

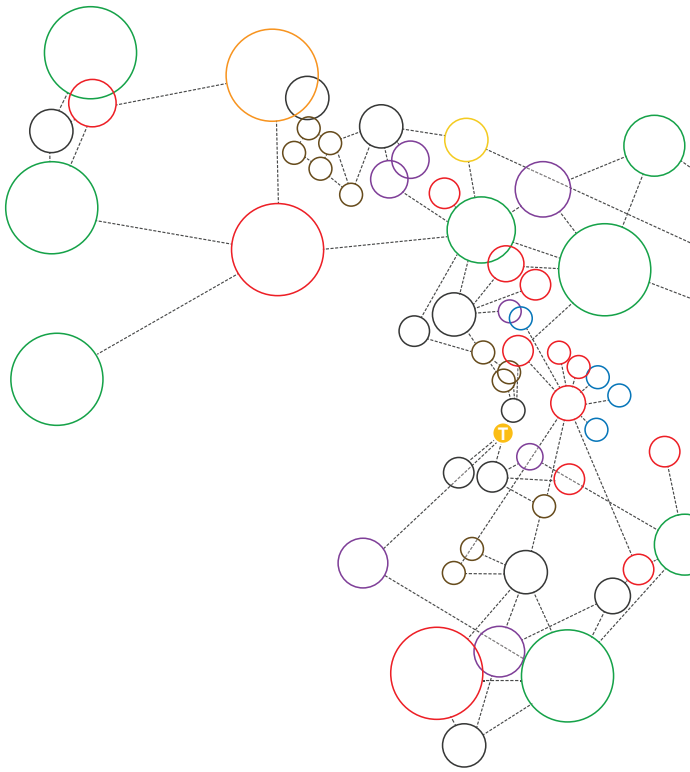
SUPPORTING EVIDENCE

KIAMA TOWN CENTRE STUDY

Integrated Report - Part 2

April 2019

Prepared for Kiama Municipal Council



Document Information

Job title	Kiama Town Centre Study
Client	Kiama Municipal Council
Job number	1835
Report title	Integrated Report - Part 2 Supporting Evidence
File name	1835_Kiama-Town-Centre-Study_StudioGL.indd

Revision	Date	Prepared by	Approved by
Draft	15/02/2019	DG, FL, BB, GT, RE, DN, AN, RS	DG, FL
Final	01/04/2019	DG, FL, BB, GT, RE, DN, AN, RS	DG, FL

Note: This document takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party. The report layout is designed to be printed at A4 portrait.

Studio GL Pty Ltd
77 Buckland Street
Chippendale NSW 2008

Contact: Diana Griffiths
Email: dgriffiths@studiogl.com.au

Part 1 - Strategic Direction

Chapter 1 - Introduction

1-1 About this study 5
1-2 Process and findings 6
1-3 Kiama Town Centre 8

Chapter 2 - Future Character

2-1 Framework 11
2-2 Kiama's existing character 12
2-3 Key drivers 14
2-4 Desired future character 15
2-5 Guiding design principles 16

Chapter 3 - Spatial Framework

3-1 Access and movement 20
3-2 Public spaces and places 26
3-3 Built form and catalysts 34
3-4 Town centre precincts 40
3-5 Harbourside precinct 48
3-6 Westend precinct 60
3-7 Surf Beach precinct 66

Chapter 4 - Strategic Planning

4-1 Planning policies 73
4-2 Suggested LEP amendments 74
4-3 DCP recommendations 78

Chapter 5 - Implementation

5-1 Delivering the vision 105
5-2 Action matrix 106

Part 2 - Supporting Evidence

Chapter 6 - Community Engagement

6-1 Objectives and stakeholders 121
6-2 Engagement techniques 122
6-3 Feedback and findings 125

Chapter 7 - Place Analysis

7-1 The study area 132
7-2 Landform and topography 134
7-3 Urban structure 136
7-4 Vehicular access network 138
7-5 Walking, cycling, public transport 140
7-6 Built form coverage 142
7-7 Tree coverage 144
7-8 Building heights 146
7-9 Heritage values 148
7-10 Ground floor uses audit 156
7-11 Land ownership and strata 158
7-12 Current and approved DAs 160
7-13 Places of interest 162
7-14 Photographic analysis 164
7-15 Placemaking map 170
7-16 Opportunities and constraints 172

Chapter 8 - Strategic Context

8-1 NSW context 175
8-2 Kiama's status in the region 176
8-3 Policy review 179



CHAPTER 6
COMMUNITY ENGAGEMENT

6-1 Objectives and stakeholders

As part of the Kiama Town Centre Study, stakeholder and community engagement activities were carried out in November 2018. The Community Engagement Plan that outlines the consultation process in detail including who, how and when activities will occur, was submitted to Council prior to commencing the engagement and is attached in the Appendix section of this report.

The community engagement program considered the following objectives:

- To allow residents and stakeholders, including local businesses, to become involved in the decision-making for the future of Kiama Town Centre.
- To help build confidence and collective enthusiasm for the strategies, ideas and actions to be taken forward.
- Use traditional media and social media to maximise awareness and participation.
- Provide information about the planning process in suitable formats for non-technical experts to use in their decision-making process.
- To obtain insider perspective from local experts on the Kiama Town Centre; its assets, strengths and weaknesses.

Stakeholder groups identified included:

- Decision makers – Councillors, Council officers, State Government.
- People and groups with a (financial) interest in the Town Centre - property/ land owners, tenants, business owners.
- Regular users - people who live or work in Kiama.
- Occasional users - people who visit/use the facilities in the study area.
- Other groups and communities which are active in the area.



Promotional material for the engagement program included posters, flyers and postcards









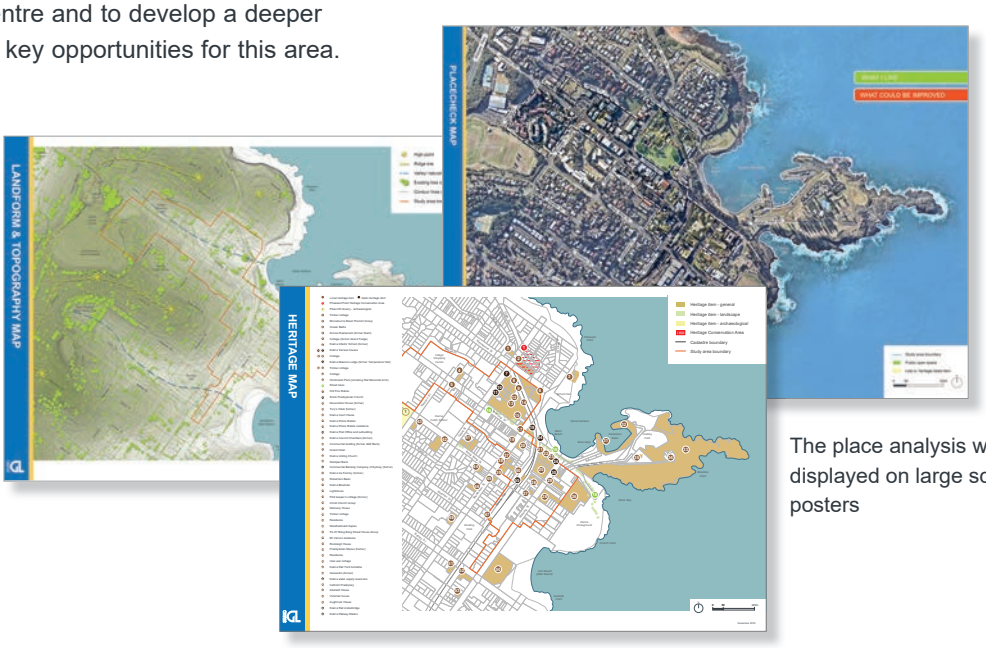




6-2 Engagement techniques

The engagement process aimed to introduce the project to all stakeholders, raise awareness and encourage participation in engagement activities to ensure valuable community input into the process. It focused on understanding what people like, what they consider challenges, what their ideas for improvements are and/or changes they would like to see in the town centre and to develop a deeper understanding of the key opportunities for this area.

Community members were invited to be actively involved in the consultation, in person and online, and their ideas, comments and aspirations were collected by the design team at Studio GL. Presented here is a summary of the engagement outcome from these events.



The place analysis was displayed on large scale posters





Drop-in session stand at the Kiama Markets

Community Drop-in Session

A drop-in session held at the Kiama Markets allowed a diverse group of people, including residents and visitors, to provide their input and ideas. In spite of the rain, 50 people gave their input during this event.

Interactive Workshops

To ensure that general community members and stakeholders who have a specific interest in the redevelopment of the area have a say in the Kiama Town Centre Study process and its outcome, three separate workshops were conducted to collect ideas and feedback.

The first workshop was conducted with local businesses, the second with interested community members, and the third with Council staff, Councillors and committee members. The local business and community workshops were held at Sebel Kiama, and the Council workshop was held at the Council offices. 10 participants attended the Local Business Workshop, 24 participants attended the Community & Stakeholder Workshop, and 15 participants attended the Council staff, Councillors and Committee Members Workshop.











Interactive workshops with local business owners, community members, Council staff and Councillors

Online Consultation

In addition to the in-person consultation an online mapping interactive tool, Social Pinpoint, was used as a method to gather community comments.

On this website community members could identify places and features they liked or believed could be improved, as well as share their ideas for improving the town centre. 573 people visited the site link with 109 people participating and 303 comments being logged online at the end of the process.



The interactive online map (Social Pinpoint) provided a platform to leave comments and ideas

6-3 Feedback and findings

The engagement activities presented at each consultation event were designed to gather community feedback in a variety of forms. Activities included a placecheck map which provided place-based information where the participants marked areas of concern, areas with future potential and other important information.

The Visual Character Aspiration Boards provided a collection of images of built form, public domain, and streetscape that indicated what the participants would like to see in the study area in the future, as well as building forms or public domain characteristics they do not think appropriate for the centre. In addition to this the participants submitted hundreds of comments on what they thought about the strengths of the centre and what could be improved as well as their ideas for the future character of the place.

Following is a summary of the most repeated community responses collated into three categories: what they like, what could be improved, and ideas and suggestions. A detailed listing of the comments and findings is attached in the Appendix section of this report.

What do you like about Kiama Town Centre?

Heritage charm, character and a sense of place
The cluster of heritage buildings in the civic precinct positively contribute to the character of the Town Centre and help tell the story of Kiama's history
The Kiama Markets are great with a loyal local and regional customer base
Love the cafés and local shops
Hindmarsh Park is a great asset & the heart of the town; it is used for music, art, New Year's Eve, and other events
Topography and being surrounded by water gives Kiama its unique character
It has a small country town feel with good walkability within the town centre
The stone walls in Kiama are a unique feature
There used to be a steam train/tram along Terralong St to the Harbour
Norfolk Island Pines and the topography are key identifying features
Use of colour in the landscape with flower beds is lovely
The festivals and community events in parks and along the Harbour are great
The showgrounds are a good source of business for the town
The Blowhole and the Rockpool are fantastic and a major source of tourism
Many heritage buildings in the town centre have cedar, blue stone & brick
Council is doing a good job with maintenance and activities around town i.e. events, festivals and markets
Kiama Library is a well-designed modern building







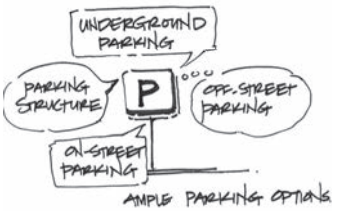


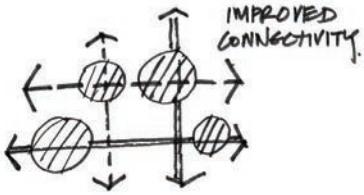


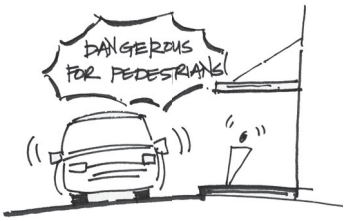
What could be changed about Kiama Town Centre?

Access & Movement
Traffic flow in Kiama Town Centre during summer is really bad
The rumble strips to encourage cars to slow down are in fact a hazard for cyclists, noisy and confuse visitors
Dangerous pedestrian environment on streets around Kiama Public School
Gateways into town need to be defined - no sense of arrival
Lack of cycle facilities in town centre - Cycleway into town stops at Collins St; disconnected from harbour
Parking issues - particularly along Terralong St, at the library, Woolies, Post Office, and during events/markets
Parking in front of Hindmarsh Park obscures the park
Grotty embankment from Black Beach to train line
Make Kiama RV friendly - many tourists with campers come into Kiama
Make shopfronts accessible for all
Patrons of the Kiama Markets park outside surrounding shops and medical services causing inconvenience to customers and patients
Railway line is a visual barrier - can't see the harbour when driving into town
Key traffic jams in Kiama: Mon-Fri around Kiama Public School, Terralong Street near Leisure Centre Sat-Sun (people leaving Kiama), Terralong St. in summer, Gipps St. traffic build up on Markets days
Built Environment
Do not overdevelop - people love Kiama because of its small town charm
The buildings along Terralong St. look tired and dated; they need an update
Need a balance between shops/key catalyst businesses on either end of the town centre to maximise potential
A number of empty retail/commercial storefronts
Signage along Terralong St footpath looks cluttered
Lack of commercial & industrial space for local businesses in Kiama
Less coffee shops - more local service stores like chemists, butchers, etc.
Revitalise Collins Lane precinct - it looks good but doesn't work
The Police Station and the Courthouse are important civic buildings but in need of some landscaping and maintenance







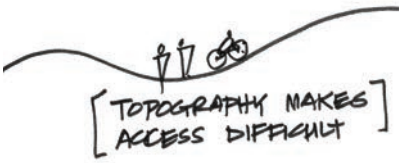


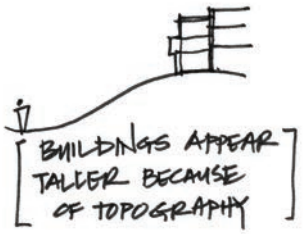


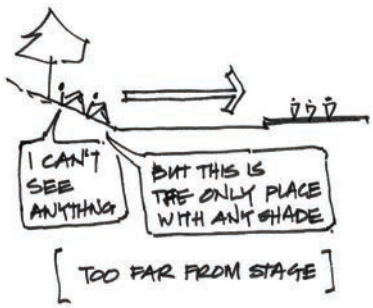
What could be changed about Kiama Town Centre? (contd.)

Built Environment (contd.)
New development along Manning St is too high and too close to the street
Do not convert Kiama into a dormitory suburb
Council Offices could be relocated in the quarry while redeveloping the site with community uses, however, that would affect the businesses they currently support in the town centre
One sided businesses can be difficult to sustain; add kiosks to the other side of Terralong St. (between Manning St & Railway Parade)
Not a good variety of food options - need diversity in offerings for residents and to attract visitors
Do not build residential in the Holiday Park site - leave it alone or redevelop as public open space
Public Domain & Open Space
Need more trees and greenery along the main streets at eye level; Norfolk Pines are too tall and difficult to relate at pedestrian scale
The grass where the markets are located is in poor condition - consider astroturf or a different surface solution
Footpath surfaces are uneven, slippery in rain and potentially dangerous and difficult for wheelchair, pram and cycle access; the current paving material makes it difficult
Areas outside the town centre have no footpaths to walk on. Need them on at least one side of the road in the residential areas
Include Blowhole Point, Harbour and Kendalls Beach in the study area - the Headland and Showgrounds precincts provide far more commercial, community and activation opportunity than the Bluehaven complex
The Rockpool at Black Beach is a fantastic asset but needs some improvements
Need a town plaza in the town centre where people can meet and socialise
Disconnect between Hindmarsh Park and Black Beach
Not enough public art in the town centre
The amphitheatre in the park doesn't work - the preferred spot for seating is under the trees, but that is too far from the stage to enjoy the performance
Differentiate between old and heritage - 1960's buildings in Kiama - ugly and brutal, but also danger of being heritage listed
Showgrounds space is underutilised







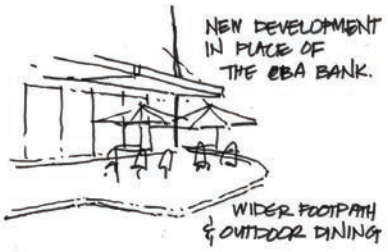


What are your ideas & suggestions to make this place better?

Access & Movement
Improve traffic flow on Terralong Street
Create and identify laneways that can form key connections in town centre developing them as eat streets and public spaces
Area around train station needs improvement: better access to town centre and beach; improved signage to orient visitors and more parking
Develop a parking strategy with parking (surface & structure) around the edges and shuttle buses to connect to the town centre & key destinations
Create a better bicycle plan - marked routes, cycle parking and amenities in town centre and safe routes to schools and key destinations
Establish gateways at entry points into the town to create a sense of arrival
Bring back the tram along Terralong St as an interpretive heritage feature
Preserve current heritage buildings - whether registered or not
No service trucks on the main street - use back laneways for services
Make Terralong St & Manning St more pedestrian friendly
Consider making Terralong St a one way street
Provide RV parking along the fringes with accessible paths into the centre
Upgrade Showground Precinct to link to Terralong St
Provide additional pedestrian crossings near Kiama Public School
Built Environment
Encourage night time economy with destinations open in the evening
Retain & encourage view corridors between buildings on key streets
Reinforce the centre of the town with appropriate catalyst development (boutique hotel, arts precinct, etc.)
Reinstate verandah posts for key heritage buildings along Terralong St
Encourage development that respects and responds to heritage
Provide more restaurants with Harbour view, seafood & beer garden destinations, wine bars and roof top waterfront dining with large verandahs
Develop a consistent signage and facade improvement strategy for buildings along Terralong St
Provide an interactive water park in the town centre
Potential for commercial / office spaces near the train station





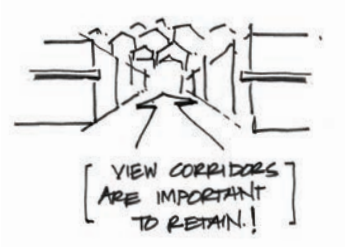






What are your ideas & suggestions to make this place better?

Built Environment (contd.)
Need cultural & entertainment uses in the town centre like theatre / cinema
Incorporate the use of blue stone in future developments
Develop a retail strategy that incorporates a range of retail options
Key development sites: Mitre 10 Akuna site, Council building, CBA
Convert Council owned Youth Centre & Brownies Cottage into Arts Precinct
New development needs to provide on-site parking for its occupants
Other places that can serve as an inspiration for Kiama: Noosa, Blue Mile - Wollongong Council, Byron Bay, Newcastle Harbour, Canley Height - night time economy, Nelson Bay Marina, Albury, Port Douglas, Darling Harbour, Shellharbour, Bermagui, Innesvale, Gilgandra, Beechworth
Public Domain & Open Space
Improve the pedestrian environment and footpath around town centre with a unified public domain character: trees, low planting, street furniture, street lighting, continuous awnings and alternative pavement treatment
Establish more purposeful public spaces along Terralong St & Manning St
Options for Town plaza location: pedestrianise Manning St between Terralong & Bong Bong, parking area behind the shops on Collins St (accessed by Collins Ln), Terralong St between Collins St & Shoalhaven St
Make the market setting more permanent with a resilient ground surface and designated areas for the tents, traffic and parking
Provide shade for the amphitheatre seating in Hindmarsh Park
Local Aboriginal culture is under represented - more public art
Improve pedestrian link between Blowhole, Black Beach & Hindmarsh Park
Upgrade Showground precinct to connect to Terralong St & Bong Bong St
Develop heritage style signage and lighting around town centre
Provide more shade - trees and covered walkways
Provide elevated walkway / boardwalk along Hindmarsh Park
Develop a public art strategy - public art, murals and streetscape
Improved signage to Blowhole, Little Blowhole & Mt. Saddleback lookout
More activities and indoor options for youth and kids - natural style, risky play for older kids (11-15 year old)
Redefine the Town Centre area - include the Headlands & Showground





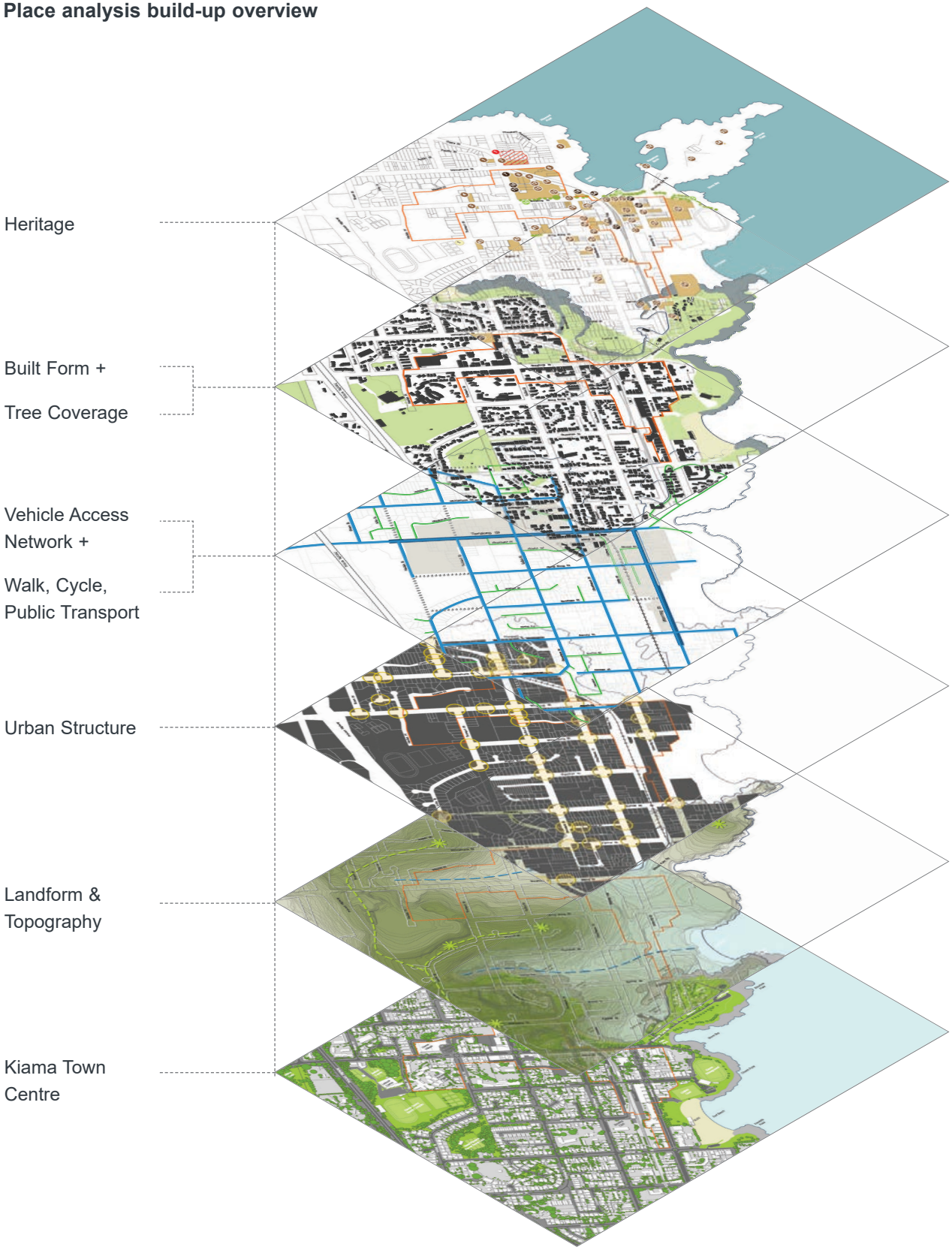






CHAPTER 7
PLACE ANALYSIS

Place analysis build-up overview



7-1 The study area

The Kiama Town Centre is a seaside village on the NSW South Coast. The main roads through the Town Centre create a L-shaped study boundary measuring approximately 1000m along its Terralong Street axis and 650m along its Manning Street axis. The Study Area is approximately 30.5ha.

Terralong Street and Manning Street visually and physically converge at Kiama Harbour which captures Black Beach and provides access to the Kiama Blowhole. The southern end of the study area, along Manning Street, runs adjacent to Surf Beach and the Surf Life Saving Club.

Additional key roads and features within the Study Area include Collins Street and its heritage terraces, Railway Parade, the eastern end of Bong Bong Street as well as Blue Haven Aged Care and Kiama Village shopping centre to the west. Prominent open space bookends the Study Area with the Kiama Sports Complex to the west, Hindmarsh Park within its core and Kiama Showground and Oval along the eastern coastline.

The Town Centre is predominantly a retail and commercial core that is surrounded by residential properties adjacent to its boundary. The surrounding context, in this case low density residential development, has been considered as it provides a broader understanding of the place and can help reveal connections between topography, views, street pattern, movement as well as the overall character of the area.



The intersection at Shoalhaven & Terralong St including the heritage hotel & landscape plantings



Hindmarsh Park is a substantial open green space within the study area, adjacent to Terralong St



The western end of Terralong St includes the Kiama shopping Village





Figure 22 Kiama Town Centre map



7-2 Landform and topography

The Kiama Town Centre is nestled between two ridges and the coastline. The mountainous landscape of the Illawarra Escarpment occurs to the west of the town. Local highpoints are found at Minnamurra Street and along Irvine and Brighton Streets. The headland at Blow Hole Point is an additional highpoint in the local area. A natural low point exists to the north of Terralong Street that leads towards the harbour. Another natural depression leads to Surf Beach from Irvine Street.

Terralong Street was one of the first streets in the centre. It was historically the main thoroughfare connecting the harbour and the quarry and was aligned in response to the topography on predominantly flat land. The regular 200 x 200m street grid overlaid across the topography has resulted in some steep streets that cut perpendicularly across ridgelines (e.g. Thomson and Collins Street).

The topography and landform of the place create different characters within the Town Centre. Terralong Street is situated between two ridges, creating a more contained and protected "feel" with more formal and directional views towards the harbour. Manning Street is more open and less contained with broader views across Surf Beach and towards the harbour.



Shoalhaven St cuts perpendicular across the topography resulting in an undulating street character



There is a sloped level change between Terralong St and Hindmarsh Park



Properties along Minnamurra St illustrate the topography rising towards a highpoint

Summary points

- Terralong St is located between two prominent ridgelines.
- Manning St is more open with views to the beach and harbour.
- The alignment of Terralong St, while elevated, in sections if generally responsive to the topography.
- Most of the street alignments in the Centre are not responsive to the topography resulting in dramatically steep streets.



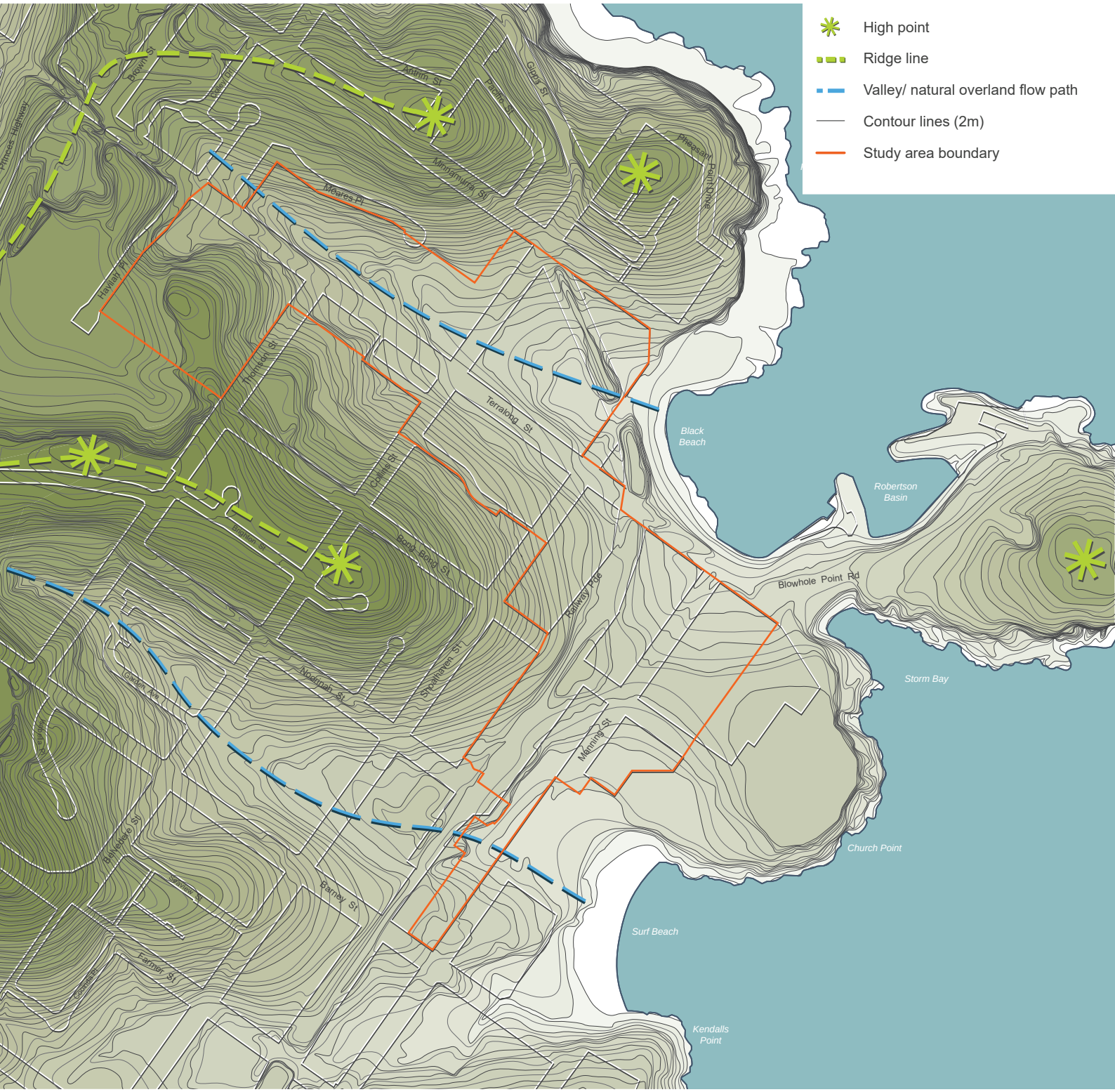


Figure 23 Landform and topography analysis map



Pedestrian crossing at intersection of Terralong St and Shoalhaven St



View west up Bong Bong St showing long, steep incline

7-3 Urban structure

The Kiama town plan was approved by the Governor in 1839 and the regular 200 x 200m grid structure which runs north west to south east and north east to south west was established. The grid structure fragments on the edge of the harbour.

In some instances, the 200m x 200m block pattern has been further broken down with additional roads and laneways, such as Brighton Street and Seaview Street. This break down of large blocks increases the intersection density of the area and helps create a more permeable and walkable urban structure. A large number of blocks contain cul-de-sacs for property access but these do not provide through-block links or increased connectivity. The block bound by Minnamurra St, Collins St, Terralong St and Colley Dr features no through-site connections despite a 470m block length. The coarse-grain urban structure poses a challenge to free access and movement across Kiama, that is further complicated by the challenging topography.

The size, shape and structure of plots varies across the Study Area. Terralong Street features narrow plots along its generally one-sided retail strip. The large, irregular shaped block at the west of the study area was the site of the former quarry.

Summary points

- 200m x 200m standard grid structure.
- Coarse-grain urban structure.
- Large number of cul-de-sacs.
- Relatively low intersection density.

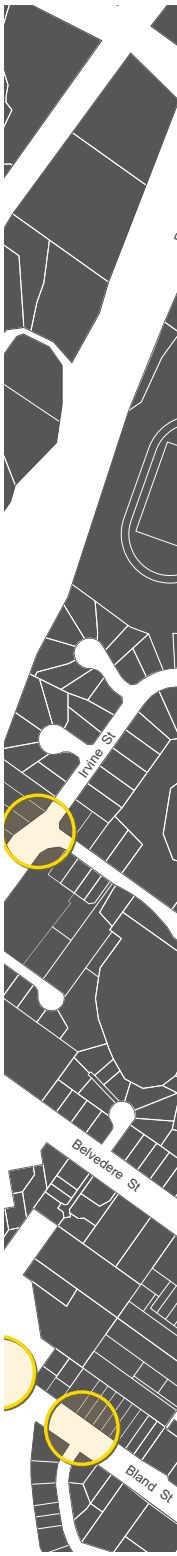




Figure 24 Urban structure and intersection density analysis map

7-4 Vehicular access network

Terralong Street and Manning Street are the key streets through the Kiama Town Centre. These streets meet to form an 'L' shape which is enhanced by additional streets and minor laneways.

The primary entry into the Town Centre from the north is via Gipps Street and onto Collins Street. The primary entry from the south is along Manning Street. The main exit from the town travelling north is along Terralong Street. Locals familiar with the area often avoid the main thoroughfares and use parallel streets such as Minnamurra, Bong Bong and Shoalhaven Streets particularly during Summer months and on weekends when the main route is generally congested.

The road network is primarily comprised of wide 30m road reserves. These accomodate wide footpaths and 45° parking within the Town Centre and wide nature strips around the residential streets. The road reserve width of secondary roads and laneways is generally between 15-20m.

In some instances it is evident that the original 200m x 200m planned grid could not be built. It is assumed that the existing terrain was the reason that some streets do not continue all the way through to the next block. Only a few roads extend through the town. Terralong and Manning Streets are two of these prominent long roads, as are Minnamurra, Collins, Shoalhaven and Barney Streets - each measuring over four blocks long.



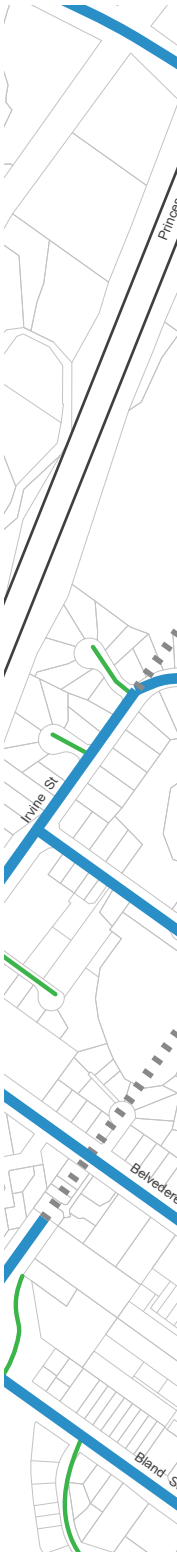
Wide road reserve (approx 30m) along Manning St looking south



Rear laneways like Rosebank Pl (above) provide additional parking off Terralong St

Summary points

- Terralong and Manning Streets are long roads which connect multiple blocks.
- Due to congestion along Terralong and Manning Streets locals use parallel streets for access.
- Many streets have generous 30m wide road reserves.
- Secondary roads and lanes are generally narrower 15-20m wide.



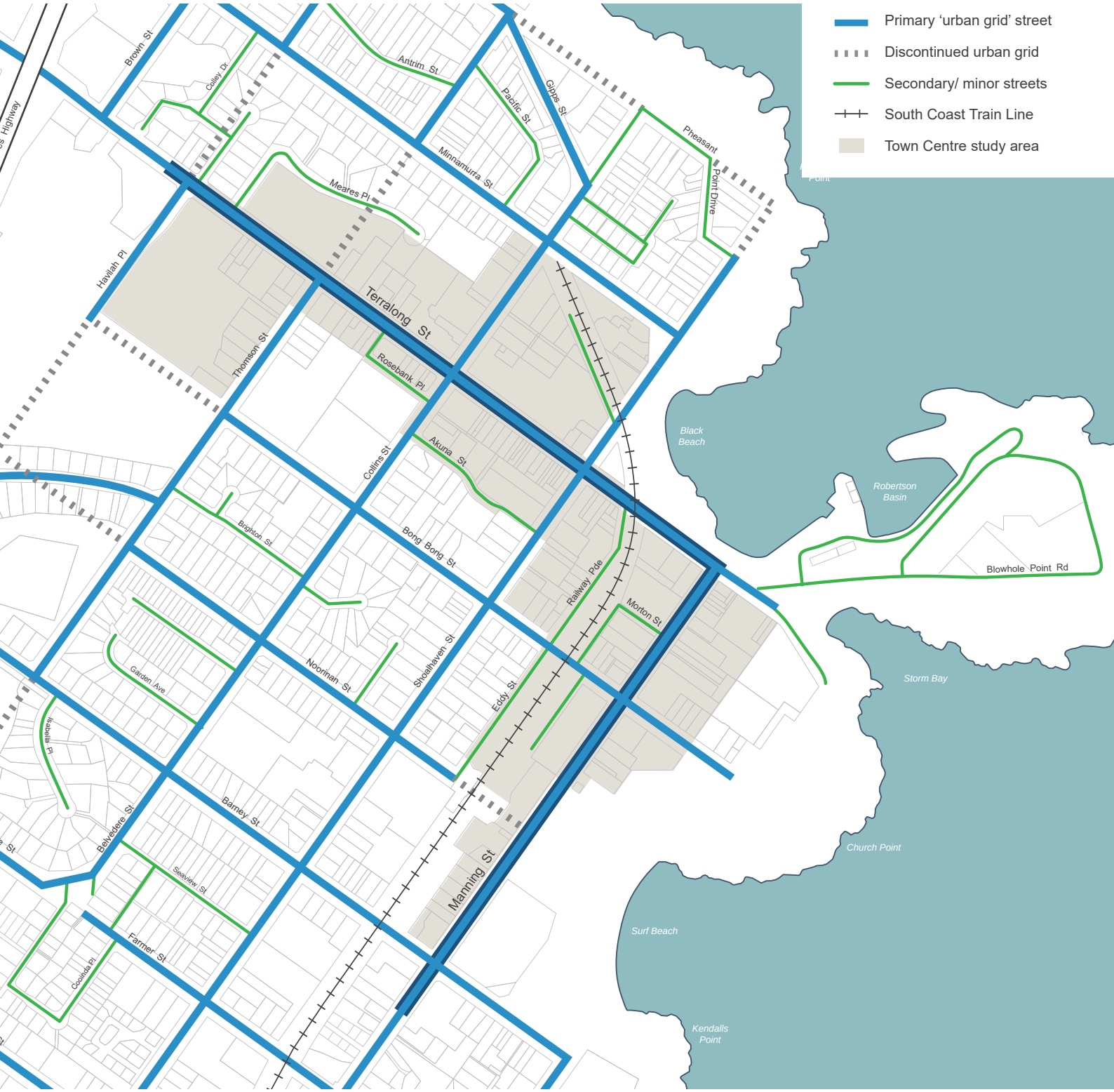


Figure 25 Vehicular access network analysis map



7-5 Walking, cycling, public transport

Kiama is serviced by a train line, buses and a dedicated walking route that showcases its natural surroundings and connects it to the wider region.

From Kiama, the South Coast train takes approximately 50 minutes to Wollongong and 2 hours to Central Station in Sydney. Commuter parking in Kiama is found along Railway Parade, Eddy Street and off Bong Bong Street. The train station has a single sided entry/exit on Railway Parade with adjoining bus stop and taxi bay for interchanges. The location of the station exit and its orientation westwards, can lead to disconnection from the Town Centre and the natural beauty along the coast. The 400m radius around the station is indicative of a usual walkable catchment however this does not incorporate other factors such as topography which hampers accessibility.

Three public bus routes pass the Train Station and continue through the Town Centre, with bus stops at 300m intervals on average. Bus number 701 travels between Kiama and Jamberoo, bus 702 is a Kiama to Gerroa service and route 71 travels between Kiama and Shellharbour.

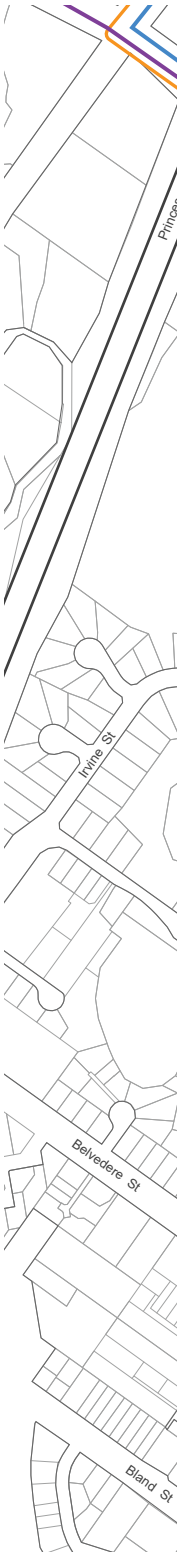
The topography, large blocks and lack of connections make walking and cycling in the Town Centre challenging. There are seven pedestrian crossings within the Town Centre boundary with an average distance between crossings of 270m. The Kiama Coast Walk is a 22km scenic pathway that extends from Minnamurra, past Bombo and to Gerringong. The portion that wraps around the Kiama Town Centre takes pedestrians along the coastline to Blow Hole Point and past the showground to Surf Beach. Cyclists share this recreational path and have an identified on-road bike route along Terralong Street.



A one-track bridge takes trains to Kiama Station



The Kiama Coast Walk takes pedestrians & cyclists past the Blowhole & Surf Beach



Summary points

- The train from Kiama takes approximately 50mins to Wollongong and 2hrs to Sydney.
- Buses link Kiama to Jamberoo, Shoalhaven & Gerroa.
- Kiama Coast Walk is a scenic route used by pedestrians & cyclists.



Figure 26 Walking, cycling and public transport analysis map



7-6 Built form coverage

A mix of building sizes exist in and around the Kiama Town Centre, ranging from small residential properties to larger commercial and community developments.

Terralong Street primarily has a built edge on its south-west side between Blowhole Point Road and Collins Street. These buildings are built to the boundary with zero front setback, creating a continuous frontage that accommodates retail and food shopfronts. A handful of laneways break this frontage and provide access to off street parking at the rear of properties.

Blocks of generally single-sided shops along Terralong and Manning Street face public open space towards Hindmarsh Park and Coronation Park respectively. These street frontages have views to greenery, the Norfolk Island Pines and glimpses of the ocean.

Prominent building's large scale floorplates include the Kiama Leisure Centre and Blue Haven aged care in the western end as well as Kiama Village Shopping Centre. This shopping centre has a rectangular footprint with its entry setback 60m off Terralong Street and its carpark along the street. The two schools are located on sites with large amounts of open playground space around the building footprints. The Anglican church site also has large amounts of open space.

The recent 'Bathers' development and the adjacent commercial / medical building along Manning Street have long continuous street frontages measuring 125m and 100m respectively.



The retail frontage & built form along Terralong St is predominately continuous on one side of the street



A handful of laneways divide the built form along Terralong St e.g.. the one above adjacent to Vinnies.



Summary points

- Single sided streetscape along significant portions of Terralong St and Manning St.
- Single sided streetscape generally faces public open space.
- Kiama Village, Blue Haven and 'Bathers' have large building footprint for the study area.
- Small scale residential dwellings generally surround the study area.



Figure 27 Built form coverage analysis map

7-7 Tree coverage

Kiama is a green and lush coastal town due to its volcanic geology, rich soil and historic rainforest landscape that originally covered the hills.

Pockets of trees occur around the Kiama Leisure and Athletics Centre, Tennis Club and around schools and parks. Additional groupings of trees and vegetation are located where steep topography creates land that is difficult to develop.

Sizeable Norfolk Island Pines are found around the Town Centre, which provide prominent greenery and contribute greatly to Kiama's coastal character. Noteable, heritage-listed Norfolk Island Pines are found along Terralong Street towards the harbour and around Hindmarsh Park. Tall, slender palm trees have been planted at approximately 20m intervals on the retail strip of Terralong Street opposite the park. The height and shape of the palms provide little shade but create a visual rhythm of green within the centre.

Although not as prominent as the Norfolk Island Pines, fig trees are also a historic to Kiama. An impressive fig tree at Black Beach was recorded as a local landmark that acted as a meeting place and navigational aid before it was destroyed in 1964. Prominent fig trees remaining in Kiama today can be found around Hindmarsh Park, beside the council chambers and one, adjacent to the library, is said to be over 150 years old.

Summary points

Predominantly rainforest & cedar brush landscape prior to European arrival.

Norfolk Pines and fig trees are contributory to the town's history, character & amenity.

Tall palm trees line the retail strip along Terralong St.



The Norfolk Island Pines are a prominent landscape characteristic in Kiama



Recent development along Manning St has seen the planting of new street trees



Palm trees line the School Flats area around Kiama Harbour





Figure 28 Tree canopy coverage analysis map



7-8 Building heights

Overall, building in the Kiama Town Centre are predominantly 1-3 storeys in height. The most recent buildings along Terralong Street tend to be 3 storey mixed-use - developments with retail / commercial at ground floor and residential above. Historic buildings such as the Post Office have higher floor to floor levels than more contemporary development and therefore present a greater visual impact due to their bulk and scale than other, more contemporary structures.

There is a grouping of single storey buildings around Collins Street and Hindmarsh Park that incorporates numerous historic properties. These include the heritage terraces, the Kiama Masonic Hall and Kiama Youth Centre, that provide a low built edge to the park with no issues of overshadowing.

The outer edges of the Town Centre have some higher buildings, including the 4 storey independent living building at the eastern end of Terralong Street. as well as the 4 storey 'Bathers' development and neighbouring 3 storey building along Manning Street. The Sebel along Minnamurra Street appears as a 3 storey building but steps down with the topography to become 4 storeys. The 4 storey building can be seen from lower areas such as Hindmarsh Park and it capitalises on views towards the water.

The Stage 5 unit on the Blue Haven Aged Care site uses it ridgeline location to capture distant views. The building is 7 storeys high and markets its rooms on views towards the water in the east and escarpment in the west. The height of the building and ridge location make it a prominent landmark that can be seen from a variety of locations within the Town Centre.



Single storey houses operating as commercial businesses on Railway Parade



Three storey buildings found at the western end of Terralong St



Blue Haven Aged Care features a 7 storey building containing 88 units



Summary points

- 8.5m and 11m building height limits set in LEP.
- Predominantly single to three storey buildings.
- Low height around Hindmarsh Park.
- Topography plays a significant part in prominence of buildings.



Figure 29 Existing building heights analysis map

7-9 Heritage values

Local Heritage Item *State Heritage Item*

1 Pheasant Point Heritage Conservation Area
1 Pikes Hill Quarry - archaeological
1 Timber cottage
2 Minnamurra Street Precinct Group
3 Ocean Baths
4 Zumos Restaurant (former Duart)
5 Cottage (former Grans Fudge)
6 Kiama Infants' School (former)
10 7 Kiama Terrace houses
8 9 Cottage
11 Kiama Masonic Lodge (former Temperance Hall)
12 13 Timber cottage
14 Cottage
15 Hindmarsh Park (including War Memorial Arch)
16 Street trees
17 Old Fire Station
18 Scots Presbyterian Church
19 Devonshire House (former)
20 Tory's Hotel (former)
21 Kiama Court House
22 Kiama Police Station
23 Kiama Police Station residence
24 Kiama Post Office and outbuilding
25 Kiama Council Chambers (former)
26 Commercial building (former ANZ Bank)
27 Grand Hotel
28 Kiama Uniting Church
29 Westpac Bank
30 Commercial Banking Company of Sydney (former)
31 Kiama Ice Factory (former)
32 Robertson Basin
33 Kiama Blowhole
34 Lighthouse
35 Pilot keeper's cottage (former)
36 Christ Church Group
37 Dalmeny House
38 Timber cottage
39 Residence
40 Weatherboard duplex
41 53–57 Bong Bong Street House Group
42 Mt Vernon residence
43 Rockleigh House
44 Presbyterian Manse (former)
45 Residence
46 Inter-war cottage
47 Kiama Rail Yard turntable
48 Gasworks (former)
49 Kiama water supply reservoirs
50 Catholic Presbytery
51 Aberteifi House
52 Victorian house
53 Aughinvar House
54 Kiama Rail Underbridge
55 Kiama Railway Station

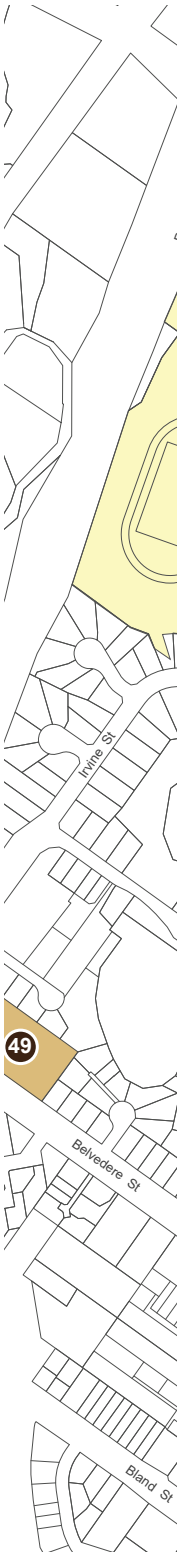




Figure 30 Heritage values analysis map

Kiama Historical Overview

The history of human occupation of Kiama goes back over 17,000 years, to the Bass Point campsites which are possibly the oldest dated coastal campsites in NSW. The local indigenous people are known to be of the Wadi Wadi and Yuiu tribes of the language group Dharawal. Midden sites have been identified at Bass Point, Minnamurra Point, Gerroa and Gerringong and quarry sites have been identified at Shellharbour, Killalea, Knights Hill and Saddleback. It is believed that the name 'Kiama' is derived from the Indigenous word 'kiarama' meaning 'place where the sea makes a noise', which is possibly a reference to the blowhole.

Cedar-getters, drawn by the wealth of available timber, were the first Europeans to regularly visit the region, followed by settlers who initially farmed wheat and then switched to dairying. As land was settled and farmed by Europeans, the local Indigenous inhabitants were displaced throughout the region.

Kiama had the first Dairy Factory and the first Dairy Co-operative in Australia.



Aerial view of Kiama c.1936-7 (source: NSW State Archives)

The site of Kiama Township was reserved by the Government in 1826 and David Smith, a Cedar getter or logger, became the first permanent white settler when he built a residence in Kiama in 1832. The town was proclaimed in 1836, with the Municipality proclaimed in 1859. Three brothers-in-law were the three original major land owners, having taken up land grants in the town. They were Thomas Surfleet Kendall, whose name was given to Kendalls Beach and other sites in town, Michael Hindmarsh whose name is evident in Hindmarsh Park and Matthew Cignarella.

By the 1870s a basalt quarrying industry had been established, with the Kiama Quarry opening in 1871 and the still operational Bombo Quarry open by 1880. Many Irish Catholics worked the quarries, as the basalt is very similar to that found in Northern Ireland.

The late 1800s and early 1900s were prosperous for Kiama, before the Great Depression in 1927 resulted in many of the quarries closing. It is during this time that many of the prominent heritage buildings were constructed, including the Post Office (1878), the Court House (1860-65), the Kiama Terrace Houses (late 1870s) and the Masonic Lodge (1876-78). The Railway Station opened in 1893, which improved the access and connection of the town to Wollongong and Sydney.

Tourism is the town's primary economic driver especially during the very busy summer period, when the town's population can triple.

Key heritage items within the study area



Kiama Post Office + Outbuilding, 24 Terralong St

This iconic building was completed in 1878, and operational as a Post Office from early 1880. The original building comprised the two-storey section and the clock tower, but not the belfry which was a later addition.



Kiama Court House, 34-36 Terralong St

The Court House building was completed in 1860 and designed by Colonial Architect Alexander Dawson. Additions were made to the building in 1865 to the designs of Colonial Architect James Barnet following damage caused by heavy gales and again in 1901 by Walter Liberty Vernon.



Kiama Police Station and Lock-up Keeper's Cottage, 32 Terralong St

The Police Station was built in 1883-84. The adjacent Lock-up Keeper's Cottage was built at a similar time.



Former CBC Bank building, 16-20 Manning St

This building was constructed c1880, to the designs of Mansfield Bros, for the Commercial Banking Company. It is built in the Victorian Italianate style with a ground floor banking chamber and a manager's residence above.



Westpac Building, 32 Manning St

Originally built in 1888 for the City Bank of Sydney, this building now operates as Westpac. Built in the Victorian Classical Revival style, the figurehead above the entrance is of George Thornton, Chairman of the City Bank of Sydney at the time of construction.

Key heritage items within the study area



Terrace Houses, 24-40 Collins St

Nos 42-44 were built in the late 1870s to house blue metal quarry workers. Nos 24-40 were built in stages during the 1880s, with No 24 originally an inn, No 26 was the inn-keepers residence, Nos 28-38 housed quarry workers and No 40 was originally a post office.



Tory's Hotel (now Kiama Inn Hotel), 50 Terralong St

One of the earliest businesses in Kiama, a hotel has operated on this site continuously since 1853. Originally the site of the Fermanagh Hotel, the current building was built in 1888, subsequently the decorative lace upper level verandah and ornate pediment have been removed.



Kiama War Memorial, 107 Terralong St

This memorial arch was erected in 1925 & commemorates servicemen from Kiama who have fought in World Wars. Names of servicemen are engraved in the brown marble Honour Roll plaques.



Kiama Underbridge, Terralong St

The original bridge in this location was constructed in 1893. Substantial modifications were made in 1994, but the cast iron piers of the original bridge remain.



Kiama Old Fire Station, 40 Shoalhaven St

No longer operational as a Fire Station, this building now houses the Old Fire Station Community Arts Centre. Built in 1915, the building underwent refurbishment in 1996.Daisy the Cow is a very visible emblem of the centre, and she is repainted to commemorate specific events in the town.



(source: NSW State Archives)

Kiama Railway Station Group, Railway Pd

The platform, platform building, turntable and ash pits are all part of this State Significant Heritage item. The platform building became the model for this building type, and the turntable is one of only three remaining on this line.



Kiama Council Chambers, 11 Manning St

Built following a referendum in 1913, during which only 31 of the 198 eligible voters submitted a vote, this building was built instead of a Town Hall. It is currently used as office space, and no longer serves as the Council Chamber.



Kiama Masonic Lodge, 46 Collins St

Built between 1876 and 1878 as a Temperance Hall with alterations in 1908-09. The building still serves as a Mason Lodge, with Lodge Kiama No. 35 having met continuously in the building since 1909.



(source: NSW State Archives)

Grand Hotel, 49 Manning St

This hotel has operated under its present name since 1891 when construction was completed. The building, which originally had wrap around verandahs, has been significantly modified from its original design.



Commercial building,w 49 Manning St

Originally built in 1886 as Major's Store, this building was used by ES&A Bank, then ANZ Bank. It is now privately owned.

Key heritage items within the study area



Kiama Water Supply Reservoir, 122 Irvine St

The Kiama Reservoir is considered of historical significance due to its construction technique and material. Built in the mid 20th Century, the reservoir demonstrates the growth of settlement in the area.



Kiama Infant's School, 31 Shoalhaven St

The first school was established in 1871, with the two-storey addition in 1893. Constructed of basalt, the school originally enrolled students of all ages. The school was relocated in 2001, with the building being incorporated into the development now operating as Sebel Harbourside.



Scots Presbyterian Church, 40 Shoalhaven St

This church was built between 1860 and 1863, to a design by Thomas Rowe of Sydney. This is a fine example of a Gothic Revival style church, which has been adapted to its rural seaside setting.



Ocean baths, Pheasant Point Dr

Built in 1934 as part of a Depression-era unemployment relief project, the 50m pool is situated at the north end of Black Beach Reserve. It has changing facilities and can be accessed by disabled persons.



Christ Church group, 1 Terralong St

Built for the Church of England in 1859, this building has a ceiling that resembles the inverted hull of a ship, that was installed in 1872. Also of note is the organ, built in 1914, by Ernest Ladegast, the son of the famous German organ builder, Johann Frederick Ladegast.



Kiama Uniting Church, 19 Bong Bong St

The foundation stone for the original building on this site was laid in 1850 for the Wesleyan Church. A second larger church was constructed on the site in 1862, which served the Methodists until 1968 when a severe storm damaged the building resulting in its demolition. The Uniting Church Fellowship Centre now occupies the site.



(source: NSW State Archives)

Robertson Basin

Officially opened in 1876, this artificial harbour was created to enable increased mooring capacity for Kiama. The blasting required to create this basin lead to the creation of an industry around the provision of blue metal for road & rail construction.



Kiama Lighthouse, Blowhole Point Rd

The light was established in 1887, ten years after the creation of Robertson Basin. Manned until the 1920s, the lighthouse is still operational, but now automated.



Kiama Blowhole

Discovered by local Aboriginals, who called it *Khanterinte*. Colonial explorer George Bass described it as the 'most tremendous noise" after he discovered it in 1797.



(source: NSW State Archives)

Pilots Cottage, Blowhole Point Road

Built in 1881, the restored building operates today as a Museum, but for almost a century it was the home and office of the Officers in charge of the Port.



Extract showing predominantly retail shops & cafes along Terralong St facing Hindmarsh Park



Shopfronts along Terralong St including real estate agent & cafe with seating



Extract from ground floor uses diagram showing Terralong St between Thomson and Collins St with a diversity of uses

7-10 Ground floor uses audit

The Ground Floor Uses diagram identifies the uses currently occurring along Terralong Street. As with any centre this is continually changing over time, however it does provide a snapshot of current activities occurring in the centre, The diagram shows that Terralong Street and Manning Street create a lively retail and cafe precinct within the Town Centre. The Kiama Village is the largest shopping centre in the town and includes a large Woolworths.

A 'fine grain' of narrow shopfronts along Terralong Street face towards Hindmarsh Park and provide food outlets including fish and chip shops, ice cream parlours as well as more traditional cafes which incorporate outdoor seating and shade umbrellas. These are interspersed with a mix of retail shops including a bookshop, newsagency, gift store as well as fashion and clothes shops.

Kiama has three pubs/clubs which are dispersed across the centre. The heritage Kiama Inn Hotel and the largest, the Kiama Leagues Club, are located on Terralong Street. The other heritage pub, the Grand Hotel, is located on Manning Street. These are key to the night time economy in the town as only a handful of restaurants remain open late into the night.

Places for accommodation are generally found around the perimeter of the Town Centre. Residential properties are found around the edges of the study boundary along Thomson Street, at the southern end of Manning Street and near the intersection of Railway Parade and Bong Bong Street.

Summary points

- Retail and food services are predominately provided along Terralong St and Manning Street.
- There is limited night time economy.
- Accommodation is generally found around the perimeter of the centre.
- Residential properties are predominately located on the fringes of the study boundary.





Figure 31 Actual uses (ground floor) analysis map



The Blue Haven site is in a large area of Council owned land to the west of the Town Centre



An Aboriginal land claim on the site of the courthouse, police station & lock-up cottage was lodged in 2005

7-11 Land ownership and strata

Kiama Municipal Council owns large sites within the study area. The largest area of council owned land is the site of the former quarry which incorporates the Kiama Leisure Centre, Athletics Centre and Blue Haven Aged Care. The quarry site and its adjacencies amount to a total area of approximately 146,500m^2 in this zone.

Strata-titled properties are found across the broader Town Centre area. Strata properties are found north of the study boundary around Meares Place and Colley Drive as well as towards the eastern end of Barney Street.

Several churches own a significant amount of land in close proximity to the waterfront. St Peter & Paul Catholic School faces onto Surf Beach while the Uniting Church abuts the Kiama Anglican Church beside Storm Bay.

The block at the intersection of Terralong Street and Manning Street contains a mix of government land owners. The Kiama Court House at 34-36 Terralong Street and the neighbouring police station at 32 Terralong Street are owned by NSW Police. The adjacent cottage is owned by Property NSW, the corner site is owned by Australian Post and they all back onto council owned land at 11 Manning Street. In November 2005, an Aboriginal land claim over the sites of the police cottage, police station and courthouse was lodged but is currently unresolved.

Summary points

Council accounts for a large percentage of land ownership in the area.

Dispersed strata-titled properties cluster around Meares Pl & at the end of Barnery St.

Church properties include large, prominent sites close to Storm Bay and Surf Beach.



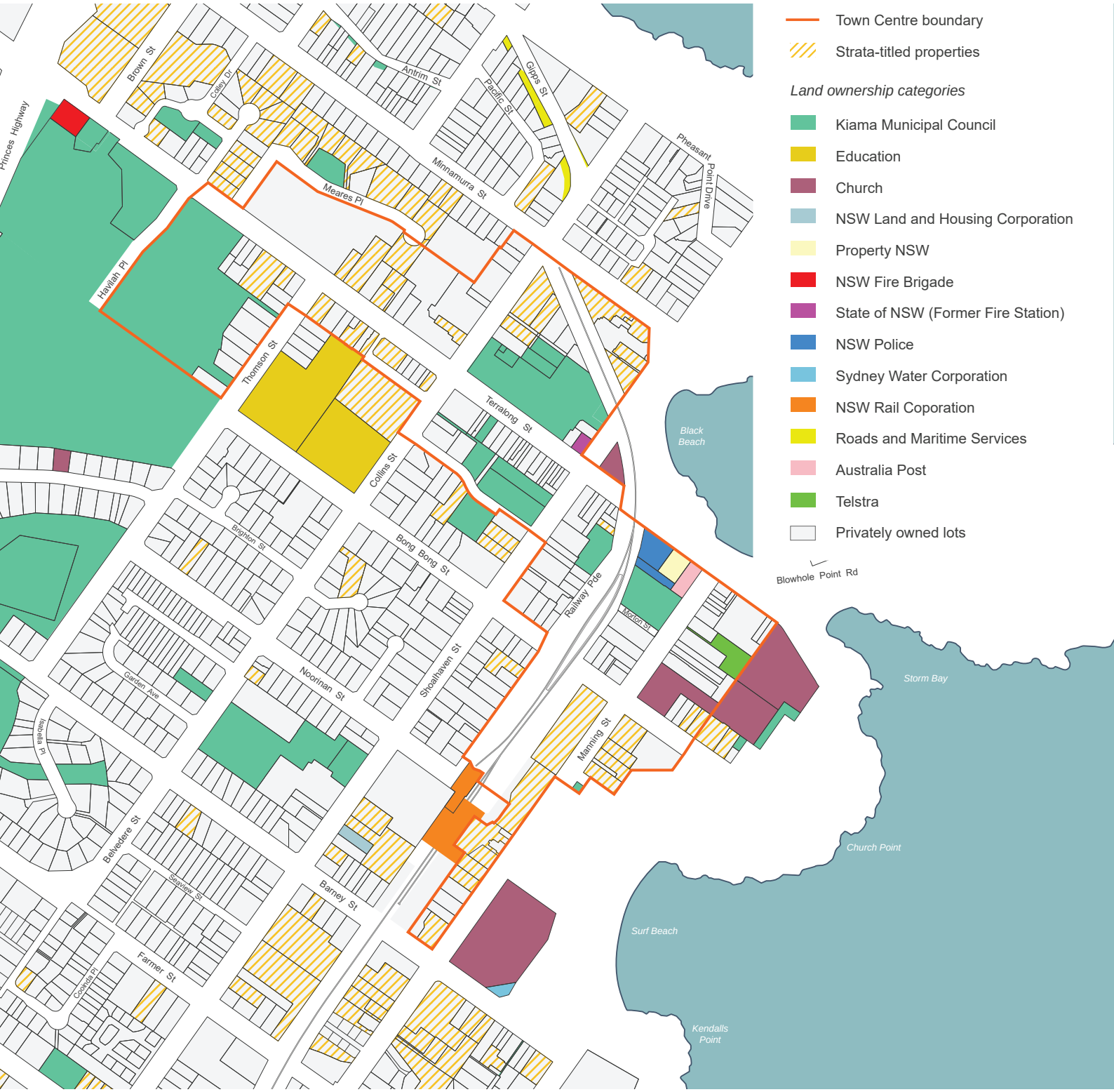


Figure 32 Land ownership and strata analysis map



Poster showing apartments on the motel site at 10 Bong Bong St, subject to DA Approval



Poster showing proposed mixed-use development at 44 Manning St

7-12 Current and approved DAs

A number of properties in the Town Centre are currently the subject of planning assessments. Some of these proposed developments are currently being assessed. These include the proposed redevelopment of Kiama Fair to include a second Supermarket, a proposed 12 unit multi-residential development on a site on Thompson Street and 5 units of 'shop-top' housing on a site on Manning Street.

Recently approved developments include the aged care development at Meares and Collins Streets, a mixed use 3 storey development on Manning Street which will include 16 units over ground floor retail, redevelopment of the motel site to provide serviced apartments, units and 2 retail shops and a mixed use development on Akuna Street which would provide residential units, commercial premises and retail shops, along with associated parking.

The most significant recently completed development in the study area is the 'Bathers' site, at the intersection of Bong Bong and Manning Streets. This development provided 15 ground floor retail / commercial suites and 76 residential units and was approved as a State Significant Development.

The proposed Arts Precinct development adjacent to the Old Fire Station on Terralong St, is a Council proposal for a Performance Centre, restaurant, gallery and office space development that would interface with Hindmarsh Park.

Summary points

Almost all proposed & recently completed projects are for mixed use or 'shop-top housing' style developments.

A DA has been lodged for the expansion of Kiama Fair Shopping Centre, to provide space for the inclusion of an ALDI store at this location.

Large developments, such as the Bathers site, have been assessed as State Significant Development via Joint Regional Planning Panels.

Aged Care and retirement living options continue to be a significant part of development in Kiama's.

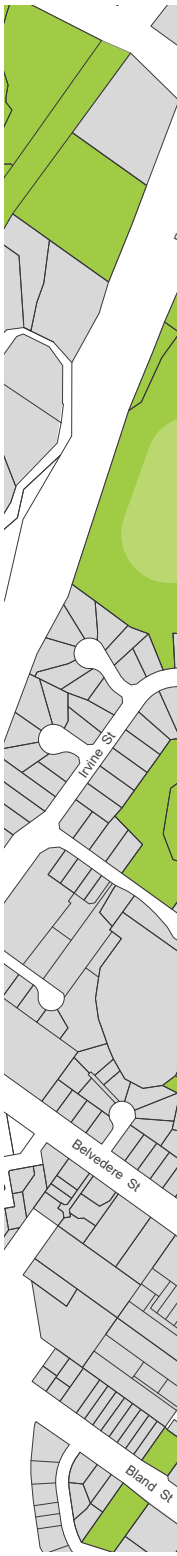




Figure 33 Current and approved DA analysis map



Kiama Library is located on Railway Parade and is the main library branch of Kiama Municipal Council



Kiama Train Station is located at the intersection of Bong Bong St & Railway Pde & is near the core of the centre



Council chambers on Manning Street

7-13 Places of interest

The adjacent diagram identifies key 'places of interest' in the Kiama Town Centre and immediate surrounds, and maps their interconnections. This type of analysis provides clues to the location of spatial 'hotspots' or clusters in a centre, it predicts likely routes of travel between destinations, highlighting areas of concentrated activity.

The network of green open spaces along the foreshore, for example, are key destinations in the centre and includes the Showgrounds, Black Beach and Surf Beach. Important community facilities and civic uses, apart from the two schools and the Leisure Centre, are focused towards the centre core at the south-eastern part of Terralong Street and the north-eastern part of Manning Street and includes Hindmarsh Park & Arts Centre, the Library and Council Chambers to the post office and banks. The train station is ideally located near the core of the centre, however its currently lacks direct physical and visual connections to the east.

A cluster of medical services has formed towards the north-west of Terralong Road and at Manning St opposite Surf Beach. To the north-west lies the Village Shopping Centre which is the only major retail anchor in Kiama. Its location is somewhat isolated and may be too far for people to walk from the central core (even if Kiama had a flat topography). The Blowhole, a tourist place of interest, may also be perceived as too far to walk from the central core (even though it is less than a 10min walk).



Summary points

Community, civic and service facilities (banks, post office) create a strong Town Centre core with Council Chambers being an important activator.

A network of open space destinations along the foreshore are one of Kiama's key assets and need to be linked well via direct & attractive walking routes.

The only major retail anchor (Kiama Village Shopping Centre) is on the edge of town, encouraging trips by car rather than walking.



Figure 34 Community infrastructure analysis map

7-14 Photographic analysis - Strenghts



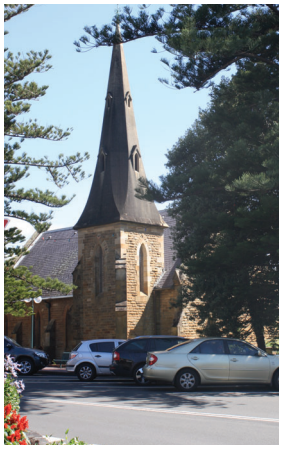


Natural beauty is a major asset of Kiama and is a key draw card for tourists and locals. The Kiama Blowhole (far left) and Little Blowhole are sea-cliff caverns that, in the right conditions, spray water skywards and are iconic landmarks for the area. Numerous picturesque beaches such as Surf Beach (left) line the coast and become notably more popular during the summer months.



Large open green spaces are a prominent in Kiama. Hindmarsh Park (pictured opposite) is found adjacent to Terralong St in the Town Centre and includes a permanent stage, play equipment and is within range of free wifi. Additional open space is found at School Flat around Black Beach, Chittick Oval and Coronation Park located off Manning Street.





Kiama has a strong heritage character. A large number of heritage sites are found around Hindmarsh Park including a row of 1870's terrace houses and the Scots Presbyterian Church (left). Another cluster of heritage properties are located around Manning St, such as the post office (far left), council chambers and courthouse.

The significant topography ofKiama has resulted in properties being staggered up the many hillsides. This photo illustrates the steeply sloping Minnamurra St as viewed from Kiama Harbour. The slope has resulted in large numbers of houses capturing ocean views whilst not being in close proximity to the waterfront. The Blue Haven Aged Care facility on the west edge of the town is an example of a development capturing distant views.



Outdoor dining is popular along Terralong St. Cafes and takeaway restaurants spill into the street with signage, seating and shading which creates an active and vibrant atmosphere. There are some questions about a lack of food diversity and the prevalence of coffee shops, however a primary concern is the lack of a night time economy as the streetscape activity currently disappears at night.



Kiama has a large amount of free access public infrastructure that is widely used by the community. Notable inclusions are the children's play equipment at Surf Beach and Black Beach, beach pools at Black Beach and Blowhole Point (right), outdoor fitness equipment around Surf Beach (far right) and free wifi around the Town Centre.







A collection of heritage properties along Collins St facilitates a mix of retail and food / beverage options that creates an active, bustling streetscape visible when entering the town from Gipps St. Its visibility and the retail goods sold here makes it a popular tourist stop. At night, the trees along this strip are lit up with fairy lights.



Kiama has a strong community presence with a diverse event calendar. There are Farmers Markets (left) held weekly at Coronation Park. The monthly Makers & Growers Market as well as the Seaside Markets are located around Black Beach. Kiama Blues and Jazz Festival is an annual, three day music event held in and around Kiama that brings visitors from Sydney and the South Coast.



The Pavilion is located next to the Kiama Showgrounds, overlooking the ocean and Surf Beach. The new Pavilion building was completed in 2009 and replaces the original timber pavilion that burnt down in 1938 and was rebuilt in 1966. It is a unique and valuable piece of community infrastructure that is used for weddings, conferences, corporate events as well as the location of the Farmers Markets during inclement weather.

The Kiama Town Centre has a strong public domain presence with consistent maintenance and quality upkeep. Landscaped flower beds, public toilets, rubbish and recycling bins and street trees found throughout the Town Centre.





Basalt rock is local to Kiama and was mined in the quarry that is now the site of the Kiama Leisure Centre. In the 1880's, Kiama was the principal provider of blue metal for the colony. Blue stone is synonymous with Kiama and is evident as a building material in the Kiama Infants School, the Anglican Christ Church and the Kiama Courthouse as well as in landscaping and rock walls found around the Town Centre.



Kiama Train Station facilitates local commuters and also tourists from Sydney, who travel to Kiama on the South Coast Rail Line. The Station entry and exit is located on Railway Parade and is coupled with a taxi circle and bus stop for interchanges (at times resulting in a busy and challenging intersection). Commuter parking is found along Railway Rd, Eddy Street and off Bong Bong Street.



7-14 Photographic analysis - Challenges



Terralong Street is the primary route through the Kiama Town Centre and extends from Kiama Village Shopping Centre in the north-west to Manning St and Blowhole Pt Rd in the south-east.

This street is a prominent access route for tourists and can become congested both for pedestrians and car traffic. 45 degree parking along this route further complicates traffic flow.



'Rumble Strips' have the intention to slow traffic within the Town Centre but can often lead to confusion between pedestrians (particularly tourists) and car drivers. The cobble-stone materiality can also create challenges for elderly or disabled peoples due to its uneven surface. Cyclists also find this feature a challenge.



What is the character of Kiama? Recent developments in Kiama have been identified by residents as being 'out-of-character' for the area, 'bland' and 'could be found anywhere' in Sydney. With a diverse mix of heritage and building styles, there is a need to identify the desired language for the future built form of Kiama.

The local topography makes walkability a challenge in Kiama. For shoppers, locals and tourists, and particularly for elderly or disabled people, the steep slopes around Kiama make it difficult to walk into and around the Town Centre.





Cottages behind Collins Street, along Collins Lane, are attractive but feel disconnected from the row of heritage terraces along Collins Street and the rest of the Town Centre. Access and signage to their location is not prominent.



Through-site links and laneways exist in the Town Centre but are not widely utilised. In some cases it is unclear if connections are public or private, such as the unformed path leading from Collins Ln to Hindmarsh Park (far right). In other cases the lanes are unreliable such as the public pathway adjacent to the Vet and Library (right). It connects Shoalhaven St and Railway Pd but is only open intermittently - 8am to 6pm Monday to Friday and 8:30am to 1pm Saturday.







Rail bridge & embankment framing view extents of harbour from Hindmarsh Park



Large canopy fig trees & Norfolk Pines around Hindmarsh Park

7-15 Placemaking map

Terralong Street is a key street though the Kiama Town Centre. It was historically important as a route for early workers between the quarry and harbour. The street has an active urban edge but in some places this is only on one side of the road. There is a prominent sloped level change, dropping from Terralong Street to Hindmarsh Park and towards the harbour. This allows views from Terralong Street across the park to the harbour. The rail bridge and its embankment frames the extents of this view.

Directional views are also captured towards the water from Bong Bong Street and towards the harbour down Manning Street. A wide view towards Blow Hole Point is also found from the headland at Pheasant Point Drive.

Landmarks in and around the Town Centre include the Memorial Arch at Hindmarsh Park, Scots Church and Kiama Inn Hotel at the intersection of Terralong and Shoalhaven Streets as well as the Post Office - all located on corner sites. Trees also act as prominent local features and contribute to the character and history of the area. The Norfolk Island Pine trees which line Terralong Street are of heritage significance as are nearby fig trees all of which provide dramatic amounts of greenery in the Centre.

The train and its associated infrastructure have a strong impact on Kiama as a place. It is a vital transport connector, allowing the area to accomodate day trippers and visitors. However the train also cuts across the centre, creating physical and visual barriers including an underpass and rail embankments that interfere with views.

Summary points

Prominent local landmarks are often found on corner sites.

Topography, sloped land & level changes are key influencers on the sense of the place.

Directional views to water from Terralong St and Manning St.

Train & infrastructure have a strong impact on the physical & visual connections in the area.

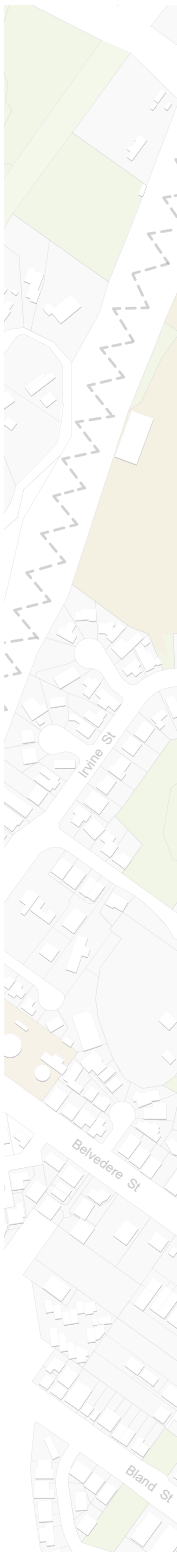




Figure 35 Placemaking map



Opportunities for additional connections like this laneway off Terralong St



Prominent fig tree in front of library to be protected

Some additional opportunities for improving Kiama Town Centre are: a town plaza; a town centre wide parking strategy to address the parking and traffic issues; and improved bike connectivity including bike routes, bike parking and amenities.

7-16 Opportunities and constraints

1. Entry from the north into the Town Centre is primarily from Gibbs Street. There is an opportunity to create a gateway at the intersection of Collins St and Minnamurra St incorporating elements such as signage, landscaping and public art. Additional Town Centre entry locations could be created at the start of Terralong St near the shopping village and along Manning St, opposite Surf Beach. These could feature similar gateway elements.

2. Long term opportunity to increase views and connections to the harbour from along Terralong St and Hindmarsh Park, involving replacing rail embankment with pylons for increased pedestrian accessibility as well as visual transparency.

3. The Norfolk Island Pines and fig trees along and around Terralong St are historically and visually significant but can create challenges for creating or improving views in the area.

4. Fig trees around Council building and library should be considered and retained in any future developments on or around these sites.

5. Creation of a pedestrian priority zone along Terralong St between Collins and Shoalhaven St with further traffic calming and improved connections from Akuna St.

6. Creation of a pedestrian priority zone along Terralong St with improved connections to the train station via any future changes to council office site.

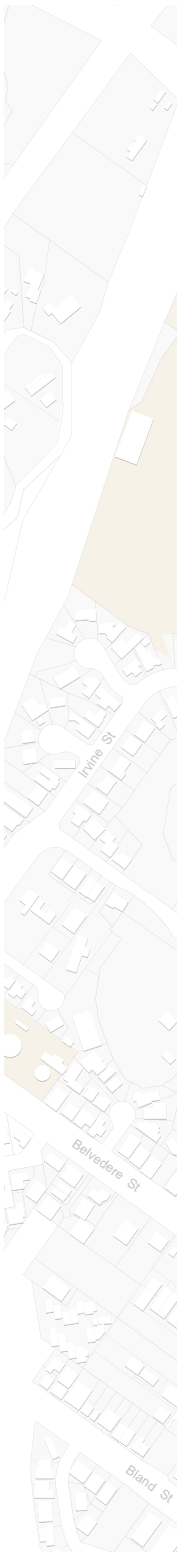
7. Creation of a pedestrian priority zone along Manning St between Terralong St and Bong Bong St with further traffic calming.

8. Formalise pedestrian link between Collins Ln and Hindmarsh Park.

9. Formalise pedestrian link between Shoalhaven St and Railway Pd, next to library.

10. Improved pedestrian connectivity between Hindmarsh Park and Black Beach.

11. Improved pedestrian connectivity between the train station and the Showgrounds.



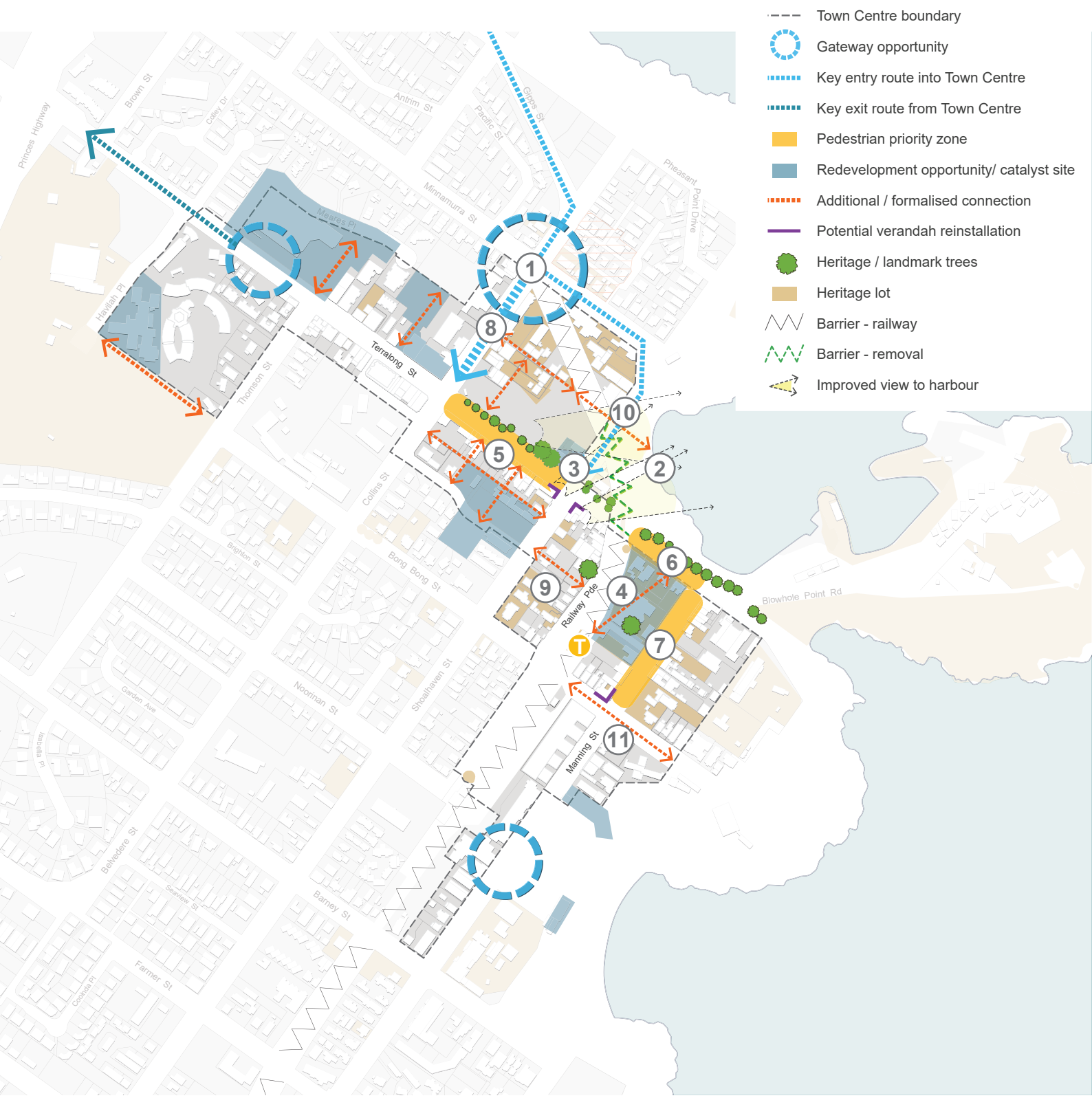


Figure 36 Opportunities & constraints map



CHAPTER 8
STRATEGIC CONTEXT

8-1 NSW context

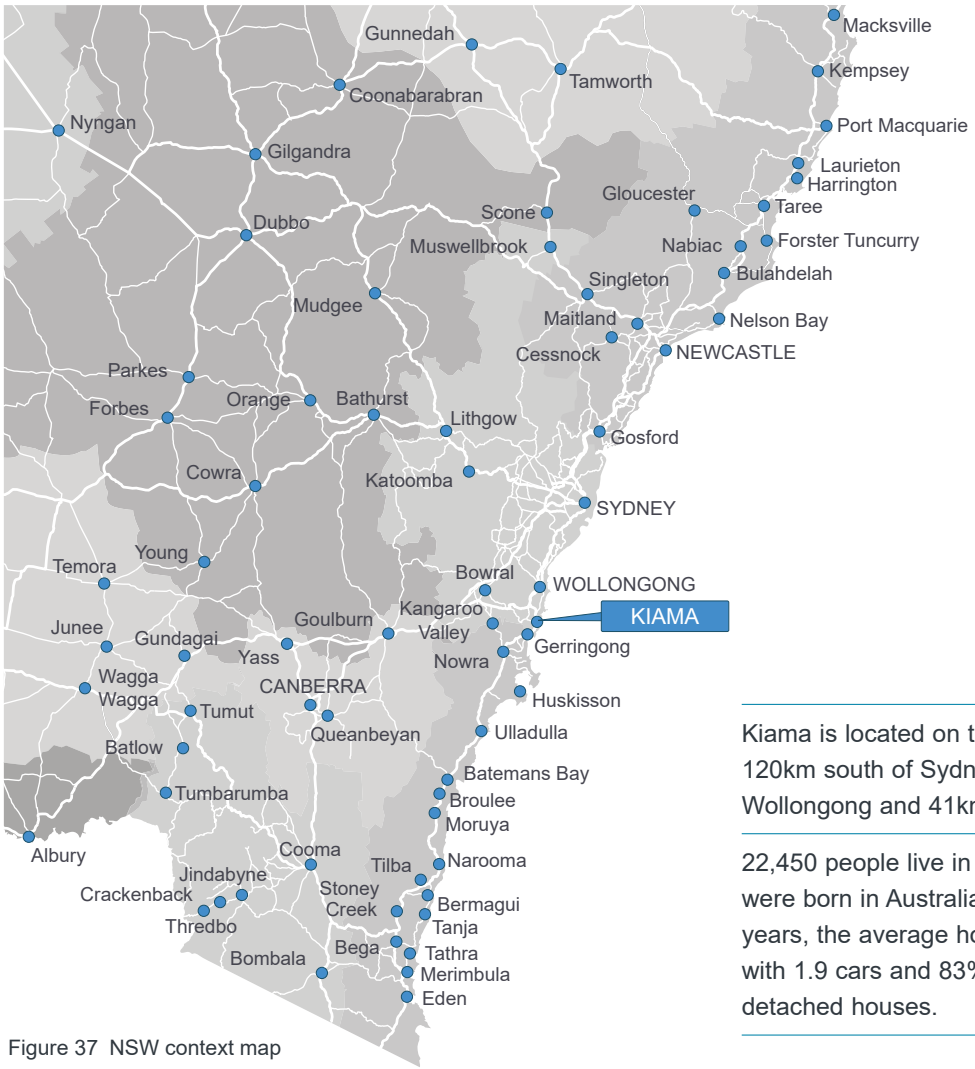
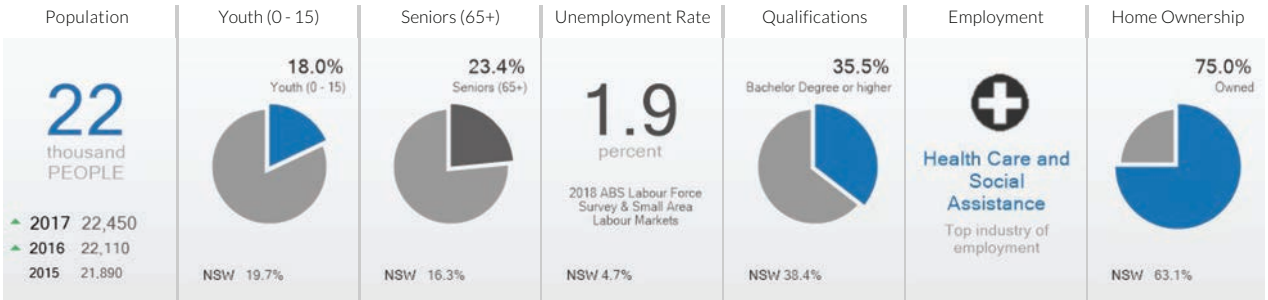


Figure 37 NSW context map

Kiama is located on the south coast of NSW, 120km south of Sydney, 35km south of Wollongong and 41km north east of Nowra.

22,450 people live in the area of which 78% were born in Australia. The median age is 47 years, the average household is 2.5 people with 1.9 cars and 83% of all dwellings are detached houses.



Community profile summary infographic (source: www.communityprofile.com.au/kiama)

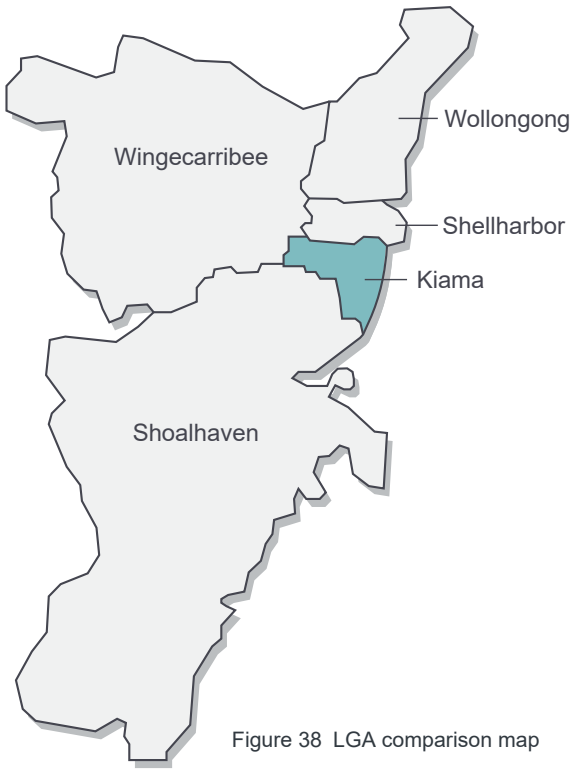


Figure 38 LGA comparison map

8-2 Kiama's status in the region

The Kiama Municipality covers an area of 260km^2. In comparison, nearby Wingecarribee is ten times larger and Shoalhaven is seventeen times larger, while the Shellharbor Local Government Area (LGA) is half the size of Kiama.

Princes Highway (M1) is the major north-south motorway in the region, connecting north to Wollongong and Sydney along the coastline. The highway bypasses the Kiama Town Centre immediately to the west. Routes into the centre are along Gibbs Street and South Kiama Drive. The South Coast railway line connects Sydney and Nowra through Wollongong and Kiama. The adjacent stations to Kiama are Bombo to the north and Gerringong to the south.

Via the M1, Kiama is approximately a 2 hour drive, 130km south of Sydney. A scenic route via Grand Pacific Drive, through the Royal National Park and over the Sea Cliff Bridge is an alternate and picturesque way to drive to Kiama from the north.

Kiama's coastal setting, various natural assets and proximity to Sydney makes the area a popular destination for tourists. In 2017 Kiama attracted 1.15 million tourists with 96% being from NSW and 70% being day trippers. The Tasman Sea lies to the east of the Town Centre with popular beaches and the famous Kiama Blowhole along this coastline. Lake Illawarra is to the north and Saddleback Mountain is found to the west of the town. Minnamurra River wraps around Kiama Downs in the north and runs towards Jamberoo in the west and is a popular estuary for kayaking.

Kiama’s coastal amenity, its proximity to Wollongong and Sydney, as well as improved transport links has increased the pressure on the local housing market. In 2017 the population of Kiama Municipality was 22,450. This represents a gradual increase of 2,641 people (13.33%) from the 2007 total of 19,809 people. Nearby Shoalhaven has a population of 103,000 while Shellharbour has 72,000 people.

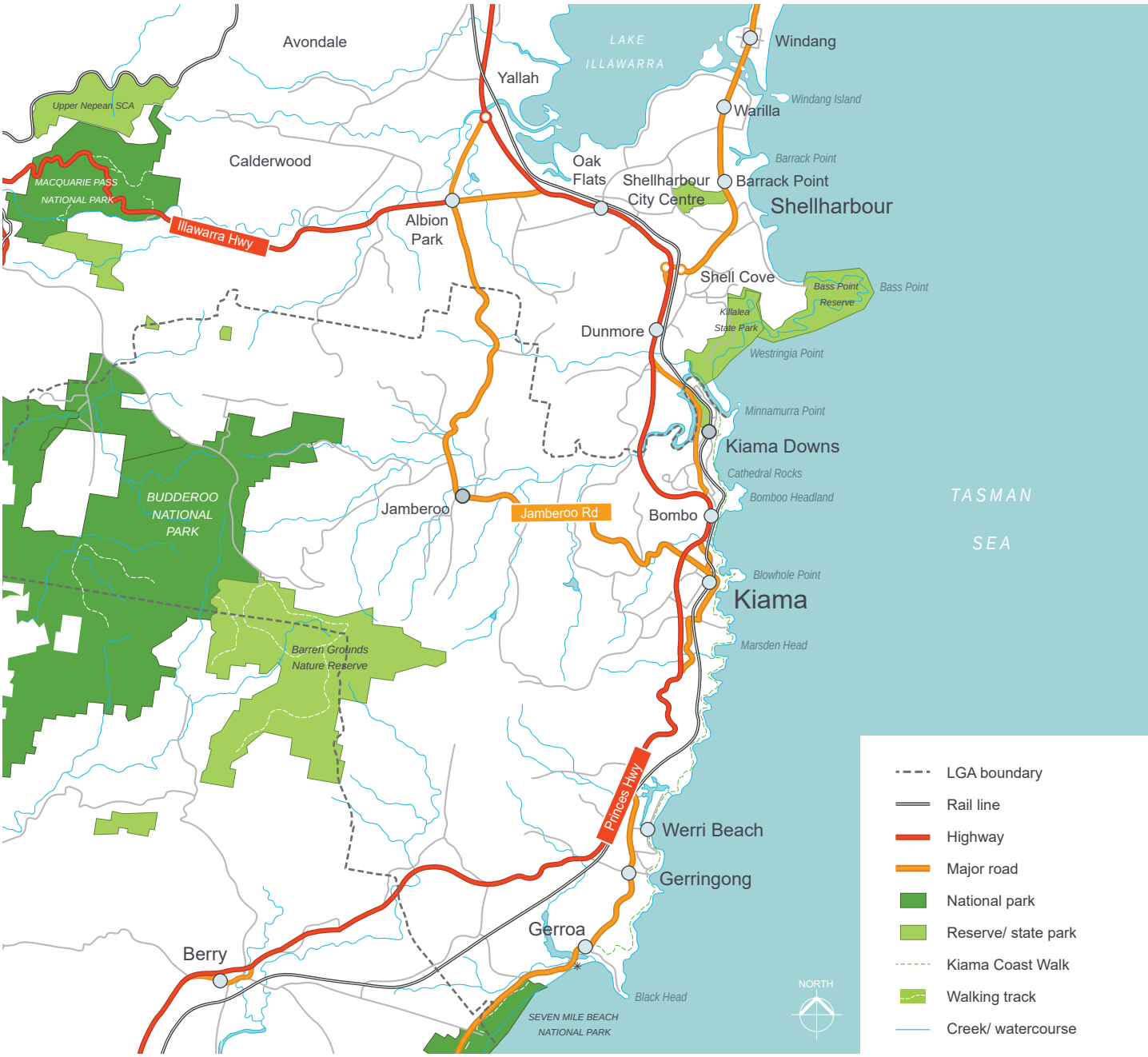


Figure 39 Regional context diagram



Figure 40 Aerial bird's eye view of the Kiama Town Centre, looking south-east

8-3 Policy review

Illawarra Shoalhaven Regional Plan 2036

Author: NSW Department of Planning & Environment (Nov 2015)



The Illawarra-Shoalhaven Regional 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's five goals are as follows: A prosperous Illawarra-Shoalhaven; A variety of housing choices, with homes that meet needs and lifestyles; A region with communities that are strong, healthy and well connected; A region that makes appropriate use of agricultural and resource lands; and A region that protects and enhances the natural environment.

In relation to meeting growth demands, the strategy states that *"Councils are to plan for the mix of housing that suits the projected growth, changing demographics (such as an ageing population) and market demand particular to their area. This means that zonings and planning controls maintain, or in some cases, increase capacity for housing, as well as other Council activities (such as streamlining assessment processes and planning for local infrastructure and town centre revitalisation) to promote development opportunities."* (page 33)

Kiama LGA's projected housing need in the next two decades is 2,850 dwellings. To meet this demand, new opportunities for housing must be identified, including in existing urban areas which offer existing job markets, infrastructure, commercial and retail opportunities, public transport, and facilities for pedestrians and cyclists.

The strategy is supported by the Implementation Plan 2017-2019 which assigns accountability for actions, identifies indicative timing and guides the monitoring of the implementation. For Kiama, there are three key directions worth noting:

- 'Provide sufficient housing to suit the changing demands of the region' (Direction 2.1) by reviewing housing opportunities;
- 'Enhance community access to jobs, goods and services by improving connections between centres and growth areas' (Direction 3.2) by improving public and tourism-related transport services; and
- 'Protect the region's environmental value by focusing development in locations with the capacity to absorb development' (Direction 5.1) by avoiding, minimising and mitigating the impact of development on significant environmental assets, and protecting biodiversity corridors and riparian areas through local planning and development controls.

Summary points

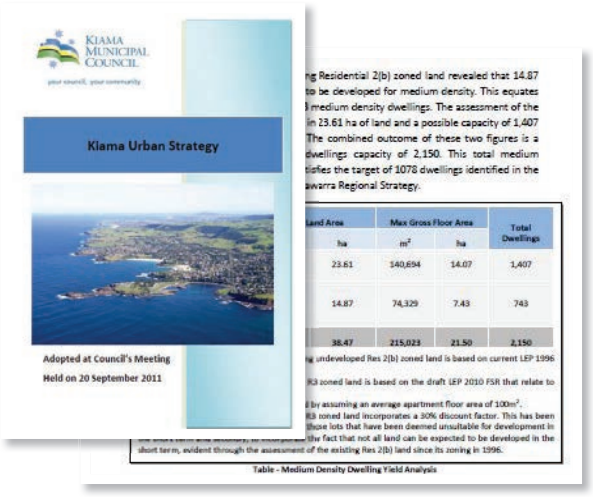
The strategy encourages Councils to review their local planning controls in existing urban areas to identify opportunities to increase the range of housing types and supply.

Greater housing diversity is to be achieved by delivering suitable typologies such as apartments, shop-top, multi-unit dwellings and town houses.

Council-led town centre plans are to integrate land use and transport planning, improve the quality of the public domain, and encourage more environmentally sustainable development.

Kiama Urban Strategy

Author: Kiama Municipal Council (Sep 2011)



The Kiama Urban Strategy (KUS) was adopted in 2011. It provides the strategic planning direction for both residential and future employment development in the Municipality for the next 10-15 years by identifying land suitable for residential infill, urban expansion and future employment opportunities.

The document was developed following a community engagement process, the preparation of strategic studies and a detailed population and housing study. The strategy seeks to accommodate the required housing mix contained within the NSW Department's original Illawarra Regional Strategy 2006-31 (now superseded by the Illawarra-Shoalhaven Regional Plan 2036, see adjacent page). In this previous regional strategy, the housing target was set at 1,890 new dwellings by 2021 with 57% being medium and high density.

The KUS responds by identifying urban infill as a priority. Increases in permissible height and density are located within proposed expanded medium density zones (R3).

Analysis undertaken during the development of the KUS has identified a potential combined urban infill capacity for 2,150 additional medium density dwellings in both existing and proposed R3 zones. Additional capacity lies within permitting 'secondary dwellings' and 'dual occupancy' in low residential zones (R2).

For the Kiama Town Centre, the majority of the proposed expanded R3 zones lie immediately north-west and south-west of the centre core, as well as a more centrally located urban block to the west of the railway corridor bound by Noorinan, Shoalhaven and Bong Bong Streets.

Existing employment land (categorised as 'business') is focused along the central part of Terralong Street, the area to the north of Hindmarsh Park including the historic terraces houses at Collins Street, and land to the north-eastern end of Shoalhaven and Manning Streets. An opportunity for seniors housing is identified at the eastern end of Terralong and Bong Bong Streets, on land owned by the Anglican Church adjacent to the Showgrounds.

Summary points

Expanded urban infill medium density areas are identified in the town centre, predominantly to the north-west and south-west of the centre core.

Secondary dwellings and dual occupancies are to be permitted in residential zones to increase housing supply.

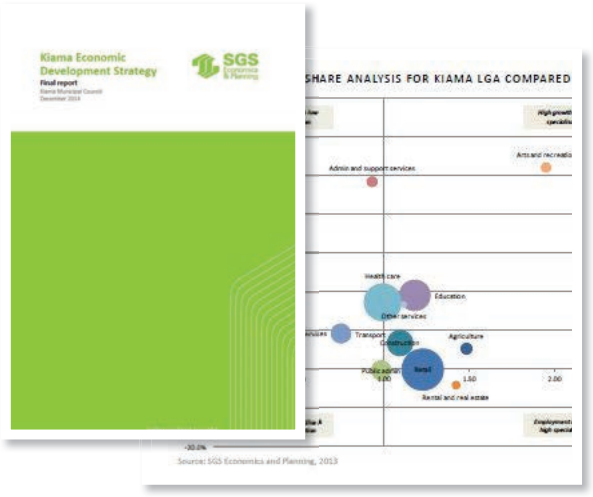
Existing employment land covers the majority of the town centre core.

A proportion of adaptable housing is to be provided within all new multi-storey residential flat buildings.

A preferred site for seniors housing is identified at the Christ Church site at the eastern end of Terralong Street adjacent to the Showgrounds.

Kiama Economic Development Strategy

Author: SGS Economics & Planning (Dec 2014)



The economic development strategy for the Kiama LGA identifies short to medium term strategies to enhance existing sectors and attract new business with particular reference to opportunities arising from the emerging digital economy.

The document identifies the key challenges for Kiama being the lack of employment opportunities for residents (other than seasonal tourism-related jobs) and the large proportion of the visitors that are day trippers generating low income compared to overnight visitors. Key opportunities lie in improved digital infrastructure, the aged care sector and infill residential development.

Priorities were informed by stakeholder engagement and policy and data analysis, and shaped by consideration of Kiama's industry strengths and the capacity to use these to diversify the industry base, value add, create employment opportunities and enhance economic prosperity over the long-term.

The recommended LGA wide strategies are organised into the following categories: digital economy, residential sector, industrial lands, commercial lands, aged care, home based work and businesses, investment attraction, agriculture, tourism, and cultural development.

In regard to residential opportunities, the strategy notes that the supply of future development is hindered by geographical, topographical and environmental constraints, and community concerns towards 'over-development' degrading the idyllic lifestyle and character of the town.

Relatively high prices for housing attracts older residents and are unaffordable for a broader, younger demographic. Sensitive infill development would counteract this trend, such as incremental additions of two storey townhouses, duplexes, terraces and three storey 'walk-up' developments.

Summary points

Recommended establishment of a 'digital work hub' to act as a business incubator.

Increased supply of commercial development potential through a review of existing planning controls.

Potential for redevelopment of the Blue Haven Aged Care facility.

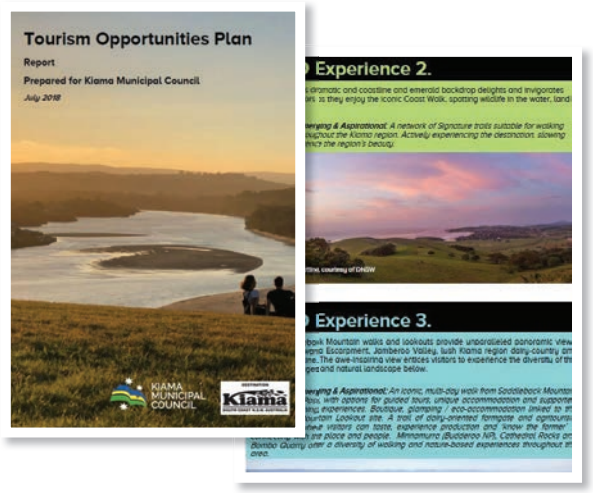
Off-season events to attract visitors all year round and increase in wedding and events tourism.

Residential infill development sensitive towards community concerns of overdevelopment and loss of valued village character.

Upgrade Kiama Harbour as a priority project.

Tourism Opportunities Plan

Author: Kiama Municipal Council and Destination Kiama (July 2018)



The Kiama Tourism Opportunities Plan provides ideas on the public and private section investment and activation opportunities. The document focuses on overall tourism value and seeks to:

- Identify and prioritise new and improved tourism experiences that add to quality of life and amenity for communities;
- Identify infrastructure requirements that support the ongoing sustainable development of tourism in the Kiama area;
- Facilitate and encourage investment which protects and enhances our high quality environments; and
- Provide a framework for tourism development in the Kiama area'.

The plans sets out four 'HERO Tourism' experiences, which define what is special about Kiama as a tourist destination. These are:

Hero Experience 1: traditional seaside lifestyle, which provides and opportunity to rejuvenate, nourish and reconnect. Natural beauty and the rich heritage of the area are reflected in the region's art and events, year round.

Hero Experience 2: The dramatic coastline, emerald backdrop and iconic Coast Walk.

Hero Experience 3: Saddleback Mountain lookout, which provides an overview and a temptation to enjoy the diversity of townships, villages and natural landscape able to be seen below.

Hero Experience 4: Family friendly destination, with a variety of experiences and activities suitable for all ages, supported by family friendly dining and accommodation options.

From these four key focus experiences, a range of priorities were developed that are directly relevant to the Kiama Town Centre:

Beach and Foreshore Activation – focusing on visitation in shoulder season and extending into twilight and evening periods. Use of the Surf Club as a focal point for visitor activity. Upgraded lighting of foreshore areas, provision of temporary activation by food trucks etc, use of beaches and beachfront areas as event venues and destinations.

Headland, Harbour and Foreshore Activation – focus on the development of assets which appeal to a wide range of visitor audiences, and seek to monetise experiences provided the tourists. Specifically, the plan calls for a new design-lead 'signature' visitor attraction on the headland, activation of the Blowhole for nature-based tourism, improved way-finding and interpretive signage, and an increase in options for food and drink, which appeal to a range of audiences.

There is also focus on place-making, streetscape

upgrade and amenity improvements that would facilitate events and improve the connection of the Headland area to the Kiama CBD, arts precinct and Hindmarsh Park.

Visitor accommodation – the plan calls for an expansion of the commercial accommodation offering in order to attract larger volumes of overnight staying visitors. A range of additional accommodation is proposed, including a Larger Scale Hotel, to provide accommodation for larger groups and additional Boutique Hotel accommodation.

Of interest to the on-going vitality of the Town Centre is the suggestion that consideration be given to developing a 'clear policy stance that protects against loss of current visitor accommodation through conversion to alternative uses; and a positive 'presumptive in favour' policy which would support the attractive development of new accommodation in the town centre'.

Summary points

Tourism in Kiama can focus on experiences.

Capitalize on:

- Seaside lifestyle
- Dramatic Coastline
- Saddleback Mountain lookout
- Family friendly destination

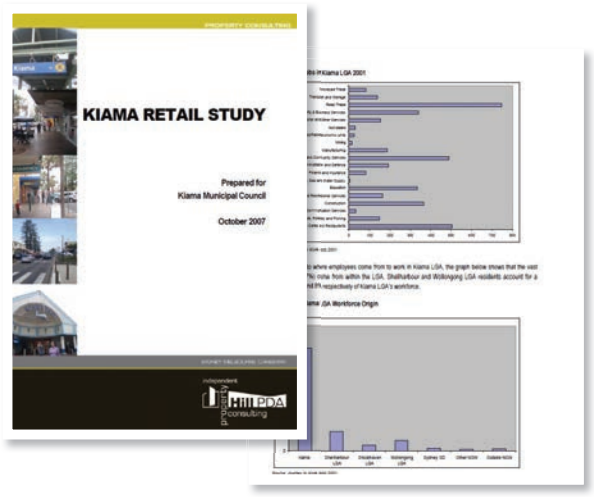
Focus on:

- Beach and Foreshore activation
- Headland, harbour and foreshore activation
- Visitor accommodation



Kiama Retail Study

Author: HillPDA (Nov 2007)



The Kiama Retail Study was commissioned to ensure that an appropriate level and type of retail was provided within Kiama to ensure the economic viability and ongoing sustainability of the Kiama Town Centre. The key findings of the study included the following:

- Retail is the main generator of employment within the Kiama LGA (19% of all jobs)
- Tourist related retail expenditure, including both overnight visitors and days visits, is estimated at $67million per annum
- In 2006 it was found that there was an undersupply of retail floorspace and by 2010 it was estimated this would increase to 7,100sqm for supermarket and grocery store, 3,100 sqm for discount department store and 5,200sqm of additional speciality retail stores.
- The undersupply reinforces the high level of escape expenditure estimated as leaving the area.
- Additional retail floorspace would be able to generate 435 jobs in Kiama as well as interest in development in the Town Centre

Three sites, within the Kiama Town Centre, were identified as possible locations for an additional supermarket. These sites were;

- Site 1: 33 Collins Street and the site to the rear bounded by the Leagues Club Car Park to the south and residences fronting Minnamurra Street to the north.
- Site 2: The Council Car Park at the junction of Akuna Street and Shoalhaven Street.
- Site 3: State Rail Authority land on the western side of Manning Street at the junction with Bong Bong Street.

Factors affecting supply and demand in Kiama included an increasingly prosperous residential population with a high proportion of residents who travel for work to alternative LGA's and have regular access to alternative shopping areas. A prominent tourism industry and a population experiencing a reasonable level of growth but a low range of existing retail.

The report notes that the Kiama Town Centre is not of sufficient scale to compete with higher order centres such as Nowra and Shellharbour which have a greater retail offer and a portion of expenditure will always be drawn to these centres for larger items.

Summary points

There is an undersupply of retail in the centre including an udersupply of supermarket floor space.

Potential retail expenditure in the Town Centre is escaping to Shellharbour, Nowra and Dapto.

Retail expenditure escape is partially due to the proportion of local residents who work outside the Kiama Town Centre.

The study identified three possible supermarket sites in the town centre but only one, Site 2, was Council owned.

Kiama Harbour & Blowhole Point Headland Plan

Author: Site Plus Pty Ltd (Nov 2014)



The Kiama Harbour and Blowhole Point Headland Masterplan document has been prepared for the areas including Pheasant Point, Black Beach, Kiama Harbour, the Holiday Park and Tourist Centre, Blowhole Point Headland and Storm Bay. The study identifies that this area is 'regarded as one of the State's most significant natural tourism resources, having high geophysical, cultural, historic, aesthetic and recreational values'.

The areas covered by the masterplan are immediately adjacent to the Kiama Town Centre and form 'a unique coastal and maritime precinct' that generates much of the tourist traffic that interacts with the centre. On-going upgrading and enhancement of this key attractor will continue to generate tourism for the area which drives economic benefits for the town.

The Values of the Project Area covered by the Masterplan, are identified as:

- Visual Quality relating to its importance as a coastal landmark with high scenic value 'due to its unique physical setting and visual relationship with the Kiama township';
- Cultural Heritage stemming from the 'evolution of the harbour and its relationship with the town, key buildings and structures', and the effect of man-made changes to the natural setting;
- Natural Heritage based on its significance as a 'unique coastal feature', along with the importance of the geological setting, being the volcanic landscape form that creates the Blowhole element;
- Recreational Value, based on its importance as a tourism driver

The report provides a comprehensive analysis of the existing facilities for each area identified, then a list is provided of all works proposed and completed, with status identified, and a Relevance rating applied to indicate priority. The responsible entity is also specified, being Kiama Council, Crown Lands or others.

The plan provides general urban design guidelines, future building design guidelines, provisions for heritage and archaeological preservation, soft and hard landscape treatments, street furniture, signage, lighting, public art, playgrounds and passive open space, pedestrian movement and linkages, and roads and parking.

Specific design guidelines are provided for each area that set a design intent and consider potential future development. The design intent provides information on possible upgrades for signage, street furniture improvements and provision of amenities, whilst potential future development includes various possible built elements.

Summary points

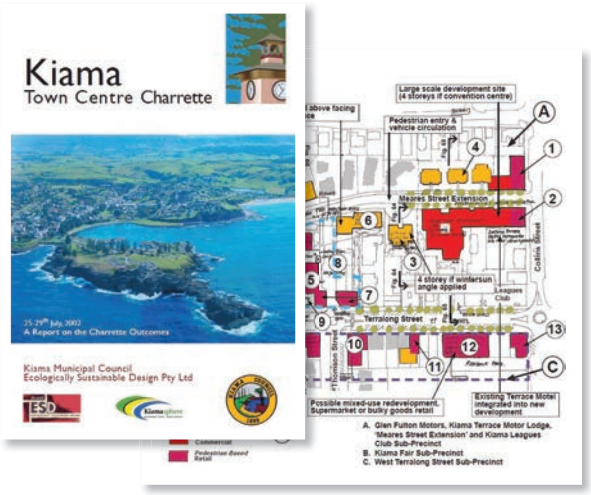
This Masterplan reinforces the importance of the Blowhole and harbour area to the economic strength of Kiama.

The plan provides recognition of the iconic status of the Blowhole and its importance as a Tourist driver.

Options for improved signage, street furniture, amenities and other design elements are proposed in the plan.

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.

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.

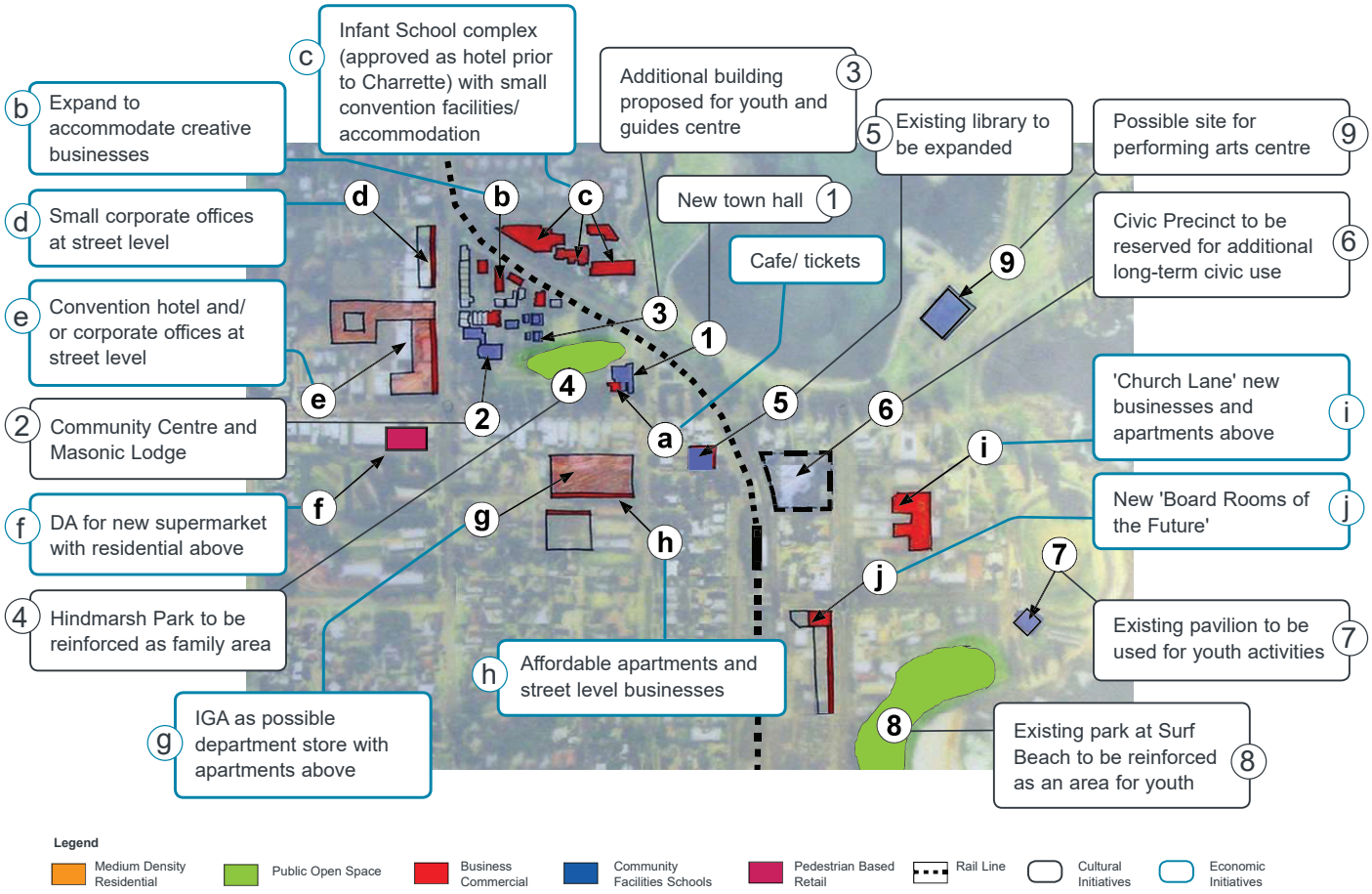


Figure 41 Indicative locations of the Charrette Initiatives (Kiama Town Centre Charrette, 2002) with Studio GL overlay

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.

Kiama Local Environmental Plan 2011

Author: Kiama Municipal Council/ NSW Department of Planning & Environment

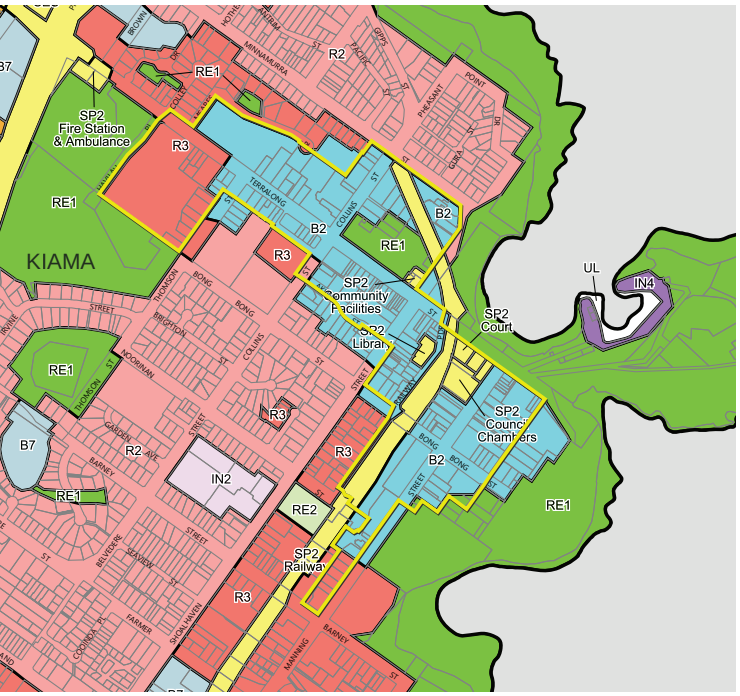


Figure 42 Land use zoning plan with study area boundary

The Kiama Local Environmental Plan (LEP) guides development and planning decisions within the local government area. The LEP is prepared by Council and approved by the State Government. Provisions such as land use zoning provide a framework for the way land can be used and seek to ensure development is done appropriately and natural resources are protected.

Within the Kiama Town Centre Study context, the key planning controls within the LEP are land use zoning, limits to the permissible floor space ratio (density), lot size and building height, and identification of heritage listed items and conservation zones.

The predominant land use zone within the Kiama Town Centre is B2 Local Centre. The objective of this zone is to provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area, encourage employment opportunities in accessible locations, and maximise public transport patronage and encourage walking and cycling.

While the focus is on business uses, 'shop-top' housing (apartments above a ground level of commercial/ retail) is permissible as is tourist and visitor accommodation.

Several parcels of land in the centre are zoned 'special purpose' (SP2) which seeks to provide for infrastructure and related uses. It is most commonly applied to classified roads (major roads owned and owned by State Government), rail lines and facilities such as water treatment plants and waste disposal.

In the Kiama Town Centre, the rail corridor is zoned SP2. The infrastructure zoning also applies to a number of lots that are occupied by civic and community facilities including the historic Council Chambers on Manning Street, the court house, police station and post office on Terralong Street, the library on Railway Parade and the old firestation (used as a Community Arts Centre) and ambulance services adjacent to Hindmarsh Park.

Foreshore land to the east of the centre is protected by a RE1 Public Recreation zone that includes the beaches and foreshore reserves, Kiama Showground and Blowhole Point Headland. Within the study boundary, centrally located Hindmarsh Park is also zoned RE1 Recreation.

Residential medium density zoning (R3) borders the business zone to the north-west, west and south. The southern tip of the study area includes six parcels that are zoned residential. The other notable R3 area lies to the north-west bound, by Thompson Street, Terralong Street and Havilah Place and is occupied by an aged care facility.

The LEP applies two building height limit zones to the town centre, 8.5m (I, identified in the adjacent map in green) and 11m (L, yellow). The majority of land within the study boundary permits buildings up to the 11m in height which translates to a 3 storey building.

Density regulations are expressed as floor space ratio (FSR) and the LEP applies six categories across the town centre ranging from 0.5:1 to 2:1. Land with the highest permissible development density is located at the intersection of Bong Bong and Manning Streets (which is a recent apartment development) and parcels to the north of Akuna Street and west of Shoalhaven Street.

Another key provision in the LEP is the identification of heritage items and conservation zones. While Kiama only has one small conservation zone to the north of Minnamurra Street, it has a large number of heritage listed buildings, monuments and trees (Norfolk Island Pines) predominantly located along Terralong Street, Collins Street and the northern parts of Manning and Shoalhaven Streets.

Summary points

The majority of the town centre is zoned B2 Local Centre which focuses on the provision of business, commercial and community uses.

Residential uses within the B2 zone are only permissible as shop-top housing. Areas zoned medium residential (R3) lie to the north-west and south of the study area.

The rail line and several civic/ community uses such as the post office, council chambers and the arts centre are zoned SP2 Infrastructure.

Building heights are a maximum of three storeys (11m) for most of the town centre while density limits have a wider range, from 0.5:1 to 2:1 FSR.

A significant amount of heritage listed items exist along Terralong Street, Collins Street and the northern parts of Manning and Shoalhaven Streets.

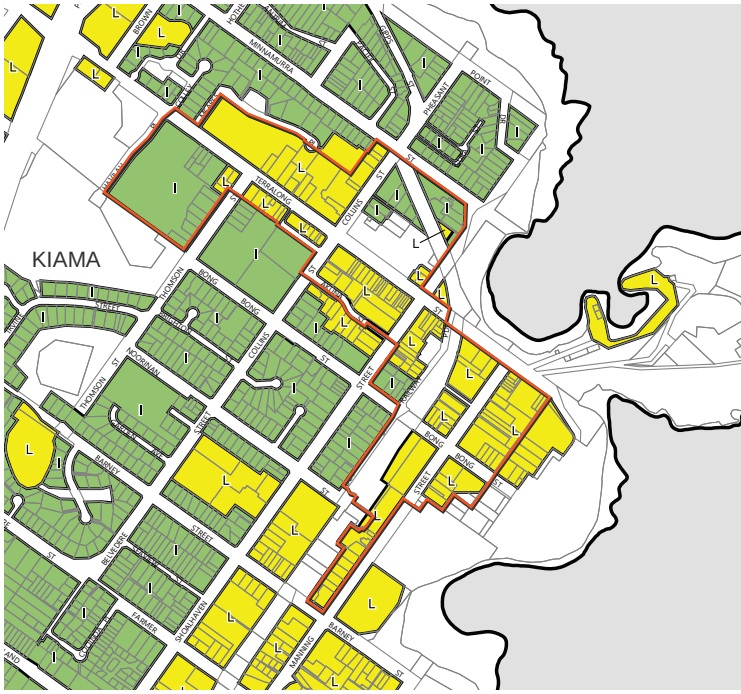


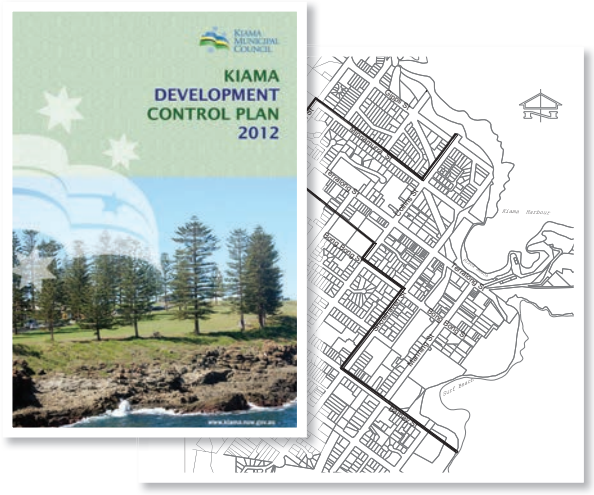
Figure 43 Maximum height of buildings with study area boundary



Figure 44 Floor space ratio (density) with study area boundary

Kiama Development Control Plan (DCP) 2012

Author: Kiama Municipal Council



The Kiama Development Control Plan (DCP) 2012 identifies general and site specific controls for all development in the Kiama Municipality. The document contains 33 chapters which identify a range of provisions regarding the type of development (e.g. residential, commercial and industrial) and associated development requirements, such as landscaping, parking and waste management.

The DCP aims to ensure that future development responds positively to the qualities of the site and the character of the surrounding locality, and does not detract from the area's natural, cultural and agricultural values. It seeks to promote development that is sustainable, appropriately designed for the climate, of high design standard, accessible and adaptable.

The overall controls in Chapter 2 provide guidance on *'Designing for Changing Weather Events',* encouraging the consideration of environmental and flexible design measures.

The section states that *"New development must be designed and constructed to ensure environmentally sustainable buildings that can more easily cope with climate change over time."*

Section 5 of the overall controls deals with the *'Maintenance of Views and Vistas'* and identifies a set of objectives, view sharing principles and controls. Where practical, new development is designed and sited so that it does not significantly alter views (including water and/or escarpment views). Significant public view corridors and other opportunistic views available from the public domain are to be maintained or enhanced. Where there is a potential for view loss, Council may require a lower building height and/ or consider varying setbacks and building lines.

A key provision in the overall controls chapter is the identification of *'Building Lines'* (see map extract below). Within the Kiama Town Centre study area, a 6m front setback requirement applies to six properties to the north-west of Thomson Street, four properties to the south-west of Terralong Street, two properties off Shoalhaven Street just north of the rail line and seven properties at the southern site boundary off Manning and Barney Streets.



Extract of 'Building Line Map' with study boundary overlay

For all other areas not covered by a Building Line Map, the DCP states that front setbacks should be similar to adjacent development that already exists. Secondary building lines (corner lots) are a minimum of 3.5m, rear building lines are a minimum 6m and side setbacks are a minimum of 0.9m.

Materials and colours should be muted or earthy tones appropriate to the local street and landscape context and non-reflective. Fencing should be in character with the development and the surrounding streetscape. Front fences can be a maximum of 0.9m in height if solid, and 1.5m in height if 70% visually permeable. Side fences can be 1.8m in height along 2/3 of the side boundary (the remaining 1/3 to be returned to the front fencing height) and rear fences can also be up to 1.8m high.

Medium Density Development

Chapter 5 of the DCP identifies guidelines and controls for medium density development which includes residential flat buildings, multi dwelling housing, boarding houses, group homes, seniors housing and shop top housing. *Note: the NSW Government's Apartment Design Guide (ADG) applies to all residential development three storeys or more, and with four or more dwellings. The ADG overwrites local planning controls.*

Key metric provisions include:

- Lots for medium density development must be a minimum width of 25m along the street frontage;
- 25% of all dwellings must be build to adaptable standards;
- 75% of dwellings within a development must have a dual aspect;
- At least 70% of dwellings to receive 3 hours of direct sunlight to living rooms and private open spaces in mid-winter (up to 15% can receive no direct sunlight); and
- 25% of the site area is deep soil landscaping.

Mixed use development

Section 16 outlines additional controls for development containing a mix of commercial/ retail and residential uses. This typology is highly applicable to the town centre. Key provisions in this section include:

- A minimum floor to ceiling height of 3.3m for the ground floor is required to promote future flexibility of use; and
- Development must front active uses to the street and avoid the use of blank walls at ground level.

Landscape

Chapter 8 of the DCP outlines detailed landscape guidelines and requirements for industrial, commercial, rural and residential development. It also provides guidance on street tree planting, the protection of existing vegetation, recommended plant species, maintenance requirements and the treatment and protection of trees of 'special significance' i.e. endangered species or trees of heritage and/or cultural value.

The section on Norfolk Island Pines notes that *"these trees are synonymous with the coastal landscape. Although not a native tree to this region, Norfolk Island Pines are a part of the historical landscape of the Municipality and part of its identity".*

Carparking requirements

Chapter 9 identifies minimum carparking standards for various uses ranging from residential to commercial, industrial, retail, tourism/ accommodation, food and drink premises, and medical, educational and recreational facilities.

The minimum provision of parking spaces is typically linked to the number of rooms or dwellings, amount of square metres (GLA or GFA) or number of users, e.g. school students.

This chapter also identifies controls regarding site access and driveway provision, manoeuvrability of vehicles, pavement treatments, lighting, loading/ servicing, bicycle parking, stack/ mechanical parking systems and other design treatments. For example, the chapter states that *"in R3 Medium Density Residential zones, all parking shall be appropriately screened from the public domain and manoeuvring areas shall be located behind the front boundary".*

Heritage

Chapter 30 Heritage of the DCP focuses on ensuring that future development is undertaken in a way that is sensitive to the significance of heritage items in the Kiama LGA. It covers provisions in regard to aboriginal heritage, cultural heritage and the use of dry stone walls.

New development in the vicinity of a heritage item, on the site of a heritage item, and alterations and additions to a heritage item, must have regard for the item and be appropriate under the design criteria of character, scale, form, siting, and material and detailing.

New development in the vicinity of a heritage item or on the site of a heritage item should:

- harmonise with its surroundings;
- be appropriate in its scale, form, siting, materials and colour and detailing;
- sympathetically interpret and design new works which are in harmony with the character of the heritage item and landscape treatment;
- reflect the prevailing rhythm, spacing, orientation, and front and side setbacks of adjacent buildings;
- minimise adverse impacts on the setting and significant views to/ from the heritage item; and
- use materials and colours which are characteristic of the area, such as brickwork, render or timber.

The chapter states that new infill within town centres which include heritage items should recognise and respond in a sympathetic way to key elements and features which define the historic character of the townscape such as rooflines, parapets, street awnings, shopfronts, and treatment of façades with respect to proportion, modulation and number of openings.

Materials, textures, and detailing of alterations and additions to a heritage item and new buildings on the site of a heritage item or in the vicinity of a heritage item need not mimic existing original details exactly, but rather re-interpret and be compatible with the materials, textures and details of a heritage item. When proposing to repaint external fabric of a heritage item, re-instatement of traditional colour schemes is strongly encouraged.

Dry Stone Walls

Dry stone walls are a prominent feature of Kiama and nearly 400 stone walls have been listed as heritage items and are therefore protected and cannot be demolished without Council's consent. The rebuilding of deteriorated walls is encouraged and may also be required as a condition of the development consent.

The Burra Charter, which defines the basic principles and procedures to be followed in the conservation of Australian heritage, advocates a cautious approach to change: “all that is necessary, as little as possible”. The DCP states that this philosophy should underpin all proposed works to historic dry stone walls.

Where a dry stone wall is located adjacent to a road, all buildings and structures must be located between 3.5 and 6.0 metres away from the wall.

Kiama Town Centre

Of particular relevance to this study are the site-specific objectives, guidelines and controls in Chapter 26 Kiama Town Centre. The objectives of this chapter are to:

- Encourage and increase opportunities for mixed use development (i.e. integrated residential/ commercial);
- Maximise the physical advantages and the opportunities that the Kiama Town Centre and individual sites present, including views to the Harbour, escarpment and coastal scenery;
- Encourage the retention and refurbishment of buildings of heritage and/or architectural significance and their use for civic purposes;
- Ensure that all buildings are developed and located so that they do not unduly prejudice the daylight or privacy available to any adjoining land which is used or could be used for residential purposes;
- Create a central civic space/ square;
- Define more focussed entries to the town via landscaping and appropriate built form at the northern entry along Collins Street, and the southern entry along Manning Street;
- Improve pedestrian access for all people including those with disabilities;
- Further develop an integrated landscape theme and network;
- Encourage that all development proposals be prepared by qualified designers including Architects, Landscape Architects and Urban Design Consultants;
- Promote consolidation of the Kiama Town Centre;
- Discourage the lineal extension of retail shop fronts along Terralong and Manning Streets; and
- Encourage site planning and building design which maximises solar access to the building and private open space areas.

The chapter contains a description of the character of the town centre, which outlines attributes such as street pattern, views and vistas, landscaping, public open spaces, laneways and the pedestrian network. The town's characteristics and guidance/ ideas for future improvements relevant to this study are summarised below:

Street pattern and grid

The strong grid layout acts as a structure for containment of public space. Corner buildings and the siting of civic institutions and vertical tower forms are important edges.

The grid highlights Kiama's dramatic topography and allows for views and vistas, particularly from streets perpendicular to Terralong Street (Collins, Shoalhaven and Manning Streets). Arrival by train also offers significant views of Kiama's setting.

The setback of important civic buildings off the street enhances their presence while delineating the boundary between the built Town Centre and the natural foreshore.

A strong street frontage along Terralong and Manning Streets should be maintained by all new commercial development.

Streetscape improvements should be extended along Manning Street, the western end of Terralong Street and Collins Street to create a more continuous streetscape within the grid.

Views and vistas

Within the Kiama Town Centre significant views and vistas are presently blocked by visual barriers. Views across Hindmarsh Park are blocked by the Shoalhaven Street Railway Bridge.

The view from Manning Street, in particular at the intersection of Terralong and Manning Streets, towards Black Beach should be opened up with the removal of the cluttered signage and low planting.

Landscaping and trees

Kiama is characterised by a rich and diverse heritage of trees and landscape species including remnants of original rainforest species such as palms and fig trees and later exotic planting such as the Norfolk Island Pines and coral trees.

The Norfolk Island Pines (planted at the turn of the century) are the most identifiable landscape element within the Town Centre as they establish a formal character to both the coastal entrance to the town as well as along Terralong Street up to Blowhole Point which should be retained.

The pine trees provide shelter, shade and formal definition to the Kiama Town Centre. They also compliment, and provide a setting for, the heritage buildings along Terralong Street.

Avenue planting of the pines should be encouraged where the buildings are setback sufficiently from the street frontage.

Supplementary street tree planting should be provided using deciduous flowering trees (e.g. Chinese Tallow Trees, Magnolias and Jacarandas). Selected planting of coastal rainforest species such as fig trees should be provided in appropriate locations (e.g. Hindmarsh Park).

Public open space and pedestrian network

The significant number of coastal open spaces including Blowhole Point, Main Beach, Pheasant Point, Black Beach, Storm Bay, and the Showgrounds provide a series of separate locations with a lack of structure and 'proper' pedestrian connections.

There is a lack of sheltered landscaped areas or designated areas of civic open space.

Existing footpaths down the main streets of Kiama provide pleasant routes in some cases, however, vehicular traffic creates low pedestrian amenity.

Public access (including disabled persons access where practical) should be maintained to all of the coastline area surrounding the Kiama Town Centre and existing open space areas.

Active uses should address the footpaths and open spaces, particularly along Terralong, Collins and Manning Streets and Hindmarsh Park.

Restaurants, cafes and markets should be encouraged to extend those uses onto the footpath wherever possible and practicable.

Formal landscaping and pedestrian pathway links should be provided to encourage pedestrian passage between the Kiama Town Centre, Hindmarsh Park and Blowhole Point.

The designation of Heritage Trails, with clear and appropriate signage, should be marked at appropriate points within Kiama.

Pheasant Point Drive could be better signposted and landscaped to provide sheltered picnic and parking areas, as it offers a magnificent view of the Town Centre and surrounding coastline.

More appropriate signage, other than commercial hoardings, should be developed along the railway line to identify tourist attractions, events and functions, and community and service associations.

Laneways

Traditionally laneways in Kiama have had a private service access role. Their civic quality is currently compromised by the need for access to commercial uses, which represents a loss of activity and uses at the ground floor, as well as hindering potential residential uses above existing shopfronts.

Laneways should be treated with consistent design detail such as paving, lighting, street furniture and signage. They could become a more integral part of town life, encouraging pedestrian movement, tourist activities and greater development density.

Section 2 of the Kiama Town Centre DCP Chapter identifies land use considerations for two precincts, the 'Civic Precinct' and the 'Commercial Precinct'.

Civic Precinct - focused on the corner of Manning and Terralong Streets, a number of historic public buildings and monuments are consolidated in this area, including the central Post Office which acts as a landmark. The DCP outlines the following:

- Any infill development should be designed within its appropriate heritage context, to compliment but not replicate existing historic buildings;
- The Telstra site requires special attention with any new development of the site being sensitively designed to enhance the existing streetscape;
- Greater public visual access to civic buildings is encouraged (for example removal of cyclone fences at the Court House, Police Station and Police Residence); and
- On corner sites the built form and design detail should reinforce the corners e.g. by additional height and architectural features.

Commercial Precinct - the DCP states that the town centre is currently dominated by commercial land uses. Two major issues are highlighted:

- most commercial premises in the Town Centre disregard their "harbourside" context with little or no visual recognition of Kiama's coastal setting and natural landscape features; and
- the Commercial Precinct is currently disconnected with little continuous built streetscape or landscaping linking the Terralong and Manning Street shops.

A comprehensive retail strategy for the centre should identify the desired retail mix, business presentation and marketing, and the needs of both tourist trade and local residents. A larger range and quality of eating establishments (e.g. outdoor cafes facing Hindmarsh Park and the Harbour) is encouraged.

Future building design

Medium density and mixed-use residential/ commercial developments are encouraged within the Kiama Town Centre.

Prominent and gateway sites should be recognised for their significance.

Particular attention should be paid to siting any new development so as to avoid blocking views, access and vehicular and pedestrian access.

Where appropriate, pedestrian links between residential and commercial precincts (e.g. laneways) should be provided.

Building designs should reinforce the street space of the original grid layout of Kiama and maximise the many advantages of the town's coastal setting.

In general, new buildings should align with the street frontage with specific corner emphasis at gateway and civic areas.

A general building height of no more than three (3) storeys currently applies within the Kiama Town Centre. Council may consider the provision of one (1) additional storey but only where such a storey will cater only for basement level carparking and will not measure more than one (1) metre above natural ground level at any point.

Heritage character

The diversity of the architectural character and form existing within Kiama provides a large base from which future building designs may draw. Prominent 'heritage' themes in the Town Centre include: Colonial Simplicity (Terraces, Quarryman's Cottages), Victorian ("Dalmeny" Shoalhaven Street), Italianate Style (Post Office), Gothic Style (Christ Church Anglican Church), Monuments (lighthouse, obelisk, Memorial Arch) and engineering structures (Terralong Street railway bridge).

Selected detailed design guidance

Buildings should extend to the property boundaries where appropriate to reinforce the street pattern and continuity of existing façades. Continuous building frontages are required along key activity routes and preferred on all other routes.

Street wall heights should be designed to maintain the dominant parapet line of adjacent buildings. Buildings located on corners should have higher corner elements.

Ground level building façades should be interesting to pedestrians. Plain blank walls are not appropriate. Windows and doors which open onto activities, displays or art can be used to create interest. Appropriate architectural detailing can be used to further enhance ground level façades.

Entry points to buildings should identify themselves and be at the same level as the street where possible. In mixed developments the residential component should have a separate entrance.

Particular attention should be paid to parapets, mouldings and windows. Windows with a reasonable depth of reveal and modulation (i.e. minimum 150 to 200mm) enhance the solid wall facade appearance of buildings in Kiama and maintain interest and scale at pedestrian level.

Typical materials in the centre include basalt stone blocks, timber (weatherboard), masonry/ brick and sandstone. New built form can use walls of masonry construction rendered to a flat surface for painting; roof slate, corrugated sheet metal or concrete tiles; and architectural detail and trim in timber and moulded cement. As an alternative to a painted finish the use of natural stone and other textured surfaces onto brickwork is appropriate.

Colours should be appropriate to the overall streetscape context and include white, light grey, light brown and deep brown ochre. Lighter colours can be used as highlights, deeper colours may be used as trim. Roof colours such as deep grey, charcoal, deep green-grey and olive are appropriate.

Signage should protect significant characteristics of buildings, streetscapes and views of the harbour; preferably be located on building surfaces with little or no projection from the building; be located on wall spaces designed for this purpose, and should not obscure architectural features such as windows, parapets, balconies or the articulation of storeys.

Night lighting of buildings and public open areas can assist in promoting a strong civic image. Full facade flood-lighting should be restricted to the main activity routes and gateway buildings. Illuminated features are encouraged at gateway, local nodal and key corners. The lighting of buildings at pedestrian level is encouraged in all locations. Sensitively designed lighting of heritage buildings is encouraged.

Public art - new buildings and civic landscaped spaces are encouraged to incorporate art works such as sculptures, mosaics, murals, water features, and lighting displays.

Within new larger commercial developments parking should be provided below ground where possible. Where parking elements are above ground they should avoid main activity frontages.

Access to parking and loading areas should avoid main pedestrian activity frontages. Access points to parking facilities should be legible, including well-lit signage, and the surrounding area appropriately landscaped.

Pedestrian access should be physically separated from vehicular access. Similarly, short term and long term parking areas should be physically separated.

Permanent open lot carparks should be located behind buildings, especially along main activity frontages. Where this is not possible on local streets, the perimeter of the car park should be screened with a solid fence having a minimum height of 2.0m, or planted with dense foliage having a minimum mature height of 4.0m. Any fence should compliment the overall architectural design of the development and must have regard to the streetscape.

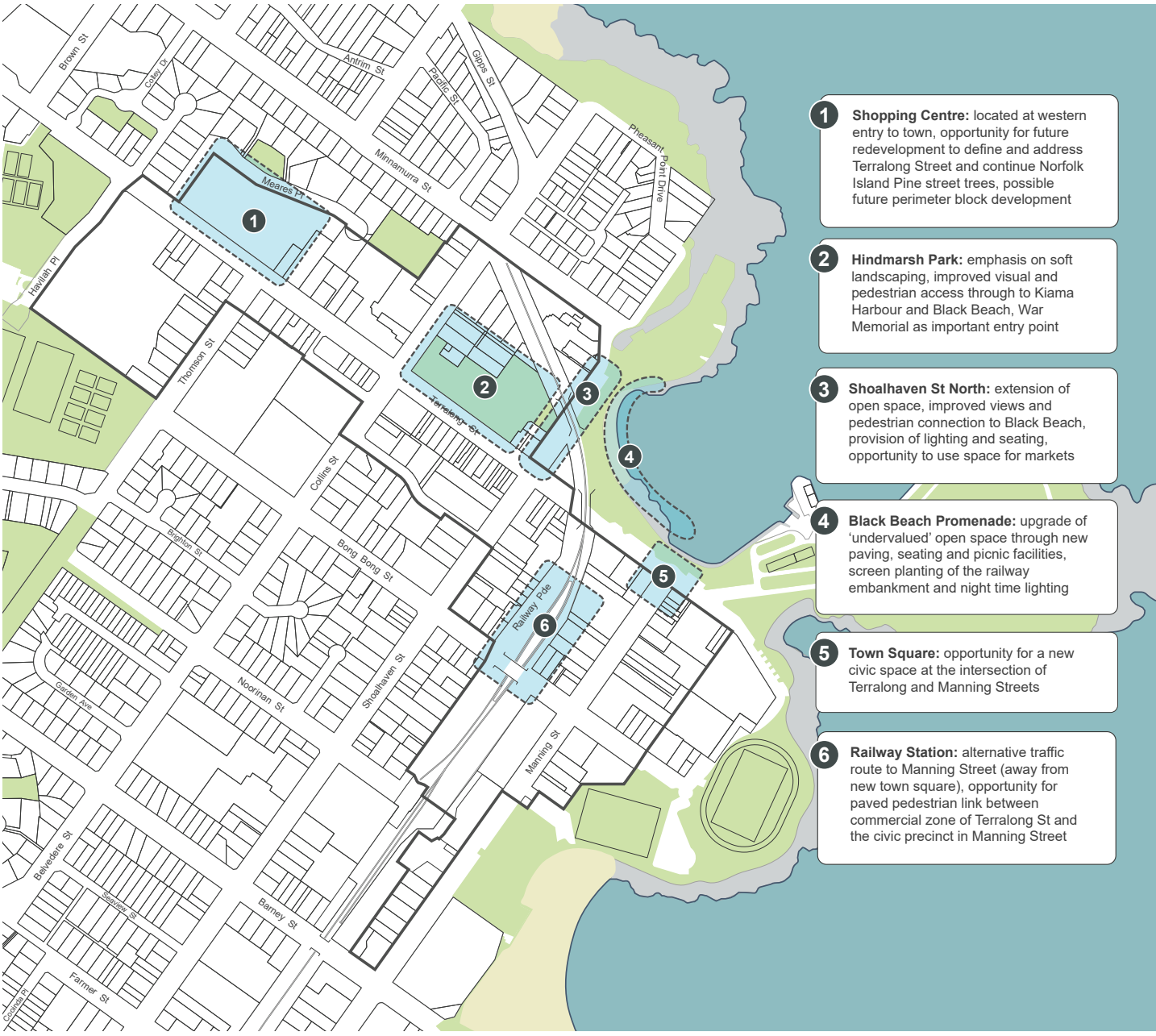


Figure 45 Map showing special sites described in Section 17 - Town Centre Site Specific Guidelines, Chapter 26 Kiama Town Centre DCP

Section 17 of the town centre specific DCP identifies site specific guidelines and ideas for improvement. The diagram above summarises what is envisaged for sites within the town centre boundary.

Better Placed

Author: Government Architect NSW (May 2017)



'Better Placed - An integrated design policy for the built environment of New South Wales' has been developed by the NSW Government Architect to deliver a strategic approach to the growth of cities and towns. The document identifies seven objectives which have been considered during this study and have influenced the future character framework:

1. Better fit - contextual, local and of its place: Good design in the built environment is informed by and derived from its location, context and social setting. It is place-based and relevant to and resonant with local character, and communal aspirations. It also contributes to evolving character and setting.

2. Better performance - sustainable, adaptable and durable: Environmental sustainability and responsiveness is essential to meet the highest performance standards for living and working. Sustainability is no longer an optional extra, but a fundamental aspect of functional, whole of life design.

3. Better for community - inclusive, connected and diverse: The design of the built environment must seek to address growing economic and social disparity and inequity, by creating inclusive, welcoming and equitable environments. Incorporating diverse uses, housing types and economic frameworks will support engaging places and resilient communities.

4. Better for people - safe, comfortable and liveable: The built environment must be designed for people with a focus on safety, comfort and the basic requirement of using public space. The many aspects of human comfort which affect the usability of a place must be addressed to support good places for people.

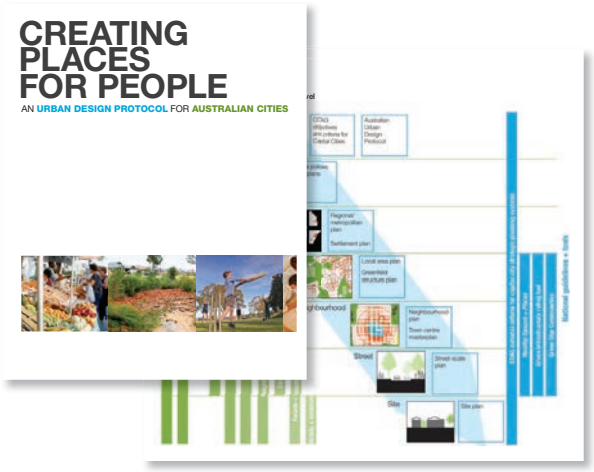
5. Better working - functional, efficient and fit for purpose: Having a considered, tailored response to the program or requirements of a building or place, allows for efficiency and usability with the potential to adapt to changes over time. Buildings and spaces which work well for their proposed use will remain valuable and well-utilised.

6. Better value - creating and adding value: Good design generates ongoing value for people and communities and minimises costs over time. Creating shared value of place in the built environment raises standards and quality of life for users, as well as adding return on investment for industry.

7. Better look and feel - engaging, inviting and attractive: The built environment should be welcoming and aesthetically pleasing, encouraging communities to use and enjoy local places. The feel of a place, and how we use and relate to our environments is dependent upon the aesthetic quality of our places, spaces and buildings. The visual environment should contribute to its surroundings and promote positive engagement.

Creating Places for People

Author: Infrastructure Australia (Jan 2011)



'Creating Places for People - An Urban Design Protocol for Australian Cities' provides a framework to identify, implement, measure and improve best practice in urban design. The protocol was developed in response to an agreement by the Council of Australian Governments (COAG) in 2009 to reform the planning systems of Australia's capital cities.

Founded on five pillars (productivity, sustainability, liveability, leadership and design excellence), the Protocol establishes twelve principles for quality urban places in Australia. Four of the principles (Context, Engagement, Excellence and Custodianship) relate to process while the other eight design principles relate to the desired outcomes of development (Enhancing, Connected, Diverse, Enduring, Comfortable, Vibrant, Safe and Walkable).

The Protocol identifies that the following elements of urban design are relevant to planning at a neighbourhood (town centre) level:

Urban structure: The overall framework of a region, town or precinct, showing relationships between zones of built forms, land forms, natural environments, activities and open spaces. It encompasses broader systems including transport and infrastructure networks.

Urban grain: The balance of open space to built form and the nature and extent of subdividing an area into smaller parcels or blocks. It takes into consideration the hierarchy of street types, physical linkages between locations, and modes of transport.

Density and mix: The intensity of development and the range of different uses (such as residential, commercial, institutional or recreational uses).

Height and massing: The scale of buildings in relation to height and floor area, and how they relate to surrounding land forms, buildings and streets. It incorporates the building envelope, site coverage and solar orientation.

Details and materials: The close-up appearance of objects and surfaces and the selection of materials in terms of detail, craftsmanship, texture, colour, durability, sustainability and treatment. It includes public and private structures and space, street furniture, paving, lighting and signage.

Public realm: Much of urban design is concerned with the design and management of publicly used space and the way this is experienced and utilized.

Topography and landscape: The natural environment includes the topography of landforms, water and environment.

Social and economic fabric: The non-physical aspects of the urban form include social factors (culture, participation, health and well-being) as well as the productive capacity and economic productivity of a community.