



KIAMA TOWN CENTRE
DCP REVIEW
Summary Report

July 2021

Prepared by Studio GL for Kiama Municipal Council

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TABLE OF CONTENTS

1. Introduction

1.1. Introduction

Background

In 2019 the Kiama Town Centre Study was prepared by Studio GL to inform the direction of future strategic planning studies and policies. The study built on Kiama's unique qualities, character and sense of community, and identified the desired future character for the centre. It also identified a number of catalyst sites, which, when developed, would have a significant strategic impact on the future of the centre. The final study was the result of a close working relationship between the project team, Council and the local community, in order to develop a cohesive vision for the town.

In 2020 the Kiama Municipal Council resolved to undertake a review of the Kiama Development Control Plan (DCP) 2020, as it relates to the Kiama Town Centre (KTC). Studio GL, with input from Atlas Urban Economics, were engaged to provide draft development controls for Chapter 12.7 - Kiama Town Centre.

Key heritage item- Kiama Post Office

Development on steeply sloping sites

Project Aims

The aims of this project were to:

- Conduct a Town Centre Development Control Review that considers the DCP recommendations of the KTC Study when reviewing the existing town centre development controls;
- Recommend development controls for the prominent and strategic sites, as identified by the KTC Study;
- Recommend Heritage Development Controls in collaboration with the Council appointed Heritage Consultant;
- Conduct an Economic Feasibility Analysis of proposed development controls and associated design outcomes.

The new controls were to adopt a balanced approach, with a combination of numerical controls and performance-based provisions to guide planning and development within the town centre.

Project Phases

The project comprised four phases:

Phase 1 – Review and drafting of general development controls.

Phase 2 – Review of strategic and prominent sites and preparation of site-specific development controls.

Phase 3 – Review and discussion of heritage development controls, involving collaboration with Council's appointed heritage consultants, with a focus on assisting with controls to enhance Kiama's heritage.

Phase 4 – Economic Feasibility Analysis – this phase, undertaken by Atlas Urban Economics, considered the economic feasibility impact of the proposed controls on the strategic and prominent sites.

1.2. Methodology


Recent development in the town centre


Recent development in the town centre

Strategic Review

The review and analysis of existing controls, studies and documentation for the study area included a review of existing zoning and other legislative restrictions. It also involved a review of the current development controls, a review of previous community consultation events, and an interrogation of the recommendations from the Kiama Town Centre Study (2019).

Site Analysis

The urban design and strategic planning team from Studio GL undertook a site visit to Kiama Town Centre and the surrounding areas. This included a detailed photographic analysis of the existing built-form, review of existing setbacks, and a review of the existing built-form response to the steep topography on site. The team also reviewed the existing open spaces and identified opportunities for new public open spaces and new pedestrian laneways within and connecting the strategic sites.

Stakeholder Consultation

Internal stakeholder engagement was conducted in a virtual format using Microsoft Teams, to discuss the existing and future development controls. A total of four workshop events were conducted to discuss existing controls, consider key gaps in the existing controls and to determine a suitable direction for future controls with those who have an intimate understanding of how controls are interpreted and realised in Kiama.

This was also an opportunity to hear the community's ideas and aspirations for the sites. The participants included landowners, developers and other invested stakeholders.

The workshop process implemented engagement techniques like breakout rooms and digital whiteboards, to maximise participation and encourage conversations. Details on the consultation, along with comments from the participants, have been included in '*Chapter 3. Consultation*' and have informed the recommendations relating to the development controls for the town centre.

Development Controls

Studio GL explored options for various general and site specific development controls for the town centre. This focussed on testing the impacts of built form massing on the public domain and neighbouring sites. The team investigated options relating to the number of possible storeys (depending on the use), upper level setbacks and street wall height scenarios, car parking alternatives, solar access to public spaces and adjoining or opposite buildings, built-to alignments, and front and rear setbacks, among other criteria.

The draft general controls were organised using the precincts developed from the Kiama Town Centre Study: Harbourside Precinct, Westend Precinct and Surf Beach Precinct (refer Figure 3). The controls include a combination of numerical controls and performance-based provisions supplemented with illustrations, plans and photographic examples to help all involved make an informed decision on controls that will deliver value for both investors/ developers and the community.

For each of the identified six strategic sites: Akuna Street, Leagues Club, Havilah Place, Shopping Village, Surf Beach (including the Surf Club), and the Civic Precinct, the team developed detailed base maps.

The key was to understand and incorporate Council's overall strategic intent for these sites, and the role they would play in the future of the Kiama Town Centre.

Concept designs were developed for all six strategic sites, which then underwent capacity testing to determine the sites' potential for development that is contributory and not detrimental to adjacent properties and the wider town centre. The draft controls for the strategic sites include written text and diagrams.

Economic Feasibility Testing undertaken by Atlas Urban Economics, considered the economic feasibility of the proposed controls, in reference to the strategic and prominent sites. Atlas Urban Economics prepared a feasibility report, outlining the methodology used and the outcomes of the feasibility testing. Recommendations were developed to assist in understanding an economically feasible and sustainable future for the town centre. The report is included in the Appendix of this report.

Concurrently, GML Heritage undertook a heritage assessment of the Town Centre and a review of 'Chapter 4 - Heritage and Cultural Conservation' within the existing DCP. GML were engaged to review existing heritage items and consider the inclusion of new items and/or additional Heritage Conservation Areas.

Figure 1 Kiama Town Centre- Study Area

Amendments Table

Included in Chapter 5 of this report is an Amendments Table, which outlines the proposed changes to the existing Kiama Town Centre DCP Chapter 12.7 and justifications for the amendments.

1.3. Findings

Details of the strategic review and findings from the community consultation can be found in the following chapters. In summary the process identified a number of challenges for development in the Kiama Town Centre that needed to be considered in a revised draft DCP, including:

Street frontages

The quality of the streetfront is considered important. There is a need to prioritise active frontages and continuous awnings along key streets. There is a preference for nil front setbacks to prevent recessed shopfront entries, ramping etc.

Built form

There is a desire that new development on corner side not compete with existing features on key corner sites (i.e. Post Office, Norfolk Pines etc). Generally there is a preference for a two storey street wall with a 3rd storey setback although some sites outside the heritage core could have a 3 storey street wall. There is a desire to encourage designs that reduce sound transmission from the street i.e. solid balustrades and break down horizontal built form into vertical elements.

Character

The DCP should include a vision for the future and the kind of built form desired. There is a desire for materiality and architectural treatments that set a key defining desired future character to be addressed in the controls. There is a preference for a mix of natural facade materials and a dislike of contemporary lightweight cladding. There is a desire to include quantitative and qualitative controls.

Fine grain retail

There was a suggestion that the benefits of amalgamation (i.e larger developments, efficient basement car parking) need to be balanced with the benefits of finer grain, small lot development.

Access & Parking

It was noted that laneways may be required to provide access to developments off the primary street frontage. Options for alternative solutions to onsite parking, such as car parking financed from development contribution and fee payment and the retention / upgrade of heritage items via parking concessions, should be considered. Considerations should be wider and include bicycles and electrical vehicle charging. There is support for a plan in the DCP that identifies existing and desired site links.

View & Vista

There is a need to establish a views map that identifies and protects key views in the Centre such as heritage sites and the iconic Norfolk Pines. It is recommended that a Visual Impact Analysis be mandatory for developments over 2 storeys.

Advertising & signage

There is a desire to ensure signage does not dominate the streetscape and to show examples of good signage (and undesirable signage).

Sustainability

There is a desire to explore incentives to encourage energy and water efficient development and green roofs/ green walls.

Waste

There is a desire to encourage provisions for garden and organic waste disposal and ensure waste storage and collection does not visually or physically intrude into the public domain. A waste management plan is recommended for development applications.

1.4. Recommendations and Next Steps

Draft DCP

A draft DCP was developed to address the challenges and suggestions identified during the consultation process. A summary of the suggested changes to the DCP can be found in Chapter 4 in an amendments table. The entire draft DCP is included in the Appendix of this report.

Active Frontages

In order to create high quality, pedestrian priority spaces within the Town Centre, it is recommended that an active frontages map be prepared for the LEP that identifies these desired frontages. This map could reflect the primary active frontages as shown in the draft Kiama Town Centre DCP Chapter 12.7 'Public Domain Plan' (Figure 11) and the relevant frontages shown in greater detail for the individual strategic sites.

Heritage

During the preparation of this report a heritage report was simultaneously being prepared by GML Heritage. While there has been some opportunity to coalesce the findings, there is further opportunity to strengthen the links between the town centre and its history and heritage character. There is also an opportunity to undertake engagement with First Nation people / groups to strengthen the connection with country and increase the understanding of the place, both its past and its future.

Precincts

The Kiama Town Centre is often viewed in its entirety and controls and vision applied uniformly across the centre. The Kiama Town Centre study identified three different but complimentary precincts within the centre; the Harbourside Precinct, the Westend Precinct and the Surf Beach Precinct.

The findings of the heritage study identify opportunities to strengthen the protection of heritage within and around the centre, especially within the Harbourside Precinct. As this may discourage development it may be advisable to consider encouraging development outside this precinct in the Westend and Surf Beach Precincts.

Building Height and FSR

The maximum building height in the LEP for the town centre is generally 11m. It may be possible to allow an increased building height of 4 storeys in the LEP on key sites outside the Harbourside Precinct. The Harbourside Precinct is excluded as it has been identified as the location of the greatest concentration of heritage and conservation value in the Town Centre. Following the Kiama Town Centre Study, the LEP was amended to increase building heights for the Civic Precinct and Havilah Place and no further changes are envisioned for these locations.

Outside the Harbourside Precinct, there are currently two very large strategic sites (Kiama Village Shopping Centre and Kiama Leagues Club) which have the greatest opportunity for future development and change within the centre. High quality and feasible developments on these sites could be facilitated by clauses in the LEP that clearly identify these sites and indicate the potential opportunity for an increased FSR and an increased building height of up to 13.5 metres (four storeys). Council would need to be satisfied that the fourth storey was set back from the street, an increase in height did not have an adverse impact on views or overshadowing and the building exhibited design excellence.

Future site amalgamation outside of the Harbourside Precinct may also create large sites where there is a similar opportunity for increased height or FSR in order to encourage high quality development.

It is recognised that an increase in building height may not be possible as the consultation process identified that height is a highly sensitive issue for the local community.

Other Issues

During the consultation process several issues were identified that cannot be addressed in a DCP.

- There was a desire for Council to develop strong environmental policies including an urban greening policy and a street tree masterplan.
- Further consultation with community is recommended to determine a lighting strategy for the centre. Some would like to see a focus on lighting of historic buildings & structures and increased mood lighting and lighting of public art.
- There is an opportunity to encourage collaborative art projects in the centre possibly including murals, with Kiama Historical Society, schools, indigenous community and local organisations.
- There is an opportunity for stronger Indigenous engagement and representation.
- It may be possible for Council to provide incentives for building owners to upgrade their existing facades.
- There is a desire to respond to existing and future climate conditions i.e. heat map assessments and ECL (East Coast Low) events.
- There is a concern that the design of buildings are changing between the development application and final construction to the detriment of the design quality of the final outcome. The community were keen to prevent this occurring.

2. Strategic Review

2.1. Illawarra Shoalhaven Regional Plan 2041

Author: NSW Department of Planning & Environment (May 2021)

The Illawarra-Shoalhaven Regional Plan 2041 (the Plan) provides a vision and direction for land use planning priorities and decisions addressing future needs for housing, jobs, infrastructure and a healthy environment over the next 20 years. The strategy identifies four key themes in achieving the vision of an "innovative, sustainable, resilient, connected, diverse and creative region". These four themes are:

- A productive and innovative region
- A sustainable and resilient region
- A region that values its people and places
- A smart and connected region

Some of the key opportunities Kiama has to support this vision and related themes relate to the Town Centre's coastal setting and its role as a popular tourist destination. While the Centre already has a strong and diverse visitor economy, the Plan presents opportunities to strengthen local plans by improving public access and connections to heritage assets, supporting the development of artistic and cultural places and protecting biodiversity to enhance cultural tourism, agri-tourism and eco-tourism.

To support the objective of a sustainable and resilient region, the Plan encourages centres to respond to the changing nature of retail. It outlines that councils should consider opportunities to provide flexibility and facilitate a broad range of commercial, business and retail uses in their centres. It also recommends that retail studies should align with town centre studies that promote high quality urban design outcomes to enhance centre activation and vibrant street life.

The Plan reinforces Kiama as a 'strategic centre' that can offer diverse arts, culture and heritage in a protected, coastal village setting. While strategic centres are identified as priority locations for new housing opportunities, the Plan acknowledges that the centres of Kiama and Gerringong seek to rely primarily on infill development. It recommends the Local Housing Strategy explores ways to incentivise redevelopment in these centres to accomodate projected housing demand.

The Plan expects at least 100,000 more people in the Illawarra Shoalhaven region by 2041 with Kiama's population expected to increase by 3,997 people in this time. It highlights the need for future development to consider sustainability, feasibility, water and wastewater capacity and the protection of existing character when delivering new housing and associated infrastructure.

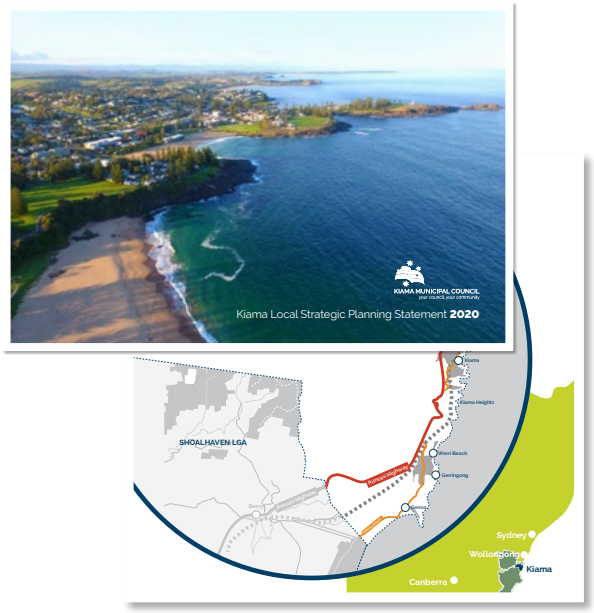
Summary points

Productivity, innovation, sustainability and resilience are key themes highlighted throughout the Plan which contribute to the vision of a diverse, creative and successful region.

Strengthening the visitor economy, adapating to the changing nature of retail, identifying opportunities for increased housing and protecting local character, the natural environment and heritage assets are important objectives relevant to the Kiama Town Centre.

2.2. Kiama Local Strategic Planning Statement

Author: Kiama Municipal Council (2020)



The Local Strategic Planning Statement (Kiama LSPS) is a 20-year planning vision, emphasising land use, transport and sustainability objectives in alignment with the directions set out by the Illawarra-Shoalhaven Regional Plan. It directs how future growth and change is to be managed in the Kiama Local Government Area (LGA). In addition to providing the vision, the document outlines planning priorities and actions that inform the comprehensive reviews of Local Environmental Plan (LEP) 2011 and Development Control Plan (DCP) 2012.

The report identifies five themes that direct all future strategic planning in Kiama: Manage sustainable growth; Develop a diverse and resilient economy; Protect rural landscapes; Mitigate and adapt to climate change and protect our environment; and Foster vibrant and accessible places.

The LSPS outlines the need for a balanced mix of housing types, infill redevelopment and planning for the housing stock to be smaller dwellings and apartments. Further, the document explores opportunities to improve traffic and parking, and encourage walking and cycling within and between town centres.

The strategy prioritises growing the visitor economy and strengthening commercial centres to foster a diverse and resilient economy. Actions taken to accommodate expanding businesses and focus on the council assets and road networks cater to these priorities.

The council places an emphasis on planning for the impacts of natural hazards such as floods. The Surf Beach catchment area is among a few locations that have been identified as a priority to implement floodplain risk management measures.

The Kiama LSPS notes the strength of its historic buildings and the importance of preserving the unique character and heritage of its towns and villages. The council is currently investigating establishing a heritage conservation area that will encompass parts of the Town Centre, in order to provide protection for the most prominent heritage items and areas.

Summary points

The statement encourages review and amendment of existing LEP and development controls in appropriate areas of the town to support improvement in infill redevelopment feasibility.

Surf Beach has been prioritised to implement floodplain risk management measures

The council aims to update existing heritage controls in the Kiama Development Control Plan 2020, to ensure that identified heritage items/areas are adequately protected.

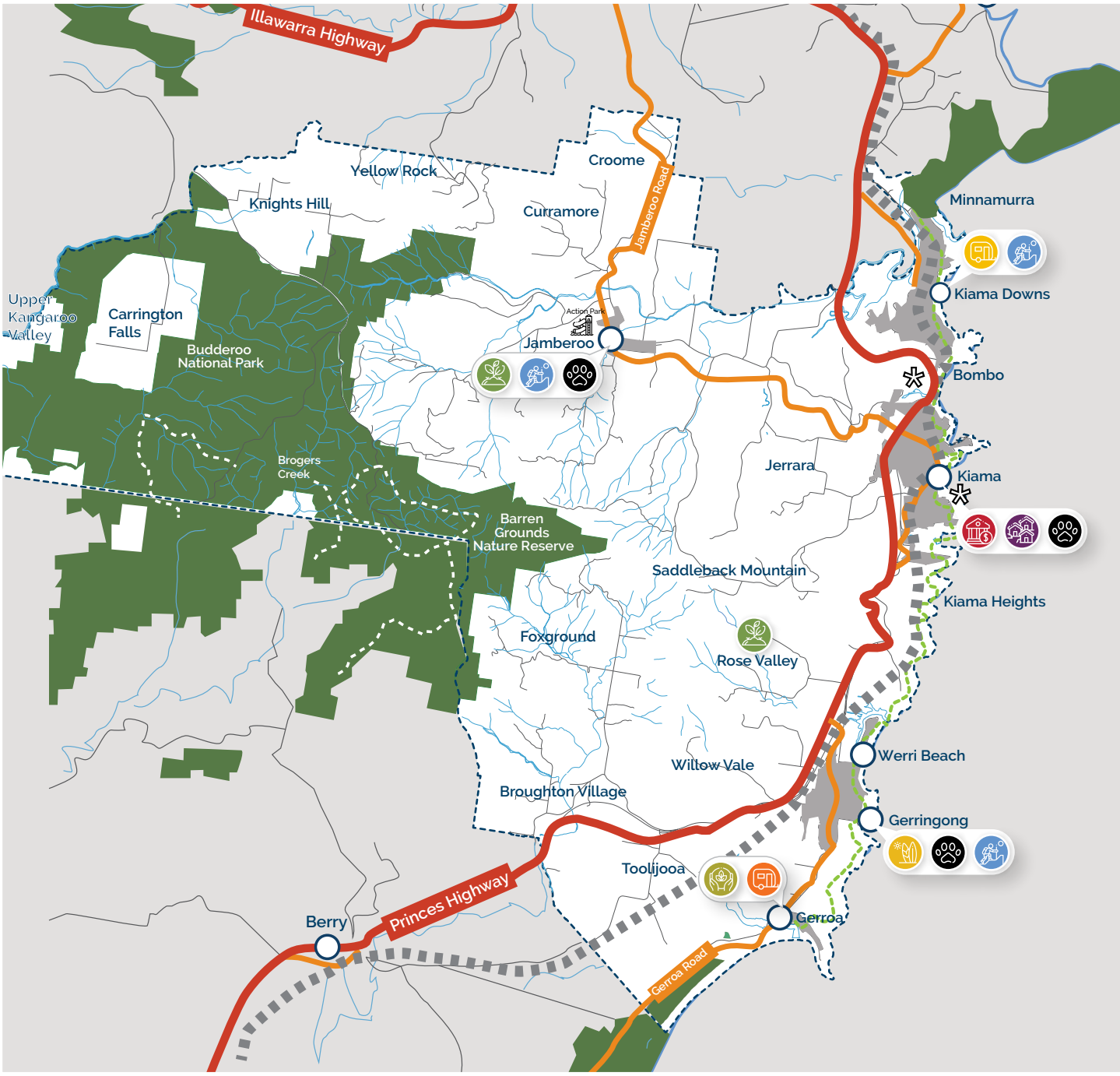


Figure 2 LGA map from the Kiama LSPS (2020)

2.3. Kiama Town Centre Study

Author: Studio GL (2019)

In 2018, Kiama Municipal Council commissioned a town centre study with the aim of accommodating growth in the centre in a form that respected and supported the existing established character of Kiama. The study took a multi-layered approach providing a strategic document that could inform future strategic planning studies and policies and would help to ensure that the centre continues to be an attractive, safe and thriving place.

The Kiama Town Centre (KTC) study built on Kiama's unique qualities and strong identity, outlining a vision, desired future character and design principles which were a direct result of community consultation and a detailed understanding of the centre's local character. It provided a series of framework plans and associated initiatives, organised both thematically (Access and Movement, Public Spaces and Places, and Built Form and Catalysts) and spatially (Harbourside Precinct, Westend Precinct and Surf Beach Precinct). The study also recommended changes to Council's planning policies that would help deliver the desired future character and an implementation plan which outlined the detailed steps towards realising the vision.

The vision identifies the town centre to be-

"*An attractive relaxed seaside town character with connected open spaces that celebrates the scenic qualities of the location and promotes the history of the place and its people. The centre is a comfortable and attractive place to walk around with reduced traffic congestion. It provides a mix of retail and services for locals and visitors day to day, in the evenings and on weekends during every season of the year.*"

Overall, the KTC study emphasises improving the permeability of the urban structure over time, increasing overall pedestrian amenity and safety, and providing better wayfinding and more efficient parking. The study also encourages strengthening the connectedness between public spaces and places.

The study identified a number of strategic opportunity sites, varying in complexity and size, that would have a significant positive impact on the town centre. These include the redevelopment of a council owned carpark on Akuna Street behind Terralong Street, the 'Civic Quarter' with its concentration of historic buildings, Kiama Shopping Village, the League's Club carpark which could potentially incorporate a relocated Bowling Club, the proposed Arts Precinct at Hindmarsh Park, the Council Administration Building and Visitor Information Centre, and the Surf Life Saving Club. These sites have been grouped within three precincts: Harbourside Precinct, Westend Precinct, Surf Beach Precinct.

The report outlines recommendations on potential amendments to the Kiama Local Environmental Plan 2011 (LEP) and the Development Control Plan 2012 (DCP). Recommendations include potential increases to maximum building heights and floor space ratios that would support higher development outcomes in appropriate areas of the town centre, potential rezonings, and identification of a potential conservation zone covering the core of the Town Centre.

Figure 3 Built form and catalysts framework diagram from the Kiama Town Centre Study (2019)

Potential amendments to development control plans include recommendations for additional controls addressing active frontages, public domain, heritage, permeability of the urban structure, setbacks, bulk and scale, street wall heights, views & vistas, prominent corners, landscape quality, parking, etc.

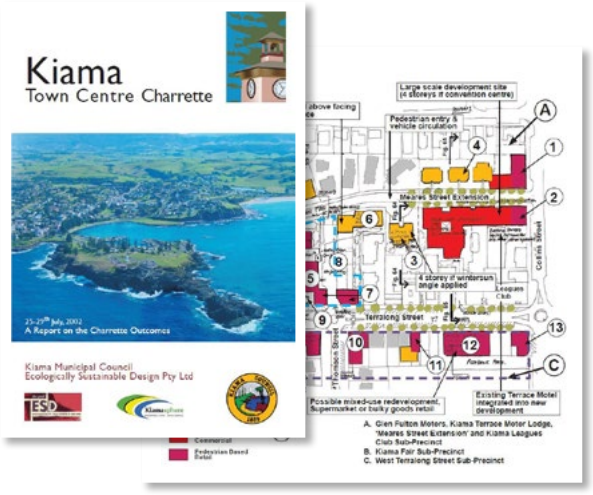
Summary points

The study identifies strategic sites within three precincts which would benefit from redevelopment.

The study also suggests potential amendments to the LEP and DCP to guide future development in accordance with the desired future character of the town centre.

2.4. Kiama Town Centre Charrette

Author: Ecologically Sustainable Design (2002)



The Kiama Charrette occurred between 25-29th July 2002 and hundreds of people participated in the event. The Charrette focused on the Town Centre and created an integrated package of solutions that responded to problems facing Kiama at the time.

The objectives established prior to the Charrette were;

- A high-amenity, vital, compact, comfortable and prosperous town centre, with a wealth of compatible and diverse Kiama-specific local jobs, that work 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.

Following the Charrette these objectives were formed into one overriding objective “To strengthen the heart of town.” The Charrette proposed seven ‘interlocking’ initiatives:

1. Increased Retail Capacity and Diversity
This initiative recommended Council and the private sector should work together to expand Kiama's retail capacity.

2. Economy and Local Employment
The Charrette proposed a range of strategies to build a stronger local economy. These included:

- 'Kreative Kiama' - Attract creative innovators and entrepreneurs with cultural activities, spiritual and physical 'wellness', and 'natural beauty '.
- 'Valued Visitors' - Attract more visitors with more money to stay longer in Kiama, rain or shine and throughout the year.
- 'Knowledge-Based Businesses' - Offer a range of business premises and meeting facilities, knowledge-based business services and telecommunications infrastructure to attract and grow New Economy businesses.
- 'Productive Properties' - Link to rural properties outside the centre by offering home-stays and outdoor activities and retreats.
- 'Diversified Residential Development' - Offer a wider range of housing choice, catering for creative people and entrepreneurs and more affordable dwellings.
- 'Kiama Karma' - Promote the many assets of Kiama and its environs.

3. Community, Culture, Creativity and Recreation The Charrette proposed enhancing community activities, equipment and venues (indoors and out) for interest groups such as youth and artists.

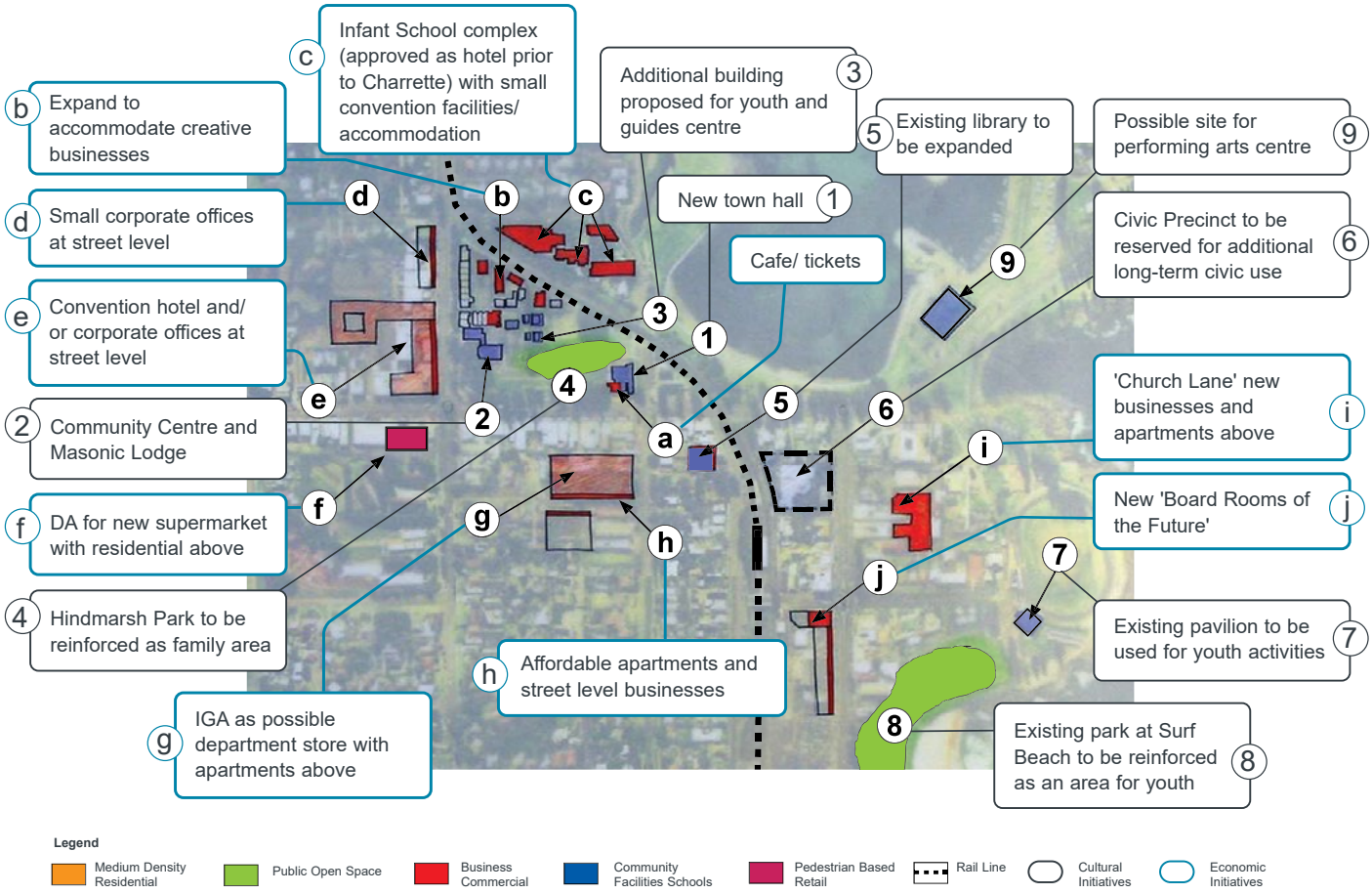


Figure 4 Indicative locations of the Charrette Initiatives (Kiama Town Centre Charrette, 2002) with Studio GL overlay

4. Housing Choice and Affordability - The Charrette proposed increased town centre residential development to help relieve growth pressures, increase housing choice and improve night-time activity and safety in the town centre.

5. The remaining initiatives, Circulation and Parking, Visual Character and Regulatory Changes, were addressed in the detailed Precinct Plans.

The Charrette identified three Town Centre precincts- "East", "Central" and "West" and then created indicative designs for key sites in each precinct. The purpose of the indicative designs was to show how the Charrette Objectives and Initiatives could be implemented. The idea was also that the designs could form the basis of a place-based Development Control Plan and an adjusted LEP for the town centre.

Summary points

Well supported vision that was the result of a detailed process and a high level of community involvement.

A wide range of interlocking initiatives proposed to strengthen the core of the town.

The Charrette identified three Town Centre precincts "East", "Central" and "West".

Several of the ideas in the Charrette, including the expanded Library and the development of new cultural facility/town hall next to the Old Fire Station, have either occurred or are underway.

Subsequent development and/or recent development approvals mean that some of the ideas in the Charrette are no longer possible.

3. Consultation

3.1. Engagement Methodology

Process

This section outlines the engagement methodology for workshops established to engage with Kiama Municipal Council staff, stakeholders and developers to inform the review of Development Controls for the Kiama Town Centre. The consultation process occurred during 2020 and therefore Covid19 restrictions and considerations influenced the engagement methodology.

Engagement with internal stakeholders was carried out in a virtual format using Microsoft Teams. A total of four workshop events were conducted to discuss existing controls, consider key gaps in the existing controls, review recommendations for proposed controls and to determine a suitable direction for new controls. It was considered important to consult with those who have an intimate understanding of how controls are interpreted and realised in Kiama. This was also an opportunity to hear the participants' ideas and aspirations for specific sites. Participants included landowners, developers and other invested stakeholders. The objectives for this engagement were as follows:

- Determine if the proposed Development Controls (DCs) are considered a suitable response;
- Articulate a clear direction on the future development of the town centre;
- Facilitate the direction for development for key strategic and prominent sites; and
- Determine how new development can be managed in light of the heritage value of the centre.

Engagement format

Due to Covid-19 traditional workshops were considered too much of a risk, therefore all four workshops were designed to be virtual, using the conferencing software Microsoft 'Teams', where people participated in interactive discussions.

Each virtual event had between 9 and 15 participants with two events held on consecutive days for the General Development Control workshop to accommodate larger numbers.

A pre-workshop package and agenda was emailed to all participants prior to the workshops, along with information for participation. This included recommendations for proposed controls along with other relevant information so the participants could familiarise themselves with the topic and participate in an informed manner.

In addition to facilitated discussions, a variety of techniques were utilised to replicate a traditional face-to-face workshop session including sharing screens during presentations, creating breakout rooms for discussion in smaller groups and using 'Mural', a digital whiteboard for visual collaboration, to encourage a number of participants to work collaboratively. 'Mural' recreates a traditional workshop experience by allowing participants to share notes on digital post-its, use reference images from the web, and create diagrams to share & discuss ideas. Although separate to 'Teams', the tools are intuitive and easy to use with an ongoing 'Teams' event running side-by-side.

Timeline

Phase	Activity	Participants	Duration	Date
Phase 1	Workshop 1 – Council consultation	Council staff	90 mins	Nov 11, 2020
Phase 1	Workshop 2 – Stakeholder consultation: General controls	Stakeholders, landowners and business owners	90 mins	Nov 12, 2020
Phase 2	Workshop 3 – Stakeholder consultation: controls for Strategic and Prominent sites	Stakeholders, landowners and business owners	90 mins	Dec 2, 2020
Phase 2	Workshop 4 – Stakeholder consultation: controls for Heritage sites	Stakeholders, landowners and business owners	90 mins	Dec 3, 2020

3.2. Workshop - General Controls (x2)

Workshop Overview

To address recommendations for General DCPs, two events were carried out with a total of 28 participants. The events addressed modifications to eight key themes/categories for controls: active frontages, setbacks, bulk & scale (including street wall height), facades & exteriors, views & vistas, amenity (including landscape, lighting & public art), parking and access, advertising & signage, and sustainable design.

The eight themes were divided into three breakout sessions to allow for targeted discussions. During the discussions, the participants voiced their opinions and raised issues under each of the themes.

The Mural board was organised into these eight themes with room for comments. Participants were encouraged to contribute to the boards and share their thoughts during the breakout group conversations and after the event.

Any additional comments from the breakout group sessions, that had not been noted on the Mural board, were also added to the Mural boards, and have been included in the consolidated comments.

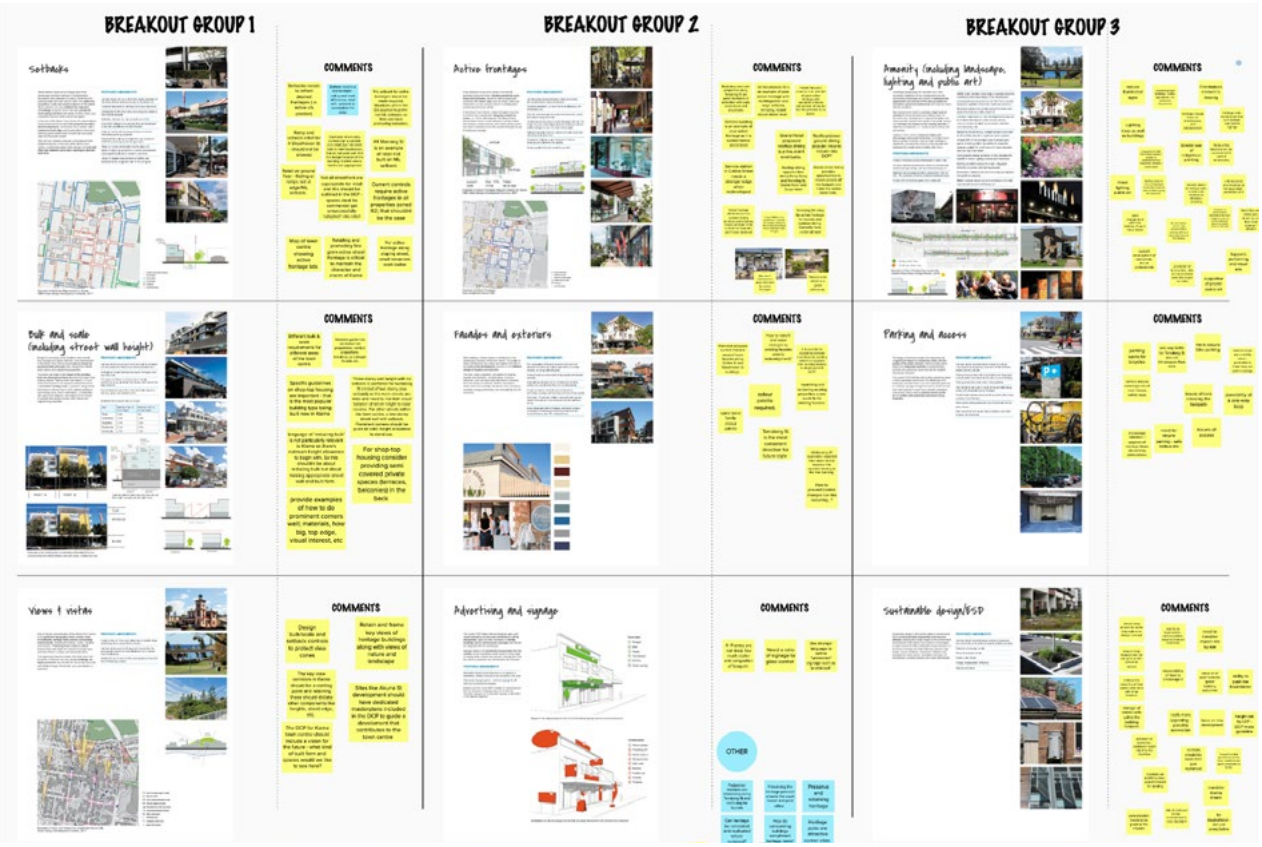


Figure 5 Mural board from the stakeholder workshop for general controls

Workshop Comments & Feedback

Setbacks	
Nil front setback preferred. This should help prevent recessed shopfront entries, ramping and assist in providing better active frontages.	SUMMARY
Consider existing/ established setbacks for new developments to align new development with existing (e.g. West Terralong St).	
Include quantitative measures along with descriptive measures for controls.	
Map of setbacks needs to reflect desired and existing frontages (i.e. active v/s passive).	
Bathers retail is undesirable - railing, level difference, retail with setback to accommodate the ramp.	
Ramp and setback retail (as seen at 4 Shoalhaven St) should not be allowed.	
44 Manning St is an example of retail not built on NIL setback. And not a good example of shop-top construction in terms of quality or design.	
Retail on ground floor - railing or ramps not at edge/NIL setback.	
Enforcing zero (NIL) lot lines is key to getting a good active frontage experience.	
NIL setback for active frontages should be made required. Situations where the DA applicants prefer not NIL setbacks so they can have protruding balconies.	
Maximum allowable setback of 0.6m to not impact too heavily on streetscape.	
Consider the existing established alignments for new development to fit around (west Terralong St in particular).	
Setbacks are not an issue for the town centre - the main issue is quality of new construction.	
Awning inspections make awnings unpopular on older buildings.	
The DCP should have a good number of quantitative measures along with descriptive measures; too many descriptive controls can lead to confusion around interpretation.	
Rear laneway strategy and related rear setbacks need to be considered for sites between Shoalhaven and Collins Streets to minimise impact on car park access.	
Requirement for DDA Compliance.	

Active Frontages	
Terralong St is a key street to focus active frontages and outdoor dining along.	SUMMARY
Outdoor dining is a popular feature of Kiama but needs to be controlled / limited for pedestrian access and mobility along the footpaths.	
Shopfronts should respond to topography so that ramping is minimised and active frontages are maintained at street level.	
Consideration of active frontages for ground floor uses that are not traditional retail shops but instead may be commercial / banks etc where activation may not be appropriate.	
Customise active frontages along key streets rather than a blanket requirement across all B2 zoned properties.	
Consideration around hospitality ground floor uses and associated functional requirements (waste / exhaust) and acoustic conflicts with residential properties above.	
Rear access for retail along Terralong St.	
Consideration for soundproofing for residential above shops with materials and design.	
Retail uses and promoting fine grain active street frontage is critical to maintain the character and charm of Kiama.	
Terralong St is key for active frontage for tourists and outdoor dining. Currently feels under utilised.	

3.2. Workshop - General Controls (x2)

Active Frontages (contd.)
Outdoor Dining Hubs should be encouraged - as per the 2019 Study. Existing cafes in Terralong St with wider pavement areas are more active, visually and functionally.
Active frontage elements such as outdoor dining furniture and A-frames needs controls/ limits so that the footpaths aren't over cluttered.
Consideration to be given to widening footpaths on the commercial side of Terralong St.
For active frontage along sloping streets, small tenancies work better.
Streets with slope create issues for activation.
Ramps for access on sunken buildings create poor activation & separation from pedestrian flow.
8m wide articulated frontages are good.
Public domain treatments (i.e. street furniture, pavements, shade, landscaping, footpath dining) to the public domain are crucial to successfully achieve activation objectives especially if there is a tourism/hospitality focus in the local economy. How these treatments are delivered needs to be considered (i.e. by Council as a funded project and/or a public domain treatment works via DAs for commercial uses).
We are experiencing pressure to use the awnings over the footpath as balconies for residential units above, and that issue needs to be planned for in the controls one way or the other to ensure a consistent urban design treatment. This will yield a private benefit by the use of Council land for private purposes, and other public benefits should be delivered in these outcomes to compensate.
Consideration to be given to commercial frontages as we have a lack of commercial space and some commercial businesses need to be located at street level.
More information on active frontages for commercial businesses such as banks, who for security or other reasons, cannot provide active frontages along the length of the built form.
Not all street fronts within the town centre are appropriate for retail and this should be outlined in the DCP. Spaces that are meant for commercial uses get unsuccessfully 'adapted' into retail.
Consider commercial viability for active retail or commercial sites.
Current controls require active frontages in all properties zoned B2; that shouldn't be the case.
LEP lists anything in the B2 zone as active- that is not practical or useful; it needs to be more nuanced and specific, as not all properties are ideal for or can sustain retail businesses.
Retail facades should consider how to hide exhaust canopies.
Rear access laneways are necessary for retail businesses along Terralong St for access for services and parking.
Proper access to parking is needed.
Ensure that at least one shop in a shop-top complex is designed for a cafe / restaurant with ducting for the exhaust canopy and trade waste infrastructure installed during the build so the residents avoid disruption for installation of services.
Ensure that food premises have functional access for the servicing of trade waste and bins.
For shop-top housing, noise is a big issue; residents living above retail/commercial complain about the noises from businesses below.

Consider opacity /materials for balconies for sound proofing - for e.g. first storey opaque, second storey glass/railings.
A large portion of new development in Kiama is shop-top housing; and it is bad quality, without character and not in keeping with Kiama.
Bookshop and cafe properties along Terralong St are good examples of activation with wide open doors and shopfronts.
33 Shoalhaven St is an example of poor active frontage with no integration and large setback, ramping, raised above street level.
Parfait Patisserie property is an example of good active frontage with openable windows and outdoor dining but has the potential to be better.
Existing old miners cottages along Collins St are strong examples of active frontage in Kiama.
Bathers building is an example of poor active frontage as it is sunken below street level.
Service station on Collins Street needs a stronger edge when redeveloped.
Generally, the recommended changes to the existing controls are supported.
Need more images of good examples - everyone has an opinion on what is 'not Kiama' but there are no good examples in the DCP for what to do instead. Lots of images of desirable (and undesirable) visual outcomes would be great for the applicants and for Council staff who review the applications.
Active frontages map is key.
Look at Melbourne guidelines / controls for outdoor dining as it is well developed there (although at a different scale).
Manuka in Canberra and Noosa main streets are good references for active frontages.
Shellharbour Village may provide some points for reference, as an example of fine grain retail. Contains a mix of old and new development at a similar scale.

Amenity (landscaping + lighting + public art)
Stronger Indigenous representation and engagement through landscaping and art.
Considered lighting design that is used functionally for safety and for highlighting key features but is controlled and not excessive.
Strong community engagement with art projects.
Developing strong environmental policies including urban greening and tree masterplans.
Long term maintenance is key to retaining Kiama's high quality public domain.
Consider controls for shade and impact of hard surfaces.
First Nations element is missing. Engagement with First Nation peoples / groups to understand what should be included / encouraged.
Provision of representative elements of the local indigenous art, but prevent physical access to reduce issues of damage.
Greater use of indigenous planting.
Plants of the Illawarra are not represented in current landscaping within the town centre.
Lighting to highlight trees as well as buildings - subtle, appropriate, not excessive fluorescent.
Reduce the use of illuminated signs.

SUMMARY

3.2. Workshop - General Controls (x2)

Amenity (landscaping + lighting + public art)
Require all lighting to be energy efficient (solar/ LED).
Lighting boxes or frames to highlight local artists work as seen in Wollongong Arts precinct.
Incentives for movement sensor lighting controls, particularly for exterior or common areas in multi-dwelling developments.
Lighting from development onto the public realm is important for the streetscape.
Further consultation with community needs to be made to determine lighting intensity they would like to see in the main street. Very bright light gives perception of increased safety, but may impact on amenity of residents in upper levels.
Better focus lighting of historic buildings & structures.
Mood lighting and public art.
Storm Bay walk works well, drawn by art, then read signage / plaques.
Enhancement and retention of Heritage Walk, not just limited to signage - promotion through sculpture etc.
Arts & Culture centre has received Govt funding; it will be a focal point around Fire Station.
Support performing and visual arts.
Council could provide information to community regarding recommended artists for murals.
Involvement of Kiama Historical Society for commission of new murals.
Encourage collaborative art projects with schools and local organisations.
Council to provide an Urban Greening Policy - identifying appropriate species for specific urban areas.

Adopt an urban greening and urban tree policy.
Adopt a net zero emissions policy.
Incentivise use of green walls - consider its use for a percentage of the front facade, alternatives to other options, reduces radiant heat.
Controls for improved open/green space ratio.
Where existing trees on Council footpaths aren't suitable for the location, and Origin Energy has trimmed them inefficiently, Council should allow residents to replace them with suitable trees.
Provision of trees in the road reserve - as a condition of consent.
Tension around trees - impacts on views, type of trees.
The eastern end of Terralong St is already heavily shaded by the mature Norfolk Island Pines (heritage listed). This would have different landscape requirements to western end.
Between Collins St and Shoalhaven St, make the park side integrated into the cafe culture with dining across the road and changes to reduce/ slow traffic.
No deep soil zones are available along main street sites (Terralong St and Manning St).
Require a minimal energy rating for cooling and heating systems that are installed.
Effective and long-term maintenance is important to keep areas looking good.
Heritage redevelopment should focus on maintenance and enhancement.
Replacement of old awnings and provision of continuous awnings - footpath can be slippery when wet.
Consider controls for shade - changing climate, impact of hard surfaces.

Bulk and Scale (+ street wall height)	SUMMARY	
Generally a two storey street wall with a 3rd storey setback is desired.		At the intersection of Collins St and Terralong St, there are beautiful pines - why are raised corner treatments needed for sites like this?
Reconsider the importance of prominent corner treatments to ensure they do not compete with existing key corner site elements (post office, Norfolk Pines etc).		The current DCP 'blanket' requirement for raised vertical elements/ towers at main corner intersections needs to be explained and justified. Specific requirements for specific corner sites should be developed taking into account adjoining buildings, heritage impacts, vistas and other particular objectives.
Consider the requirements/ dimensions needed to break down horizontal built form and define maximum frontage lengths.		Detailed guidelines on horizontal & vertical proportions, breaking up a longer facade, etc.
Consider the benefits of amalgamation (basement car parking) against the benefits of finer grain, small lot development.		Language of 'reducing bulk' is not particularly relevant to Kiama as there's not much height allowance to begin with. So this shouldn't be about reducing bulk but about making appropriate street wall and built form.
Shop-top housing is a key building typology to solve for the town centre including ground floor ceiling heights.		Reconsider the viability of 20m max. frontage. The 8m frontage is good, but test if the 20m could be more responsive to existing typical lot sizes.
Adopt varied bulk & scale requirements for different areas within the town centre.		The requirement for 'fine grain' development on existing smaller lots is better than seeking amalgamations. The only thing positive about amalgamations in the context of the Kiama Town Centre is to allow basement car parks.
Current building heights for Kiama are good and should be retained - 3 storey maximum.		Consider the benefits of lot amalgamation and lot consolidations within the DCP.
2 storey street wall plus third storey setback is ideal for Kiama.		Specific guidelines on shop-top housing are important - that is the most popular building type currently being built in Kiama.
A 2 storey street wall with the 3rd storey setback is ideal for Kiama for sites other than key corner sites which should be 3 storey at the corner.		For shop-top housing consider providing semi-covered private spaces (terraces, balconies) in the back to avoid noise disturbances.
Three-storey wall height with no setback is preferred for Terralong St (instead of two storey plus setback) as the main streets are wide and need to maintain visual balance of street height to road reserve. For other streets within the town centre, a two-storey street wall with setback. Prominent corners should be given an additional height allowance to stand out.		Why are the retail and commercial floor to ceiling heights differ? Could be the same for consistency?
Why does every corner need to be prominent? Sites like Commonwealth Bank site, which sits across from the most prominent bldg in Kiama and frames Kiama's most iconic view. Instead of a raised tower it should sit quiet in its place.		Ground floor flexibility for adapting to uses should be allowed for, as the end use is often unclear or could change.

3.2. Workshop - General Controls (x2)

Bulk and Scale (+ street wall height)
Provide examples of how to do prominent corners well; materials, length, top edge, visual interest elements, etc.
The DCP for Kiama town centre should include a vision for the future and the kind of built form and spaces we would like to see here.
The project team should provide as many examples as possible of buildings & facades that meet the objectives of the revised DCP.
Materiality and architectural treatments that set key defining desired future character should be addressed in the controls (i.e. balcony handrail treatments) with example images.

Facades and Exteriors	SUMMARY
A mix of natural facade materials is desired including blue stone and possibly corten steel. Contemporary lightweight cladding not preferable.	
Explore opportunities to retrofit existing facades (such as repainting) prior to redevelopment with possible Council incentives.	
Consider how facades and materiality can be used to address acoustic and visual privacy such as concealing bins / personal balcony items / air-conditioning etc.	
Blue stone as a possible material option. Strengthen the use of stone as seen in existing public domain and landmarks of Kiama.	
44 Manning St application depicted blue stone facade however this is missing in the final building - how do you prevent scenarios like this?	
Contemporary light weight cladding is not always suitable for Kiama's character.	
Brick cladding can seem dated and not aligned with Kiama's character.	
Consider corten steel as an optional material.	
Same tonal family colour palette required.	
Consider ways to retrofit and make changes to existing facades prior to redevelopment.	
Consider possibilities for Council to provide incentives for building owners to upgrade their existing facades in alignment with the DCP.	
Repainting and rendering existing properties is a cost effective quick fix for existing facades.	
There is a mismatch between current first and second floor facades along Collins St and Shoalhaven St buildings.	
It is desirable for different uses to be articulated through a variety in facade elements/ exteriors.	
Shoe-box type structures are not desirable.	
Use the facades to hide exhaust canopies, air conditioning, ducting etc.	
Consider ways to avoid bright pink pot plants as seen in the balconies of the Bathers building.	
To prevent sound issues for residential for shop top, certain features should be included in the DCP - sound proofing, double glazing, opaque parapet on first floor, where possible move the first floor balcony (private open space) to the back of the property.	
Controls about bins - how to hide from view, location, where to keep, moving the bins from back of the businesses to the front on garbage collection day could be challenging.	
Terralong St is the most consistent direction for future style.	
Nova Residential Hotel is a new development that uses darker colours and stepped active frontage to work with the sloped street.	
Show visual outcomes - good examples of what to do. DA applications shouldn't have to shoot in the dark about what is expected.	

Parking and Access	SUMMARY
Establish a rear lane way strategy to provide access to new developments away from the primary street frontage.	
Determine demand and requirements for bicycle infrastructure including parking, storage and end of trip facilities.	
Consider options for off-site parking and possibilities for financial contributions.	
Rear lane way strategy needs to be delivered.	
Rosebank Lane needs to continue from Collins Street to Shoalhaven Street to get redevelopment of the "strip" to materialise, coupled with incentives for redevelopment such as FSR. Acquisition zoning is probably the only way to deliver the lane and avoid any future redevelopment to block it; especially if only select land owners wish to develop the laneway.	
Determine demand of bicycle access and parking in Kiama and consider if end of trip facilities are also required within developments.	
Provide parking and secure storage for bicycles.	
Create more room for people to ride bikes along Terralong St to promote safe riding.	
Identify sites that don't require on-site parking.	
For the Akuna St development, a successful outcome would be one that provides an Aldi at the rear of the main street and as much parking as possible. Smaller Town Centre developments that are unable to meet parking requirements on-site could contribute to the cost of construction and then use that parking.	
Establish a central car parking facility that is financed from development contribution and payment of an annual service fee.	
Kiama CBD - option for off-site parking, re-routing of traffic using a tourist shuttle etc.	
Provide incentives for electrical vehicle charging stations in multi-dwelling car parks.	
Access requirement for mopeds and for people with disabilities.	
Suitability of service & delivery access for sites.	
Large developments - issues around service and access, delivery, parking spots available - especially for shop-top housing.	
Economies of scale needs to be considered (due to hard rock) to make it viable to dig basement car park.	
Lot consolidation plan is needed to deliver functional basements and high quality finishes, but fine grain tenancies should be included along the active frontage for main streets.	
The DCP should review what the potential density increases could be, as this will feed into what the future parking demand may be.	
Encourage retention / upgrade of heritage items via parking concessions.	
Consider making traffic one-way for Terralong St around Hindmarsh Park area as shown in the town centre study.	
Possibility of a one-way loop on Terralong.	
On-street parking restriction for overnight parking need to be implemented to allow effective street sweeping and waste collection.	
Parking is saturated, backing out of angled parking on Terralong St can be tricky.	
Issues of cars crossing the footpath.	
Rumble strips are a safety issue - pedestrians mistaken them as pedestrian crossings.	
Section G21 is a new addition to the Shoalhaven DCP that may be a good reference. It includes controls around electric vehicles, etc.	

3.2. Workshop - General Controls (x2)

Views and Vistas	
Establish a views map that identifies and protects key views in the Centre such as heritage sites and Norfolk Pines	SUMMARY
Explore opportunities for rooftop dining options to capture potential ocean views but consider overlooking and privacy issues.	
A map of key views to be retained is important, as view sharing needs to be better managed other than just relying on tenancy. Mandate a Visual Impact Analysis prepared by qualified experts in accordance with the LEP guidelines for developments over 2 storeys in the town centre.	
Retain and frame key views of heritage buildings along with views of nature and landscape.	
Design, bulk/scale and setback controls should be dictated to protect view corridors.	
Retain views of Norfolk pines up and down Manning Street.	
Rooftop dining would need to consider privacy and overlooking concerns.	
Consider incorporating rooftop dining opportunities along Bong Bong and Manning St, Grand Hotel and Torys Hotel as it moves people off the footpath, making the centre more lively.	
Grand Hotel proposed rooftop dining but this didn't eventuate.	
Sites like Akuna St should have dedicated masterplans to guide development that contributes to the public realm and the amenity of the centre.	
The DCP and the LEP should be consistent and not contradict each other.	
A structure plan should be included in the DCP that identifies existing and desired site links throughout the centre.	
Mid-block links through the blocks along Terralong St are desirable.	

Advertising and Signage	
Provide controls that ensure signage does not dominate the streetscape including ratio of signage to glass.	SUMMARY
Consider a consistent colour/ font for signage across the Centre.	
A-frames are currently permitted at certain locations. However, they are not desirable. Too much clutter and congestion on the footpath.	
Need controls that determine an approved ratio of signage to glass.	
Film can cover too much of window area which is not desired.	
Avoid cluttered, overpowering and excessive amounts of signage.	
Include controls regarding the number and quality of signs permitted per business.	
Controls regarding colours/font type etc.	
Consistent signage across the Centre required.	
Use stronger language to define "undesired" signage, such as "prohibited".	
Include controls around illuminated signage / lighting.	
Convincing developers to spend money to dress up /add public art to side walls could be a challenge considering it could one day be covered when the neighbouring site goes up.	
NRMA sign (from the pre-workshop package) should not have been allowed.	
The previous Kiama Plan prohibited above awning signs and the signage was intended to be like what's in Berry, NSW.	
Address conflicting controls on what's allowable in exempt and complying development SEPP.	
It would help to show examples of good signage (and undesirable signage) and how to get creative with signage - currently most signage in Kiama is vanilla.	

Sustainable design (ESD)	SUMMARY	
Aspire for inspirational environmental goals towards Net Zero emissions.		Water recycling in developments is important - usage on-site for landscaping and toilets etc.
Consider incentives to encourage energy efficient new development including additional height or reduced rate models etc.		Illlawarra wide WSUD - pending.
Solar power and WSUD are important systems to be encouraged and incentivised.		Solar panels important and most prevalent amongst commercial properties.
Implement materials that respond to current and future climate conditions. Design using heat map assessments and address ECL (East Coast Low) events similar to cyclone proofing in Queensland.		Incentives for solar power on commercial, industry and residential.
Increase greening with additional street trees and green roofs/ green walls.		Encourage solar uptake through consideration for building orientation, microgrids, smart meter capability, PPA opportunities, energy storage, etc.
Push the boundaries of what's common in mainstream and explore innovative alternatives.		Consider if the materials and colours chosen should be based upon a heat map assessment criteria.
Facilitate movement to Net Zero emissions, by developing a plan with actions.		Incentives for using building materials that will withstand ECL events - similar to cyclone proofing as required along Queensland coast.
BASIX - sets a basic level, can't set higher level compliance.		Greening and Shading in order to reduce energy consumption through natural shading and cooling. Identify and reduce heat islands.
Something that puts Kiama on the map - numbers are good, philosophy is better.		Trees on road reserve - trimming of existing trees, especially trees butchered by Energy Australia.
Be inspirational - not just prescriptive.		Green roofs / walls should be encouraged on developments.
Controls on anything new - grandfathered for existing.		Roofs more appealing - possibly accessible.
Focus on sustainable design in new development.		
Seek to be regenerative - carbon positive, requires financial incentives.		
Incentives for energy efficient design - additional height, EER ratings, north aspect etc - perhaps a reduced rate model		
Responsibility of Government to encourage and push towards 'green' building outcomes and sustainable design.		

3.2. Workshop - General Controls (x2)

Waste	
Ensure waste storage and collection does not visually or physically intrude into the public domain.	SUMMARY
Encourage provisions for garden and organic waste including opportunities for composting/worm farms/ veggie gardens.	
Ensure easy access for waste bins within the design concept.	
The safe collection of waste needs serious consideration, at present large waste bins are placed on Terralong Street and Manning Street - they are a visual eyesore, smell and are left on the street the night before collection.	
Require developers to include a waste management plan that provides details of weight, type etc for recycling building materials left over or from demolitions - there are several building recycling centres in the region.	
Storage of waste carts within the building footprint.	
For multi dwelling developments - require that waste storage facilities make provisions for Garden waste recycling and Kiama Organic waste collection.	
For multi dwelling units - incentives for provision of mulching, composting, worm farms and veggie gardens.	
Requirements for soil management and prevention of soil contamination- particularly with regard to preventing building waste from being buried on site.	
Enforce the recycling of food waste collections with shop keepers.	
Ensure shop keepers are not using the public collection service.	

General / Miscellaneous	
Create maps for themes such as active frontages, views and building heights to better customise controls across the Town Centre.	SUMMARY
Provide examples and images of desired and undesired elements to better illustrate the controls and the aspirations for the Town Centre.	
Need to consider impact site by site.	
Consideration needs to be given to fire impacts.	
BCA issues with Fire Safety and Energy Efficiency.	
Controls should be more than just numerical.	
Consider Kiama's brand and existing look & feel.	

3.3. Workshop - Strategic Sites

Workshop Overview

The objectives for this workshop were to familiarize landowners and stakeholders with the direction being taken by the revised DCP for Kiama Town Centre, as well as site-specific DCs, and to hear their ideas and aspirations for the sites. This workshop was attended by 9 stakeholders.

The format of the workshop was similar to the General DCs workshop, with a presentation followed by breakout group discussions around a Mural board. The presentation included modifications to key themes/categories for controls, along with additional categories for prominent sites and site consolidation.

The groups were divided into those related to sites around the Terralong St / Shoalhaven St intersection and those associated with sites around the Terralong St / Collins St intersection. The group discussions also included a short presentation on the key sites, including opportunities and constraints diagrams, current LEP controls, and photos of the sites.

The stakeholders voiced their concerns for development and their aspirations for their sites. Comments from the breakout group sessions were also added to the Mural boards, and have been included in the consolidated comments here.

Figure 6 Mural board from the workshop for controls for strategic sites

3.3. Workshop - Strategic Sites

Workshop Comments & Feedback

Terralong St / Collins St intersection
Outdoor coastal living is a key characteristics of Kiama with potential for this to be better reflected in the built form and material palette.
Car parking is a key topic for the Kiama Shopping Centre and Kiama Leagues Club (KLC). Explore opportunities for a multi-level car park on these sites in partnership with Council to provide additional parking for the Town Centre.
Consider options around amalgamation and the impact on parking when it is not achievable. Explore possible concessions for smaller sites.
Connections with outdoors through outdoor dining is a key characteristic of Kiama.
Seaside and country town characteristics.
Weekender / outdoor dining / beach side Hindmarsh Park are all key components and characteristics of Kiama.
Less hard surfaces and more of a natural material palette including blue stone.
Shutter are key.
Is there an opportunity for the Kiama Village Shopping Centre to expand their parking with a multi-level carpark on their site?
The CBD does not have enough public parking. When Council promote events, the Kiama Leagues Club is advertised as free parking which affects the KLC patrons.
Is there an opportunity to explore council collaboration with KLC in creating a new collective, multi-level carpark ?
Generally, parking for patrons and customers of retail shops along Terralong St are being used by everyone. Additional council car parks may alleviate this issue.
KLC would be interested in discussing a collaboration with Council to provide a multi level carpark as part of a long-term solution.

SUMMARY

Wollongong has good examples of stand alone council carparks for accessing the Town Centre.
Need more clarity around car parking lifts, are they acceptable?
Car parking requirements are difficult to achieve with small sites. Amalgamation is desired but not always achievable.
Amalgamation can be ugly and result in a single, 'monotonous' building. Suggestion to break up and design the building in smaller 'pieces'.
If amalgamation can't be forced, are there possible concessions for smaller sites?
Break up the built form of large/long buildings so they don't read as one 'monster building'.
Clarity around activation of laneways.
Clarity around parking access - from main streets or rear laneways ? Loading bay locations etc.
Clarity required around balcony extensions beyond the site boundary.
Rooftop landscaping requirements can be impractical.
Deep soil zones can be too restrictive for small sites.
Garden beds help with the street activation and atmosphere but can create visual and physical obstructions (eg. around the Collins St/Terralong roundabout).
LEP controls are too limiting and 'blanket'. How can the DCP create further detail factoring in issues of topography etc.
Due to the topography, building heights in the LEP can become 'irrelevant'.
Berry is a good example where new buildings respond well to historic buildings.
Byron Bay has good references for upper level dining / balcony and seaside character.

Terralong St / Shoalhaven St intersection	SUMMARY	
Akuna St precinct envisions a pedestrian friendly link connecting to Terralong St, a central plaza, retention of significant trees and commercial/ retail uses.		Rear lane access to retail and commercial properties along Terralong is crucial for survival of the businesses.
Ensure new development is sensitive to the existing character of Kiama and is of a high quality and finish with opportunity for Design Excellence.		Laneway behind Terralong would ideally only be used by businesses along Akuna because of ground level difference (Level difference between Akuna St and Terralong St is 5m). Is there a way that the businesses along Terralong could access it too?
Clarify laneway access to properties particularly rear lane access along Terralong Street.		Who owns the laneway next to the childcare? Is it Council-owned or privately-owned?
Controls that encourage facade articulation, locating entrances at street level, and stepping the ground storey to work with the sloping streets are needed.		Corner sites seem to be given a lot of importance - the development of mid-block sites need attention too.
Create a commercial & retail precinct on Akuna St.		Need continuous and safe pedestrian access to promote active street frontages.
New development along Akuna St envisions connecting into the activity along Terralong and improved pedestrian access from Terralong at three locations along Akuna Street.		Working with sloping streets/sites in Kiama presents a key challenge for retail and commercial and retail businesses. Facade articulation, locating entrances at street level, and stepping the ground storey to work with the slope is needed.
Retain significant trees along Akuna St (near the Shoalhaven St end).		New development often caters to parking for residents, but there is no consideration given to parking for tourists. As a result a number of retail rentals have quick turnovers, as they lose tourists when they can't park in the vicinity.
A multi-use central plaza for Akuna St development to provide an optional open space for the pedestrian traffic on Terralong St.		Create a landowners forum to work through constraints.
Pedestrian friendly traffic link between Akuna and Terralong Streets with retail and commercial uses fronting onto it.		
New buildings in Kiama must show sensitivity to existing heritage and materials, use facade articulation that compliments adjacent heritage buildings, use natural materials and avoid cladding.		
Encourage design excellence and provide additional incentives for qualifying developers.		
Mediocre quality shop top housing being built all over Kiama.		
Some of the new construction in Kiama has a Sydney Balmain feel but with inferior quality.		

3.4. Workshop - Heritage & Conservation

Workshop Overview

This workshop included landowners from the civic precinct along with heritage consultants engaged by Council. The objectives for this workshop were to familiarize the landowners/stakeholders with the direction for the revised DCP for Kiama Town Centre and the heritage specific DCPs, and to hear their ideas and aspirations for their sites.

This was also be an opportunity for all to get a better understanding of the heritage and conservation constraints from the heritage consultants. The workshop included a short presentation from the heritage consultants, and they participated in the group discussions lending their expertise to the conversations.

The participants were divided into two breakout groups, to enable discussion in smaller groups. A pre-workshop package for this workshop included additional considerations for heritage site controls, a map showing buildings included in the civic precinct and an example of heritage site controls.

Comments from the breakout group sessions were also added to the Mural board, which was available to the participants to provide additional comments after the workshop, and have been included in the consolidated comments here. This workshop was attended by 8 stakeholders.

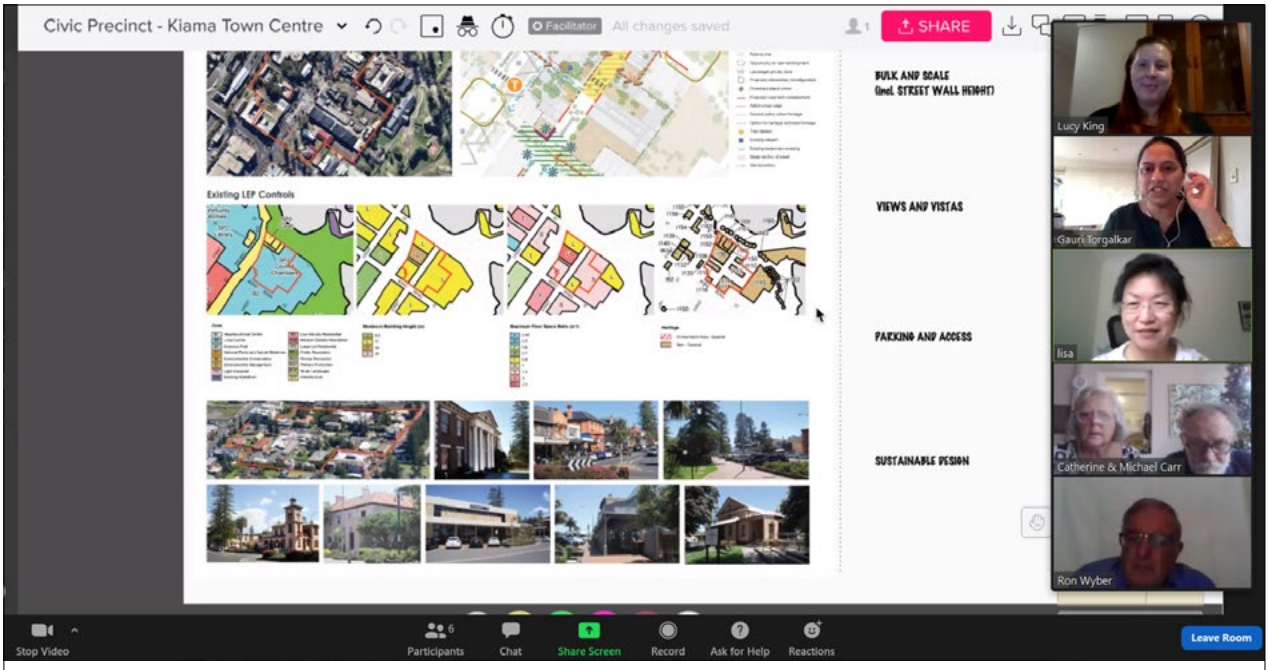
Figure 7 Mural board from the workshop for controls for heritage and conservation

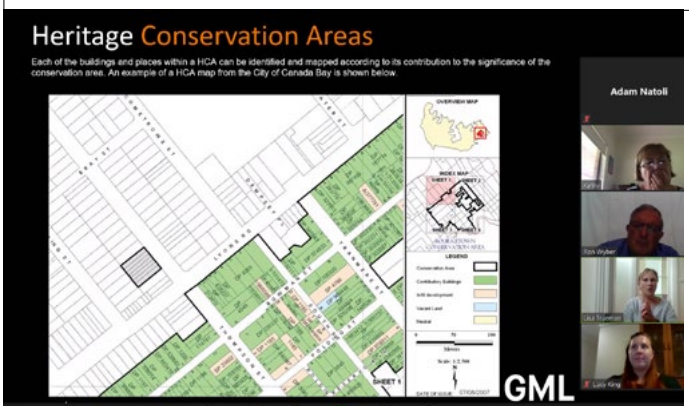
Workshop Comments & Feedback

Civic Precinct	
Activation is the key priority and requirement for any future connections and new precinct established around the existing Council chambers.	SUMMARY
Excessive height, unsympathetic corner features and potential for overshadowing are key concerns for the heritage precinct.	
Explore opportunities for rear laneways to be implemented as proposed in the earlier charrette. Laneway behind Commonwealth Bank site is key to unlocking further potential for the precinct.	
Ensure new development adjacent to heritage sites are sufficiently setback so sight-lines to the heritage buildings are retained.	
The feasibility of development in this precinct is further complicated with challenging geology that limits feasibility for basement parking.	
What are some of the uses that will be needed to activate the area behind the council chambers/post office and any potential development/ laneways in this area? Council offices are a destination use and won't provide consistent activation.	
Potential future connections through the police station precinct between Terralong St and Council chambers is supported.	
Western side of Manning St is more passive and has less ground floor retail /commercial options compared to eastern side. To consider more activation of the Western strip between post office and council building.	
5 storey development on the council chambers site (19 m allowed) would be too high. Fear and risk of overshadowing and dominating Morton St and adjoining properties particularly to the south.	
4 storey corner sites not generally supported.	
Fake turrets and tower features are not respectful in a heritage precinct. It is quite likely they will be viewed as offensive mimics that will detract from the genuine beauty of Kiama Post Office building.	
Substandard quality of shop-top housing along Manning St.	
Laneway behind the Westpac and other properties would improve access to the back of properties. Previous opportunities have been missed, however, other options should be considered.	
The rear laneway proposed in the charrette provided access and opened up the rear of these sites. This desire appears to have been ignored and lost by recent developments and proposals.	
The laneway behind the CBA building and up to the Telstra site has unknown ownership and is currently not open to Manning Street. This unresolved issue has prevented many DA approvals for improvements along Manning Street and prevented new shop top housing developments. By allowing limited vehicle passage and pedestrian access in this lane that was highlighted in today's meeting, the issue would be resolved. It would also allow for and encourage activation of a lane way commercial district like those of Melbourne. Street art could be incorporated to dress up the buildings and boundaries of the laneway.	
Desire to retain open space to the rear of the Westpac site.	
Front setbacks along Manning St and Terralong St need to consider adjacent heritage properties to retain sight-lines to these buildings along the street.	

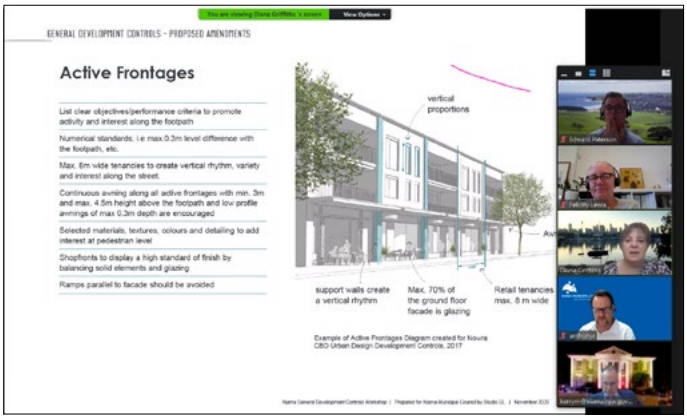
3.4. Workshop - Heritage & Conservation

Civic Precinct
Westpac Bank - sight-lines to the bank need to be retained from along Manning St. Concerns that adjacent properties may not be set back and result in obstructed views to the bank building.
Parking rates esp where there is an existing building.
On-site car park requirements/ contribution plans. Plans for even minor building improvements seems to trigger the car park issue. The CBA site is small in land size, and sits on a solid rock base. The car park issue causes feasibility to fail for just about any improvement other than a simple paint job on the existing building.
New development on Telstra site has been approved 2-3 years ago. It includes retail/ commercial on ground level and residential above.
It feels as though new developments address topics such as 'views and daylight access/ overshadowing' on a 'first-in-best-dressed' basis. Ensuing developments then need to work around the new parameters set by recent developments. How to set overall, planned and consistent guidelines to prevent this?
Early developments along a street get away with a lot more than subsequent developments, who invariably face stronger constraints.
The idea of limiting site amalgamation to 2500 sqm seems arbitrary; these decisions should be made on a per-case basis.
33 Manning St - key characteristics include significant trees, rock wall, stable and palm grove. It is a passive location with open space.
The brewery and retention of heritage around Sydney's Central Park development is a good example of heritage integration.
As owners of the CBA building, we would like to bring maximum public benefit to the future building. The vision was to activate the tired old building to provide amenity with a facade that complemented the position. However the commercial realities must come into the equation of any development. The rental return per square metre does not vary much between a very ordinary building and an architecturally great one. On each of the 3 occasions we have had pre DA meetings we have been given similar feedback that the plan is not architecturally strong enough but without any firm suggestions on what could or should be done differently. We can't keep engaging new architects.





Screenshots from stakeholder consultation sessions



4. Strategic Sites

4.1. Strategic Sites Overview

The Kiama Town Centre Study identified a number of strategic opportunities, which could act as catalysts for improvements. These sites within the Kiama Town Centre have important strategic functions that require additional design considerations and detailed controls. The sites have been divided into two categories: strategic sites and prominent corners.

The seven strategic sites are chosen for their location, adjacencies, size, ownership and unique opportunities, and with appropriate high-quality development can inspire new standards for development in Kiama and spur future growth in their vicinity. Detailed development controls to ensure a positive built form outcome on these sites have been created after feasibility testing of multiple scenarios. They are listed below and illustrated in Figure 8:

- Site A: Akuna Street
- Site B: Civic Precinct
- Site C: Leagues Club
- Site D: Shopping Village
- Site E: Havilah Place
- Site F: Surf Life Saving Club
- Site G: Commonwealth Bank

There are also four prominent corner sites identified within the Town Centre which are more highly visible than mid-block sites. These corner sites have been included in this chapter to illustrate the testing undertaken for each site. Within Chapter 12.7 of the Draft DCP, these corner sites have common objectives and controls that provide guidance for corner sites more generally.

Figure 8 Strategic sites within the Kiama Town Centre

4.2. Site A: Akuna Street

Aerial shot of Akuna Street site

Akuna Street carpark

Current LEP zoning	
Land use	B2 Local Centre
Max. building height	11m
Max. floor space ratio	1.5:1, 2:1

One of the largest and most centrally located sites is the Akuna Street precinct, which was identified as a strategic opportunity site due to its location and size. The site is in Council ownership.

The Akuna Street site is adjacent to Terralong Street, close to Kiama Railway Station. Development provides the opportunity for a logical extension to the Town Centre that would enhance the public realm and extend pedestrian accessibility.

Key Opportunities

- A mid-size supermarket (appropriate towards the southwest end of the site).
- Efficient and accessible carparking that would strengthen this part of the centre.
- A central urban square would provide a focus for the community, and be unlike any other open public spaces in Kiama, with surrounding complementary retail, commercial and residential uses, and with a variety of residential units to add to the diversity of offerings in Kiama.
- Include pedestrian connectivity from the plaza to Terralong St, Hindmarsh Park and the Arts Precinct. Maintain and improve the pedestrian link into the site from Terralong St through 88 Terralong St to create an east-west spine.
- Current vehicular access to the site is from Shoalhaven Street and Collins Street. Continue the laneway behind the shops along Terralong with access from Shoalhaven St.
- Explore options to retain existing trees along Akuna St if possible.
- Opportunity to capitalize on views from development to Black Beach. Also consider impacts on existing views from Bong Bong Street and Akuna St.
- Steep gradients along Shoalhaven St need to be taken into consideration for planning ease of access at different levels.

Figure 9 Akuna Street - Opportunities and Constraints Map

- Entry into the site
- Existing pedestrian connection
- Desired pedestrian connection
- Key vehicular access
- Key Views
- Existing tree canopy
- Desired tree canopy along Akuna St
- Green open space
- Heritage item
- Existing heritage wall
- Desired open space
- Highly visible corner
- Active urban edge
- Desired active urban frontage
- Pedestrian priority zone
- Existing carpark
- Existing pedestrian crossing
- Desired pedestrian crossing
- Steep section of street
- Site boundary

4.2. Site A: Akuna Street

Parking Schedule

Level B1	224 spaces
B2	246 spaces
Total:	**470** spaces provided

Parking Requirements

1B units (10x1)	10 spaces
2B units (44x1)	44 spaces
3B units (24x2)	48 spaces
Visitors (78x0.5)	39 spaces
Subtotal:	141 spaces
Supermarket	98 spaces (RMS)
Commercial	60 spaces
Retail	69 spaces
Subtotal:	227 spaces
Existing carpark:	125 spaces
Total:	**493** spaces required

Non Residential Uses (B2, B3 & GL)

Supermarket (inc. loading)	1,440m² NLA
Retail	1,920m² NLA
Commercial	1,664m² NLA
Circulations	220m²
Total:	**5,244**m²

- Vehicle access point
- Open Space
- Retail/ commercial use
- 3 bedroom apartment
- Vertical circulation
- Extent of street wall
- Heritage item
- Site boundary

Figure 10 Akuna Street - Site Layout Plan Ground Level

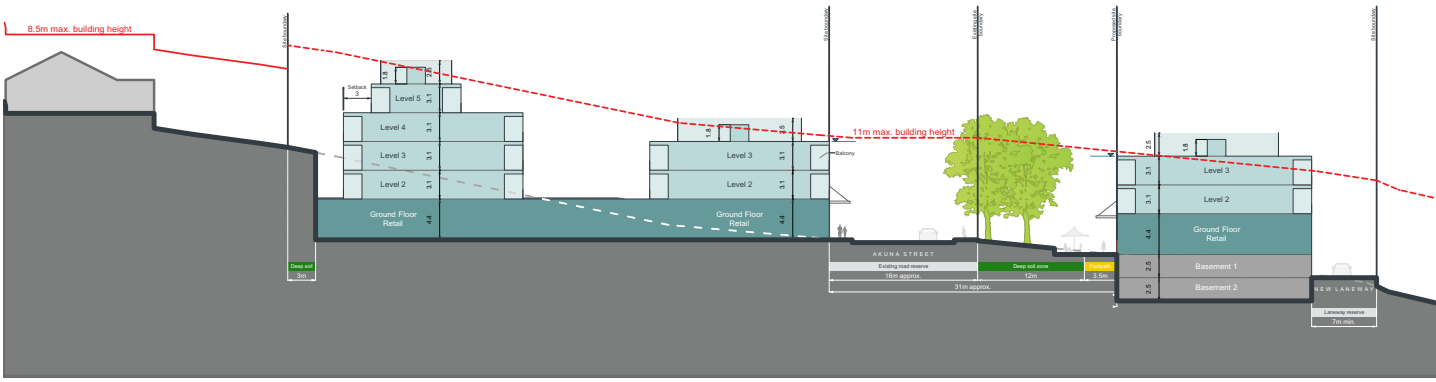
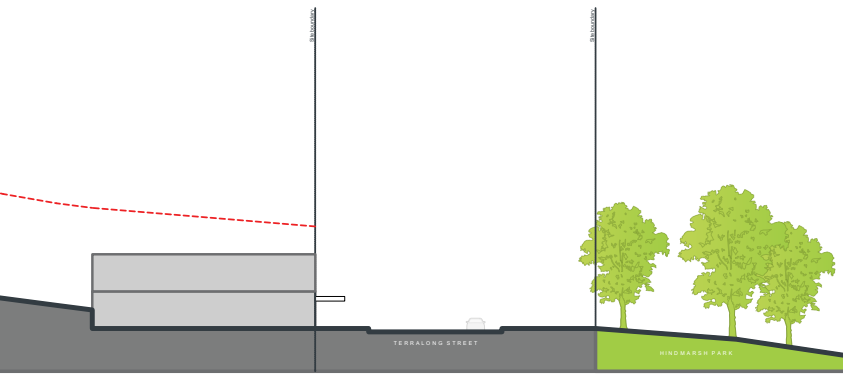


Figure 11 Akuna Street - Site Section AA

Figure 12 Akuna Street - Site Layout Plan Level 1



Key plan for section

4.2. Site A: Akuna Street

Figure 13 Akuna Street - Site Layout Plan Level 2

Figure 14 Akuna Street - Site Layout Plan Level 3

4.2. Site A: Akuna Street

Figure 15 Akuna Street - Site Layout Plan Level 4

Figure 16 Akuna Street - Site Layout Plan Basement 1

4.2. Site A: Akuna Street

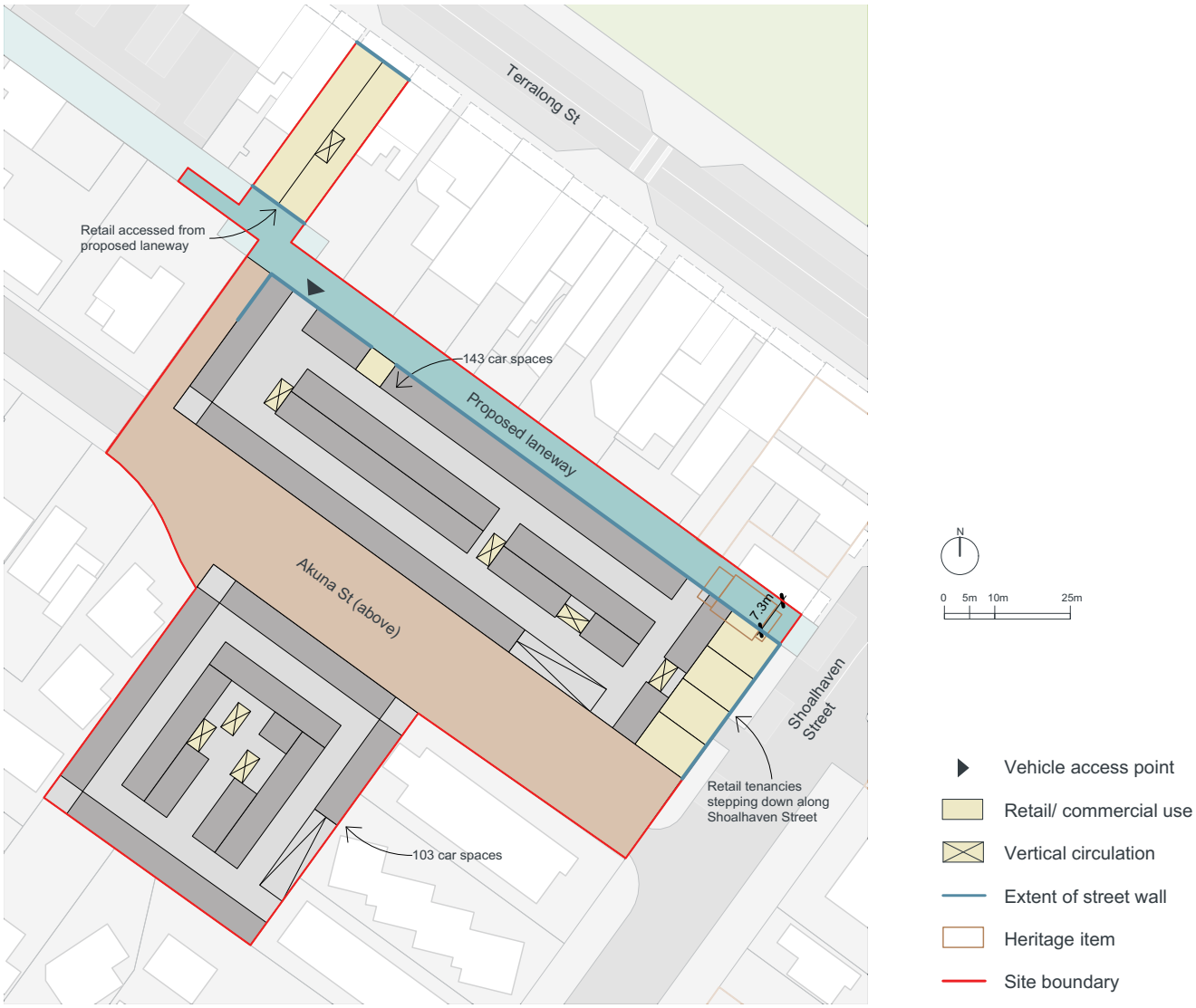


Figure 17 Akuna Street - Site Layout Plan Basement 2

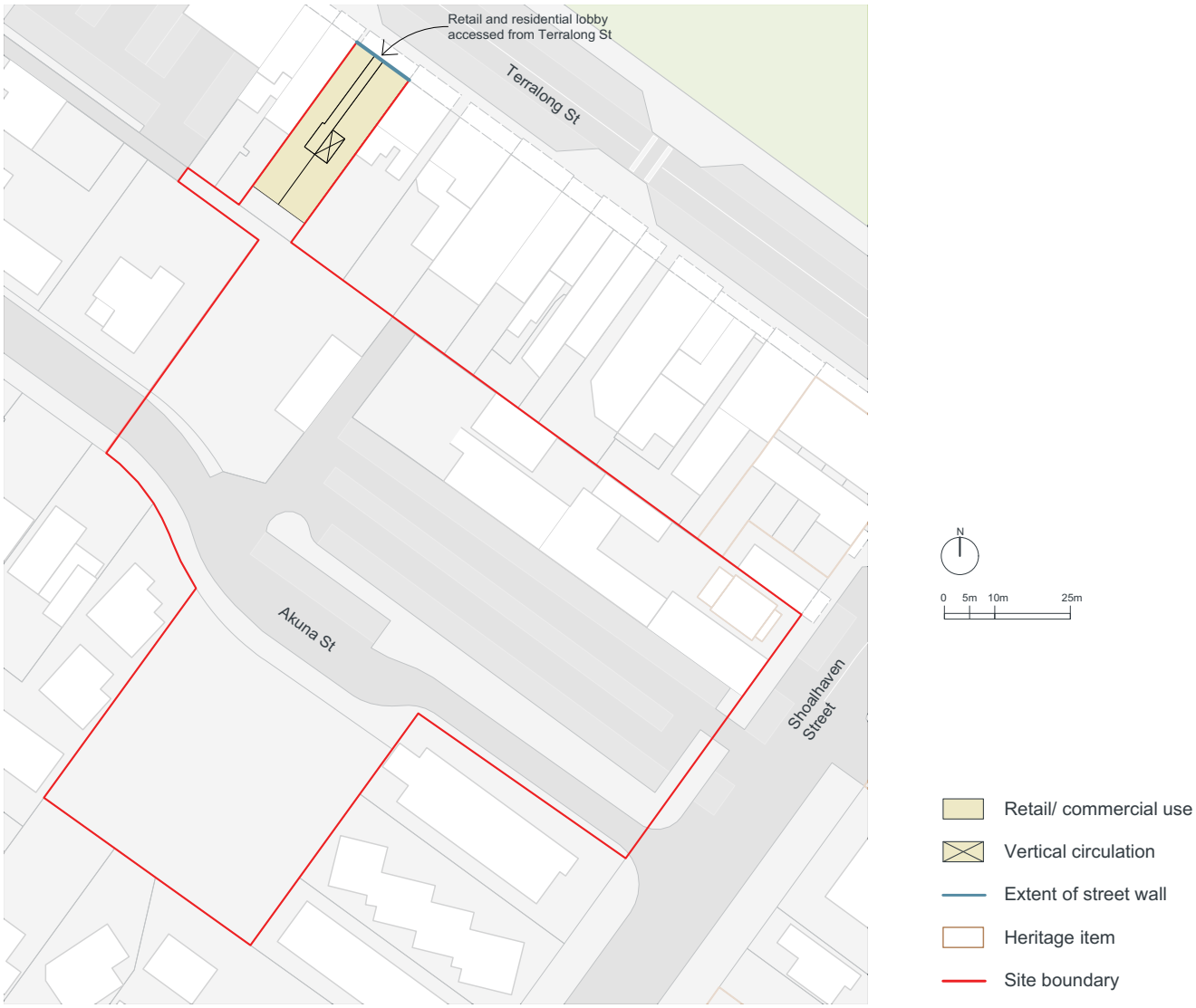


Figure 18 Akuna Street - Site Layout Plan Basement 3

4.2. Site A: Akuna Street

Area calculation

	GBA total	GBA car parking (+loading)	GBA remaining	Residential GFA (75% of GBA)	Commercial GFA (80% of GBA)	Apartment area (90% of GFA)	No. of dwellings	No. of car spaces
Basement Level 3	450	0	450	0	308	0		0
Basement Level 2	7030	6580	450	0	360	0		246
Basement Level 1	6960	6610	350	263	0	236	3	224
Ground Level	6100	350	5750	98	4512	88	1	
Level 1	4390	0	4390	3293	0	2963	32	
Level 2	4378	0	4378	3283	0	2955	32	
Level 3	840	0	840	630	0	567	6	
Level 4	580	0	580	435	0	392	4	
Total	**30728**	**13540**	**17188**	**8001**	**5180**	**7201**	**78**	**470**

FSR (approx) = GFA / site area	1.5
Site area m^2	8788

Dwelling mix

	Average dwelling size (m^2)	No. of dwellings.	Dwelling mix	Average GFA per dwelling in m^2
1 - bed apartment	**72**	10	13%	92
2 - bed apartment	**86**	44	56%	
3 - bed apartment	**111**	24	31%	

manual input fields (measured and/or counted)

Assumptions & definitions

GBA - Gross Building Area measured using built form massing model (enclosed and covered area, including covered balconies).

GFA - Gross Floor Area (Not including external walls, covered balconies and vertical horizontal circulation).

Apartment Area - (Not including seperating walls, common circulation space, car parking spaces or balconies/ terraces).

FSR - Floor Space Ratio

Car parking areas are excluded from FSR calculation.

Key numerical planning controls

LEP	Maximum GFA
FSR 2:1	17576

DCP - Parking rates	Parking Spaces
Residential car spaces within B4 zone	141
Business/ office/ retail	226
Re-provision of existing council parking spaces	125
Total car parking spaces required	**492**

Apartment Design Guide	m2
Communal Open Space	2197

Site area considered for calculation

4.3. Site B: Civic Precinct

Aerial shot of Civic Precinct site

Civic Precinct site adjacent to the Post Office building

Current LEP zoning	
Land use	B2 Local Centre, SP2 Infrastructure
Max. building height	11m, 19m
Max. floor space ratio	0.9:1, 1.5:1, 2.5:1

The Civic Precinct is in the historic part of the town centre, located to the south of Terralong Street, east of the Railway line and west of Manning Street. The site is located within a potential conservation area, and contains several items of significant heritage value (Council Chambers, Court House, Police Station and Lock-up Keepers Cottage) and is also close to the waterfront and key destinations. The site is partially in Council ownership.

There is an opportunity for development that respects and complements the heritage elements, by encouraging re-use of heritage buildings, supporting sympathetic redevelopment of the Council site as well as the creation of new links and connections to the surrounding area. The focus is on providing new views and access through to the harbour, creating an area which is activated well into the night, utilising spaces within and between the adapted heritage buildings, along with suitable additional built-forms.

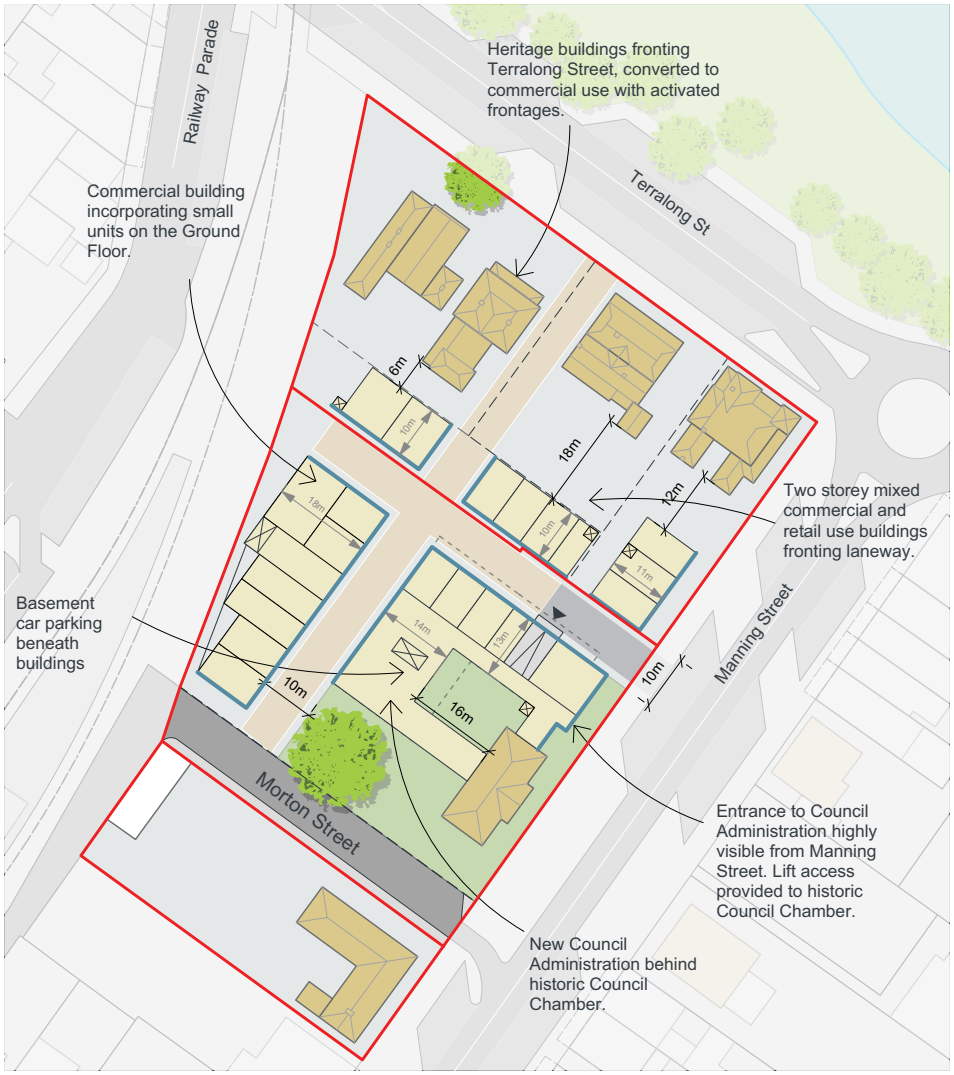
Key Opportunities

- Provision of laneways within the development to increase pedestrian permeability, improve access to areas within the block and create an alternative more intimate street character from the wider Manning and Terralong Streets.
- Sympathetic contemporary extension to a historic heritage building that plays off the architectural lines from the building but is build in a contemporary style.
- Development steps in height to respond to the adjacent heritage buildings.
- Accommodating sufficient parking on the site with multiple basement levels and parking access from Manning Street.
- A small private garden for Council staff behind historic Council Chambers.

Figure 19 Civic Precinct - Opportunities and Constraints Map

- Pedestrian priority zone
- Desired future public connection
- Key existing vehicular access
- Key Views
- Existing tree canopy
- Significant trees
- Green open space
- Heritage item
- Significant level difference
- Railway line
- Opportunity for new development
- Proposed intersection reconfiguration
- Highly visible corner
- Active urban edge
- Desired active urban frontage
- Option for heritage activated frontage
- Train station
- Existing carpark
- Existing pedestrian crossing
- Site boundary

4.3. Site B: Civic Precinct



Parking Schedule

Level	B1	95 spaces
	B2	97 spaces
	Total:	**192** spaces provided

Parking Requirements

Council site	156 spaces
Heritage site	27 spaces
Subtotal:	**183** spaces required

Uses

Heritage items site (north)
Retail / offices 960m² NLA

Council site (centre)
Council offices 3,000m² NLA
Private offices 1,400m² NLA

Private site (south)
Nil

Total: **5,360**m²

N

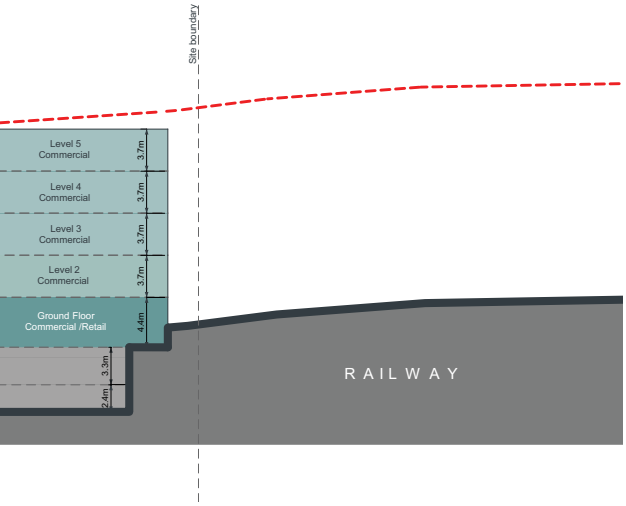
0 5m 10m 25m

Commercial/ office use
Heritage Items
Existing significant trees
Shared vehicle and pedestrian surface
Pedestrian laneway
Vertical circulation
Vehicle access point
Extent of street wall
Site Boundary

Figure 20 Civic Precinct - Site Layout Plan Ground Level

Figure 21 Civic Precinct - Site Section AA

Figure 22 Civic Precinct - Site Layout Plan Level 1



Key plan for section

4.3. Site B: Civic Precinct

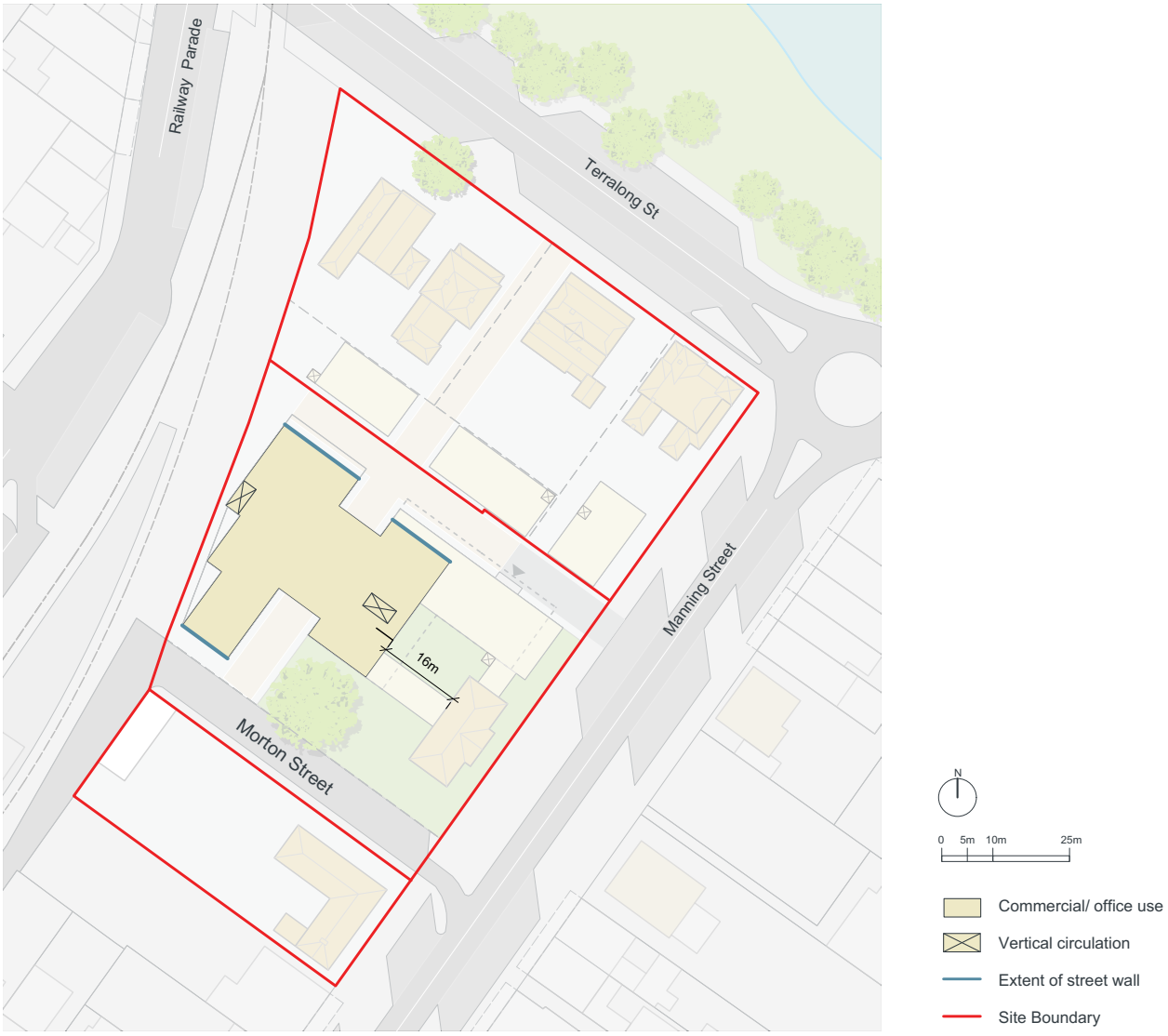


Figure 23 Civic Precinct - Site Layout Plan Level 2

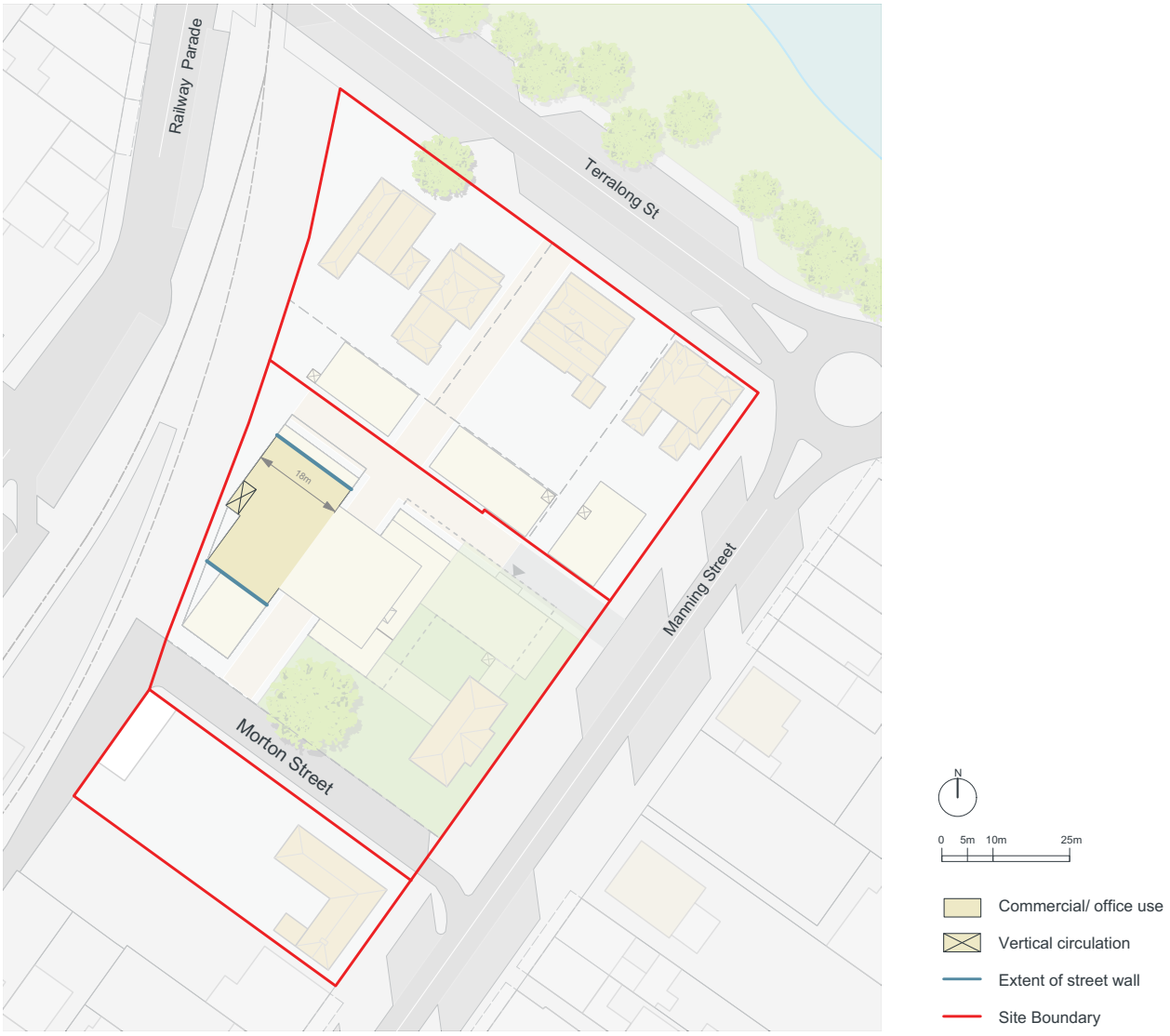


Figure 24 Civic Precinct - Site Layout Plan Levels 3 and 4

4.3. Site B: Civic Precinct

Figure 25 Civic Precinct - Site Layout Plan Basements 1 and 2

Area calculation

	GBA total	GBA car parking (+loading)	GBA remaining	Commercial GFA (80% of GBA)	No. of car spaces
Basement Level 2	2390	2390	0		97
Basement Level 1	2390	2390	0		95
Ground Level	1530	50	1480	1184	
Level 1	1530	0	1530	1224	
Level 2	1245	0	1245	996	
Level 3	865	0	865	692	
Level 4	465	0	465	372	
Total	**10415**	**4830**	**5585**	**4468**	**192**

FSR (approx) = GFA / site area	1.07
Site area m^2	4175

manual input fields (measured and/or counted)

Site area considered for calculation

Assumptions & definitions

GBA - Gross Building Area measured using built form massing model (enclosed and covered area, including covered balconies)

GFA - Gross Floor Area (not including external walls, covered balconies and vertical horizontal circulation)

Apartment Area - not including seperating walls, common circulation space, car parking spaces or balconies/ terraces

FSR - Floor Space Ratio
Car parking areas are excluded from FSR calculation

Key numerical planning controls

LEP	Maximum GFA
FSR 2.5:1	10438

DCP - Parking rates	Parking Spaces
Business/ office/ retail	156
Total car parking spaces required	**156**

4.4. Site C: Kiama Leagues Club

Aerial shot of Leagues Club site

Leagues Club site

Current LEP zoning	
Land use	B2 Local Centre
Max. building height	11m
Max. floor space ratio	1.5:1

The Leagues Club is in a central location within the Kiama Town Centre. As part of the preparation of this DCP an option was explored which located a new Leagues Club at the rear of the site with a new mixed-use developed at the intersection of Terralong Street and Collins Street, that created increased activity at this key intersection overlooking Hindmarsh Park.

Currently an on-grade carpark services the Leagues Club, however, this option seeks to utilise the natural topography of this site to enhance its benefit to the wider community. With the provision of substantially more carparking, hidden within the natural 'dip', this proposal would enable visitors and residents to access parking in the town centre, with minimal impact on the amenity of surrounding sites.

Key Opportunities

- Relocate the Leagues Club to the rear with access to adjacent open space and views of the waterfront. The street facing site can be advantageously used for a mixed-use development.
- Improve pedestrian connectivity with the site with direct link to the rear of the site along with provision for pedestrian link along the rear end to connect Meares Pl to Collins St in the future.
- Incorporate distinctive architectural elements in the built-form at the terminating vista along the main entry.
- Economic feasibility has indicated that an FSR of approximately 2.2:1 would be required for a mixed use development on the site. A clause in the LEP could indicate that additional height and FSR may be possible on this site if there was no adverse impact on views or overshadowing and the building exhibited design excellence.

Figure 26 Leagues Club - Opportunities and Constraints Map

- Desired future public connection
- Key Views
- Existing tree canopy
- Significant trees
- Significant level difference
- Proposed N-facing open space
- Interface with existing residential building
- Interface with approved aged care facility
- Highly visible corner
- Landscape priority zone
- Active urban edge
- Opportunity for improved active urban edge
- Existing pedestrian crossing
- Existing carpark
- Site boundary

4.4. Site C: Kiama Leagues Club

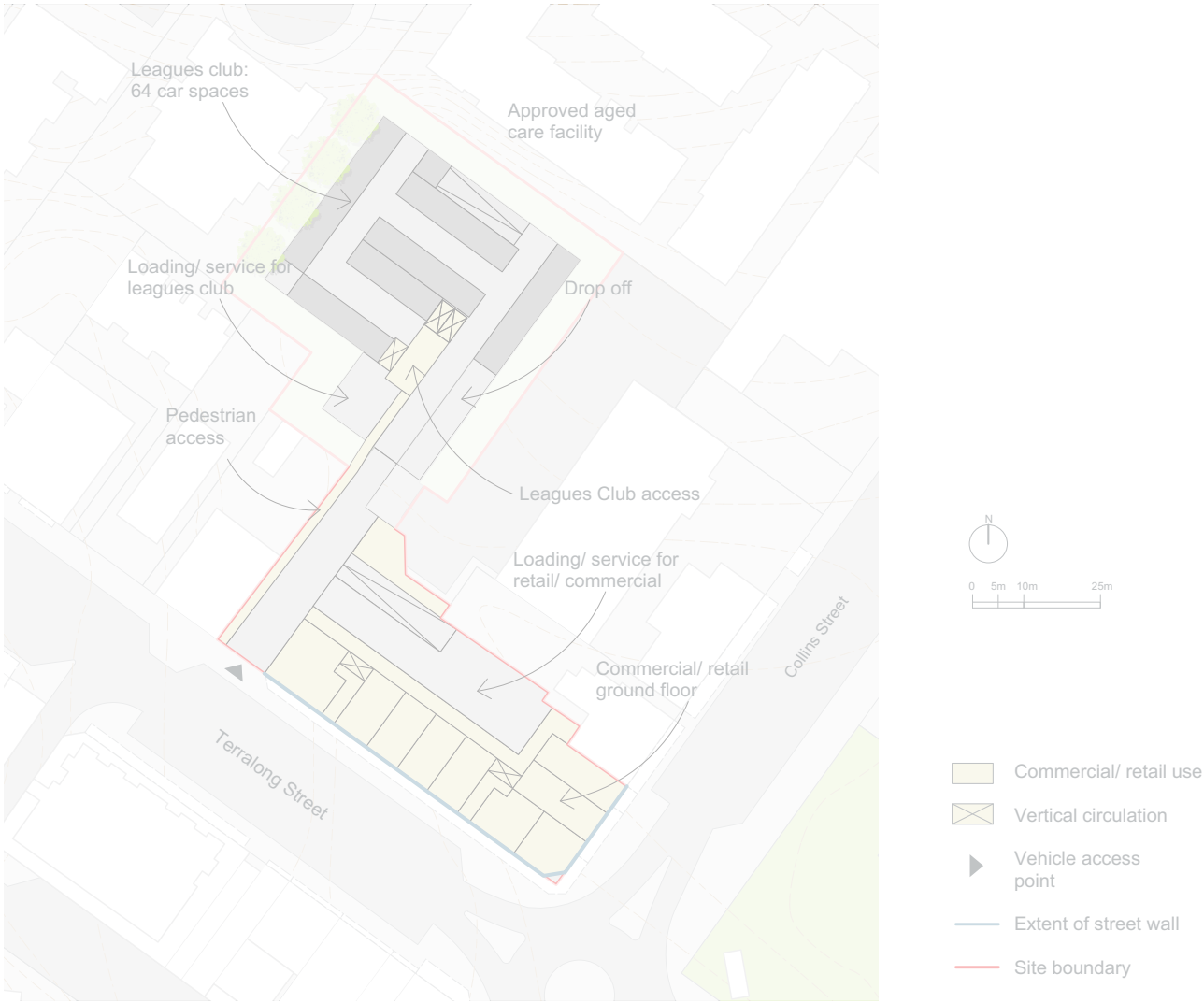


Figure 27 Leagues Club - Site Layout Plan Ground Level

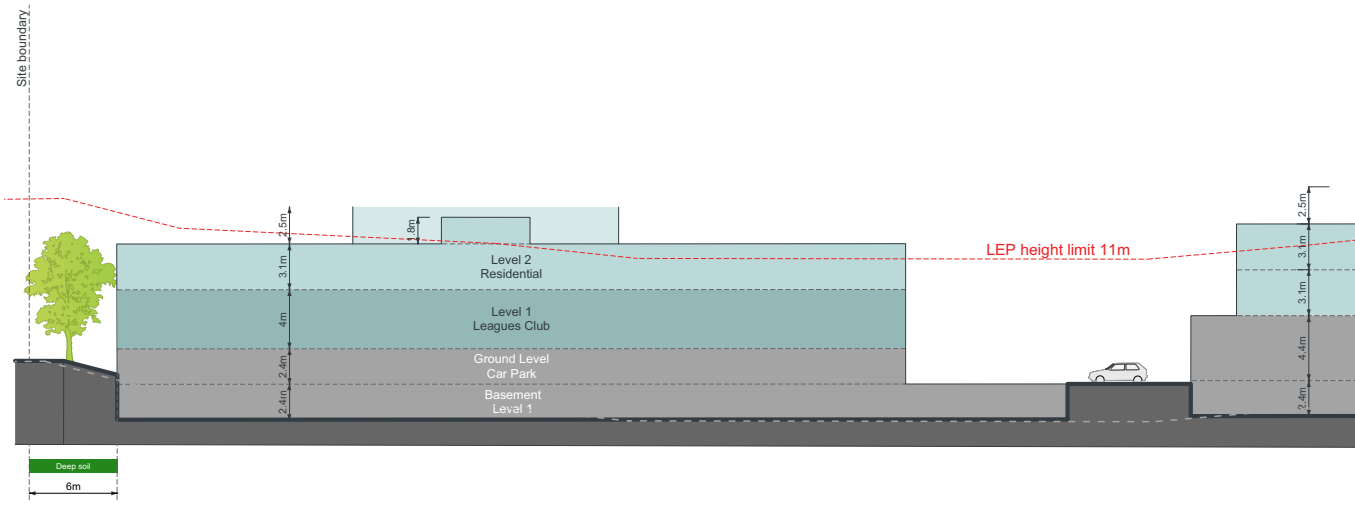
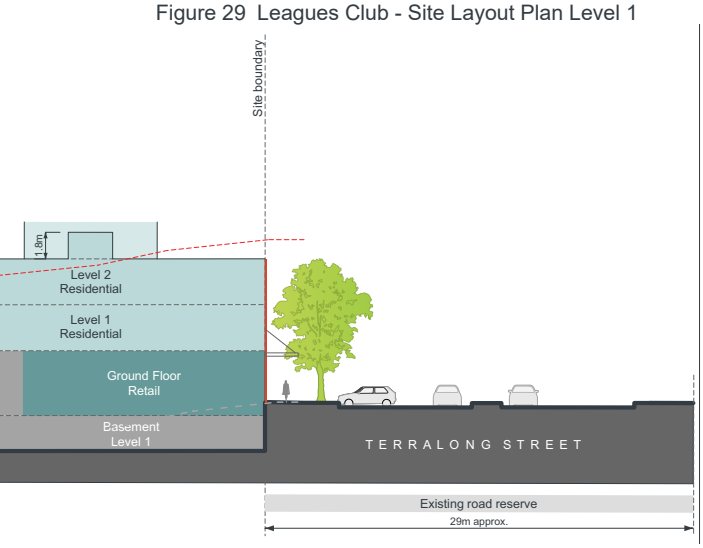


Figure 28 Leagues Club - Site Section AA

Figure 29 Leagues Club - Site Layout Plan Level 1



Key plan for section

4.4. Site C: Kiama Leagues Club

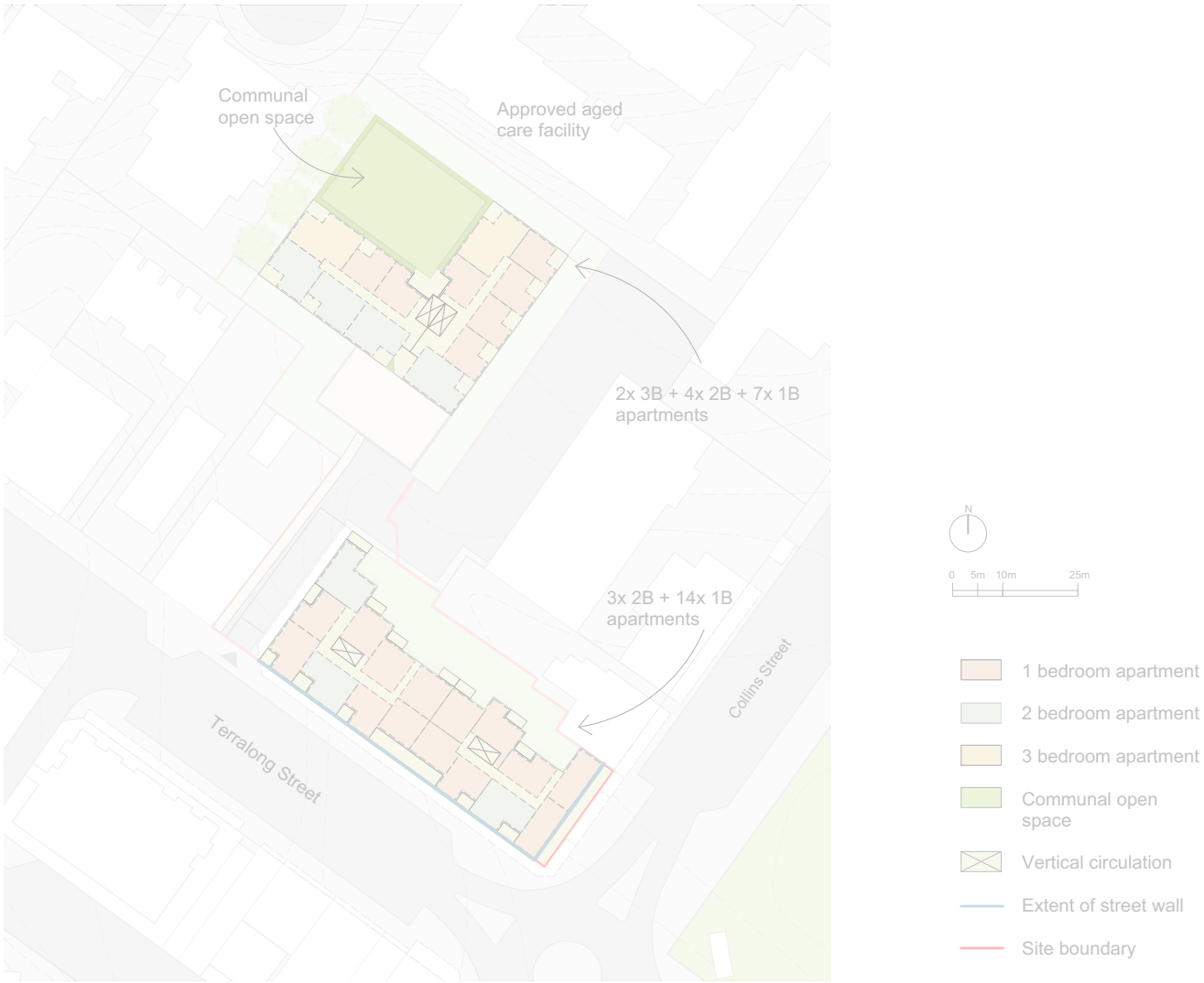


Figure 30 Leagues Club - Site Layout Plan Level 2

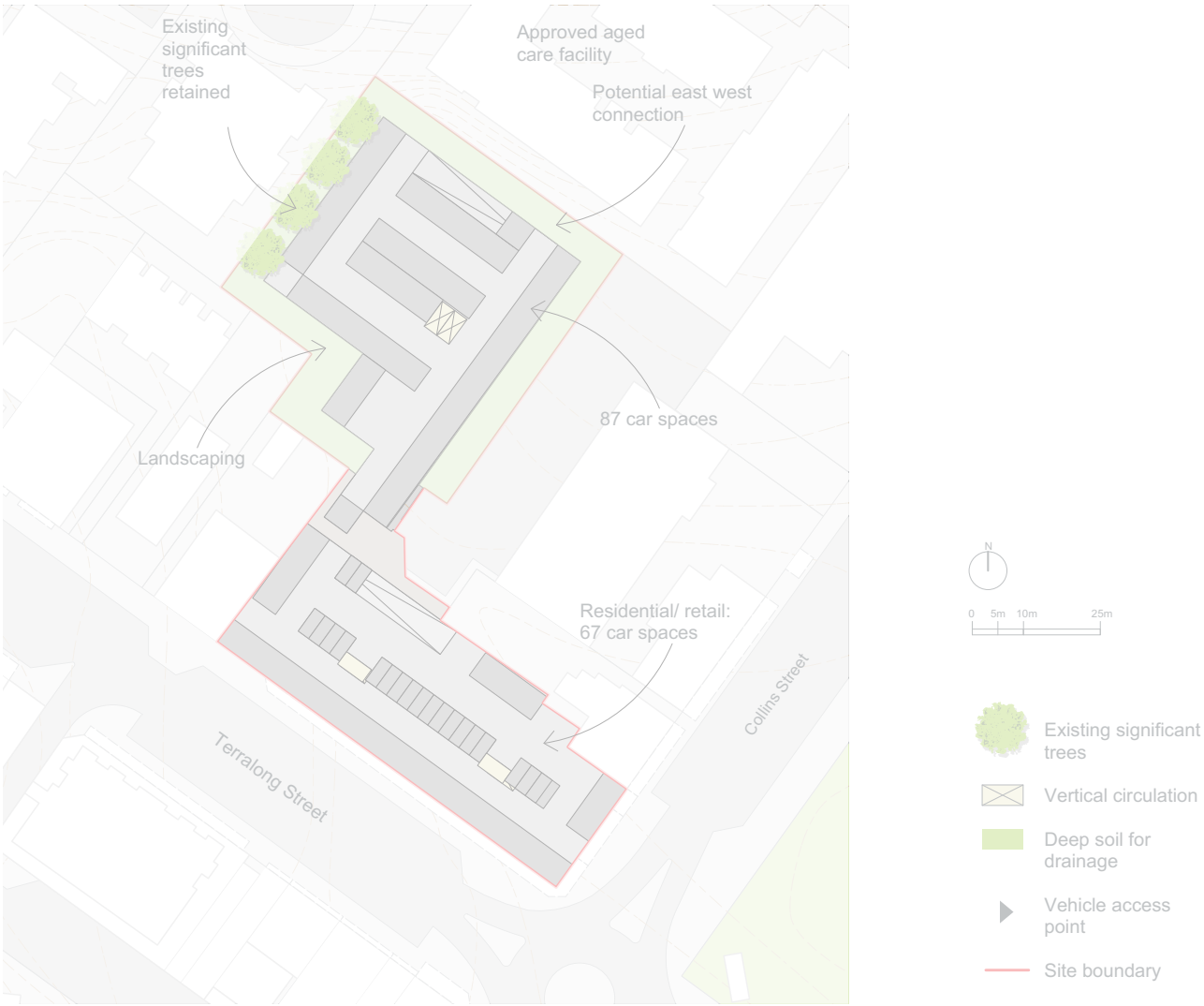


Figure 31 Leagues Club - Site Layout Plan Basement

4.4. Site C: Kiama Leagues Club

Area calculation

	GBA total	GBA car parking (+loading)	GBA remaining	Residential GFA	Commercial GFA	Apartment area (90% of GFA)	No. of dwellings	No. of car spaces
Basement Level 1	4665	4665	0					154
GF	4300	2775	1525	0	1172	0	0	64
L1	3750	0	3750	1110	1776	999	17	
L2	2565	0	2565	1975	0	1778	29	
Total	**15280**	**7440**	**7840**	**3085**	**2948**	**2777**	**46**	**218**

FSR (approx) = GFA / site area	1.0
Site area m^2	6160

Dwelling mix	Average dwelling size (m^2)	No. of dwellings.	Dwelling mix	Average GFA per dwelling in m^2
1 - bed apartment	**59**	32	71%	64
2 - bed apartment	**73**	12	25%	
3 - bed apartment	**100**	2	4%	

manual input fields (measured and/or counted)

Assumptions & definitions

GBA - Gross Building Area measured using built form massing model (enclosed and covered area, including covered balconies).
GFA - Gross Floor Area (Not including external walls, covered balconies and vertical horizontal circulation).

FSR - Floor Space Ratio

Car parking areas are excluded from FSR calculation.

Key numerical planning controls

LEP	**Maximum GFA**
FSR 1.5:1	9240

DCP - Parking rates	**Parking Spaces**
Multi-dwelling	71
Retail	28
Leagues club	116 (existing)
	215

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4.5. Site D: Kiama Village Shopping Centre

Aerial shot of Kiama Village Shopping Centre site

Kiama Village Shopping Centre

Current LEP zoning	
Land use	B2 Local Centre
Max. building height	11m
Max. floor space ratio	1.5:1

The Kiama Village is the largest consolidated shopping centre in the town centre and forms the western gateway into town along Terralong Street. As part of the preparation of this DCP an option was explored which considered how retail on this site could be increased to accommodate a second supermarket whilst also enhancing activity along Terralong Street.

Key Opportunities

- Prioritise pedestrian connectivity along the main street with an active street edge, while providing ease of access and services to the centre.
- Enable the development to be staged so that much of the current centre could continue to function during the construction of the expanded retail facilities.
- Maintain through site pedestrian link connecting Terralong St to Meares Pl.
- Incorporate a corner feature at the intersection of Terralong St and Meares Pl.
- Create small-scale retail tenancies along Terralong Street for the centre expansion.
- Align new vehicular access into the site along Thomson St to create a four-way intersection.
- Incorporate rooftop carparking to provide for the shopping centre extension.
- Economic feasibility has indicated that some residential development above the shopping centre may be desireable to cross-subsidise and offset the loss of trade/tenant disruption and cost of development, This mixed use outcome would likely require additional height and FSR in the LEP.

Figure 32 Kiama Village - Opportunities and Constraints Map

- Gateway opportunity
- Existing pedestrian connection to be improved
- Desired future public connection
- Key existing vehicular access
- Key Views
- Landscape priority zone
- Existing tree canopy
- Significant trees
- Significant level difference
- Heritage item
- Opportunity for rooftop carpark
- Possible location for new vehicular access
- Highly visible corner
- Active urban edge
- Desired active urban frontage
- Existing pedestrian crossing
- Existing carpark
- Steep section of street
- Site boundary

4.5. Site D: Kiama Village Shopping Centre

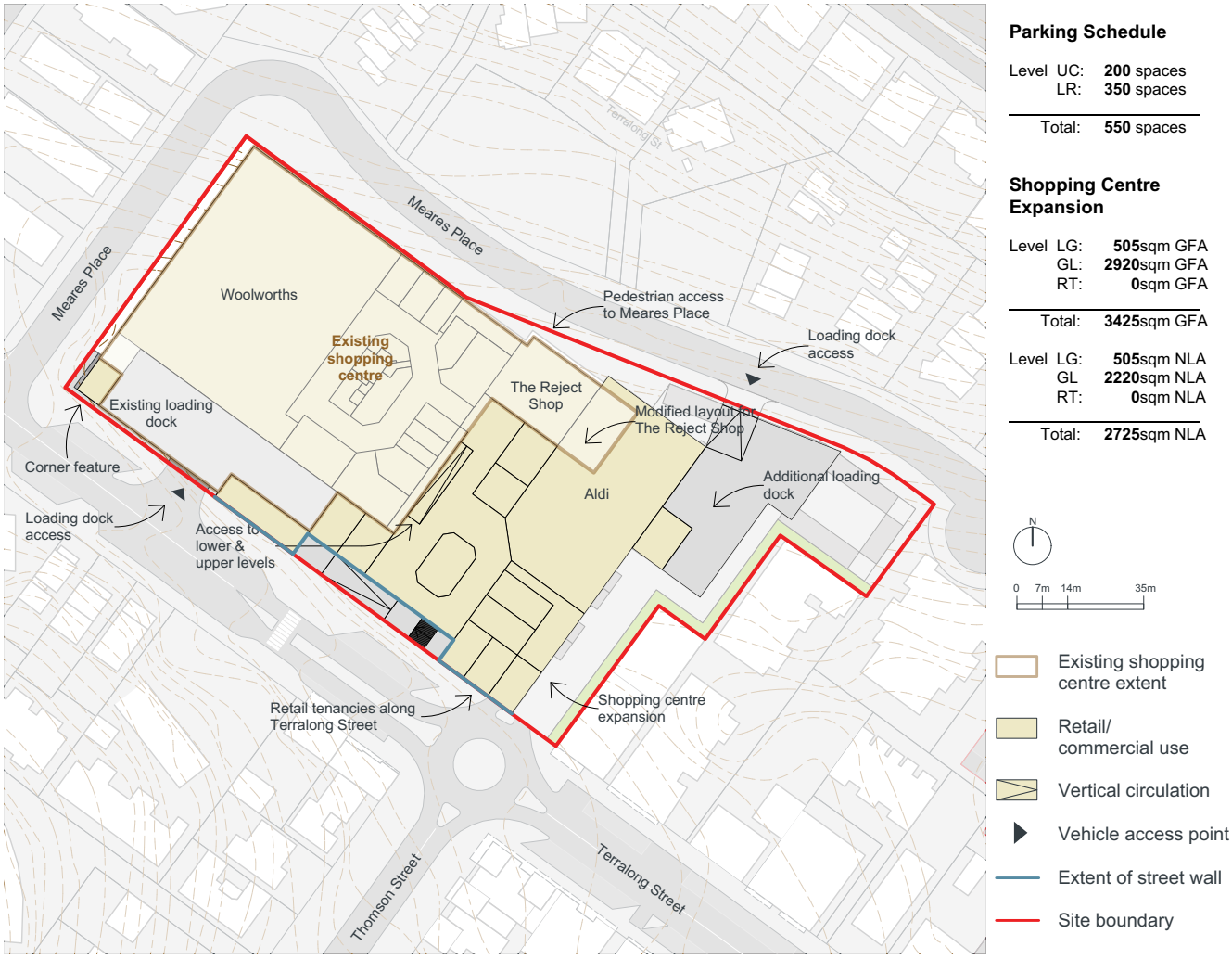


Figure 33 Kiama Village Shopping Centre - Site Layout Plan Ground Level

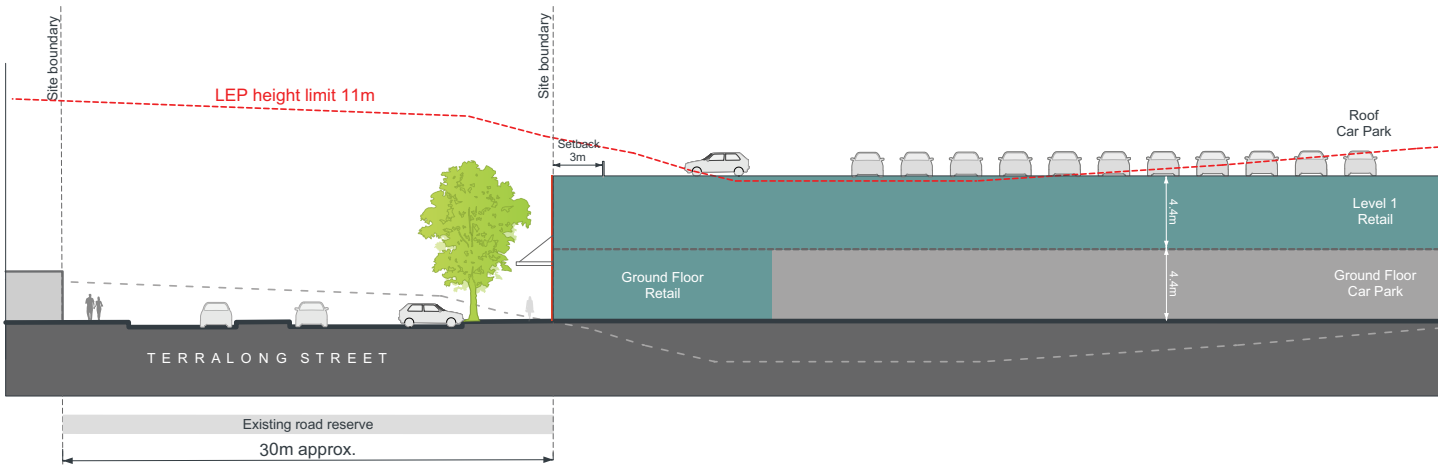


Figure 34 Kiama Village Shopping Centre - Site Section AA

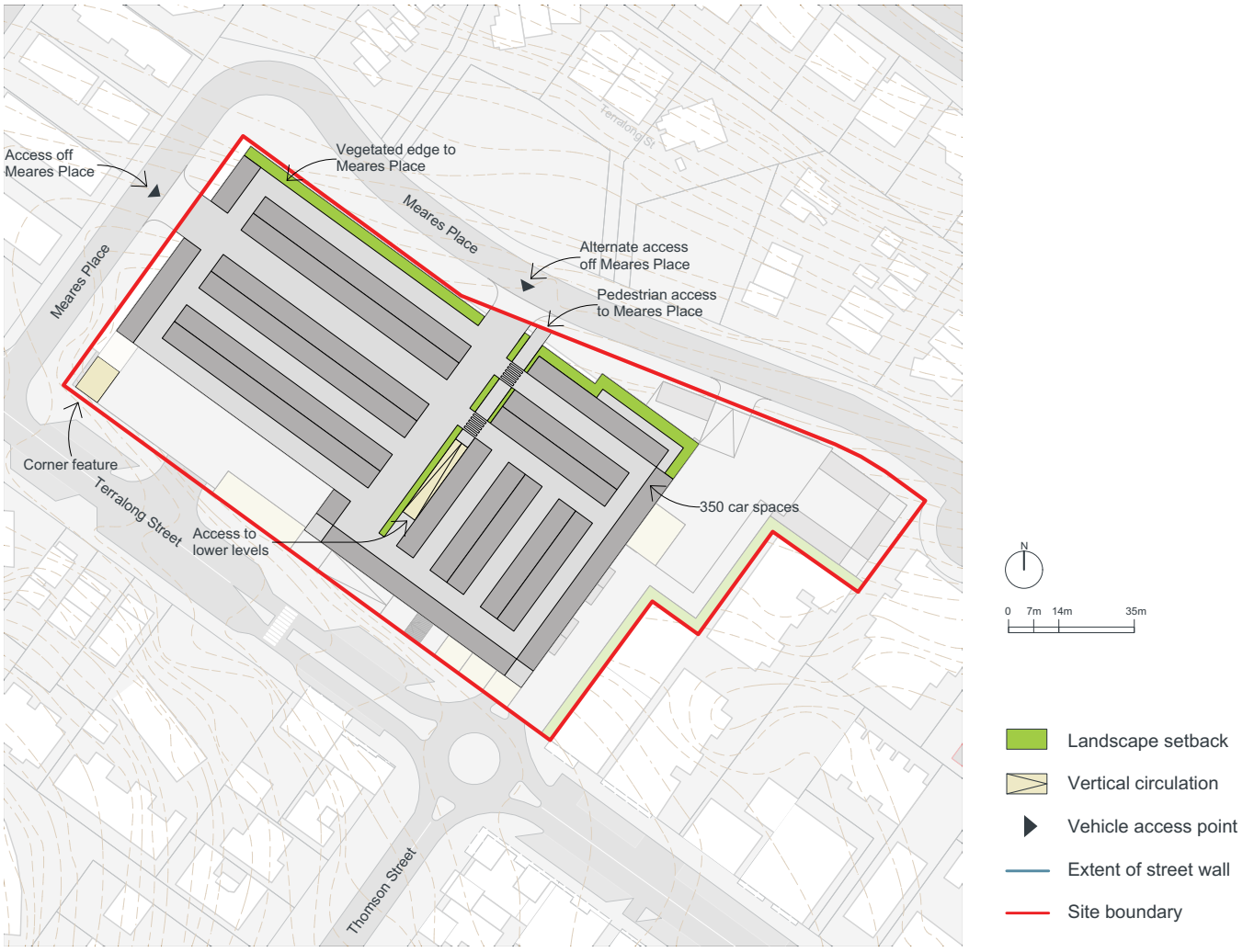
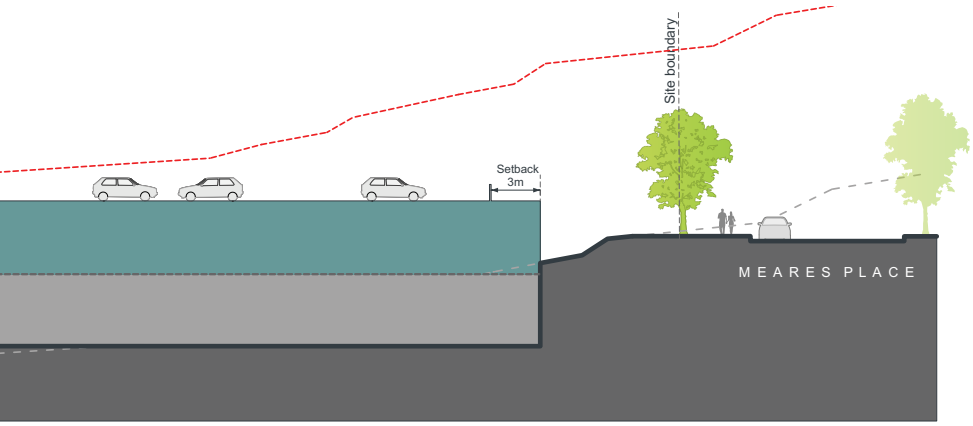
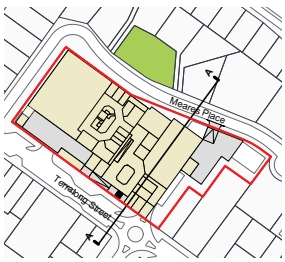


Figure 35 Kiama Village Shopping Centre - Site Layout Plan Rooftop Level





Key plan for section

4.5. Site D: Kiama Village Shopping Centre

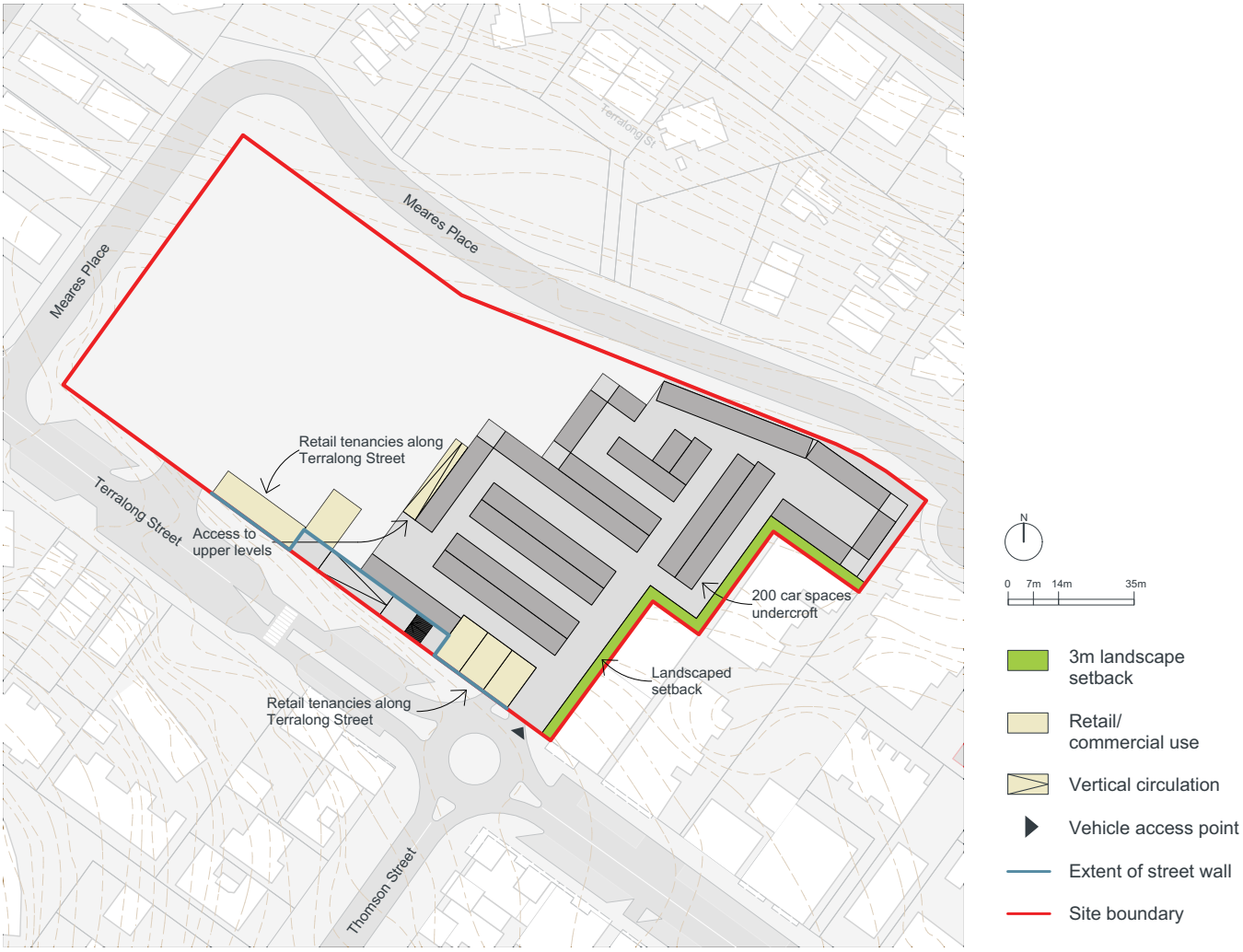


Figure 36 Kiama Village Shopping Centre - Site Layout Plan Undercroft Level

Area calculation

	GBA total	GBA car parking (+loading)	GBA remaining	Commercial GFA (80% of GBA)	No. of car spaces
Undercroft Level	5230	4605	625	500	200
Ground Level (existing)	4994	60	4934	3899	
Ground Level (expansion)	3875	130	3745	2948	
Rooftop Level	0	0	0	0	350
Total	**14099**	**4795**	**9304**	**7347**	**550**

FSR (approx) = GFA / site area	0.5
Site area m^2	15766

manual input fields (measured and/or counted)

Assumptions & definitions

GBA - Gross Building Area measured using built form massing model (enclosed and covered area, including covered balconies).
GFA - Gross Floor Area (Not including external walls, covered balconies and vertical horizontal circulation).

Apartment Area - (Not including seperating walls, common circulation space, car parking spaces or balconies/ terraces).

FSR - Floor Space Ratio

Car parking areas are excluded from FSR calculation.

Key numerical planning controls

LEP	Maximum GFA
FSR 1.5:1	23649

DCP - Parking rates	Parking Spaces
Shopping centres (RMS)	430
Total car parking spaces required	**430**

4.6. Site E: Havilah Place

Aerial shot of Havilah Place site

View of Havilah Place site

Current LEP zoning	
Land use	R3 Medium Density
Max. building height	8.5m, 24m
Max. floor space ratio	0.7:1, 2:1

This site in Havilah Place is located adjacent to Kiama Leisure Centre, near to the western entry into the town centre. Access is via Havilah Place, a no-through road off Terralong Street, with a considerable slope.

The Kiama Village shopping centre is 250m to the north east of the site, however, there is a significant slope separating this retail facility from the site. The site is entirely within council ownership, adjacent to the Blue Haven Aged Care development and offers the opportunity to capture distant water and mountain views.

The zoning on this site allows for residential development and, as part of the preparation of this DCP, an option was created for a mix of apartments and terrace houses. This site could also accommodate Seniors Living or Independent Living Units as currently on adjacent sites.

Key Opportunities

- Retain pedestrian access to aged-care site and community garden.
- Minimize vehicular circulation on site for the Independent living units, and prioritise pedestrian connectivity across the site.
- New built-form to take into consideration adjacent six-storey aged care facility.
- Create small diverse open spaces throughout site to encourage micro-communities.

Figure 37 Havilah Place - Opportunities and Constraints Map

- Gateway opportunity
- Existing pedestrian connection to be improved
- Desired pedestrian connection
- Key vehicular access
- Existing tree canopy
- Significant level difference
- Heritage item
- Opportunity to improve interface and access to Kiama Community Garden
- Opportunity for through site link
- Desired pedestrian crossing
- Steep section of street
- Site boundary

4.6. Site E: Havilah Place

Figure 38 Havilah Place - Site Layout Plan Ground Level

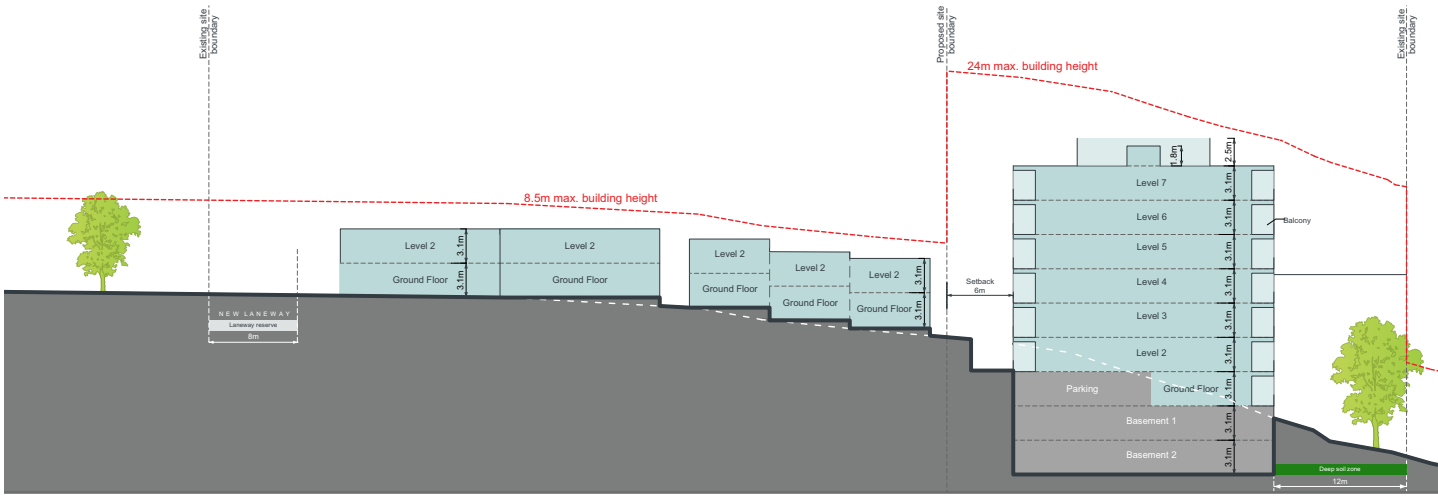
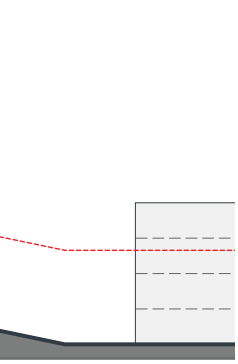


Figure 39 Havilah Place - Site Section AA

Figure 40 Havilah Place - Site Layout Plan Levels 1-5



Key plan for section

4.6. Site E: Havilah Place

Figure 41 Havilah Place - Site Layout Plan Level 6

Figure 42 Havilah Place - Site Layout Plan Basement 1

4.6. Site E: Havilah Place

Figure 43 Havilah Place - Site Layout Plan Basement 2

Figure 44 Havilah Place - Site Layout Plan Basement 3

4.6. Site E: Havilah Place

Area calculation

	GBA total	GBA car parking (+loading)	GBA remaining	Residential GFA	Apartment area	No. of dwellings	No. of car spaces
Basement Level 3	1060	1060	0				39
Basement Level 2	1060	1060	0				37
Basement Level 1	1040	700	340	240	216	3	13
Level Ground	850	0	850	610	549	7	
Level 1	850	0	850	620	558	7	
Level 2	850	0	850	620	558	7	
Level 3	850	0	850	620	558	7	
Level 4	850	0	850	620	558	7	
Level 5	850	0	850	620	558	7	
Level 6	630	0	630	420	378	3	
Total	**8890**	**2820**	**6070**	**4370**	**3933**	**48**	**89**

FSR (approx) = GFA / site area	2.3
Site area m^2	1916

Dwelling mix	Average dwelling size (m^2)	No. of dwellings.	Dwelling mix	Average GFA per dwelling in m^2
1 - bed apartment	**69**	11	23%	89
2 - bed apartment	**79**	23	48%	
3 - bed apartment	**120**	14	29%	

manual input fields (measured and/or counted)

Assumptions & definitions

GBA - Gross Building Area measured using built form massing model (enclosed and covered area, including covered balconies).

GFA - Gross Floor Area (Not including external walls, covered balconies and vertical horizontal circulation).
FSR - Floor Space Ratio

Car parking areas are excluded from FSR calculation.

Site area considered for calculation

Key numerical planning controls

LEP	Maximum GFA
FSR 2.5:1	4790

DCP - Parking rates	Parking Spaces
Multi-dwelling residential	86

Area calculation

	GBA total	GBA car parking (+loading)	GBA remaining	Residential GFA (90% of GBA)	Terrace area (90% of GFA)	No. of dwellings	No. of car spaces
Level 1 (GF)	1575	270	1305	1175	1057	18	23
Level 2	1305	0	1305	1175	1057		0
Total	**2880**	**270**	**2610**	**2349**	**2114**		**23**

FSR (approx) = GFA / site area	0.4
Site area m^2	5485

Dwelling mix	Average dwelling size (m^2)	No. of dwellings.	Dwelling mix	Average GFA per dwelling in m^2
Terrace	**130**	18	100%	130

manual input fields (measured and/or counted)

Assumptions & definitions

GBA - Gross Building Area measured using built form massing model (enclosed and covered area, including covered balconies).

GFA - Gross Floor Area (Not including external walls, covered balconies and vertical horizontal circulation).
FSR - Floor Space Ratio

Car parking areas are excluded from FSR calculation.

Key numerical planning controls

LEP	Maximum GFA
FSR 0.7:1	3840

DCP - Parking rates	Parking Spaces
Seniors housing	23

Site area considered for calculation

4.7. Site F: Kiama Surf Lifesaving Club

Aerial shot of Kiama Surf Lifesaving Club

Kiama SLSC viewed from coastal path alongside Chittick Oval (left) and screened by Norfolk Pines (right)

Current LEP zoning	
Land use	RE1 Public Recreation
Max. building height	n/a
Max. floor space ratio	n/a

The Kiama Surf Lifesaving Club is located to the east of the Kiama Town Centre beside Surf Beach and Coronation Park. It currently consists of a two storey brick building incorporating surf club facilities and an upper floor sun-deck available for function hire.

Current vehicular access to the site is via a narrow driveway off Manning Street alongside Saints Peter and Paul Catholic Church. A direct footpath from Manning Street and the shared coastal path provide formal pedestrian connections to the surf club.

As part of the preparation of this DCP, an option was created that proposed an addition to the south of the existing Surf Club building.

Key Opportunities

- Additional car parking may be required to service an upgraded building which will likely require encroachment into Coronation Park
- Potential to integrate further food and beverage uses within the new building.
- Provide an atrium connecting the new building to the old to serve as a through site direct link to the beach from the parking.
- Create a built-form that capitalizes on the waterfront views while creating a high-quality visually interesting building along Kiama's waterfront.
- Consideration to the framed view of the new built-form by Norfolk Pines when viewed from Manning St.

Figure 45 Kiama SLSC site - Opportunities and Constraints Map

- Significant pedestrian connection
- Existing pedestrian connections to be improved
- Key vehicular access
- Existing carpark
- Key Views
- Existing tree canopy
- Significant trees to be retained
- Heritage item
- Existng active urban edge
- Existing pedestrian crossing
- Site boundary

4.7. Site F: Kiama Surf Lifesaving Club

Figure 46 Kiama SLSC - Site Layout Plan Ground Level

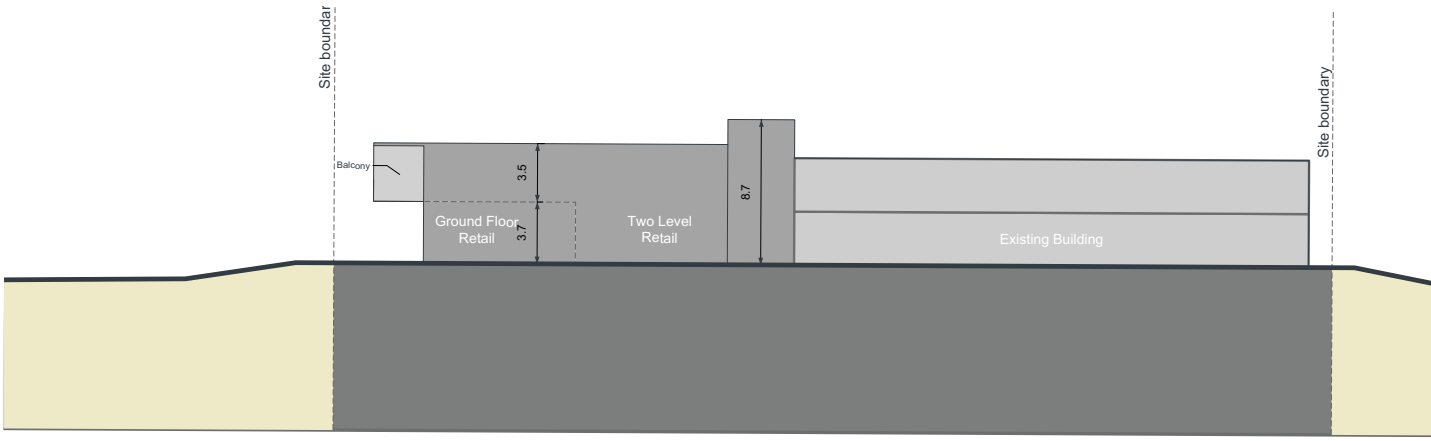


Figure 47 Kiama SLSC - Site Section AA

Area calculation

	GBA total	GBA car parking (+loading)	GBA remaining	Commercial GFA (80% of GBA)	No. of car spaces
Level 1 (GF)	330	0	330	264	18
Level 2	300	0	300	240	
Total	**630**	**0**	**630**	**504**	**18**

FSR (approx) = GFA / site area	0.6
Site area m^2	860

manual input fields (measured and/or counted)

Assumptions & definitions

GBA - Gross Building Area measured using built form massing model (enclosed and covered area, including covered balconies).

GFA - Gross Floor Area (Not including external walls, covered balconies and vertical horizontal circulation).

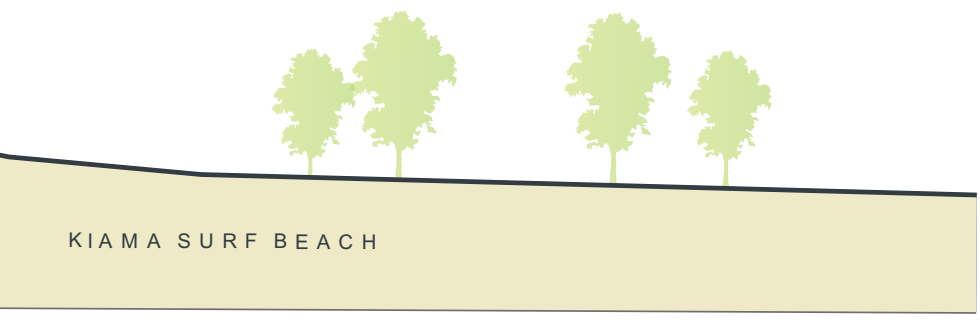
FSR - Floor Space Ratio

Car parking areas are excluded from FSR calculation.

Key numerical planning controls

LEP	Maximum GFA
FSR 2:1	1720

DCP - Parking rates	Parking Spaces
Business/ office/ retail	13



Key plan for section

4.8. Site G: Commonwealth Bank

Aerial shot of Commonwealth Bank site

Commonwealth Bank site at the corner of Terralong Street and Manning Street

Current LEP zoning	
Land use	B2 Local Centre
Max. building height	11m
Max. floor space ratio	1.5:1

This prominent site is located at the corner of Terralong Street and Manning Street, opposite the heritage Post Office building and with views of the spectacular Kiama Harbour waterfront. Given the prominent location the challenge is to create a high-quality mixed-use development that is sympathetic to the surrounding heritage streetscape.

Key Opportunities

- Allow for rear laneway to connect into rear of properties along the south side of Manning St improving overall permeability for the area. Use the laneway to access on-site parking.
- Capitalise on water views.
- Create visual interest by incorporating balconies behind the street wall.
- Given the size of the site, consider tandem parking to provide adequate parking.

Parking Schedule

Level GF:	**8** spaces
Total:	**8** spaces

Mixed Use Building

Level GF:	**200**sqm GFA
L1:	**255**sqm GFA
L2:	**240**sqm GFA
Total:	**695**sqm GFA

Level GF:	**140**sqm NLA
L1:	**255**sqm NLA
Total:	**395**sqm NLA

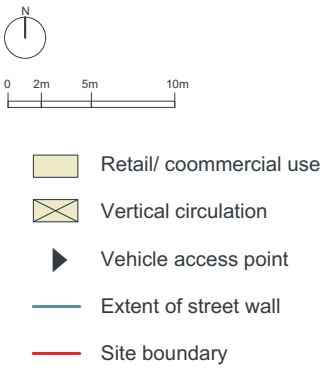


Figure 48 Commonwealth Bank - Site Layout Plan Ground Level

4.8. Site G: Commonwealth Bank

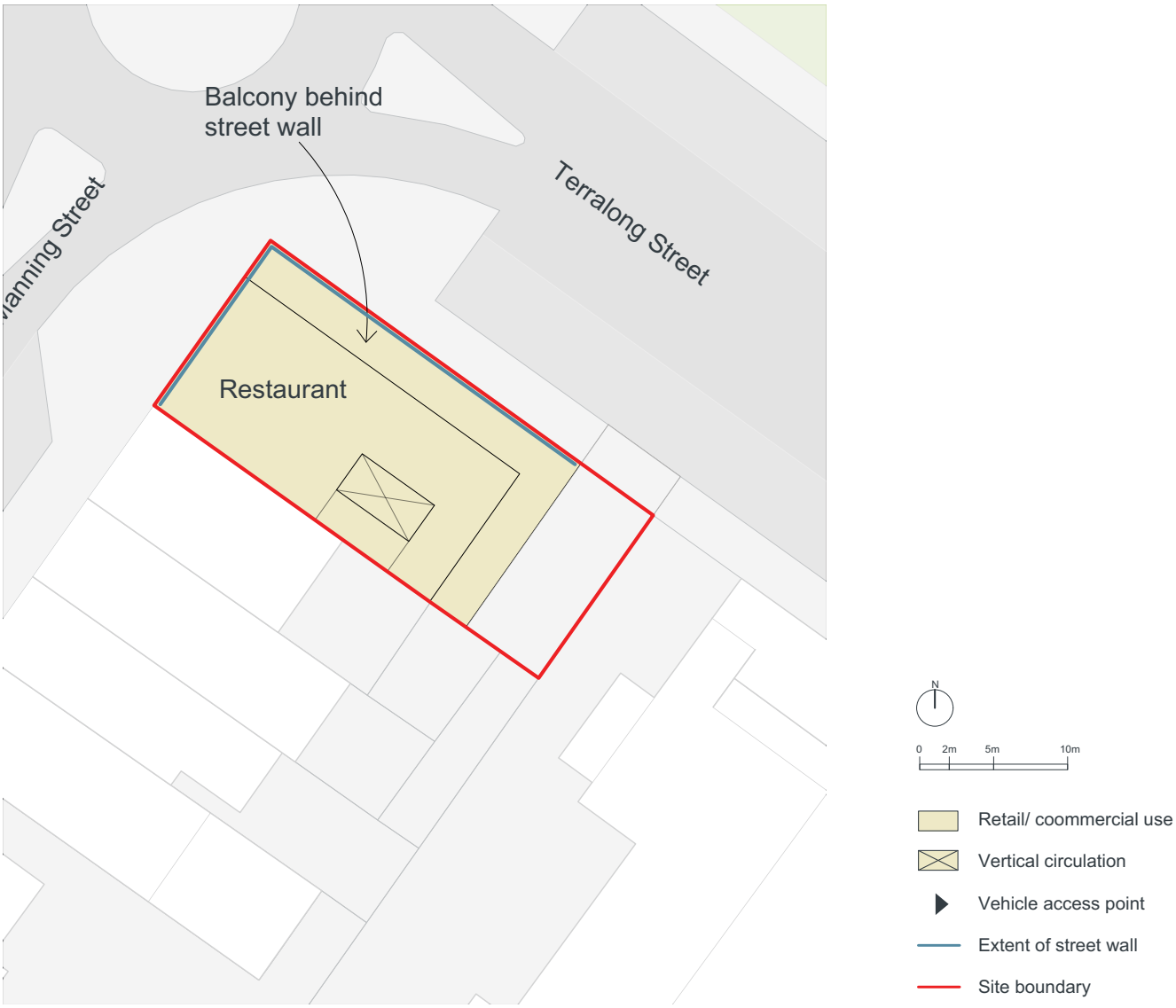


Figure 49 Commonwealth Bank - Site Layout Plan Level 1

Figure 50 Commonwealth Bank - Site Layout Plan Level 2 and 3

4.8. Site G: Commonwealth Bank

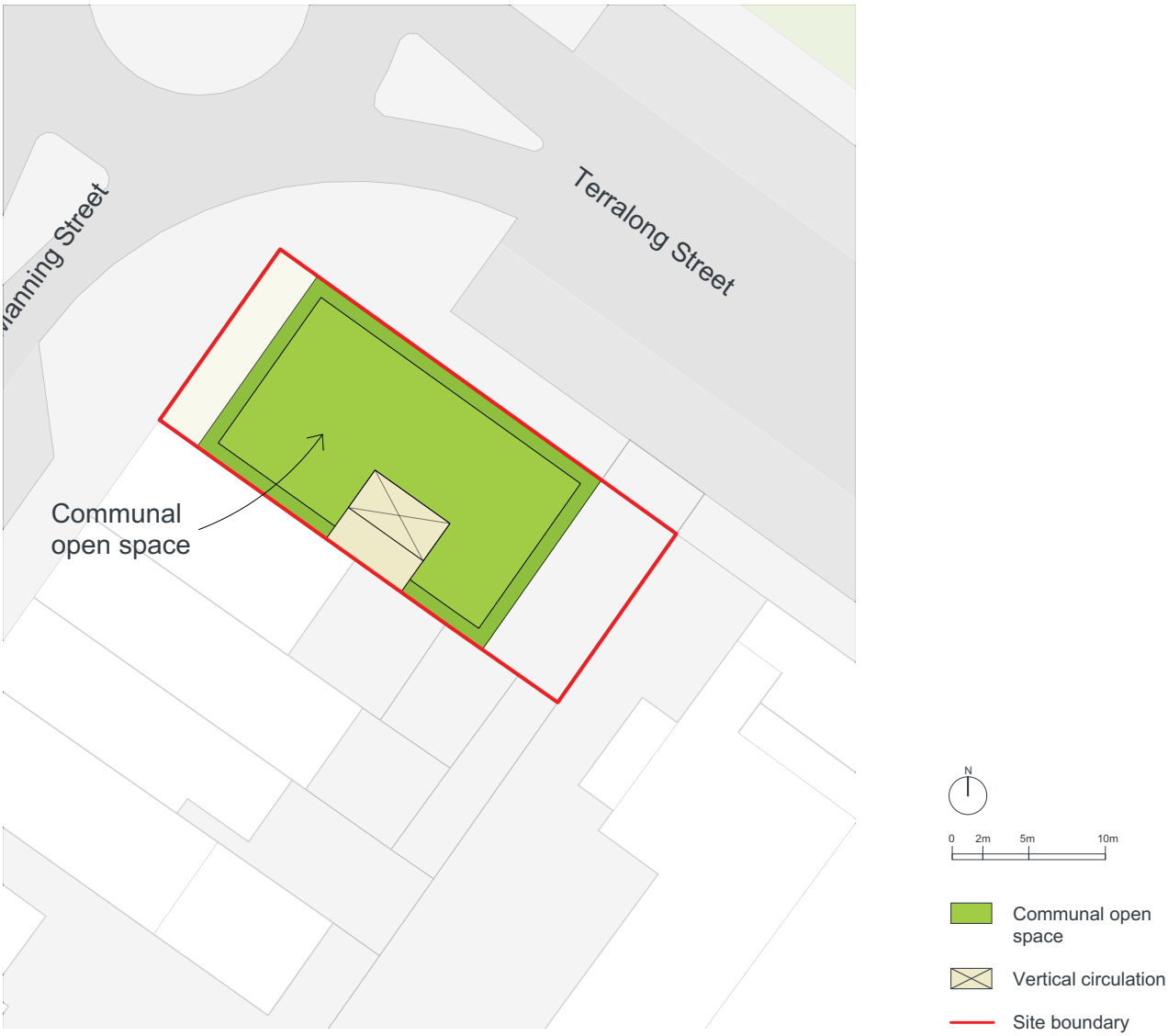


Figure 51 Commonwealth Bank - Site Layout Plan Rooftop Level

Area calculation

	GBA total	GBA car parking (+loading)	GBA remaining	Residential GFA	Commercial GFA	Apartment area (90% of GFA)	No. of dwellings	No. of car spaces
GL	350	115	235	0	140	0	0	8
L1	350	0	350	0	254	0	0	
L2	350	0	350	220	0	198	2	
Total	**1050**	**115**	**935**	**220**	**394**	**198**	**2**	**8**

FSR (approx) = GFA / site area	1.8
Site area m^2	350

Dwelling mix	Average dwelling size (m^2)	No. of dwellings.	Dwelling mix	Average GFA per dwelling in m^2
1 - bed apartment	**0**	0	0%	110
2 - bed apartment	**90**	1	50%	
3 - bed apartment	**130**	1	50%	

manual input fields (measured and/or counted)

Assumptions & definitions

GBA - Gross Building Area measured using built form massing model (enclosed and covered area, including covered balconies).
GFA - Gross Floor Area (Not including external walls, covered balconies and vertical horizontal circulation).

FSR - Floor Space Ratio

Car parking areas are excluded from FSR calculation.

Key numerical planning controls

LEP	Maximum GFA
FSR 1.5:1	525

DCP - Parking rates	Parking Spaces
Multi-dwelling	8
Restaurant	12
Total	20

4.9. Corner Sites

Corner of Terralong & Collins (Thai Restaurant)

Aerial shot of the site at corner of Terralong and Collins St

Thai restaurant site at the corner of Terralong and Collins St

Current LEP zoning	
Land use	B2 Local Centre
Max. building height	11m
Max. floor space ratio	1.5:1

This prominent site is located at the corner of Terralong Street and Collins Street, across from the Leagues Club and the Memorial Arch and with views of Hindmarsh Park. Given the location, it is important to create high-quality mixed-use developments at the three built-form corners, including the Thai Restaurant site, to improve the overall character of this intersection.

Parking Schedule

Level L1: **11** spaces

Total: **11** spaces

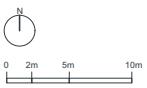
Mixed Use Building

Level GF: **380**sqm GFA
L1: **170**sqm GFA
L2: **270**sqm GFA
L3: **150**sqm GFA

Total: **970**sqm GFA

Level GF: **382**sqm NLA
L1: **170**sqm NLA

Total: **552**sqm NLA



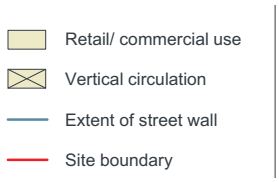


Figure 52 Corner site at Terralong and Collins St - Ground Level Plan

Figure 53 Corner site at Terralong and Collins St - Level 1 Plan

Figure 54 Corner site at Terralong and Collins St - Level 2 Plan

4.9. Corner Sites

Corner of Terralong & Collins (Thai Restaurant)

Figure 55 Corner site at Terralong and Collins St - Level 3 Plan

Area calculation

	GBA total	GBA car parking (+loading)	GBA remaining	Residential GFA	Commercial GFA	Apartment area (90% of GFA)	No. of dwellings	No. of car spaces
GL	510	0	510	0	382	0	0	
L1	510	280	230	0	170	0	0	11
L2	345	0	345	270	0	243	4	
L3	210	0	210	150	0	135	2	
Total	**1575**	**280**	**1295**	**420**	**551**	**378**	**6**	**11**

FSR (approx) = GFA / site area	1.9
Site area m^2	513

Dwelling mix	Average dwelling size (m^2)	No. of dwellings.	Dwelling mix	Average GFA per dwelling in m^2
1 - bed apartment	**63**	3	60%	71
2 - bed apartment	**84**	2	40%	
3 - bed apartment	**0**	0	0%	

manual input fields (measured and/or counted)

Assumptions & definitions

GBA - Gross Building Area measured using built form massing model (enclosed and covered area, including covered balconies).
GFA - Gross Floor Area (Not including external walls, covered balconies and vertical horizontal circulation).

FSR - Floor Space Ratio

Car parking areas are excluded from FSR calculation.

Key numerical planning controls

LEP	Maximum GFA
FSR 1.5:1	769

DCP - Parking rates	Parking Spaces
Multi-dwelling	11
Commercial / retail*	16
Total	27

* DCP requires one parking space for every 35sqm of commercial / retail space. There are approximately 3 car spaces in the existing building.

4.9. Corner Sites

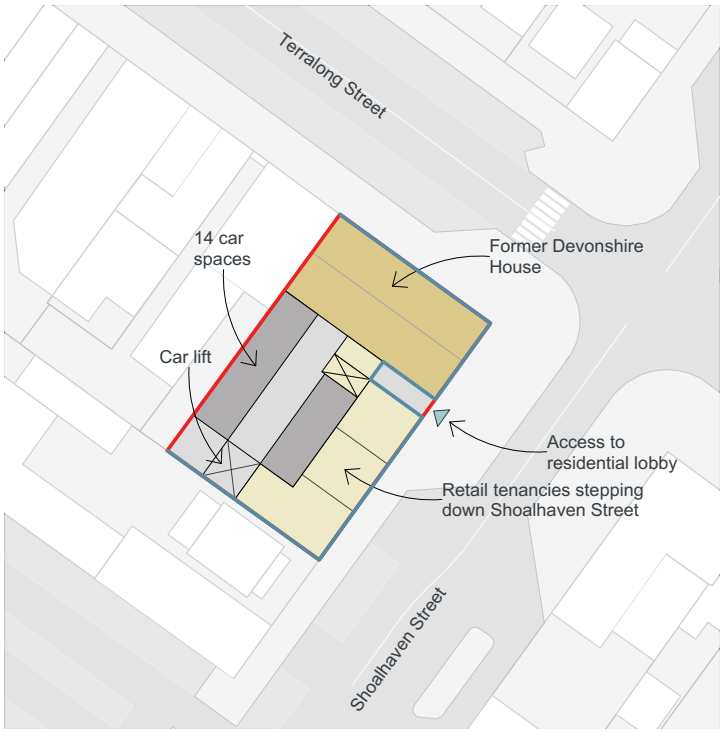
Former Devonshire House

Aerial shot of the former Devonshire House site

The former Devonshire House site

Current LEP zoning	
Land use	B2 Local Centre
Max. building height	11m
Max. floor space ratio	1.5:1

This prominent site is located at the corner of Terralong Street and Shoalhaven Street, across from the fire station and the Art Precinct, with views of Hindmarsh Park and the waterfront. This site forms one quarter of the historic sites that make up this intersection, so any development needs to be complementary.



Parking Schedule

Level	GF:	**14** spaces
	L1:	**14** spaces
	Total:	**28** spaces

Mixed Use Building

Level	GF:	**225**sqm GFA
	L1:	**0**sqm GFA
	L2:	**530**sqm GFA
	L3:	**410**sqm GFA
	Total:	**1165**sqm GFA

Level	GF:	**485**sqm NLA
	L1:	**260**sqm NLA
	Total:	**745**sqm NLA

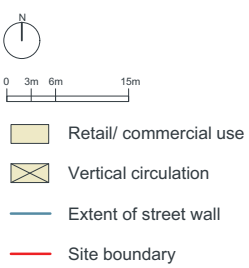


Figure 56 Former Devonshire House site - Ground Level Plan

Figure 57 Former Devonshire House site - Level 1 Plan

Figure 58 Former Devonshire House site - Level 2 Plan

4.9. Corner Sites

Former Devonshire House

Figure 59 Former Devonshire House site - Level 3 Plan

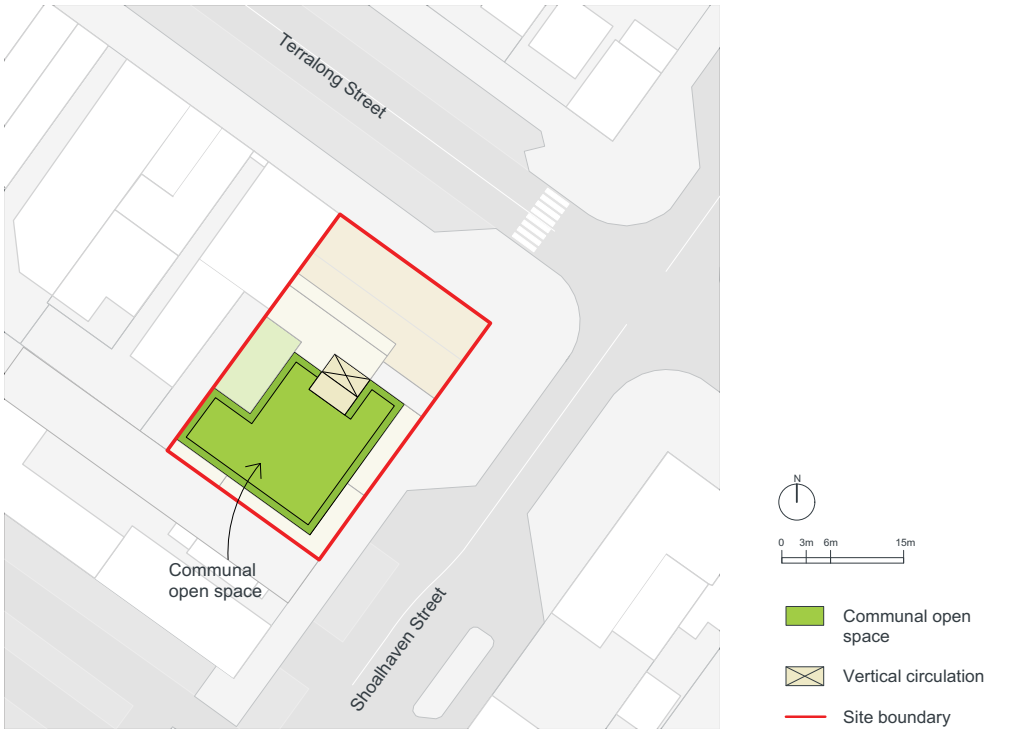


Figure 60 Former Devonshire House site - Rooftop level

Area calculation

	GBA total	GBA car parking (+loading)	GBA remaining	Residential GFA	Commercial GFA	Apartment area (90% of GFA)	No. of dwellings	No. of car spaces
GL	665	384	281	0	225	0	0	14
L1	450	402	48	0	0	0	0	14
L2	735	0	735	530	0	477	5	
L3	490	0	490	410	0	369	4	
Total	**2340**	**786**	**1554**	**940**	**225**	**846**	**9**	**28**

FSR (approx) = GFA / site area	1.1
Site area m^2	1020

Dwelling mix	Average dwelling size (m^2)	No. of dwellings.	Dwelling mix	Average GFA per dwelling in m^2
1 - bed apartment	**0**	0	0%	103
2 - bed apartment	**94**	6	72%	
3 - bed apartment	**126**	3	28%	

manual input fields (measured and/or counted)

Assumptions & definitions

GBA - Gross Building Area measured using built form massing model (enclosed and covered area, including covered balconies).
GFA - Gross Floor Area (Not including external walls, covered balconies and vertical horizontal circulation).

FSR - Floor Space Ratio

Car parking areas are excluded from FSR calculation.

Key numerical planning controls

LEP	Maximum GFA
FSR 1.5:1	1530

DCP - Parking rates	Parking Spaces
Multi-dwelling	17
Commercial / retail (existing aprox)*	25
Commercial / retail (proposed)*	6
Total	48

* DCP requires one parking space for every 35sqm of commercial / retail space

4.9. Corner Sites

Centrepoint

Aerial shot of Centrepoint site

View of Centrepoint site from Terralong Street

Current LEP zoning	
Land use	B2 Local Centre
Max. building height	11m
Max. floor space ratio	1.5:1

This prominent site is located at the corner of Terralong Street and Collins Street, across from the Leagues Club and the Memorial Arch and with views of Hindmarsh Park. Given the location, it is important to create a high-quality mixed-use development at the three built-form corners, including the Centrepoint site, to improve the overall character of this intersection.

Parking Schedule

Level	B1:	**57** spaces
	GF:	**23** spaces
	L1:	**18** spaces
	Total:	**98** spaces

Mixed Use Building

Level	GF:	**670**sqm GFA
	L1:	**735**sqm GFA
	L2:	**775**sqm GFA
	L3:	**650**sqm GFA
	Total:	**2830**sqm GFA

Level	GF:	**670**sqm NLA
	L1:	**735**sqm NLA
	Total:	**1405**sqm NLA

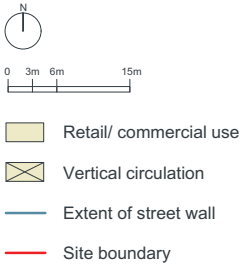


Figure 61 Centrepoint site - Ground Level Plan

Figure 62 Centrepoint site - Level 1 Plan

Figure 63 Centrepoint site - Level 2 Plan

4.9. Corner Sites

Centrepoint

Figure 64 Centrepoint site - Level 3 Plan

Figure 65 Centrepoint site - Rooftop Plan

Figure 66 Centrepoint site - Basement 1 Plan

4.9. Corner Sites

Centrepoint

Area calculation

	GBA total	GBA car parking (+loading)	GBA remaining	Residential GFA	Commercial GFA	Apartment area (90% of GFA)	No. of dwellings	No. of car spaces
B1	1815	1815	0	0	0	0	0	57
GF	1815	860	955	0	668	0	0	23
L1	1815	860	955	0	735	0	0	18
L2	1250	0	1250	775	0	698	10	
L3	960	0	960	650	0	585	7	
Total	**7655**	**3535**	**4120**	**1425**	**1403**	**1283**	**17**	**98**

FSR (approx) = GFA / site area	1.6
Site area m^2	1815

Dwelling mix	Average dwelling size (m^2)	No. of dwellings.	Dwelling mix	Average GFA per dwelling in m^2
1 - bed apartment	**57**	4	24%	84
2 - bed apartment	**83**	8	46%	
3 - bed apartment	**106**	5	30%	

manual input fields (measured and/or counted)

Assumptions & definitions
GBA - Gross Building Area measured using built form massing model (enclosed and covered area, including covered balconies).

GFA - Gross Floor Area (Not including external walls, covered balconies and vertical horizontal circulation).
FSR - Floor Space Ratio

Car parking areas are excluded from FSR calculation.

Key numerical planning controls

LEP	Maximum GFA
FSR 1.5:1	2723

DCP - Parking rates	Parking Spaces
Multi-dwelling	38
Commercial / retail*	40
Total	78

* DCP requires one parking space for every 35sqm of commercial / retail space. There are approximately 40 car spaces in the existing building.

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4.9. Corner Sites

Minnamurra & Collins

Aerial shot of the site at corner of Minnamurra & Collins St

View of site at the intersection of Minnamurra & Collins St

Current LEP zoning	
Land use	B2 Local Centre
Max. building height	11m
Max. floor space ratio	1.5:1

This prominent site is located at the corner of MInnamurra Street and Collins Street, and effectively acts as the gateway into Kiama, being one of the first intersections seen upon arrival into town. Given the location, it is important to create a high-quality mixed-use development at this site to improve the overall first impression of the character of Kiama.

Figure 67 Corner site at Minnamurra & Collins St - Ground Level Plan

Figure 68 Corner site at Minnamurra & Collins St - Level 1 Plan

Figure 69 Corner site at Minnamurra & Collins St - Level 2 Plan

4.9. Corner Sites

Minnamurra & Collins

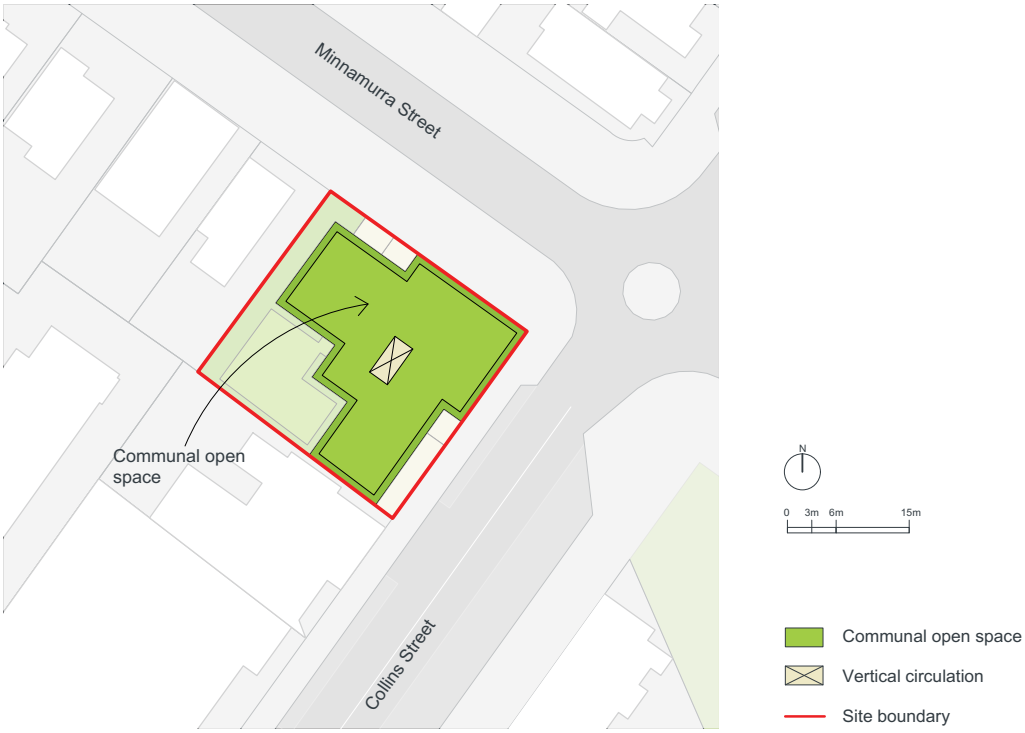

Figure 70 Corner site at Minnamurra & Collins St - Rooftop Plan

Figure 71 Corner site at Minnamurra & Collins St - Basement 1 Plan

Area calculation

	GBA total	GBA car parking (+loading)	GBA remaining	Residential GFA	Commercial GFA	Apartment area (90% of GFA)	No. of dwellings	No. of car spaces
B1	1030	1030	0	0	0	0	0	36
GF	1026	76	950	0	716	0	0	
L1	735	0	735	505	0	455	6	
L2	645	0	645	515	0	464	6	
Total	**3436**	**1106**	**2330**	**1020**	**716**	**918**	**12**	**36**

FSR (approx) = GFA / site area	1.7
Site area m^2	1030

Dwelling mix	Average dwelling size (m^2)	No. of dwellings.	Dwelling mix	Average GFA per dwelling in m^2
1 - bed apartment	**66**	2	20%	84
2 - bed apartment	**77**	6	50%	
3 - bed apartment	**106**	4	30%	

manual input fields (measured and/or counted)

Assumptions & definitions

GBA - Gross Building Area measured using built form massing model (enclosed and covered area, including covered balconies).
GFA - Gross Floor Area (Not including external walls, covered balconies and vertical horizontal circulation).

FSR - Floor Space Ratio

Car parking areas are excluded from FSR calculation.

Key numerical planning controls

LEP	Maximum GFA
FSR 1.5:1	1545

DCP - Parking rates	Parking Spaces
Multi-dwelling	22
Commercial / retail*	20
Total	42

* DCP requires one parking space for every 35sqm of commercial / retail space. There are approximately 40 car spaces in the existing building.

5. Amendments Table

5.1. Amendments Table

5.1. Amendments Table

The amendments table below provides a breakdown of the changes and revisions made to the Kiama Town Centre DCP Chapter 12.7 as proposed in the new draft DCP chapter.

#	Item	Status	Description	Justification
1.	Table of Contents	Modified	Existing Table of Contents updated to reflect new Draft DCP structure.	Additional headings created to better organise chapter 12.7.
2.	Overall layout	Modified	Existing layout modified from one column to two column format.	To provide a more user friendly layout.
3.	Map of Kiama Town Centre	Modified	Boundary refined to include all land zoned B2 (Local Centre) within the Town Centre.	Ensures DCP controls apply to all B2 land for consistency.
4.	Character of the Town Centre	Modified	Existing Character of the Town Centre text has been modified and consolidated.	Text has been updated to respond to existing character and includes language from the Kiama Town Centre Study.
5.	Land Use	Removed	Existing Land Use text has been removed and consolidated into relevant new 'Precinct Areas' and 'Strategic Sites' sections.	The descriptions of existing and desired character of the Civic and Commercial Precincts are better located within the new Precinct Areas section and the Site Specific chapter i.e. 'Civic' and 'Shopping Village' Sites.
6.	Precinct Areas added	New	Town Centre Study Precincts (Westend, Harbourside and Surf Beach) added.	Provides the opportunity to customise the character, vision and controls across the different Precincts within the Town Centre.
7.	Heritage	Modified	Existing text left generally unchanged. New text added. Heritage Map added.	New text added to provide additional detail around Heritage guidelines within the Town Centre. A map illustrating the Heritage items in the Kiama Town Centre has been added. The map includes the 'contributory' items and the Kiama Historic Town Centre HCA as proposed by GML Heritage.
8.	Residential Form in the Town Centre Future Building Design	Modified	Generally left unchanged. Small amendments made to existing text. New sketch added.	Minor updates required. Street sketch added to help illustrate potential desired qualities of the future built form and street character of the Town Centre.
9.	Building Alignment	Removed	Existing 'Building Alignment' text covered within new 'Street Setbacks' section.	Additional detail added in new 'Street Setbacks' section.

5.1. Amendments Table

#	Item	Status	Description	Justification
10.	Facade Design	Modified	Existing 'Facade Design' section modified into new 'Facade and Exteriors' section. Existing 'Scale building height and bulk' moved from Facade Design into new section 'Bulk, Scale and Floor Heights'. Existing 'Entrances to Buildings' controls moved to new sections 'Active Frontages', ' Pedestrian Access and Mobility'.	Elements of existing 'Façade Design' section are more appropriately located in the new sections of 'Bulk, Scale and Floor Height', 'Active Frontages' and 'Pedestrian Access and Mobility'.
11.	Building Materials Colours	Moved	These existing guidelines have been incorporated in the new 'Facades and Exteriors' section.	The new section 'Facades and Exteriors' is a more suitable location for these guidelines.
12.	Permeable Urban Structure	New	New objectives and controls added. New Public Domain Plan drawing added.	To identify existing links to be retained and illustrate desirable future pedestrian and vehicle links to strengthen Kiama's access network.
13.	Site Consolidation	New	New objectives and controls added.	To provide guidelines for site amalgamation strategies to assist in achieving desired outcomes.
14.	Isolated Sites	New	New objectives and controls added.	Objectives and controls added to discourage new developments creating isolated sites.
15.	Fine Grain Frontage	New	New objectives and controls added.	To provide objectives and controls that support and incentivise development across fine grain lots in the Centre to help create diversity, visual interest and variety across all lot types.
16.	Active Frontages	New	New objectives, controls and figure added.	To provide objectives and controls to create lively and activated street frontages.
17.	Addressing the Street	New	New objectives and controls added.	To support active frontages with guidance on street level facades.

#	Item	Status	Description	Justification
18.	Street Setback	New	New objectives, controls and figure added.	Establish a front setback along the street. Whilst a zero front setback is desired, consideration was given around the existing front setbacks within the Westend Precinct and a 'variable setback' was proposed to provide some flexibility for new development to respond to existing neighbouring properties.
19.	Side and Rear Setbacks	New	New objectives and controls added.	Side and rear setback guidelines established.
20.	Street Wall Heights	New	New objectives, controls, section and setback diagram added.	Establish a 3 storey street wall height in the Westend and Surf Beach Precincts in keeping with recent development in these fringe areas of the Town Centre. A 2 storey street wall height is desired in the Harbourside Precinct in response to the existing heritage context and existing one-two storey street wall in this Precinct.
21.	Bulk, Scale and Floor Heights	New	New objectives and controls added. 3 storey corner elements proposed within the previous Charette have been re-considered and removed.	Ensure built form and scale is in keeping with existing and desired character. Following community consultation and heritage advice, the built form and scale of corner sites are no longer recommended as 'landmark' features that may compete with opposing heritage corner sites. Draft controls require corners to be in line with desired street wall heights with high quality architectural design.
22.	Landscape Quality	New	New objectives and controls added.	Provide suggested maximum site coverage and guidelines for deep soil provision and landscaping.
23.	Views and Vistas	New	New objectives, controls and views map added.	Key views identified on Town Centre map to assist in protection of important views.
24.	Facades and Exterior	Modified	Further detail added to façade detail, building materials and colour objectives and controls.	Strengthening existing guidelines including additional input received during community consultation.
25.	Amenity	New	New objectives and controls added.	Ensuring new development provides a high level of amenity to existing and future residents.

5.1. Amendments Table

#	Item	Status	Description	Justification
26.	Parking and Access	Modified	New objectives and controls added to section previously titled 'Car Parking'.	Parking was a key topic raised in the community consultation. An acknowledgment that parking within the Town Centre may have discounts or concessions as seen in multiple other similar Council DCPs.
27.	Pedestrian Access and Mobility	Modified	New objectives and controls added to section previously titled 'Disabled Persons Access'.	Additional controls aiming to achieve more equitable and accessible development within the Town Centre.
28.	Sustainable Design/ ESD	Modified	New objectives and controls added to section previously titled 'Environmental Factors'.	Additional controls added for specific sustainability measures including retention and reuse of rainwater, energy efficiency and passive solar and ventilation design.
29.	Lighting	Modified	New objectives and controls added to existing 'Lighting' section.	New controls added to address community concern regarding potential light pollution.
30.	Advertising and Signage	Modified	New objectives, controls and diagrams added to existing 'Advertising and Signage' section.	Existing controls were generally good however new diagrams have been added to better illustrate and define the prohibited and acceptable signage types.
31.	Public Art	Modified	New objectives and controls added to existing 'Public Art' section.	New controls to further promote the inclusion of public art in new development within the Town Centre.
32.	Town Centre Strategic Sites	Modified	Strategic Sites have been refined to reflect the following sites: • Site A: Akuna Street • Site B: Civic Precinct • Site C: Kiama Leagues Club • Site D: Kiama Village Shopping Centre • Site E: Havilah Place • Site F: Kiama Surf Life Saving Club • Site G: Commonwealth Bank • Corner Sites	The new sites (A to G) are key strategic sites determined by the level of development activity or catalyst potential of each site and/or their visual prominence. Individual objectives and controls have been created per site to help guide future development and outline development aspirations for each location. Blanket objectives and controls have been created for corner sites to guide the outcomes for these prominent, highly visible sites. Under the current zoning a wide range of permissible uses and designs are applicable for each site, however it has not been possible to consider all possible permutations. The draft controls are based on what, at the time, was considered the likely future direction of each site.

#	Item	Status	Description	Justification
	Town Centre Strategic Sites	Modified	Previous strategic sites with state ownership have been removed. These were: • Kiama Railway Station • Blowhole Point • Shoalhaven Street (North of Terralong Street) • Hindmarsh Park • Black Beach	While the existing inclusion of guidelines for public sites such as Hindmarsh Park and Black Beach are important in describing the desired outcome and vision for these locations, the DCP is not necessarily the best document in which to include these recommendations. DCP's are best used as instruments created by Council to guide development by private land owners. Where Council or other State entities, such as TfNSW, are the landowners for public sites, it is understood that they can achieve the desired outcomes independently from the DCP. The guidelines for the removed sites should be retained internally by Council or included in other Town Centre strategies to help guide the future development of these public sites.
33.	Preparing a Development Application within The Kiama Town Centre	Removed	Existing section 'Preparing a Development Application within The Kiama Town Centre' has been removed.	Removed as per Council suggestion.
34.	Checklist for Development Proposals in the Town Centre	Removed	Existing section 'Checklist for Development Proposals in the Town Centre' has been removed.	Removed as per Council suggestion.

Appendix 1: Economic Feasibility Testing

A.1. Kiama Town Centre DCP Review - Economic Feasibility Testing

Background

The Kiama Town Centre Study (Studio GL, 2019) was prepared to assist Council with planning for growth in the town centre that builds on Kiama's unique qualities and character. The KTC Study identified the need to ensure the architectural quality of buildings in the Town Centre are of a high calibre as they have significant impact on its overall appearance and character.

The Study focused on the Town Centre as illustrated in **Figure 1**. The majority of the Study Area is zoned B2 Local Centre under the Kiama Local Environmental Plan (2011).

Figure 1: The Study Area

Source: Kiama Council

The KTC Study was endorsed by Council as a guiding document for future strategic planning and plan-making functions within the Town Centre. The review of development controls builds on the findings and recommendations of the KTC Study and has the key objective of providing DCP controls that guide the development of new buildings.

Atlas Urban Economics ('Atlas') has been engaged to carry out an economic feasibility analysis (the Study) to support the review of planning and development controls in the Kiama Town Centre. The Study will provide input to assist Council understand sustainable and viable built form and development controls that can be implemented.

Scope and Approach

To fulfil the requirements of the brief, the Study reviewed the viability of select development typologies on sites of interest within the Study Area. The development typologies reviewed include:

- Mixed use development (with shop top housing);
- Commercial development;
- Residential development.

Atlas reviewed draft concept schemes prepared by Studio GL and carried out feasibility analysis to identify:

- If the proposed development controls and associated built form controls are feasible.
- If not viable, the key contributing factors and recommendations to improve viability of the development controls.
- Alternate controls and planning initiatives that could contribute to the objectives of appropriate and sustainable growth.

Assumptions and Limitations

The Study carried out property market and land use research at an aggregate level. Feasibility analysis was carried out on generic development typologies with findings considered to be representative for the Study Area.

While the methodology is considered appropriate for the objectives of the Study, we highlight the limitations to an aggregate study such as this. These include:

- Desktop appraisal of 'as is' property values without internal or site inspections.
- Use of site-specific feasibility analysis to infer precinct-wide implications.
- Generic feasibility analysis does not consider nuances of a site typically considered in detailed feasibility analysis.

We highlight that this Study does not carry out retail economics investigations into the trading opportunity for retail facilities (e.g. supermarket, retail specialties, etc.). Matters such as retail floorspace demand, retail impact and retail rental potential have not been considered.

Construction cost estimates relied upon are based on published cost indices and past experience. A quantity surveyor has not been engaged to provide cost advice.

Despite the adoption of various assumptions and the limitations of the Study, the analysis is considered to be instructive in understanding the context of the Study Area, and specifically the implications for development feasibility. More detailed feasibility analysis will be required on some sites, particularly where cost implications and trading potential is unknown.

Economic Feasibility Testing

The section examines the development feasibility of draft concept schemes of select sites in the Study Area.

Sites Reviewed

Table 1 provides a summary of the nominated sites and their testing objectives.

Table 1: Nominated Sites, Feasibility Testing Objectives

Site (Address)	Background and Testing Objectives
Site A - Akuna St Carpark (55-61 Shoalhaven St & 100 Terralong St)	Large site owned by Council. Council has identified need for a supermarket; the centrality of Site A's location would appear suitable for a supermarket. Development of the site presents an opportunity to activate Terralong St, replace the existing public parking spaces and create publicly accessible open space. The site is however constrained by its dimensions and can potentially accommodate some 5,244sqm lettable area - a small supermarket (1,400sqm), retail specialities (1,920sqm) and commercial space (1,664sqm). If development of the site were to proceed, Council would likely seek a development partner to deliver the commercial development and public parking spaces to Council. *Testing Objective*: The residential development yield required to enable delivery of the commercial development by a development partner.

Site (Address)	Background and Testing Objectives
Site B - Civic Precinct (24-34 Terralong St, 2-48 Manning St & 31-38 Manning St)	The Civic Precinct contains various civic assets on lands owned by Council and various state government agencies. A large Council-owned administration building is understood to no longer meet Council's requirements. Council-owned lands are in the middle portion of the Civic Precinct. *Testing Objective*: If a new commercial building (5 storeys) could be developed by Council and deliver on its financial objectives.
Site D - Kiama Shopping Village (143 Terralong St)	The shopping village accommodates a supermarket and a number of retail specialties. *Testing Objective*: If development under existing planning controls is feasible.
Site E - former aged care facility (Part 200 Terralong Rd)	Site is owned by Council, formerly the Blue Haven aged care facility. Council have progressed a planning proposal permitting development of 6-7 storeys. The site could be divested as a residential development opportunity. *Testing Objective*: Potential financial outcome if the site were divested.
Site G - Kiama Surf Life Saving Club (Manning St)	Site is owned by Council. Occupied by Kiama Surf Life Saving Club, with space sub-leased to local gyms/ fitness instructors. *Testing Objective*: If potential rents in a one-level expansion of the building could justify an additional floor.
Site H - Kiama Leagues Club (109 Terralong St)	Large site owned by Kiama Leagues Club. A relocation of the main club building to the rear of the site would be desirable from an urban design perspective. *Testing Objective*: If development to mixed use (and shop top housing) that is compliant with existing planning controls could facilitate development of a new club at the rear of the site.
Site I (2 Manning St)	Privately owned corner site. *Testing Objective*: If mixed use development under proposed controls is viable. If not viable, the density controls required for feasible redevelopment.
Site K (110-112 Terralong St)	Privately owned corner site. *Testing Objective*: If mixed use development under proposed controls is viable. If not viable, the density controls required for feasible redevelopment.

Source: Studio GL, Atlas

Generic feasibility analysis is carried out to investigate the respective testing objectives which vary depending on the site.

For redevelopment to be feasible to pursue, a site's value as a development site needs to not only exceed its value in existing use but provide an incentive for a redevelopment to displace the existing uses. The analysis therefore examines the value of the sites tested in their existing use and compares them against their value as potential development sites.

Site A (Akuna Street Carpark)

Site A is at present operated as the Akuna Street car park, accommodating approximately 125 at-grade car spaces.

Figure 2: Site A, Aerial Photograph

Source: Studio GL

Council has identified need for a supermarket; the centrality of Site A's location would appear suitable for a supermarket. Development of the Akuna Street car park would present an opportunity to activate Terralong Street, replace the existing public parking spaces and create publicly accessible open space.

Table 2 summarises potential development yields that could be accommodated in a mixed use development. It incorporates 5,180sqm retail and commercial floorspace and 8,001sqm residential floorspace. This is equivalent to FSR 1.5:1, which is at the lower end of the maximum permitted FSR controls of 1.5:1 and 2:1 which apply to Site A (based on a site area of 8,788sqm).

Table 2: Site A, Potential Yield

Land Use	GFA (sqm)	Dwellings	Cars (spaces)
Non-residential	5,180		226
Council Car park			125
Residential	8,001	78	141
Total	**13,190**	**78**	**492**

Source: Studio GL

Council are keen to understand if a development partner could deliver to Council a completed commercial development and Council car park in return for the opportunity to develop and sell 78 residential units (as shown in **Table 2**).

There are two questions for the feasibility analysis:

1. *Could the envisaged development yields deliver to Council a completed commercial development and public car park of 125 spaces?*
2. *What could a completed commercial development be worth*?

Development Yields Required to Deliver Commercial Development for Council

To answer the first question, it is necessary to consider:

- The value of the development opportunity for 78 residential units (8,001sqm GFA); and
- The cost to deliver the commercial component of the development to Council.

Analysis of development site sales (Schedule 1) indicates that development sites are worth between $1,200/sqm/GFA to $1,600/sqm GFA, depending on location, views, scale of development, development consent, etc.

Assuming a site value at the upper end (reflecting the low scale residential opportunity of 8,010sqm GFA) of $1,600/sqm GFA, a residential development opportunity of 8,010sqm GFA would be worth approx. $12.8 million to a development partner.

Table 3 applies generic cost rates to arrive at a cost of $43.8 million to deliver the commercial component of the development.

Table 3: Site A, Cost of Commercial Development v Value of Residential Development Opportunity

Land Use	Units	Cost Rate	Cost	Total
Retail and Commercial				
Construction	5,700sqm*	$3,500^	19,950,000	
Car Spaces	226 spaces	$50,000	11,300,000	$31,250,000
Council Car park	125 spaces	$50,000	6,250,000	$6,250,000
Design and Professional Fees	8%		$3,000,000	
Project Management Fees	2%		$810,000	
Development Management Fees	1%		$413,100	
Contingency	5%		$2,086,155	$6,309,255
				$43,809,255

*GFA multiplied by 110%
^warm shell
Source: Studio GL

The cost to deliver the retail/ commercial development and Council car park of $43.8 million is well in excess of the value of the residential development opportunity (8,010sqm GFA) of $12.8 million. This would leave a $31 million shortfall to fund development of the commercial component. This shows that the envisaged residential development yields do not facilitate delivery of a completed commercial development and public car park.

If development yields on the site could be increased to their maximum permissible FSR, the value of the residential opportunity would increase, reducing the shortfall.

At an assumed site value of $1,600/sqm GFA, a total residential GFA of 27,381sqm (or 267 residential units) is required to enable payment (or delivery) of development to a cost of $43.8 million.

Residential GFA Required	= $43.8 million ÷$1,600/sqm GFA
	= 27,381sqm GFA (or 267 dwellings at 103sqm GFA average)
Additional GFA Required	= 19,581sqm GFA (27,381sqm less 8,010sqm)

Based on a site area of 11,342sqm, the additional 19,581sqm GFA is equivalent to FSR 1.7:1.

Potential Value of Completed Commercial Development

Were a commercial development as envisaged above completed, **Table 4** outlines indicative values based on generic observations of market activity. We highlight this does not constitute a valuation and is only indicative.

Table 4: Site A, Indicative Value of Commercial Development

Land Use (Level)	Lettable Area (sqm)	Indicative Value	Total
Retail and Commercial			
Supermarket (Ground)	1,440	$6,000 to $7,000	$8,640,000 to $10,080,000
Retail (Basement 2 and 3, Ground)	1,920	$6,000 to $7,000	$11,520,000 to $13,440,000
Commercial (Ground)	1,664	$5,500 to $6,500	$9,152,000 to $10,816,000
Council Car park (Basement)	125 spaces	$60,000*	$7,500,000

*assumed at cost of construction
Source: Studio GL

The value of a commercial development depends on a range of factors, including layout and configuration, level of exposure and visibility from the street. Further whether the space is configured in small or large suites also influence the price achievable on a rate per square metre. The development yields are only conceptual at this stage. Accordingly the values in **Table 4** are indicative only and should be treated with caution.

Site B (Civic Precinct)

The Civic Precinct contains various civic assets on lands owned by Council and various state government agencies.

Figure 3: Site B, Aerial Photograph

Source: Studio GL

A large Council-owned administration building is understood to no longer meet Council's requirements. As such, Council wish to understand if a new commercial building (5 storeys) could be developed by Council and deliver on its financial objectives.

Studio GL have prepared potential development yields for Council-owned lands (Site B, which measures approx. 4,175sqm) which are in the middle portion of the Civic Precinct. It is understood that Council have a need to retain 2,600sqm of the GFA for its use.

Table 5: Site B, Potential Yield

Land Use	GFA (sqm)	Cars (spaces)
Non-residential	4,468	192
Residential	-	-
Total	**4,468**	**192**

Source: Studio GL

Site B within the Civic Precinct has the potential to be developed into a 5 storey commercial building. Whilst it would meet the need for contemporary office floorspace in the Town Centre, it would not represent the highest and best use for the site. The 'highest and best use' of an asset is the use that maximises its potential and that is physically possible, legally permissible and financially feasible. It is the use that results in the highest value of the asset.

For development sites in the B2 Local Centre zone that have the environmental capacity for mixed use development (with shop top housing) - their highest and best use would generally be as a mixed use development site. If Site B were developed according to the principles of highest and best use, development to shop top housing would attract the highest site value.

Accordingly, the case for a commercial development on Site B is not a financial one but an economic one. Market research indicates there is a need for modern commercial floorspace in the Town Centre, with existing office floorspace generally dated and not to contemporary expectations. Commercial sale prices range from $4,500/sqm to $6,500/sqm lettable area. It is conceivable modern, contemporary space would attract a premium over current market rates.

Assuming an all-in construction cost of $5,000/sqm, potential revenue from a new commercial development (allowing for a 20% profit and risk factor) would cover the cost of construction. It would however not cover the cost of land.

Pre-leasing commitments are unlikely to be secured in the Kiama market, which are generally a critical lending requirement. It is therefore likely that a development would not be 'bankable' (in the traditional sense) and would be speculative, i.e. funded from Council's balance sheet. A detailed feasibility analysis will be required prior to a decision on the site.

If the site were to be included in a heritage conservation area, its prospects for redevelopment are likely to be unchanged - with both existing buildings and future development to be constrained by heritage and conservation considerations.

Site D (Kiama Shopping Village)

The Kiama Shopping Village is a neighbourhood centre (measuring approx. 1.5ha) owned by ISPT since 2014 when it was purchased for $38 million. There is approx. 5,200 lettable floorspace in the centre. The shopping centre is understood to have recently sold to Woolworths (for an undisclosed price).

The centre is anchored by a Woolworths supermarket with various retail specialties co-located. The existing buildings are currently set back towards the northwest of the site away from Terralong Street.

Figure 4: Site D, Aerial Photograph

Source: Studio GL

Urban design analysis explores a potential development scenario where the shopping village is expanded towards Terralong Street, where new retail tenancies contribute to activation of the street.

The viability of a shopping centre expansion would depend on its trading performance and if there was a perceived opportunity to reposition the centre to improve its trading potential. An ALDI supermarket would be a beneficial addition to centre, contributing to increasing its share of market potential.

The Study does not undertake retail economics investigations and therefore does not comment on the viability of a retail expansion. Notwithstanding, in any retail development (including expansion), the provision of car parking is critical. Any centre expansion or reconfiguration of space would require adequate parking (generally 1 car space per 20-30sqm GFA).

Depending on the scale of reconfiguration and investment plans of the new owner, it is possible a mixed use outcome (with residential land uses) would be required to cross-subsidise, offset the loss of trade/tenant disruption and cost of development.

Site E (Part 200 Terralong St)

This site measures some 1,916sqm, is owned by Council and is the former Blue Haven aged care facility. It falls in an R3 Medium Density zone and is permitted with an FSR 0.7:1 and 2.5:1.

Figure 5: Site E, Aerial Photograph

Source: Studio GL

Council is understood to have progressed a planning proposal permitting development of 6-7-storeys. Site E has the potential to be divested as a residential development site.

Based on an analysis of market evidence (Schedule 1), the site could potentially achieve a price range of $5.2 million to $7.0 million (assuming a range of $1,200/sqm to $1,600/sqm GFA). A midpoint is $6.1 million.

Site G (Kiama Surf Life Saving Club)

The site is owned by Council and occupied by Kiama Surf Life Saving Club, with some of the space sub-leased to local gyms/ fitness instructors.

Figure 6: Site G, Aerial Photograph

Source: Studio GL

The urban design analysis explores if an expansion of the existing building (to the south) to accommodate café/ takeaway premises on the ground floor and restaurant/ hospitality venue on the first floor could be a viable proposition. The urban analysis shows a potential building footprint of approx. 700sqm GFA (300sqm at ground, 400sqm first floor).

An expansion to the north of the existing building (rather than to the south) would likely offer better aspect and outlook for the first floor/ rooftop venue. The ability of the structure to be enclosed/ partially enclosed would offer weather protection.

The question for the feasibility analysis is: *Could potential rents for an expanded building justify the capital expenditure associated with an envisaged expansion?*

To answer this question, it is necessary to consider:

- The potential rental revenue that could be received were the expanded building be leased to a hospitality operator; and
- The cost to deliver an expansion to the existing building to accommodate hospitality uses.

The expansion of the building on Site G into a potential hospitality venue could attract an operator to lease the space and operate a café/ hospitality venue on the site. The lease arrangement struck with the operator of Diggie's (at 1 Blowhole Point) could be explored for application to an expanded expansion on Site G. The trading potential of a hospitality venue at Site G would however likely be less than at Diggie's given the prominence of Diggie's location at the iconic blowhole.

It is unknown how much the cost of an expansion might be. If a hypothetical cost rate of $5,000/sqm were applied to the 700sqm GFA footprint, a cost of $3.5 million would be the result. At a 7% return on cost, a net annual rent of $245,000 would be required to offset the cost of the expansion. This would be equivalent to $350/sqm GFA. Comparison against the lease terms at Diggie's (which is approximately $331/sqm of area[1]) indicates such an opportunity at the Kiama Surf Life Saving Club needs to be carefully scoped.

A detailed feasibility analysis would be required to define the scope and cost of building works and assess the trading potential from an expanded building (ground floor and first floor) and consequently the rents those hospitality uses would have the capacity to pay to lease space in an expanded building.

[1] Diggie's is understood to be leased for 203.5sqm indoor area and 220sqm outdoor area. The analysis of rent paid is based on the rent in Year 3 after concessions and rent free periods have passed.

Site H (Kiama Leagues Club)

Site H is a large site owned by Kiama Leagues Club (measuring approx. 6,160sqm site area). A relocation of the main club building to the rear of the site would be desirable from an urban design perspective.

Figure 7: Site H, Aerial Photograph

Source: Studio GL

The question for the feasibility analysis is: *Would a development opportunity to mixed use (and shop top housing) at the front of the site (facing Terralong Street) facilitate a relocation of the club to the rear?*

To answer this question, it is necessary to consider:

- The value of the development opportunity for mixed use development; and
- The cost of the Club's relocation (i.e. construction of new club at rear of the site).

From aerial imagery, the existing Club appears to have a building area of approx. 3,000sqm. Assuming an all-in construction cost of $5,000/sqm, a construction cost of $15 million would be the result.

Analysis of development site sales (Schedule 1) indicates that development sites are worth between $1,200/sqm/GFA to $1,600/sqm GFA, depending on location, views, scale of development, development consent, etc.

Assuming a site value in the middle of the range of $1,400/sqm GFA, a residential development opportunity of 10,714sqm GFA ($15m ÷ $1,400/sqm GFA) would be required to offset the $15 million cost of relocation. This does not consider any loss in trade during the construction period.

Added to the assumed building area of the Club (3,000sqm), a total of 13,714sqm GFA would result, which would be equivalent to FSR 2.2:1. This is higher than the current FSR control of 1.5:1.

Site I (2 Manning Street)

Site I is a privately owned corner site. It is currently occupied by the Commonwealth Bank and measures an area of approx. 430sqm and a building area of approx. 935sqm arranged over two storeys. The site was purchased in September 2015 for $2.6 million. The site has an FSR control of 1.5:1. The existing improvements appear to exceed the max FSR control.

Figure 8: Site I, Aerial Photograph

Source: Studio GL

Assuming a rate of $4,500/sqm of building area, the property would have an existing-use value of $4.2 million. Analysis of development site sales (Schedule 1) indicates that development sites are worth between $1,200/sqm/GFA to $1,600/sqm GFA, depending on location, views, scale of development, development consent, etc.

Assuming a site value at the upper end of $1,600/sqm GFA (given the small size of the site), a mixed use development of 2,625sqm GFA ($4.2m ÷ $1,600/sqm GFA) would be required to displace the existing use. This is equivalent to an FSR of 6.1:1.

The existing buildings on Site I are more valuable than the site's value as a potential development site. The existing use (and building) represents the highest and best use, which is unsurprising given the improvements exceed current FSR control.

If the site were to be included in a heritage conservation area, its prospects for redevelopment are likely to be unchanged - with both existing buildings and future development to be constrained by heritage and conservation considerations.

Site K (110-112 Terralong Street)

Site K is a privately owned corner site. It is arranged over two storeys and measures an area of approx. 336sqm. According to aerial imagery, the building area appears to measure approx. 650sqm. The site has an FSR control of 1.5:1. The existing improvements appear to exceed the max FSR control.

Assuming a rate of $4,500/sqm of building area, the property would have an existing-use value of $2,925,000. Analysis of development site sales (Schedule 1) indicates that development sites are worth between $1,200/sqm/GFA to $1,600/sqm GFA, depending on location, views, scale of development, development consent, etc.

Assuming a site value at the upper end of $1,600/sqm GFA (given the small size of the site), a mixed use development of 1,828sqm GFA ($2,925,000 ÷ $1,600/sqm GFA) would be required to displace the existing use. This is equivalent to FSR 5.4:1.

Similar to Site I, the existing buildings on Site K are more valuable than the site's value as a potential development site. The existing use (and building) represents the highest and best use, which is unsurprising given the improvements exceed current FSR control.

Figure 9: Site K, Aerial Photograph

Source: Studio GL

If the site were to be included in a heritage conservation area, its prospects for redevelopment are likely to be unchanged - with both existing buildings and future development to be constrained by heritage and conservation considerations.

Implications for the Review of Development Controls

In locations where there is an established market for higher density living (e.g. Chatswood, Parramatta CBDs), there is market willingness to pay higher prices for apartments in taller buildings. This enables taller buildings (and higher densities) to be viably developed. In contrast, in markets where attitudes towards high density living is immature or emerging, market willingness to pay for apartment living will be 'capped' by the cost of lower density housing formats (e.g. townhouses, detached dwellings). For example, if a detached 3-bedroom dwelling on a 700sqm block is available at $700,000, it would be challenging for a 3 bedroom apartment to achieve similar pricing.

The desirability of the Kiama Town Centre as a place to live, recreate and do business in, is a double-edged sword. While there is market demand for new and developed floorspace (whether new dwellings or new commercial space), there is also market demand for existing floorspace, which results in high existing-use values and a corresponding high cost to consolidate development sites. Consequently, where sites are valuable in their existing use, higher densities are required to displace the existing use and incentivise redevelopment.

On key sites (important to achieving the vision for the Town Centre) and where they are large, Council could consider planning incentives over and above current density controls, particularly where environmental impacts can be mitigated.

It is a reality that not all sites will be feasible in a redevelopment scenario. Properties with capital-intensive improvements could be very valuable in their existing use and not likely candidates for redevelopment. Identifying sites that are important to the Town Centre's growth objectives would assist in prioritising implementation of development standards.

Please contact the undersigned should you have any questions.

Yours sincerely

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SCHEDULE 1

Analysis of Development Site Sales

Table S1-1: Analysis of Residential Development Site Sales

Address	Sale Price	Sale Date	Site Area (sqm)	GFA (sqm)	No. of Units
45 Thomson St	$1,300,000	12/2020	847	593	4 potential
Kiama				($2,193/sqm GFA)	($325,000/ unit)
A regular shaped elevated corner site with a moderately sloping topography from the rear to the street front and improved at the time of sale with an older style dwelling. The site sold without development consent and is zoned R3 Medium Density Residential with a maximum FSR of 0.7:1 allowing a permissible gross floor area of 592.9sqm. After allowing for an 90% site efficiency and an average unit size of 125sqm the site has a potential to yield 4 units subject to Council approval. Located approximately 700 metres north-west from Kiama train station and within close proximity to retail amenities along Terralong Street. The site was settled in January 2021 according to RP Data records.					
Lot 2, DP 805229, Dido St	$6,500,000	12/2020	36,580	16,461	50-60 potential
Kiama	(circa)			($395/sqm GFA)	($110-$130,000/ unit)
An irregular shaped site with steeply sloping verges towards the creek dissecting the site. Zoned part R2 Low Density Residential and part E2 Environmental Conservation with a maximum FSR of 0.45:1 The site is partially within a bushfire prone area and benefits from ocean views to select elevated positions within the site. The site sold without development consent however the selling agent has advised that the purchaser intends on lodging a DA for a townhouse project consisting of 50 to 60 dwellings. For analysis purposes we have adopted the dwelling yield above although note that this is subject to Council approval. Located approximately 1 kilometre to Bombo Beach and train station and 1.5km from the Kiama Town Centre. The site sold via an Expression of Interest Campaign and is subject to a 4 month delayed settlement. The exact sale price was withheld and remains confidential. Sale details are advised and subject to settlement.					
45 Thomson St	$1,750,000	01/2018	1,511	915	12
Kiama				($1,913/sqm GFA)	($145,833/ unit)
A regular shaped elevated site with a moderately sloping topography from the rear to the street front. Improved at the time of sale with a circa 1800's built Victorian home of heritage significance by which Council placed an Interim Heritage Order over the site subsequent to purchase. A DA (10.2018.225.1) was approved for demolition of the existing building & construction of multi residential building consisting of (12) twelve units (8 x 2 bedroom and 4 x 3 bedroom) over car parking subsequent to purchase. Zoned R3 Medium Density Residential with a maximum FSR of 0.7:1. Located approximately 700 metres north-west from Kiama train station and within close proximity to retail amenities along Terralong Street. The site was sold and settled in July 2018 according to RP Data records.					
33 Collins St & 23 Meares Pl	$5,650,000	10/2019	5,580	6,559	56 seniors units
Kiama				($861/sqm GFA)	($100,893/ unit)
A large site purchased with the benefit of development consent for 56 seniors units with ancillary retail, recreational and communal areas. Arranged in a 4 storey development, the site is zoned B2 Local Centre and is centrally located within the Kiama Town Centre, offering the convenience and amenity of a central location. The approved GFA is lower than the permitted GFA of 8,370sqm GFA (equivalent to FSR 1.5:1).					

Source: Atlas

35 Manning Street (approx. 2,202sqm site area) is currently available for sale on the market at a quoting price range of $5.5 million to $6.0 million. The site falls in the B2 zone and has a maximum permitted FSR of 1.5:1. If sold at the quoted price range, it would equate to $1,600/sqm to $1,800/sqm GFA potential. It is understood that previous sales campaigns have returned market interest circa $3.8 million, which is equivalent to $1,200/sqm GFA potential.

Given the location of the Study Area and zoning controls (mostly B2), the Study assessed a likely site value rate of **$1,200/sqm GFA potential to $1,600/sqm GFA potential**. Sites in residential land use zones are generally worth more on a GFA potential basis, as development sites in the B2 zone require commercial floorspace at ground level (which is generally worth less than residential floorspace).

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