



Scoping Report

State Significant Development and Concurrent Rezoning

SEARS Application

The Gateway - Warilla

**SHELLHARBOUR ROAD & GROVE CIRCUIT
LAKE ILLAWARRA**

Urbanco

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Architectural Review – AJC Architects

1 OVERVIEW

1.1 Introduction

This Scoping Report has been prepared by Urbanco on behalf of the proponent and landowner, Hartell Pty Ltd (the Applicant) and relates to the Warilla Gateway project.

An Expression of Interest (EOI) was lodged with the Housing Delivery Authority (HDA) in September 2025. The EOI was considered at an HDA briefing in March 2026 and recommended to the Minister that this project be declared a State Significant Development (SSD).

The project/site was declared SSD by the Minister for Planning and Public Spaces on the 9th of April under the State Significant Development Declaration Order (No 4) 2026.

In response to the declaration, this Scoping Report has been submitted in association with a request for Project-Specific Secretary's Environmental Assessment Requirements (**SEARs**) to guide the preparation of an Environmental Impact Statement (**EIS**) and associated supporting studies for a State Significant Development Application (**SSDA**) and concurrent Planning Proposal which will seek delivery of a mixed-use Shop Top housing and Residential Flat Building on the site.

The subject site is situated in Lake Illawarra and forms part of the Warilla Grove Town Centre Precinct, with frontages to both Shellharbour Road and Grove Circuit to the rear. The site encompasses a total land area of approximately 7,030m² and includes 29 Shellharbour Road and 25 Grove Circuit (**the subject site**).

The project will redevelop a former car sales yard, which forms part of the southern end of the Warilla Town Centre precinct, to deliver a high-quality medium-density residential development which incorporates new retail and commercial tenancies along Shellharbour Road.

A preliminary Concept Plan has been prepared by AJC Architects for the site and is submitted as part of the SEARs request package. The Concept Plan package reflects the initial concepts and building heights / Floor Space Ratio proposed under the EOI, reviewed and endorsed by the HDA.

The Proposal, as detailed in this Scoping report, will include an SSDA and corresponding concurrent Planning Proposal to amend the Shellharbour Local Environmental Plan (**SLEP**) 2010 to allow delivery of a mixed-use shop-top housing and Residential Flat Building of fourteen storeys fronting Shellharbour Road and eight storeys fronting Grove Circuit.

The proposal is framed in the context of the NSW Housing SEPP provisions applying to adjoining residential lands, the Illawarra Shoalhaven Regional Plan 2041, the Shellharbour Local Strategic Planning Statement 2025 and the Warilla Town Centres Plan, all of which identify Warilla and the East Lake Illawarra corridor as priority locations for infill housing, mixed-use intensification and town centre renewal.

The proposal will act as a catalyst for urban regeneration that leverages existing infrastructure, improves housing diversity, delivers affordable housing, delivers local infrastructure upgrades and supports increased population growth within a well-served coastal setting.

The purpose of this Scoping Report is to outline the existing site and planning controls, provide a summary of the proposed Concept and seek industry-specific SEARs from the Department of Planning, Housing and Infrastructure (DPHI) in relation to the proposed development, as described below.

1.2 Site Opportunity

Warilla and the broader Warilla Grove precinct present a strong urban regeneration opportunity within the Illawarra due to their ageing housing stock, underutilised land and established infrastructure. Much of the suburb was developed during the 1950s and 1960s through Housing Commission programs, with many dwellings now nearing the end of their functional life. Large residential lots, low-density zoning and ageing detached homes create ideal conditions for infill redevelopment and new medium-density housing that can modernise the area while maintaining its established character.

Despite its strategic location between Shellharbour City Centre, Warilla Beach and Lake Illawarra, Warilla has seen very limited delivery of new housing stock in recent years. While nearby growth areas such as Calderwood and Tullimbar have expanded rapidly, Warilla has experienced comparatively little redevelopment. This has resulted in an ageing dwelling profile and highlights the suburb's significant capacity to accommodate additional housing within an already serviced urban area.

The Warilla Grove and Warilla CBD precincts are also benefiting from ongoing public investment, including streetscape upgrades, pedestrian improvements and town centre revitalisation works. These projects are improving accessibility, walkability and overall amenity, helping to create a stronger foundation for future private investment and urban renewal throughout the precinct.

Importantly, Warilla provides an opportunity to deliver additional housing in a well-established coastal suburb without the infrastructure costs associated with fringe greenfield development. The area already benefits from access to schools, retail, transport, beaches and major employment centres, making it well positioned to support future housing growth and diversification.

A development site within the northern portion of the Warilla and Warilla Grove precinct has the potential to act as a key gateway project and catalyst for regeneration. Positioned at a major entry point into Warilla, redevelopment of the site can improve streetscape presentation, strengthen local identity and signal renewed investment in an area that has experienced limited redevelopment activity.

Through the delivery of contemporary housing, landscaping and activated street frontages, the site can establish a new benchmark for future development within the precinct. As a gateway location, it also provides an opportunity to strengthen connections between Warilla Grove, Shellharbour City Centre and surrounding coastal areas, while contributing additional housing supply and supporting broader urban renewal outcomes across Warilla.

1.3 Applicant Details

Table 1 below lists the proponent/applicant details for the project.

Applicant	Details / Contact Information
Name:	Hartell Pty Ltd C/o Urbanco
Address:	PO Box 546 Pyrmont NSW 2009
Contact Details:	Michael Rodger Email: michael.rodger@urbanco.com.au

Owner	Details / Contact Information
Name:	Hartell Pty Ltd
Address:	C/o Urbanco PO Box 546 Pyrmont NSW 2009
Contact Details:	C/o Michael Rodger Email: michael.rodger@urbanco.com.au

Table 1: Applicant & Owner Details

2 PROPOSAL SUMMARY

As outlined above, the proposal will include an SSDA and a corresponding concurrent Planning Proposal to amend the SLEP 2010 to allow delivery of a mixed-use shop-top housing and Residential Flat Building of fourteen storeys fronting Shellharbour Road and eight storeys fronting Grove Circuit.

The proposed outcomes are as follows:

- Support for a combined Development Application and rezoning to allow immediate delivery of approximately 186 units and commercial/retail tenancies.
- Incorporate 13% Affordable Housing over the project, comprising 14 x 1 bedroom and 15 x 2 bedroom units (10% affordable housing based on the number of bedrooms).
- Deliver associated local infrastructure upgrades and social infrastructure.
- Allow “Additional Permitted Use” for the subject site, namely, Residential Flat Building and Seniors Housing
- Amend the planning provisions to allow for retail/commercial along Shellharbour Road and residential apartments above, with a total height of fourteen storeys along Shellharbour Road and eight storeys at the rear.
- Amend the permissible building height to 48m along Shellharbour Road frontage and 30m at the rear of the site.
- Amend the permissible Floor Space Ratio to 3:1 on the site.

A detailed description of the proposal and initial Concept Plan is discussed in Section 7 of this report below.

3 THE SUBJECT SITE

3.1 Site Context

The site is situated only 70m from the Warilla Retail Centre, with direct flat access via both Grove Circuit and Shellharbour Road. With direct pedestrian links to the Warilla Employment Area on Commerce Drive (only 200m), the site is ideally located to access employment and service facilities.

There are two primary schools within walking distance of the site and the Lake Illawarra High School, providing high levels of access to educational facilities. The site is situated between two large-scale open space recreation reserves and playing field areas, and is also within walking distance of both Warilla Beach and the Lake Illawarra foreshore.

Bus Stops at the Warilla Retail Centre and 100m to the south on Shellharbour Road provide public transport connections to regional centres at Warrawong to the north and Shellharbour City Centre to the West.

Existing buildings surrounding the site are ageing and approaching likely gentrification. Buildings to the north and east are typically older two-storey townhouse-style developments or two-storey walk-up red-brick residential flat buildings. Buildings to the south are a mixture of small-scale warehouses and storage facilities, car yards and a service station.

Existing services and facilities in the locality include:

- Warilla Grove Shopping Centre – 70m to the south.
- Warilla Library – 150m to the south.
- Lake Illawarra Primary School - 500m north-west.
- Lake Illawarra High School - 1km to the west.
- Howard Fowles Sports Complex – western side of Shellharbour Road.
- Lake Illawarra foreshore – 400m to the north.
- Warilla Beach – 600m to the east.
- Shellharbour Hospital - 2.5km to the west.



Figure 1 – Regional Locality Plan



Figure 2 –Land Use Context Plan

3.2 Land Details

The land holding is situated at the northern end of the Warilla Grove Town Centre Precinct, with frontages to both Shellharbour Road and Grove Circuit to the rear.

The site, as shown in Figure 2, encompasses a total land area of approximately 7,030m² and incorporates three separate properties, including:

- Lot 101 DP 1102818 - 29 Shellharbour Road Lake Illawarra
- Lot 2 DP 29629 - 29 Shellharbour Road Lake Illawarra
- Lot 100 DP 1102818 - 25 Grove Circuit Lake Illawarra

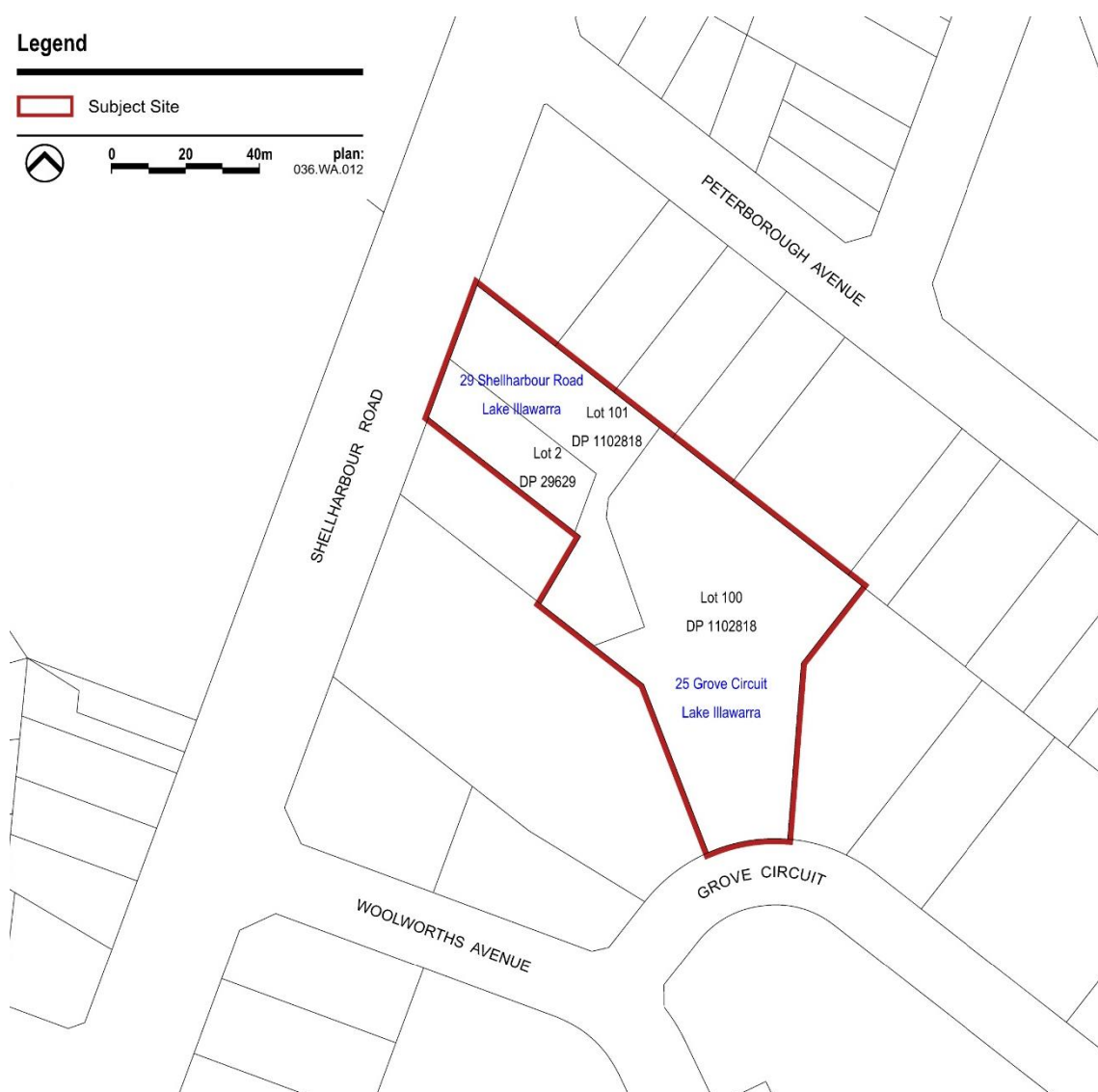


Figure 3: Site Details

3.3 Site Conditions

The subject site is an irregularly shaped parcel which extends from Shellharbour Road along the western frontage to Grove Circuit along the eastern frontage. The site has a frontage of approximately 40m to Shellharbour Road and 20m to Grove Circuit.

The site has a depth of approximately 150m between the two road frontages.

The land has been used for a variety of motor vehicle-related activities over the past 30 years, including a large-scale sales yard and servicing facility, car wash, detailing and the like.

The existing building structures on site include a large warehouse-style building accessed from Grove Circuit, and a smaller service-type building on Shellharbour Road.



Figure 4 – Site Plan

4 LOCAL SOCIAL INFRASTRUCTURE

Pedestrian Connections

The site is ideally located within a walkable catchment of key services and facilities.

There are existing footpaths which provide access to the Warilla Grove Shopping Centre and surrounding areas.

A mix of formalised and non-formalised pedestrian connections provides flat walkable access to retail and medical facilities, open space areas, social infrastructure and recreation areas, including carparks, playing fields, Warilla Foreshore and Warilla Beach.

Vehicle and Public Transport Connections

The site is well connected to local and regional roadway connections.

The site currently has access to Shellharbour Road, which provides a regional roadway link to Wollongong in the north and the M1 Motorway to the south.

Local road connections to the east, north and south provide for a highly permeable local road network with opportunity to access local facilities and several signalised intersections providing access to Shellharbour Road and schools to the west.

Access to Local Services

The site is adjacent to the Warilla Grove shopping centre, which provides a range of retail, service and medical facilities for residents.

The site is also within walking distance of the recently completed Warilla Library.

Bus stops directly outside the site provide direct access to higher-order centres, including Shellharbour Town Centre, Warrawong and Wollongong.

Open Space

Recreation facilities within walking distance of the site include a range of local parks & playing fields.

Keith Fletcher Park, which is adjacent to the site, incorporates the Warilla Library and large-scale informal open spaces.

Graham Park to the north includes public tennis courts, children's playground and public toilets.

Howard Fowles Oval to the west incorporates several large-scale playing fields and associated facilities.

The Warilla Lake foreshore, less than 600m north, includes significant large-scale children's playgrounds, fitness trails, walking/cycling paths, picnic facilities and public toilets.

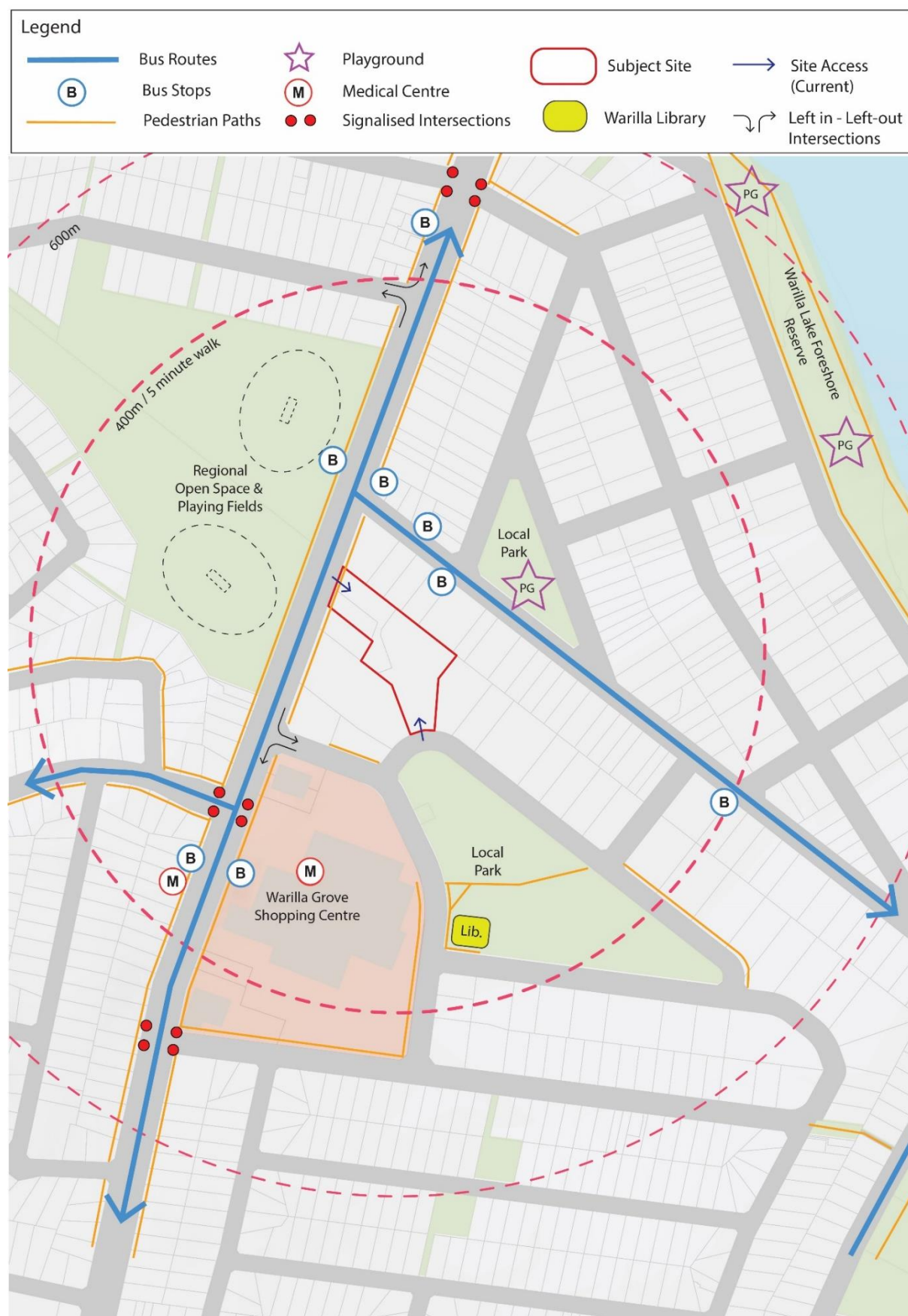


Figure 5 – Existing Local Infrastructure Plan

5 CURRENT LAND USE PROVISIONS

5.1 State Environmental Planning Policy (Housing) 2021

The subject site forms part of a mapped “Town Centre” area under

Clause 174 Development permitted with development consent of the Housing SEPP, which reads as follows:

Development for the purposes of residential flat buildings is permitted with development consent on land to which this chapter applies in a low and mid-rise housing area in Zone R2 Low Density Residential or R3 Medium Density Residential.

The subject site is zoned E1 Local Centre under the *Shellharbour Local Environmental Plan 2013*.

Land adjoining the site to the north, east and west is zoned R3 Medium Density and R2 Low Density Residential.

As such, the provisions of the Housing SEPP apply to land directly adjoining the site.

Chapter 6 provides non-discretionary development standards for a range of medium-density housing which override LEP controls.

Under Clauses 175 and 180, the following non-discretionary standards apply to Residential Flat Buildings on land directly adjoining the site:

- Maximum of 6 storeys
- Maximum floor space ratio of 2.2:1,
- Maximum building height of 22m - (24m for Shop Top Housing).

Subject to the inclusion of the specified Affordable Housing component under the Housing SEPP, development of Residential Flat Buildings up to approximately 9 stories in height is permissible on the medium-density land directly adjoining the site.

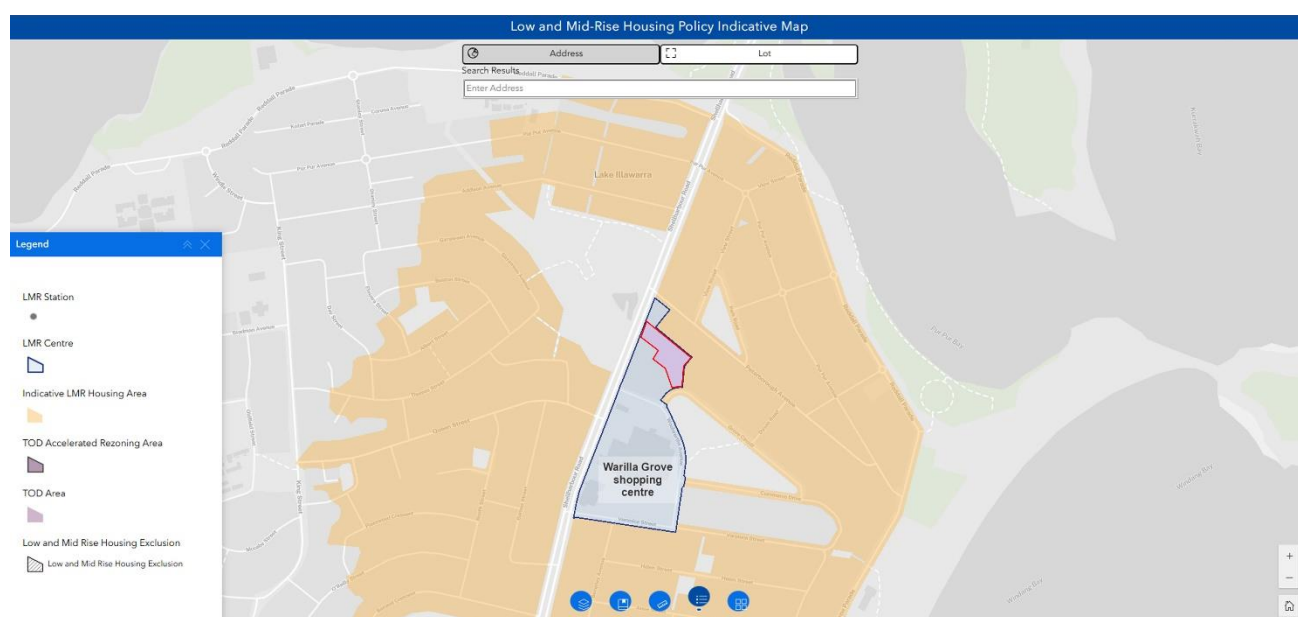


Figure 5: Low and Mid-Rise Housing Policy Map

5.2 Shellharbour Local Environmental Plan 2013 (SLEP 2013)

As noted above, the *Shellharbour Local Environmental Plan 2013* (SLEP 2013) is the principal planning instrument which applies to the site.

The site is zoned E1 Local Centre under SLEP2013.

The site is subject to the following key Planning provisions under the SLEP 2013:

- Floor Space Ratio = 0.5:1
- Maximum Building Height = 11m

There are no listed heritage items within or in proximity to the site.

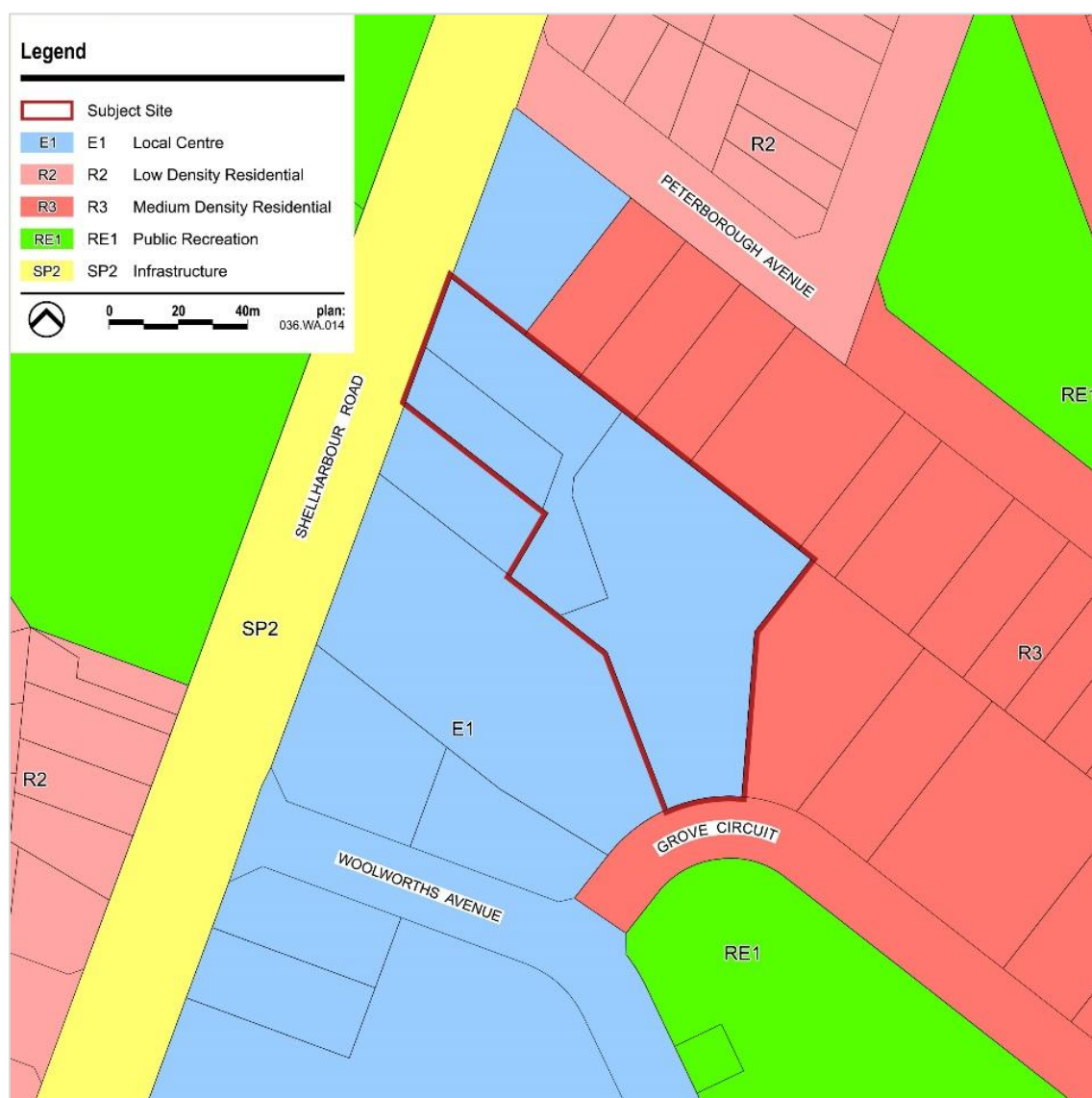


Figure 6 – Existing LEP Zoning

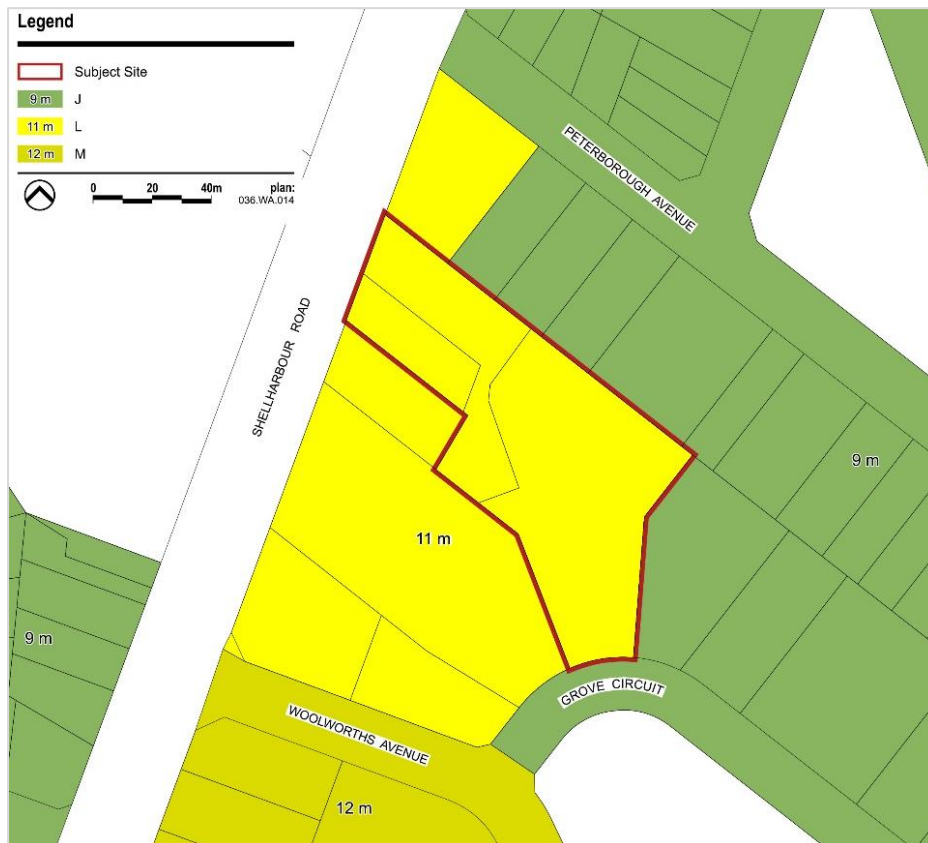


Figure 7 – Existing LEP Building Height Mapping



Figure 8 – Existing LEP FSR Mapping

6 STRATEGIC PLANNING CONTEXT

6.1 Illawarra Shoalhaven Regional Plan 2041

The Illawarra Shoalhaven Regional Plan (ISRP) was released by the Department of Planning in May 2021.

The Illawarra Shoalhaven Regional Plan sets the strategic framework for the region, aiming to protect and enhance the region's assets and plan for a sustainable future. It is a 20-year land use plan which applies to the local government areas of Wollongong, Shellharbour, Kiama and Shoalhaven.

The proposal is consistent with the following strategies of the Regional Plan:

Strategy 18.2

Facilitate housing opportunities in existing urban areas, particularly within strategic centres.

Strategic planning and local plans should consider opportunities to:

- *review planning controls so that they are creating flexible and feasible conditions for housing supply*

Strategy 19.1

Continue to provide for and encourage a range of housing choices.

Strategy 21.1

Consider the changing needs of local neighbourhood centres.

Strategic planning and local plans should consider opportunities to:

- *explore flexibility and supporting a mix of land uses so that local streets and spaces can be adapted to new uses and user needs over time*

6.2 Shellharbour Local Strategic Planning Statement 2025

The Shellharbour Local Strategic Planning Statement (LSPS) 2025 was adopted by Council in November 2025. The LSPS provides a land use planning vision for the future of the Shellharbour Local Government Area (LGA) and forms the basis for Council's future land use planning to 2046.

As shown in Figure x below, the site forms part of the East Lake Illawarra Corridor which extends from Oak Flats and Port Kembla Train Stations along the east of Lake Illawarra. The corridor includes three centres included in the NSW Government mid-rise housing reforms. The site forms part of the identified Warilla Grove Centre.

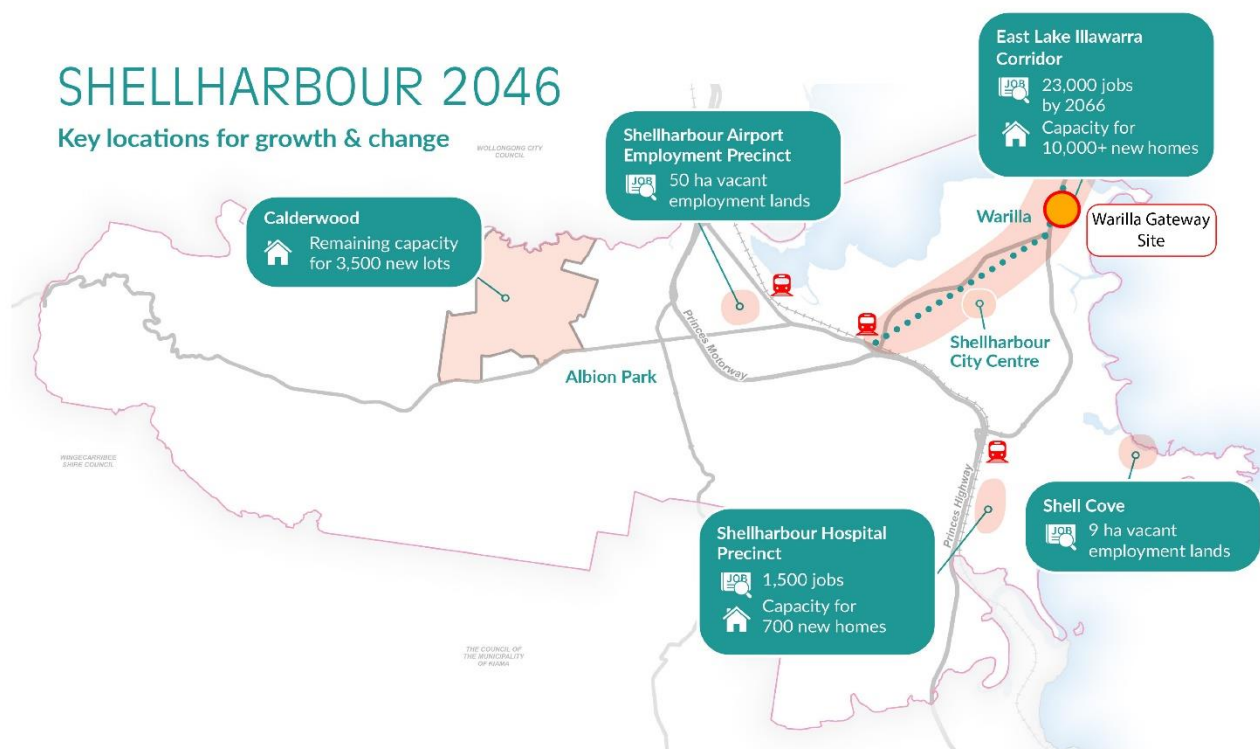


Figure 9 – Shellharbour LSPS 2025

By 2066, total jobs in the corridor are anticipated to reach 53,200 growing by 23,200 jobs and the population in the corridor is anticipated to grow by 13,500 people.

The LSPS identifies planning and housing opportunities for this corridor, including:

As the area grows and changes, there are opportunities to:

increase housing supply with a mix of low, medium and high-rise residential, connected to jobs and services through improved public transport options

In relation to housing delivery in the corridor, the LSPS states:

Shellharbour City Centre is framed by low density residential and seniors housing and demand for high density living is increasing. Existing approvals are in place for over 200 new higher density seniors living units and apartments, and with the introduction of NSW Government low and mid-rise reforms and the Shellharbour City Centre Master Plan, there is anticipated to be capacity for some 6,000-7,000 additional dwellings across the City Centre. Further work will seek to facilitate the right conditions for higher density development.

The proposal is fully consistent with the LSPS in the delivery of higher density housing within an identified growth corridor.

6.3 Warilla Town Centres Plan 2015

The Warilla Town Centres Plan was endorsed by Council in December 2015, incorporating a broad-ranging planning and urban design review of the Warilla Town Centre.

The Town Centre Plan has been superseded by the NSW Government Low & Medium Rise Housing Reforms and the 2025 Shellharbour LSPS.

Notwithstanding, the proposal is consistent with the general principles of the Warilla Town Centre Plan as follows:

- The proposal delivers a mixed-use development outcome consistent with the Mixed-Use Precinct identified under the Town Centre study.
- The site was identified as an “Opportunity Site” within the Warilla Town Centre. This was described as follows:

These sites have been identified because of their long-term potential to support increased density of development. Developing these sites will require a combination of public and private sector investment.

- The northern portion of the former land holding was identified as being a Key gateway entry statement site under the Town Centre plan.

Following the completion of the study, a service station was erected on this land.

As such, the subject site represents the most logical opportunity to deliver a gateway entry building form, consistent with the Town Centre plan.

As stated in the Town Centre report All buildings and spaces located in these areas should aim to instil a sense of arrival along the road corridors’ arrival zone when entering Warilla Grove Town Centre and Warilla Town Centre.

7 THE PROPOSAL

As outlined above, the proposal will include an SSDA and a corresponding concurrent Planning Proposal to amend the SLEP 2010 to allow delivery of a mixed-use shop-top housing and Residential Flat Building of fourteen storeys fronting Shellharbour Road and eight storeys fronting Grove Circuit.

The proposed outcomes are as follows:

- Support for a combined Development Application and rezoning to allow immediate delivery of approximately 186 units and commercial/retail tenancies.
- Incorporate 13% Affordable Housing over the project, comprising 14 x 1 bedroom and 15 x 2 bedroom units (10% affordable housing based on the number of bedrooms).
- Deliver associated local infrastructure upgrades and social infrastructure.
- Allow “Additional Permitted Use” for the subject site, namely, Residential Flat Building and Seniors Housing
- Amend the planning provisions to allow for retail/commercial along Shellharbour Road and residential apartments above, with a total height of fourteen storeys along Shellharbour Road and eight storeys at the rear.
- Amend the permissible building height to 48m along Shellharbour Road frontage and 30m at the rear of the site.
- Amend the permissible Floor Space Ratio to 3:1 on the site.

7.1 Design Principles

The proposal has adopted the following architectural and urban design principles:

- **Active Street Frontage**
Providing active commercial ground floor uses and high-quality public domain fronting Shellharbour Road
- **Quality Public Domain**
Providing a landscaped public through site link to enhance future connectivity to Keith Fletcher Park
- **Community Connection**
Designed to encourage community connection and social belonging
- **High Amenity And High Quality Housing**
Providing high amenity and high quality housing
Create a network of connected outdoor and indoor spaces that are welcoming, safe, and activated
- **An Exemplar Building**
Delivering a high-quality, attractive development that will positively contribute to the urban environment

7.2 Site Vision



Figure 10: – Vision Images



Figure 11: – Indicative Generated Artist Impression



Figure 12: – Indicative Generated Artist Impression

7.3 State Significant Development Application

As presented in the Concept Masterplan, the SSDA will incorporate the demolition of the existing structures on site and the construction of three residential flat buildings above basement/above ground parking, communal open space areas, site landscaping and commercial/retail interface as an active street frontage along Shellharbour Road.

The Concept Plan demonstrates that the project is capable of delivering approximately 186 new dwellings with a diverse mix of 1, 2 and 3 bedroom units as shown in the table below.

Unit Type	Yield	%
1 Bed	38	20%
2 Bed	124	67%
3 Bed	24	13%
Total	186	

Table 2: Development Details

Building A is located on the north-western portion of the site fronting Shellharbour Road. This building acts as a Gateway building form for the Warilla Grove Town Centre and has been designed with a fourteen-storey building form.

The building provides for a retail/commercial interface along Shellharbour Road, providing an activated street frontage which will be designed to incorporate a range of uses such as cafes, restaurants, and retail and commercial tenancies.

The building features 13 storeys of residential apartments above basement and ground floor parking levels, which are sleeved by the retail/commercial tenancies along Shellharbour Road.

A ground-floor residential lobby is proposed to be accessed from Shellharbour Road and also internally within the site.

The apartments are primarily north-facing with views to the ocean and Lake Illawarra.

Building B is situated centrally within the site with a north-south orientation and has an overall building height of 8 storeys, comprising 7 residential floors above basement and ground floor parking levels.

Building C is situated along the Grove Circuit frontage of the site with an off-axis east-west orientation. Building C also has an overall building height of 8 storeys, comprising 7 residential floors above basement and ground floor parking levels.

Both buildings have ground-level lobby areas for each building.

The proposal incorporates a number of common open space areas at ground levels and provides for an indoor communal space for residents.

The Concept Plan allows for direct pedestrian circulation and movement for residents between Shellharbour Road and Drive Circuit, providing high levels of connectivity and walkability to surrounding open space, recreation and retail facilities.

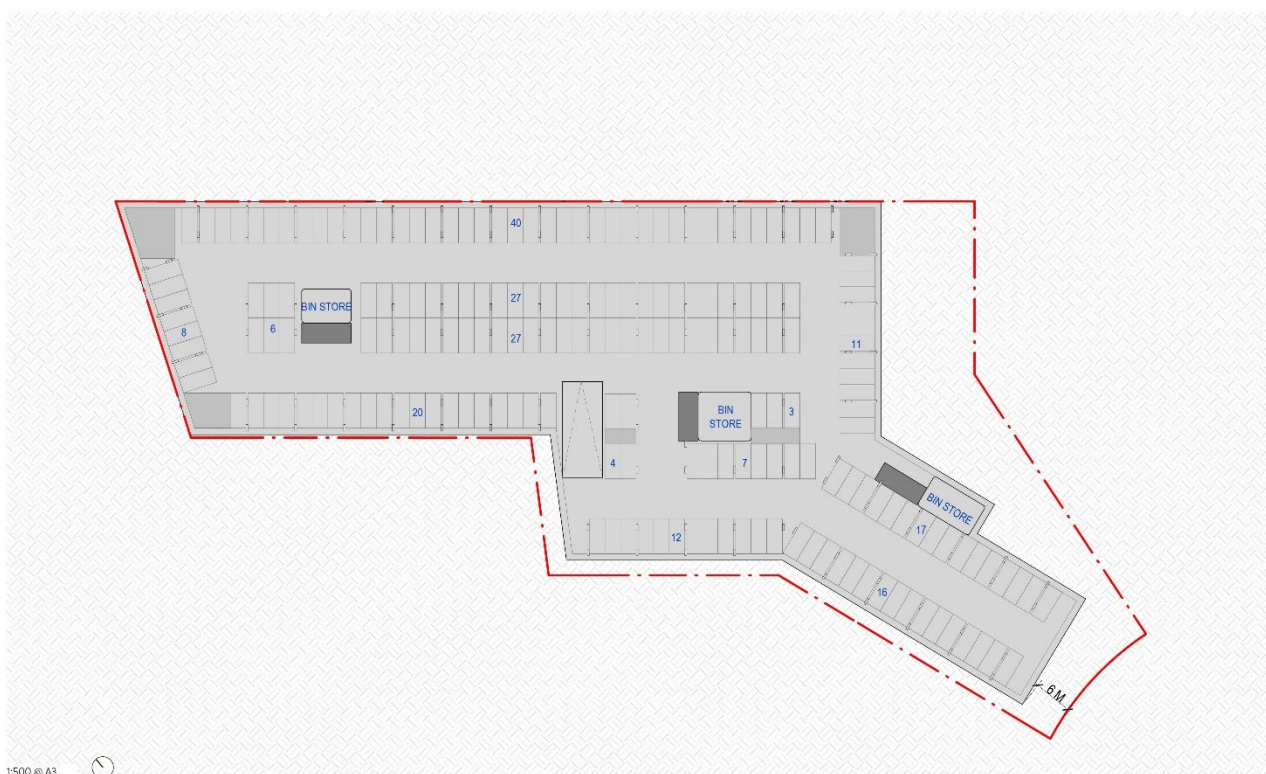


Figure 13: Basement Layout (AJC)



Figure 14: Ground Floor Layout (AJC)

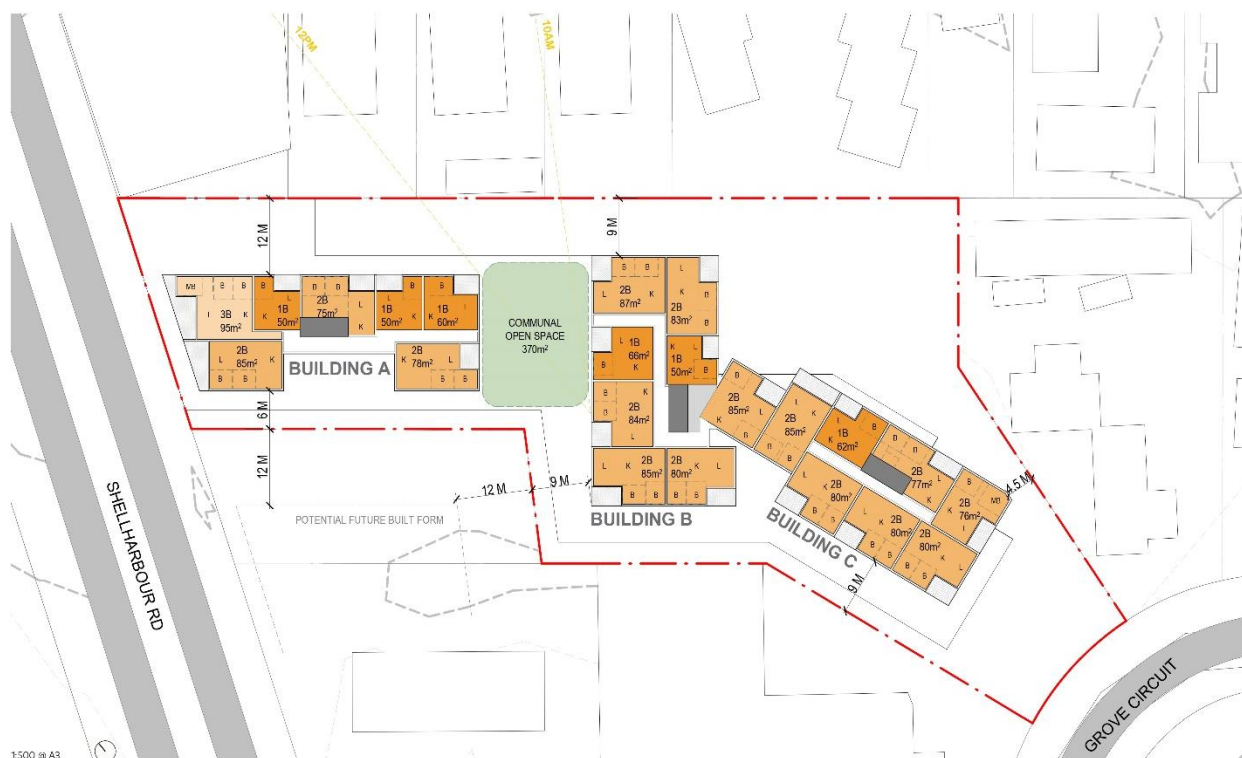


Figure 15: Level 1 Layout (AJC)



Figure 16: Levels 2-6 Layout (AJC)



Figure 17: Level 7 Layout (AJC)

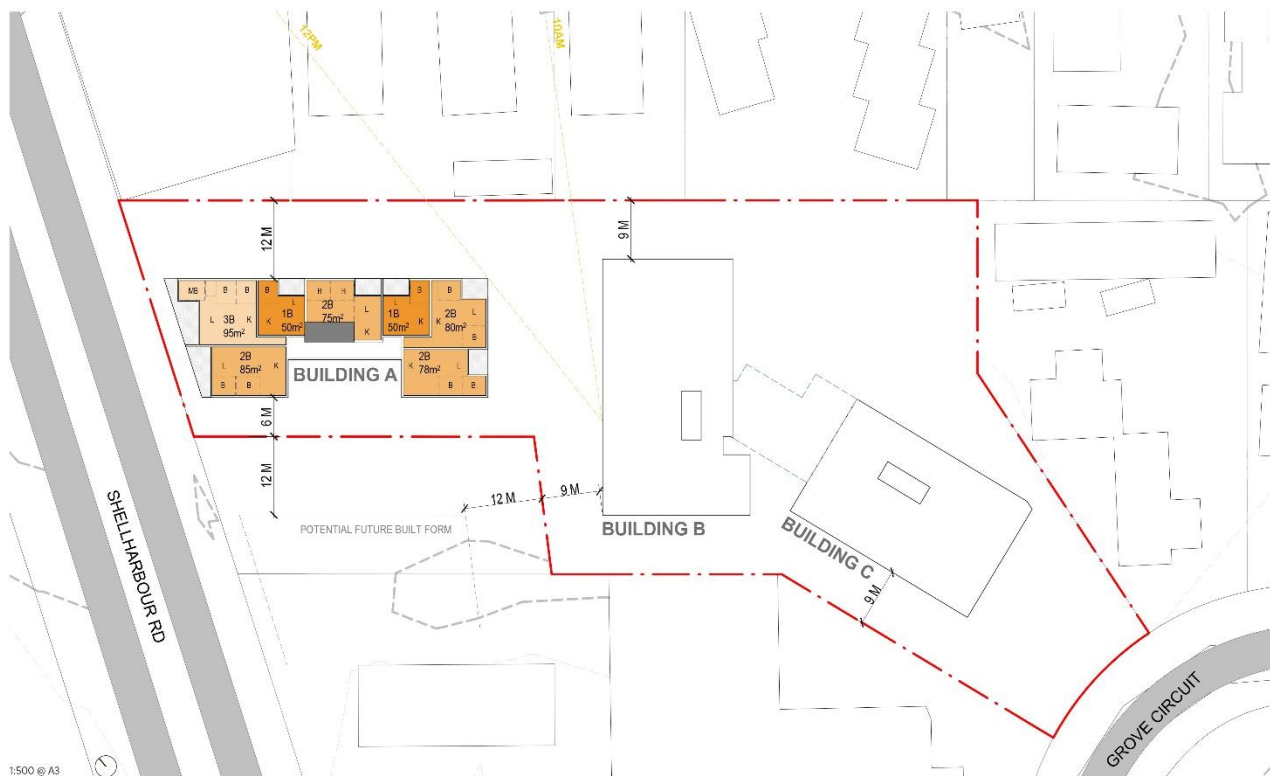


Figure 18: Levels 8-12 Layout (AJC)

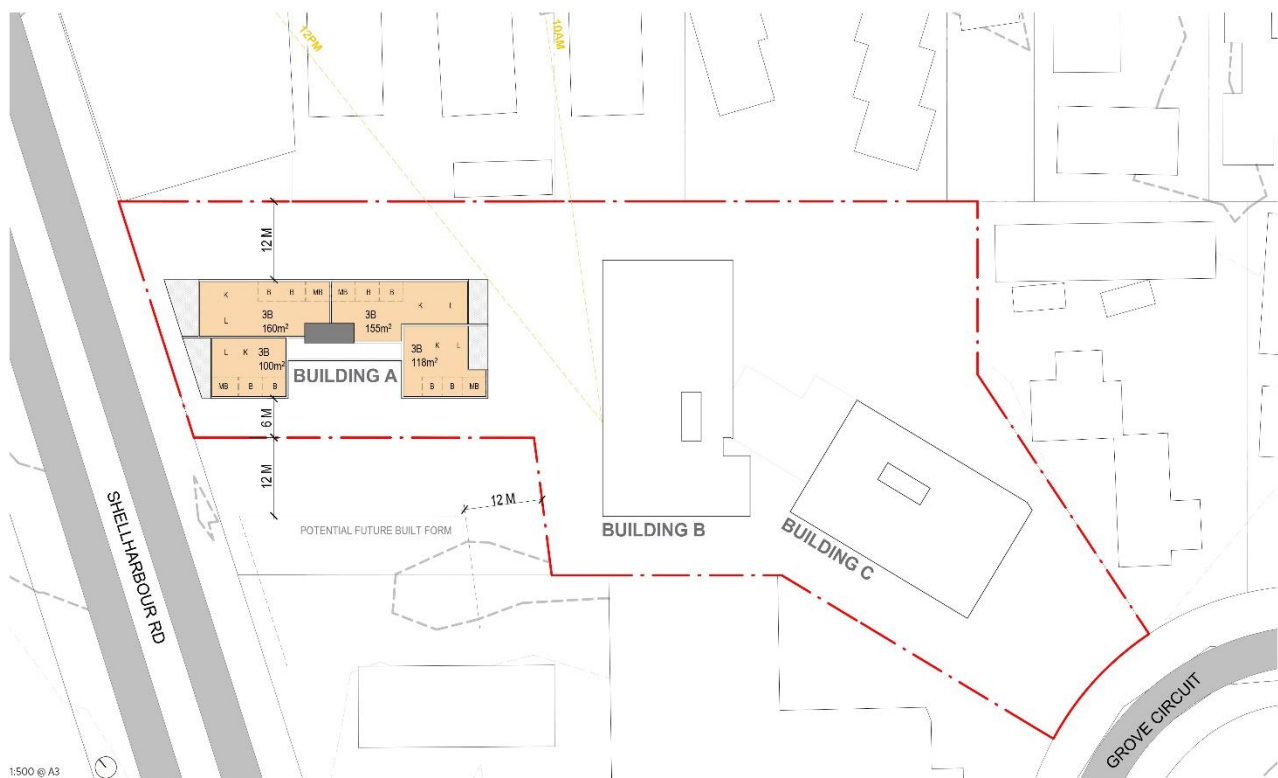


Figure 19: Level 13 Layout (AJC)

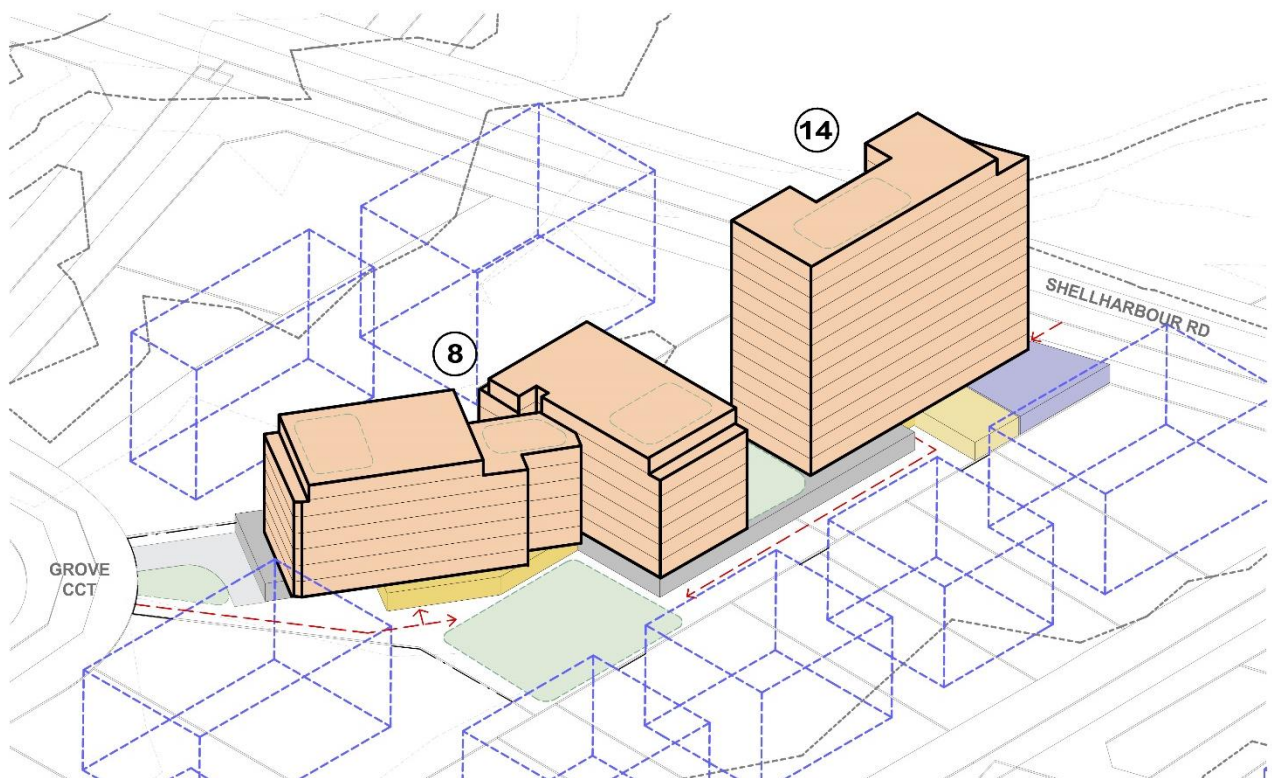


Figure 20: Built Form Massing (AJC)

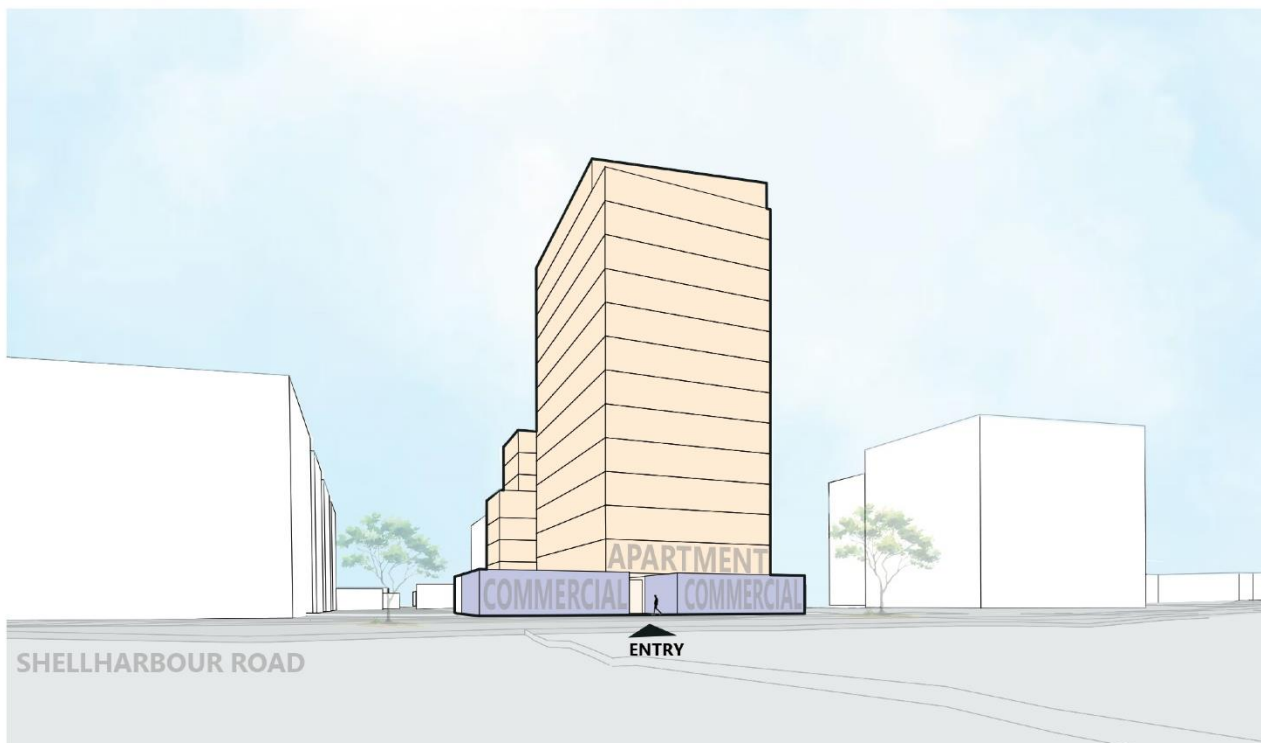


Figure 21: Shellharbour Road Massing Elevation (AJC)

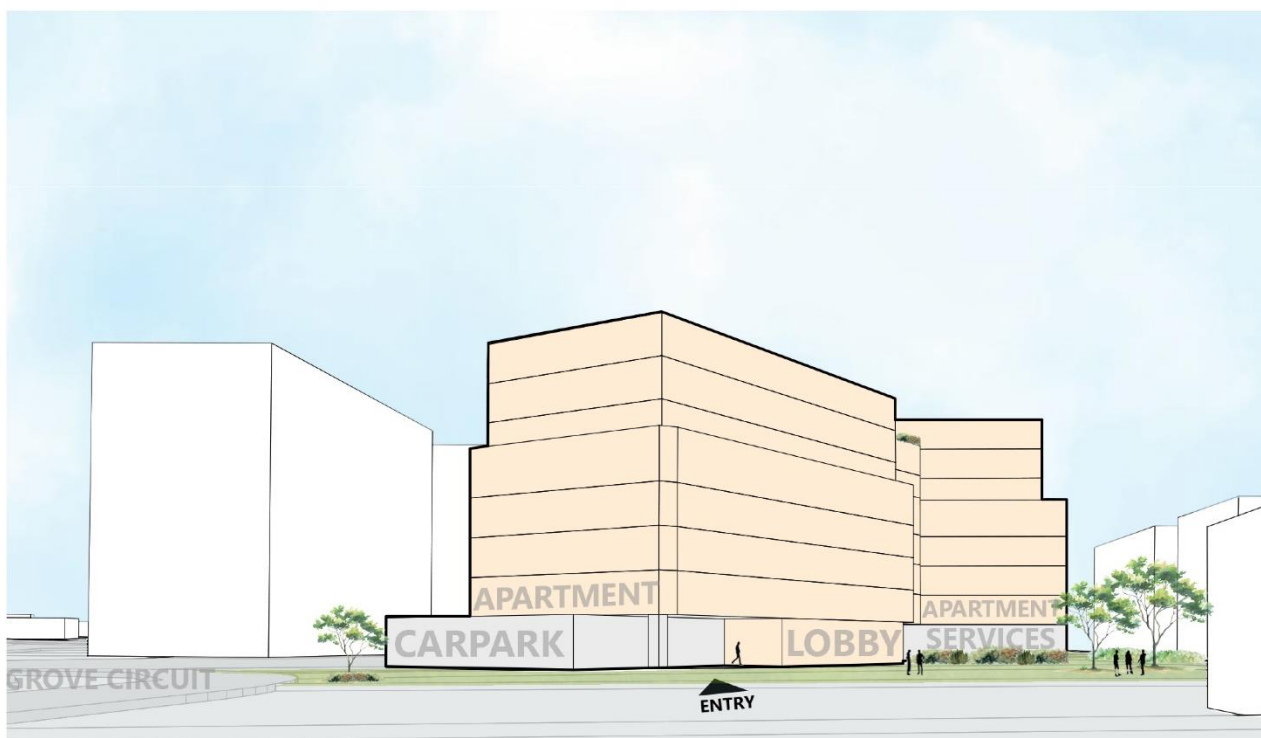


Figure 22: Grove Circuit Massing Elevation (AJC)

7.4 Affordable Housing

The National Housing Assistance Data Repository and AIHW - Housing Assistance in Australia data indicate there are 1,987 social housing dwellings in the Shellharbour LGA.

A submission on Options To Improve Access To Existing And Alternate Accommodation To Address The Social Housing Shortage by Shellharbour City Council in 2021 stated that:

- *There is a need for more one-bedroom, studio and boarding house style accommodation to assist in meeting the needs of the community through different stages of the housing life cycle and particularly for young people and elderly people on lower incomes. There are an increasing percentage of residents who live alone and the percentage of couples without children has been shown to be increasing.*
- *Lack of affordable housing for purchase for low and moderate earners has become evident. There has been a significant decline in the proportion of housing for purchase in Shellharbour that is affordable for lower income earners. There is also the question of whether lower income earners are able to contend with higher income earners for affordable properties, suggesting the need for affordable purchase opportunities to be targeted.*

The proposal will incorporate the delivery of 10% of the project (bedrooms) as Affordable Housing, comprising one and two-bedroom units.

The Concept nominates a total of 29 units (being 13% of units proposed) as Affordable Housing, which equates to 10% of the bedrooms of the project.

Affordable Housing will be delivered either in partnership with a local Housing Provider or through the establishment of a private affordable housing provider.

7.5 Parking Provision

The Shellharbour Council DCP incorporates general parking rates for Residential Flat Buildings and commercial/retail premises throughout the LGA.

The parking rates do not take into consideration proximity to centres, walkable neighbourhoods or access to public transport.

The DCP incorporates reduced parking rates for the Shellharbour Town Centre, which acknowledge its walkability and access to services.

The DCP parking rates vary significantly from parking provision rates specified under State Environmental Planning Policy (Housing) 2021 for infill housing, Low and Mid Rise Housing, which is permissible on the adjoining R3 zoned land.

The table below provides a summary of parking rates considered.

	Parking Rates				
Planning Policy	Commercial / Retail	1 Bed Unit	2 Bed Unit	3 Bed Unit	Residential Visitors
Shellharbour DCP – General	Commercial = 1 space / 40m ² GFA Retail = 1 space / 35m ² GFA	1 per dwelling	1.5 per dwelling	1.5 per dwelling	0.25 space / one-bedroom dwelling 0.5 space / two + bedroom dwellings
Shellharbour DCP – Town Centre	Commercial = 1 space / 40m ² GFA Retail = 1 space / 35m ² GFA	1 per dwelling			N/A
Housing SEPP	N/A	0.5 per dwelling	1 per dwelling	1.5 per dwelling	N/A

Table 3: Parking Rates Review

Based on a review of these parking rates, and subject to traffic assessment, the proposal will seek to adopt site-specific parking rates as follows as part of the application:

	Proposed Parking Rates				
Project Component	Commercial / Retail	1 Bed Unit	2 Bed Unit	3 Bed Unit	Residential Visitors
General Parking Rate	Commercial and Retail = 1 space / 40m ² GFA	1 per dwelling	1 per dwelling	1.5 per dwelling	Visitor = 1 per 4 units (excluding affordable)
Affordable Housing (SEPP) Rate	N/A	0.4 per dwelling	0.5 per dwelling	1 per dwelling	Nil

Table 4: Proposed Parking Rates

7.6 Concurrent Rezoning

The SSDA will be accompanied by a concurrent rezoning, which will seek to amend the planning provisions applying to the site to enable delivery of the project.

To achieve the zoning and planning provision amendments, the following LEP Map amendments and Local Clause provisions will be amended under the concurrent Planning Proposal:

- Height of Building Map
- Floor Space Ratio Map
- Additional Permitted Uses Map
- Additional Permitted Use Clause

Detailed plans showing the current and proposed LEP mapping are provided and described below.

Building Height Map

The subject site currently has a mapped maximum building height of 11m.

The Planning Proposal will seek to amend the permissible building height to 48m along Shellharbour Road frontage and 30m at the rear of the site, consistent with the Architectural Concept prepared by AJC Architects and submitted with this Scoping Report.

The 30m building height at the rear of the site is generally consistent with the current permissible building height for the adjoining medium-density zoned land under the Housing SEPP.

Floor Space Map

The subject site currently has a mapped maximum Floor Space Ratio of 0.5:1.

The Planning Proposal will seek to amend the permissible Floor Space Ratio to 3:1, consistent with the Architectural Concept prepared by AJC Architects and submitted with this Scoping Report.

Additional Permitted Use Mapping and Clause

The Planning Proposal will seek to amend the Additional Permitted Uses map and Clause to permit development for Residential Flat Buildings and Seniors Housing on the site as permissible uses as follows:

X Use of certain land at 29 Shellharbour Road, Lake and 25 Grove Circuit, Lake Illawarra

(1) This clause applies to 29 Shellharbour Road and 25 Grove Circuit, Lake Illawarra, identified as “X” on the Additional Permitted Uses Map.

(2) Development for the purposes of Residential Flat Buildings and Seniors Housing is permitted with development consent.

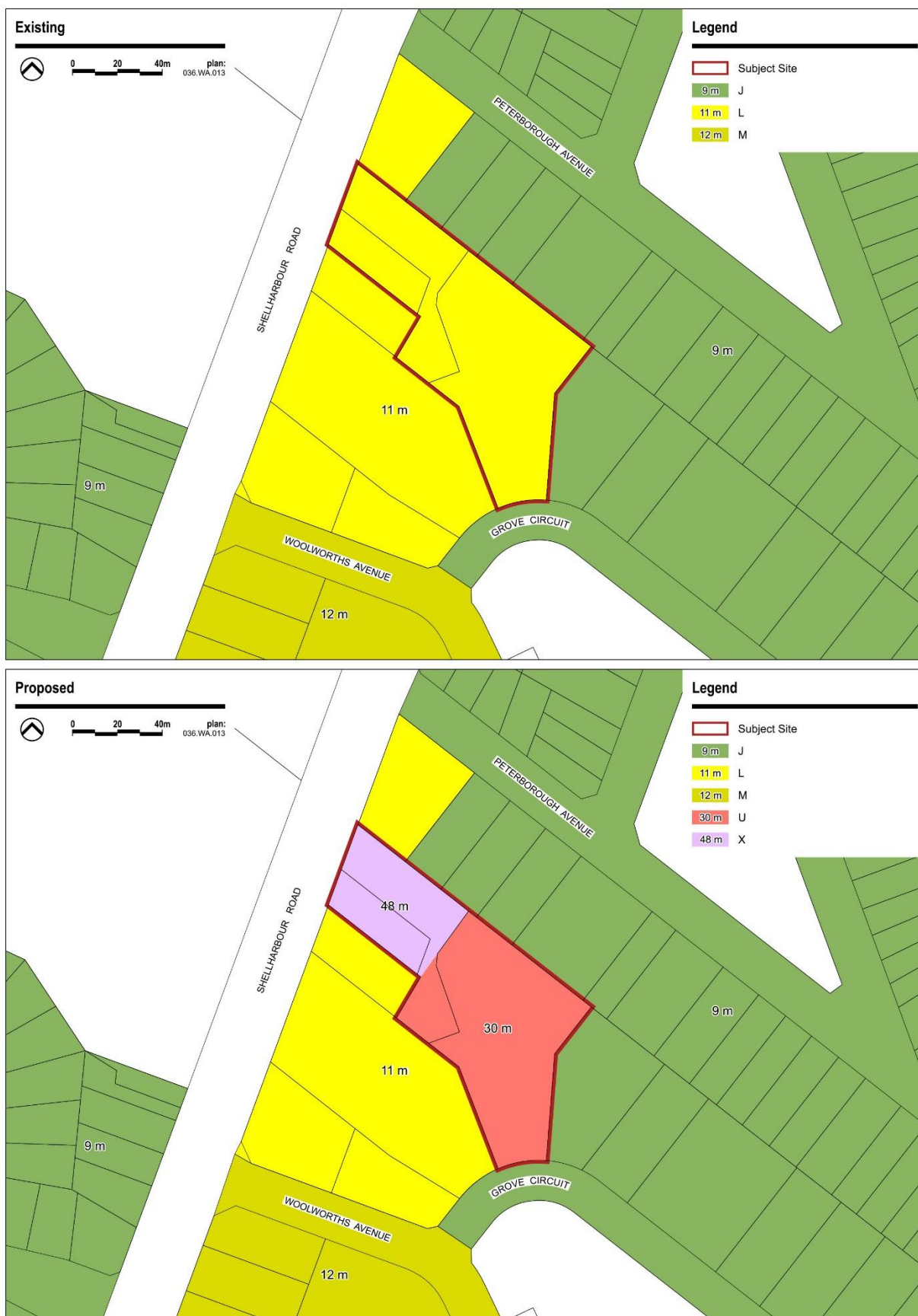


Figure 23: Proposed Height of Buildings Amendment

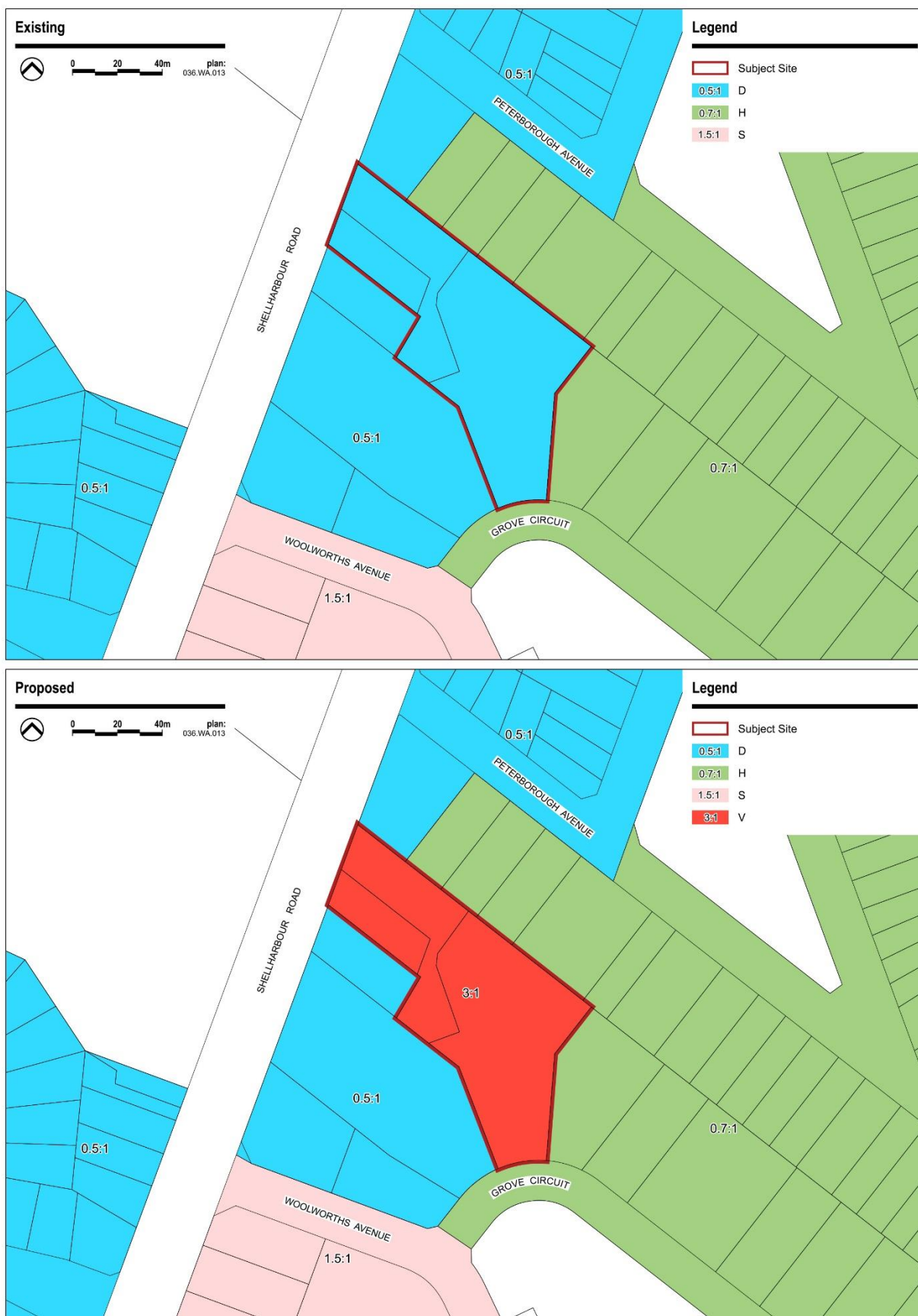


Figure 24: Proposed Floor Space Ratio Amendment

8 VOLUNTARY PLANNING AGREEMENT OFFER

Based on the preliminary Concept Plan prepared by AJC, the subject site is able to accommodate up to 185 new dwellings.

We note that the adopted Shellharbour Contributions Plan does not envisage any significant dwelling delivery in the local area, projecting an increase of only 84 dwellings across the broader Warilla Contributions area between 2023 and 2028.

As such, the proposal will include a Voluntary Planning Agreement Offer to address the provision of local facilities for future residents.

The Shellharbour City Council Local Infrastructure Contributions Plan adopts a current indexed rate of \$10,530.32 per dwelling for new dwellings in **Precinct 1, Warilla**.

Based on a dwelling yield of approximately 185 units, this equates to a total equivalent contribution of approximately \$1,950,000. This includes a contributions management component of approximately \$200,000.

This would equate to a \$1,750,000 equivalent local infrastructure delivery under a Voluntary Planning Agreement.

Subject to detailed review and investigations of social infrastructure requirements, it is anticipated that a Voluntary Planning Agreement Offer will accompany the proposal, which would include delivery of local infrastructure items, including:

- New pedestrian pathways to enhance pedestrian connectivity in the local area, including connections to the Warilla Foreshore and Warilla Grove Centre.
- Delivery of a new Playground in Keith Fletcher Park, which would complement the recently constructed Warilla Library.
- Delivery of any required Traffic Management measures to local intersections, including Grove Circuit / Woolworths Ave and Woolworths Ave / Veronica Street.

We have provided an indicative plan of potential VPA facilities to be delivered below.



Figure 25: Indicative VPA Plan

9 COMMUNITY BENEFIT

Support for the project will deliver a range of community benefit outcomes including:

- Delivery of 186 apartment dwellings – significantly enhancing housing diversity in the locality and Shellharbour LGA.
- Provide new retail and commercial tenancies as an activated frontage to Shellharbour Road.
- Delivery of 14 units (being 13% of units proposed) as Affordable Housing, which equates to 10% of the bedrooms of the project.
- Potential delivery of local infrastructure incorporating:
 - New pedestrian pathways to enhance pedestrian connectivity in the local area, including connections to the Warilla Foreshore and Warilla Grove Centre.
 - Delivery of a new Playground in Keith Fletcher Park, which would complement the recently constructed Warilla Library.
 - Delivery of any required Traffic Management measures to local intersections, including Grove Circuit / Woolworths Ave and Woolworths Ave / Veronica Street.

10 SITE SPECIFIC MATTERS FOR CONSIDERATION IN ENVIRONMENTAL IMPACT STATEMENT

Subject to SEARs being issued for the proposal, we have outlined below key site-specific considerations and matters to be addressed in the preparation of the Environmental Impact Statement (EIS), which will accompany the SSDA.

The key considerations outlined in Table X below are site-specific matters which relate to the local area, public benefits the proposal is able to deliver and site-associated development impacts.

Table 3: Site Specific Matters to be addressed in the EIS

Key Matter	Site Consideration
Urban Design / Design excellence	An Urban Design Report will address the existing and future character of the locality and outline design considerations in relation to the project to achieve a high-quality site-responsive urban design outcome. This will address permissible Housing SEPP development outcomes on surrounding medium-density zoned land and likely future character/development of the adjoining Town Centre landholdings.
Overland Flow	A detailed analysis of overland flow will be required, addressing existing overland flow from the adjoining Council reserve and any potential mitigation measures. This will include opportunities to augment existing Council drainage infrastructure to provide public benefit as part of a Voluntary Planning Agreement.
Visual Impact	Provide a Visual Impact Assessment which addresses the future character of the locality. This will include consideration of any impacts on key vistas where necessary.
Access and transport	A detailed Traffic Impact Assessment (TIA) will be prepared to assess key traffic considerations in relation to the site and the development. The TIA will assess impacts on existing and future traffic conditions, car parking, and access. The TIA will outline and address any required local road infrastructure upgrades potentially required.

11 SUMMARY

This Scoping Report has been prepared seeking to support an application for SEARs relating to a State Significant Development Application and concurrent Planning Proposal for a mixed-use residential development, the Warilla Gateway project.

An Expression of Interest (EOI) was lodged with the Housing Delivery Authority (HDA) in September 2025. The EOI was considered at an HDA briefing in March 2026 and recommended to the Minister that this project be declared a State Significant Development (SSD).

The project/site was declared SSD by the Minister for Planning and Public Spaces on the 9th of April under the State Significant Development Declaration Order (No 4) 2026.

The proposal seeks to redevelop a former car sales and servicing yard at the northern edge of the Warilla Grove Town Centre into a high-quality, medium to high-density precinct comprising three residential flat buildings above parking, with active retail and commercial frontages to Shellharbour Road.

The Concept Plan demonstrates the project is capable of delivering approximately 185 dwellings in a mix of 1, 2 and 3-bedroom apartments, supported by communal open space, enhanced pedestrian connections between Shellharbour Road and Grove Circuit, and an upgraded streetscape presentation that reinforces the site's role as a key gateway arrival to Warilla.

The project also includes the delivery of XX apartments as Affordable Housing, providing a significant contribution to Affordable Housing accommodation within the locality and addressing Shellharbour Council's identified need for primarily one-bedroom affordable housing dwellings.

The project requires amendments to the Shellharbour Local Environmental Plan 2013 to enable its delivery, including increasing the maximum building height from 11 m to 48 m fronting Shellharbour Road and 30 m at the rear, increasing the permissible floor space ratio from 0.5:1 to 3:1, and permitting Residential Flat Buildings and Seniors Housing as standalone permissible uses on the site.

These changes are framed against the NSW Housing SEPP provisions applying to adjoining residential lands, the Illawarra Shoalhaven Regional Plan 2041, the Shellharbour LSPS 2025 and the Warilla Town Centres Plan, all of which identify Warilla and the East Lake Illawarra corridor as priority locations for infill housing, mixed-use intensification and town centre renewal.

The proposal will act as a catalyst for urban regeneration that leverages existing infrastructure, improves housing diversity, delivers affordable housing, delivers local infrastructure upgrades and supports increased population growth within a well-serviced coastal setting.

Subject to the issue of project-specific SEARs, an Environmental Impact Statement will be prepared addressing urban design and design excellence, visual and overshadowing impacts, traffic and access, parking, overland flow and drainage (including potential drainage upgrades as part of a Voluntary Planning Agreement), as well as all other required environmental, social and economic considerations.

This Scoping Report and associated Concept Plans, prepared by AJC Architects, demonstrate that the site can accommodate the proposed scale and intensity of development in a manner consistent with emerging built form under the Housing SEPP and Council's strategic planning framework, and seek to confirm the detailed assessment requirements to inform the SSD application and concurrent rezoning.

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