

Design Guidelines

Warrawong Plaza Planning Proposal

Version 1 | 14 September 2023



1.0 Preliminary

1.1 Name of the Guidelines

This document is the Warrawong Plaza Design Guidelines.

1.2 Citation

This document may be referred to as the Design Guidelines.

1.3 Commencement

The Design Guidelines commence on the day on which it is endorsed by the Secretary of the Department of Planning and Environment.

1.4 Land to which these Guidelines apply

The Design Guidelines apply to Lot A DP421454, Lot 2 DP571183, Lot 1 DP571183, Lot 1 DP217579, Lot 2 DP 216785 and Lot 2 DP535215 at 43-65 Cowper Street, Warrawong, as illustrated in **Figure 1**.

1.5 Purpose of the Guidelines

The Design Guidelines provide parameters for land use and development, and are intended to supplement the provisions of *Wollongong Local Environmental Plan 2009* by providing more detailed provisions to guide development on the land.

1.6 How to use these Guidelines

Any development application for the land will be assessed on their individual merit and be required to comply with the relevant provisions of the *Wollongong Local Environmental Plan 2009* (LEP 2009) such as compliance with maximum floor space, height and other controls, these Design Guidelines, other matters listed in Section 4.15 of the *Environmental Planning and Assessment Act, 1979*, and any other applicable statutory and non-statutory controls and/ or documents.

These guidelines comprise a hierarchy of objectives and guidelines to guide future development. Proposed development needs to show how it meets the objectives. The guidelines provide benchmarks for how the objectives could be achieved and does not represent the only way the overarching objectives can be achieved. Where alternate solutions to the guidelines are proposed it must be demonstrated how the proposed alternative solution achieves the overarching objective/s.



Figure 1 Land to which these Design Guidelines apply

Source: Chrofi

2.0 Design Guidelines

2.1 Objectives

1. To maintain and enhance the provision of retail services and associated community services, leisure and business services.
2. Facilitate the delivery of additional housing, including affordable housing, on the site.
3. Provide new publicly accessible open space and through-site connections which are activated throughout the day and evening.
4. Improve pedestrian connection within the Warrawong Town Centre and between the town centre and Kully Bay open space corridor.
5. To maintain view corridors between buildings and minimise adverse visual impacts from the water and surrounding public domain.
6. Enhance the amenity and activation of Cowper Street as the main public street for the Warrawong town centre.
7. To ensure that development facilities improved pedestrian permeability through the site.
8. Maintain wind safety and comfort in surrounding pedestrian areas.
9. To establish benchmarks for ecologically sustainable development to be addressed in new development at the site.

2.1.1 Public Benefits

Affordable Housing: 10% of all floor space used for the purpose of residential accommodation is to be used for the purpose of affordable housing for a minimum period of 15 years, managed by a Community Housing Provider who is registered in accordance with the National Regulatory System for Community Housing. Measures to secure this public benefit are set out in the Draft LEP Amendment.

Open Space and Through-Site Link: Provision of a new publicly accessible plaza which is activated throughout the day and evening to provide a high-quality urban open space within the most frequently visited area of the Warrawong centre. A new through-site link will enhance pedestrian, cyclist and vehicular connectivity and permeability within the centre, with a focus on improving connectivity and amenity between Cowper Street and the Kully Bay open space network.

Inward Mall to a Vibrant Mixed-use Precinct: Transitioning from an inward-facing functional building with parking & loading around the edges, into a porous mixed-use precinct with active edges to public realm and increased opportunities for public interaction and movement throughout the precinct.

Continuance and Enhancement of Retail and Local Services: Future Development Applications are to demonstrate continuance of trade for key retail services required by the community (supermarkets, fresh food retail, pharmacy) throughout the redevelopment of the land. A Staging Plan is to be submitted with the first DA for the land, and updated in consultation with the relevant consent authority.

Strengthen Warrawong as a Strategic Centre: In line with regional plan, strengthen Warrawong as a strategic centre by building on its regional shopping centre with entertainment, education, commercial, and community use. Strengthen the region as a place to live, work and play.

Economic growth and opportunity: Support economic development within the Warrawong centre by facilitating approximately 540 full-time equivalent (FTE) jobs within the regional economy during the construction phase and 540 FTE jobs on an ongoing basis following completion.

Opportunities for additional public benefits:

Other potential public benefits which could be delivered through future development, subject to consultation with Wollongong City Council and other stakeholders, could include:

- Enhancing and improving streetscape interfaces on all boundaries of the complex through interventions such as new retail or other active frontage uses.
- Bringing together community organisations to plan the activation of these public spaces for community events such as local food markets or art exhibitions, family focussed events and other community activities.
- Providing additional active recreational opportunities on under-utilised rooftop spaces
- Improving integration with surrounding green spaces, such as enhanced pedestrian crossing points or pedestrian bridges where appropriate.

2.2 Design Guidance

2.2.1 Land Use

1. Future development is to strengthen and enhance the existing retail, leisure and service functions of the site in order to provide services to the existing and future community.
2. Future development of the site should generally demonstrate capacity for:
 - a) Approximately 55,000m² of gross lettable area retail/ net lettable area for non-residential land uses.
 - b) Residential accommodation comprising approximately 1,300 dwellings.
3. A Staging Plan is to be provided with the first DA which demonstrates how continuity will be maintained for the primary retail and service functions of the existing shopping centre, to ensure that the community continues to have access to essential services and retail facilities throughout the development of the project. Specifically, the staging plan must demonstrate that the following facilities remain available throughout any construction:
 - a) A full-line supermarket with a minimum Gross Lettable Area (GLA) of 4,000m²
 - b) Other retailers providing fresh food with a minimum GLA in aggregate of 1,500m²
 - c) Prepared food suitable for takeaway or immediate consumption on-site.
 - d) 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.
 - e) Automatic teller machine or other banking facilities.
4. A centre-based child care centre is to be provided which, at a minimum, meets the anticipated needs arising from the future residential and employee population of the site. This may be delivered in a single stage or in a staged manner.
5. Medical and health facilities (including health services facilities, gymnasiums, other health-related services) are to be provided which have a minimum area of 3,500m² of gross floor area. This may be delivered in a single stage or in a staged manner.
6. 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. Maximum floor space ratio is to comply with the Wollongong Local Environmental Plan 2009.
2. Maximum building heights are to comply with the Wollongong Local Environmental Plan 2009.
3. Building layouts and maximum building heights are to be generally in accordance with those shown in **Figure 2**. Where an alternative building height strategy is proposed to that shown in **Figure 2** and referenced at 2.2.2 (2) above, the applicant must demonstrate that the alternative approach demonstrates a similar or improved outcome with respect to overshadowing of open space, visual and view impacts, and residential amenity.
4. Minimal setbacks are suitable for ground and podium levels are suitable for Cowper Street, King Street and Northcliffe Drive, subject to demonstration that awnings or colonnades (Cowper and King Streets) and suitable street tree planting can be achieved either within the site or adjoining public domain, or a combination thereof.

5. Residential buildings should generally be setback above the podium levels. Residential setbacks should take into consideration the height, floorplate, orientation of the proposed building, and the character of the street to which it is oriented.
6. Residential buildings along Cowper Street should be oriented towards the street in order to provide passive surveillance and activation.
7. Taller buildings should be oriented to minimise visual impacts, allow views between buildings and minimise overshadowing impacts.
8. Demonstrate suitable building setbacks and podium heights which provide an appropriate streetscape outcome, whilst ensuring opportunities for residential buildings to continue to street level where desirable.
9. Building podiums are to incorporate articulation in form and materiality.
10. Awnings are to be provided to the development along the Cowper Street and King Street frontages for wind and weather protection.
11. The built form shall maintain a wind environment on footpaths and publicly accessible open space that is safe for pedestrian and comfortable for walking on footpaths, standing at building entries and sitting in parks.
12. Investigate opportunities to green rooftops, solar photovoltaic panels and/or communal facilities on rooftop areas. Any trafficable areas are to ensure protection of the privacy and amenity of any residential dwellings on or surrounding the site.
13. Active frontages are to be prioritised along the street frontages identified in **Figure 4** and any publicly accessible through-site link. Wherever practicable, retail and other premises providing an active frontage are to be located to as to address publicly accessible spaces.

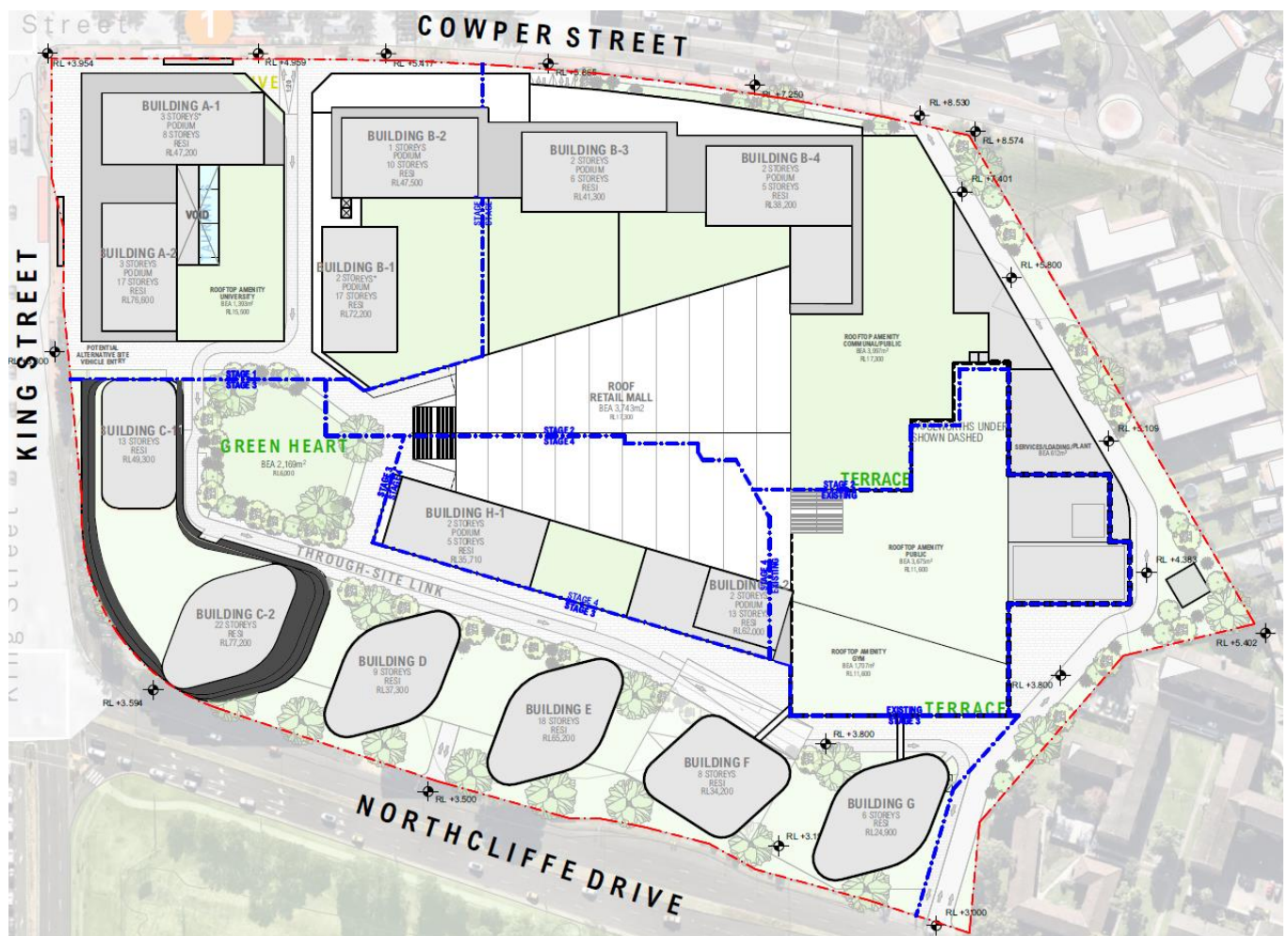


Figure 2 Indicative building envelopes and maximum building heights

Source: Chrofi

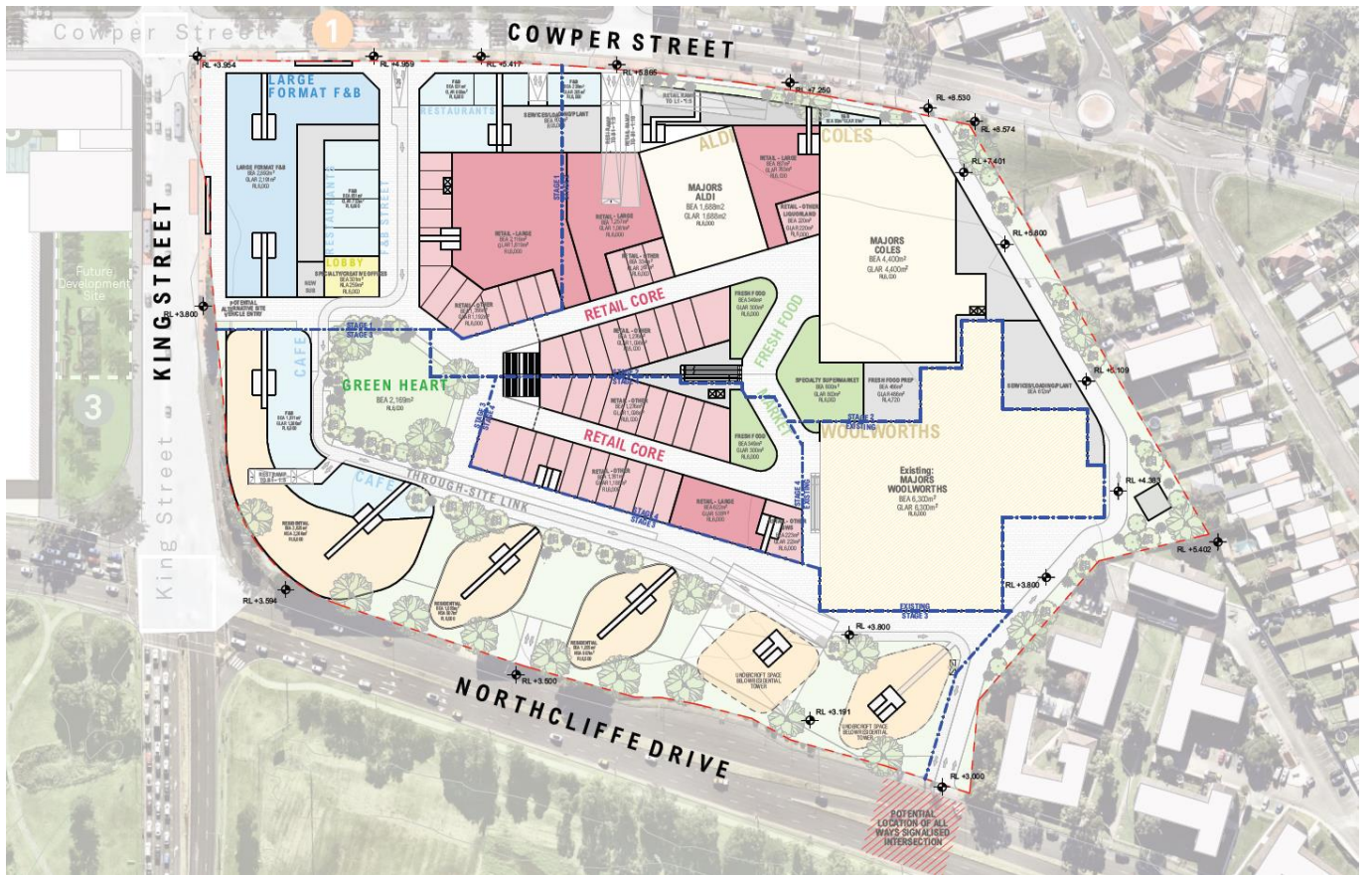


Figure 3 Indicative ground floor plan

Source: Chrofi



Figure 4 Priority active frontages

Source: Chrofi

2.2.3 Public Domain and Landscape

1. A publicly accessible open space/plaza is to be provided and designed to:
 - a) Be located at the same level as Cowper Street or the level of the through-site link.
 - b) Be largely open to the sky.
 - c) Provide a mix of hard surfaces and greening/shade structures as practicable, suited to the local environment to provide shade and improve thermal comfort as required.
 - d) Provide a safe and flexible space that ensures it is capable of functioning as a place for informal social meetings, events, ceremonies and formal gatherings.
 - e) Is connected to and integrated with the publicly accessible through-site link.
 - f) Is enclosed by predominantly active frontages.
 - g) Have a minimum contiguous area of 3,000m².
 - h) Be accessible to the public 24-hours a day, seven days a week.
 - i) Investigate opportunities to incorporate deep soil planting and porous surfaces.
 - j) Provide opportunities for passive surveillance throughout the day and evening.
2. The location of the new public plaza is to be generally consistent with the location indicated as the 'green heart' in **Figure 3**.
3. Achieve a minimum 35% canopy cover within areas of open space and public domain at ground level within the site.
4. Any future DA for the publicly accessible open space and any through-site link is to be accompanied by a plan of management setting out how this space will be owned, managed and maintained to provide a safe and high quality public environment.
5. Provide opportunities for outdoor dining along the Cowper Street frontage and adjacent to the new through-site link and public plaza.

2.2.4 Transport

Vehicles

1. Vehicular access to the site should be provided generally in accordance with **Figure 5**.
2. Future DAs are to provide details of consultation that has occurred with Transport for NSW and Wollongong City Council in relation to the suitability of proposed access arrangements and any infrastructure upgrades require to facilitate vehicular ingress or egress to Cowper Street, King Street or Northcliffe Drive. Where upgrades are required, the DA is to identify how these upgrades will be funded and delivered.
3. Any internal streets within the site are to be maintained as private roads, and designed to ensure 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 applicable planning standards.
5. Future DAs may investigate opportunities to reduce the overall provision of parking having regard to opportunities such as:
 - a) Implementing a car share scheme
 - b) Enhancing the public transport accessibility of the site through additional or more frequent services.
 - c) Providing additional dedicated transport services such as a courtesy or shuttle-bus
 - d) Providing residential visitor parking through the retail parking allocation

Public and Point-to-Point Transport

6. Future development is to identify opportunities for the project to enhance the amenity and safety of bus stops and taxi stands within the site's frontages to Cowper Street and King Street. Future development should provide additional weather protection and seating to accommodate the future demand for public and point-to-point transport services arising from the development.
7. Identify opportunities to accommodate point-to-point transport within the site.

Loading and Servicing

8. Future development should provide sufficient loading and servicing facilities to meet the needs of the development.
9. Loading docks shall be located so they are not visible from any residential area and do not transmit excessive noise onto any adjoining residential area. New loading dock locations and design are to protect the amenity of existing and future residents and minimise the potential for land use conflict.
10. Where practicable, loading and servicing facilities should be centralised and shared between retail, residential and other land uses in order to ensure efficient servicing and ensure that servicing activities and heavy vehicle movements occur in a manner which does not adversely impact on pedestrian safety or amenity within the centre.
11. Future DAs must be accompanied by a Loading Dock Management Plan that details how retail, residential and any other land uses will be serviced in respect of deliveries, waste collection, and move-in/move-out.

Pedestrian and Cycling

12. A publicly accessible through-site link is to be provided between Cowper Street and Northcliffe Drive, generally in the location indicated in **Figure 5**, that is designed to:
 - a) Ensure public entry locations to retail and residential buildings are clearly visible from desire lines and key intersections within the street incorporating wayfinding signage at decision points.
 - b) 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 link.
 - c) Be accessible to the public 24-hours a day, seven days a week.
 - d) Incorporate high quality and durable finishes and materials which are consistent with that of a publicly accessible space.
 - e) Provide gradients which comply with relevant standards for accessibility.
13. The through-site pedestrian link may be co-located with any internal roadway, provided that safe and separate accessible pedestrian access is maintained.
14. Provide end of journey facilities and bicycle parking for use by workers on the site.
15. Provide sufficient secure visitor bicycle parking within publicly accessible areas of the site to encourage cycling.
16. Prepare a Green Travel Plan to promote awareness and use of active travel modes for workers and residents of the site.

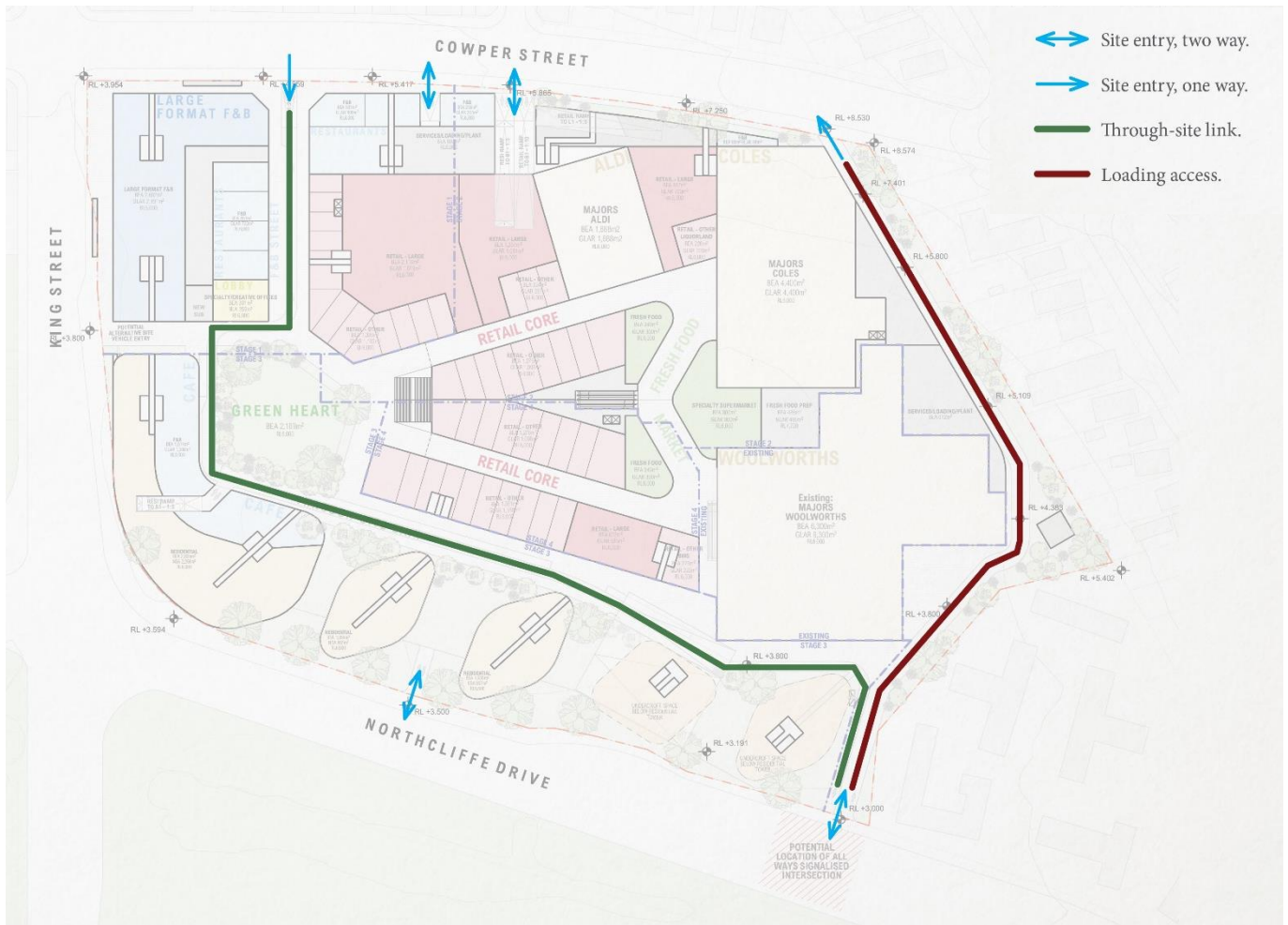


Figure 5 Vehicular access strategy

Source: Chrofi

2.2.5 Flooding

1. The Site-Specific Development Control Plan or Concept Proposal DA must 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 a 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.

2.2.6 Ground Conditions

1. Future development applications are to comply with the applicable requirements of State Environmental Planning Policy (Resilience and Hazards) and other guidelines made or approved under the *Contaminated Land Management Act 1997*. This may require the preparation and submission of a Detailed Site Investigation based upon intrusive site-wide soil and groundwater sampling and associated laboratory analysis for potential contaminants. Should contamination be identified in these investigations, a Remediation Action Plan may be required.
2. Future development applications are to be accompanied by a geotechnical assessment.

3. Future development applications involving significant excavation or the construction of basements are to be accompanied by a hydrogeological impact assessment.

2.2.7 Sustainability

1. The first DA is to be accompanied by an updated 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.

2.2.8 Connecting with Country

1. New development across the site is to showcase Connecting with Country principles in design and consultation approaches, acknowledging and respecting Country.
2. Development of new public domain areas is to consider opportunities 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.

2.2.9 Design Excellence

1. The following types of development are to be the subject of design review by a suitably qualified panel, which may include any panel established by the consent authority:
 - a) A Concept Proposal made pursuant to Section 4.22 of the *Environmental Planning and Assessment Act 1979*
 - b) Development which is subject to the provisions of State Environmental Planning Policy No.65 - Design Quality of Residential Apartment Development
 - c) Development with a cost of works greater than \$30 million, other than for works which are predominately within the envelope of the existing building
 - d) Development which provides a publicly-accessible through-site link or open space