

Department of Planning, Housing and Infrastructure

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Warrawong Plaza

Design Guidelines

February 2025





Acknowledgement of Country

The Department of Planning, Housing and Infrastructure acknowledges that it stands on Aboriginal land. We acknowledge the Traditional Custodians of the land, and we show our respect for Elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

Published by NSW Department of Planning, Housing and Infrastructure

dphi.nsw.gov.au

Warrawong Plaza

First published: February 2025

Department reference number: EF23/10285

Acknowledgements

This document is based on the draft Warrawong Plaza Design Guidelines, as publicly exhibited from 21 June to 19 July.

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DPHI-MC-R-LC-V1.0

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1 Introduction

1.1 Land to which these Guidelines Apply

The Design Guidelines apply to land identified as “12” on the Key Sites Map under the *Wollongong Local Environmental Plan 2009* (Wollongong LEP 2009), as illustrated in **Figure 1**.



Figure 1 Land to which these Design Guidelines apply

1.2 Commencement

The Design Guidelines commence on the day on which it is endorsed by the Department of Planning, Housing and Infrastructure.

1.3 Purpose and Application of this Guide

Application and Purpose of the Design Guide

This Design Guideline applies to all Development Applications (DAs) that include residential accommodation within land shown as “12” on the Key Sites Map under the Wollongong LEP 2009. DAs will be assessed on their individual merit having regard to this Design Guide, other matters listed in Section 4.15 of the *Environmental Planning and Assessment Act 1979* (including the Wollongong Development Control Plan 2009) and any other adopted relevant policies that relate to development within the site.

The Design Guidelines provide parameters for land use and development, and are intended to supplement the provisions of Wollongong LEP 2009. The Design Guide relates to the design and amenity of the precinct, and specifically, it addresses:

- built form
- public open space
- landscape and public domain.

Any reference to DAs under this Design Guideline is also a reference to any DA that is State Significant Development (SSD) application.

Structure of the Design Guide

- **Section 1** sets out the land to which the Design Guide applies, administrative matters and the relation to other elements of the planning framework that apply to the site.
- **Section 2** contains design guidance for DAs for the site. Each subsection in **Section 2** includes:
 - objectives that describe the intent of the Design Guidelines
 - Design Guidelines that specify numeric or performance-based considerations to guide detailed design of development within the Precinct.
- **Section 3** provides a glossary and amendment notes.

1.4 Relation to Other Plans and Planning Instruments

The Design Guide forms part of the planning framework that applies to the site. This includes Acts, Regulations and State environmental planning policies.

Relevant Acts and Regulations include, but are not limited to:

- *Environmental Planning and Assessment Act 1979 and Environmental Planning and Assessment Regulation 2000*
- *National Parks and Wildlife Act 1974*
- *Protection of the Environment Operations Act 1997*
- *Roads Act 1993.*

Relevant State environmental planning policies include:

- *State Environmental Planning Policy (Biodiversity and Conservation) 2021*
- *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.*
- *State Environmental Planning Policy (Housing) 2021*
- *State Environmental Planning Policy (Industry and Employment) 2021*
- *State Environmental Planning Policy (Planning Systems) 2021*
- *State Environmental Planning Policy (Resilience and Hazards) 2021*
- *State Environmental Planning Policy (Sustainable Buildings) 2021*
- *State Environmental Planning Policy (Transport and Infrastructure) 2021.*

The Design Guide informs future development within the site. Proposed development will need to have regard to this Design Guide as well as any other relevant Environmental Planning Instruments including but not limited to provisions of the Wollongong Local Environment Plan 2009 and the Wollongong Development Control Plan 2009. Should there be a conflict between the Wollongong Development Control Plan 2009 and this Design Guide, this Design Guide prevails to the extent of the inconsistency.

1.5 How to use this Design Guide

This Guide provides guidance for development on sites within the Precinct. It comprises a hierarchy of Objectives and Design Guidelines to inform design and development. Each topic area is structured to provide the user with:

- Objectives that describe the desired outcome(s)
- Design Guidelines that provide requirements for how the objectives can be achieved through appropriate design and development responses.

Planning for development at Warrawong Plaza is to demonstrate how it meets the objectives of this Design Guide. The Design Guide sets clear and measurable benchmarks for how the objectives can be achieved. Where alternate solutions are proposed, it must be demonstrated how the alternative solution achieves the objectives.

1.6 Amendments to this Guide

Any amendment to this Design Guide requires the endorsement of the Department of Planning, Housing and Infrastructure.

2 Design Guidelines

2.1 Objectives

1. Transition the site from an inward-facing mall to a vibrant, porous mixed-use precinct that enhances the vibrancy and vitality of the Warrawong Town Centre through active frontages to Cowper Street, King Street and through-site links, as well as through local captive population to support existing and future business within the centre.
2. Facilitate the delivery of a mix of housing on the site, including affordable housing, with a high level of accessibility to retail services, health, education, leisure, community facilities, open space and public transport.
3. Maintain a minimum level of retail floor space to meet the needs of residents throughout the construction phase and deliver development that maintains and enhances the retail offering and associated community services, leisure and business services.
4. Provide new publicly accessible open space and through-site connections which are activated throughout the day and evening and improve pedestrian connectivity within the Warrawong Town Centre and between the town centre and Kully Bay open space corridor.
5. Minimise bulk and scale and overshadowing impacts on, and impacts on views from, surrounding streets, public open space, Lake Illawarra and residential areas.
6. Promote the use of public and active transport for journeys to and from the site to reduce private car usage.
7. Ensure that development within flood prone land is consistent with the Flood Prone Land Policy and the principles of the Flood Risk Management Manual 2023 (DPE 2023).
8. Ensure that development that is consistent with the Connecting with Country Framework (Government Architect NSW 2023).
9. Ensure new development achieves a high level of ecological sustainability.

2.2 Design Guidance

2.2.1 Land Use

1. The first DA that includes residential accommodation is to include a Staging Plan consistent with **Figure 2** that demonstrates:

- a. continuity for the primary retail and service functions of the existing shopping centre will be maintained for the community throughout construction, including (at a minimum):
 - i. a full-line supermarket with a minimum NLA of 6,300m²
 - ii. other retailers providing fresh food with a minimum NLA in aggregate of 1,500m²
 - iii. prepared food suitable for takeaway or immediate consumption on-site
 - iv. a pharmacy business that involves the preparation, packaging and / or storage of drugs by or under the supervision of a pharmacist for supply to individual patients or to health care facilities, and the sale of goods
 - v. automatic teller machine or other banking facilities.
 - b. at the completion of all stages of construction, delivery of:
 - i. non-residential floor space in accordance with clause 7.25 of the Wollongong LEP 2009
 - ii. residential accommodation comprising approximately 1,300 dwellings, including 15% of residential floor space as affordable housing in accordance with clause 7.25 of the Wollongong LEP 2009.
 - c. provision of a centre-based child care centre in a single stage or in a staged manner which, at a minimum, meets the anticipated needs arising from the future residential and employee population of the site
 - d. provision of health services facilities and recreation facilities (indoor) in a single stage or in a staged manner which have a minimum gross floor area of 3,500m².
2. The 15% of residential floor space as affordable housing is not to be delayed to a final stage of development. It can be distributed between each stage of development, or provided in a single, early stage of development. If provided in a single, early stage of development:
 - a. the consent authority is to regard the requirement to provide 15% of residential floor space as affordable housing as satisfied for any future stages of development
 - b. the quantity of residential floor space at the completion of all stages of construction must not result in the quantity of residential floor space dedicated to affordable housing being less than 15% of the overall quantity of residential floor space.
 3. Consider opportunities to provide educational uses within the site, such as after-school tutoring or tertiary education providers.

2.2.2 Built Form and Urban Design

1. Building layouts are to be generally in accordance with those shown in **Figure 2**.

2. Podium levels are to incorporate articulation in form and materiality and are to have minimal setbacks to Cowper Street and King Street, subject to it being demonstrated that awnings or colonnades and street tree planting can be achieved either within the site or adjoining public domain, or a combination thereof.
3. Active frontages are to be provided in accordance with **Figure 3**. They are to be characterised by awnings or colonnades for wind and weather protection and fine-grain tenancies that sleeve larger tenancies and servicing to maximise pedestrian activity. Residential uses may continue to street level along Northcliffe Drive.
4. Buildings are to be oriented and separated to reflect the character of the street, provide open space between buildings, passive surveillance and activation of surrounding streets and internal movement corridors, minimise visual, overshadowing and wind impacts and allow views between buildings.
5. Rooftop areas are to accommodate communal facilities, solar photovoltaic panels and green roof infrastructure. Any trafficable rooftop areas are to ensure protection of the privacy and amenity of any residential dwellings on or surrounding the site.
6. Any future DA is to be accompanied by an assessment by a suitably experienced Crime Prevention through Environmental Design (CPTED) assessor.

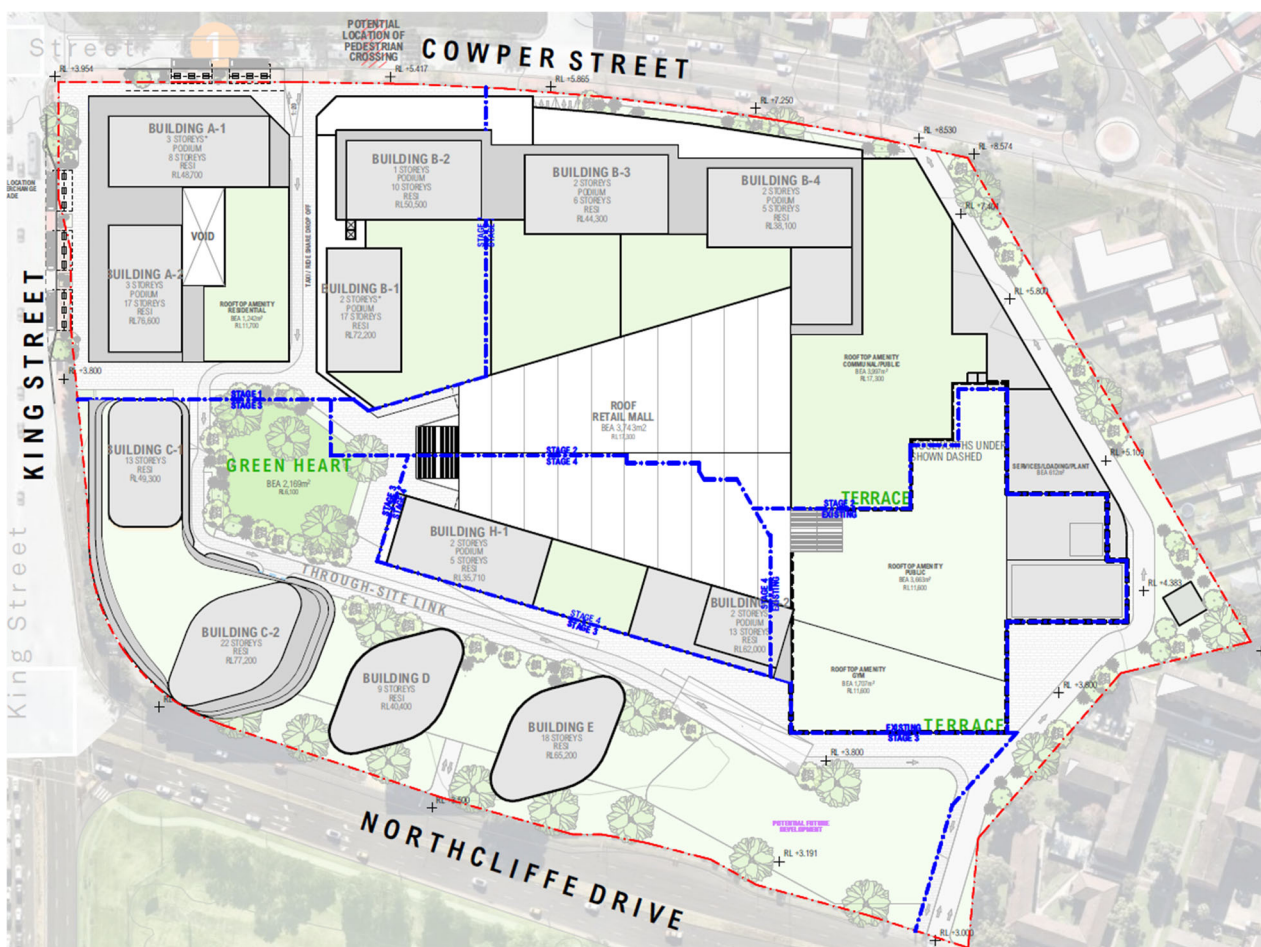


Figure 2 Indicative building envelopes, maximum building heights and staging

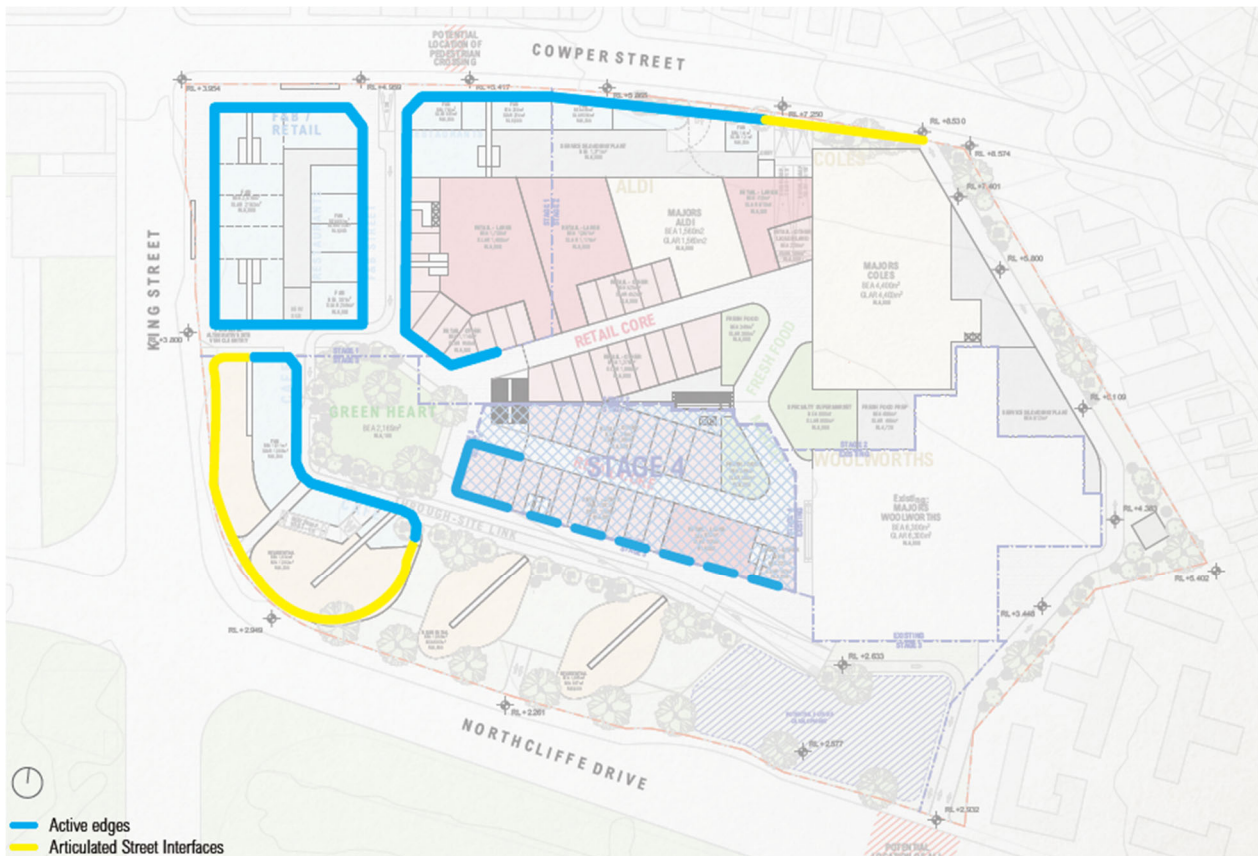


Figure 3 Priority active frontages

2.2.3 Potential Future Development Site

1. Development within the area identified as the Potential Future Development Site in purple text in the south-eastern corner of the site in **Figure 2** is to be accompanied by:
 - a. a Flood Impact Assessment that demonstrates that the development:
 - i. is compatible with the flood function of this land
 - ii. does not give rise to any risk to public or building occupant safety, or impose any additional requirements on government resources during flood events
 - iii. does not result in any increase in flooding on adjacent properties.
 - b. a Transport Impact Assessment prepared in accordance with Design Criteria (19) in **Section 2.2.5** and Guide to Transport Impact Assessment (Transport for NSW 2024).

2.2.4 Public Domain and Landscape

1. A publicly accessible open space/plaza is to be provided in the location shown identified as the 'Green Heart' in **Figure 2**, with a minimum contiguous area of 3,000m² and at the same level as Cowper Street or the level of the through-site link. It is to be:
 - a. connected to and integrated with the publicly accessible through-site link

- b. enclosed by predominantly active frontages and overlooked by residential uses to create opportunities for passive surveillance throughout the day and evening
 - c. accessible to the public 24-hours a day, seven days a week
 - d. comprised of a mix of hard and landscaped surfaces and greening/shade structures (whilst being largely open to the sky) suited to the local environment to provide shade and improve thermal comfort
 - e. capable of functioning as a place for informal social meetings, events, ceremonies and formal gatherings.
2. Achieve a minimum 35% canopy cover within areas of open space and public domain at ground level within the site.
 3. A plan of management is to be provided for publicly accessible open space and through-site links to demonstrate how these spaces will be owned, managed and maintained to provide a safe and high quality public environment.
 4. Provide opportunities for outdoor dining along the Cowper Street frontage and adjacent to the new through-site link and public plaza. Any outdoor dining on Cowper Street is not to impact on the operation of bus stop infrastructure and is to allow sufficient room for pedestrian movements, including between the Cowper Street and King Street bus stops.



Figure 4 Indicative ground floor plan

2.2.5 Transport

Vehicles

1. Vehicular access to the site is to be provided generally in accordance with **Figure 5**. Vehicular access to the site from Cowper Street is not permitted to the west of the intersection of Cowper Street and Taurus Avenue.
2. Details of consultation that has occurred with Transport for NSW (TfNSW) and Wollongong City Council in relation to the suitability of proposed access arrangements and any infrastructure upgrades required to facilitate vehicular ingress or egress to Cowper Street, King Street or Northcliffe Drive is to be provided. Where upgrades are required, the funding and delivery mechanisms for the upgrades is to be identified as part of the DA.
3. Any internal streets within the site are to be maintained as private roads with a low-speed environment that is compatible with the amenity and safety of pedestrians.

Parking

4. Car parking is to be provided in accordance with the Guide to Transport Impact Assessment (Transport for NSW 2024).
5. Opportunities to reduce parking provision to reduce reliance on private vehicles may include, implementation of a car share scheme, improvement in public transport accessibility (new or more frequent services), provision of dedicated transport services such (e.g. courtesy or shuttle-bus) and use of retail parking for residential visitor parking.

Public and Point-to-Point Transport

6. Buildings fronting King Street and Cowper Street are to be generally consistent with **Figure 2** and **Figure 4** in order to ensure sufficient space is available for enhanced bus interchange facilities near the intersection of King Street and Cowper Street. For the buildings identified as Building A-1 and A-2 on **Figure 2**, no buildings or footpath dining are permitted within ten metres of the kerbside lane except with the agreement of TfNSW in order to ensure sufficient space for bus stop facilities and pedestrian movements.
7. The first DA is to include evidence of consultation with TfNSW in respect of any requirements for upgrades to existing bus stop infrastructure along the King Street and Cowper Street site frontages, including weather protection, public domain and seating (generally as illustrated in **Figure 6**) and signage. This space is to include adequate provision for pedestrians and bus-related infrastructure, including pedestrian interchange between the bus stops.

8. The first DA is to be accompanied by a plan identifying the bus stop and public domain infrastructure upgrades required by (7), including details of how TfNSW feedback has been incorporated into this plan. This plan is to be approved by TfNSW prior to the commencement of works.
9. The bus stop and public domain infrastructure upgrades required by (7) and (8) are to be implemented prior to the occupation of any residential accommodation, unless otherwise agreed by TfNSW.
10. The first DA is to include a Green Travel Plan to promote awareness and use of active travel modes for workers and residents of the site, and which identifies how usage of public transport will be promoted for residents and visitors to encourage a modal shift away from private car usage.
11. Opportunities to accommodate point-to-point transport within the site are to be identified along internal roadways.

Loading and Servicing

12. Loading and servicing facilities are to be designed and located to minimise visual impacts on the street, visual and noise impacts on residents within the site and neighbouring properties and to minimise potential for land use conflict.
13. Where practicable, loading and servicing facilities are to be centralised and shared between retail, residential and other land uses maximise the efficiency of the site area and avoid the visual and acoustic impacts arising from multiple loading and servicing facilities.
14. Loading Dock Management Plans are to be provided to demonstrate how will deliveries, waste collection, and move-in/move-out will be managed for retail, residential and any other land uses.

Pedestrian and Cycling

15. A publicly accessible through-site link is to be provided between Cowper Street and Northcliffe Drive, generally in the alignment shown in **Figure 5**. It is to:
 - a. encourage movement and permeability through the site by increasing visibility and legibility of the built form through transparency to public entries and treatment of built form which accentuates the through-site link
 - b. provide access via clearly visible desire lines to public entries to retail and residential buildings
 - c. include wayfinding signage at entries and exits to and from the surrounding road network, as well as to key destinations within the site
 - d. be accessible to the public 24-hours a day, seven days per week

- e. incorporate high quality and durable finishes and materials which are consistent with that of a publicly accessible space
 - f. provide gradients which comply with relevant standards for accessibility.
16. The through-site pedestrian link may be co-located with any internal roadway, provided that safe and separate accessible pedestrian access is maintained.
17. Provide end of journey facilities and bicycle parking for use by workers on the site.
18. Provide secure visitor bicycle parking within publicly accessible areas of the site to encourage cycling.

Transport Impact Assessment

19. Each DA is to be accompanied by a Transport Impact Assessment that:
- a. details public transport, walking and cycling improvements and the decrease in traffic generation as a result of any proposed mitigations
 - b. includes traffic analysis for intersections of King Street with Cowper Street and Northcliffe Drive during the AM and PM peak. To quantify the impact of the development alone on the network, and the supporting mitigation measures including public and active transport improvements, the analysis is to considering the following two scenarios:
 - i. base case without development
 - ii. base case with development
 - c. outlines any road or public transport upgrades required to mitigate impacts of the proposal identified from the results obtained in item (ii) above. A strategic design is to be provided for all infrastructure upgrades to the transport network (for example intersection upgrades, public bus interchange etc.) to clarify the scope of works and demonstrate that the works can be constructed within the road reserve, or within space allocated within the site
 - d. identifies how upgrades will be funded and delivered.



Figure 5 Vehicular access strategy

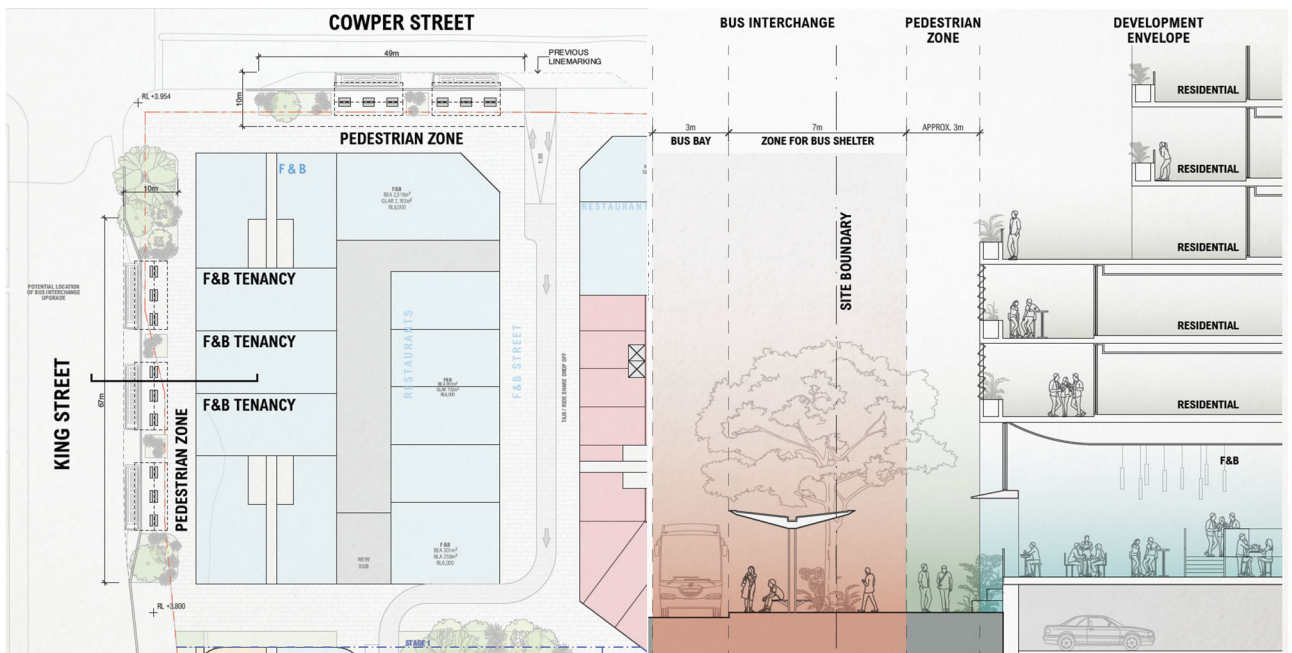


Figure 6 Illustrative plan and street section showing potential Cowper/King Street bus interchange

2.2.6 Flooding

1. Each DA is to be accompanied by a Flood Impact Assessment report prepared by a suitably qualified person which confirms that the development will:
 - a. not result in significant adverse flood impacts to private property
 - b. ensure that all residential dwellings are located above the relevant flood planning level
 - c. ensure that future residents and visitors to the centre are not exposed to areas of high flood hazard
 - d. will ensure that safe paths of evacuation, or suitable areas for safe shelter-in-place for the duration of flooding, are maintained in all flooding events up to and including the Probable Maximum Flood
 - e. will not result in an increased requirement for government spending on emergency management services, and flood mitigation and emergency response measures, which may include but not be limited to road infrastructure, flood mitigation infrastructure and utilities
 - f. appropriately protect, relocate or enhance existing stormwater infrastructure within and adjacent to the site to avoid any adverse flooding impacts on the locality.

2.2.7 Ground Conditions

1. Each DA is to be accompanied by a geotechnical assessment and a hydrogeological impact assessment where they involve significant excavation or the construction of basements.

2.2.8 Sustainability

1. The first DA is to be accompanied by an ESD Strategy that demonstrates how the project will achieve net zero emissions by 2050, and align with other relevant State and local planning requirements for sustainable development.
2. DAs for residential and non-residential uses are to demonstrate capacity for electric vehicle charging to meet relevant planning requirements and electric vehicle ownership trends.
3. DAs for residential and non-residential uses are to maximise the provision of rooftop solar photovoltaic panels in non-trafficable or landscaped areas, and consider opportunities to utilise battery storage to further reduce off-site energy consumption.
4. The ESD Strategy is to be updated every five (5) years to ensure that each stage of development aligns with contemporary planning requirements for sustainable development.

5. The first DA is to be accompanied by a site-wide Water Sensitive Urban Design Strategy that demonstrates how development will be consistent with water quality targets for the Lake Illawarra Catchment and requirements of the Lake Illawarra Coastal Management Plan.

2.2.9 Connecting with Country

1. Development is to demonstrate how Connecting with Country principles are incorporated in design and consultation approaches, acknowledging and respecting Country.
2. Public domain areas are to showcase Connecting with Country principles in the design of the built form, landscaping, public art and public domain, drawing on knowledge of Country held by local Aboriginal knowledge holders.

2.2.10 Design Excellence

1. The following types of development are to be the subject of design review by a suitably qualified panel, which is to include at least one person selected by Wollongong City Council and one person selected by the Government Architect NSW:
 - a. a Concept Proposal made pursuant to Section 4.22 of the *Environmental Planning and Assessment Act 1979*
 - b. development with a cost of works greater than \$10 million, other than for works which are predominately within the envelope of the existing building
 - c. development which provides a publicly-accessible through-site link or open space.

3 Glossary and amendment notes

3.1 Glossary

Terms used in this Design Guide have the same definitions as those contained in the Dictionary attached to the Wollongong LEP 2009. The following table defines selected key terms used in this Design Guide.

Term	Meaning
Active frontage	As defined in clause 7.19(5) of the Wollongong LEP 2009
Deep soil	As defined in Schedule 10 of <i>State Environmental Planning Policy (Housing) 2021</i>
Net Lettable Area (NLA)	The portion of the Gross Floor Area (GFA) of a building (as defined in the Dictionary attached to the Wollongong LEP 2009) that is leased as a single tenancy
Open to the sky	A space that directly open to the sky without any structures above, with the exception of trees and shade structures such as awnings, shade cloths and the like

3.2 Amendment notes

Date	Page	Section	Amendment