregional housing targets for Wollongong LGA.
  - Provision of innovative, architecturally designed flood mitigation measures which will provide positive benefits to the site as well as surrounding properties.

- Since the planning proposal was lodged in June 2017, the proponent has consulted extensively with Council. The planning proposal has been subject to ongoing collaboration and engagement to resolve key planning and engineering matters, specifically with regards the urban design and flood mitigation strategy. The extent of collaboration and refinement to the planning proposal is demonstrated by the number of meetings held between senior Council officers and the proponent over the last three years.
- Wollongong City Council Officers and the Wollongong Local Planning Panel (**WLPP**) have agreed to support the planning proposal and endorse its submission for Gateway determination on the grounds that it demonstrates strategic and site-specific merit.
- The planning proposal was heard at the Ordinary Meeting of Council on 29 June 2020. The recommendation of Council's City Strategy Manager and the Director of Planning and Environment, endorsed by the Wollongong Local Planning Panel, was that the planning proposal be submitted for Gateway determination for the reason that it demonstrated strategic and site-specific merit.
- However, notwithstanding this recommendation, elected Councillors proposed an alternative motion and unanimously resolved not to prepare the planning proposal or submit to Gateway determination.
- Accordingly, a rezoning request has been initiated by the proponent as a result of the decision by Councillors at the Ordinary Meeting of Council on 29 June 2020 not to support the planning proposal.

# 1. INTRODUCTION

This planning proposal has been prepared on behalf of Lederer Group (**the applicant**) in relation to 3-13 Short Street, 312-324 Princes Highway, and 15 Short Street, Corrimal (**the site**). The site is currently primarily used as a surface car park for overflow parking of Corrimal Shopping Centre opposite the site.

The planning proposal seeks to amend the Wollongong Local Environmental Plan (**WLEP 2009**) 2009 by rezoning the site to part R3 (Medium Density Residential) and part RE1 (Public Recreation) and RE2 (Private Recreation), applying a 15 metre building height control and a 1:5:1 Floor Space Ratio (**FSR**) control to land zoned R3 (Medium Density Residential), amending the minimum lot size, identifying the site as a 'Key Site', and incorporating additional permitted uses and new local provisions.

The overarching vision for the planning proposal is to facilitate high quality residential apartment development in a location within close proximity to existing commercial and retail services associated with the Corrimal town centre, employment opportunities, recreational facilities, and public transport. Future development will deliver a diversity of housing typologies on a site eminently suitable for a medium density zoning and will contribute to sustainable development and liveable communities, as envisaged in broader strategic planning policy and Council's Community Strategic Plan.

The planning proposal has been prepared having regard to the NSW Department of Planning's '*A Guide to Preparing Planning Proposals*' and '*A Guide to Preparing Local Environmental Plans*'. This planning proposal includes the following:

- Background that has led to the need for a planning proposal.
- Description and analysis of the site and its local context.
- Consideration of the existing planning framework.
- Objectives and intended outcome of the planning proposal.
- Explanation of the proposed amendments to the WLEP 2009
- Justification of the planning proposal.
- Consideration of the community consultation likely to be associated with the proposal.

It is requested that Wollongong City Council (**Council**) forward the planning proposal to the Minister for Planning for Gateway Determination in accordance with Section 56 of the Environmental Planning and Assessment Act (**EP&A Act**). The Gateway Determination by the Minister will decide:

- Whether the matter should proceed (with or without variation).
- Whether the matter should be resubmitted for any reason (including for further studies or other information, or for the revision of the planning proposal).
- The community consultation required before consideration is given to the making of the proposed instrument.
- Whether a public hearing is to be held into the matter by the Planning Assessment Commission or other specified person or body.
- The times within which the various stages of the procedure for the making of the proposed instrument are to be completed.

The planning proposal is accompanied by a range of plans and reports prepared by specialist consultants to provide a comprehensive analysis of the site opportunities and constraints. These address the key issues and impacts associated with the proposed rezoning including:

- Urban Design Report & Indicative Design Concept prepared by AJ+C Architects & Updates prepared by ADM Architects (**Appendix A**);
- Stage 1 Preliminary Site Investigation prepared by Golder Associates (**Appendix B**);
- Flood Mitigation Management Report prepared by Reinco Consulting (**Appendix C**);

- Traffic Report prepared by Colston Budd Rogers & Kafes (**Appendix D**); and
- Indicative Landscape Concept Plan prepared by SYM Studio (**Appendix E**).

## 2. BACKGROUND AND PLANNING HISTORY

The following background is relevant to the planning proposal:

- Prior to the adoption of WLEP 2009 the site was partially zoned 2(b) Medium Density Residential and 2(a) Low Density Residential under the previous planning scheme applicable to the site (Wollongong LEP 1990). 'Residential Flat Buildings' were permitted in these zones which indicates that up until this time, the planning framework relevant to the site anticipated a medium density planning outcome for the site.
- When the Council prepared WLEP 2009, the zoning of the site was changed to predominantly SP2 Infrastructure which mirrored or 'translated' the current use of the site being for surface car parking. While we understand that this may have been the appropriate direction set by the NSW Department of Planning & Environment and/or Council at the time, this significantly limited the development potential of the site, when there was otherwise a lot of strategic merit with retaining the medium density zoning that applied to the site.
- In 2009 Wollongong Council prepared the *Corrimal Revitalisation Strategy 2009* (now superseded by the *Corrimal Town Centre Plan 2015-2025*) which Stockland (the then owner) provided detailed feedback and input into. Stockland specifically requested that the Council consider including the subject site within the 'Town Centre' boundaries, acknowledging the strategic location of the site and the potential for renewal of this important part of Corrimal.
- At that time, the Council decided not to progress with any changes to the planning controls which relate to the subject site, nor to consolidate the town centre in its existing location. We presume that when this decision was made, there was unlikely to have been any clarity regarding the flood mitigation strategies that are currently being contemplated by the applicant.
- More recently, the applicant has engaged closely with senior officers at Council to explore opportunities to return to the original medium density zoning which previously applied to the site. The Council saw value in exploring this option further, subject to resolving an appropriate flood mitigation strategy which appropriately examined flood risks in and around the surrounding precinct.
- In light of this preliminary feedback, the applicant engaged an experienced high-quality design and engineering team to review the opportunities and constraints and prepared indicative design concepts for the site.
- The supporting studies which are attached to the planning proposal provide a thorough analysis of site, surrounding area and unique opportunity presented by this unique site. Based on this thorough examination of the site, we are confident that the proposed LEP amendment will facilitate a potential high quality built form outcome for Corrimal Town Centre.
- Following the lodgement of the planning proposal in 2017 there has been considerable, ongoing engagement with Council Officers, primarily in relation to issues related to flood risk.
- On 16 October 2019 a meeting was held with senior officers from Wollongong City Council to discuss the applicants desire to respond positively to the key issues identified in recommendation to the WLPP. At the meeting, Council's Flood Engineering Manager (Andrew Heaven) requested that further design work on the floodway was needed, and subject to this re-design being acceptable, they would be willing to support the planning proposal from a flood risk perspective.
- Following further flood modelling and design work, on 19 November 2019 the applicant's flood engineer met with Andrew Heaven, and subsequently issued a revised flood model and design which was reviewed by Council over the following months. On 5 February 2020, correspondence was provided by Andrew Heaven to Council's Strategic Planning team confirming that the updated flood plan "*satisfied the previous concerns that Council's engineers had with regard to flooding for the subject site*". This was a very positive outcome following the extensive flood assessment and modelling work undertaken.
- On 19 February 2020, Council's Strategic Planning team requested that the applicant provide additional supporting information to reflect the changes to the flood zone. Subsequently, further correspondence was issued from Council on 10 March 2020, advising that the current information submitted with the application (and recommended changes by Council) would be sufficient for the WLPP to provide "advice" on the planning proposal.

- On 10 March 2020, Council confirmed that the updated documentation was sufficient to allow the planning proposal to be referred to the WLPP for a preliminary review prior to reporting to Council.
- On 2 April 2020, the WLPP resolved that the planning proposal be submitted for a Gateway determination because it demonstrated strategic and site-specific merit. This resolution included a request for additional information and clarification on certain matters (none of which would prevent the matter proceeding to Gateway but did nevertheless require action).
- On 12 May 2020, the proponent submitted an updated concept design package to respond to the matters raised by the WLPP and the request for additional information.
- The planning proposal was heard at the Ordinary Meeting of Council on 29 June 2020. The recommendation of Council's City Strategy Manager and Director of Planning and Environment, as endorsed by the WLPP, was that the planning proposal be submitted for Gateway determination for the reason that it demonstrated strategic and site-specific merit.
- However, notwithstanding this recommendation, elected Councillors proposed an alternative motion and unanimously resolved not to prepare the planning proposal or submit to Gateway determination.
- In response to the above consultation and design refinement with Council and the WLPP, the planning proposal (as originally lodged) has been modified to reflect the above flood outcomes, and the impact that this has had on the proposed zoning and built form controls for the site.

## 3. SITE CONTEXT

### 3.1. THE SITE

This planning proposal is made in relation to the site at 3-318 Short Street and 324 Princes Highway, Corrimal. It fronts Short Street and The Princes Highway. The site is an agglomeration of multiple lots; Lots 1 and 2 DP 506168, Lot 50 DP 837043; Lots 4, 5, 6 and 11 DP 2486; Lot A DP 346336; Lots 20 and 21 DP 558591; and Lot 1 DP506169. Its total area is approximately 7,500sqm.

The site is located approximately 6.5km north of Wollongong City Centre, and approximately 80km south of Sydney.

The site is predominately used as surface overflow car parking for the Corrimal Shopping Centre, on the opposite side of Short Street, and neighbouring community facilities. There are also two adjoining smaller residential lots which form part of the landholding, which contain no building work, but include part of Corrimal Creek, which forms part of the current flood control measures for the Towradgi Creek Catchment.

Figure 1 – Aerial Image of the Subject Site



Source: Sixmaps

### 3.2. SURROUNDING DEVELOPMENT

The subject site is a significant size comparative to other available sites in the surrounding area. Other sites are generally small allotments, catering to free standing residential dwellings. This fragmented ownership of land means that large sites are often not available to use for larger mixed-use developments.

Figure 2 – Site Context



Source: AJ+C Architects

The site is in a prominent location, surrounded by retail, community facilities, infrastructure, and residential dwellings. Corrimal Railway Station is approximately 1.2km from the site using the road network.

The site is bound by Short Street to the **North**. Beyond this street is Corrimal Shopping Centre.

Adjacent the site to the **East** and south-east are community facilities, including Corrimal District Library and Community Centre, Corrimal Pool, and playing fields.

Land immediately **South** of the site is landscaped. Beyond this is a series of low density residential dwellings.

The site is bound by The Princes Highway to the **West**. Beyond the highway is a Caltex Woolworths Petrol Station and a series of low density residential dwellings.

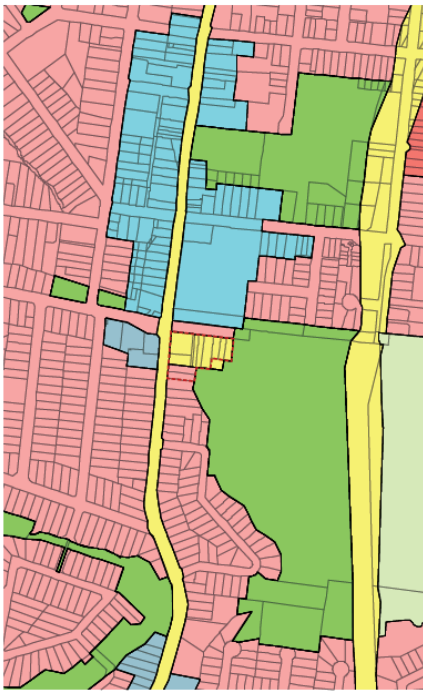
### 3.3. THE CURRENT PLANNING FRAMEWORK

The site is subject to the following zoning and development standards under the current WLEP 2009:

- Zoned part SP2 – Infrastructure: Car Park and part R2 Low Density Residential.
- The site has a maximum building height of 9 metres.
- A maximum FSR standard of 0.5:1 applies to the R2 Zone on the site.
- No maximum FSR standard applies to the SP2 Zone on the site.

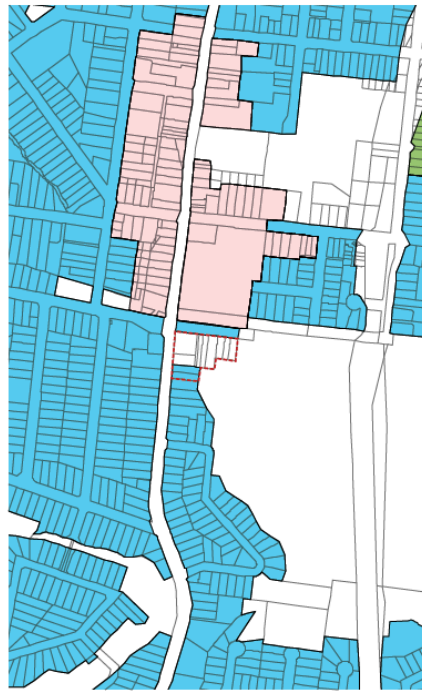
Figure 3 – Current zoning and development standards applicable to the site

Land Zoning Map



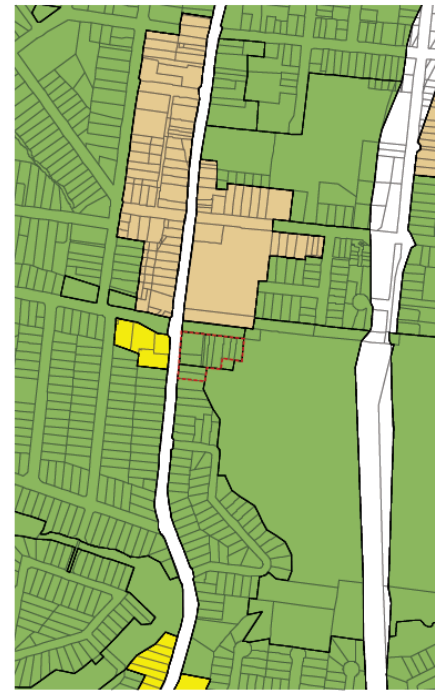
Key  
 Site  
 Zone SP2 - Infrastructure  
 Zone B6 - Enterprise Corridor  
 Zone R2 - Low Density Residential  
 Zone B2 - Local Centre  
 Zone RE1 - Public Recreation

Floor Space Ratio Map



Key  
 Site  
 Maximum FSR (n:1) 0.5  
 Maximum FSR (n:1) 1.5

Height of Buildings Map



Key  
 Site  
 Maximum Height 9m  
 Maximum Height 15m  
 Maximum Height 11m

## **4. THE INDICATIVE DESIGN CONCEPT**

As the planning proposal is seeking to amend both the current zoning and key development standards on the subject site, indicative design concepts and a comprehensive urban design analysis have been undertaken to inform the potential bulk, scale and massing of built form on the site, and to determine the potential impacts of this amendment on the surrounding context. The urban design analysis reviewed the site and surrounding environment, orientation and solar access, views from the site, street podium heights, setbacks, vehicular access, pedestrian connectivity, and shadow analysis.

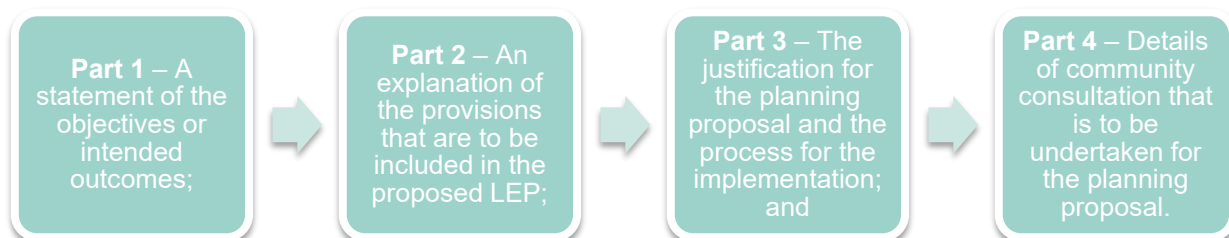
The preferred design concept provides the potential for a high quality residential development which responds positively to the surrounding amenity sensitive land uses in the immediate vicinity.

Section 5 of the Report provides an analysis of the potential environmental impacts of the proposal, including bulk, scale and massing, residential amenity, traffic, and also social and economic benefits of the scheme.

## 5. PLANNING PROPOSAL

This planning proposal has been prepared in accordance with Sections 55(1) and (2) of the *Environmental Planning and Assessment Act 1979* with “A guide to preparing planning proposals” (DPIE, October 2012).

Accordingly, the planning proposal is discussed in the following four parts:



Discussion for each of the above parts is outlined in the following sections.

### 5.1. PART 1 – OBJECTIVES AND INTENDED OUTCOMES

In response to the strategic site qualities and opportunities, the ultimate objective of the planning proposal is to facilitate future high quality development that compliments the role and function of Corrimal Town Centre.

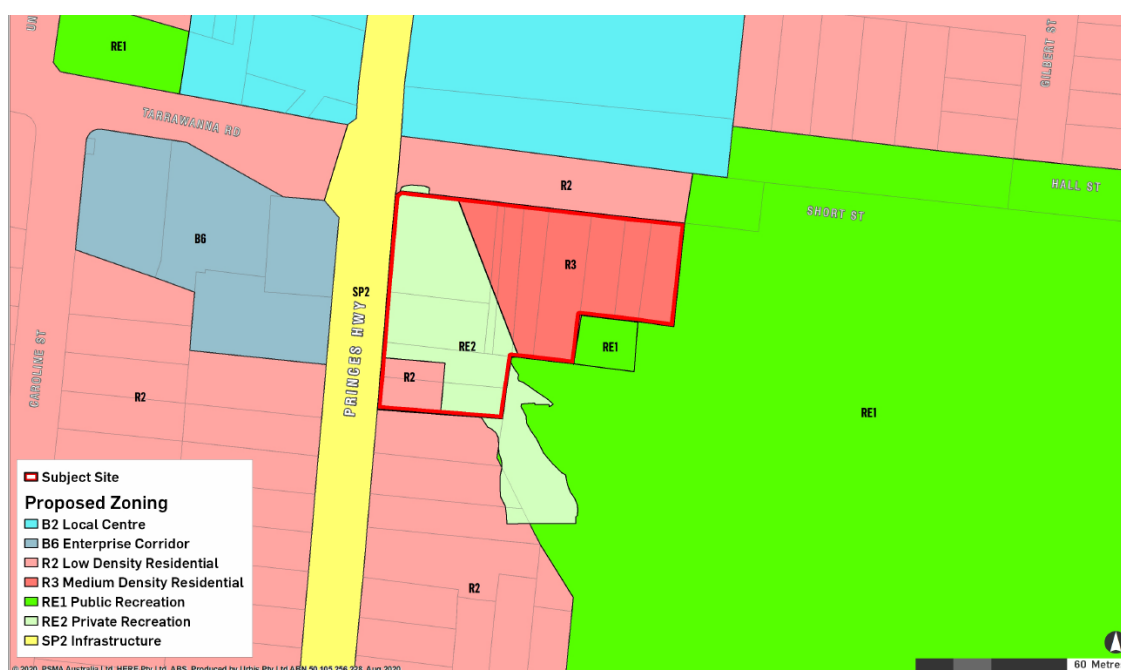
This vision would enable the direct achievement of regional and local strategic planning objectives including job and housing growth in an accessible and connected location, provision of precinct-wide flood mitigation enhancements, and renewal of a key site in Corrimal that is co-located with local community facilities. The increase in residential densities close to public transport will also strengthen demand for these services.

The proposed outcome will be achieved by rezoning the site from part SP2 Infrastructure (Car park) to part R3 Medium Density Residential and RE2 Private Recreation and amending the building height control to 15 metres and the FRS control to 1.5:1 to the land proposed for R3 Medium Density Residential zoning.

### 5.2. PART 2 – EXPLANATION OF PROPOSED PROVISIONS

It is requested that Council amend Wollongong Local Environmental Plan 2009 in the following manner:

- **Amend the ‘Land Zoning Map – Sheet LZN\_024’**
  - We would request the ‘Land Zoning Map – Sheet LZN\_024’ be amended to change the zoning of the site from part SP2 and part R2 to R3 Medium Density Housing and RE2 Private Recreation.



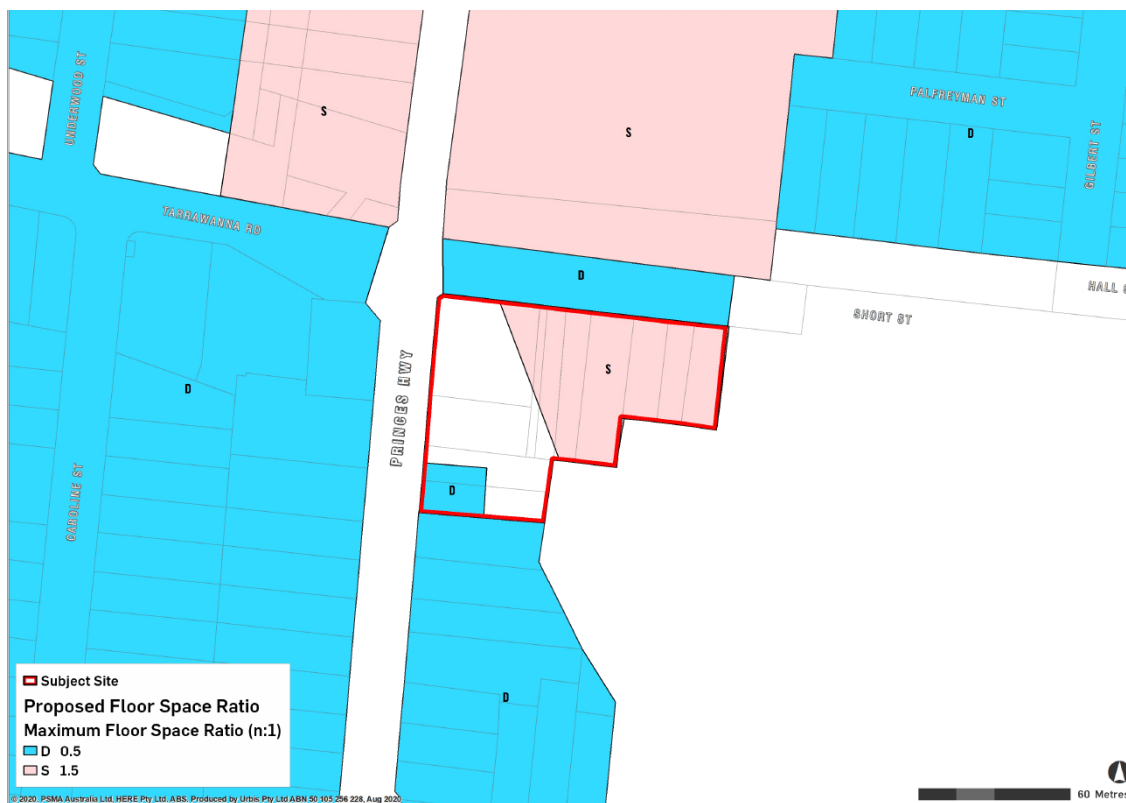
- Amend 'Height of Buildings Map – Sheet HOB\_024'

- We would request the 'Height of Buildings Map' be amended to provide a maximum building height of 15 metres on the part of the site to be zoned R3 Medium Density Residential.



- Amend 'Floor Space Ratio Map – Sheet FSR\_024'

- We would request the 'Floor Space Ratio Map' be amended to provide a maximum FSR of 1.5:1.



- **Add to Schedule 1 (Additional Permitted Uses) the following site details:**

*Use of certain land at 3-318 Short Street and 324 Princes Highway, Corrimal*

*This clause applies to land at the corner of Princes Highway and Short Street, being legally described as Lots 1 and 2 DP 506168, Lot 50 DP 837043; Lots 4, 5, 6 and 11 DP 2486; Lot A DP 346336; Lots 20 and 21 DP 558591; and Lot 1 DP506169.*

*Development for the purpose of 'flood mitigation works'*

**NB:** The proposed uses are provided as they are not currently permissible in the RE2 Private Recreation Zone, albeit that each of these uses is critical to implementing the indicative concept and vision for the site. For this reason, a Schedule 1 amendment is appropriate to provide certainty that there is no future permissibility issue for a future development application.

In addition to the above, Council's Assessment Report to the Ordinary Meeting of Council on 29 June 2020 recommended amendments to other LEP clauses and local provisions, in relation to:

- Minimum Lot Size Map;
- Riparian Lands and Watercourse Map;
- Key Site Map; and
- Other local provisions applicable to the site.

The proponent is supportive of these additional amendments to the LEP.

## **5.3. PART 3 – JUSTIFICATION OF PROPOSAL**

### **5.3.1. Section A – Need for the Planning Proposal**

#### **Q1. Is the planning proposal a result of any strategic study of report?**

The planning proposal is not directly the result of any local or state government strategic study or report. However, a comprehensive evaluation of the site's physical and strategic attributes have been undertaken to inform the potential redevelopment.

This analysis includes the preparation of indicative design concepts and urban design analysis to arrive at an appropriate massing, bulk and height scenario which is responsive to the surrounding context, but not unreasonable with regard to impacts on surrounding amenity-sensitive land uses. These options have been prepared in conjunction with a flood mitigation strategy for the site, and the proposed amendments have been examined by a traffic consultant, which supports the proposal.

In summary, the strategic studies and analysis undertaken demonstrate that the site's characteristics make it a very unique, highly strategic and appropriate site for renewal. The technical reports which accompany the planning proposal support the proposed rezoning and demonstrate strong support for redevelopment on the site. The planning proposal also responds positively to the objectives of the Corrimal Town Centre Strategy.

#### **Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?**

The planning proposal is the best means to achieve the objectives and intended outcomes described in Section 3 of this report for the following reasons:

- The current zoning of the site prohibits residential accommodation on the site, and in order to achieve the future built form outcome, the underlying zoning and development standards applicable to the site require amending.
- The extent in numeric variation from the current built form controls in comparison to the proposed could not reasonably be achieved through use of Clause 4.6 – Exceptions to Development Standards.
- Given that Wollongong LEP 2009 came into effect on 26 February 2010 there are no alternative options available to avoid a standalone planning proposal.

The proposed uses and indicative built form for the site will be most appropriately achieved through a site rezoning, amendments to LEP FSR and Height maps, and a Schedule 1 amendment.

### 5.3.2. Section B – Relationship to Strategic Planning Framework

#### Q3. Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including any exhibited draft strategies)?

The current development on the site fails to effectively provide the scale, form and quality of development that is commensurate with a site of its unique credentials. The planning proposal is therefore a direct and positive response to the site's excellent strategic location within Corrimal Town Centre, and the broader strategic regional and sub-regional objectives for the area.

Corrimal is identified as a 'Centre' and is located within a 'Rail Corridor' in Illawarra Regional Plan. The draft Strategy identifies various priorities for the local region, including:

Table 1 – Consistency with Illawarra Regional Plan

Regional Direction	Planning Proposal
<ul style="list-style-type: none"> <li><b>Direction 2.2 Support housing opportunities close to existing services, jobs and infrastructure in the region's centres.</b></li> </ul> <p>Centres identified as the focus for increased housing activity (see Figure 10) include the Northern corridor –Thirroul, <b>Corrimal</b> and Fairy Meadow;</p>	<ul style="list-style-type: none"> <li>This planning proposal will facilitate an increase in the availability of housing in the existing nominated urban area of Corrimal.</li> <li>The site is in a prominent location to take advantage of the existing; employment opportunities, infrastructure, commercial and retail opportunities, public transport, and facilities for pedestrians and cyclists.</li> <li>The site is in a prominent location, adjacent to various community facilities including the district library, pools, and playing fields.</li> <li>A shopping centre is located immediately to the north, beyond Short Street.</li> <li>The site is approximately 1.2km from Corrimal Railway Station.</li> <li>The site is adjacent to the Princes Highway.</li> <li>A mixed-use development would further support the provision of housing in proximity to employment opportunities.</li> <li>The indicative design concept provides the opportunity for potential through-site links that could improve pedestrian connections between the town centre to the north, and the community facilities and park to the east of the site.</li> </ul>
<ul style="list-style-type: none"> <li><b>Action 2.2.1 Investigate the policies, plans and investments that would support greater housing diversity in centres</b></li> </ul> <p>Corrimal is identified as a centre where a wider range of housing options are "<i>feasible, and where changes to planning controls could facilitate this outcome</i>".</p>	<ul style="list-style-type: none"> <li>In response to Action 2.2.1 the subject site is a unique opportunity to provide a range of housing options on a site which has previously been identified for medium density housing.</li> </ul>

Regional Direction	Planning Proposal
<ul style="list-style-type: none"> <li><b>Direction 3.1 Grow the opportunities for investment and activity in the region's network of centres</b></li> </ul> <p>Suburban centres have stronger local/district retail functions (for example, Corrimal, Warilla and Albion Park).</p> <p>Urban Centre's key functions: Suburban centres servicing the local area and surrounding suburbs, providing a range of business, retail and entertainment uses, including supermarkets, health and other services.</p>	<ul style="list-style-type: none"> <li>This proposed zoning of the site to accommodate residential development will support the role and function of the Corrimal Town Centre. In response to feedback from Council, the proposal has sought to remove 'food and drink premises' from the original planning proposal.</li> </ul>
<ul style="list-style-type: none"> <li><b>Direction 5.2 Build the Illawarra-Shoalhaven's resilience to natural hazards and climate change</b></li> </ul>	<ul style="list-style-type: none"> <li>The planning proposal has examined flood mitigation strategies which will provide positive initiatives to minimise flood risk hazards, and which also provide a high quality, environmentally designed and landscaped outcome for any redevelopment outcome.</li> </ul>

#### **Q4 Is the planning proposal consistent with a council's local strategy or other local strategic plan?**

##### Corrimal Town Centre Plan 2015-2025 and Implementation Plan

After extensive local community consultation, The Corrimal Town Centre Plan 2015-2025 was released in 2015, prepared by Wollongong City Council in association with Architectus, which describes a vision for the future of Corrimal that has:

- A Distinct Identity
- A thriving Community Heart [Memorial Park]
- Strong Connections
- Smart Growth
- Pride in Quality Spaces

The plan seeks to provide strategic guidance & guide change through infrastructure improvements, stakeholder partnerships & planning control amendments.

Figure 4 – Town Centre Strategy Map



The site is adjacent the Corrimal Town Centre, including land zoned B2 Business Zone to the north, and the community facilities and local park to the east. This site is in a prominent position to create an attractive connection between these two elements of the town centre.

Some of the key visions, and the proposal's consistency with these are discussed in further detail below.

### **Vision: Strong Connections**

This site is key in linking the community facilities to the east with the town centre to the north. The indicative design concept indicates where potential through-site links could improve pedestrian connections between the town centre to the north, and the community facilities and park to the east of the site including:

- A boardwalk connection between Princes Highway and the community uses to the east of the site (library, pool, park); and
- An additional landscaped connection on the eastern boundary of the site between Short Street and Robert Ziems Park.

Links such as these can serve to enhance the pedestrian and cycling connection to civic, community, and recreational uses within the town centre. These attractive pedestrian connections, paired with an increase in residents within the town centre will encourage a reduction in car trips.

### **Vision: Smart Growth**

*The Centre is the urban goods and services hub for the northern suburbs and provides a wide variety of jobs, facilities and activities in a unique environment*

The indicative design concept indicates where pedestrian links can be created (as explored above), which will improve connections between the town centre services, residential dwellings, and existing community facilities and parks. This will enhance these existing facilities.

*Redevelopment in and around the Town Centre provides housing choice and supports the local economy*

The provision of residential apartments in proximity to the Town Centre, public transport, community facilities, employment, and commercial uses will provide an alternative housing option to the existing housing stock in Corrimal. The provision of apartments in the indicative design is a mix of 1 bed, 1 bed with a study, 2 bed, and 3 bed. This design has been provided to display the potential for the site to cater to a range of family structures.

The residential population surrounding the town centre will be increased, which will support a range of small and large businesses, whilst offering a range of housing choices close to essential services.

### **Vision: Pride in Quality Spaces**

*Shopfronts are attractive and address the street.*

*Developments are designed to bring people to the street and blank walls have been replaced by active and pleasant frontages.*

*New development is designed to enhance the setting and streetscape, and to offer comfort to people inside and at street level.*

*High-quality design raises Corrimal's profile and encourages investment.*

*The Town Centre embraces quality, low-maintenance landscaping, and street trees, garden beds and creek rehabilitation create a lovely atmosphere.*

The site is well located to enhance the pride in quality spaces by offering quality public domain linkages to key community civic and recreation facilities. The indicative design displays how pedestrian links, access and landscaping can be aesthetically integrated with an overland flow strategy. This will concurrently address the flood affected site and provide high quality spaces.

### **Q5 Is the planning proposal consistent with applicable State Environmental Planning Policies?**

The proposal is consistent with the relevant State Environmental Planning Policies (SEPPs). The relevant SEPPs are identified below.

Table 2 – Relevant SEPPs applicable to the Planning Proposal

<b>Policy</b>	<b>Details</b>
<b>SEPP (State and Regional Development) 2011</b>	<p>The aims of this Policy are to identify development that is State significant development, State significant infrastructure and critical State significant infrastructure and to confer functions on joint regional planning panels to determine development applications.</p> <p>The proposal is not currently identified within any of the relevant schedules of the SEPP nor deemed as State or Regional Development.</p>
<b>SEPP 65 – Residential Flat Design Quality</b>	<p>SEPP 65 raises the design quality of residential apartment development across the state through the application of a series of design principles.</p> <p>The indicative design has been assessed (in a preliminary manner) with regard to the design principles of SEPP and the Apartment Design Guidelines. This indicates that a future form of residential flat buildings has the potential to achieve a high amenity and design quality. Ultimately, a detailed assessment would be undertaken at the DA stage.</p>

Policy	Details
<b>SEPP (Infrastructure) 2007</b>	<p>This SEPP provides a consistent planning regime for infrastructure and the provision of services across NSW, along with providing for consultation with relevant public authorities during the assessment process.</p> <p>While not specifically relevant to this planning proposal, future infrastructure works may not require development consent in accordance with the SEPP.</p>
<b>SEPP 55 Remediation of Land</b>	<p>SEPP 55 introduces state-wide planning controls for the remediation of contaminated land. The policy states that land must not be developed if it is unsuitable for a proposed use because it is contaminated. If the land is unsuitable, remediation must take place before the land is developed.</p> <p>The applicant has undertaken a Phase 1 Environmental Assessment which notes that there is only a moderate risk of contamination on the site, and that based on this review it is not considered that a Phase 2 investigation is currently warranted.</p> <p>Any future investigations can be undertaken either post-gateway approval, or prior to the submission of a future development application.</p>

#### **Q6. Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?**

The planning proposal has been assessed against the s117 Ministerial Directions and is consistent with each of the relevant matters, as outlined below.

Table 3 – Consistency with 117 Directions

Direction	Response
<b>3.1 Residential Zones</b>	
A planning proposal must contain a requirement that residential development is not permitted until land is adequately serviced (or arrangements satisfactory to the council, or other appropriate authority, have been made to service it), and (b) not contain provisions which will reduce the permissible residential density of land	The site currently has a part R2 zoning and is adequately serviceable for residential development. The planning proposal seeks to provide a higher density FSR control of 1.5:1, commensurate with the Corrimal Town Centre.

Direction	Response
<b>4.3. Flood Prone Land</b>	
A planning proposal must include provisions that give effect to and are consistent with the NSW Flood Prone Land Policy and the principles of the <i>Floodplain Development Manual 2005</i>	The planning proposal has been prepared in accordance with the <i>NSW Flood Prone Land Policy</i> and the principles of the <i>Floodplain Development Manual 2005</i> . A Flood Risk Management Report is provided with the Planning Proposal which addresses the objectives of this policy.
A planning proposal must not rezone land within the flood planning areas from Special Use, Special Purpose, Recreation, Rural or Environmental Protection Zones to a Residential, Business, Industrial, Special Use or Special Purpose Zone.	This planning proposal is to rezone part of the site/land within a flood planning area from a SP2 Special Purpose to an R3 Medium Density Zone. However, the proposal is supplemented by a floodplain risk management plan prepared in accordance with the principles and guidelines of the <i>Floodplain Development Manual 2005</i> . See below.
<p>A planning proposal must not contain provisions that apply to the flood planning areas which:</p> <p>(a) permit development in floodway areas,</p> <p>(b) permit development that will result in significant flood impacts to other properties,</p> <p>(c) permit a significant increase in the development of that land,</p> <p>(d) are likely to result in a substantially increased requirement for government spending on flood mitigation measures, infrastructure or services,</p> <p>or (e) permit development to be carried out without development consent except for the purposes of agriculture (not including dams, drainage canals, levees, buildings or structures in floodways or high hazard areas), roads or exempt development.</p>	<p>The site has had a previous medium density land use zoning notwithstanding flood affectation. However, the planning proposal seeks to rezone the site to R3 Medium Density Housing, with a flood mitigation strategy that will deal with relevant flood risks. In accordance with the Section 117 Direction 4.3.9, a planning proposal may be inconsistent with this direction if the Planning Proposal is in accordance with a floodplain risk management plan prepared in accordance with the principles and guidelines of the <i>Floodplain Development Manual 2005</i>.</p>
<p>A planning proposal may be inconsistent with this direction only if the relevant planning authority can satisfy the Director-General (or an officer of the Department nominated by the Director-General) that:</p> <p>(a) the planning proposal is in accordance with a floodplain risk management plan prepared in accordance with the principles and guidelines of the <i>Floodplain Development Manual 2005</i>, or</p>	<p>Noted. The planning proposal is in accordance with a floodplain risk management plan prepared in accordance with the principles and guidelines of the <i>Floodplain Development Manual 2005</i>. Refer to the Floodplain Risk Management Plan prepared by Reinco Consulting.</p>

Direction	Response
(b) the provisions of the planning proposal that are inconsistent are of minor significance.	
<b>5.10 Implementation of Regional Plans</b>	
Planning proposals must be consistent with a Regional Plan released by the Minister for Planning.	This planning proposal is consistent with the Illawarra Shoalhaven Regional Plan as addressed in Part B Question 3 above.
<b>6.3 Site Specific Provisions</b>	
A planning proposal must not contain or refer to drawings that show details of the development proposal.	This planning proposal refers to an indicative design concept only. The design concept has the role of displaying what is potentially achievable with the proposed changes to WLEP 2009. Detailed design will be subject of a future development application.

### 5.3.3. Section C - Environmental, Social and Economic Impact

#### 5.3.3.1. *Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?*

Not applicable to this planning proposal.

#### 5.3.3.2. *Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?*

Given the proposed uplift in building height and density, the potential environmental effects that are relevant to the planning proposal include the indicative building design, residential amenity, flood impacts and traffic impacts.

##### Bulk, Scale and Massing of Indicative Design Concept

A comprehensive Urban Design Analysis has been undertaken to examine a potential built form outcome for the site. This analysis has reviewed the constraints and opportunities provided by this unique site, but also explored what would be the design principles which would guide a high quality, mixed use development outcome. These principles include:

- Providing flood mitigation works that integrate with the architectural design and landscaping
- Creating a distinct identity for the site and Corrimal Town Centre
- Enabling delivery of high quality housing in Corrimal
- Ensure massing and design of buildings is 'best practice'
- Establishing a safe and vibrant place to live that fosters a vibrant community

The planning proposal is seeking a maximum building height of 15 metres and maximum FSR of 1.5:1. The proposed FSR is consistent with the Corrimal Town Centre to the north of the site, with the proposed building height reflecting the outcome of comprehensive design analysis and shadow analysis, which demonstrates that a built form of this scale provides an appropriate infill opportunity adjacent to the Corrimal Town Centre with limited shadow impacts on surrounding properties.

##### Residential Amenity

The urban design analysis provides confirmation that the indicative design concept is capable of satisfying the Apartment Design Guideline 'Design Principles' including:

- **Solar Access:** Capable of achieving in excess of 70%
- **Cross Ventilation:** Capable of achieving in excess of 60%
- **Building Separation:** Separation distances in excess of minimum distances
- **Communal Open Space:** Capable of providing in excess of 25% of the site (which receives a minimum of 50% direct sunlight for 2 hours in mid-winter).

#### Impacts on surrounding properties

The planning proposal will not give rise to any adverse impacts on surrounding properties, with regard to:

- **Shadowing** – The indicative design will have limited shadow impacts on the swimming pool or residential properties adjacent to the site, and these enjoy well in excess of three hours solar access in mid-winter.
- **Privacy** – The indicative design provides generous separation distances from surrounding properties and will not create any visual or aural privacy impacts.

#### Flood Impacts

The flood impacts have been considered in detail, with a flood mitigation strategy prepared concurrently with the indicative design concept for the site. A Flood Mitigation Strategy has been prepared by Reinco Consulting in support of the Planning Proposal.

The flood report confirms that the proposed flood mitigation strategy is supported, and concludes with the following comments:

***The proposal meets the requirement of the NSW Governments S.117 Direction Clause 4.3. Where the proposal is inconsistent with this Direction, as per Clause 9 of the S117 Direction these inconsistencies are supported by this Floodplain Risk Management Plan.***

***The proposal meets the requirement of Wollongong Council's LEP (2009) Clause 7.3.***

***The subject site in its developed state is classified as entirely Low Provisional Hydraulic Hazard area, and thus a Medium Flood Risk Precinct. The proposed residential use is considered suitable under WDCP Chapter E13.***

***The proposed development can readily comply with the prescriptive controls in WDCP 2009 Chapter E13.***

***In an extreme flood event, such as the PMF, the proposed dwelling and occupants will be safe via their flood free refuge, as all habitable floor levels are above the peak level of the PMF.***

In light of the above, the applicants flood engineer and Council are supportive of the proposed flood mitigation strategy for the site for this stage of the proposed LEP amendment. Further detailed design work may need to occur following any Gateway Determination, subject to the Council's Flood Engineering advice.

#### Traffic Impacts

Colston Budd Rogers and Kafes have prepared a report examining the traffic and parking implications of the planning proposal. This report confirms that:

- ii) the proposed development will be readily accessible by public transport;*
- iii) appropriate parking will be provided;*
- iv) vehicular access, internal circulation and layout will be provided in accordance with AS 2890.1:2004, AS 2890.2-2002 and AS 2890.6:2009; and*
- v) the road network will be able to cater for the traffic generation of the proposed development.*

We note that the RMS submission on the original planning proposal was predominantly seeking clarification on the extent of traffic generation and modelling methodology undertaken by our traffic engineer. This query also went to queries around the performance of local traffic intersections.

The amended planning proposal removes the commercial/food and drink premises from the list of permitted uses on the site as requested from Council, which will have a significant reduction in the proposed traffic generation. In our opinion, this will only reduce the future traffic generation, which will be required to be addressed in further detail at the DA stage once the specific yield of the proposal is known.

Neither Council nor RMS have raised an objection to the proposal, and we would recommend that further detailed analysis be provided following any Gateway Determination, or subsequently at the DA stage.

#### **5.3.4. State and Commonwealth Interests**

***What are the views of the State and Commonwealth public authorities consulted in accordance with the Gateway Determination?***

Appropriate consultation with relevant government agencies would be undertaken by Council following a gateway determination.

***Is there adequate public infrastructure for the planning proposal?***

The planning proposal does not alter the public infrastructure requirements that would be required when compared to the existing zoning and planning controls. The site is within walking distance of public transport (trains and buses), employment and lifestyle retail facilities within Corrimal. Upgrades to infrastructure arising from the development of the site (such as utilities and traffic) would be assessed during the development application process.

### **5.4. PART 4 - COMMUNITY CONSULTATION**

Public consultation will be undertaken in accordance with the requirements of the Gateway Determination.

The project team has met with Wollongong City Council to outline the planning proposal and to understand Council's preferred path forward. The outcomes of this meeting have formed the basis for the documentation submitted as part of the planning proposal to ensure adequate information and analysis is provided.

Section 57 of the *Environmental Planning and Assessment Act 1979* requires a planning proposal to be publicly exhibited for community consultation. It is anticipated that the planning proposal would be exhibited for a period of 14 or 28 days dependent on the outcome of the gateway determination. This exhibition would be conducted in accordance with Council's policies for community consultation.

In addition to the above, the applicant engaged with the Corrimal Chamber of Commerce and Neighbourhood Forum (pre-Gateway) to ensure that the community were briefed on the proposal and any comments considered.

# CONCLUSION

The planning proposal has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* (the EP&A Act) and the relevant guidelines prepared by the NSW Department of Planning including *A Guide to Preparing Local Environmental Plans* and *A Guide to Preparing Planning Proposals*.

The planning proposal provides a comprehensive justification of the proposed amendment to WLEP 2009, and is supported on the following grounds:

- The current car park site fails to respond positively to the opportunities created by a prominent, strategic site, and is significantly underdeveloped.
- The proposal provides the potential for a high quality, residential development, supported by improved street activation and pedestrian connectivity in a highly prominent location in Corrimal Town Centre, with few sites in the area having comparable strategic credentials and attractiveness for renewal.
- There is a demonstrable need and demand for residential apartments in Corrimal, with limited sites and opportunities to meet the long-term spatial requirements. Without the provision of supply in the short and long-term, there is likely to be a severe shortage in coming years.
- The proposal will have a range of positive environmental, social and economic impacts on the surrounding locality which are discussed in this report.
- The proposal is consistent with the objectives and actions contained in the applicable regional and sub-regional strategy, and Council's Community Strategic Plan. It is also consistent with applicable State Environmental Planning Policies and Section 117 Directions.

Overall, it is considered that the planning proposal has a range of positive benefits, and it is requested that Wollongong City Council take the necessary steps to enable it to proceed to Gateway Determination under Section 56 of the EP&A Act.

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