

**AFFORDABLE HOUSING DEVELOPMENT
149-157 KINGSWAY + 51-55A WOOLLOOWARE ROAD
WOOLLOOWARE NSW
DHARAWAL COUNTRY
FOR PACIFIC COMMUNITY HOUSING**
OUTLINE URBAN DESIGN REPORT
20 JUNE 2025

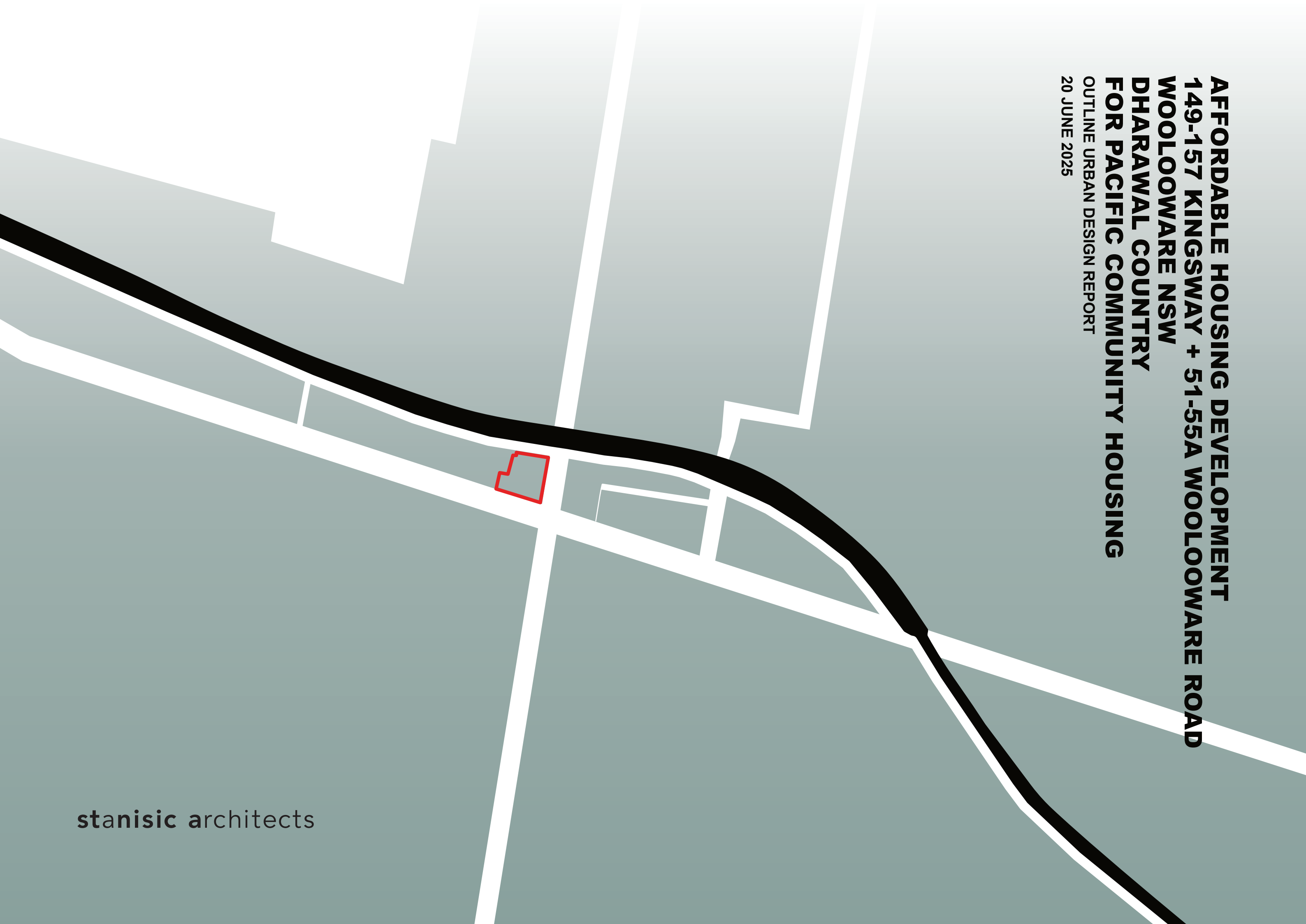


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Reference Set

We recognise the Traditional Custodians of the land which we work and their knowledge of and connection to Country.

1 Introduction

1.1 Purpose of the report

This Outline Urban Design Report has been prepared to support a Housing Delivery Authority (HDA) EOI application to the Department of Planning, Housing + Industry (DPHI) for increased density and height to provide affordable housing and additional public benefits and concurrent rezoning.

In December 2023, the NSW Government announced amendments to (SEPP Housing) 2021 to encourage the delivery of affordable housing in accessible areas defined as being within 400m of train stations.

Following a presentation to DPHI on 28 March 2025, the Department has written to our Client with the following advice:

“the proposal appears to have merit in providing affordable housing adjacent to a train station within the suburb of Woollooware (Sutherland Council). Chapter 2 of the Housing SEPP applies to SCCs - we agree based upon current legislation that you can make application for a SCC on the land subject to your enquiry.”

The Department also recommended that the proposal is discussed with Council prior to lodging a SCC, as the SCC will be referred to Council for comment by DPHI once formally submitted.

The Department’s advice broadly outlines two key tests to guide the assessment of a future proposal under the Environmental Planning and Assessment Act, Part 4 or Division 4.7 - State Significant Development:

- **Test 1 - how and why is this site different and why is there merit in providing affordable housing adjacent to Woollooware Station.**

If test 1 is satisfied,

- **Test 2 – what is the appropriate height and density by analysing the impacts to demonstrate compatibility.**

This report will demonstrate that the site has merit in providing affordable housing adjacent to Woollooware Station and that additional density can comfortably be accommodated on the site in a way that is broadly compatible with an evolving surrounding future context.

As the proposal meets the HDA SSD EOI criteria being high-yield housing with affordable housing, the HDA process is considered the most efficient one as this stage.

1.2 Background

The following provides a summary of the project to date:

- Preliminary representations were made to DPIE in April 2024 that canvassed different planning pathways for the project: Sutherland Shire Council, State Government.
- Outline massing study included building heights of 6 storeys on the site in a U-shape configuration and an FSR of 2.5:1 and estimated yield of 173 apartments (1B x 15%, 2B x 70% and 3B x 15%).
- Pacific Economics + Sustainability has prepared a briefing note that identifies a pressing need for affordable housing in Woollooware.

1.3 Aboriginal Country

Woollooware has a rich aboriginal history prior to european settlement, summarised below:

- Archaeological evidence shows aboriginal people were living in Sydney 27-17,000 years ago.
- The site forms part of Gweagal Country, a clan of the indigenous Dharawal nation (*Ashton, Cornwall, Salt (2006) Sutherland Shire: a history, UNSW Press*)
- “The name Woollooware is derived from the Aboriginal word Woolloowa, meaning muddy track and echoes the area’s natural low lying mud flats, dense stands of mangroves, salt marsh and once dominant tea tree and back wattle scrub.” (*Ashton, Cornwall, Salt (2006) Sutherland Shire: a history, UNSW Press*)
- The Dharawal nation used this area for “many thousands of years and managed the natural resources of the area. The land, sea and rivers flowing into the bay provided the Gweagal with a great variety and abundance of fish, shell fish and bush foods such as littly pilly, figs and yams.” (*Ashton, Cornwall, Salt (2006) Sutherland Shire: a history, UNSW Press*)
- “Woollooware Bay’s saline waters have been vital for oysters to thrive. The quality and quantity of oysters and the area’s close proximity to Sydney markets was a key driver of early European settlers establishing an oyster farming industry. (*Ashton, Cornwall, Salt (2006) Sutherland Shire: a history, UNSW Press*)

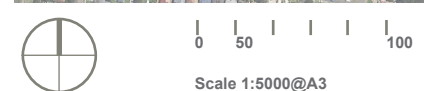
- “Woollooware Bay flourished from the late 1800s until the outbreak of QX disease in the 1990s. A historical oyster jetty the post WWII Nissen Hut and old stone oyster beds visible from the Woollooware Bay shared path are some of the last historic remnants of that industry.” (*Ashton, Cornwall, Salt (2006) Sutherland Shire: a history, UNSW Press*)
- “Kingsway was the part of the route of the Sutherland to Cronulla tramway service which operated between 1911 and 1931. Transport links were improved with the opening of the Sutherland to Cronulla Railway in 1939.” (<https://localhistory.sutherlandshire.nsw.gov.au/nodes/view/6089>).

1.4 The location

The site is located in Woollooware, between the Cronulla and Caringbah Town Centres and is serviced by the T4 Eastern Suburbs Illawarra Line.

SEPP (Housing) 2021, Schedule 11, identifies the site and context as being part of the mid-rise housing area - Woollooware Station (inner core area), as the site is approximately 200m from the Station.

The site has excellent high-level views to the north towards the Georges River, north-east towards Botany Bay and Sydney City, east forwards Cronulla and south towards Port Hacking.



^ Location plan

1.5 The study area

The study area is defined by Swan Street, Hughes Street, Kingsway and the Railway Line. It is focused on the Woollooware Station inner core area and how it transitions to the Woollooware Station outer core area.

This area has been selected as it establishes the key interfaces with the subject site. It extends approximately 500m from the Station on the western side of the railway line.

As the railway line forms a barrier, the area to the north of Woollooware Station is not seen as critical to understand the compatibility of the proposal.



^ Study area plan

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Scale 1:3000@A3



^ Site plan

1.6 The site

The site details are:

- The amalgamated site includes 149-157 Kingsway and 51-55a Woollooware Road, Woollooware (the site) achieving a total site area of approximately 6,227m².
- The site excludes 157a Kingsway - alternative access needs to be provided via an easement along the Railway Line boundary.
- The site is approximately 200m west of Woollooware Station.

Project team

stanisic architects

Client



Affordable Housing Development

149-157 Kingsway and 51-55a Woollooware Road, Woollooware
Dharawal Country

Outline urban design report

20 June 2025

1

INTRODUCTION

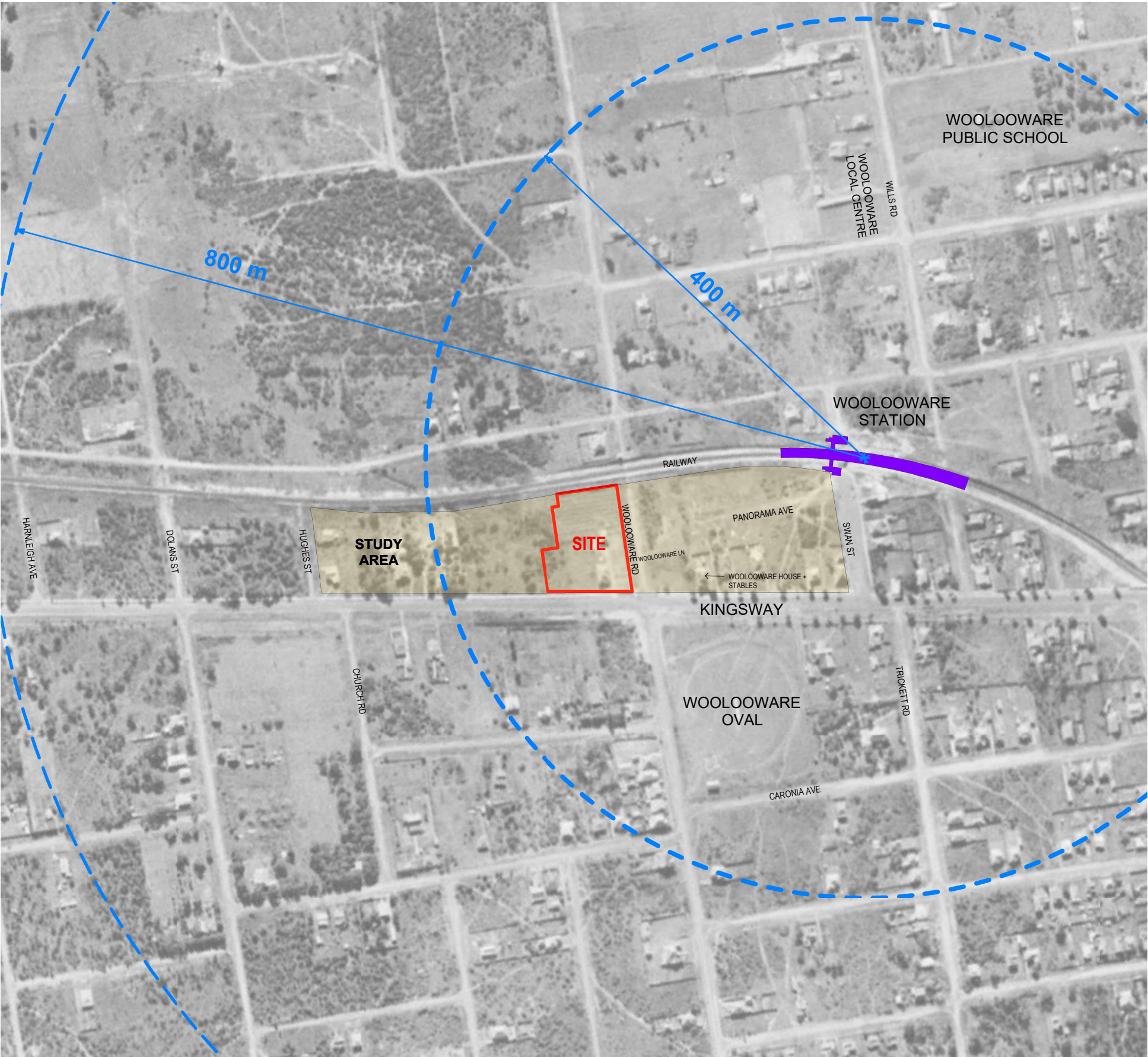
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2 Context + Connections

2.1 Development of railway

The 1943 aerial photo illustrates the following:

- Large blocks are beginning to be subdivided into smaller lots – this has primarily occurred to the east of Woollooware Road in Cronulla.
- The Kingsway, a wide street with tramline, is a dominant feature and has been reinforced by street tree planting to the east of Woollooware Road. Remnant mature trees exist along Kingsway to the west of Woollooware Road.
- The railway line bisects Woollooware, removing north south connections and disrupting the gridded layout of streets.
- The subject site comprises remnant tree stands, dwelling cottages and an orchard.
- There is no local centre or shops visible in the immediate context or along Wills Road to the north of the railway line.
- Woollooware Oval is formed and you can see the cricket pitch at the centre. Trees surrounding the park are not visible.
- The land to the north of Woollooware Station that is now a park shows large stands of trees.
- Land to the north that is now a golf course contains remnant forest and farming land.
- Woollooware Road is a primary street that extends north-south and connects Woollooware Bay to Gunamatta Bay – it was bisected by the railway line.
- Woollooware House and stables building fronts Kingsway.
- A small park located at the corner of Swan Street and what is now Panorama Road with remnant trees.
- A track is shown that is now Panorama Road.
- A track is shown that is now Woollooware Lane to connect Woollooware Road and Woollooware House stables.



^ 1943 aerial photo (www.spatial.nsw.gov.au)

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Scale 1:3000@A3





^ 1955 aerial photo (www.spatial.nsw.gov.au)

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Scale 1:3000@A3



2.2 Post-war development

The 1955 aerial photo illustrates the following:

- Local shops on Wills Road to the north of the railway line developed
- Woollooware Public School constructed.
- Panorama Road developed and a through site link that extends across Kingsway through Woollooware Oval, reinforcing a pedestrian desire line.
- Subdivision of blocks around the railway station and construction of cottages.
- Orchard still visible on the subject site along Woollooware Road.

2.3 Suburban setting

The 1972 aerial photo illustrates the following:

- Subdivision of blocks almost complete.
- Tree planting around Woollooware Oval is visible.
- Local shopping centre has developed opposite Woollooware Public School on Wills Road.
- Orchard on the subject site has been removed.
- Remnant forest on the subject site is largely removed.
- Apartments visible to the east of Woollooware Oval.



^ 1972 aerial photo (www.spatial.nsw.gov.au)

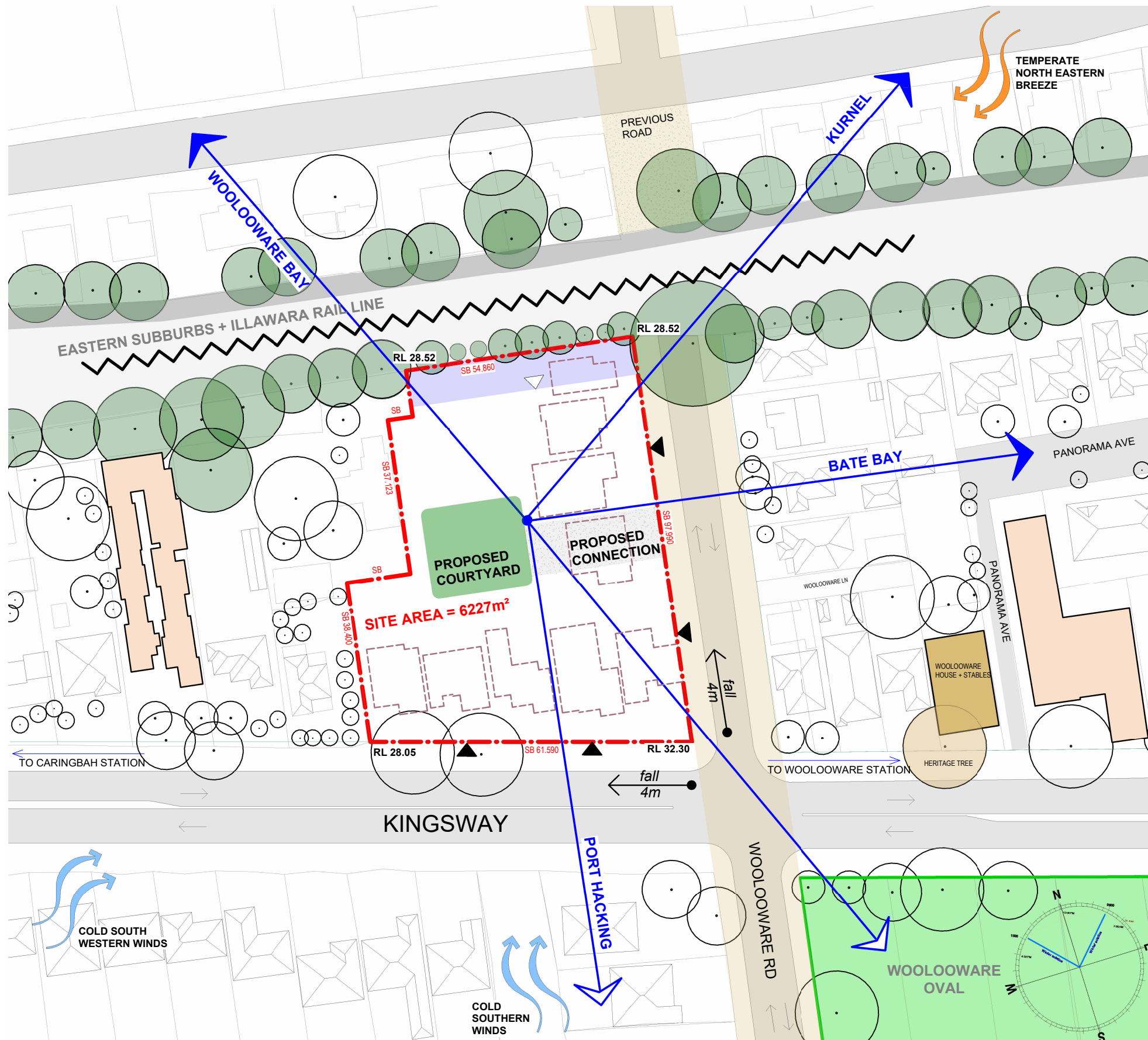
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2.5 Site analysis

The existing site has the following characteristics:

- The amalgamated site comprises 149-155 Kingsway and 51-55a Woollooware Road, Woollooware (the site) achieving a total site area of 6,227m².
- The site is approximately 200m west of Woollooware Station.
- The site has a frontage of 80m to Kingsway, 100m Woollooware Road and 63m Railway Line. It has a cross fall of approximately 1 storey from the south-east corner to the north-west corner.
- The site excludes 157a Kingsway - alternative access needs to be provided via an easement along the Railway Line boundary.
- The site has an irregular shape that is generally rectangular with one site missing from the north-west corner.
- The T4 Eastern Suburbs Illawarra Line runs along the northern boundary.
- The site has excellent high-level views to the north towards the Georges River, north-east towards Botany Bay and Sydney City, east towards Cronulla and south towards Port Hacking.
- The site is currently occupied by single storey residential dwelling houses.
- Diagonally opposite the site to the south-east is Woollooware Oval, a significant public open space that has an area of approximately 1.8 hectares.
- The site is near Cronulla Town Centre (one stop on train or short distance by bus) with jobs, community facilities and services to support an increased residential population. It is envisaged that sites to the east will also comprise shop-top housing in the future.
- Woollooware Road is a dual-lane local street that terminates at the railway line – there is a signalized intersection with the Kingsway. Kingsway is a six-lane regional street that connects Cronulla and Sutherland and the A1 Princes Highway.



2.6 Site analysis plan

LEGEND

- GENERAL SLOPE
- OVAL
- SCREEN PLANTING GREENWEB
- EXISTING TREES CANOPY
- NOISE RAILWAY
- PEDESTRIAN ENTRY
- VEHICLE ENTRY
- WOOLLOOWARE BAY AND CITY VIEWS
- DISTRICT VIEWS
- VILLAS
- BUILDINGS TO BE REMOVED
- ACCESS ROAD
- SITE BOUNDARY

- HERITAGE BUILDING
- HERITAGE ROAD
- HERITAGE TREE

^ Site analysis plan

2.7 Site opportunities

The Woollooware context will see significant change in response to the initiatives of the NSW Government to increase housing supply in close proximity to Woollooware Station.

The urban structure can be strengthened by implementing key strategy principles to underpin the development of the precinct, including the following key items:

1. Create visual connection across railway line on Woollooware Road to reinforce its heritage significance as the first road in the Sutherland Shire.
2. Reinforce heritage significance of Woollooware Road with street tree planting and an landscaped interface to the street.
3. Create a publicly accessible pedestrian pathway by extending Panorama Road alignment to the west to increase permeability and create an address for future buildings to the north of the block.
4. Reinforce Swan Street as a primary local street that connects Wills Road and the Woollooware Local Centre to the north of the railway line. Locate shops with a nil setback along Swan Street with the potential for a small public square at the southern corner of Swan Street and Panorama Road where a small park was once located.
5. Increased setbacks along Kingsway with supplementary street tree planting (Port Jackson Figs) to reinforce Kingsway as the Avenue.
6. Increase pedestrian safety and protect trees by removing existing footpath to the north of Kingsway and replacing it with a wide boardwalk adjacent to the face of future buildings forms that are activated by terrace-style apartments at ground level.
7. Future built forms with a 6 storey street wall, and additional storeys that are setback 3m above.
8. Local communal open spaces at ground level as landscaped open space and roof terraces.
9. Building forms to define Kingsway and Woollooware Road.
10. Develop tree planting along the northern boundary with the railway line to realise the Sutherland Shire Green Web.
11. Transition built forms to the west of the site from inner core area to outer core area. Introduce a variety of dwelling types.
12. Make efficient use of good land in proximity to existing infrastructure and services and provide affordable housing and market housing.
13. Achieve a variety of residential accommodation to suit a range of household sizes.



^ Site opportunities plan

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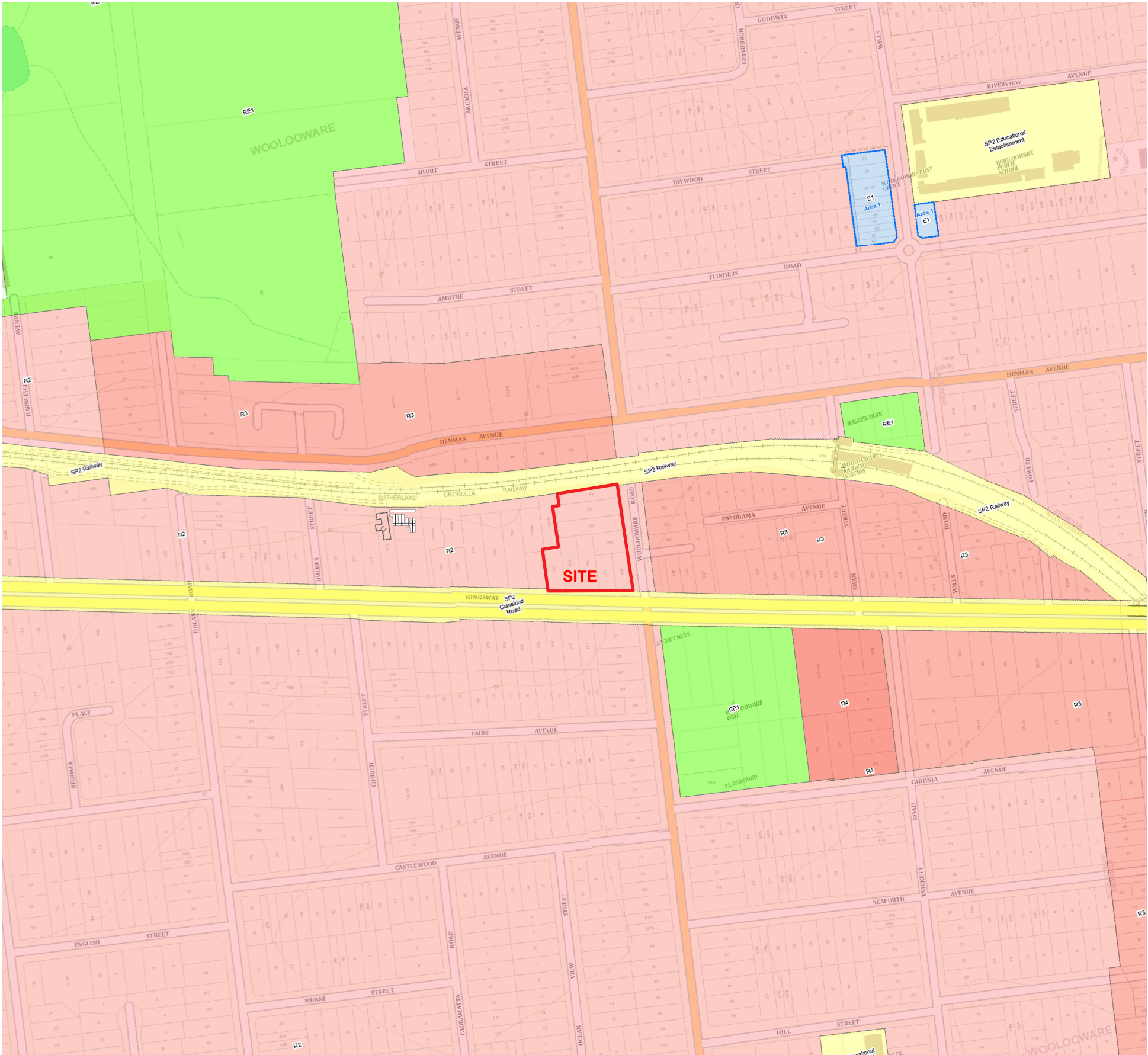


3 Planning context

3.1 Zoning

The site is zoned R2 - Low density residential

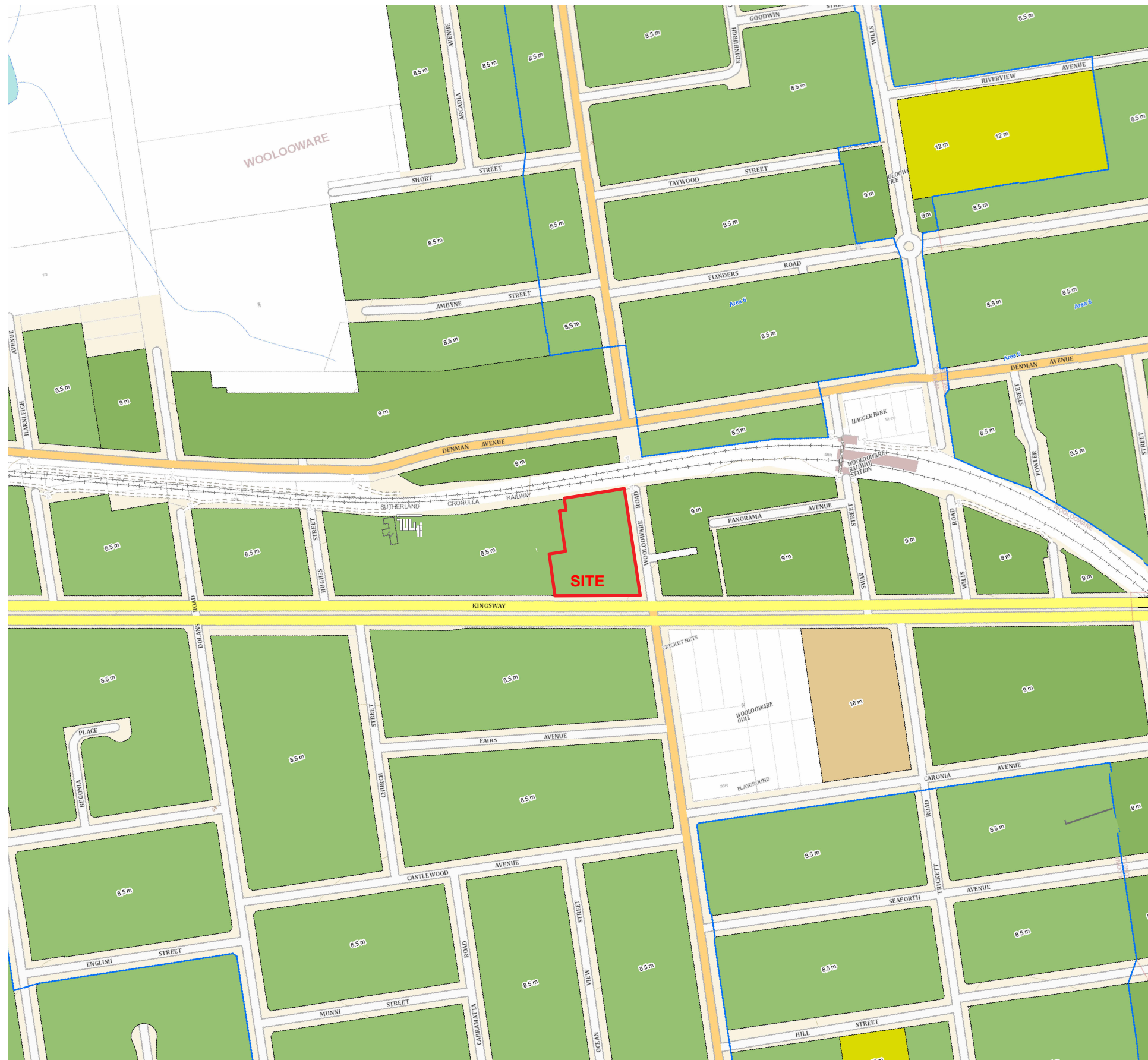
SEPP (Housing) 2021, Schedule 11, identifies the site and context as being part of the mid-rise housing area - Woollooware Station.



^ Sutherland LEP 2015 - Zoning map

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Scale 1:3000@A3





^ Sutherland LEP 2015 - Height map

3.2 Height

The site is identified as having a maximum height of 8.5m.

SEPP (Housing) 2021, Chapter 6, Part 4 - Residential flat buildings and shop top housing allows for increased height within inner area of the mid-rise housing area - Woollooware Station. In an R2 zone, the maximum building height is 9.5m.

SEPP (Housing) 2021, Division 1 allows for increased building height on the site of 130% if affordable housing is provided, resulting in a maximum building height of 12.35m.

SEPP (Housing) 2021, Part 2, Division 5, allows for increased building height on the site by a site compatibility certificate, if the Planning Secretary is of the opinion that the proposed residential flat building is compatible with the surrounding land uses and is not likely to have an adverse effect on the environment and will not cause unacceptable environmental risks to the land.

Land opposite the site to the east of Woollooware Road are zoned R3 and permit a maximum building height of 28.6 to 31.2m under SEPP (Housing) 2021, Part 2, Division 1.

3.3 Floor space ratio

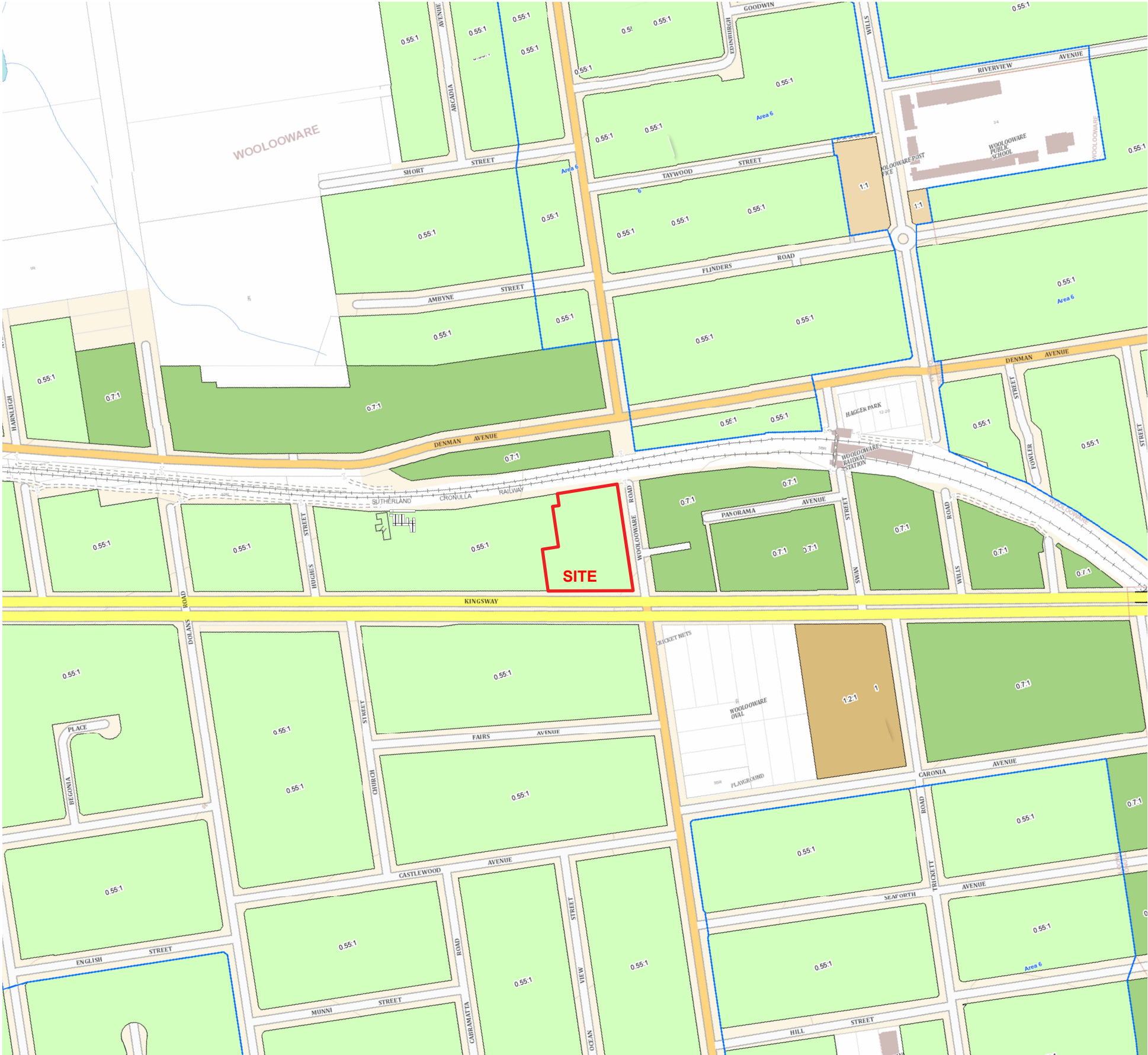
The site is identified as having a maximum floor space ratio of 0.55:1.

SEPP (Housing) 2021, Chapter 6, Part 4 - Residential flat buildings and shop top housing allows for increased height within inner area of the mid-rise housing area - floor space ratio of 0.8:1.

SEPP (Housing) 2021, Part 2, Division 1 allows for increased building height on the site of 130% if affordable housing is provided, resulting in a maximum floor space ratio of 1.04:1.

SEPP (Housing) 2021, Part 2, Division 5, allows for increased floor space on the site by a site compatibility certificate, if the Planning Secretary is of the opinion that the proposed residential flat building is compatible with the surrounding land uses and is not likely to have an adverse effect on the environment and will not cause unacceptable environmental risks to the land.

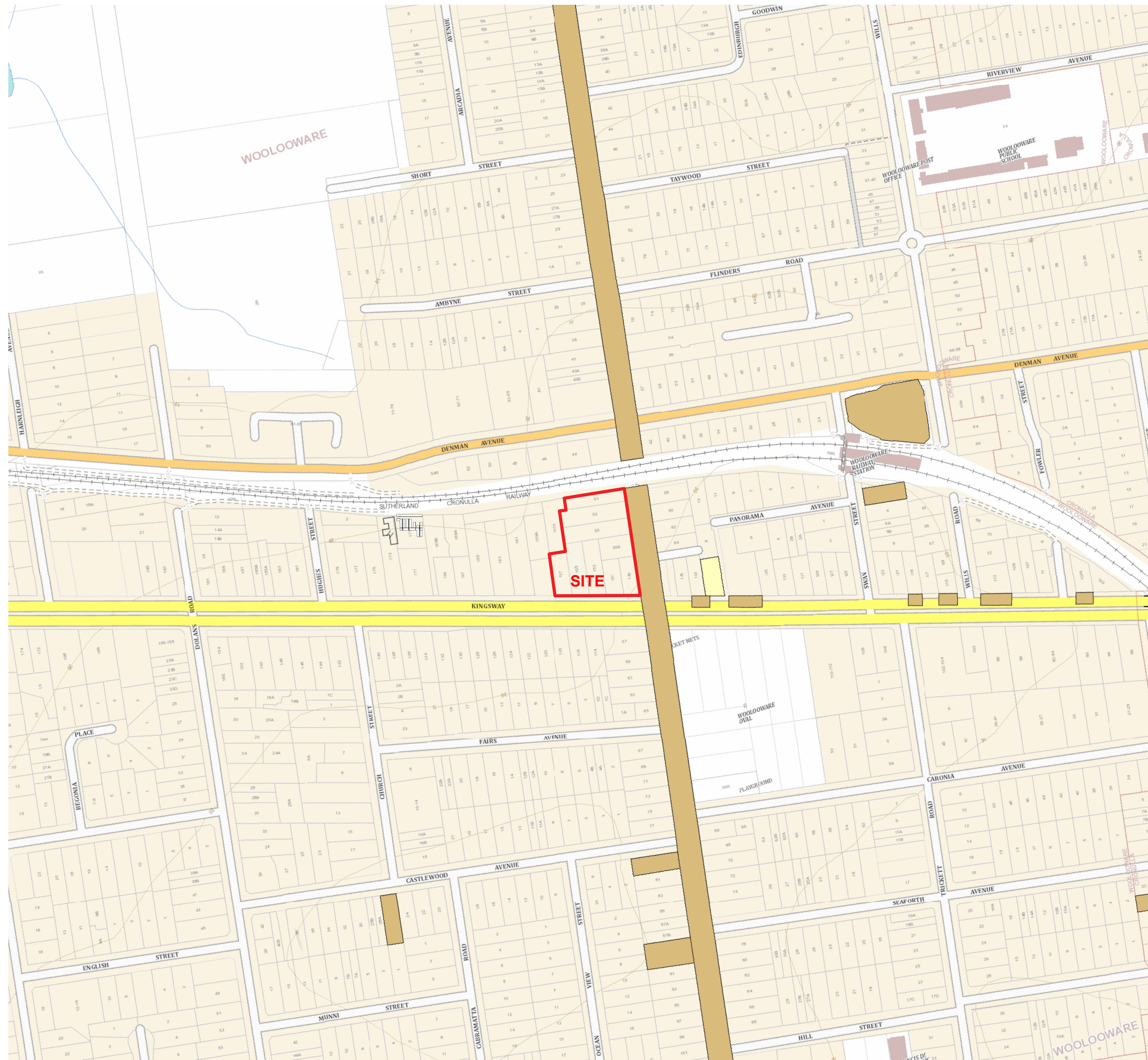
Land opposite the site to the east of Woollooware Road are zoned R3 and permit a maximum floor space ratio of 2.86:1 under SEPP (Housing) 2021, Part 2, Division 1.



^ Sutherland LEP 2015 - Zoning map

0 20 100
Scale 1:3000@A3





^ Sutherland LEP 2015 - Height map

3.4 Heritage

Sutherland Shire Council LEP identifies several heritage items of local significance including:

- Woollooware House and stables (141 Kingsway)
- Woollooware Road - alignment of first road in SutherlandShire
- Remnant avenue planting – *Ficus rubiginosa* (Port Jackson Fig) along Kingsway to the east of Woollooware Road.

3.5 Precinct plan

In order to consider the test the compatibility of a built form proposal for the site, it is vital to consider the future built form and the anticipated character for the surrounding context under SEPP Housing 2021.

Indicative future built form envelopes have been prepared for the study area and R3 zones to the north of the railway zone. These forms have been developed based upon the apartment design guide recommendations and reasonable assumptions about the amalgamation patterns. This future built form context is one scenario.

SSLEP has the following objectives for the R2 and R3 zones:

R2 zone

- To provide for the housing needs of the community within a low density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To protect and enhance existing vegetation and other natural features and encourage appropriate bushland restoration particularly along ridgelines and in areas of high visual significance.
- To allow the subdivision of land only if the size of the resulting lots retains natural features and allows a sufficient area for development.
- To ensure the single dwelling character, landscaped character, neighbourhood character and streetscapes of the zone are maintained over time and not diminished by the cumulative impact of multi dwelling housing or seniors housing.

R3 zone

- To provide for the housing needs of the community within a medium density residential environment.
- To provide a variety of housing types within a medium density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To encourage the supply of housing that meets the needs of the Sutherland Shire's population, particularly housing for older people and people with a disability.
- To promote a high standard of urban design and residential amenity in a high quality landscape setting that is compatible with natural features.
- To allow development that is of a scale and nature that provides an appropriate transition to adjoining land uses.

Broadly, the SSLEP and Housing SEPP in an R2 zone anticipate low rise buildings within a landscaped setting that are supported by a key development standard for apartment developments to provide 30% landscape area (deep soil area). However, if the site is rezoned R3, the character will be for residential apartments in an urban setting.

There have been recent changes to planning policies that collectively guide design from projects within the low and mid rise housing areas and ensure that the development satisfies the current State Planning Instruments.

The applicable standards under the Housing SEPP 2021 for sites in an R3 or R4 zone are: the Tree Canopy Guide (2025), and the Apartment Design Guide. Where

the Sutherland LEP or DCP conflicts with the Housing SEPP, the Housing SEPP prevails in accordance with Clause. While the SSLEP requires 30% of the site area as deep soil area, this after could be reduced significantly, in accordance with the recent guidelines from the DPHIE.

Under the Tree Canopy Guide (2025), and with a site area greater than 1500m², the minimum deep soil area is 15%, the minimum tree canopy is 20% and 11 large trees are required to be provided – this can be easily achieved on the site.

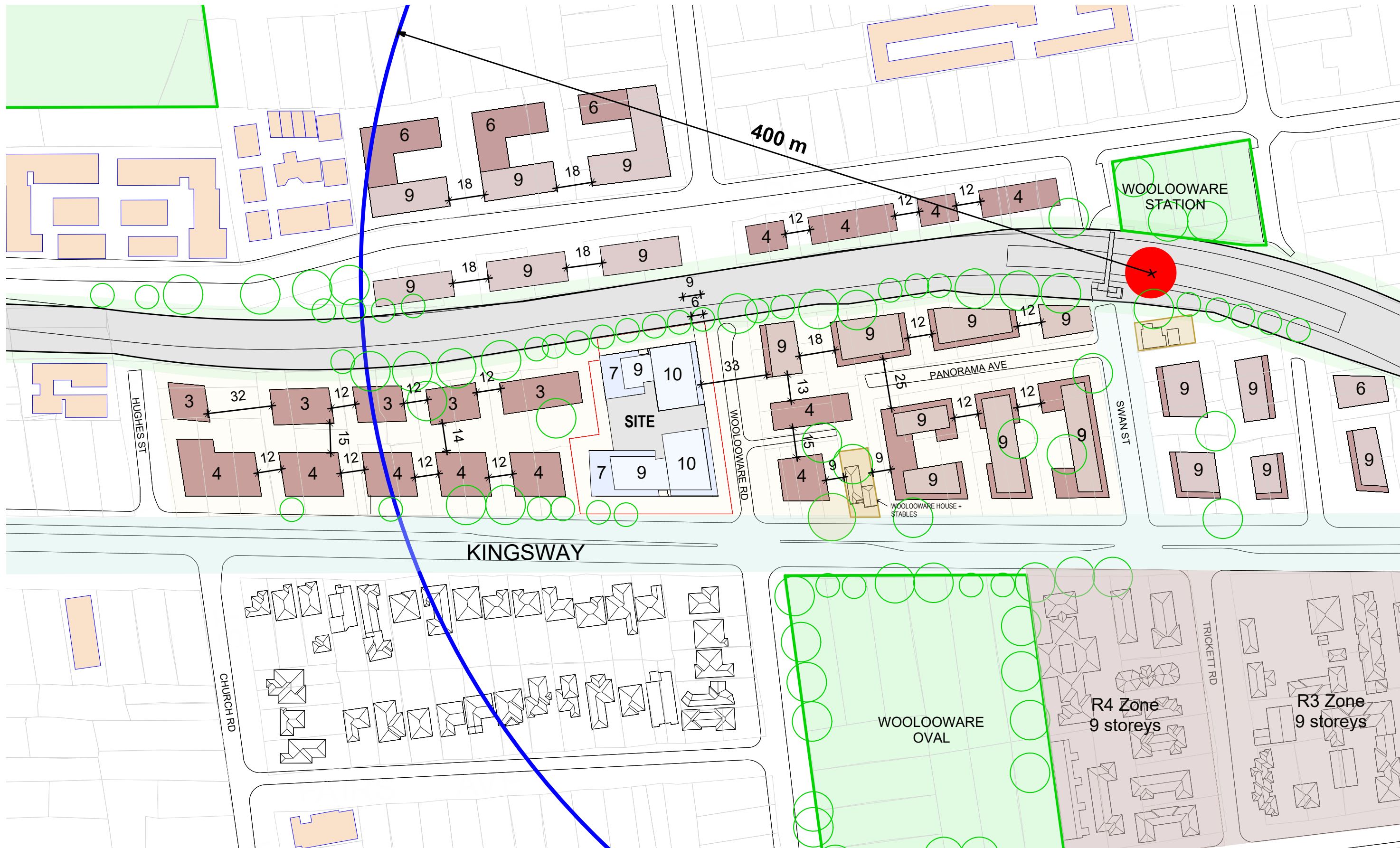
In addition to this, the definition of deep soil in the guideline has been clarified and can include area below minor structures, whereas, the Sutherland LEP, excludes minor structures.

If we consider the Apartment Design Guide, design criteria recommend a deep soil zone of 7% on sites with a site area > 1,500m².

The SSLEP conflicts with the Housing SEPP in R3 and R4 zones in relation to this objective and promotes a future character of shop top housing and residential apartment developments in an urban setting.

The NSW Government Architect's forthcoming pattern book contains designs to support the construction of more high-quality housing and illustrate the future character anticipated in the low and mid rise station areas.

While the future character could be for urban buildings on this site, on a large consolidated site it is likely that the character on this site will be residential apartments in a landscaped setting. This is supported by an increased setback to Kingsway to re-establish avenue planting.

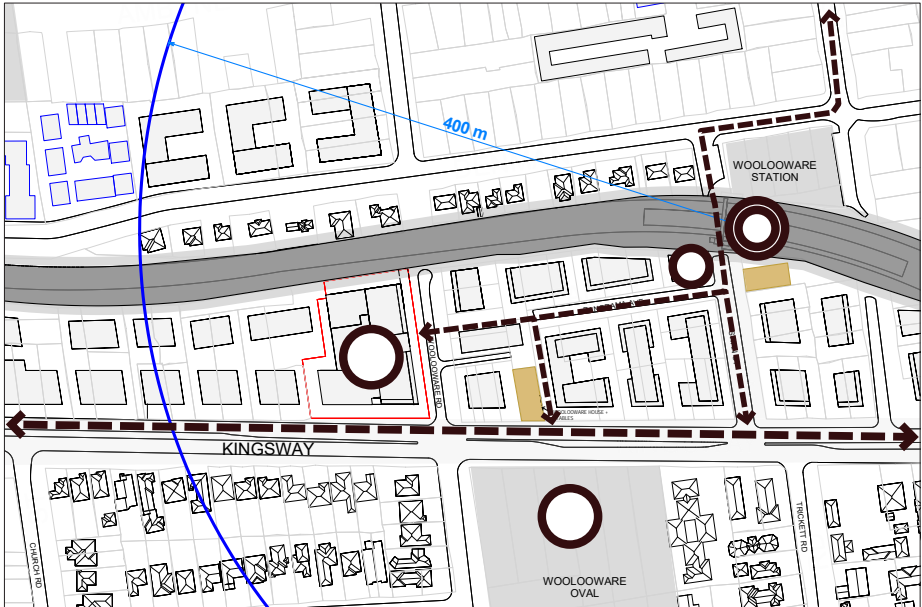


^ Site opportunities plan

4 Urban design principles



1 Reinforce the Kingsway as an avenue
Reinstate significant avenue tree planting supported by a generous front setback zone along the Kingsway.



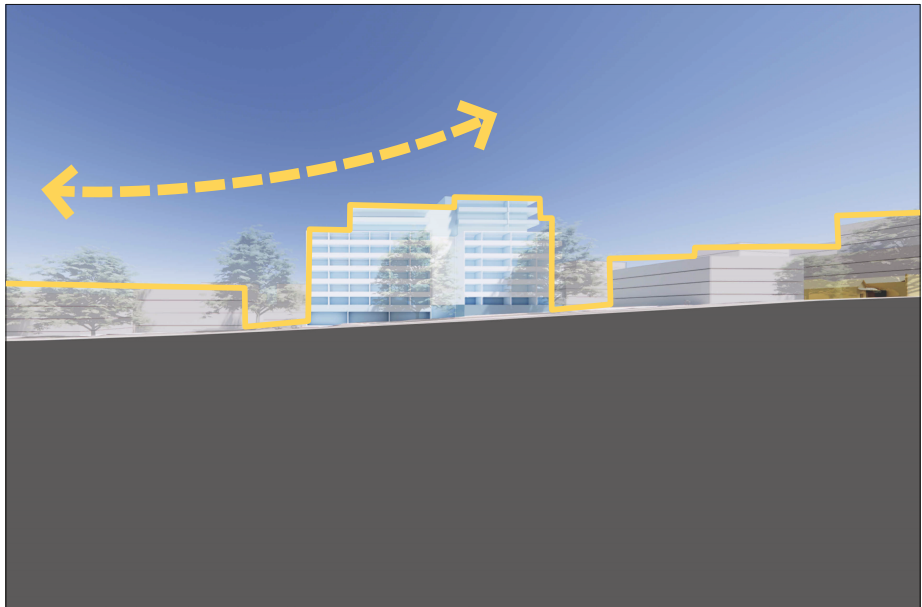
2 Enhance movement network and nodes
Consider pedestrian movement and the contribution of key sites to enhance the pedestrian experience. Create pedestrian pathways on key desire lines to Woollooware Station.



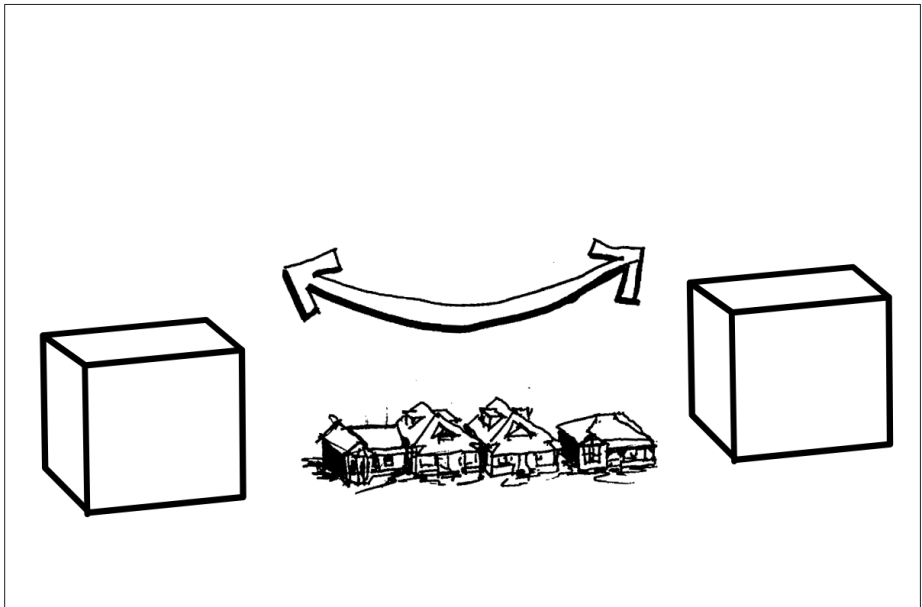
3 Built form to define Kingsway and Woollooware Road
Locate taller building forms on Kingsway and Woollooware Road with street defining buildings to achieve the future character envisaged by SEPP Housing 2021.



4 Extend green web along railway
Locate deep soil along the railway line to supplement existing STIFF tree planting to extend the green web.

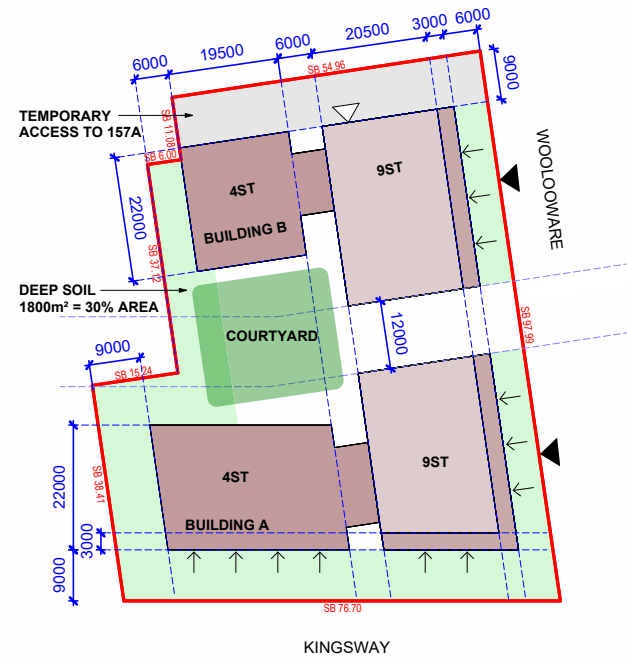


5 Transition built forms from inner core to outer core areas
Transition the scale of built forms from mid-rise to low-rise housing. Consider the various development scenarios available under SEPP (Housing) 2021 for the future context.



6 Respect heritage items
Develop built form controls to ensure the heritage significance of Woollooware Road, remaining landscape and heritage items is strengthened.

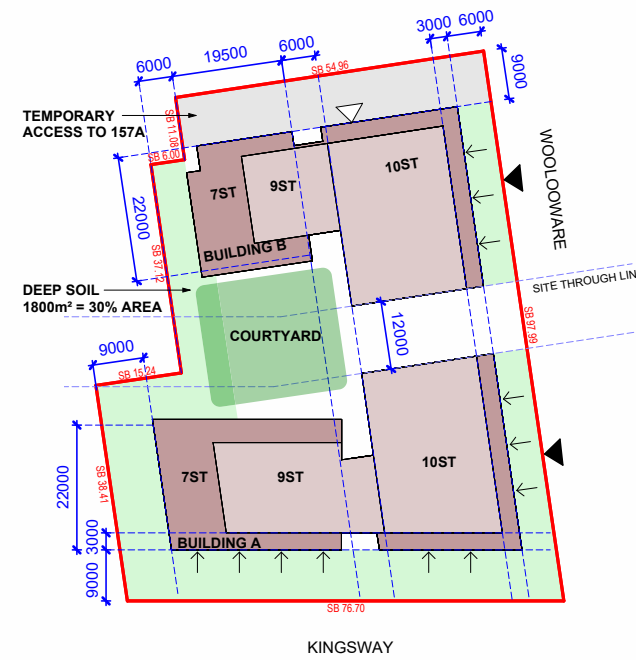
5 Built form testing



Option A: FSR 2.2:1

Maximum floor space permitted in R3 zone under mid-rise housing standards

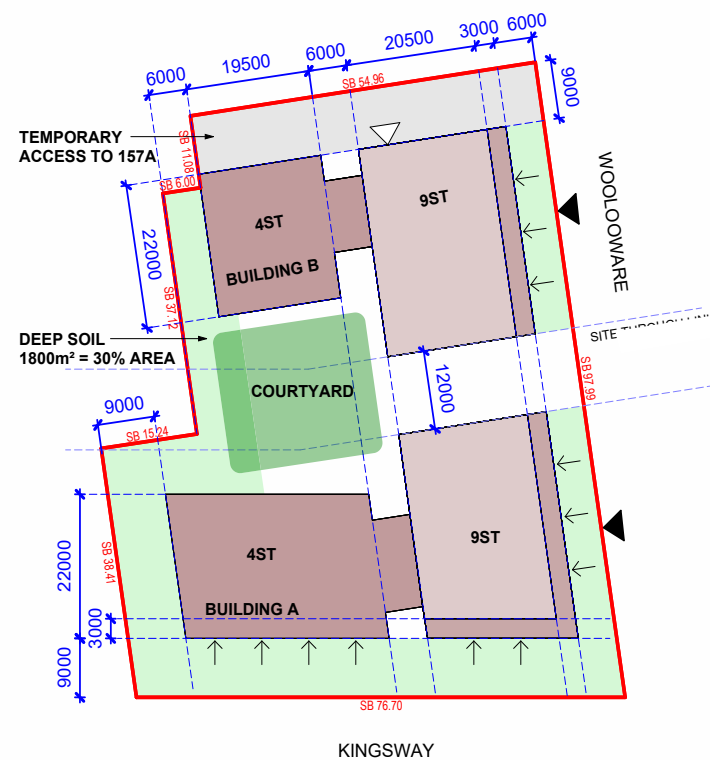
- No affordable housing.
- No publicly accessible through site link.
- Strong change of scale of built form to the Kingsway.
- Taller built form along Woollooware Road to complement taller built form to the east.



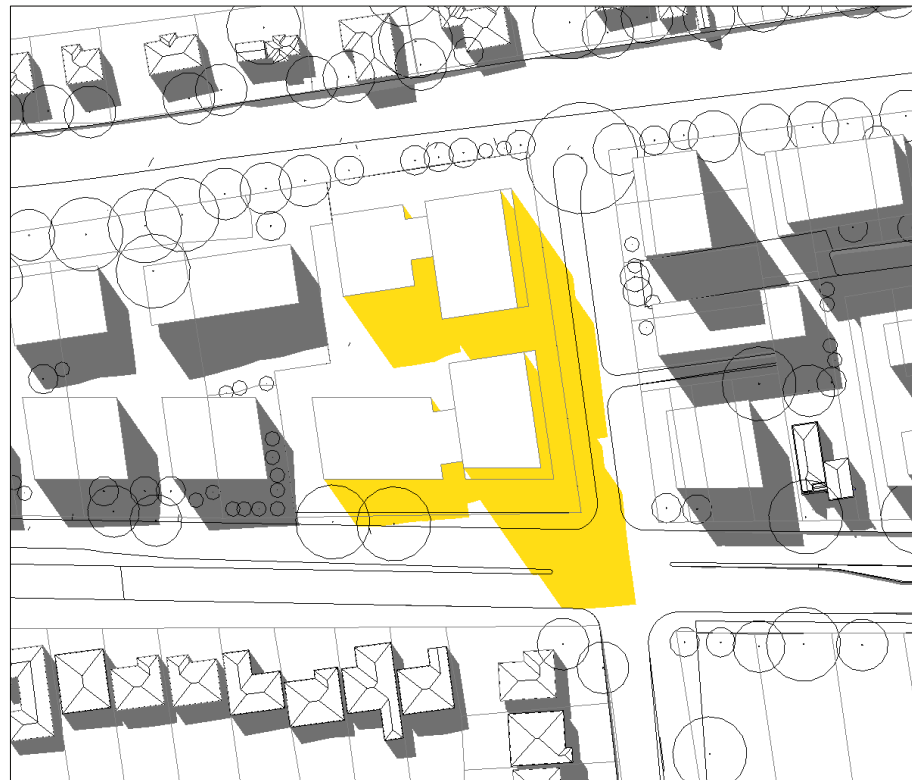
Option B: FSR 2.73:1

Less than the maximum floor space permitted in R3 zone under mid-rise housing standards with affordable housing

- 30% affordable housing
- Publicly accessible through site link
- Taller built forms along western boundary
- Taller built form along railway line
- Definition of Kingsway and Woollooware Road.
- Transition in scale from inner core to outer core areas.
- Additional parking on site.
- Making efficient use of good land in close proximity to existing public infrastructure.
- Does not limit redevelopment of any adjoining site.
- No overshadowing on Woollooware Oval between 9am - 3pm at mid-winter.



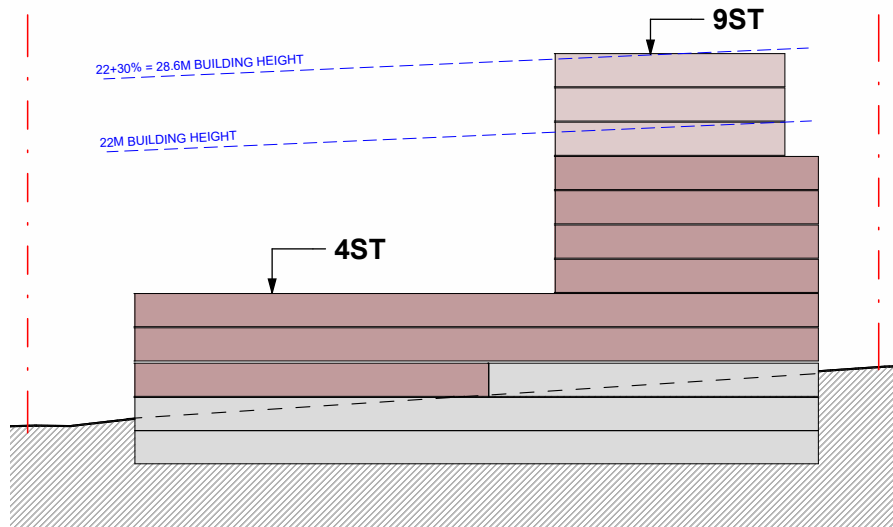
^ Floor plate



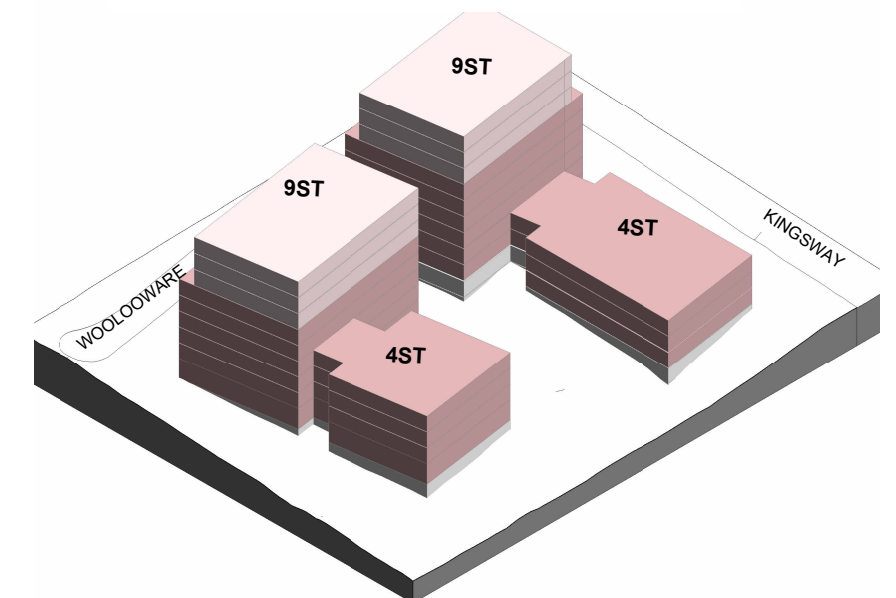
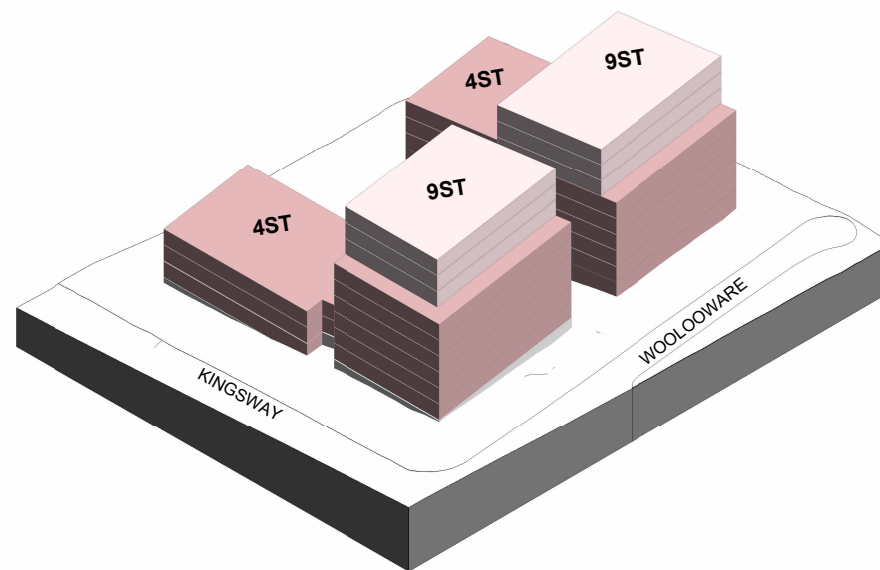
^ Solar analysis - Winter solstice

| | |
|--------------------|-------------------------|
| Height | 4 to 9 storeys |
| FSR | 2.2:1 |
| GFA | 13,819m ² |
| Floor plate | 2,800m ² GBA |
| Affordable housing | 0m ² |

- Reinforce the Kingsway as an avenue
- Enhance movement network and nodes
- Built form to define Kingsway and Woollooware Road
- Extend green web along railway
- Transition built forms from inner core to outer core areas
- Respect heritage items



^ Kingsway elevation



Option A: FSR 2.2:1

Maximum floor space permitted in R3 zone under mid-rise housing standards



^ 2.2:1 showing context with potential future context anticipated by Housing SEPP looking South-West

Option A: FSR 2.2:1

Maximum floor space permitted in R3 zone under mid-rise housing standards

Project team

stanisic architects



Affordable Housing Development

149-157 Kingsway and 51-55a Woollooware Road, Woollooware
Dharawal Country

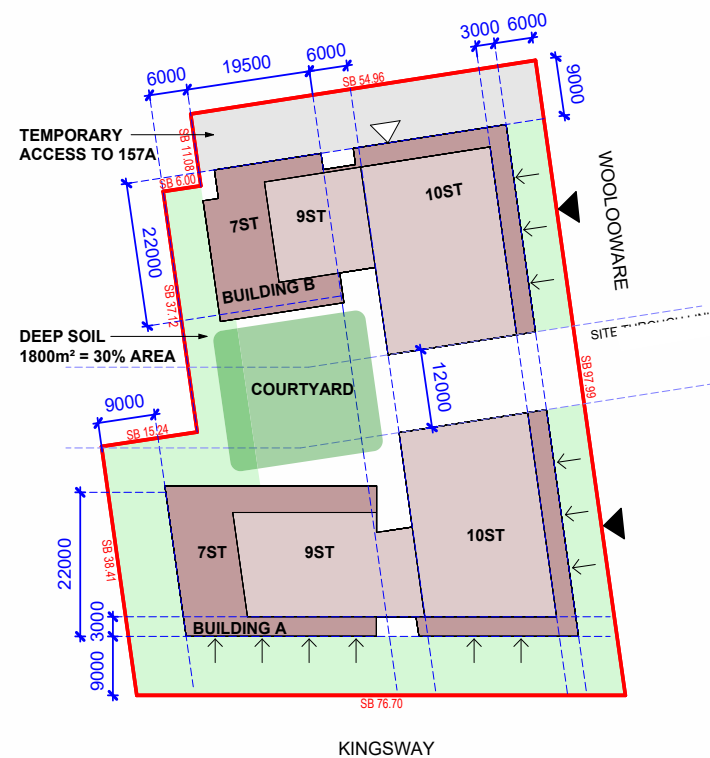
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BUILT FORM TESTING

P. 25



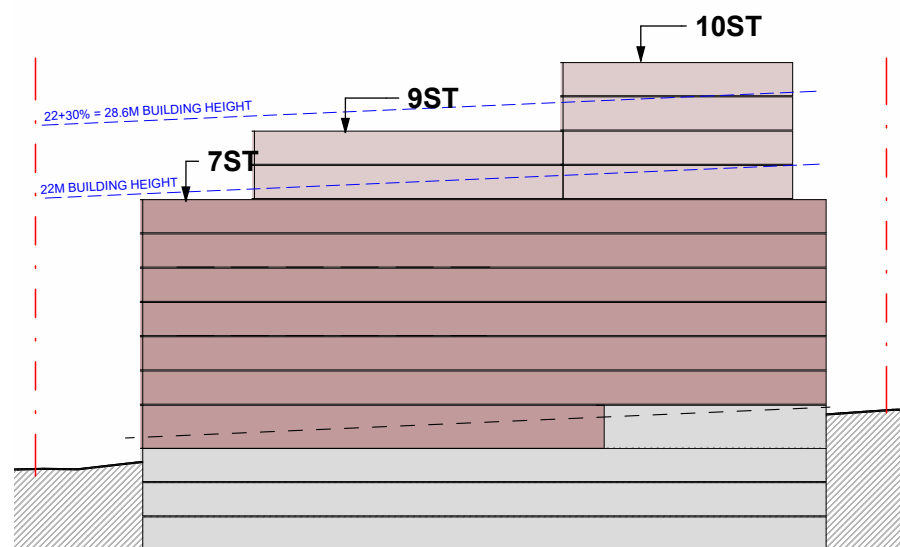
^ Floor plate



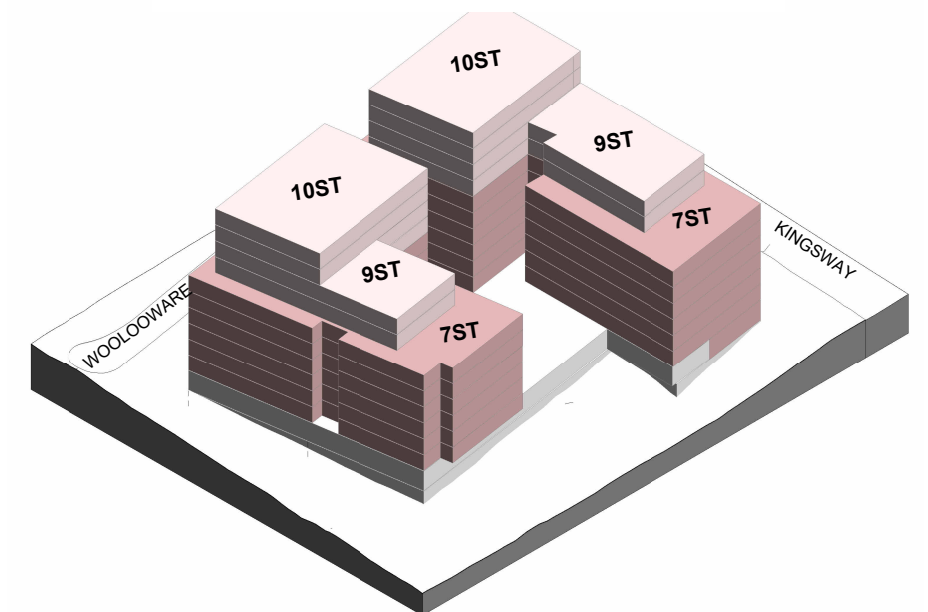
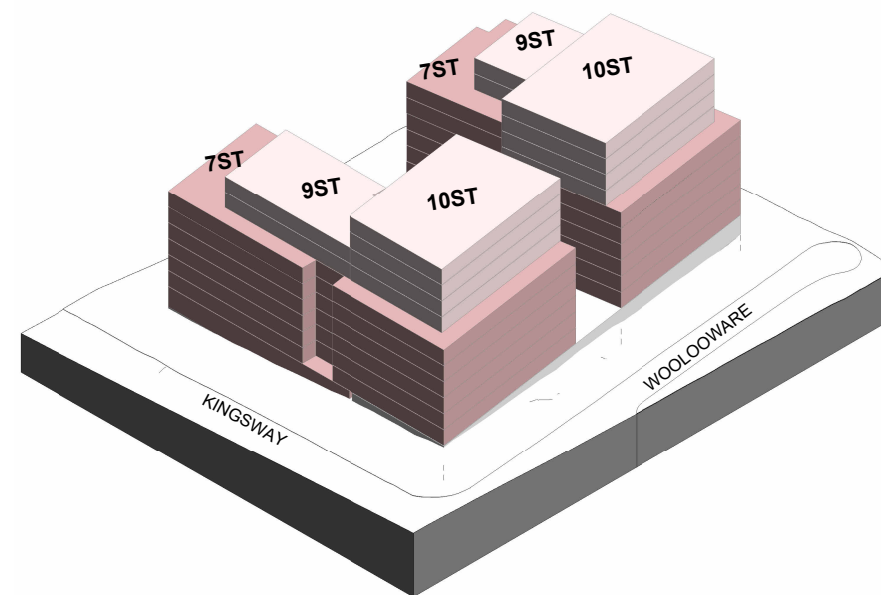
^ Solar analysis - Winter solstice

| | |
|--------------------|---------------------------------------|
| Height | 7 to 10 storeys |
| FSR | 2.73:1 |
| GFA | 17,809m ² |
| Floor plate | 2,800m ² GBA |
| Affordable housing | 2,671m ² (15% GFA) minimum |

- Reinforce the Kingsway as an avenue
- Enhance movement network and nodes
- Built form to define Kingsway and Woollooware Road
- Extend green web along railway
- Transition built forms from inner core to outer core areas
- Respect heritage items



^ Kingsway elevation



Option B: FSR 2.7:1

Less than the maximum floor space permitted in R3 zone under mid-rise housing standards with affordable housing



^ 2.7:1 showing context with potential future context anticipated by Housing SEPP looking South-West

Option B: FSR 2.73:1

Less than the maximum floor space permitted in R3 zone under mid-rise housing standards with affordable housing

6 Preferred scheme

6.1 Urban design statement

The proposed development sits on a **consolidated site** within the Woollooware Station inner core, a prime location set to benefit from increased housing and affordable housing opportunities. This project aligns with the Housing SEPP, offering the potential to enhance this underutilised site **with substantial new housing**, including a significant amount of **affordable housing on good land**, in close proximity to key public infrastructure. Currently zoned R2 - Low Density Residential, the site is characterised by single-storey dwellings but offers great potential to strengthen the evolving urban environment, especially given its proximity—just 200 meters—to Woollooware Station.

As the first proposal in Woollooware to apply new low- and mid-rise housing provisions, this project has the potential to act as a **transformative urban project**, setting a high-quality benchmark for future developments. The design focuses on creating a durable, sustainable, and vibrant urban environment, leveraging the **significant public infrastructure already in place**, including Woollooware Station, Woollooware Oval, and **social infrastructure** including schools, health facilities, retail, beach and other recreational areas - all in very close proximity.

The site's strategic location at the intersection of Woollooware Road and Kingsway is central to the broader urban structure. The consolidation of the site allows for a more **generous setback along Kingsway**, enabling the reinstatement of mutton bay fig trees, historically a dominant feature of this section of Kingsway. The few remaining heritage trees are now protected, and the proposal complements the broader Council initiative to enhance green streetscapes along Kingsway, including in surrounding areas like Caringbah.

The proposal recognises that successful urban environments rely on the integration of key elements such as pathways, edges, districts, and landmarks. As Woollooware evolves, it is essential to recognise that these elements will shape the overall character and **pedestrian experience**. Currently, the Woollooware Local Centre, located north of the railway line, is accessible only via the station concourse. This connection will be enhanced by integrating shop-top housing along Swan Street, promoting activity and engagement at street level and will support the increased residential population.

An existing pedestrian laneway alongside Woollooware House, a heritage-listed building, connects Panorama Avenue to Kingsway and the southern precinct of Woollooware. This laneway will remain as a key pedestrian route, enhancing connectivity between these important areas. The redevelopment will also focus on defining clear pedestrian pathways, particularly through the creation of a **new public through-site link** that could extend a desire line to sites west of the station and facilitate improved access and movement towards Woollooware Station.

The proposed built form establishes a **strong urban edge** along both Kingsway and Woollooware Road, framing the intersection with a well-articulated corner. Taller structures along Woollooware Road will respect the street's heritage significance while also marking **a clear boundary for the surrounding mid-rise residential area**. Setbacks from the railway line, along with a dedicated **service lane** for basement access and waste collection, will ensure a pedestrian-friendly environment, minimising vehicular activity along key streets.

The service lane will be planted with trees to extend the Council's vision of a **“green web”** along the railway line, promoting biodiversity in the area as density increases. A large central courtyard, **deep soil zones (30% of the site area)**, and roof terraces will support extensive planting, ensuring that the site offers abundant green space comparable to the existing development.

The built form steps with the natural topography, transitioning from a six-storey datum to a taller, 10-storey element along Woollooware Road. This approach ensures **compatibility with surrounding development**, with a side setback along Kingsway increased to 9 metres to provide ample space for landscaping and planting. Importantly, the proposed 10-storey height will not obstruct solar access, and **no overshadowing will occur over Woollooware Oval** between 9am and 3pm at the winter solstice.

To reduce the massing and visual impact, **the bulk of the built form is modulated** with deep recesses, breaking up the street wall and avoiding a flat top. This enhances the urban experience and ensures compatibility with the evolving context. The design avoids homogenous flat-top forms, promoting a dynamic, varied and interesting urban experience.

The site is surrounded by several heritage elements, including Woollooware Road, the remaining avenue planting along Kingsway and Woollooware House. The proposal respects these elements by reinstating avenue planting and maintaining a **two-storey scale at street level** to complement the heritage setting. Future developments adjacent to Woollooware House will likely observe increased setbacks and lower building heights to preserve the historical character of the area.

The proposed development represents an opportunity to create two well-designed buildings with stepped forms that emphasise the site's corner location. It will provide a significant number of high-quality housing units, including affordable housing, in a location with excellent access to amenities and infrastructure. The design aligns with the vision outlined in the Housing SEPP, contributing to the transformation of the Woollooware Station Area into a vibrant, sustainable urban precinct that can serve as a model for future development in Sydney.

6.2 Preferred built form



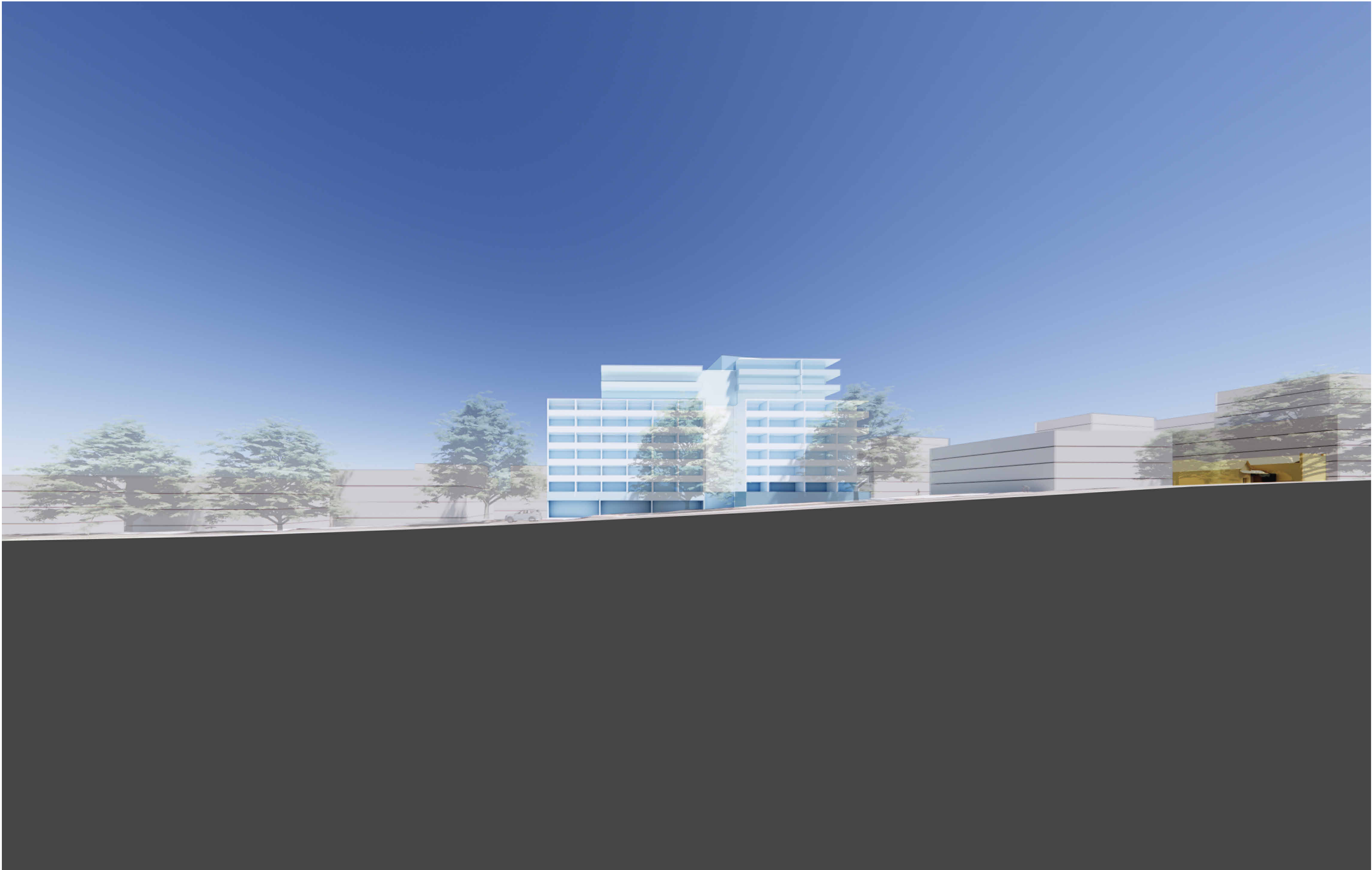
^ Preferred built form showing indicative future context in accordance with Housing SEPP

| | |
|--------------------|--------------------------------------|
| Height | 7 to 10 storeys |
| FSR | 2.73:1 |
| GFA | 17,809m ² |
| Floor plate | 2,800m ² GBA |
| Affordable housing | 2,671 ² (15% GFA) minimum |

- Reinforce the Kingsway as an avenue
- Enhance movement network and nodes
- Built form to define Kingsway and Woollooware Road
- Extend green web along railway
- Transition built forms from inner core to outer core areas
- Respect heritage items

6.3 Built form experience





View 1

^ Indicative elevational view along Kingsway, showing the site and the built forms of surrounding context.





View 2

Project team

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Client

Pacific Community Housing
PROMOTING AND PROVIDING ACCESS TO SAFE
 AND SECURE AFFORDABLE HOUSING

Affordable Housing Development

149-157 Kingsway and 51-55a Woollooware Road, Woollooware
 Dharawal Country

Outline urban design report

20 June 2025

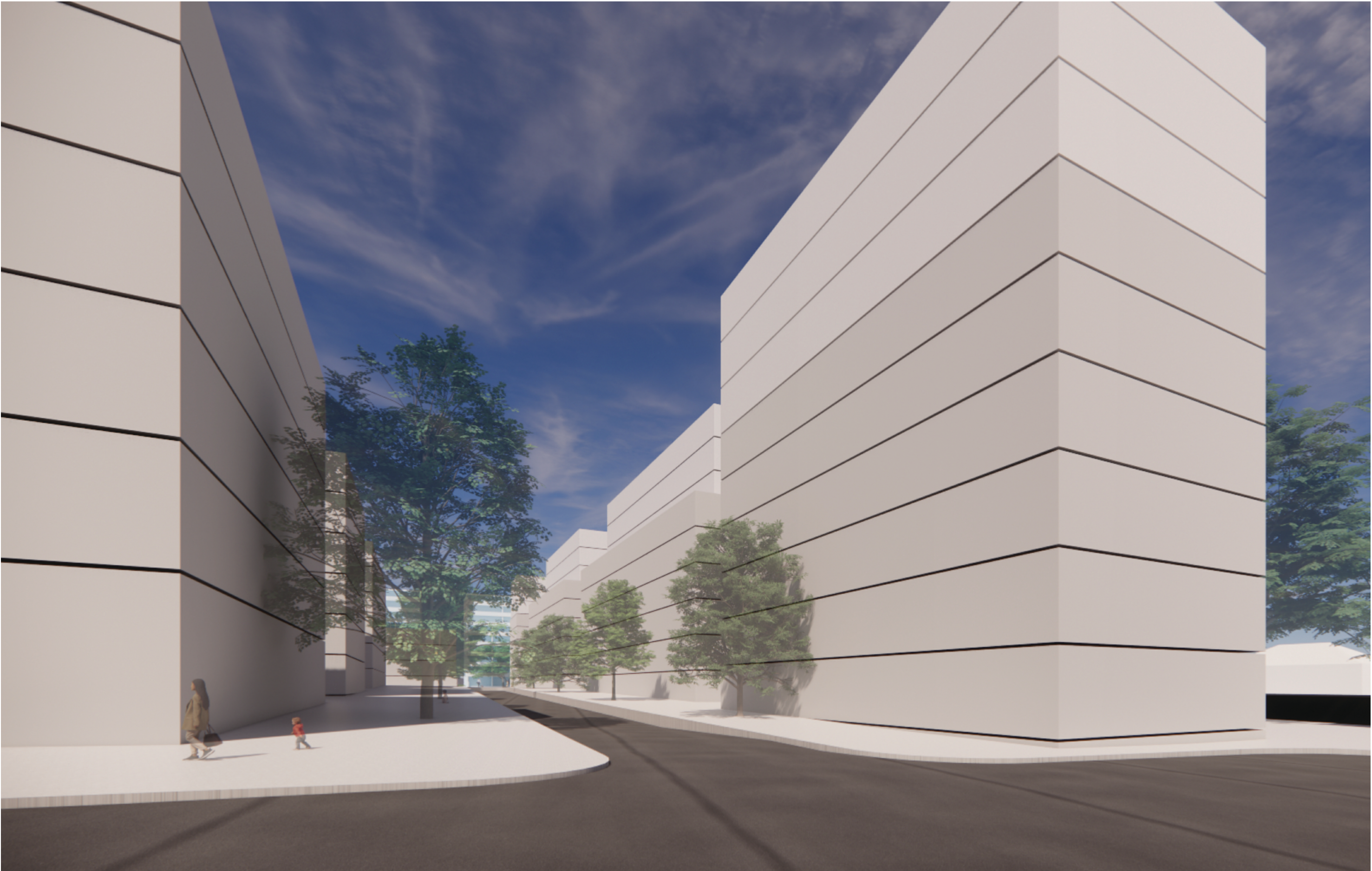
6

PREFERRED SCHEME

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^ Indicative view from the cul-de-sac at western end of Panorama Avenue looking along through site link to Woollooware Road.

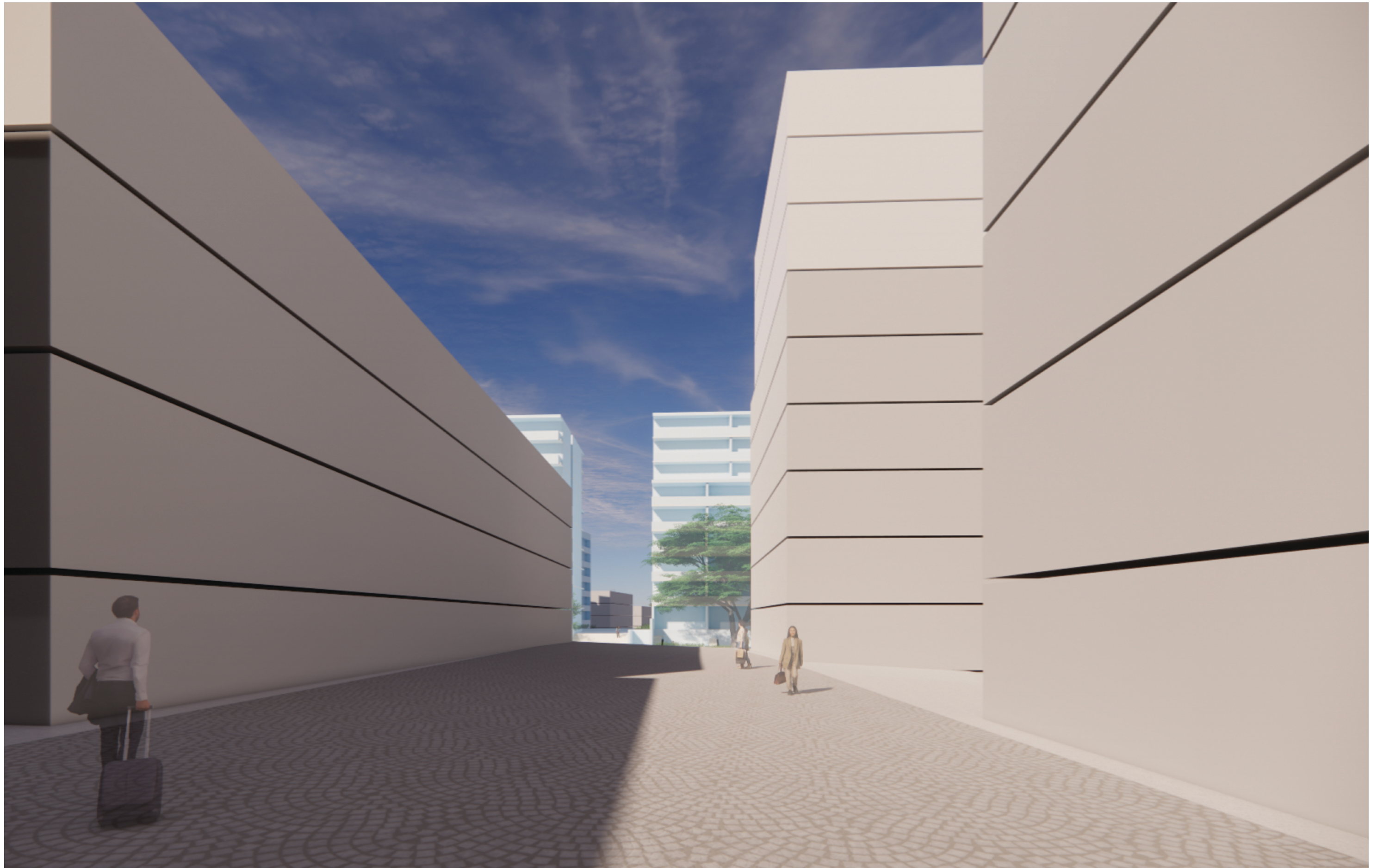
6.3 Built form experience



View 3

^ Indicative view from Swan Street looking west towards site from Woollooware Station.





View 4

^ Indicative view from Woollooware Road looking west towards potential through site link.

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View 5

^ Indicative view from Woollooware Park looking towards site and Woollooware Road.

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View 6

^ Indicative view from Woollooware Park looking towards site and Woollooware Road.

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View 9

^ Potential future context looking north east towards Woollooware Station over the site.

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View 10

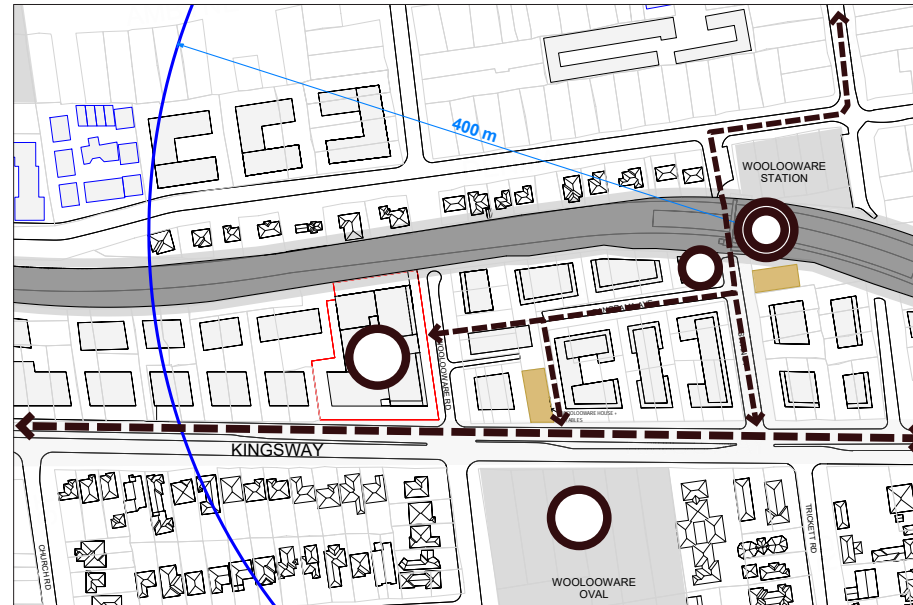
^ Potential future context looking south west from Woollooware Station towards site.

6.4 Application of urban design principles



1 Reinforce Kingsway as an avenue

- **Restoration of avenue planting**
Reinstating Morton Bay figs along Kingsway to restore the historic green character of the avenue, complementing existing heritage trees.
- **Increased setbacks**
Providing generous setbacks along Kingsway to allow for substantial planting, enhancing the avenue's spatial quality and green canopy.
- **Respect for heritage**
The built form along Kingsway is designed to respect the avenue's heritage, maintaining a two-storey scale at street level to preserve its character.
- **Green streetscape integration**
Extending the "green web" vision by introducing tree planting and landscaping, ensuring continuity of Kingsway's green identity and supporting biodiversity.



2 Enhance movement network and nodes

- **Improved pedestrian connectivity**
Strengthening connections between key areas by integrating shop-top housing along Swan Street and enhancing access to the Woollooware Local Centre via the station concourse.
- **Key pedestrian routes**
Retaining and enhancing the existing pedestrian laneway alongside Woollooware House, which connects Panorama Avenue to Kingsway and the southern precinct, promoting better movement and connectivity.
- **Public accessible through-site link**
Creating a new through-site link to extend historical desire lines, improving pedestrian movement and access to Woollooware Station while reinforcing the local movement network.
- **Defining key urban nodes**
Establishing a strong urban edge and gateway at the intersection of Woollooware Road and Kingsway, marking important nodes within the broader city structure and enhancing the overall urban experience.



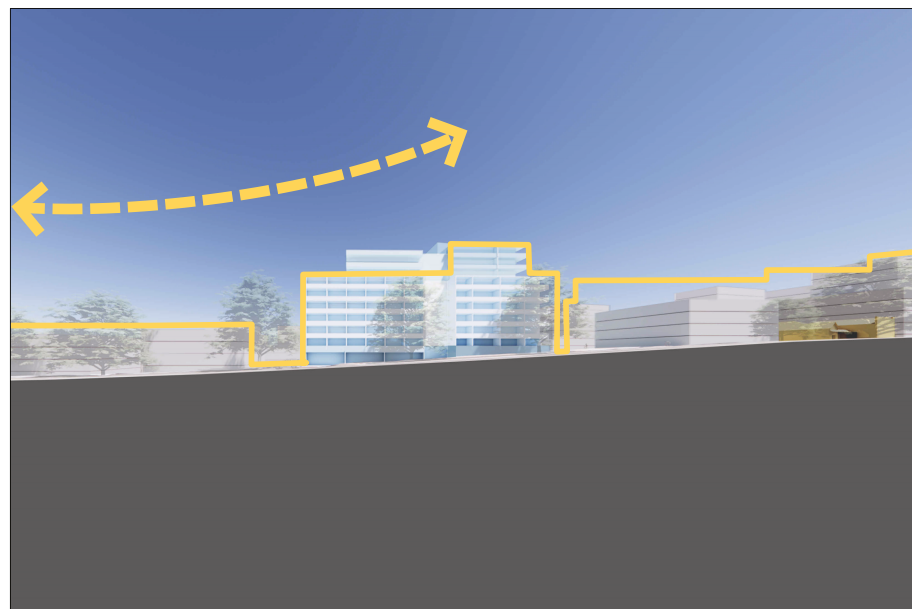
3 Built form to define Kingsway and Woollooware Road

- **Strong urban edge**
The proposed built form establishes a clear and defined edge along both Kingsway and Woollooware Road, framing the intersection with an articulated corner, reinforcing the sense of place and identity.
- **Heritage-sensitive heights**
Taller structures along Woollooware Road step up in response to the natural topography, with a six-storey datum transitioning to 10 storeys, while respecting the heritage significance of Kingsway by maintaining a lower scale at street level.
- **Generous setbacks for landscaping**
Setbacks along both Kingsway and Woollooware Road are increased, providing space for extensive landscaping, including tree planting, to complement and enhance the streetscape and reinforce the avenue's green identity.
- **Modulated built form**
The built form is articulated with deep recesses and varied massing to avoid monotonous, flat facades, creating a dynamic urban experience and ensuring compatibility with the evolving urban context of both Kingsway and Woollooware Road.



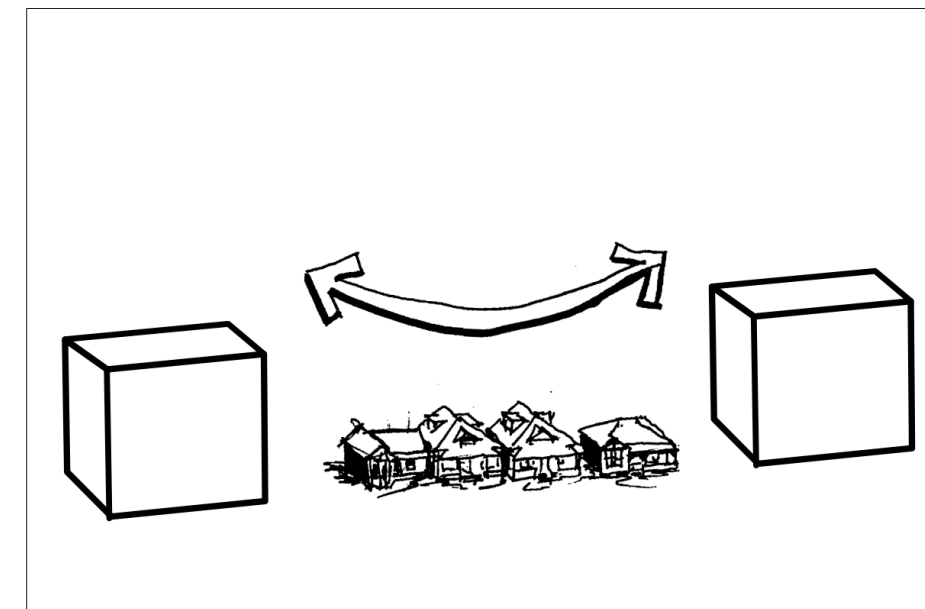
4 Extend green web along railway

- **Service lane tree planting**
Planting tree species along the service lane next to the railway line to support the Council's vision of a "green web," enhancing biodiversity as the area densifies.
- **Central courtyard and large deep soil zones**
A large central courtyard and deep soil zones (30% of the site area) will provide ample space for extensive planting, further contributing to the green web and promoting environmental sustainability.
- **Greenweb integration along railway line**
The development incorporates landscaping and tree planting along the railway line, extending the green network in the area and improving ecological connectivity.
- **Roof terraces to maximise green space**
Roof terraces will be utilised for additional planting, contributing to the overall green space and supporting the vision of a connected, sustainable green network throughout the precinct.



5 Transition built forms from inner core to outer core areas

- **Stepped building forms**
The built form steps with the natural topography, transitioning from a six-storey datum to a taller 10-storey element along Woollooware Road, ensuring a gradual and harmonious transition between higher-density inner core and lower-density outer core areas.
- **Increased Side Setback Along Kingsway**
The side setback along Kingsway has been increased to 9 metres, providing additional space for landscaping and planting, ensuring a smooth transition from higher-density developments to lower-density areas.
- **Scale and Height Compatibility**
Taller structures along Woollooware Road respect the street's heritage significance and mark a clear boundary for the surrounding mid-rise residential area, ensuring compatibility with the evolving urban context.



6 Respect heritage items

- **Heritage Preservation**
The proposal respects the remaining heritage trees and reinstates Morton Bay figs, historically significant to the Kingsway streetscape, while protecting the few remaining heritage trees along the avenue.
- **Respect for Woollooware House**
The design ensures that Woollooware House, a heritage-listed building, is integrated into the scale of the future urban fabric.
- **Contextual Design with Heritage Sensitivity**
Taller structures along Woollooware Road respect the street's heritage significance and help mark a clear boundary for the surrounding mid-rise residential area, ensuring a smooth transition from higher-density urban development to heritage areas.
- **Heritage-Compatible Building Height**
Future developments near Woollooware House will adhere to increased setbacks and lower building heights, maintaining the historical character of the area and ensuring the preservation of heritage items.

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