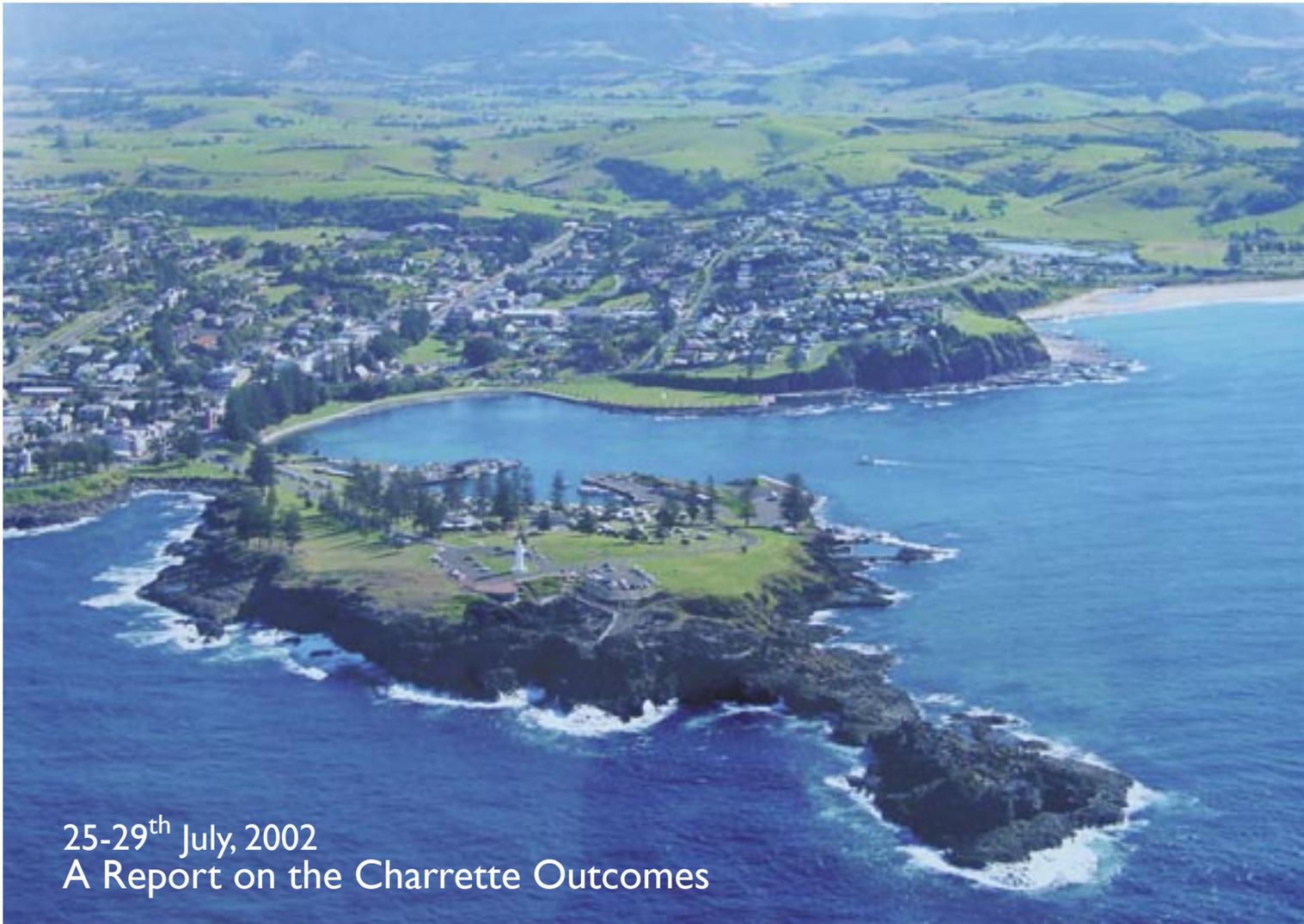
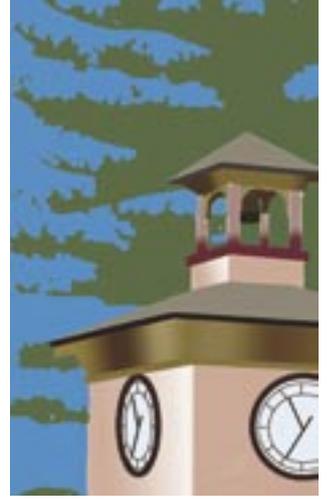


# Kiama

## Town Centre Charrette



25-29<sup>th</sup> July, 2002  
A Report on the Charrette Outcomes

Kiama Municipal Council  
Ecologically Sustainable Design Pty Ltd





# Kiama Town Centre Charrette

A Report on the Charrette Proposals

by

Kiama Municipal Council  
Ecologically Sustainable Design Pty Ltd

25–29<sup>th</sup> July, 2002



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## PART I

# 1 INTRODUCTION

This report has been prepared to explain and accompany the public exhibition of the outcomes of the Kiama Charrette. Council has not yet approved these outcomes, and seeks your review and comment on them. The report may also be modified for use after the public exhibition.

This report reflects the understanding and recommendations of the Charrette Team, led by Ecologically Sustainable Design Pty Ltd, based on what the Community and the Team learned through the Charrette process. Kiama is *your* town and your future. Hopefully this report will help you to make better-informed decisions. The Charrette Team was not here to impose its values on Kiama's Community, Kiama's future is *yours* to decide. But we do owe you the clearest and most objective professional insight we can muster.

In this report ESD explains the challenges and decisions which we believe Kiama must face. We clarify the Charrette Outcomes. Most importantly, we explain *why* they are being proposed. The Charrette Outcomes are indicative only. They are an integrated set of design solutions that demonstrate one way to achieve the key Charrette objectives for Kiama's town centre. Other design solutions or refinements of these outcomes might just as feasibly achieve the Charrette objectives. If found worthy by the Community and the Council, these objectives and indicative Charrette Outcomes will form the basis of Council initiatives and new regulations that will enable and guide their development.

It is neither possible nor appropriate to 'freeze' development during this period between the Charrette and its review and possible adoption. However, the prospect of some or possibly all of the Charrette outcomes being adopted by Council, absorbed into new regulations and implemented over time is very real. Therefore, project proponents and Council officers should carefully consider this prospect during this interim review period and do their best to cooperate during this necessary period of relative uncertainty.

These Charrette Outcomes form an interlocking set of solutions that responds to important and inter-locking problems facing Kiama. Readers may find some proposals controversial. But please remember that the Charrette Outcomes are an integrated package, and that to change one outcome may detract from other important outcomes as a result. In responding to this public exhibition phase of the Charrette, Kiama's Community and Councillors are facing difficult and complex decisions, which will profoundly affect the future of the town centre and the daily personal lives of all Kiama's citizens for decades to come.

The Kiama Charrette focussed on the town centre. The Charrette also considered outside influences on the town centre, and the effects of the town centre on areas beyond it. However, the Charrette Outcomes do not pretend to sufficiently address planning and development matters beyond the town centre. Much more work may be needed outside the town centre.

Information supplementary to this report is available (on loan and in limited supply) through Council, including but not limited to Chris Stapleton's *Traffic and Access Report*, Derek Kemp's *Employment Assessment and Strategy*, Macroplan's *Cultural Centre Feasibility Study*, and a post-Charrette development feasibility study by ESD Pty. Ltd. and Harry Kersten, which tested some representative Charrette proposals.

It may be useful to clarify a few key terms used in this report. The **Objectives** guided the Charrette Outcomes. The proposed Charrette Outcomes include **Initiatives** and **Indicative Designs**. In order to achieve the Objectives, the Initiatives are tasks to be done by both the public and private sector, including changes to regulations, promotion, developments, and so forth. The **Indicative Charrette Designs** show one way (but not necessarily the only way) that the Objectives and Initiatives might be implemented here in Kiama, in order for stakeholders to see, understand and test what these words mean.

## 2 CHARRETTE PROCESS AND TEAM

Based in part on the generally acknowledged success of the Gerringong Charrette, led by Chip Kaufman and Wendy Morris of Ecologically Sustainable Design Pty Ltd (ESD) of Melbourne, Council hired ESD again to lead a consultant team for the Kiama Charrette. The Consultant Team included urban designer/architects Steve Thorne and Peter Richards, economist Derek Kemp, traffic engineer Chris Stapleton, feasibility analysts Brian Haratsis and Harry Kersten, illustrator Peter Edgeley, and charrette managers Yvonne Rust and Kevin Songberg.

The Charrette process is a time and cost-effective, stakeholder-collaborative, and design-based process for resolving complex and usually controversial urban projects. Because Council recognised that the factors influencing Kiama's town centre are highly inter-dependent, they chose this process because it integrally responds to all project issues and impacts, including environmental, economic and social issues, at all scales ranging from architecture to the wider urban structure. The Kiama Charrette took place on 25-29<sup>th</sup> July, 2002. Well publicised beforehand, hundreds of citizens participated throughout the Charrette, and the Charrette outcomes responded to that input.

Recognising the need for the community and its Councillors to have time to reflect on key decisions that the Charrette poses, and the possibility to revise them, Council is placing the Charrette Outcomes on public exhibition, accompanied by this report and several supplementary reports. Because of its pivotal role in enabling and implementing whatever Charrette Outcomes are ultimately approved, Council decided to form a Joint Charrette Team with the outside consultants, so that key Council staff now deeply understand the content of the Charrette and how best to implement whatever gets approved.



Figures 1 + 2 The Charrette in process at the Kiama Charrette Studio

## 3 KIAMA'S CHALLENGES

### 3.1 Intensifying Growth Pressure

Metro Sydney and Wollongong have 'discovered' that Kiama is a highly desirable place to live. Highway and passenger rail improvements are making Kiama all the more accessible. The widely-supported urban containment philosophy of Kiama's LEP (Local Environmental Policy) strongly limits outward growth, which constrains supply and is further increasing demand and property values.

### 3.2 Traffic, Access and Parking Concerns

General population growth is increasing traffic in the town centre, but, nevertheless, the existing street network has the capacity to handle vehicular traffic for the next twenty-five years of growth. Vehicular speeds along preferred routes are beginning to impact pedestrian safety and amenity, particularly on Terralong Street and en route to the primary school.



Figure 3 Problems with pedestrian safety are among the challenges facing the town

Parking is perceived by some to be insufficient. In reality, there is ample parking available for present uses, within about 200 metres of the town centre, but this extra parking may be a bit too far away, or up too steep a slope for some citizens presently to want to deal with. A case in point is the parking north of Hindmarsh Park along the railway, for about 18 spaces, which is usually almost vacant. To provide much more ground-level parking right in the heart of town would displace other more valued assets such as shops and civic buildings and would therefore weaken the town's vitality and amenity. We may need to improve the walking amenity and appeal between the centre of town and the slightly more remote parking spaces that usually sit vacant, so that more citizens will choose to walk the extra distance to these existing extra spaces. We may also need to increase slightly the number of parking spaces designated especially for disabled and elderly persons within the town centre itself. Significant new developments will need to provide more parking on-site, preferably underground, or located so as not to dominate the streetscape.

### 3.3 Budgetary Constraints on Kiama as a Small Municipality

As a municipality, Kiama is quite small in population, compared to its neighbours of Shellharbour, Wollongong, and Shoalhaven. Kiama has fewer resources to work with and cannot afford to provide everything that its citizens wish. Therefore, every funded initiative needs to be highly cost-effective, supportive of many needs at once, and within the means of Kiama's smaller population and tax base. Council may achieve more of the Charrette Initiatives through working closely with the private sector, and by means of regulatory settings that encourage developments, which benefit both the town and private owners.

### 3.4 The Subtle Erosion of Kiama's 'Small Town Character'

Most of the challenges facing Kiama may not seem like emergencies. Most of the inter-dependent changes to Kiama may seem gradual and relatively subtle, but they will be very difficult to reverse if Kiama continues down

its present path. Many citizens are expressing their anxiety about Kiama losing its 'small town character', and they want to re-capture that character. While Kiama has great potential to mature into a slightly larger even more vital centre, Kiama's small town character from thirty years ago is gone forever. In fact, Kiama continues to change right now; it continues to lose its small town character and its 'heart.' Kiama will gradually become a fundamentally different place in the future, particularly if nothing is done now to change the present conditions (explained below) that are driving these changes.

It is only human to resist change, to want to keep things the way they are, or even to yearn for things to be like they used to be. But Kiama is *not* staying the same, even now, whether we like it or not. Kiama's citizens and leaders face the choice of accepting the town centre's gradual but subtle degradation, or of making hard decisions now to re-direct Kiama, toward a future that present and future generations would prefer.

### **3.5 Visual Character and 'Heart'**

To succeed at this goal, it may be important to consider the meaning of 'character'. In both people and towns, character may be about external appearance, but character is also much more than skin-deep. It may help to understand Kiama's present reality by comparing it against Kiama thirty years ago. Back then, with a few exceptions, the 'superficial character' of Kiama's town centre appeared *roughly* the same as it does today; a low-rise, laid-back place. But Kiama's 'deeper character' was that of a self-sufficient, relatively isolated small working country town, whose population knew each other because their daily routines brought them together in a familiar town centre, beloved by many for what it was and how it functioned. Back then, Kiama's town centre was indeed the town's 'heart'.

With a few exceptions, Kiama's present town centre may superficially appear *roughly* the same as back then, but watch out. Below the '*skin-deep*', so much has changed and continues to change! Its population has increased substantially, and Kiama is quickly becoming an expensive dormitory suburb with fewer local jobs. The town centre is much less self-sufficient. Because people's daily commuting-to-work and shopping routines tend generally to disperse them away from the heart of town to remote destinations, fewer and fewer citizens have the chance to get to know each other in the town centre. Many citizens feel that Kiama is losing its heart and soul.

It may be very hard to accept for many citizens, but just to maintain Kiama's 'visual character' will not bring back its heart, which has much more to do with how Kiama functions than how it looks. *How do we revitalise Kiama's heart?*

All the proposed and highly integrated Charrette Recommendations and Indicative Plans explained in this report, aim to revitalise Kiama's heart in an improved town centre. Just as with the beloved Kiama of thirty years ago, today's town centre heart needs to become strong enough, perhaps in a somewhat different form, to bring its citizens back together as their focus of activity, as a matter of daily routine.

## 4. KIAMA TOWN CENTRE CHARRETTE OBJECTIVES

These Charrette Objectives, agreed to by Council and ESD prior to the Charrette, and reinforced by public consultation during the Charrette, guided the Charrette outcomes.

***In collaboration with all available stakeholders, by means of the Enquiry-by-Design process, guided by the values of ecological sustainability, to evolve and clarify an achievable, shared vision for the future of Kiama's town centre, with broad stakeholder support. This shared vision should, to the maximum extent feasible, integrate all of the following sub-objectives:***

- **A high-amenity, vital, compact, comfortable and prosperous town centre, with a wealth of compatible and diverse Kiama-specific local jobs, that works very well for locals and visitors alike.**
- **A diversity of dwellings in Kiama, possibly including in the town centre, which will accommodate both present and future populations, while enhancing the charm of this place.**
- **A town centre that celebrates both its built heritage and its seaside and surrounding rural environment, and enhances its own special character.**
- **A multi-use cultural centre and related community facilities, services and activities for all ages.**
- **Safe, compatible, efficient and high-amenity access for pedestrians, cyclists, public transport, trucks and private cars.**

Some participants recognised during the Charrette that Kiama's 'character' was more than skin-deep and that how the centre *functions* is at least as important as how it *looks*. On reflection since the Charrette, all these objectives seem to have fused into one overriding objective – *to strengthen the heart of town*.

During and since the Charrette, support for these Objectives seems to have stayed fairly strong, so long as the Charrette proposals remained within a comfort zone of limited physical change to the town centre. However, successfully responding to Kiama's challenges, as noted above, suggests changes that, for some citizens, may go beyond their comfort zones. Kiama may need to come to grips with whether Kiama's challenges actually require some hard decisions.

## 5. PROPOSED INITIATIVES TO STRENGTHEN KIAMA'S HEART

The Charrette proposes several interlocking initiatives to strengthen Kiama's heart, all of which are embedded in the Charrette Indicative Designs. The initiatives listed below should be considered as an integrated package, not as separate items. The initiatives cover:

- **Increased Retail Capacity and Diversity**
- **Economy and Local Employment**
- **Community, Culture, Creativity and Recreation**
- **Housing Choice and Affordability**
- **Circulation and Parking**
- **Visual Character**
- **Regulatory Changes**

### 5.1 Increased Retail Capacity & Diversity

Quite accessible larger shopping centres, particularly those located north of the town, such as Shellharbour Square and Warilla have weakened Kiama's retail appeal, especially for convenience retail like groceries. However, Kiama's local population has increased to the point where the town centre may soon support a second major supermarket, plus quite possibly a 'mini discount' department store such as a *Country Target*. (Figure 4) These additions would complete Kiama's retail offerings enough to re-capture annually about \$40 million in retail 'escape expenditure' being presently lost to elsewhere, which weakens the ability of Kiama's heart to bring people together here.



Figure 4 A typical Country Target mini-discount department store

Council and the private sector should work together to expand Kiama's retail capacity, in forms and locations that support the other Charrette Objectives, as well. Possible locations for components of this initiative are shown in the aerial photo of Figure 5 on page 9, and illustrated and explained in more detail in Part II of this report.

### 5.2 Economy and Employment

Kiama faces an economic crossroad. Kiama can continue to slide down a road to becoming a 'dormitory suburb' of affluent new residents who generally work and shop elsewhere, a place without a 'heart'. Or, if Kiama pro-actively implements the Charrette's six proposed economic and employment strategies, Kiama may again become a truly vital town with a new and stronger local economy, attracted to and growing with Kiama's natural beauty and enhanced urban and civic amenity. These economic initiatives dovetail strongly with the Community, Culture and Creativity Initiatives explained in the next section. The aerial photo of Figure 5 shows several indicative public and private-sector developments proposed for the town centre to accommodate these integrated economic and cultural initiatives. Please note that other sites may work equally as well and may well be pursued to the benefit of Kiama.

The six economic strategies include:

- **'Kreative Kiama'** – Creative innovators drive more and more enterprises in the New Economy, and these entrepreneurs are often attracted to cultural activities, spiritual and physical 'wellness', and natural beauty - fortunately the same assets that many existing Kiama citizens already want to enhance. The proposed new Town Hall (see next section on *Community, Culture and Creativity* and Part II, page 38) is a crucial component of this economic initiative, by means of its proposed multi-functional hall, theatrette and audio-visual recording and mixing facility.
- **'Valued Visitors'** – The Charrette proposes to attract more visitors with more money to stay longer in Kiama, rain or shine and throughout the year. These visitors will support a large range of local businesses. Also, creative businesses will be attracted by them. This strategy will stimulate a wider choice of dining, overnight accommodation and convention facilities, and activities for all ages for all weather conditions. The proposed new Town Hall (see next section on *Community, Culture and Creativity* and the Indicative Drawings section page 38) is a crucial component of this economic initiative, by means of its theatrette and exhibition facilities, which will attract visitors year-round in any weather condition.
- **'Knowledge-Based Businesses'** – Small 'knowledge based' and 'creative' businesses can help realise the job opportunities, underpin business profitability, and reinforce the economic base and creative heart sought for Kiama. Kiama should offer a range of business premises and meeting facilities, knowledge-based business services and telecommunications infrastructure (such as Broadband Internet access), in order to attract and grow New Economy businesses. The proposed new Town Hall, by providing small convention and meeting facilities, is also a crucial component of this economic initiative.
- **'Productive Properties'** – Outside Kiama's urban boundary, many rural properties are suffering economically. Without compromising their rural character, these properties may diversify by realising new rural business opportunities, catering to the new businesses and visitors in the town centre, by offering home-stays and outdoor activities and retreats.
- **'Diversified Residential Development'** – A diverse local population will help support the full range of local jobs and enable a cohesive and diverse community. Kiama should offer a wider range of housing choice, catering for creative people and entrepreneurs, as well as offering at least some more affordable dwellings for less affluent young families, retirees and the young. Some of the young may work in service jobs, while others may soon be spawning their own new creative businesses.
- **'Kiama Karma'** – Kiama should reach out to targeted businesses and visitors by widely promoting its assets through appropriate media including the Internet. The proposed new Town Hall will also serve as a visitors centre, interpreting the many assets of Kiama and its environs.

This Economy and Local Employment Strategy proposes development of specific premises in the right locations in the town centre, for a targeted range of creative and knowledge-based businesses and to provide targeted and 'weather proof' visitor destinations, as shown on the aerial photograph in Figure 5 page 9. Derek Kemp, employment and economic expert for the Charrette, has written a detailed *Employment and Economic Strategy* (available through Council), which expands upon this abbreviated explanation.

### 5.3 Community, Culture, Creativity and Recreation

Closely allied to the Economy and Local Employment Strategy are the Community, Culture, Creativity and Recreation Initiatives. The proposed Town Hall is the cornerstone of these initiatives. The Charrette proposes to enhance community activities, equipment and venues (indoors and out) for particular interest groups such as youth, local potters and artists, the bridge club and square dancers.

The Charrette Indicative Designs, explained in Part II of this report, show how this strategy, including the new Town Hall, may be implemented on the ground. That section also addresses the thorny issue of how and whether this small but mightily determined community and Council might develop a performing arts centre.

The aerial photo in Figure 5 shows indicative locations for key components of these initiatives. The Indicative Designs section of this report illustrates and explains these proposals more thoroughly.

## **5.4 Housing Choice and Affordability**

Increased town centre residential development will help relieve growth pressure across the municipality (including outside the urban boundaries), and will increase housing choice with denser dwelling types to better fit Kiama's demographic profile. Town centre residential developments will also improve night-time activity and safety in the town centre. After 9:00pm on many evenings, the town centre is largely empty and therefore not particularly safe. Increasing numbers of town centre residents will feel 'territorial', will discourage vandalism, will help to keep it safer, and make it more inviting into the evening.

The right places for such town centre residential development are generally upstairs, or along smaller side streets such as the proposed new Church Lane, or as more affordable single-aspect dwellings (including home-offices), which 'sleeve' blank walls of new larger buildings, such as along the proposed new supermarket on Akuna Street. These examples are explained further and illustrated in Part II of this report.

## **5.5 Indicative Locations for many of these Integrated Initiatives**

On the following page is an aerial photograph of the town centre (Figure 5), on which many of the indicative locations for the above Charrette Initiatives are shown. We have shown them here on one aerial photo in order to emphasise how *integrated* this set of initiatives is. Please note that many of the locations are indicative only; over time, other better sites may emerge, or negotiations between owners and/or Council may lead to slightly different layouts, which may meet the same objectives. Part II of this report illustrates and explains each of the items below in greater detail.



Legend			
	Medium Density Residential		Public Open Space
	Business Commercial		Community Facilities Schools
	Pedestrian Based Retail		Rail Line

### Cultural Initiatives

1. New Town Hall
2. Existing Community Centre and Masonic Lodge
3. Existing Guides, Youth Centre and proposed additional building in existing car park
4. Existing area of Hindmarsh Park to be reinforced as area for families
5. Existing Library to be expanded
6. Existing 'Civic Precinct' to be reserved for additional long-term civic uses yet to be determined (including Council offices)
7. Existing Showground Pavilion to be devoted to indoor youth activities such as Karate and dancing, with minimal improvements to the building
8. Existing park around Surf Beach to be reinforced as an area for youth
9. Site for possible Performing Arts Centre

### Economic Initiatives

- a. Cafe in new Town Hall, which should handle ticketing for events
- b. Complex of existing crafts and shops; proposed to expand and accommodate creative businesses
- c. Infant School complex (approved as hotel prior to Charrette), with small convention facilities/accommodation
- d. Possible improvements to existing properties for small corporate offices at street level (at least)
- e. Several properties to accommodate (together or separately) convention hotel and/or corporate offices at street level
- f. Existing IGA as possible mini discount department store (Country Target?) with apartments above
- g. New supermarket with residential above, proposed prior to Charrette, now with DA submitted
- h. 'Single Aspect' affordable apartments and/or home-based businesses at street level
- i. 'Church Lane' new businesses and apartments above
- j. New 'Board Rooms of the Future'

Figure 5 This aerial photo of the town centre shows indicative locations of many of the integrated Charrette Initiatives. Other alternative sites may also achieve Charrette objectives.

## 6 IMPEDIMENTS TO THESE INITIATIVES

While the Charrette Initiatives, such as strengthening Kiama's heart, may enjoy support in-principle from some Kiama citizens, there are *major* impediments to achieving them. The community may need to face some hard and controversial decisions about incentives, if Kiama is determined to implement these Initiatives. Some of the most controversial aspects of the Charrette Outcomes include the proposals for fourth storeys in particular areas with increased Floor Space Ratios (FSRs), explained below. These controversial proposals appear to be needed in order to catalyse some redevelopment, if Kiama is to achieve, any time in the foreseeable future, the core Charrette objective of a revitalised heart. Please remember, Kiama today is not staying the same. Present conditions *are weakening Kiama's heart*.

We first explain these complex and inter-dependent impediments to the Charrette Objectives. Then we explain why the controversial fourth floor and increased FSR recommendations for particular areas may be needed, and what they might gain for Kiama.

### 6.1 Presently Imbalanced Market Demand in Town Centre

Kiama's property market demand is strongly imbalanced in favour generally of residential developments, and for highly-priced retail premises at street level in the heart of town. Kiama's residential market demand is extraordinarily over-heated, including for apartments, holiday units and/or serviced apartments in or near the town centre. A key problem caused by this property market imbalance is that knowledge-based professionals, often from Sydney, are often paying top dollar for homes in Kiama, but are generally working *elsewhere*, and gradually turning Kiama into a dormitory suburb full of strangers, and the town centre into a place with less heart.

Good office premises in the town centre, which might accommodate more of the local knowledge-based and creative local jobs we seek, are quite hard to find at present. Some office premises may be available upstairs along Terralong Street, but the range of offices with high quality image, access and exposure is limited. Furthermore, market demand for a range of office types and locations in the town centre appears to be quite limited at present, despite the benefits which more local jobs would deliver to Kiama. A 'critical mass' of growing non-retail businesses, which would then fuel demand to develop more such premises, has yet to happen in Kiama. Therefore, development feasibility to get the Charrette Economic Initiatives actually built is very limited, because of these market demand imbalances, in combination with other impediments explained below.

### 6.2 'Day-tripper' Tourism

Kiama tourism nowadays is mostly day-trippers who bring a picnic or buy a quick lunch and leave, spending little to support local businesses, compared to what longer stays by wealthier visitors would do. Longer stays need to be augmented by means of more and better accommodation, combined with the Charrette-proposed 'cultural and creative infrastructure', and weather and seasonally independent activities, which many locals would appreciate, as well.

### 6.3 'Chicken and Egg' Dilemma

Therefore, Kiama suffers from a 'chicken and egg' dilemma. There are few appropriate and feasible places in Kiama to attract knowledge-based creative workers to set up businesses. Compounding this problem, there is little market demand *so far* to develop such places.

Yet a critical mass of the right combination of places in the town centre might positively turn Kiama into a mecca for creative knowledge-based people (who today generate many of the jobs for the rest of us). We are in an extreme market cycle favouring residential, but market demands typically change over time. Office development may gain in demand, especially if the town centre matures through the above strategy, but it is quite risky (and hence unlikely) for developers to build office premises *ahead* of much demand. So how do we get past this chicken and egg dilemma and stem the weakening of the town's heart?

## 6.4 Diminishing Site Opportunities, by which to Revitalise the Heart

The residential unit market is gobbling up sites in the town centre that are needed, especially at first floor and street levels (in areas not specifically appropriate for retail), for the additional businesses to achieve the economic strategies. It is important to note that this weakening of the town's heart is happening in compliance with present regulations. How do we change the present regulatory and market context in order to keep these premises available, at least in the longer term, for commercial uses to support local jobs and a more vital heart?

One stopgap measure to stem the loss of key sites is to limit the production of new privately owned *permanently* occupied units, and instead to encourage more units in the form of serviced apartments or temporary accommodation, kept temporary by requiring that no private owner can occupy a unit for more than one month per year. In addition, these units would be designed to be convertible to small business premises when and if that demand increases. In the meantime, these serviced apartments, if designed and located for cost-effective management, may provide more overnight accommodation, in order to enable more visitors to stay longer and spend more money on the local economy.

## 6.5 Difficult Ownership Conditions and Street Block Sizes

The town centre has three strikes against it generally in terms of its ownership patterns:

1. Many retail property owners are receiving good returns on existing premises, and thus have little incentive to improve or redevelop them.
2. Many of the street blocks in the town centre are too big, being about 200 metres square. It is very hard to develop the interior of these street blocks. A classic case in point is the Church Point block, bounded by Terralong, Manning, Bong Bong Streets and the Showground. The interior of this block is very under-developed, doing neither the town nor the owners much good.
3. Much of the town centre is in small slivers of ownership, very few being big enough alone to accommodate adequate parking and related access to justify improvements, one small site at a time. To assemble several adjacent properties, either through purchase and/or joint ventures, is extremely difficult. Therefore, it is quite hard for the town centre positively to evolve by means of private development, despite its high property values.

## 6.6 Some Architecturally Disappointing Recent Developments

More than a few recent developments in the town centre have disappointed many of Kiama's citizens because the visual character of these developments detracts from Kiama's image. The cumulative impact on Kiama's visual character has been negative, in the view of many citizens who spoke on this matter during the Charrette. It may be possible for new developments to *enhance* Kiama's character, but that is generally not happening. We need to find ways to ensure better visual character, if new town centre developments and this strategy are to be widely supported by the community.

## 6.7 Constraints of the Present Regulations

Kiama's town centre regulations including the 3-storey building height limit, the Floor Space Ratio (FSR) of 1.5:1, and Kiama's Urban Design Guidelines are meant in part to preserve Kiama's low-rise small town character, and to preserve some key views. ('FSR', by the way, means the ratio between the total habitable floor areas of all storeys of a building, and the area of the property).

However, new developments in the town centre, many of which are degrading Kiama's character and consuming the few remaining employment and cultural sites, have all happened under these present regulations. These results would suggest that the present regulations are not working well.

• **Floor Space Ratio (FSR) Regulation** – The Floor Space Ratio (FSR) limit in the LEP definitely deserves review, in our view. The same FSR applies to all properties in the 3A and 3D zones in the town centre, regardless of their area, parking capacity or amount of street frontage.

The 1.5:1 FSR may indeed be keeping the town centre from adapting positively, yet with such strong growth pressure this FSR is nevertheless allowing new town centre developments, which many citizens do not appreciate. It is noteworthy that the FSRs for key historic buildings, such as the Grand and Tory's Hotels,

exceed the present 1.5:1 FSR, if one considers these buildings themselves without their ancillary and underdeveloped adjoining areas, used originally for stables and such. These landmark buildings are unlikely to be permissible within the present regulations, if they were located on sites about equivalent to their current building footprints. Therefore, is the present FSR part of the solution or part of the problem?

Some larger sites in the town centre may come closer to 'stacking up' for development feasibility within the maximum allowed 1.5:1 FSR, but it is next to impossible for smaller town centre sites to feasibly or efficiently redevelop within the 1.5:1 FSR. Nor are the outcomes necessarily efficient, as the development permitted rarely justifies the expense of basement parking, thus putting pressure on much of the ground floor level to be used for parking, reducing commercial space further.

- **Three-Storey Height Regulation** – The three-storey height limit in the town centre is meant to preserve Kiama's character, but the new developments, which concern many citizens, generally comply with this constraint. Many citizens may resist developments of more than three storeys because many of the recently-built two and three-storey buildings are not liked. The logic may be that, if these shorter buildings are already so unappealing, then imagine how bad even taller ones would be! But recent unloved projects built within the present regulations suggest that the regulations are failing to produce buildings with an appearance that positively contributes to Kiama's character.

- **Present Urban Design Guidelines** – The present Urban Design Guidelines have less statutory strength than the LEP, and recently built developments in the town centre suggest that these Urban Design Guidelines do not seem to clarify adequately what constitutes successful visual character and how to get it. Thus recent developments suggest that the present regulations, as a whole, are not working adequately.

## 6.8 A Review of Key Regulatory Objectives for the Town Centre

*What should regulations for the town centre actually achieve?*

- **Financial Feasibility Objective** – It will take, at least in part, *built changes* to reverse the weakening of Kiama's character and heart. Most new development will probably need to come from the private sector. The Council and/or the community do not alone have the financial means or own enough property in the town centre, to make major changes. New regulations need to be calibrated to trigger financially profitable redevelopment (with workable requirements to ensure better visual character).

- **Preservation of Views Objective** – Preservation of views, mostly to and from the ocean, is a key Community desire, which regulations should do their part to achieve. Many citizens are accustomed to completely unobstructed sweeping views to the sea and even down to some beaches from their present dwellings and/or workplaces. *But can Kiama overcome the challenges explained above and achieve the proposed Charrette objectives, while still preserving such unobstructed views for everyone?*

Do the present regulations actually protect sea views in the first place? The answer to this question is *no*. Over time, the dashed yellow lines in the photo (Figure 7, page 13), from Mr. Hopkins' front room on the uphill south side of Akuna Street, show roughly the impact on his views from three-storey developments along Akuna Street, *now permissible within the present regulations*. Ironically, four-storey developments along Terralong Street, further down the hill, would have about the same impact concerning sea view preservation, on Mr Hopkins' as shown with the dashed yellow lines. This shows that the present regulations cannot protect *all* sea views, and that certain limited four-storey developments would have no worse impacts than the present regulations. Development within the present three-storey limit in the town centre would block many people's present sea and beach views, unless their views are oceanfront, very elevated, and/or on a very steep slope.

In terms of preserving views, there is also the question of how much certain four-storey developments, if approved and built, would impact key sea and town centre views from the hillsides behind the town centre. The dashed yellow lines on the photos Figures 8,9 and 10, show theoretical four storey developments, as seen from key viewpoints in Kiama. Although not always the case, limited four-storey developments in certain areas would not generally block these somewhat elevated sea views. These photos show that existing tall Norfolk Island pine trees obscure and dominate eastward views from hillsides more than adding a fourth floor would.



Figure 7 View from Mr Hopkins front room



Figure 8 View from Bong Bong Hill



Figure 9 View from Minnamurra Hill



Figure 10 View from Pheasant Point

These pictures raise some questions about how Kiama may actually achieve a strengthening of its heart. If Kiama is to grow *up* instead of *out* beyond its urban boundaries, then might the preservation of key **view corridors** be important to consider, rather than expecting to preserve *sweeping uninterrupted sea views* for everyone (especially since this is not possible even within the present regulations)?

By preserving key ‘view corridors’, we mean preserving key focussed narrower views from a general direction, such as preserving the view of the Blowhole lighthouse on its knoll from a particular hillside behind the town centre. In trade for enabling the town centre to grow *up*, some sweeping horizon-wide or beach views from that hillside might be diminished, but the lighthouse views would generally be protected. Such a place-based view corridor protection approach would not be able to satisfy everyone perfectly, but it may be worthy of consideration, if Kiama truly wants to strengthen its heart, and to grow up rather than out. A place-specific Development Control Plan for the town centre could protect specific view corridors, while allowing greater height in key desired projects, which would make them more achievable.

Slopes in some areas of the town centre are somewhat complex. This means that the lower part of a single property might gain a whole storey in height without impacting sea views as seen by someone on a hill sloping up behind. Two such slope and view conditions (the SRA page 31 and Flag Motel sites page 26) are discussed in the Indicative Designs section of this report. This suggests that more place-based and slope-specific height controls might enable more desirable town centre development without compromising views for neighbours.

• **Character Improvement Objective** – All new developments and the regulations that apply to them should cumulatively improve Kiama’s visual character. We may need to think hard about what “improving Kiama’s visual character” means. Most of us may agree, in response to some recent developments, about what we don’t want. We don’t want to damage our amenity, such as blank walls to our streets or big gaps of car parking along our main streets. We don’t want architecture whose character is anonymous and/or discordant with our proper image of Kiama (often born of its heritage buildings).

What we do want may be harder to understand and decide on, especially if we agree with the above premise that improvements to the heart need to be achievable, at least in part, through financially feasible development.

Could we be happy with new buildings as beautiful as the historic Post Office, or the Grand or Tory’s Hotels (especially with their two-storey verandahs restored)? If such new beautiful buildings rose no higher than the yellow dashed lines in the photos above, could we still be happy with them? If we could devise regulations that

would ensure such outcomes (including better visual character), would this please the community? If so, then we may need new regulations to allow and decisively control such outcomes. Such regulations have definitely succeeded elsewhere in similar contexts, and Kiama can have very effective ones, too, if that is the will of the Community.

## **6.9 What visual character does Kiama really want for its future buildings? Would four storeys really be so bad?**

The historic Post Office, the Grand and Tory's Hotels, and the Brighton Hotel (now demolished) are examples of taller buildings, which the Kiama community generally appreciates. These three-storey buildings, with quite tall floor-to-ceiling heights of 3.5 to 4.5 metres each, are generally about as tall as a normal four-storey building constructed today. Moreover, if a century ago someone had built a four-storey building as good as one of these Kiama icons, would we now be complaining about its height?

It is important to consider the FSR control of 1.5:1 in light of these buildings, as well. A century or more ago, land was relatively cheap, and these landmarks had some space around them for stabling horses, etc. Now Tory's has a relatively large, under-utilised and non-descript shed behind it for a drive-through liquor outlet and some surface parking – not the best asset of this town, especially compared to the Tory's building itself.

If Kiama's FSR limit was increased on appropriate sites, then such under-utilised land might be developed to provide more businesses, perhaps with some floors of apartments above, possibly with basement parking beneath. The development potential is there, but the FSR does not allow it. The FSR is holding the town back, when the FSR tool itself, as noted above, has problems being an effective development control tool. Kiama may benefit from more sophisticated and place-specific controls instead of the 1.5:1 FSR.

Wouldn't Kiama benefit from more buildings with the scale, proportions, height and character of the above-noted Kiama heritage buildings, especially if they had their original double-storey verandahs on them? It would be more financially feasible to build these good buildings today, if new regulations allowed or sought such buildings at four storeys and with increased FSRs, than to build developments similar to those recently constructed under the present regulations. In return for such increased development feasibility through regulatory adjustments, Kiama may actually achieve the Charrette Objectives and Initiatives. Furthermore, a fourth storey might be set back, at least in part, to reduce its visual impact from the adjoining street, as do the buildings proposed in the Charrette Indicative Designs.

## **6.10 Why Propose Four Storey Development with Increased FSRs?**

The Charrette Outcome drawings propose four-storey developments with increased FSRs, for particular limited areas. The Charrette Team is well aware of the controversy over taller buildings in Kiama. We would not propose such without compelling reasons. Kiama's visual character is at stake, but so is Kiama's heart. If the community wants to stop the weakening of Kiama's heart (and its visual character), and the community generally supports the Charrette Initiatives, then how do we actually achieve them?

An inter-locking strategy may be needed:

- We may need firstly to understand the problems (explained above) and decide together that we want to solve them.
- In the face of very limited market demand at present for the commercial component of these Charrette Initiatives, we may need to devise incentives to get them.
- We may need to adjust the regulatory settings to permit these incentives, together with controls that ensure improvements to Kiama's character and strengthening of its heart.
- Regulatory adjustments alone can only enable these changes; regulations can't make them happen. We would also need to widely promote these changes, in order to make the private sector and market aware of them, and then be willing to build them because of increased financial feasibility.

The key regulatory incentive to achieving these interlocking Initiatives is the increased FSRs and the proposed fourth storeys, at key sites only, which would hopefully accommodate potentially quite profitable fourth-storey apartments. But we have found since the Charrette that making these proposals actually feasible is easier said than done.

## 6.11 Development Feasibility Challenges, Even with a Fourth Storey

The actual development feasibility of the proposed fourth storey with increased FSRs could not be verified within the time frame of the Charrette itself. Following the Charrette, lead Charrette consultant Ecologically Sustainable Design Pty Ltd and Harry Kersten of Raine & Horne tested the development feasibility of redevelopment incorporating these initiatives for some representative sites in Terralong Street, to verify whether such proposals would 'stack up' financially. It was also seen as useful to test the development feasibility of these representative sites within the present Kiama LEP constraints of number of storeys and FSRs, in order to see whether appropriate redevelopment was likely within existing regulatory controls.

For several different properties and combinations thereof, we tested a representative mix of uses to accommodate the above initiatives, with retail at street level, offices and/or serviced apartments (convertible later to offices) on level 2, and residential or serviced apartments on levels 3 and 4, with expanded car parking often in basements.

This preliminary analysis (available through Council) took into account that existing town centre land values (especially retail) are very high, that office values presently quite low, and that the smaller properties are very constrained spatially. This study shows that, for small sites generally, even allowing four storeys combined with adjoining properties, and with twice the FSR allowed in the present Kiama LEP, it is still very difficult to make development incorporating the Charrette Initiatives 'stack up' financially. Under the current regulations, it is unlikely that redevelopment of many of the smaller town centre sites would proceed. With larger sites, however, feasibility improves somewhat and better developments might be achieved, but in most cases only with the proposed fourth storey and increased FSR.

Other determinants of feasibility with four-storey buildings will be vehicular access, car parking, elevator and disabled access. Residential car parking will need to be provided on the site in most if not all cases. It is important that such parking be located generally below ground in basement car parks, in order to ensure that the street level is predominantly dedicated for business uses. The cost of basement car parking can be high, depending on the amount of excavation required and the hardness of the underlying soil.

Vehicular access into town centre sites, such as shopping strips, should be restricted to as few as possible, in order to maximise continuous and active frontages with few gaps for driveways. Consequently, development of four-storey buildings with basement car parking for small lots in many cases may not be practical, unless achieved in conjunction with other adjoining landowners by mutually agreed shared access. Four-storey buildings will also generally require lift access to facilitate access from street and basement car parking areas to the upper levels. Again this cost will influence the feasibility of the design, and this cost will become more feasible, where large or consolidated sites can be achieved.

This information has profound implications for the viability of the proposed Charrette approach of trading the increased financial returns of a fourth residential storey in return for strengthening Kiama's heart. It means that even if four-storey development and higher FSR's were allowed, *market forces will certainly not quickly transform the town centre*. Changes would be relatively gradual.

This study also emphasises the importance of the few larger sites (either existing or to be assembled from smaller ownerships), in that these sites are clearly the main opportunities for implementing the above initiatives to strengthen Kiama's heart. Both Council and owner/developers of these key sites should work together to ensure these initiatives are accommodated within the town centre.

If the fourth storeys and increased FSRs for key sites were allowed, what would Kiama get in return, and how could citizens be sure of this? Such new developments, under a revised LEP and place-based DCP, would be required to deliver the following benefits.

## 6.12 Proposed Requirements For Any Four-storey Developments With Increased FSRs

- **The Right Uses** – Each development would be required to accommodate the right site-specific uses to strengthen Kiama's heart. Some sites may be appropriate for creative and knowledge-based businesses at street level and/or above. Other sites, such as the CBA corner of Manning and Terralong Streets, or the proposed new corner of "Meares Street" with Collins Street, may be ideal for a hotel/convention centre (see Charrette drawings on page 19).

If present market demand cannot support these uses initially, then the development would be required to be adaptable to accommodate them later. For example, serviced apartments in demand now might be permitted, so long as later they can become small office premises later.

- **Site-specific Justifications** – Each of the proposed fourth storey site and increased FSRs has site-specific justifications. For example, the financial returns from the proposed fourth storey at Church Point/Manning Street are meant to help pay for the very high costs of excavating for basement parking into the bluestone on that site, and to help pay for the new street and acquisition of the key lot, across which the new street would run. This added incentive is also needed to facilitate the extraordinarily large number of different owners, whose cooperation is needed in order to enable the project to happen (see page 22). Such complicated projects, characteristic of the challenges facing Kiama, will not just happen easily and without considerable financial incentives. The alternative is that the Kiama’s heart will continue to weaken.

- **Limiting Fourth Storey Visual Impacts and Locating Where Relatively Appropriate** – Visual impacts from the proposed fourth storeys would be either minimal due to site-specific conditions, and/or fourth storeys would be located where they may be relatively appropriate. For example, the fourth floor proposed on the Flag Hotel site is down the slope, so that it will not be obvious from Manning or Bong Bong Streets. In addition, most of the fourth storey, for the most part, would be partially set back, such that it would be far less visible from the street (see page 26).

Proposed four-storey buildings on Terralong and Collins Street across from Hindmarsh Park (see page 42) may be a relatively appropriate location for a fourth storey, for several reasons. Taller buildings fronting a large space like a park will generally seem less imposing than the same buildings in a more confined space. The existing tall trees (already far higher than a four-storey building) would mitigate the visual impacts in this area. And taller buildings may be most appropriate at the heart of a town. We should remember that tall does not automatically mean ugly.

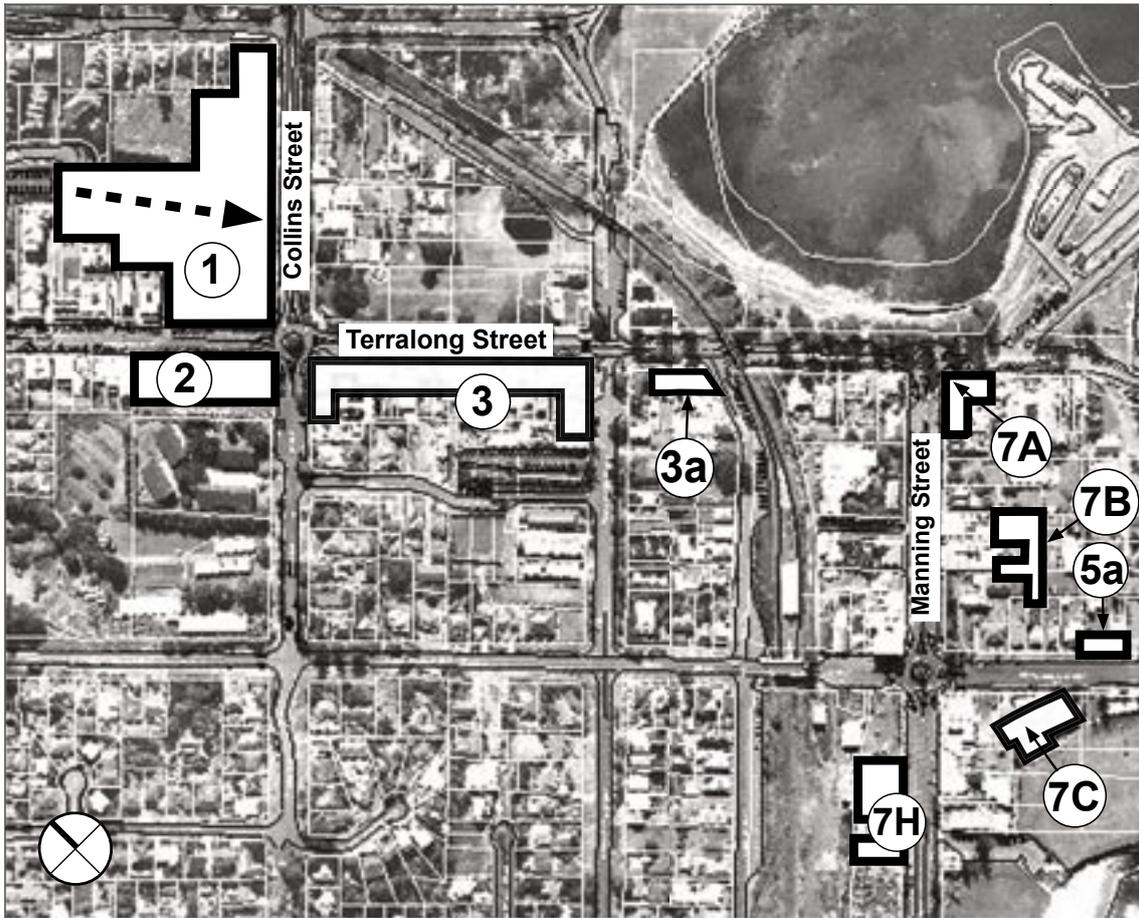
- **Better Design to Support Kiama’s Character** – Strong site-specific design criteria should be incorporated in a Development Control Plan (including the mandatory placement of car parking in many cases below ground level) for each site proposed for four-storey developments, to ensure that their designs contribute to and celebrate Kiama’s visual character. This, too, would be a prerequisite to Council allowing a fourth storey.

Part II of this report explains the proposed Indicative Designs for the town centre. When evaluating these proposals, please keep in mind that the interlocking challenges facing Kiama may need these interlocking solutions. If one or two things concern the reader in particular, please consider how removing or changing them may affect the integrated whole. Also remember that these plans are indicative, and that there may be better or alternative ways of achieving the same set of objectives.

## 6.13 Plan Of Proposed Fourth-storey Developments

The Plan of Proposed Fourth-Storey Developments in Figure 10 on page 17, shows highlighted the only areas where permission for a fourth storey with increased FSRs is proposed. The highlighted areas approximately show each location where such developments would be permitted (subject to strict controls). The actual fourth storeys, which might be located in these areas, would occupy a smaller fraction of each highlighted area shown on the diagram of Figure 10. This is particularly the case for the large area in the Western Precinct, covering several parcels including the Leagues Club, Glen Fulton Motors, and several other properties, where only a small part of this area might actually get a fourth storey, and under strict controls.

A Development Control Plan (DCP) would specifically address each of these sites. The Indicative Designs and Design Briefs, which would form the basis of such a DCP, are provided In Part II of this report for each of the areas noted on the plan below. The Indicative Designs illustrate and explain how each of the areas below might be designed, and the corresponding Design Briefs specify the conditions under which such permission would be granted.



 Proposed Fourth Storey Developments

1. **Glen Fulton Motors, Kiama Terrace Motor Lodge, Rimanic, And Kiama Leagues Club Sub-Precinct.** The dashed line shows one of several possible routes that the Meares Street extension might take. Actual fourth storey/s within this area would occupy a tiny fraction of this total area.
2. **West Terralong Street Sub-Precinct**
3. **Terralong Shopping Strip Sub-Precinct**
- 3a. **Possible additional area for limited fourth storey development**
- 5a. **Ocean View Motel** component of the new "Church Lane" Sub-Precinct
- 7A. **CBA Corner Sub-Precinct**
- 7B. **New 'Church Lane' Sub-Precinct**
- 7C. **Flag Motel**
- 7H. **Southern end of the State Rail Sub-Precinct**

Figure 10 Proposed approximate locations, where a fourth storey with increased FSR should be permitted (and strictly controlled). The names below correspond to their Indicative Designs and Design Briefs in Part II of this report.

## **PART II**

### **INDICATIVE CHARRETTE DESIGNS FOR THE KIAMA TOWN CENTRE**

This section shows and explains the Indicative Designs from the Kiama Town Charrette, shown in three main precincts – “East”, “Central” and “West”.

These Indicative Designs serve several purposes. They enable stakeholders more clearly to see and understand how the Charrette Objectives and Initiatives, explained in the previous section of this report, might actually be implemented. The detail of these Indicative Designs enables their evaluation and possible approval, revisions or rejection. If supported by the Community and Council, these Indicative Designs may form the basis of a place-based Development Control Plan for the town centre, along with adjustments to the Kiama LEP, in order to facilitate their implementation.

These designs are indicative only; they illustrate only one way of achieving the Charrette Objectives and Initiatives. During implementation after Council approval, the built results might well differ somewhat from the Indicative Designs, so long as they still satisfied the Charrette Objectives and Initiatives. If worthy, these Indicative Designs are also meant to inform owners, buyers and prospective developers of the opportunities and benefits of these proposals, and thereby to inspire and catalyse their development.

It is important to understand that the full economic and social benefits of these proposals can only be optimised if they are implemented as an integrated package. Editing out particular elements or projects risks weakening the whole.

The following sections deal with each of the three Town Centre precincts. Each section describes its precinct and/or sub-precincts, and the key influences on them. The Indicative Designs for the proposed projects are then shown and explained. Last come the proposed ‘Design Briefs’ for each site, which may serve as the objectives of a place-based Town Centre Development Control Plan, with which future developments would comply. Council might negotiate approvals of proposed designs, based on interpreting how they support the Charrette Objectives and Initiatives, and the specific objectives for the relevant site. If Council approves the Charrette Outcomes in principle after this exhibition period, this report may also serve as an interim mechanism to influence development review decisions, prior to completion of the actual regulations.

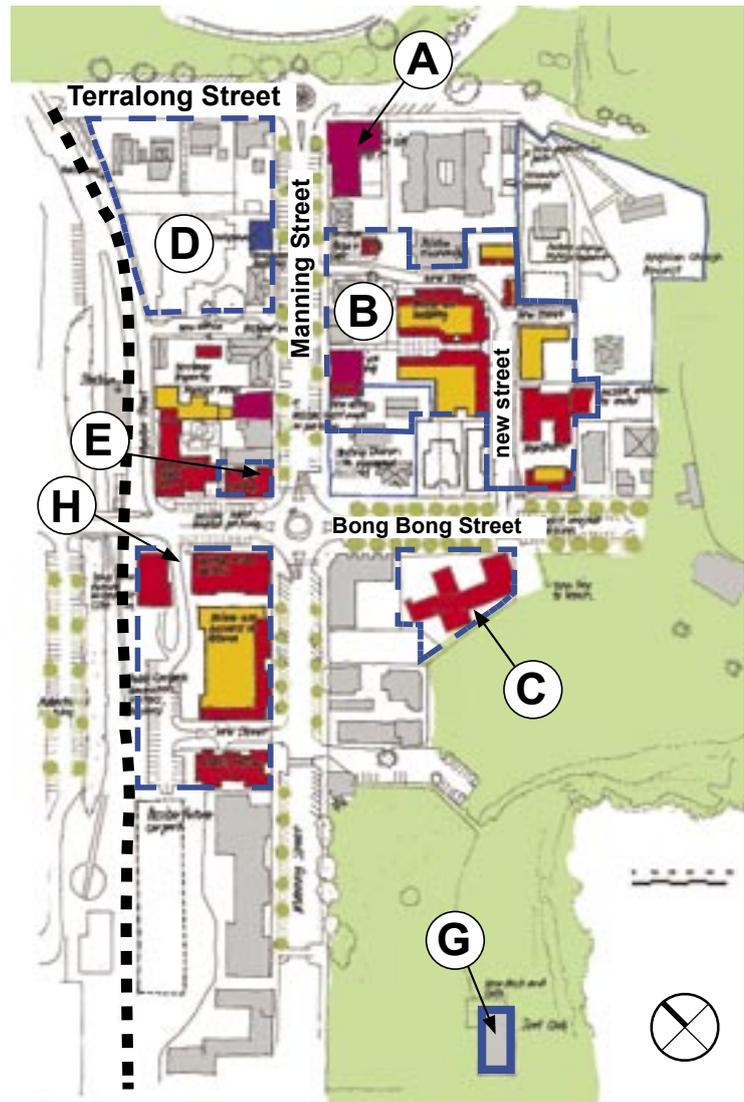
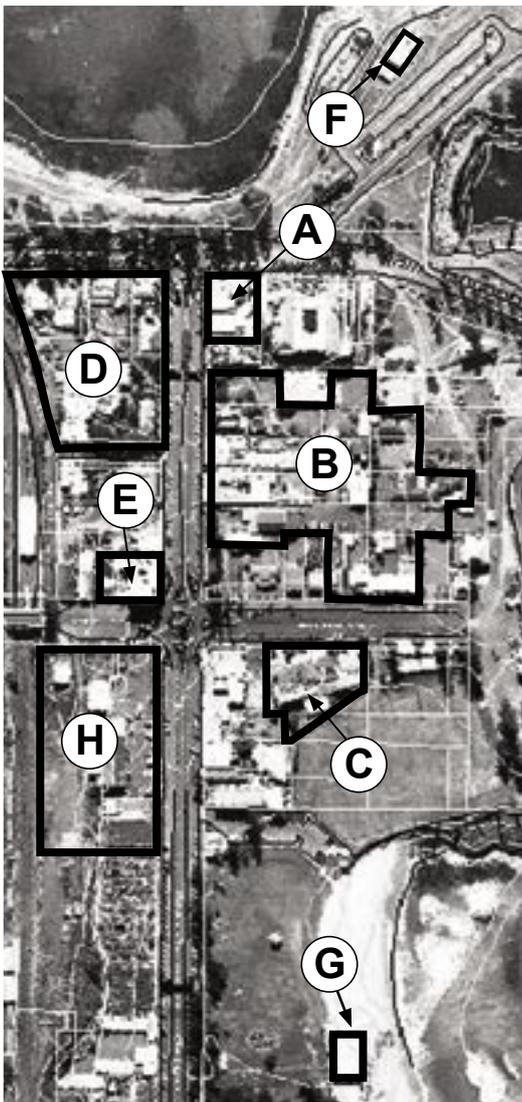
#### **7 EAST PRECINCT**

The East Precinct is located east of the South Coast Railway Line and north of Surf Beach. It is characterised by its several heritage buildings and its proximity to the coastal foreshore and Kiama Harbour. Topographically, the precinct is relatively flat in most areas, compared to other precincts.

There are several important civic buildings in this precinct, including the Council Chambers, Police Station and the Kiama Court House. The civic part of this precinct is the centre for administrative governance, finance, law enforcement and legal functions. The precinct also supports two places of worship and related gathering. Commercial, tourist and residential development exists and may well expand. The Showground and Surf Beach parks complete the area with active and passive open spaces.

There are considerable opportunities for development in this precinct especially for mixed-use residential/commercial buildings, if the constraints noted below can be overcome. Pleasant coastal views may be achieved in the upper levels of some buildings. Under-utilised railway land offers significant opportunities for NSW Rail Estate, if it chooses to release for development some land that is surplus to its rail needs.

It is important that the Precinct’s heritage be conserved and protected from inappropriate architecture nearby, as has sometimes occurred recently. The Precinct should proudly show off buildings such as the landmark Post Office, old bank buildings, Council and Government heritage buildings, as they are valued by locals and tourists alike. New development should ideally include significant components of well placed tourist facilities to exploit the economic opportunities that built heritage can effectively support, especially in circumstances where good coastal views are also available.



- A Commonwealth Bank Corner**
- B New Church Lane Precinct**
- C Flag Hotel**
- D The Civic Precinct**
- E The Grand Motel**
- F Possible Performing Arts Centre**
- G Surf Club**
- H The State Rail (SRA) Sub-Precinct**

**Legend**

- |  |  |
|--|--|
|  Medium Density Residential |  Public Open Space    |
|  Business Commercial        |  Community Facilities |
|  Pedestrian Based Retail    |  Rail Line            |

Figure 11 Aerial photo of The East Precinct and East Precinct Indicative Designs, explained and illustrated below in greater detail.

The electrification of the passenger railway line provides opportunities for Kiama to attract more resident commuters and visitors. This major urban transport asset suggests compatible densification within the walkable catchment of the station, wherever possible, to reduce car dependence and to support the rail services and related businesses.

The main market demand currently is for residential apartments in the 3(d) Business (Tourist Related) zone that are being built with only a relatively small proportion of street level retail/commercial floor space. Significant ground level areas are being lost to private residential car parking. This practice, if allowed to continue, will be to the detriment of the Town's long term future, as it consumes land that could be used better for economic and employment purposes.

For several important reasons, this precinct is relatively under-developed, considering its attractive location, views and heritage assets. The very deep street block size (about 200m X 200m) and related subdivisional structure in multiple generally small ownerships have kept the 'Church Point/Manning Street' block from reaching its full potential. The land east of Manning Street also seems to be the only area in town with very hard igneous blue stone not far beneath its surface, which makes excavation for sub-surface parking very expensive.

A design workshop conducted by ESD Pty Ltd for Council in February 2002 recommended design and development proposals for two key sites in the East Precinct, (A) The Commonwealth Bank Corner and (B) 'Church Lane'. The February workshop was conducted because Council recognised that changes (possibly damaging for the town) to these areas might be imminent, and that they needed attention well before there was time to prepare for the July Charrette. These proposals were further reviewed and revised during the July Charrette, as explained below. Council has given in-principle support to these proposals, and it has encouraged landowners to cooperate to implement the designs, because of their economic, environmental and social benefits to the Town.

## A THE COMMONWEALTH BANK CORNER

### Commonwealth Bank Corner Description and Influences

The Commonwealth Bank, on the corner of Manning Street and Terralong Street, and several smaller adjacent shop sites to its south are of little architectural significance. As a whole they may not be reaching their full potential of this important group of properties. This represents a major opportunity opposite the Kiama Harbour, for a suitable significant landmark building with views over Kiama Harbour and westward town views past the Post Office and Terralong Street. Just to the south, the historic "McKinnon Building" might (or might not) be included in a possible development for this key site.

Just east of this site is the four-storey Illawarra Retirement Trust's "Harbourside" Building with basement parking, which replaced the original Brighton Hotel - much valued and missed by the local community.

The Charrette recognised this CBA corner site as a key opportunity to achieve the objectives of strengthening the heart of Kiama with more local jobs and facilities to attract and accommodate visitors, and of improving Kiama's visual character, by means of a major new and probably larger mixed use building on this site. The new development would still accommodate the present uses such as the bank, but perhaps with floor areas and positions to suit their present needs better. This site also offers an opportunity to re-establish a "New Brighton Hotel".

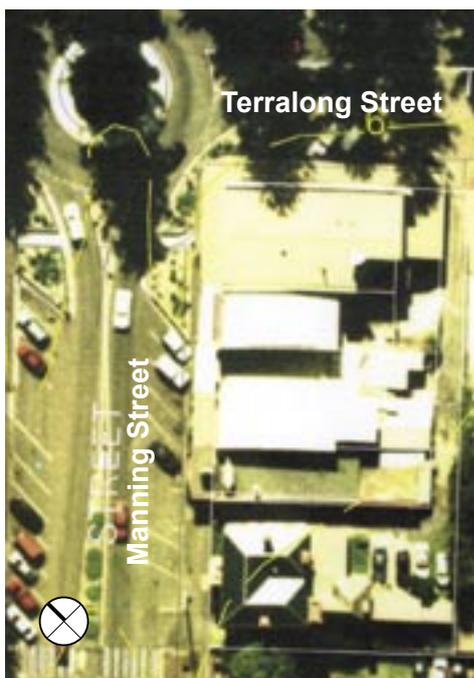


Figure 12 Aerial photo of the Bank site



Figure 13 Eastward View of CBA corner past Heritage Post Office



Figure 14 Photo of the Brighton Hotel (now demolished)

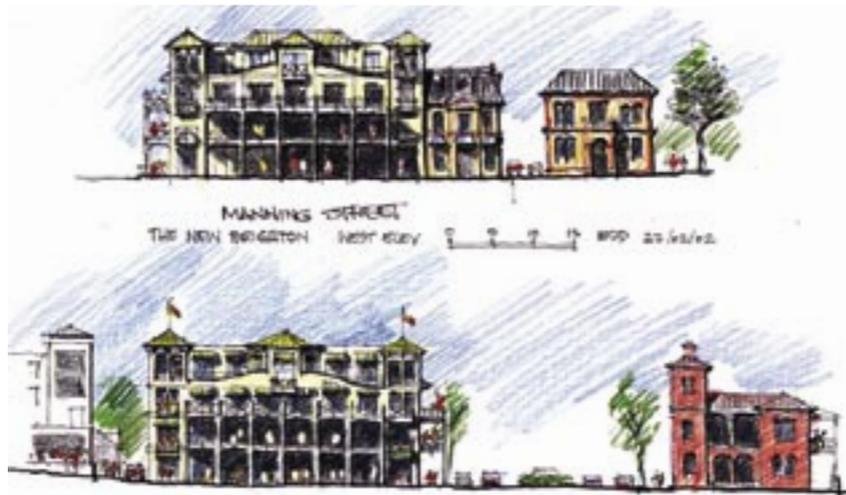


Figure 15 Proposed Elevations of 'New Brighton'



Figure 16 Eastward view of 'New Brighton' past Heritage Post Office



Figure 17 Ground and Basement Parking Plans of 'New Brighton'

## Indicative Design for Commonwealth Bank Corner

The Charrette Indicative Design proposes that the existing retail/commercial strip shops extending - from the Commonwealth Bank site south to the Charcoal Chicken shop (and possibly including the McKinnon Building as a separate but associated retained element) - be totally redeveloped as a larger, four-storey mixed-use 'landmark building'.

The uses include:

- Commonwealth Bank reduced in size for today's needs, and relocated to the southern end of this building, within a façade that looks like a traditional three-storey bank, complementary in character to the McKinnon Building to its south.
- A hotel with reception lobby at level 1 and rooms upstairs, with function room/s and roof terrace/s for public use on level 4, enjoying spectacular views of the Harbour and green escarpments to the west, beyond the town centre.
- One or more restaurants/cafes and other shops at street level.
- Related parking in a basement structure and at grade behind this L-shaped building, accessed probably from behind the McKinnon Building.

A similar design might also accommodate serviced or permanent apartments upstairs, with some public access to rooms and roof terraces on level 4. The on-site parking, plus the adjoining parking on-street and on Blowhole Point, are ample for the anticipated needs of this proposal. We note that the very hard and expensive-to-excavate bluestone is not far beneath the surface of this site, which may make excavation for basement parking difficult or not feasible. In this case, the basement parking might be raised up no more than 1m above grade, with ramps and stairs up to level 1, incorporated within the verandahs.

The symmetrical and traditional exterior of this building evokes the memory of the earlier Brighton Hotel, with double verandahs on the footpaths, and a curved parapet and towers at the roof. These towers may be private

rooms or function rooms or other spaces available for the public. Much of the fourth floor is set back for 3m-deep roof terraces, some of which are accessible to the public, with others adjoining opulent private rooms. These set-backs reduce the impacts and visibility of level 4 from adjoining streets. Floor to ceiling heights are tall (particularly at street level), for gracious interiors and graceful exterior proportions. Window elements are taller than wide, located atop each other, to add further to the traditional grace of the exterior.

This proposed design aims to be a major contribution to Kiama's visual character. Note that this design exceeds the present LEP controls of three storeys and the Floor Space Ratio of 1.5:1. This building (about the height of the historic Post Office to its west and Harbourside to its east), is four storeys and has an FSR of over 2:1. If this design appeals, then this may be an indication that the present regulations including the tool of FSR's, are not achieving the objective enhancing Kiama's visual character.

From a development feasibility standpoint, this building needs to be four storeys with at least an FSR of 2:1, in order to be remotely financially feasible to construct, in today's property market in the town centre, where hotels and other commercial spaces are presently in low demand.

## **Design Brief for Commonwealth Bank Corner**

Any future development on this site should:

- accommodate uses that support the Charrette Objectives and Initiatives explained in Part I, page 5 of this report, ideally including a hotel with reception and related restaurants/cafes/shops at street level;
- provide some public access and uses, indoors and out, at the top floor;
- have a traditional, approximately symmetrical exterior that makes a landmark contribution to Kiama's visual character, with minimum 2m-deep double (at least) verandahs over the footpaths of both streets, with all window and door openings and spacings between verandah posts taller than they are wide and vertically aligned between floors;
- have minimum 3m-deep roof terraces along more than half the top floor, punctuated by corner and centrally disposed habitable towers, aligning with the street-front property lines of the building;
- provide some parking on-site behind the building or below grade, but also be able to count parking on the project's sides of adjoining streets and within 200m on Blowhole Point, such that total parking spaces in these areas accommodates 3 spaces per 100sqm of any commercial floor space, 0.75 spaces per guest room, or 1 space per permanent apartment.

## **(B) New "Church Lane" Sub-precinct**

### **Description & Influences**

This sub-precinct, dubbed 'Church Lane' because of the two nearby churches, includes the land occupied by the Telstra Exchange Building and other lots southward to Bong Bong Street, between the Showgrounds and Manning Street.

The interior of this sub-precinct is particularly under-developed, considering its location and potential value to its owners and the town. This is because its 200m block by 200m is too big, resulting in generally skinny or badly formed parcels, whose rear areas are quite difficult separately to develop or use efficiently, compared to their street frontages. It will take cooperation among adjoining owners of these difficult parcels, plus perhaps a street into the interior of this sub-precinct, to 'unlock' its potential, including implementing at least some of the Charrette Objectives and Initiatives. Depending on the design, highly attractive sea views to the east and south may be obtained from developments in this precinct, including from its interior.

The Charrette identified that very hard igneous bluestone is located between approximately two and three metres below grade in this sub-precinct, potentially making excavation for basement parking very expensive in areas with less than about 2.8m of soil above the blue stone. The Charrette identified the Manning Street frontage and possibly adjoining land behind to be particularly suited to commercial office premises at the ground level, with possible fibre optic cable access from the Telstra substation on the site. This would enable the commercial premises to be marketed and used for technology-oriented businesses, as well as finance, legal medical suites and the like, which would be compatible uses with permanent or serviced apartments above, all in support of the Charrette Objectives and Initiatives.

## Indicative Design For Church Lane

In order to unlock the potential of the interior of this sub-precinct for sea views out and for development to support the Charrette Objectives and Initiatives, the Charrette team investigated ways to extend a public street into it. One opportunity presented itself. An existing residential lot with a modest house on it, located about midway along Bong Bong Street, has been recently acquired by a developer. The developer has been initially intending to develop the site with units. The Charrette Team determined that this lot (or possibly another lot near this one) may serve as the path for a new very slow-speed street ('Church Lane'), which would extend north from Bong Bong Street into the interior of the street block, turn west at the driveway for the Telstra building and connect via a 'shareway' to Manning Street.

As the following drawings show, this design engages many different owners, delivering benefits both to them and to the town. The several owners are in negotiations at this time to implement such a development.



Figure 18 Aerial of 'Church Lane' site

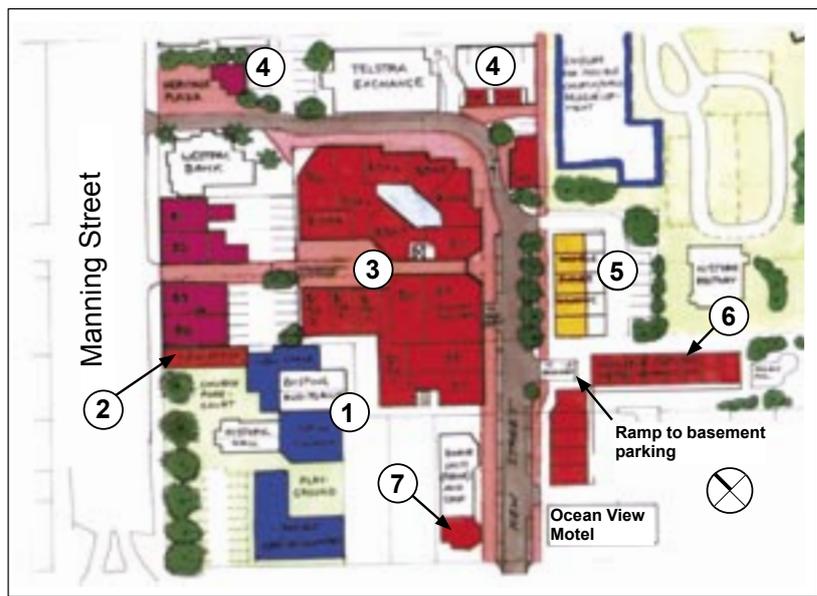


Figure 19 Ground Floor Plan of Church Lane, see next page for upper level plans

Legend			
<span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; border: 1px solid black;"></span>	Medium Density Residential	<span style="display: inline-block; width: 15px; height: 15px; background-color: magenta; border: 1px solid black;"></span>	Pedestrian Based Retail
<span style="display: inline-block; width: 15px; height: 15px; background-color: red; border: 1px solid black;"></span>	Business Commercial	<span style="display: inline-block; width: 15px; height: 15px; background-color: blue; border: 1px solid black;"></span>	Community Facilities

The Church Lane Indicative Designs show proposed:

1. improvements and expansions to the Uniting Church property including an enlarged church, meeting rooms and a row of commercial premises;
2. a new 3-storey mixed use building along Manning Street, with shops at ground level and small offices or apartments above;
3. a four-storey mixed use building complex behind, in the interior of the street block and across several properties, with small businesses and serviced apartments at ground level, and permanent or serviced apartments on the three levels above, and with basement parking accessed via a ramp on the west side of Church Lane (shown on ground floor plan);
4. a home-based business complex behind the Telstra Exchange Building (to stay), and a new public plaza and possible café in front of (west of) the Telstra Building;
5. new row of attached terrace houses with parking behind and church hall redevelopment on the Anglican property east of Church Lane;
6. Ocean View Motel expansion to its rear (possibly using some adjoining land purchased from the Anglican Church), possibly 4-storeys so long as the use caters to tourism, with basement parking accessed from Church Lane;
7. New shop fronting corner of Church Lane and Bong Bong Street, on Bourne parcel.

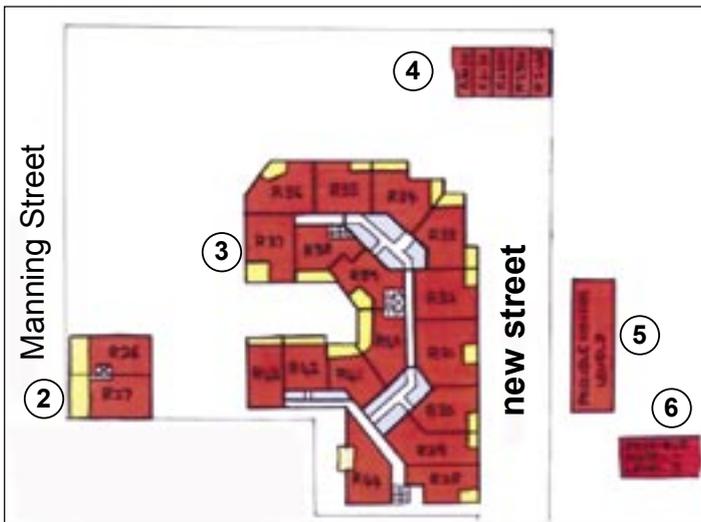


Figure 20 Level 2+3 Plan, see previous page for ground plan

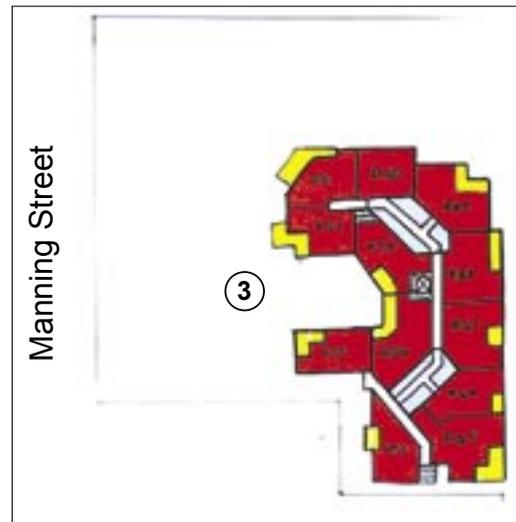


Figure 21 Level 4 Plan



Figure 22 Perspective sketch of 'Church Lane' from south



Figure 23 Perspective sketch of 4 storey building from Manning Street

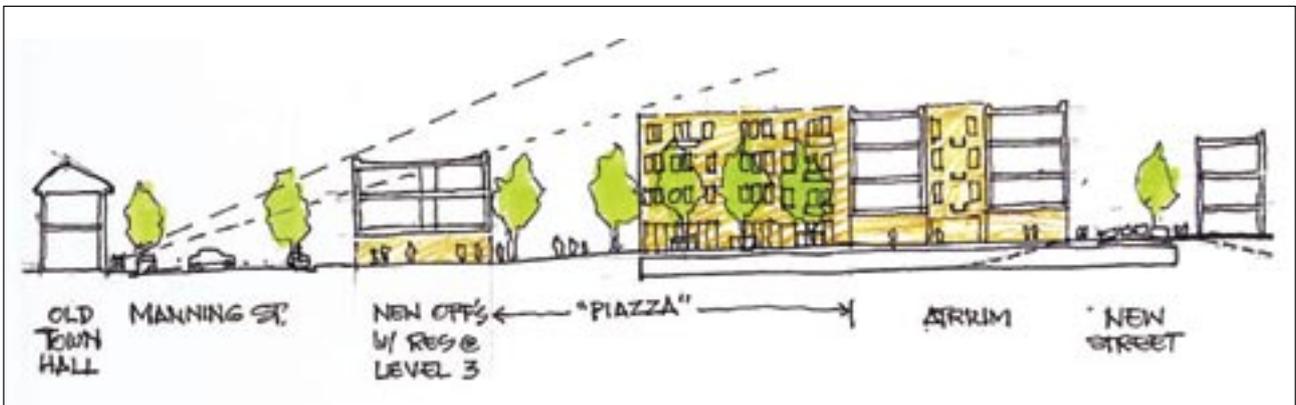


Figure 24 Site Section showing how level 4 is not visible from Manning Street

Property value increases from the limited fourth storeys where proposed, have been calculated by the Charrette Team to be needed, if this proposal is to be achievable at all. Otherwise, the costs for excavating the basement parking into the blue stone, plus the costs of compensating the owner providing the street across its property, plus the cost of constructing Church Lane, appear to keep the project from 'stacking up'. However, the Site Section through Manning Street (Figure 24) shows that the fourth floor is not visible from Manning Street, and the perspective sketch of Church Lane shows how the fourth floor (set back with sea-view roof terrace) is not visible from Church Lane (Figure 22).

The perspective sketch (Figure 23) viewed from Manning Street shows how the mass of this 4-storey building (also needed to make this whole project 'stack up' financially) is articulated across its façade. This articulation shows the building to appear less bulky, evoking the scale and forms of the two heritage banks, whose corners show either side of it.

This proposal retains and respects the heritage McKinnon Building, the Westpac Bank, and adapts the heritage stables building behind the Westpac Bank, near the Anglican property, into apartments. The heritage Uniting Church (1), now too small for its congregation, becomes the entry to a larger new church behind it, with additional new meeting rooms and a small row of commercial premises along its northern boundary, and with a new larger building which replaces the existing non-descript dwelling along Bong Bong Street. Increased parking for the expanded church activities is proposed to be provided on Manning and Bong Bong Streets (not on-site), by converting these two streets to head-in parking. On-site parking is not needed, as most church activities happen 'off-peak' from other town centre parking demands, enabling the streets to provide for church parking (except disabled parking near or on-site).

Some existing buildings fronting Manning Street, including the Sea Bream Café, French Bakery and the recently refurbished "Manning Court" building may be retained or redeveloped in this proposal, to suit owners and current lease arrangements. If redeveloped, these buildings are proposed to be replaced by three storey mixed-use buildings containing commercial at street level with residential or serviced apartments above (2).

Church Lane is a 15m-wide reserve along its north-south axis, with two travel lanes and parallel parking both sides with a 9.4m-wide pavement (between faces of kerbs). This tight pavement width is feasible for vehicular traffic, but will slow vehicular speeds to around 25kph (proposed posting as such). A pavement narrowing at the bend to the west is only one lane wide for two-way traffic, forcing a yield condition, to ensure slowing of vehicles (but with adequate visibility and safety). The east-west link is a narrow 'shareway', only 5.5m between kerbs, again slowing speed way down, so that pedestrians can share this lane with the few vehicles that may be using it. Note an important two metre wide pedestrian pathway running north from the bend and just east of the IRT Harbourside property, to provide more direct walking access to the Blowhole Point.

## Design Brief for Church Lane

While the final outcomes may differ somewhat from these Indicative Designs, future development on this site should comply with the following conditions:

- **Access** – Public vehicular and pedestrian access should be provided through the interior of this site, linking Bong Bong Street to Manning Street through the site. In addition, a pedestrian link (at least 2m-wide) should be provided between the interior of the site northward to Terralong Street and Blowhole Point.
- **Fourth Floors and Increased FSRs** – The visual impacts from any fourth floors, as seen from public streets, should be minimal. FSRs per property may exceed 1.5:1, so long as the above view impact condition is respected, and so long as dimensions between building elements allow gracious day-lighting and privacy to all premises (suggested minimum dimension between private habitable windows in apartments of 6m). Fourth floor roof terraces (three metres deep minimum) are encouraged as the means of reducing the visual impact of fourth floor developments, when otherwise visible from streets, for at least half those frontages. To protect sea view values for the proposed fourth floors west of Church Lane, development east of Church Lane is limited to three storeys, with a roof condition that minimally obstructs sea views from the fourth levels to the west.
- **Uses** – Uses in any buildings on this site must be supportive of the Charrette Objectives and Initiatives. In particular, ground level uses must be commercial along Manning Street, and either commercial, serviced apartments, visitor accommodation, public or worship meeting spaces, or purpose-built home-based businesses (minimum 50 sqm business spaces) elsewhere on the site. Four-storey buildings, in particular, should optimise support of the Charrette Objectives and Initiatives, in return for the profit potential of the fourth storey.
- **Visual Character** – Particularly when adjacent to or involving the heritage buildings including the Uniting Church, the McKinnon Building, the Westpac Bank, the Anglican Rectory and the heritage stable building, all new development must respect and celebrate this heritage context. Such development must have a traditional, approximately symmetrical exterior that makes a sympathetic contribution to Kiama's visual character, with minimum 2m-deep verandahs where applicable, with all window and door openings and spacings between verandah posts taller than they are wide, and vertically aligned between floors.
- **Parking** – On-site parking at grade is to be minimised, and always located behind buildings rather than in front of them. Basement parking is encouraged, particularly for dwellings, for which parking may need to

be nearby. On-street parking is to be maximised (particularly to accommodate commercial uses), including along Church Lane (or equivalent new street/s), and this development is to help pay for converting Manning Street and Bong Bong Streets to head-in parking, where adjacent or nearby to this proposal. Off-peak parking demands, such as for places of worship or meeting, are to be accommodated primarily on-street and off-site, except for disabled or elderly parking, which should be provided on-site, where feasible.

## **(C) Flag Motel**

### **Description and Influences**

This wedge-shaped site along Bong Bong Street with the two-storey Flag Motel adjoins the Showground/ Chittick Oval public space. The site gently slopes down and southward about 3m to the oval. This is another site where the generalised 3-storey height limit in the LEP seems to be inappropriate, in that a fourth floor on the lower portion of the site would impact sea views from behind this site no more than would three stories along the Bong Bong Street frontage.

A three-storey predominantly residential re-development of this site is permissible within the present regulations. The Charrette identified this site, overlooking the oval and Surf Beach, and so close to the station and town centre, as important to maintain for tourist accommodation, key to the 'Valued Visitors' Charrette Initiative.

With the residential market demand so hot presently, the Charrette recognised that this site was at risk of being re-developed into more private apartments, as has happened in compliance with the present regulations to several adjoining sites, thereby reducing further the town centre's ability to accommodate local jobs.

### **Indicative Design for Flag Motel**

In return for ensuring that this key site is retained for tourism and local jobs (and not lost to permanent residential), the Charrette proposed a fourth storey down the slope, where its view impacts from behind it to the north are no more than would be a 3-storey building along Bong Bong Street.

This design is an example of how a designing can reveal win-wins across several properties, which may be enabled and controlled by the proposed place-based Town Centre Development Control Plan, which would have a project design brief for this site as follows.

### **Design Brief for Flag Motel**

Development on this site should:

- Support the Charrette 'Valued Visitors' Initiative by providing tourist accommodation either in the form of a hotel, motel, or serviced apartments with no single occupant allowed for more than one month per year;
- Construct a fourth storey down the site slope (in return for keeping the use of this site as tourist accommodation), so that its height impacts views from behind to the north, no more than would a 3-storey building fronting Bong Bong Street.



Figure 25 Aerial of the Flag Motel Site



Figure 26 Elevated Views from Church Lane to Surf Beach

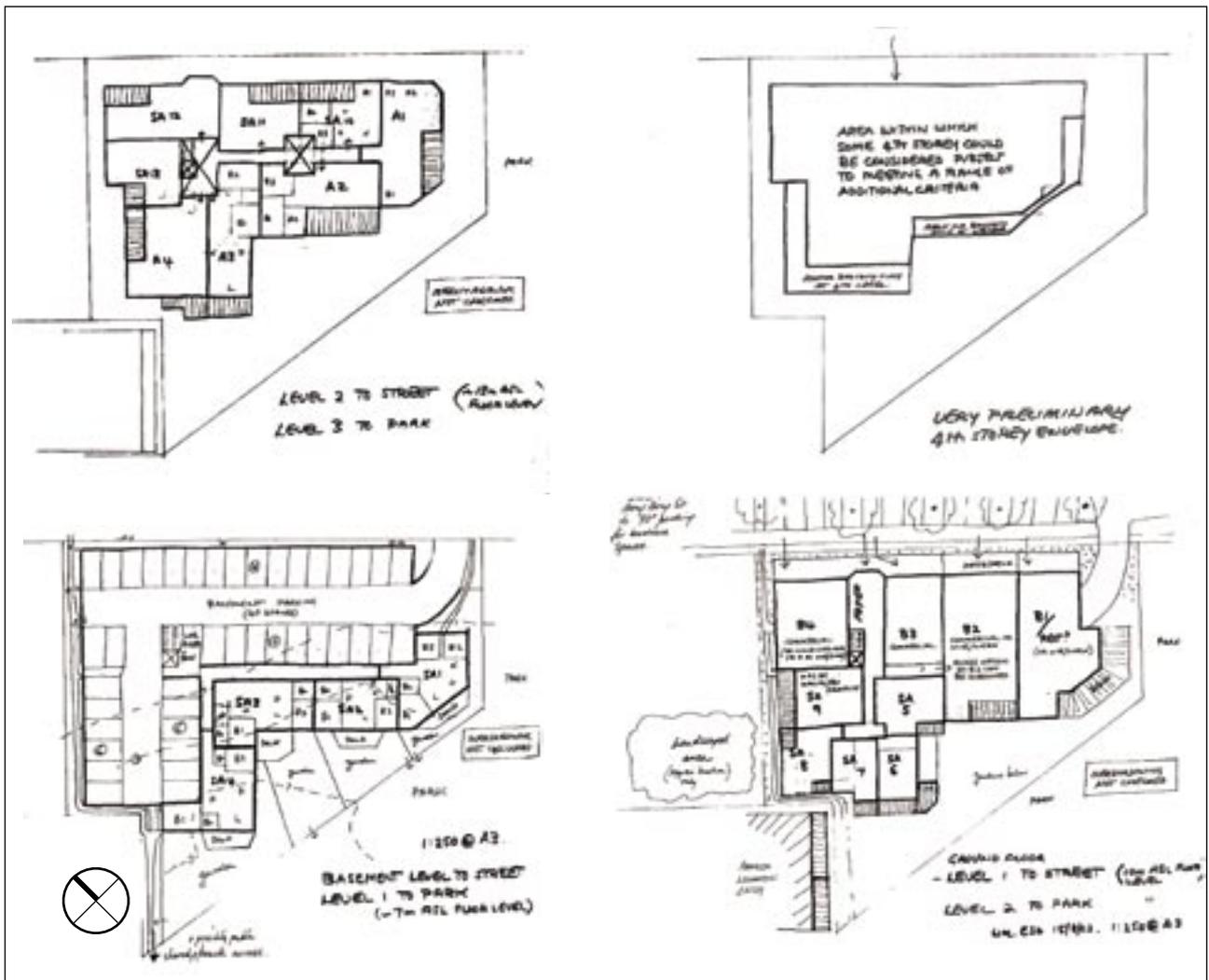


Figure 27 Proposed Floor Plans for the Flag Motel

## (D) The Civic Precinct

### Site Description and Influences

The Civic Precinct is bounded by the Railway, Terralong and Manning Streets, and Morton Street. Several heritage buildings grace this sub-precinct, including the Post Office, the Courthouse, the Police Station, and the old Council Chambers, all of which should be retained and celebrated. The Charrette recognised that this key precinct should remain and thrive, and, over the longer term (no immediate urgency), that new heritage-sympathetic buildings, expansions to existing buildings, and possible small public open spaces should be developed.

It was recognised that, as feasible in the longer term, new internal pedestrian links should be established, connecting the south of the site to Terralong Street, including possibly via an extension of the presently private roadway alongside the railway (owned by State Rail Authority). The Charrette noted that the old Council Chambers on Manning Street is under-utilised at present, compared to its potential, by users which might be able to share this key facility with others.

### Indicative Design For Civic Precinct

The Charrette proposes, in the longer term, that a new building, whose visual character must be sympathetic of its heritage context, should be inserted between the Post Office and the old Council Chambers, to front Manning Street. The particular civic use for this building was not yet identified or proposed.



Figure 28 Sketch of Proposed New Civic Building between Post Office and Old Council Chambers

### Design Brief for Civic Precinct

Any new development/s in the Civic Precinct should:

- Strengthen the civic function of this sub-precinct (including optimising shared uses of existing facilities, and expanding those uses into evenings and week-ends).
- Facilitate where feasible public courtyards and pedestrian links across the site from south and east to Terralong Street, where in all cases buildings should have active frontages along all such spaces to ensure their safety by means of passive surveillance.
- Any new development must respect and celebrate the heritage context of this sub-precinct. The frontage of any development that is adjacent to any heritage building shall have a traditional, approximately symmetrical exterior that makes a sympathetic contribution to Kiama's visual character, with minimum 2m-deep verandahs where applicable, with all window and door openings and spacings between verandah posts taller than they are wide, and vertically aligned between floors.

## (E) Grand Hotel Sub-precinct

### Description & Influences

This sub-precinct is bounded by Manning Street, Morton Street, Bong Bong Street and the railway. The sub-precinct includes several commercial properties, with several important heritage buildings, including the Grand Hotel, the former Old ANZ Bank and the masonry stables behind. The other buildings have relatively little architectural significance and do not particularly add to Kiama's visual character, although the shops along Manning Street with their verandahs contribute significantly to its pedestrian and urban amenity. More verandahs, including double verandahs, would contribute further. Adjoining this sub-precinct is the historic Kiama Railway Station, which is being improved presently by SRA for better pedestrian access. Because improvements are presently under way, the Charrette saw little scope for changes to the Station.

This sub-precinct possesses some scope for redevelopment that would become more feasible and beneficial to the town, if State Rail would agree to dedication of the existing roadway alongside the railway line as a public street. The existing roadway has public access now by virtue of a lease to Council from the State Rail Authority (SRA). Adjacency to the Station with its electrified passenger rail service from Sydney suggests that this sub-precinct should cater to new uses that, when feasible, involve far less car-dependence and related parking demands.

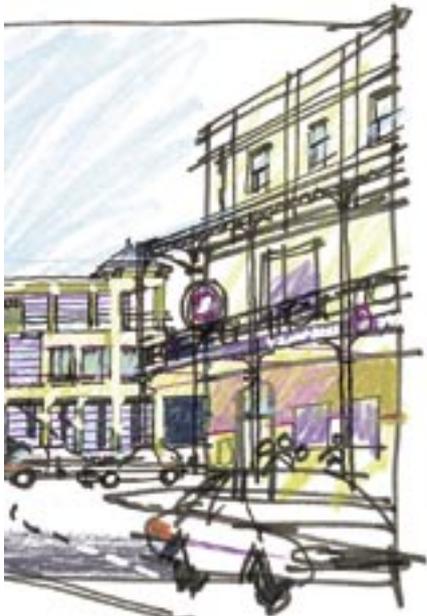


Figure 29 Southward View of Proposed Grand Hotel Double Verandahs

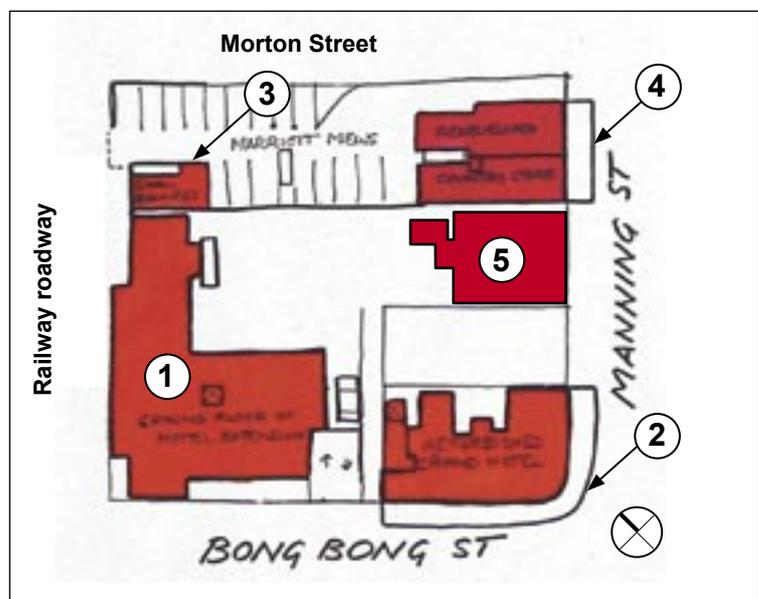


Figure 30 Proposed Ground Floor Plan of Grand Hotel Sub-Precinct

### Indicative Design For Grand Hotel Sub-Precinct

The plan above proposes the following improvements:

1. New 'Very Grand Hotel' (possibly but not necessarily catering to backpackers) to replace the backpackers building and 'Kiama Stud Registration Centre' at corner of railway roadway and Bong Bong Street (longer term project when market may support this), with minimal parking on-site (unless basement), due to proximity to rail station. This building might have a fourth floor, if set-back minimum 3m from Bong Bong Street to reduce its visual impact. The visual character of this building would respect and evoke the character of its neighbouring Grand Hotel, and might have double verandah/s.
2. Replacement of the double verandah on the Grand Hotel along both street frontages. (see Figure 29)
3. A small 2-storey (at least at street level) office building fronting the railway roadway, whose visual character would respect that of its neighbouring heritage buildings.
4. Replacement of heritage-respectful verandah onto the Old ANZ Building, plus heritage-respectful adaptive re-use of heritage stable building.
5. The "Marriott's Store" site is proposed to be re-incorporated in a new 2 to 3 storey mixed-use building designed in a manner that maintains the heritage qualities of the adjoining historic ANZ Bank building

while achieving a better utilisation of the site. This would include residential apartments at the rear and desirably the closure of the existing driveway in Manning Street with new access obtained from the proposed public street access adjacent to the railway line presently owned by the SRA. This would require negotiation with NSW Rail Estate for dedication as public road of the existing lane between the Council Administration Building and Bong Bong Street that is currently leased by Council for vehicular access to its building.

## Design Brief for Grand Hotel Sub-Precinct

While the final outcomes may differ somewhat from these Indicative Designs, future development on this site should comply with the following conditions:

- **Fourth Floors and Increased FSRs** – The visual impacts from any fourth floors, as seen from public streets, should be minimal. FSRs per property may exceed 1.5:1, so long as the above view impact condition is respected, and so long as dimensions between building elements allow gracious day-lighting and privacy to all premises (suggested minimum dimension between private habitable windows in apartments of 6m). Fourth floor roof terraces (3m deep minimum) are encouraged as the means of reducing the visual impact of fourth floor developments, when otherwise visible from streets, for at least half those frontages.

- **Uses** – Uses in any buildings on this site must be supportive of the Charrette Objectives and Initiatives. In particular, ground level uses must be commercial along Manning Street, and either commercial, serviced apartments, visitor accommodation, or purpose-built home-based businesses (minimum 50 sqm business spaces) elsewhere on the site. Four-storey buildings, in particular, should optimise support of the Charrette Objectives and Initiatives, in return for the profit potential of the fourth storey.

- **Visual Character** – Particularly when adjacent to or involving the heritage buildings in this sub-precinct noted above, all new development must respect and celebrate this heritage context. The frontage of new development/s adjacent to heritage buildings must have a traditional, approximately symmetrical exterior that makes a sympathetic contribution to Kiama's visual character, with minimum 2m-deep verandahs where applicable, with all window and door openings and spacings between verandah posts taller than they are wide, and vertically aligned between floors.

- **Verandahs** – (ideally double for multi-storey buildings) are encouraged along all public street frontages. Such verandahs should be a condition of approval for any planning or building permit issued by Council for this sub-precinct.

- **Parking** – On-site parking at grade is to be minimised, and (if present) always located behind buildings rather than in front of them. Basement parking is encouraged, particularly for dwellings, for which parking may need to be nearby. On street-parking is to be maximised (particularly to accommodate commercial uses), including along adjoining streets, and this development is to help pay for converting those streets to head-in parking, where dimensionally feasible and adjacent or nearby to this proposal (ie. Bong Bong and Manning Streets). Due to the adjacency to the station, no on-site parking is required in this sub-precinct; on-site parking is at the discretion of the owners.

## (F) Possible Performing Arts Centre

### Description and Influences

Many citizens are commendably determined for Kiama to have its own performing arts centre. Benefits to the community and economy of Kiama are self-evident. There has been considerable debate about how to get it, about whether such a performing arts centre is feasible for such a small municipality with relatively little rate base and financial resources, and about the appropriate size and type of facilities, equipment and furnishings (and resultant costs).

To inform the Charrette in this regard, Council commissioned Macroplan (economists with extensive experience in implementing feasible performing arts and community centres for various municipalities across Australia) to prepare a feasibility study and recommendations for a cultural/community facility, which would be achievable specifically for Kiama, and which would best satisfy Kiama's particular needs. That report is available from Council.

In brief, the Macroplan report advised that a full performing arts centre for about 600-800 seats with proscenium arch would be of great benefit to Kiama, but that it was not financially feasible for Council to provide such. The report notes further that state and national supplementary funding was not likely, in that comparable facilities already exist in Wollongong and Shoalhaven, thereby diluting the market demand and justification for one in Kiama. The report recommended instead that the community, civic and economic uses for and benefits of a town hall with meeting areas for up to 350 persons and a small theatrette (see Central Precinct section page 38 for details on Town Hall proposal) were almost as great, and that a more modest facility of this size might be financially feasible for Kiama (although still a very challenging endeavour financially).

The Charrette Team was aware of the Jamberoo performing arts facility, which regularly attracts important artists, and the implications for Kiama. However, this stellar example could not make feasible a performing arts centre of the type sought by some community members for Kiama.

The Charrette Team identified a dual approach, whereby the crucial Town Hall proposal would be the cornerstone of the Community, Cultural and Creativity Initiatives (see Part I, page 5 of this report), and where the Team also supported a site for and the possibility of a performing arts centre, should funding for such become available some time in the future. The Charrette recommends that it is better actually to get the proposed Town Hall, than to risk waiting indefinitely and/or to get nothing, due to aiming too high for an evidently unfeasible fully equipped performing arts centre.

The Charrette Team identified a landmark site, worthy of the possible Kiama Performing Arts Centre, on Blowhole Peninsula public land, adjoining the harbour (see (F) Figure 11, page 19). The Team recommended that the Centre might occupy land either among or replacing existing buildings in this vicinity, so that little or no public open space is lost to this facility. The Team recommends that no extra parking should be provided, as there is considerable parking within walking distance already.

## **Indicative Design for Kiama Performing Arts Centre**

The Charrette provided no indicative design for the Kiama Performing Arts Centre. Rather, it recommends that, at the proper time, a design brief should be prepared and competition held for this major landmark design.

## **Design Brief for Kiama Performing Arts Centre**

A design brief, to be finalised at a later date, should probably require that:

- This landmark facility should celebrate and express its prominent harbourside position, and its use and value to the Community.
- No additional parking should be provided than that which is presently available (other than disabled parking directly adjoining the facility).
- The design for this facility should be achievable financially for the budget (capital and annual operating costs) stipulated at the time of preparing the actual design brief (and possible design competition), and that one criterion (only) of winning the competition is an independent preliminary construction costing that confirms the proposal is within the stipulation maximum construction and annual cost.

## **(G) Surf Club**

The Charrette supports the idea of the Surf Club, within its own financial means, improving its facility, approximately within its present building envelope and location.

## **(H) The “State Rail” (SRA) Sub-Precinct**

### **Description & Influences**

The State Rail Authority land (managed by NSW Rail Estate) includes the land south of Bong Bong Street between Manning Street and the railway that is currently leased to small businesses. If NSW Rail Estate were to sell land surplus to its needs, such land would provide several opportunities for mixed use buildings described in detail below.

The site is easily accessible to the Kiama railway station. The site is under-utilised presently by several non-descript buildings that are leased by the “RentEquip” equipment hire (1) and the mower repairs businesses (2). The site has two prominent street frontages with good commercial exposure from Manning Street and Bong Bong Street. The southern section of the site can achieve views of Surf Beach. The southern end of the site adjoins the recently developed “Le Sands” mixed-use building containing doctors surgeries, a pharmacy and residential apartments.

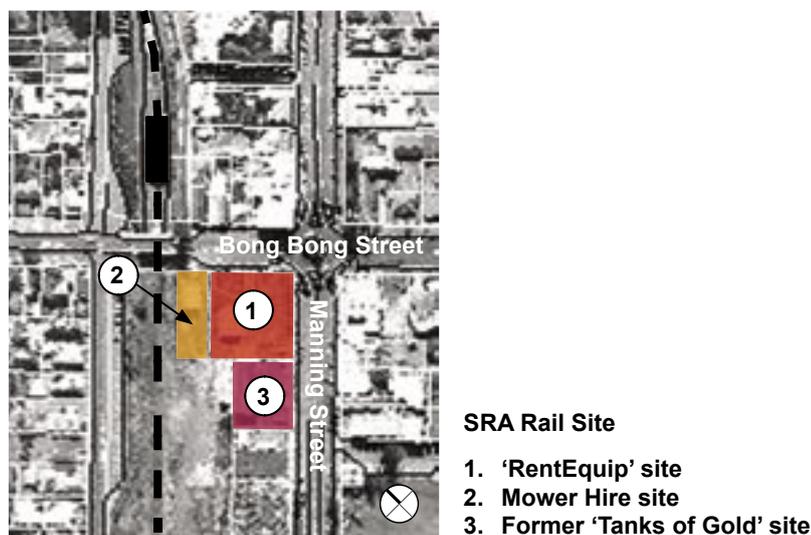


Figure 31 Aerial of SRA site

Importantly, the site slopes gently about 3m down to the south and east, while the railway along its western boundary stays about level. This means that an extra floor may be constructed at the southern part of the site along Manning Street, without impacting the eastward sea views of residents west of the railway up the hill. This condition illustrates the inadequacy of the present 3-storey limit in the LEP, which is meant in part to protect views, but whose control is too general. A place-specific control would afford the same view protection for people west of the railway up the hill, while enabling a fourth storey to help achieve the Charrette Objectives and Initiatives.

In that the site also slopes down from west to east, semi-basement car parking beneath buildings along Manning Street is relatively cost-effective, as this slope can be utilised for access without the need to construct expensive ramps.

Redevelopment of the large State Rail site is encouraged as much of the land is understood to be surplus to actual SRA need. It provides considerable opportunities to implement the Charrette Economic and Employment Initiatives, including ‘Valued Visitors’ and ‘Knowledge-based Businesses’, due to the site’s accessibility to the railway station and proximity to Surf Beach and Jubilee Park. This site also offers a rare opportunity for relatively affordable housing in the town centre, to occupy the western non-sea view side of buildings, which is exposed to some railway noise and hence may sell or rent for residential development at a somewhat lower value, and stay relatively affordable.

### Indicative Design for SRA Sub Precinct

The proposed design includes four buildings and a new small public street extending from Manning Street west into the site to link with expanded car parking (some for commuters) along the railway which also exits northward onto Bong Bong Street. The following reference numbers refer to the following plans of Figure 33-35.

1. A 3-storey commercial building is proposed on the “RentEquip” site (the key southwest corner of Bong Bong Street and Manning Street). This building would contain local meeting, training, conference room and board room facilities with up-to-date Information Technology equipment for long-distance video-conferencing, etc. The facility would also offer secretarial/administrative/catering support services catering for the needs of local small businesses and conferences.
2. On the site occupied by the mower repairs business, a small multi-storey building is proposed in the longer term, whose use is not yet determined. Proximity to the station may inspire the use of this building. In the meantime the existing business would remain as is.



Figure 32 View of SRA 'Board Rooms of the Future' from Grand Hotel, corner of Bong Bong Street and Manning Street

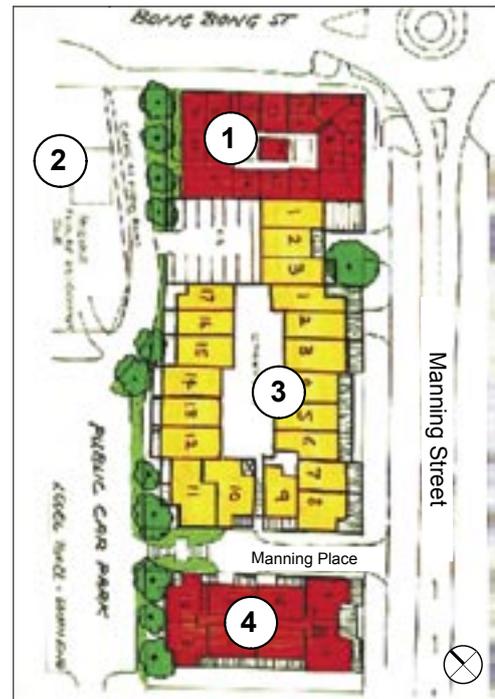


Figure 33 Lower Ground Level Plan

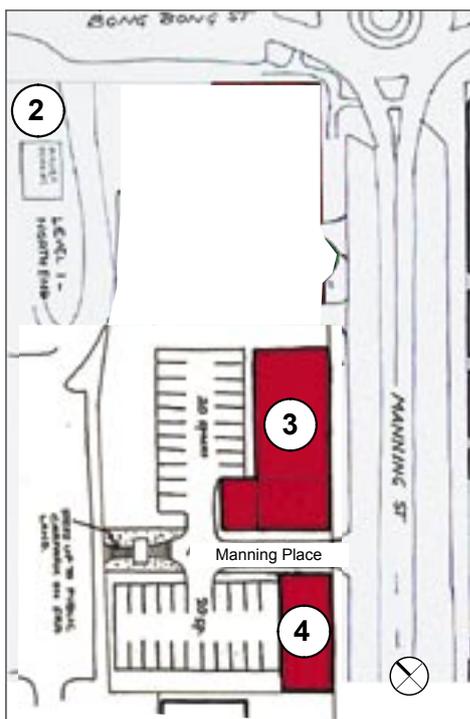


Figure 34 Lower Ground Level Plan

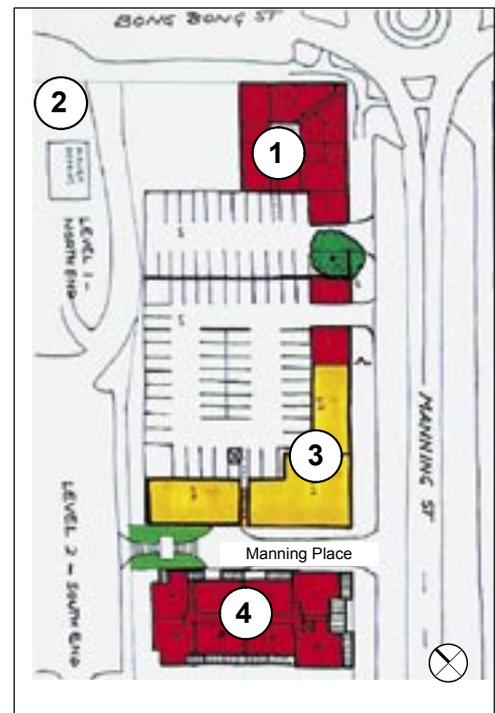


Figure 35 Upstairs Ground Level

3. A 4-storey mixed-use building containing basement parking, retail/commercial uses at ground level along the Manning Street frontage, and serviced apartments or residential apartments on the second, third and fourth storeys is proposed in the area currently occupied by the old red railway warehouse building. Only the southern 2/3 of the building, which sits about 3m lower on the site, would have a fourth storey, as it would not impact views to Surf Beach for houses located up the hill on the western side of the railway line. The fourth storey would be set back at least 3 metres from the Manning Street alignment with a roof terrace.

This added property value is meant to help pay for constructing the proposed new short street located at the southern end of the building, which connects to buildings either side of it and to parking along the railway behind. This parking would serve client and commuter parking needs, as well as

beach visitor parking on weekends in summer. The rear upper storeys of this building are proposed as relatively affordable apartments. These apartments would be exposed somewhat to railway noise and not enjoy sea views, two conditions which are likely to keep the property values low enough to stay relatively affordable, despite their excellent access to the town centre, rail station and beaches.

4. A 4-storey tourist accommodation with basement or semi-basement parking is proposed on the former "Tanks of Gold" site. (see (3) Figure 31, page 32) The 4<sup>th</sup> storey of this building would also be set back at least 3 metres from the Manning Street alignment with front roof terraces. The top floor again would help pay for the new street, etc.

We have not commented on the Floor Space Ratios (FSRs) for these designs. This is because we see the constraints noted above to supersede FSRs as a means of maintaining view controls in a place-based way, while optimising the implementation of the Charrette Objectives and Initiatives.

## Design Brief for SRA Sub-Precinct

As per the locations and topics noted below, new development on the SRA site should comply with the following;

- **Corner of Bong Bong and Manning Street** - This high-exposure corner so close to the rail station and beaches should support the Charrette Economic and Employment Initiative of attracting Knowledge-based Businesses (see Part I of this report, page 7)), by providing a serviced office facility with 'Board Rooms of the Future'.
- **Midway along Manning Street** - This area should help implement the Charrette Initiatives of local jobs, 'Valued Visitors' and Affordable Housing, by means of accommodating small businesses along the street-level frontage of Manning Street, serviced apartments (not permanent private) upstairs with sea views on the eastern frontage of buildings, and relatively affordable apartments (rental or permanent ownership) on the western side of these buildings, where railway exposure may keep them relatively affordable.
- **Manning Street midway to south** - This area should be similar to Midway along Manning Street, except that a fourth floor is permissible, so long as it has no more impact than a 3-storey building along the railway would have on eastward views from west of the railway, and a 3m-deep roof terrace is constructed along the Manning Street frontage, to reduce the visual impact of the top floor from the street. Fourth floor corner elements would be permissible, no more than 5m wide along the street frontage.
- **Access and Parking** - Development on this site should fund a new public street connecting to the parking for commuters and other users alongside the railway, ultimately for the length of this site. On-street parking along Manning and Bong Bong Street should be maximised, and, where dimensions permit, head-in parking should be introduced. Basement and semi-basement private parking for users of the buildings is encouraged, to the extent that it is needed. Other than a double-loaded row of parking alongside the railway for commuters, ultimately for the length of the site, there should be no on-site parking minimums imposed for buildings on this site, due to ample parking on-street and alongside the railway, and due to its proximity to the station.
- **View Protection and Fourth Floor with Increased FSRs** - View protection from vantages west of the railway shall be determined by a line made by an imaginary 3-storey building alongside the railway, with a 40-degree pitched roof over a 12m-deep building (measured east to west). Such a building could be constructed as-of-right today, within the present regulations. Taller buildings positioned down the eastern and southern slopes of the site, which would not break this imaginary view line, are encouraged, so long as their upper floor is set back at least 3m behind roof terraces, except at building corners, which may have 4m-wide habitable corner rooms.

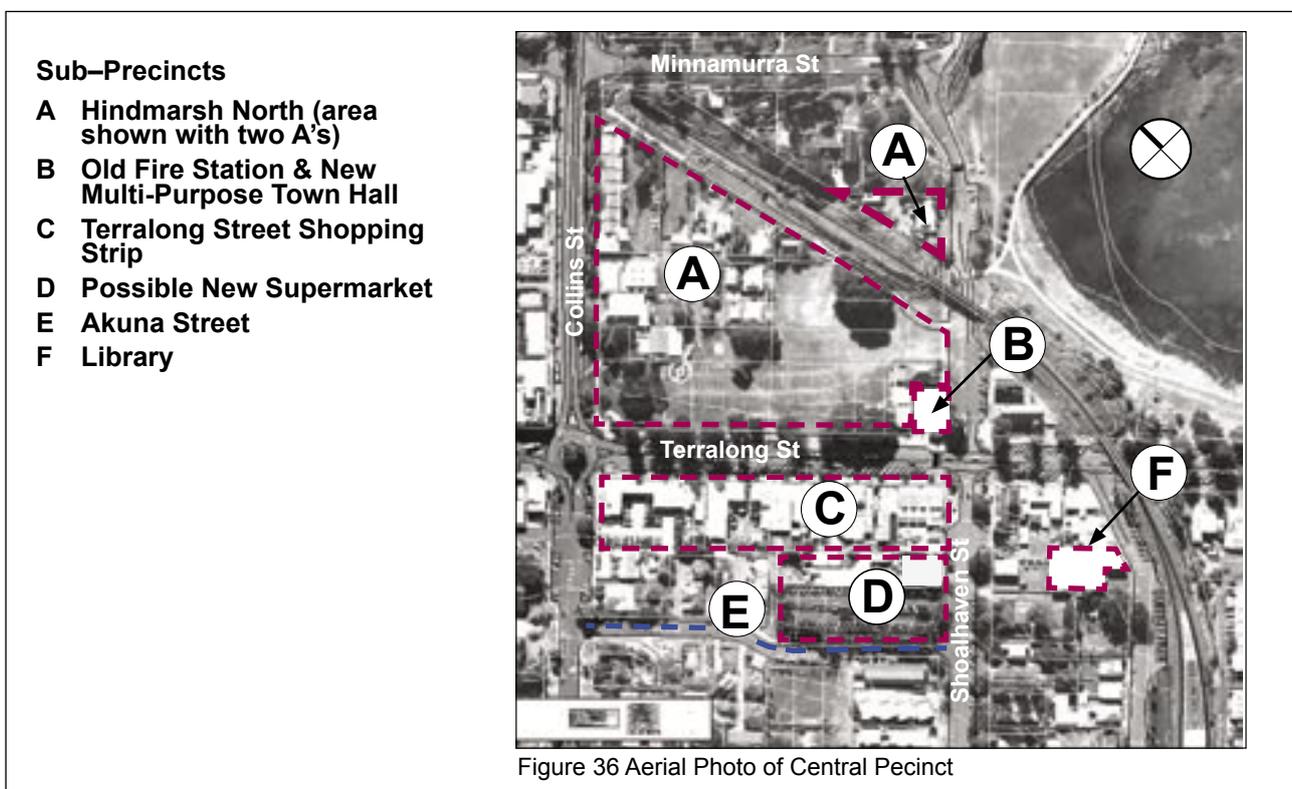
## 8 CENTRAL PRECINCT

### Description and Influences

The Central Precinct is bounded by Minnamurra Street in the north, Black Beach and the railway to the east, Collins Street to the west, and the ridge behind Akuna Street to the south. The Central Precinct is where the Charrette Initiatives may best be implemented, and where many of Kiama's challenges are most vexing. Please refer to the Introduction of this report for an explanation of the proposed Charrette Initiatives and the Challenges to their implementation, prior to reading this section.

### Indicative Designs For Key Sites In The Central Precinct

The Indicative Designs for the Central Precinct, as keynoted in letters on the following aerial photo and the corresponding Indicative Central Precinct Plan, fit together and reinforce each other. After this overall precinct plan, we then describe each of the sub-precincts listed below and the influences on their respective indicative designs.



### A. Hindmarsh North Sub-Precinct

#### Description & Influences

This sub-precinct covers the northern side of Hindmarsh Park northward to the railway, and is bounded on the west by Collins Street and on the east by Black Beach.

The Kiama Infants School site (currently under construction) is proposed to be redeveloped for a four star tourist facility that will help to extend tourist visits and provide conference facilities in support of the Charrette's economic and employment objectives. The Infants School project pre-dates the Charrette and the Charrette did not influence its design.

The Carson family owns an older dwelling south of the Infants School, with a Shoalhaven Street frontage that overlooks Black Beach, providing passive surveillance of this important park asset that links Hindmarsh Park to the harbour and Blowhole Point. This frontage may merit reinforcement with further development sympathetic to its heritage.

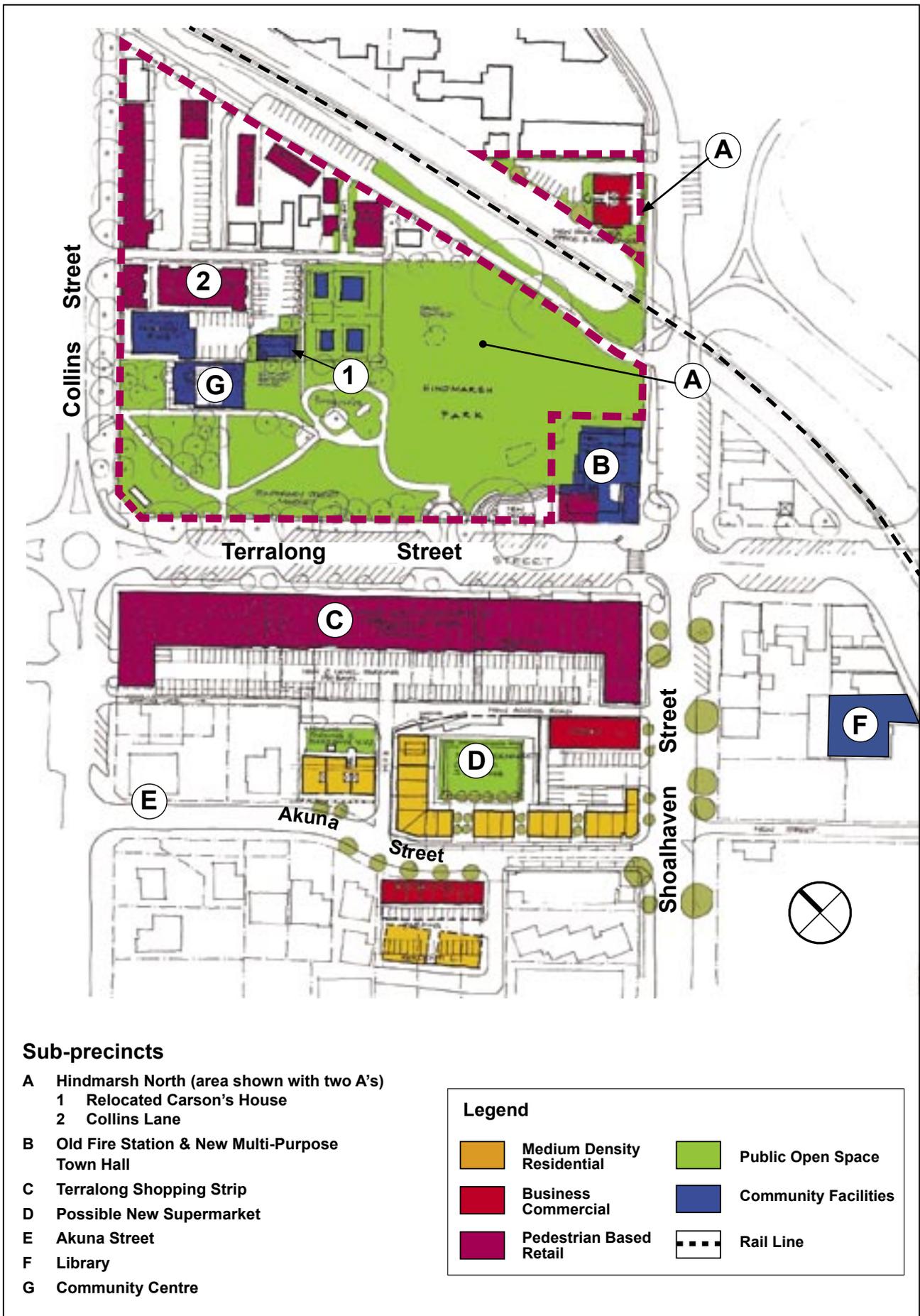


Figure 37 Central Precinct Proposals

Just northwest of Hindmarsh Park is a concentration of historic buildings accessed along Collins Lane. This complex of buildings accommodates several tourist-related small businesses, which are important to Kiama's economy. The Charrette recognised this area as an opportunity where more small and creative businesses might concentrate in existing and new buildings, all sympathetic with the existing heritage context.

The Community Centre, located at this northwest corner of the Park, is heavily used and widely appreciated as an important asset for the Community (G). Many citizens seek more spaces similar to those provided in the Community Centre. A parking lot backs onto the Park to the east of the Community Centre, making an unfortunate frontage to the Park in this area, which is quite visible from the main Park and the Terralong shops. The Charrette recognised this area to need improvement somehow. A historic cottage, occupied by a caretaker, is located near a very large and glorious Morton Bay fig tree; this cottage and the caretaker provide valuable passive surveillance of the Park, improving its safety day and night. The Charrette noted the high use of the Park, including its playground, by young families, and recommends that these activities be supported and enhanced.

## Indicative Designs and Project Design Briefs for Hindmarsh North Sub-Precinct

### (1) Carson's House Indicative Design

Subject to confirmation that the existing weatherboard house at 33 Shoalhaven Street need not be retained on this site as a heritage item, it is proposed that the "Carson House" (see Figure 39), be relocated to a new location on the Council-owned car park just east of the Hindmarsh Park Community Centre (Figure 37 No:1).



Figure 38 Proposed new building to replace Carson house.



Figure 39 Existing Carson House

**Legend**

- Medium Density Residential
- Business Commercial

**Design Brief for the Carson's House**

Development/s along the Shoalhaven Street frontage overlooking Black Beach should:

- Have active frontages to provide passive surveillance of the Black Beach area
- Where applicable contribute to and complement the nearby heritage context
- Accommodate business uses at least at the street level
- Not exceed two and a half storeys (with possibly habitable attic spaces).

Figure 40 Proposed floor plans of new Carson live/work development

This house relocation will enable the Carson's house to be redeveloped with a new 'live/work' building of 2 and a half storeys with a habitable attic space (see Figure 38 and 40, page 37), which would complement its heritage context and overlook the Park along Black Beach, providing good passive surveillance and improved day and night safety for that area. Such a proposal would better meet the needs of the owners, who are related to an early occupier of the house, and who verbally indicated in-principle support for this proposal.

## **(2) Indicative Design for Collins Lane**

The Charrette supports current DA proposals for new, small-scale retail shops or artisan workshop buildings on privately owned land in the Collins Lane sub-precinct. The principal objective for redevelopment of this historic precinct is to retain and enhance the small heritage cottage/shop character, and to accommodate more small creative enterprises.

A new short street/lane is proposed to link Collins Lane directly with the car park adjacent to the southwest boundary of the railway line to improve pedestrian and vehicular access. Car parking in this location and new angled car parking approved for Collins Street will adequately compensate for car parking lost by the relocation of the old Carson's House.

### **Design Brief for Collins Lane**

New development and re-development in Collins Lane should:

- Complement and enhance the existing heritage context and small scale of the area;
- Where applicable, contribute to achieving an active frontage along Hindmarsh Park;
- Increase accommodation for small creative businesses and/or community facilities;
- Improve pedestrian and vehicular access and amenity between the car park alongside the railway and Hindmarsh Park.

## **(B) Old Fire Station and Proposed New Multi-purpose Town Hall**

### **Description and Influences**

Citizen input during the Charette, the Macroplan Report and the location of the Old Fire Station all have indicated the corner of Terralong Street and Shoalhaven Street as the key location for a new town hall.

Overarched by landmark Morton Bay fig trees, the Old Fire Station corner of Hindmarsh Park has a complex of existing buildings including a toilet block, ambulance station with related offices and a usually unoccupied residence, and the historic Fire Station. The trees are much loved. The Fire Station and cow statue out front are highly valued landmarks and the area heavily used by the community. However, many citizens regard the toilet block as unsightly, and the ambulance complex presents badly to the Park. The Charrette found that the ambulance complex might serve the municipality better if relocated to the Kiama Hospital or possibly next to the emergency services facilities on Terralong Street near the Kiama By-pass.

Many Kiama citizens have sought a cultural centre and/or town hall for Kiama. Some have supported a more substantial performing arts centre. Before the Charrette, Kiama Council conducted a Cultural Needs Assessment Study. Also, the Illawarra Regional Information Service (IRIS) surveyed community dispositions towards future directions that Kiama Council might pursue. In that survey, more respondents favoured a multi-purpose town hall than a performing arts centre. However, that survey did not ask respondents to make choices between options, if all could not be achieved.

Prior to the Charrette, cultural centre advocates had debated the best and most feasible location for this facility. The Council commissioned an independent cultural centre feasibility study and recommendations from Macroplan (copy of report available in limited supply on loan from Council). The Charrette assessed several sites, which some Kiama citizens had suggested, against criteria of proximity to the heart of town, access to parking, operating and construction costs, and so forth. A matrix of that analysis is shown in Figure 41, page 39.

The Charrette carefully assessed other town hall sites and designs for a performing arts centre and/or town hall, including one that would have occupied the courtyard in front of the present Council Offices. This scheme

was determined to be not an ideal location, and problematic both for the existing offices and the Heritage Council building on Manning Street.

The Macroplan Feasibility Report concluded that a full performing arts centre with 600-800 seats and sloping floor with proscenium arch was not attainable within the financial constraints and regional context of Kiama. The report noted, with major performing arts facilities already in Wollongong and Shoalhaven, that demand and financial feasibility for another such facility in Kiama, plus resultant justifications for state or federal funding, were difficult to defend.

<b>Multi - Purpose Town Hall</b>							
	<b>Heart</b>	<b>Linkages</b>	<b>Parking</b>	<b>Access</b>	<b>Disability access</b>		
1 Fire Station	3	3	3	2	2	3	16
2 Community Centre	3	3	1	3	0	2	12
3 Leagues Club	3	1	3	3	0	3	13
4 State Rail Authority	0	1	1	2	0	1	5
5 Pavillion	0	0	1	0	2	0	3
6 Markets	1	2	1	0	2	0	6
7 Surf Club	0	0	1	0	3	1	5
8 Bandstand	3	3	1	0	2	1	10
9 Holdens	2	3	1	0	0	1	7
10 Council Chambers	1	0	3	3	3	0	10

Figure 41 Matrix of location and feasibility criteria for proposed Multi-purpose Town Hall

On the other hand, the Macroplan report noted that a multi-purpose town hall would:

- cater for many but not all of the needs of a fully equipped performing arts centre (by means of a meeting hall for about 300 and a sloping floor theatre for about 120 seats)
- be less costly and more affordable for Council; and
- complete many links in the chain of Charrette Economic and Cultural Initiatives to strengthen Kiama's heart.

Such a multi-purpose town hall would provide the public facilities for conventions in Kiama, a key success factor for increases in the duration and number of visitor stays and money spent in Kiama. Such facilities in the town hall would reduce the need for private hotels to provide such facilities, thereby increasing the development feasibility for and attraction of private hotels locating in Kiama. Private hiring of convention facilities in the town hall would thereby deliver a revenue stream to Council to help pay for the new town hall.

Audio-visual and desk-top publishing equipment and facilities in the town hall would help attract new creative businesses to Kiama, while Kiama citizens (including youth) would be able to use these facilities and help develop local skills and new businesses.

If located at the Fire Station corner, a new town hall would also serve as a visitors centre, highly attractive in its own right, and directing visitors to other attractions on offer in and near Kiama.

The Macroplan report suggested that a café should be located in the new town hall on the Fire Station corner, whose staff could also promote and sell tickets for town hall events, thereby providing a revenue stream without need for a dedicated separate promotion and ticket sales staff and venue. Promotional leaflets for both cultural events and local attractions would be designed and produced in-house on the town hall's desk-top publishing equipment.

Many citizens emphasised during the Charrette that Hindmarsh Park had been whittled down in size in the past, and that the Park area should not be diminished further. The Charrette supported this desire to prevent further loss of park space.

During and since the Charrette, we have learned that some of the performing arts centre advocates would be happy with a 500-seat flat floor facility with a stage but without a proscenium arch. This has been taken into consideration and we offer a related option for the Indicative Design below.

### Indicative Design for a New Multi-Purpose Town Hall

The Charrette Indicative design proposes to rebuild the ambulance station, offices and residence on another site, and to retain and honour the historic Fire Station gallery. The existing toilet block is proposed to be demolished, with new toilets provided in the new town hall. The design for the proposed town hall occupies less area than the site of these former buildings, thereby saving about 250sqm for additional land, which might be given to expand Hindmarsh Park. The preliminary construction cost of this design is about \$3.1 million.

Because this proposal makes the existing stage in the Park somewhat redundant, it might be removed if the community wished, thereby adding to the Park's vegetated area. Since the Charrette, in response to some public input, we have determined that a 500-seat venue with flat floor, non-fixed seating for a more flexible range of uses, and a stage but not proscenium arch would work within a slightly expanded Multi-Use Town Hall at the Old Fire Station.

The enlarged 500-seat space would not need to encroach into the Park, but would consume the roughly 250sqm that the 300-seat design was able to offer back for more Park space. This represents an important alternative that may satisfy more of the community who want a somewhat more ambitious cultural component for the new Town Hall. This option would increase the base construction cost of the facility from roughly \$3.1 million to about \$ 3.4 million (preliminary costings available through Council). Such costs as relocating the ambulance facility would be additional.

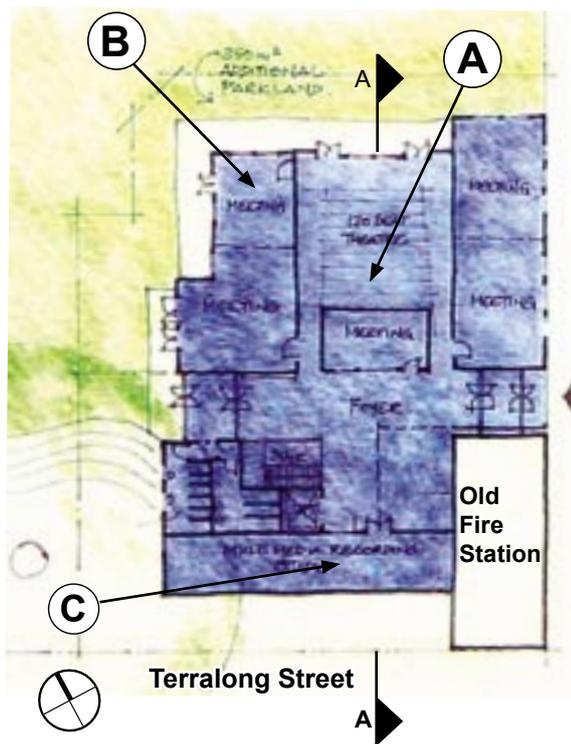


Figure 42 Lower Floor Plan for Town Hall

#### Town Hall Features at Lower Floor Level

- A. 120 seat theatrette with sloping floor
- B. meeting rooms
- C. multi-media and recording studio.

Note: see more designs next page

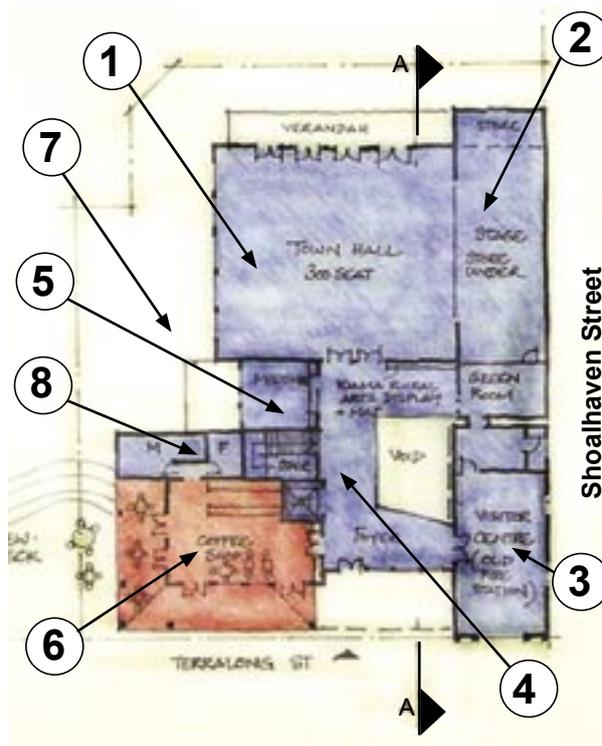


Figure 43 Upper Floor (Street Level) for Town Hall

#### Town Hall Features at Upper Floor Level

- 1. 300 seat auditorium/hall
- 2. performance stage and associated change/store rooms
- 3. visitor's centre
- 4. art and cultural display area
- 5. meeting room
- 6. cafe/shop (with ticket sales and promotion)
- 7. verandah and deck
- 8. public toilets accessible both from within the building and from the park



Figure 44 Multi-Function Town Hall  
 This view from Terralong Street shows how the Town Hall sits agreeably next to the Old Fire Station. Upon entering between the Old Fire Station and the new café on the left, visitors will see down to the new lower level display areas, and out through the Hall and across the Park.



Figure 45 Section through Town Hall  
 This section through the town hall shows how the sloping floor of the Park-level theatrette makes use of the grade changes as the Park slopes down from Terralong Street, and how access is easy both from the Park level and from both adjoining streets.



Figure 46 Option A draws inspiration from the Infants School and celebrates the strong heritage character of the whole town centre



Figure 47 The flowing lines of Option B are inspired by the natural character of the sloping park.

The views (see Figures 42 to 45) show a new deck extending out from Terralong Street, with public and café seating beneath the giant fig trees and spilling down to the park. Week-end market stalls might locate on this widened footpath, which may extend west beyond the shade of the fig trees, and terrace down the slope to the main Park level. The upper level Hall would also feature a large balcony overlooking the Park, as shown on both sketches Figures 46+47. The architectural character of the new Town Hall as viewed from the Park has not yet been decided. While the Town Hall as seen from Terralong Street should carefully respect the adjoining Old Fire Station in scale and character, there may be more choice in character for other frontages of the Town Hall as seen from the Park. The Charrette offers two alternatives see Figures 46 and 47.

## Design Brief for the New Multi-Purpose Town Hall

The new Multi-Purpose Town Hall should:

- Reinforce Hindmarsh Park as the open space heart of the Town Centre by establishing a suitable indoor and outdoor Multi-Purpose Town Hall on the site of the Ambulance Station;
- Provide the facilities as keynoted in the floor plans page 40 (at least);
- Provide space for additional outdoor activities on an expanded Terralong Street footpath which celebrates and protects the existing fig trees, provides space for temporary week-end market stalls, and spills down to the lower Park level;
- Respect and celebrate, in scale and character, its heritage and natural context (with the opportunity of having different architectural characters on different sides, in response to the adjoining natural contexts);
- Develop this building complex without encroaching onto Hindmarsh Park, and attempt to use less land, so that some land may be dedicated to more Park.

## **(C) Terralong Shopping Strip**

### **Description & Influences**

The Terralong Shopping Strip Sub-Precinct (see (C) Figure 36) runs between Collins Street in the west and the railway at the eastern extremity. Before the development of Kiama Fair to the west, the Terralong Shopping Strip was the centre of retail activity in Kiama. Now the retail extends generally from Kiama Fair to beyond the railway. The main convenience shopping (ie. groceries and general goods) has gravitated westward toward Kiama Fair because of its easy access, ample parking, and wide range of goods on offer. The Terralong Shopping Strip has evolved toward more leisure and specialty retail (ie. cafes and fashion stores), perhaps in part because of the higher amenity frontage to the Park. Several real estate offices have occupied premises along this strip, as well.

This low-rise condition of the Shopping Strip, with few architecturally outstanding buildings (excepting historic Tory's Hotel) gives this strip a laid-back country town character. The Norfolk Island pines, the Morton Bay fig trees and the Park on the north side of Terralong Street, and the palm trees on the shops side contribute strongly to the character of this strip. There is a strong contrast between these tall dominant trees and the low and generally undistinguished buildings. Despite extraordinary views to the Park and Harbour, only offices of limited value occupy the few upper level premises.

This remarkable Shopping Strip appears to have diminished in its central retail role and may not now be reaching its full potential. This is due to a combination of challenges including (a) limited parking close-by; (b) limited stairway access to upper storeys; (c) a presently limited market for upstairs office premises in Kiama; (d) the pronounced hill directly behind this shopping strip (causing access challenges); (e) and the generally narrow properties which are very difficult to improve one property at a time.

Kiama would likely benefit, if this Shopping Strip were to strengthen itself and expand its role. More upstairs offices might bring more local jobs, helping to implement the Charrette Economic Initiatives. Also, upstairs residences (either permanent or serviced apartments) would enjoy the excellent views and provide passive surveillance of the Park and Terralong Street, improving its safety and activity, particularly after dark.

The new supermarket mixed-use project proposed by Keiross Development (independently of the Charrette) behind the Shopping Strip presents a possible means, by which this Terralong Shopping Strip may be able again to reach its full potential as the heart of Kiama. Please read the next Section D, page 45 (Possible New Supermarket Mixed-use Development) before continuing this section on the Shopping Strip.

### **Indicative Design for the Terralong Shopping Strip**

The main proposal for the shopping strip involves the incremental redevelopment (ie. not all at once) of the existing shops with mixed-use buildings, up to 4 storeys in height above ground level, and possibly exceeding the present Floor Space Ratio (FSR) of 1.5:1.

The Charrette suggests the possibility of a fourth storey and a substantially increased FSR in order to enable improvements to the Shopping Strip actually to become feasible from a private development standpoint. Financially feasible improvements to the Shopping Strip are extremely difficult, at best, within the constraints of the present LEP with the 1.5:1 FSR and the three-storey height limit, and because of the specific challenges to the Shopping Strip explained above. This is probably why the Strip has not improved much in the past decades, and has lost some retail momentum to Kiama Fair to the west.

The post-Charrette feasibility analysis that ESD and Harry Kersten conducted (see Development Feasibility Challenges in Part I of this report, page 15) indicates that significant redevelopment for much of the Terralong Strip is unlikely in the near future, even with a fourth storey permitted. However, the Charrette strongly advises permitting the fourth storey and substantially increased FSR, if there are to be any significant improvements to the Shopping Strip in the foreseeable future.

The Park View sketch (Figure 49) of the Terralong Shopping Strip shows a very long-term outcome, where various properties would have redeveloped over time, either together or separately, capitalising on the increased parking capacity behind them. As seen from the Park, the Norfolk Island pines would indeed obscure somewhat the height of these buildings. The fronts of the buildings are "articulated", where some elements are four storeys, while others either have the top floor set back slightly, or where, for example, the



Figure 48 Photo of Existing Shopping Strip from Hindmarsh Park



Figure 49 Sketch of Four-Storey Buildings for the Shopping Strips, which might develop over time (not likely soon, due to limited development feasibility even with fourth storey permitted)

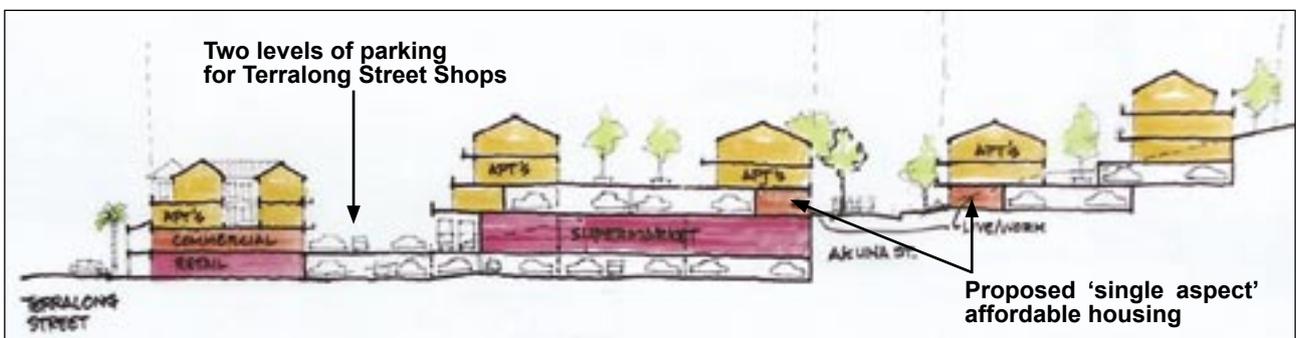


Figure 50 North-South Section through Terralong Street, Akuna Street and to the Hill behind, showing two levels of

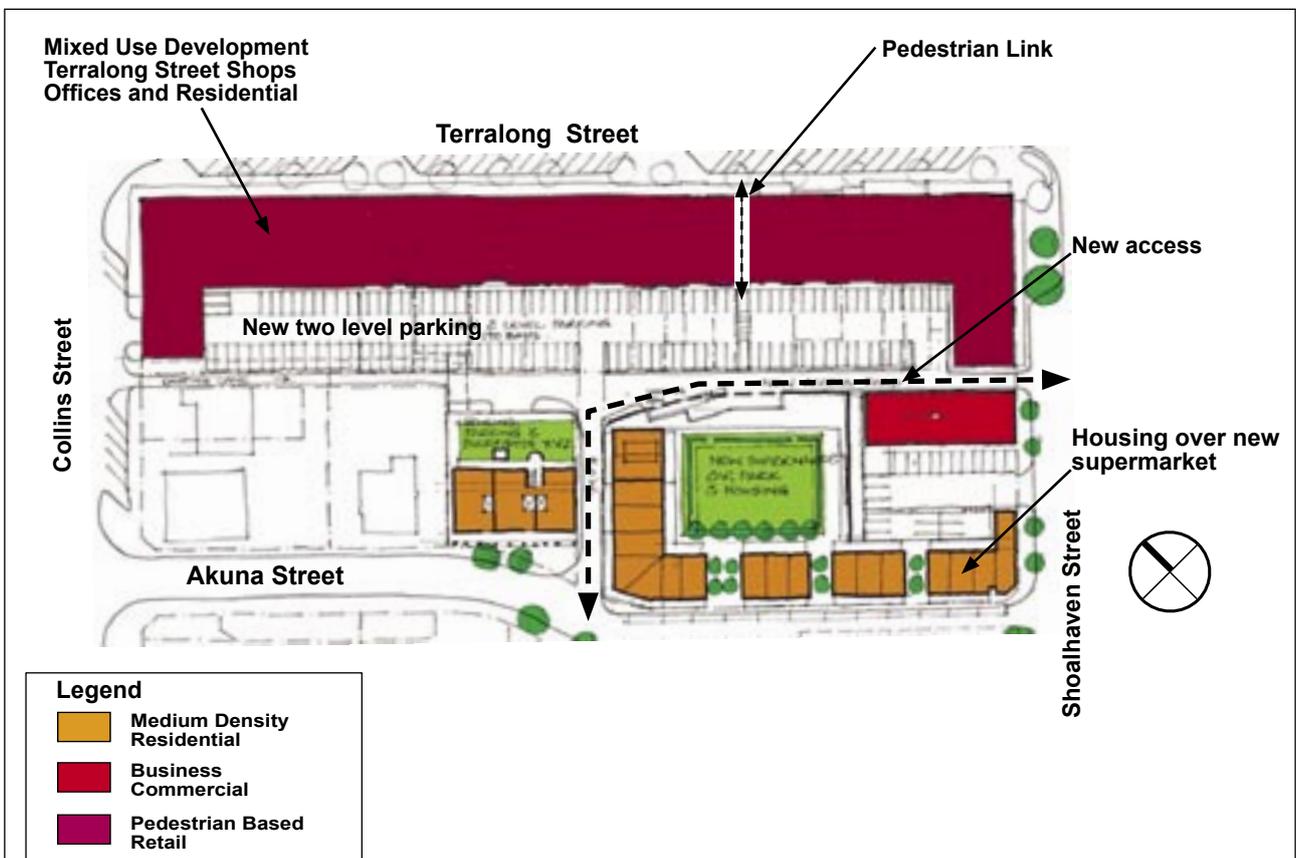


Figure 51 Plan of improved Shopping Strip with rear deck parking, accessed along rear lane

bulk of a building is behind a two-storey entry “portico” over the footpath (see the middle of the sketch). Some of the buildings have double and even triple verandahs, which would shelter the Terralong footpath and enable great views out across the Park and the Harbour. The Charrette proposes new DCP requirements to ensure a built outcome like this, which would appear far less bulky than a simple four-storey “box” (not recommended). The Design Brief below notes some of those requirements, which would form the basis of a new place-based DCP for the Terralong Shopping Strip.

The Charrette also proposes that important heritage buildings, which originally had verandahs, should have those verandahs reconstructed, to improve the character and amenity of the town centre. The sketch below of Tory’s Hotel with a new verandah is a case in point. Early photos of each building would be used to influence the design of the newly constructed verandahs. The Charrette proposes that Council devise and institute an incentive scheme for reconstruction of key verandahs such as Tory’s.

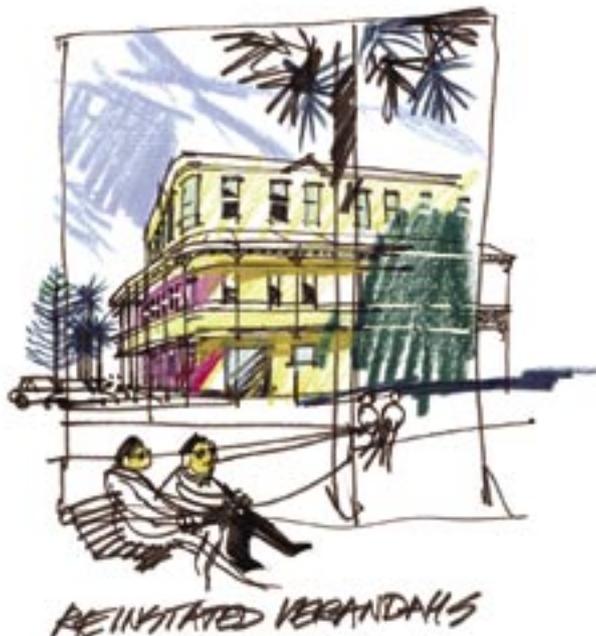


Figure 52 View of Tory’s Hotel with its double verandah reconstructed

Thus the Charrette proposes a trade-off, where permission for four-storey development with increased FSRs would enable enough development feasibility for the Terralong Shopping Strip to revive over time, from the present constraints that continue to weaken this key heart of town. Their new built form and function would improve Kiama’s character and help implement the Economic and Cultural Initiatives of the Charrette. Without the above development feasibility incentives, the Terralong Shopping Strip is likely to continue to weaken.

### **Access for Decked Parking in the Rear**

Additional parking for improvements and expansions to the Shopping Strip would be required on-site behind the Shopping Strip (and accessible from the shops). The key to this parking is for the various narrow properties to share two levels of decked parking and access to it. It is virtually impossible for the mid-block properties separately to gain extra parking and access to it; corner properties are somewhat more feasible. The key to the lower level of parking for Terralong Street is to access it from the south via the below-grade structured parking for the proposed supermarket mixed-use development. The key to accessing the upper level of parking (adjoining level 2 of the Shopping Strip) is via either Collins Street along the existing rear lane, and/or via the existing mid-block public lane running perpendicular to Akuna Street. The western end of the rear lane is reportedly owned by the proprietor of Mitre 10, who verbally expressed willingness in principle during the Charrette to allow adjoining owners to gain access to upper level parking via that lane. Thus two evidently willing owners (Mitre 10 and the proposed new supermarket) may be able to provide expanded parking access for the various shops along this strip between Collins and Shoalhaven Streets. An ultimately continuous row of parking behind the shops, on two levels, is shown on the plan Figure 51, page 43.

It is so important, at least in the longer term, for the shops and properties at the eastern end of the Strip to gain rear access and expanded parking, that the Charrette has advised Council to make this access via the proposed supermarket a condition of its Development Application approval.

## **Links between Rear Parking and Terralong Shopping Strip**

If the supermarket proposal is to be implemented, the Charrette concluded that strong links should be required between the supermarket parking and the Terralong Shopping Strip. Otherwise, custom for the supermarket may not spill out to the Shopping Strip, and the Strip would risk further weakening. A key walkway is therefore shown between the structured parking beneath the supermarket and Terralong Street. Moreover, there is a reasonably high amenity frontage for the supermarket development along Shoalhaven Street, which will encourage shoppers to walk past the supermarket entrance and around the corner onto Terralong Street.

The Charrette also proposes a refurbishment over time of the main street public domain, possibly with additional art works like the whimsical cow in front of the Old Fire Station, in order to make the Town Centre visually attractive as a meeting place for its residents and also suitable for occasional film sets and promotional backdrops as part of the Charrette's Economic Initiative to promote Kiama to film makers and marketing or advertising media.

## **Design Brief for the Terralong Shopping Strip**

In return for permission to construct a fourth storey with a substantially increased Floor Space Ratio, new developments along the Terralong Shopping Strip should comply with the following requirements, where applicable:

- Street level uses should be retail, with active frontages with at least 70% transparency (windows and glass doors) along both front and side boundaries where present, including along any pedestrian links to a possible new supermarket mixed-use development behind.
- Level 2 uses should be commercial, such as offices and/or serviced apartments.
- Level 3 and 4 uses may be commercial or residential.
- At least 60% of any 4<sup>th</sup> storey should be set back from the Terralong Street frontage by a distance of at least 3 metres to form a useable roof terrace, but with building corners and/or other key elements brought out to the street frontage, aligning vertically from street level.
- Verandahs should be provided at street level, and double or even triple verandahs are encouraged. Verandah posts may extend to within 600mm from the kerb. Tory's Hotel should reconstruct a double verandah along both its Terralong and Shoalhaven Street frontages, to be influenced in its design by heritage photos of the original verandahs.
- Additional car parking for new expansions in this sub-precinct should be provided and accessed in the rear of the properties, via the existing rear lanes and/or via the car park ramping for the possible supermarket mixed use development behind. Such car parking at the level of Terralong Street should give access directly to the Terralong shops via a passageway mid-block, between the shops. Both sides of this pedestrian way should be actively fronted by shops or businesses.
- Parking should be provided at a rate of 1 space per dwelling and 2.5 spaces per 100sqm of commercial or retail gross floor area, and existing on-street parking directly adjoining the property would be included in this calculation. This represents a reduction in parking requirements compared to present regulations. This is because shared parking is spatially more efficient than private on-site parking; and because the peak parking demands for some of the uses, such as restaurants, would not coincide with the peak demands of normal business hours (therefore reducing overall parking need). Requirements for and provision of dedicated parking for disabled and possibly elderly may be increased slightly, in order to ensure that those who have some trouble walking will have adequate close-in parking.
- Urban Design and Character Guidelines should be prepared and enforced for these projects, so that every new development would enhance the built character of the town centre.

## **(D) Possible New Supermarket Mixed-use Development**

### **Description and Influences**

This sub-precinct involves two well-located key ownerships, including Weston Printing on Shoalhaven Street and Council's adjacent Akuna Street car park. As explained above, the Terralong Shopping Strip is having trouble holding its own from a retail standpoint against competition from Kiama Fair, which offers easy car access, ample parking and a relatively good selection of convenience retail commodities. The Terralong Shopping Strip may be at risk of weakening further, despite its extraordinary position overlooking the Park and

Harbour. Additional parking is a major constraint to the Shopping Strip, and the land just behind the shops and up the hill represents perhaps the only way for the Strip to gain more parking and thereby to expand and improve, strengthening its role in the heart of town.

Prior to and independent of the Charrette, Keiross Development began putting together a possible mixed-use project for these two key ownerships of Westons and the Council car park (Figure 54+55, page 47). The proposed project includes a new supermarket, some offices along Shoalhaven Street, several apartments above the supermarket, and surface and basement car parking.

The seventy-four existing Council parking spaces are to be kept for public use, although relocated beneath the supermarket. These public parking spaces would be arguably better located in the proposed development, as they would be at the level of the Terralong shops (not up the hill), out of the weather, and directly linked by an existing walkway between two Terralong shops, connecting into the parking structure.



Figure 53 Aerial photo of proposed supermarket mixed-use development, showing Westons Printing and Council's Akuna Street car park

Another major supermarket nearer the eastern end of the Terralong Street Shopping Strip might help re-balance the convenience retail centre of town, and might result in a more competitive convenience retail environment, yielding better choices and prices for Kiama's shoppers.

## Indicative Design New Supermarket Mixed-Use Development

The Charrette analysed the proposal and found that it would serve the town well and that it pretty well minimises any negative impacts on neighbours. Keiross Development claims that its proposal complies with the present LEP. The key pedestrian link from the below-grade parking to the shops would work, as would the provision of access to additional parking behind the existing Terralong shops. The Charrette recommends that these two design features become a condition of approval by Council.

Truck access for deliveries and rubbish collection on the north side of the supermarket via the mid-block public lane running perpendicular to Akuna Street appears tight but feasible. This approach would minimise noise impacts on neighbours along Akuna Street. The Shoalhaven Street frontage is reasonably well-lined by offices and small shops (instead of a large open car park), so that commercial continuity and pedestrian amenity are satisfactorily maintained from Terralong Street around the corner to Shoalhaven and Akuna Streets.

The Charrette noted one opportunity for improving the frontage of the supermarket mixed-use development along Akuna Street. The Keiross proposal at the time of the Charrette showed a line of hedges in front of a blank wall along Akuna Street (with parking behind). This condition would limit passive surveillance and pedestrian amenity and safety along Akuna Street. The Charrette sketched a revision where this Akuna Street frontage should be lined with single aspect premises (ie. windows facing the street only) for either small businesses, for downstairs home offices for apartments above, or preferably for relatively affordable apartments at street level. This would provide an active frontage along Akuna Street, better passive surveillance of the street to improve public safety, and an opportunity for relatively affordable dwellings here, close to the heart of town.

These street-level dwellings would start and stay relatively affordable because they would have daylight only from one side, would face south and would not receive a lot of sunlight, and would not enjoy distant views. However, they would be in easy walking distance of all the town centre’s amenities. Relatively affordable housing in the town centre is one of the Charrette Objectives, and this is one area where this may be possible. Keiross Development indicated verbal acceptance in principle during the Charrette to this idea, shown in the drawings (Figure 50 and 51).

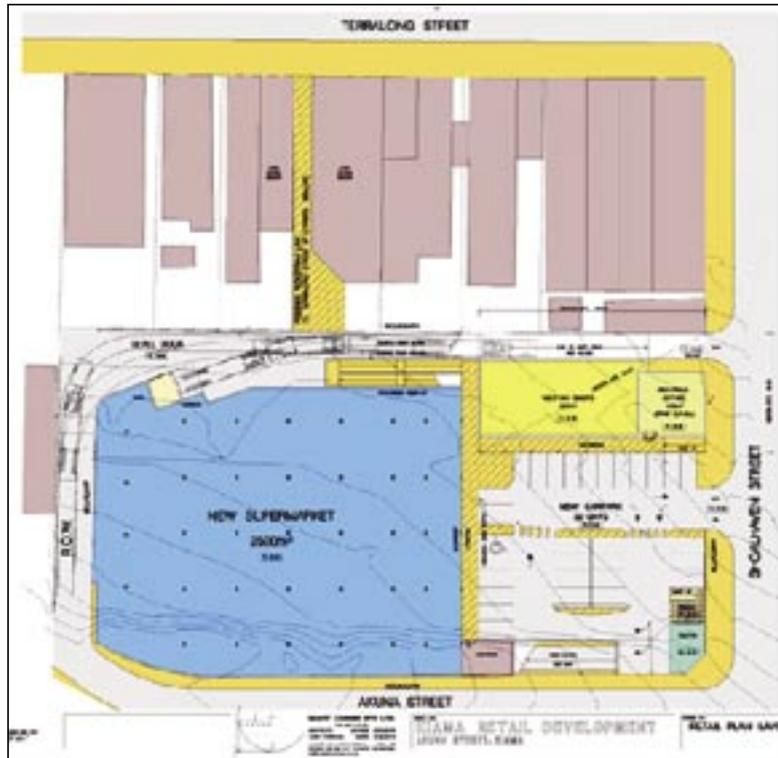


Figure 54 Plan of proposed supermarket and limited surface parking, out front, partially sleeved behind businesses along Shoalhaven Street, see related Figures 50 and 51

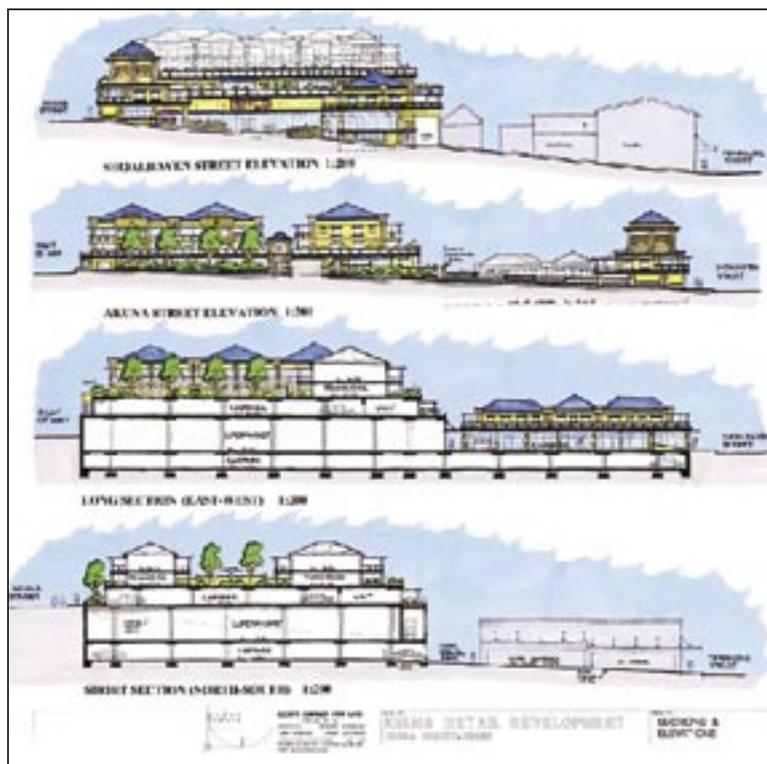


Figure 55 Exterior elevations and sections of the proposed project



Figure 55 View of three storey affordable housing along Akuna Street

Another opportunity for relatively affordable housing is along the frontage of a proposed development of the other Council car park, on the southern side of Akuna Street. This development is further explained below in the Akuna Street sub-precinct section.

### **Design Brief for the New Supermarket Mixed-Use Development**

Should this supermarket mixed-use development move forward, the Charrette recommends that this development should comply with the following:

- Provide 'active frontages' (not blank walls or open car parks) along Akuna Street and Shoalhaven Street, to the maximum extent feasible (similar to as shown above);
- Provide direct, attractive and safe pedestrian link/s between the below-grade parking and the Terralong Shops (similar to as shown above);
- Provide vehicular access for additional parking for the rear of the Terralong Shops, via the proposed supermarket below-grade car parking;
- Maintain the 74 public parking spaces presently available on the Council Akuna Street car park, albeit relocated and more directly linked to the Terralong Shops at their level;
- Minimise visual impacts of parking for this development, by locating it either sleeved behind businesses and/or below grade;
- Minimise noise and visual impacts of supermarket truck loading by locating rubbish collection and deliveries away from Akuna Street and Shoalhaven Streets;
- Provide affordable housing, small business premises, and/or street-level home-based businesses for apartments above, along the Akuna Street frontage of this development, all with active frontages along the Akuna Street boundary.

## **(E) Akuna Street**

### **Description and Influence**

Akuna Street is an important secondary street in the movement network of the town centre. Presently Akuna Street functions in part as a service lane, not a street. That is, Akuna Street is lined partly with car parks and the backs of some premises, such as the rear depot area for the Mitre 10 store, which fronts Terralong Street. Over time Akuna Street should continue to carry local traffic, and should accommodate new developments to improve the amenity, safety and density of Akuna Street, and to strengthen the heart of town.

Some apartments have been constructed along the southern uphill side of Akuna Street, some of the upper storeys of which enjoy distant sea views. Additional such developments may take place on both sides of Akuna Street, possibly including commercial uses, affordable housing, and/or home-based businesses at street level. Existing and future residents, particularly at lower levels, may well lose some distant views as a result of this additional development. However, it is important for such residents to recognise that such compromises to

their views are already permitted within the present LEP regulations. Such a condition is explained in Part I, page 12 of this report.

Council owns two car parks along Akuna Street. One is part of the proposed supermarket, as explained page 45. The other car park is located on the southern uphill side of Akuna Street, and it represents an opportunity for further development of small business premises or relatively affordable housing at street level, with apartments above (Figure 56, No:1), in order to implement more of the Charrette Initiatives explained in Part one of this report. At present, this car park is perceived to be too far away and up the hill to be used regularly by Kiama's public. During the Charrette, there were never more than three cars observed at one time at this carpark.

### Indicative Designs for Akuna Street

Several development opportunities appear to be available along Akuna Street. Aside from the supermarket project, the Charrette designed two such opportunities, including the southern Council car park (1) and the rear 'depot' area for Mitre 10 (2) (both shown in Figure 56 below).

A three-storey (complying with the present LEP) development is proposed on the Council car park on the southern side of Akuna Street, as shown in the plan below (1). The street level frontage is lined by either single aspect (light from one side only) small business premises about 8m-deep, and or by relatively affordable dwellings (shown in red on the plan). Car parking, partly cut into the hillside, would be located beneath two storeys of north-facing apartments above with roof terraces, the top floor of which may enjoy distant sea views to the northeast.

The proprietor of Mitre 10 verbally indicated during the Charrette a support in principle for the design shown over the present Mitre 10 depot along Akuna Street (2). This design proposes to excavate that property, to relocate the present depot operation down one storey below the level of Akuna Street (accessed via the rear lanes), and to develop a two or three-storey new building with commercial premises (or relatively affordable housing) actively to front Akuna Street, and with serviced or privately owned apartments upstairs. The upper storey of these apartments may enjoy distant sunny sea views to the northeast.



Figure 56 Plan showing locations of single aspect affordable housing along Akuna Street

### Design Brief for Akuna Street Sub-Precinct

New development along Akuna Street should:

- Implement to the extent feasible the Charrette Objectives (see Part I of this report);
- Provide active frontages (not blank walls or open car parks) to Akuna Street;
- Generally improve the urban amenity and safety of Akuna Street, incrementally over time to change its appearance and function from that of a service lane to an urban secondary street.

## (F) Library

### Description and Influences

Some Council staff and some of the community believe that the present Library needs more room, or that, if it cannot expand on its present site, it should relocate to a larger facility. The present Library is quite well located in the town centre. For most citizens the Library is an easy walk from the Terralong Shopping Strip. Some within the Charrette Team noted that an expansion of the Library at this site might be the most effective means of the Library improving its services to the Community. Others proposed that the Library might be relocated to a larger and better facility elsewhere.

### Library Expansion Possibilities at its Present Site

Instead of drawing new designs for a Library expansion, the Charrette analysed the Library site and its context, and offers the following observations and expansion possibilities keynoted to the aerial photograph Figure 58 below, which may be useful either in combination or separately.

1. The Library sits atop a street level premise devoted to the Family History Centre. While the Library reports a need to expand, the Family History Centre appears to be relatively under-utilised. Both facilities seem to provide information in similar formats, and the Charrette noted the possibility that the Family History Centre might share some of its space with the Library.
2. The Library appears to have room to expand from the rear of the existing building, to the south into its parking lot, which may have an excess of parking, considering the apparently ample additional on-street parking and proximity to the rail station for public transport access.
3. Directly behind the Library, and only separated from it by about 300mm is the now empty Roo Theatre. Unfortunately, this theatre building is now closed, and its relatively land-locked position in the interior of the street block, with no apparent on-site parking and difficult access, may limit its future use. However, this premise might serve as a feasible area of expansion for the Library, thereby putting this empty building to good use. However, the property and construction cost for this expansion option may be prohibitive.

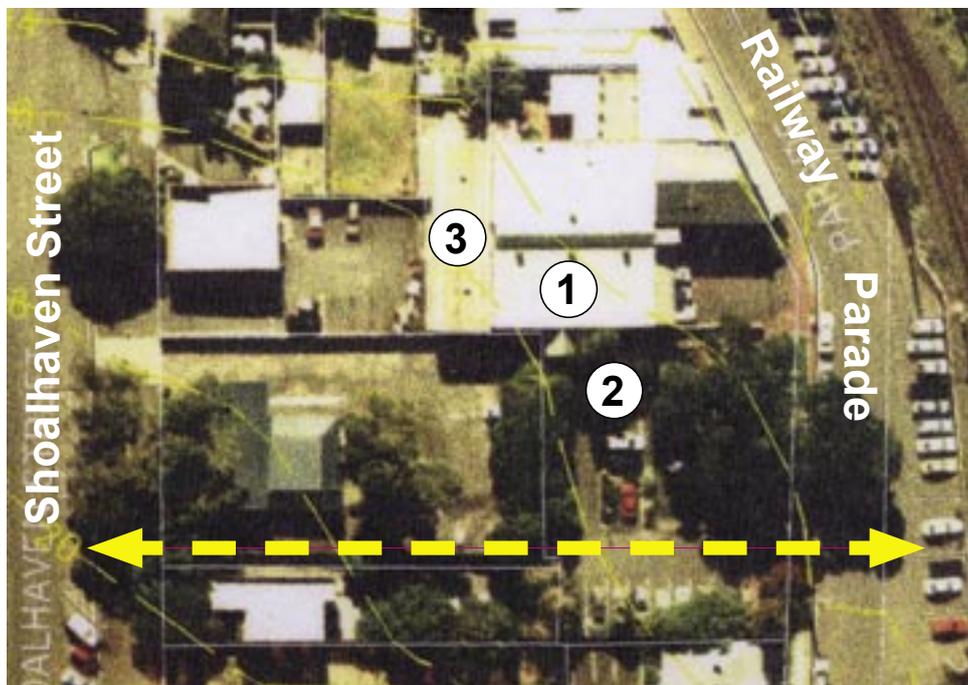


Figure 58 Aerial photograph of the Library and its context

### Library Expansion Possibilities Off the Present Site

An off-site library expansion would also be a possibility, such as within the Civic Precinct, where Council already owns land that might be available for such a use.

## **Extended Akuna Street Private Access Way across Library Car Park and RTA Property**

The intersection of Shoalhaven and Terralong Streets is becoming congested. Also, north-bound traffic on Shoalhaven Street travels too quickly down the hill to Terralong Street. The Charrette proposes a relatively inexpensive and effective means of mitigating these two problems by linking up existing parking aisles across both the RTA premises on Shoalhaven Street and the Library car park connecting to Railway Parade (see dashed line on aerial photograph page 50).

The additional link in the minor street network of the town centre would divert some traffic from the now congested Shoalhaven and Terralong Streets intersection. The amount of traffic this link would carry would not be an adverse impact on the amenity or safety of either the RTA or Library car parks. A public street would not need to be dedicated, but rather simply a right of access could be granted (perhaps even on a temporary trial basis).

To slow the downhill traffic on Shoalhaven, the Charrette proposes to construct a small traffic calming device in Shoalhaven Street, which would give priority to Akuna Street traffic en route through the proposed new link to Railway Parade. Please refer to Chris Stapleton's Charrette Traffic Report for further information on this and other traffic and access recommendations.

### **Design Brief for the Library Expansion**

A possible Library expansion on the existing site should:

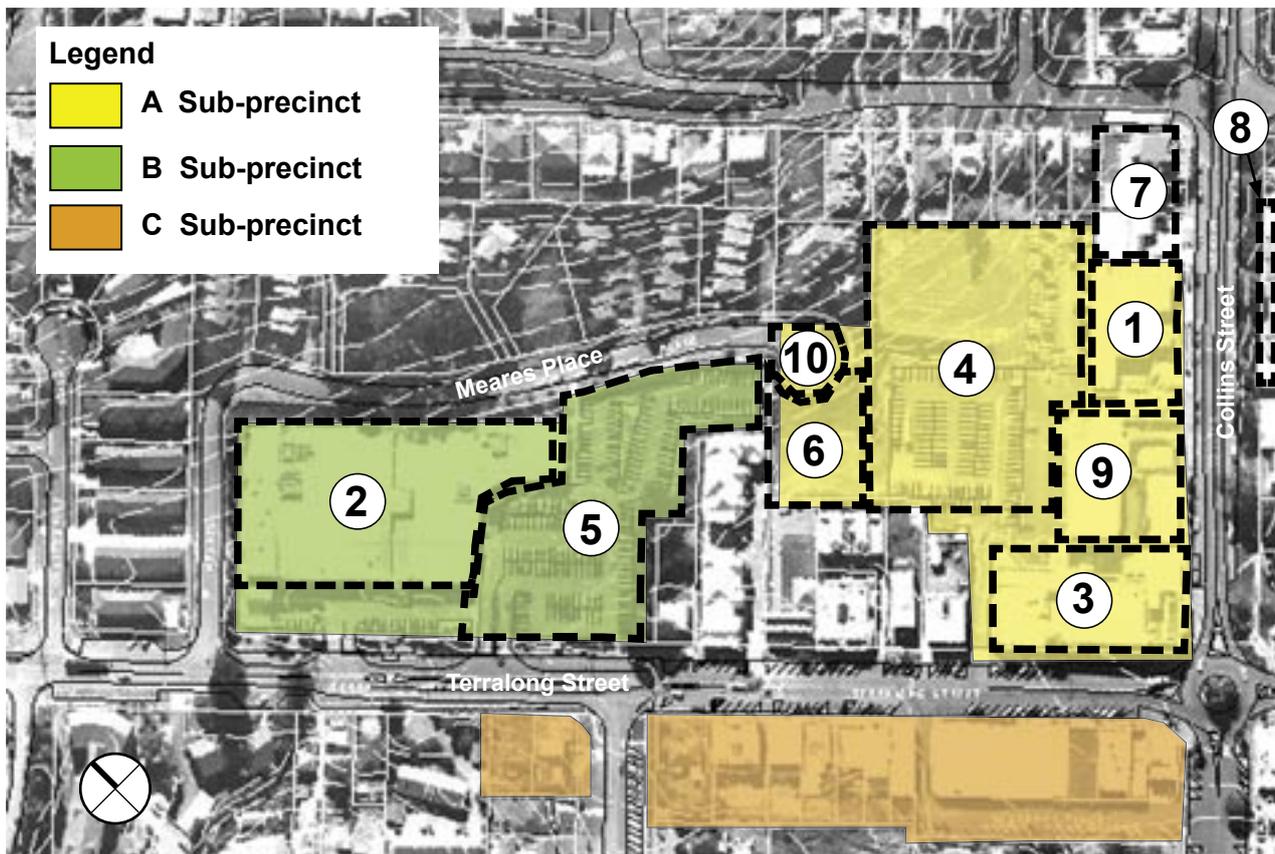
- Be located on or adjacent to its existing well-located premises;
- Be compact and cost-effective, possibly utilising some of the existing car park, which may be more than ample for present and future library needs, when on-street parking and proximity to the rail station are taken into account;
- Consider opening of the existing parking aisles on Library and RTA premises to the west, to provide secondary vehicular/pedestrian link between Railway Parade and Shoalhaven Street, as per the above paragraph.

Other library expansion possibilities may emerge, at which point a proper design brief should be prepared.

## 9 WEST PRECINCT

### General Description & Influences

The Western Precinct covers all business-zoned land on the western side of Collins Street. Please refer to the aerial photograph (see Figure 59), whose keynotes are referred to in this text. The Western Precinct includes the Glen Fulton Motors motor showroom (1), the Kiama Fair complex (2) and the Kiama Leagues Club (3) as well as both sides of Terralong Street west of Collins Street. This precinct has been undergoing progressive redevelopment over a period of some 10 -15 years on a site-by-site basis.



#### Sites

- |                           |   |
|---------------------------|---|
| 1 Glen Fulton Motors      | 6 Rimanic Land                                  |
| 2 Kiama Fair Complex      | 7 Furniture, Vet and Pet Shops                  |
| 3 Kiama Leagues Club      | 8 State Heritage Listed Collins Street Terraces |
| 4 Kiama Leagues Club Land | 9 Kiama Terrace Motor Lodge                     |
| 5 Kiama Fair Carpark      | 10 Mearns Place cul-de-sac                      |

Figure 59 Aerial photo of the West Precinct, with keynotes referred to in the following text

The land fronting Terralong Street and Collins Street is relatively flat, but behind these streets, the land is quite steep in places (see Figure 60, page 53). There is significant vacant internal land within the Kiama Leagues Club Land (4) and extensive surface parking on the Kiama Fair property (5). These and the motor showroom site may have potential for redevelopment, especially if improved access can be achieved, potentially by means of cooperation between adjacent owners.

The Charrette noted that the Mearns Place (10) Cul-de-sac ends at this important area of under-developed internal land, which might accommodate some of the proposed Charrette Initiatives of visitor accommodation and more in-town upstairs permanent and/or serviced apartments, but probably only if this area could somehow be opened up to better access and exposure to custom along Collins and/or Terralong Streets. The Charrette identified that one way of achieving this might be to extend Mearns Place to connect with Collins Street.

The Kiama Leagues Club is understood to be interested in redevelopment of its car park and it is now subdividing for sale a large, elevated and undeveloped parcel of land to the north of and uphill from the car park (4). It is also understood that Glen Fulton Motors site (1) is not sufficiently large for its car storage needs. The vacant lot at No. 20 Meares Place, owned by Mr. Rimanic (6), has been the subject of several failed DA's for residential development. The steep nature of this lot has contributed to difficulties in achieving a design acceptable to Council because of building overshadowing impacts on existing residences located at a lower level in the adjoining mixed-use development to the south, as shown in the photo below.



Figure 60 Photo looking east to Rimanic property on left, overlooking existing apartments on right, with Leagues Club carpark and Kiama Terrace Motor Lodge beyond.

There are also opportunities for redevelopment of other existing lots on the western side of Collins Street including the pet shop and furniture shop sites (7). These are set back from Collins Street and present relatively undistinguished commercial frontages to the street, compared perhaps to the value of this location. Most buildings fronting Collins Street enjoy pleasant views over Hindmarsh Park and the State heritage-listed Amaki Terraces (8). The Kiama Terrace Motor Lodge (9), sold since the Charrette, and the Kiama Leagues Club front Collins Street, combining to offer an important focus of tourist accommodation and entertainment.

Please note that the Charrette did not fully consult with some of the owners on whose properties indicative designs have been shown. There were few 'live' proposals during the Charrette. Existing conditions information for this precinct was relatively scanty. Therefore, the following Indicative Designs illustrate only one way of achieving the objectives and opportunities explained here. Other design solutions may well evolve over time. With further consultation and co-operation among the various owners, this may yield benefits both for them and for Kiama.

## **Indicative Designs For Key Sites In The West Precinct**

The Indicative Designs generally fit together and reinforce each other. We explain them here in the following sub-precincts:

- The Glen Fulton Motors, Kiama Terrace Motor Lodge, and Kiama Leagues Club Sub-Precinct
- Kiama Fair Sub-Precinct
- West Terralong Street Sub-Precinct

The keynotes (numbers and letters) on the plan on page 54 correspond to explanations in the following text.

### **(A) Glen Fulton Motors, Kiama Terrace Motor Lodge, 'Meares Street Extension' and Kiama Leagues Club Sub-Precinct**

#### **Description and Influences**

This sub-precinct includes the western side of Collins Street, north of Terralong and south of Minnamurra Street. There may be opportunities for this sub-precinct to expand and enhance its current tourist and entertainment role, and to achieve a more active Collins Street commercial precinct (possibly with taller buildings with residential on upper storeys).

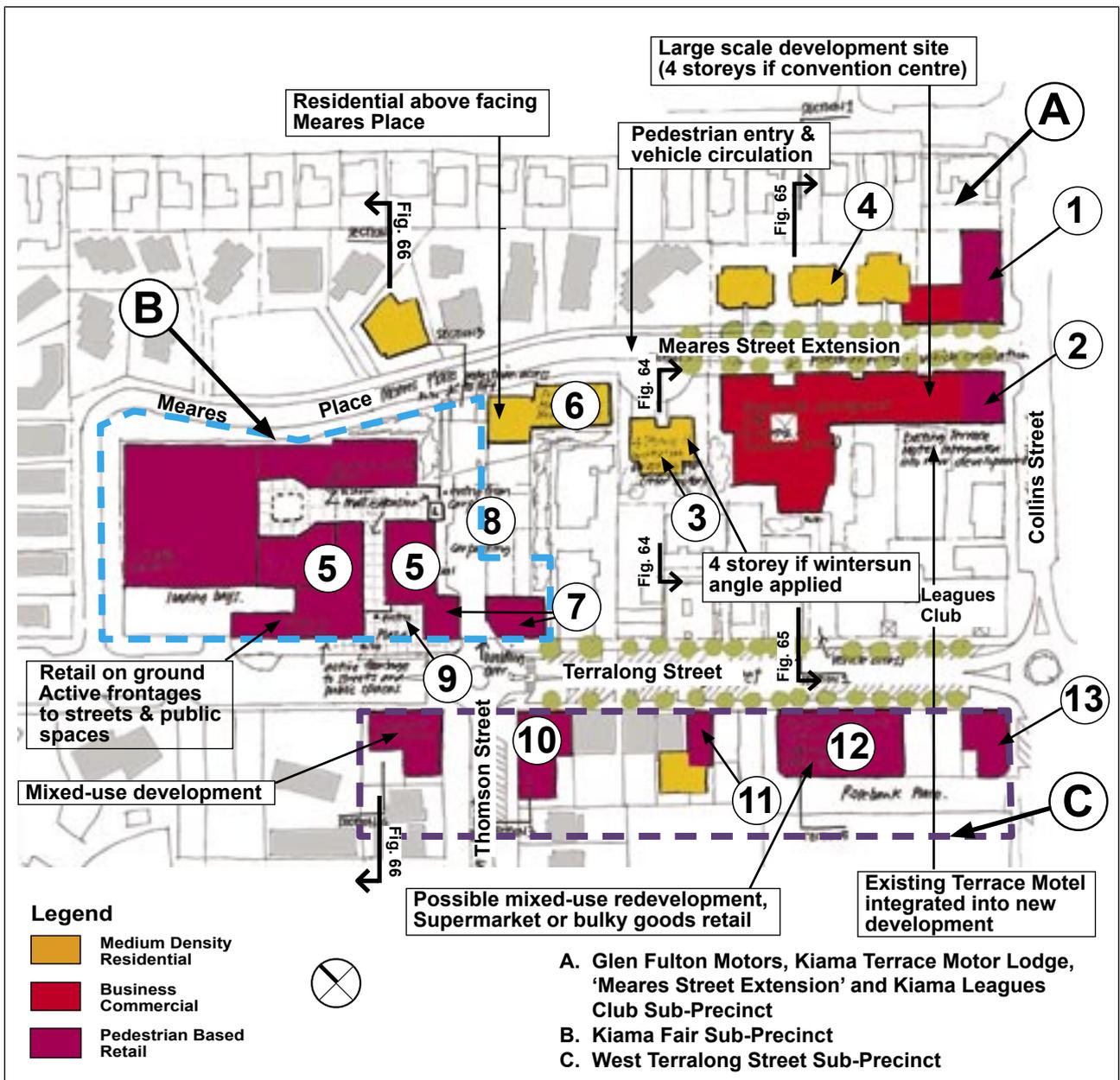


Figure 61 The Indicative Plan above shows the entire Western Precinct; the accompanying text refers to the lettered keynotes shown on this plan. Additional indicative sections through the site and perspective sketches follow (see Figures 62-66), which further illustrate proposals for this precinct.

The projected closure by the Road and Traffic Authority of the northern access onto the Kiama By-pass from Gipps Street (see Chris Stapleton’s traffic report) will reduce regional northbound through-traffic along Collins Street north of Terralong Street. As Kiama’s town centre matures, uses such as the Holden dealership might benefit by relocating to sites with better traffic access and exposure to regional custom, thereby freeing up that site for developments that might better implement the proposed Charrette Economic and Cultural Initiatives (see Part I of this report).

Some of the vacant land occupied by the Kiama Leagues Club parking area, possibly in combination with other adjoining properties, may be appropriate as a quality conference/convention centre. Such a facility would provide economic and employment benefits to the Town. It could also take advantage of the existing tourist accommodation available in the nearby Kiama Terrace Motor Lodge (which might expand and/or improve in the future), the Terralong Terrace Serviced Apartments (further west on Terralong Street) and the new tourist accommodation in the Infants School redevelopment in Minnamurra Street. Tourist accommodation could also be augmented by new serviced apartment buildings on these and/or other sites.

## Indicative Designs for Glen Fulton Motors, Kiama Terrace Motor Lodge, 'Meares Street Extension' and Kiama Leagues Club Sub-Precinct

### 'Meares Street' Extension

The opening of a new Meares Street extension, which may be achieved by constructing a new street link connecting Meares Place with Collins Street, would improve development opportunities for the internal lands noted above. Their landowners might either contribute land or sell to a developer under agreed terms for the purposes of development along the new street, with improved commercial access and exposure.

To make the new street more feasible from a development viewpoint, and as a trade-off for implementing some Charrette Objectives, permission for a 4<sup>th</sup> storey is proposed to apply to the existing Glen Fulton Motors, Kiama Terrace Motor Lodge, Kiama Leagues Club property and No. 20 Meares Place (Rimanic) sites. Possible development returns would help with acquisition and construction costs for the Meares Street extension.

The Meares Street Precinct proposes the following new buildings (The numbers in this text refer to the keynotes on the Western Precinct Indicative Plan, Figure 61, page 54):

1. A 4-storey mixed-use building (containing quality street-level corporate offices with private or serviced apartments in the upper levels) on the northern corner of the new "Meares Street" and Collins Street, with car parking provided in a basement car park accessed off Meares Street. This building might include a new Glen Fulton Motors showroom, if it remained in this area. Precedents exist now for car dealerships in mixed-use buildings.
2. A 4-storey mixed-use building fronting the southern side of the new "Meares Street" would accommodate a conference/convention centre, possibly with quality corporate offices lining the street level (at least) of Collins Street. Structured parking below the Meares Street level might serve the needs of both the Kiama Leagues Club and these new developments. It may also be possible to incorporate the Glen Fulton Motors showroom (or some of its new car storage) in this building (or its basement) as it extends through to Collins Street. Such development would improve Kiama's entry exposure for all concerned.
3. A 4 storey residential or mixed-use building is proposed on No. 20 Meares Place, so long as it maintains solar access for the residential apartments on the adjoining land to the south (see site section Figure 64). The possibility exists here for the transferral to private ownership of the southern half of the Cul-de-sac bulb, to improve the shape and size of the building site, in that this bulb would no longer be needed when Meares Street connected to Collins Street.
4. Three 3-storey side-by-side apartment buildings (shown in orange), possibly with home-based businesses at particularly at street level, are proposed on the Kiama Leagues Club land on the northern side of the new "Meares Street".



Figure 62 Photo of Glen Fulton Holden car dealership, in the vicinity along which Meares Street might connect to Collins Street.



Figure 63 Sketch View from Collins Street of mixed-use developments on both corners of the proposed Meares Street extension.

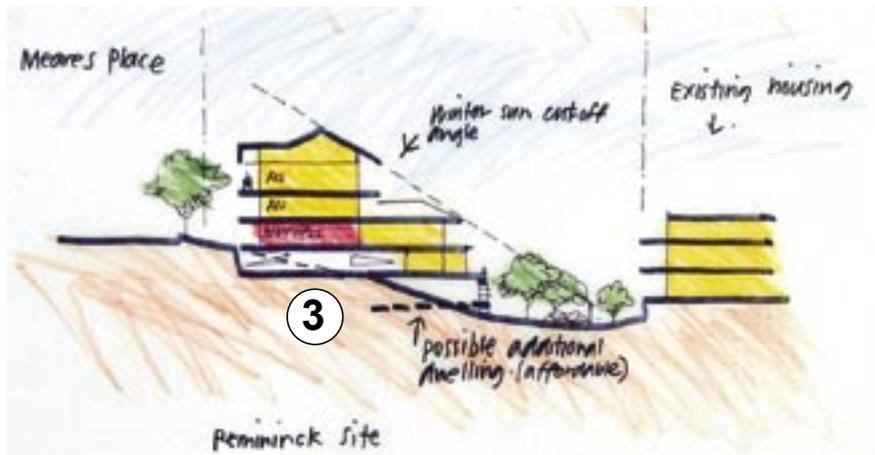


Figure 64 Site section through the Reminic property (see '3' on plan above), showing how this property might be developed with four storeys, and so that it does not overshadow the adjoining existing apartments down the hill (this section corresponds with the photo of this site (Figure 60))

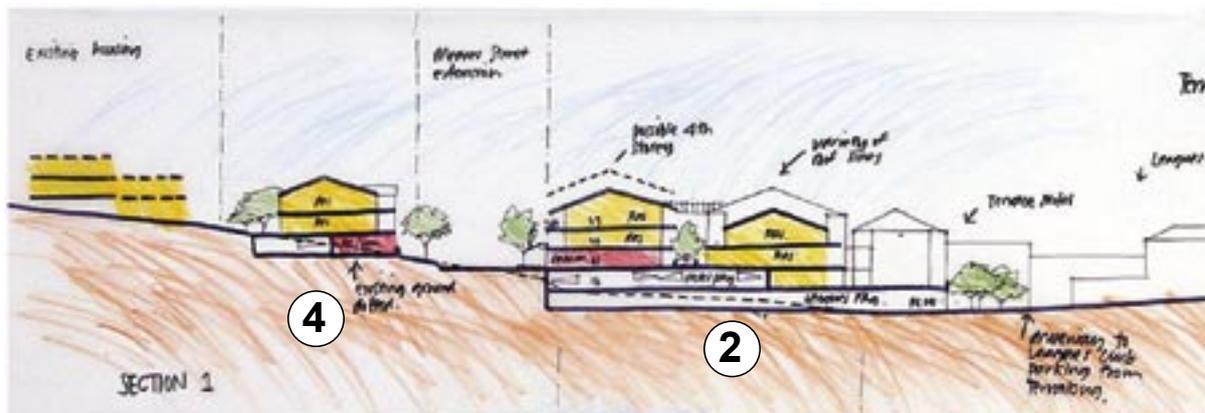


Figure 65 Section through the hillside showing Meares St extension, with new apartments up the hill (4) and parking structure with convention facility on the downhill side (2).

## Project Design Brief for Glen Fulton Motors, Kiama Terrace Motor Lodge, 'Meares Street Extension' and Kiama Leagues Club Sub Precinct

As a trade-off for the incentive of permission for a fourth storey and substantially increased Floor Space Ratios where noted above, (in order to improve development feasibility), properties in this sub-precinct should achieve the following:

- Optimise to the extent feasible the Charrette Economic Initiatives of increased tourism accommodation, local small business accommodation, and high quality corporate offices along Collins Street.
- In order to improve and intensify development in the town centre, developments in this area should open up the under-developed land within this area (see '4' and '6' in aerial photo Figure 59, page 52) to improved commercial access and exposure via connection/s to Collins and Terralong Streets, ideally by means of extending Meares Place to connect with Collins Street, either as shown in the plan Figure 61, or by some other means.

### (B) Kiama Fair Sub - Precinct

#### Description & Influences

Recently refurbished Kiama Fair adjoins both Terralong Street and Meares Place (see No:2 aerial photo Figure 59). During the Charrette, the new owners of Kiama Fair verbally indicated a willingness to consider further possible development and improvements to this property, so long as they might yield added value or profits. Presently, all vehicular access is logically from the busier Terralong Street. Kiama Fair fronts Terralong Street with car parking and the blank walls of its truck delivery area. This condition enables good vehicular access

but compromises the urban and pedestrian amenity along Terralong Street (compared, for example, to the Terralong Shopping Strip across from Hindmarsh Park).

Kiama Fair might be able to expand its floor areas and range of uses by redeveloping its existing parking areas with intra-block parking structures to increase its parking capacity, possibly utilising the changes in level between Terralong Street and Meares Place for additional access to this parking. The additional uses might include not only more retail, but possibly other appropriately located commercial premises, along possibly with upper-level apartments. Such development/s might improve the urban and pedestrian amenity of the street frontages along both Terralong Street and Meares Place.

### Indicative Designs for the Kiama Fair Sub-Precinct

Although not crucial to Kiama Fair, the Meares Street extension explained above might also provide benefits and opportunities for Kiama Fair and the Town Centre by improving access to Kiama Fair and enabling cars more route options, which would reduce congestion at the Terralong and Collins Streets intersection.

The main Kiama Fair Indicative Designs might include (note: the following letters correspond to keynotes on the West Precinct Plan Figure 61):

5. A progressively enlarged and redeveloped supermarket and associated specialty shops complex.
6. A residential apartment or mixed-use building facing Meares Place with 2 or 3 storeys above the level of this street and 2 storeys of car parking below for residents and Kiama Fair patrons.
7. Two 2 to 3 storey mixed-use buildings fronting Terralong Street on the eastern and western corners of a new vehicular entrance to Kiama Fair (opposite Thompson Street) to provide a higher amenity and more active frontage along Terralong Street (this involves development of property east of new entry, not owned by Kiama Fair).
8. A multi-level car park for Kiama Fair.
9. A new plaza and pedestrian entrance to Kiama Fair (see Figure 68).

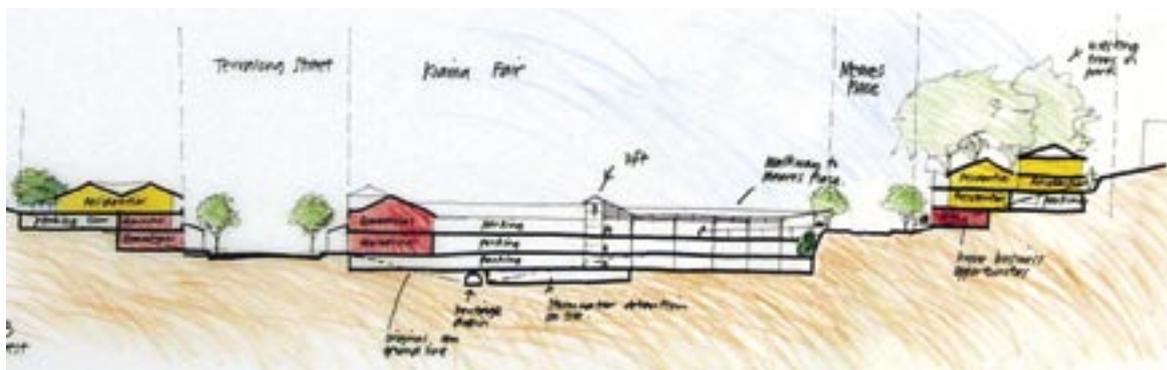


Figure 66 Indicative north-south section through site showing decked parking with access from both Terralong Street and Meares Place.

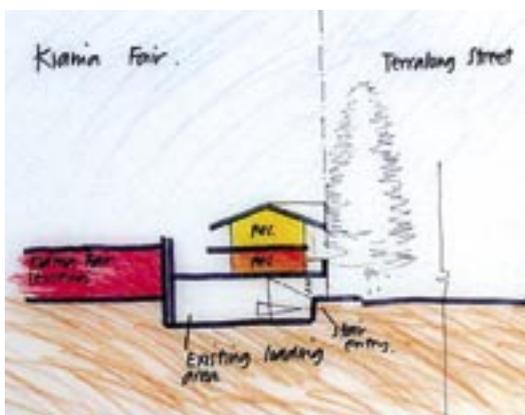


Figure 67 Section through Kiama Fair's delivery area, showing how a 2 storey mixed-use development could line Terralong Street for better amenity, without compromising the deliveries.



Figure 68 Sketch view from Terralong of new plaza and vehicular entry to Kiama Fair, featuring new mixed-use buildings of street-fronting retail with offices or relatively affordable apartments above.

## Design Brief for Kiama Fair Sub-Precinct

Future development/s of Kiama Fair should, to the extent feasible and in appropriate locations:

- Implement the Charrette Economic Initiatives (see Part I of this report);
- Increase upper-storey denser residential development in and near the town centre;
- Improve urban amenity and active frontages along all public streets, ideally by means of multi-storey mixed-use buildings which reflect and enhance the character of the town centre.

## (C) West Terralong Street Sub-precinct

### Description and Influences

This sub-precinct covers both sides of Terralong Street west of Collins Street. Some premises, particularly on the south side of Terralong, may be under-developed and compromise the urban amenity and active frontages along the street. For example, the IGA market presents mostly blank walls to the street in an undistinguished single-storey building.

Over time, it may be feasible for such premises to redevelop and thereby improve the amenity along Terralong Street West. Rosebank Place, the public lane behind the southern side of Terralong Street, is inefficiently laid out at present, and may offer improved car parking capacity, which in turn could improve the feasibility of adjoining development/s. However, development feasibility at this time may be limited, as explained in the Challenges section of Part I and in the post-charrette Feasibility Study by ESD and Harry Kersten, available on loan for review through Council.

### Indicative Designs for West Terralong Street Sub- Precinct

The Indicative Plan Figure 61 shows several new buildings along the southern side of Terralong Street, as noted below with letters that correspond to the keynotes on the plan Figure 61:

- 10.** Two new mixed-use buildings (one now under construction) on the corners of Thompson Street with retail at street level and either commercial offices or private and/or serviced apartments above.
- 11.** A possible redevelopment of No. 132 Terralong Street (a listed heritage item) as generally proposed by the owner with residential apartments at the rear subject to the development being designed in sympathy with the existing heritage-listed building located at the front of the site and satisfactorily resolving access and parking.
- 12.** A possible redevelopment of the IGA supermarket site to possibly include either a new supermarket, a small Discount Department Store (DDS) – such as a “Country Target” store - or a large retail space for bulky goods retailing (e.g. furniture/household appliances). Such redevelopment and site usage might support a building up to 4 storeys if adequate car parking were provided (see indicative designs and the ESD and Kersten Feasibility Study available through Council). Upper levels would accommodate either offices and/or serviced or private apartments.
- 13.** A perhaps under-utilised site on the south west corner of Collins and Terralong Streets (i.e. the Optometrist’s and St George Bank corner) is proposed to be redeveloped for a quality mixed-use building of up to 4 storeys (see Figure 69). A post-charrette design and feasibility study for this important but relatively small and constrained site indicates that an incentive of permission for a fourth storey with an increased FSR of around 3:1 might be needed to achieve a new building whose design and uses are worthy of this prominent location.

A taller landmark building may be appropriate for this corner, as its height would help define the space around Hindmarsh Park and this most important intersection in town. Its upper storeys would enjoy excellent views of the Park and Harbour beyond, improving passive surveillance and resultant safety for these key public spaces, particularly after dark.



Figure 69 Sketch of possible new landmark taller building at key south west corner of Collins and Terralong Street

### **Design Brief for West Terralong Street Sub-Precinct**

New developments in this sub-precinct, where feasible and in the right locations:

- should help to implement the Charrette Economic Objectives (see Part I, page 5 of this report);
- should improve pedestrian and urban amenity and safety along Terralong Street by means of active frontages (no blank walls or open car parks) overlooking the street;
- should respect and enhance the seaside town and heritage character of Kiama's town centre;
- a fourth storey and increased FSRs are permitted, in return for achieving the above three points.

## **PART III**

# **CONCLUSION – WHERE TO FROM HERE**

This report explains and accompanies the public exhibition of the Charrette Outcomes, in order to facilitate well-informed responses from Kiama stakeholders during this review period. At the conclusion of this public exhibition and review period, Council staff will make recommendations, and Kiama's Councillors will then make a determination about these Charrette Outcomes and related recommendations.

Choices available to Council may include but will not necessarily be limited to:

### **1. Support in Principle**

Council would decide to:

- accept in principle and promote the Charrette Outcomes and recommendations of this report;
- prepare the related regulatory revisions in order to implement these outcomes (probably including changes to the LEP and a new Place-Based Town Centre Development Control Plan, which would supersede the present Urban Design Guidelines and provide specific controls and possible incentives for each key site or area in the town centre); and
- use this report as a reflection of the Council's intent, during the period before the new regulations are formally adopted, in negotiating approvals for development applications.

### **2. Conditional Support in Principle**

Council would decide to support the Outcomes and recommendations of this report in principle as explained above, except for specified aspects or details, which would be required to be revised or removed, as per the conditions relevant for each aspect or detail.

### **3. Rejection**

Council would decide to reject the Charrette Outcomes and recommendations of this report.

## **Questions?**

Should citizens have questions about this report or the drawings on exhibition, please contact Peter Nelson, Strategic Planner for Council, at telephone (02) 4232-0444. Peter will either answer questions, or direct those questions to a council officer who will answer them.

## **Submissions In Response To This Public Exhibition**

Written submissions may be made by persons either living or working in the Municipality of Kiama, by filling out the following form and mailing it to - The General Manager, Kiama Council, PO Box 75, Kiama 2533, NSW.

Please remember that these Charrette Outcomes form an interlocking set of solutions that responds to important and inter-locking problems facing Kiama. Readers may find some proposals controversial. However, these Charrette Outcomes are an integrated package. To change one outcome may detract from other important outcomes as a result. In responding to this public exhibition phase of the Charrette, Kiama's Community and Councillors are making difficult and complex decisions, which will profoundly affect the future of the town centre and the daily personal lives of all Kiama's citizens for decades to come.

The Charrette Team thanks all of Kiama's citizens and the Council for the privilege of working with you. We hope you will find this report useful in making these important decisions about your future.

# WRITTEN RESPONSE FORM

To: General Manager  
Kiama Council  
PO Box 75  
Kiama NSW 2533

## Contact Details: (Optional)

First Name.....Surname.....

.....

Kiama Residence or Work Address .....

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Home phone.....

Work phone.....Email.....

Please note here which drawing(s) or which section(s) named in the report concerns you:

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Your comments, please [add additional sheets if you wish]

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Your signature and date here please (optional) .....

## APPENDIX A CHARRETTE PARTICIPANTS

<b>Charrette Consultant Team</b>	
Chip Kaufman (Team Leader) Derek Kemp Wendy Morris Peter Richards Peter Edgeley	Yvonne Rust Kevin Songberg Chris Stapleton Stephen Thorne
<b>Charrette Council Staff Team</b>	
Vickii Armstrong Julie Bartlett Debbie Boles Paul Czulowski Steve Dawson Michael Forsyth Ashley Frost Chris Fuller Roslyn Holmes Colin Jones Julia Kaul	Rod King Andrew Knowlson Sharon Langford Graeme Lock Lee Peter Nelson Chris Quigley Brad Rowe Peter Stuckey Mette Sutton Mario Vallejos Bryan Whittaker

### **Acknowledgments**

*Thanks also to many other indoor and outdoor staff who provided periodic assistance to the combined charrette team during both the preliminary charrette process in february 2002 and the charrette in july 2002.*

<b>Consultants Involved In The Charrette - February 2002 &amp; July 2002</b>	
Chip Kaufman & Wendy Morris	ESD Pty Ltd (Charrette Lead Consultant)
Colin Brady	Architecture + Planning
Mike Cullen	Patrick Partners
Brian Haratsis	Macroplan Australia
Derek Kemp	Prosperous Places
Harry Kersten	Kersten Realty Pty Ltd
Martin O'Shannessy	IRIS Research
Chris Stapleton	Christopher Stapleton Consulting
Jon Thompson	Coffey Geosciences Pty Ltd
<b>Community Groups Involved In The Charrette –February 2002 &amp; July 2002</b>	
Kiama Art Society Incorporated Kiama Cultural Development Board Kiama & District Chamber of Commerce	Kiama & District Arts Council Kiama Forum Kiama Surf Life Saving Club
<b>Community Presenters At The Preliminary Charrette Public Meeting February 2002</b>	
Wally Abraham	Individual Presentation
Denis Cocks	Kiama Forum
David Cottee	Individual Presentation
Peter Gall	Individual Presentation
Howard Jones	Kiama Cultural Development Board [Also Gerroa Environmental Protection Society Save Kiama From Urban Sprawl]
Len King	Kiama Art Society Incorporated
Graham Mackie	Individual Presentation
Richard Maitland	Minnamurra Environment Group
Phil Mathieson-Smith	Kiama Surf Life Saving Club
Ray Redgrave	Kiama & District Chamber of Commerce
Jenny Reid	Individual Presentation

Karen Woodward	Kiama & District Arts Council
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***A very special thanks to all Kiama's residents, commercial and land owners, and other persons who took the time and interest to participate in group discussions, public meetings and for visiting the Charrette Design Studio to discuss their ideas and response to design concepts emerging from the Charrette Design Team.***

<b>Government Agencies Involved In The Charrette –February 2002 &amp; July 2002</b>	
Karen Fowler	Department of Land & Water Conservation
Andy Gaudiosi	Roads and Traffic Authority
Jim Tsirimiagos	NSW Rail Estate

### **Technical & Other Support**

***Special thanks to the following businesses and organisations that provided technical and other support assistance during both the preliminary charrette process in february 2002 and during the charrette in july 2002:***

<b>Amaki Café</b>	For exceptional catering services to the Charrette - morning, noon and night and in between as well.
<b>CadCorp</b>	Particularly Bill Dunk, for vital digital mapping assistance at short notice.
<b>Cranford Lodge</b>	For Preliminary Charrette Team accommodation in Feb 2002.
<b>Keiross Developments Pty Ltd</b>	For making available development concept plans of its proposed Akuna Street Supermarket development.
<b>Kiama Independent</b>	Particularly Graham Henderson, for his interest and supportive press coverage throughout the Charrette process from the very beginning in 2001 and in the lead up to and during the Charrette in July 2002.
<b>KI Print</b>	For printing tasks at short notice.
<b>Kiama Leagues Club</b>	For providing the main meeting venues and function catering.
<b>Sea Bream Café &amp; SeaChange Café</b>	For Preliminary Charrette catering.
<b>Staging Connections</b>	For audio-visual equipment.
<b>Terralong Terrace Kiama</b>	For Charrette Team accommodation in July 2002.

### **Kiama Charrette Report Publication Team**

Chip Kaufman	ESD Pty Ltd
Karina Šunk	ESD Pty Ltd
Vickii Armstrong	Kiama Council
Peter Nelson	Kiama Council
Noel Brown	WestonPrint

***Finally, a very special thanks from Ecologically Sustainable Design Pty Ltd to Kiama Council:***

**Cr. Sandra McCarthy (Mayor)**  
**Cr. Les Davey (Deputy Mayor)**  
**Cr. Ruth Devenney**  
**Cr. Robert East**  
**Cr. Howard Jones**  
**Cr Peter Knott**  
**Cr. Warren Steele**  
**Cr. Luke Twyford**  
**Cr. Joyce Wheatley**

***For initiating and supporting the charrette process and for their interest and involvement in public meetings, briefings and group participation sessions as well as individual contributions.***

