

April 2023

## February 2023 Bulli community information and feedback session

### Feedback summary

#### About this document

This document summarises the feedback themes Landcom heard about draft design concepts for new housing on the former Bulli Hospital site, which we sought community comment on during February 2023 as part of the concept planning process.

There were mixed views about the draft design concepts, with general preference for the concept with the lowest dwelling count (see Appendix A, Concept A). There was also support for a mix of housing types to provide more affordable options and to provide more housing. There is widespread concern about future development exacerbating traffic issues on Hospital Road and parking constraints associated with the hospital. While a number of people recognise that well designed housing on the site is appropriate and will benefit the community, others oppose housing and want the site to be used for community facilities, open space or car parking.

#### Introduction

Landcom acquired the former Bulli Hospital site from NSW Health in May 2022. The site is zoned for residential uses, which allow for it to be transformed to provide a mix of affordable and diverse homes that blend with the existing neighbourhood and will help meet local housing need. Landcom is leading a concept planning process to identify a preferred development concept which will inform a development application that we will submit to Wollongong City Council for their assessment and determination.

The former hospital served the community for close to 130 years and is significant to the local community. Accordingly, consultation is an important part of the planning process to understand community views and get feedback to inform our plans to redevelop the site.

As part of the consultation process, we shared draft design concepts (see Appendix A) with the community at an information and feedback session on 4 February 2023. This followed a previous session held in October 2022 to gather early ideas and feedback about development of the site.

The three draft design concepts showed different scenarios for how the site could be developed to provide, as outlined in our initial information and feedback session, between 50 and 70 dwellings. Each scenario demonstrated a balance between:

- housing types, the number of homes, density, scale and footprint of buildings
- the location and amount of potential open space
- through-site connections for pedestrians and cyclists
- layout options for an internal street.

Some features included in the draft design concepts in response to previous feedback include:

- public open space, and pedestrian and cyclist links to improve neighbourhood connectivity
- widening of the proposed internal street to allow for additional street parking
- design principles which consider existing neighbourhood character, levels and views.

Through these additional features, we believe Landcom's development of the site will have a positive impact on existing and future residents, providing spaces for people to call home, connect with others and reflect on the history of the site.

## **Landcom's commitment to community and stakeholder engagement**

Landcom is committed to community and stakeholder engagement, and to continued learning and improvement in our engagement practice, to help achieve our mandate of increasing the affordability, supply and diversity of housing in NSW.

The way we consult with communities is unique for each of our projects, as every community has different needs and aspirations. Our planning must balance stakeholder needs and aspirations with site constraints, planning controls, Landcom's housing affordability, diversity and sustainability targets, and development feasibility considerations.

We have reviewed and shared all community and stakeholder feedback received in relation to our project in Bulli with our technical consultants, who are progressing with further studies to refine a final design concept. These studies are taking place at the appropriate time in our concept planning process to ensure we consulted with the community to understand their needs and aspirations before we progress with design refinements and further discussion with Council.

Among the additional studies being undertaken by our consultants is further traffic modelling, including current traffic counts of local roads, to best understand how the proposed development may impact traffic conditions and allow us to plan possible solutions for any identified impacts.

We acknowledge there is some frustration within the community that Landcom is not responding to requests to not develop the site.

Landcom purchased the site with a plan to develop it for housing, which is consistent with the existing residential zoning.

As a State Owned Corporation we are obligated to act commercially and cannot progress projects that are not financially feasible. As such, the focus of our consultation with the community has not been whether to develop or not develop the site, but on how to progress feasible housing development that balances community feedback with other planning considerations.

We will continue to provide the community and stakeholders with project updates via newsletters, e-newsletters, construction notifications and the project webpage: [landcom.com.au/bulli](http://landcom.com.au/bulli).

## **Community information and feedback session**

On Saturday 4 February 2023, Landcom held a second community information and feedback session in Bulli to share draft design concepts, provide an update on planned works, and invite community feedback to inform planning for the site. Landcom staff and technical consultants were available to answer questions and record feedback and comments.

The session was promoted via newsletters to approximately 1,000 households, e-newsletters, a letter to our immediate neighbours, social media posts and the project webpage.

Forty-six people attended the session. Attendees could provide comments on the three draft design concepts (see Appendix B), features they would like to see in proposed open space, ways the site's history could be interpreted, and the planned works. A feedback form was available for attendees to complete at the session, or to return by reply paid envelope. Attendees were also encouraged to write feedback about the draft design concepts on post-it notes and place these on the corresponding information boards for other attendees to view. A survey was also available on Landcom's website for two weeks. Feedback forms or surveys could be submitted up until 17 February 2023, although feedback was accepted beyond this date.

In total 23 feedback forms and surveys were received, including a response from the Old Bulli Hospital Community Group. This report also summarises feedback received by email and during the information and feedback session, either verbally or recorded on post-it notes placed by attendees on the draft design concepts.

## Feedback summary

|   | Comments about draft design concepts  |
|---|---|
| <p><b>Concept A – refer to Appendix A</b></p> | <ul style="list-style-type: none"> <li>• Support for:               <ul style="list-style-type: none"> <li>- mix of housing types</li> <li>- number of dwellings, for reasons including fewer vehicles and fewer future residents (compared to other concepts), which one respondent considered more attractive for the area</li> <li>- balance of open space and dwellings</li> <li>- amount and location of open space</li> <li>- proposed internal street layout</li> <li>- location of through-site pedestrian and cycling connections</li> <li>- number of freestanding homes, to limit ‘overcrowding’</li> <li>- drainage solutions to reduce impact of stormwater run-off and flooding</li> </ul> </li> <li>• Suggestions to consider:               <ul style="list-style-type: none"> <li>- fewer dwellings, reduce building footprint to allow for more green space</li> <li>- limit dwelling heights to one storey</li> <li>- more green space, including along Hospital Road to boost street appeal</li> <li>- retain natural environment, including trees along Hospital Road frontage, and increase green corridors for local wildlife</li> <li>- deliver enough parking for future residents and visitors, and hospital staff to minimise overflow parking on Hospital Road</li> <li>- two car spaces per dwelling, underground resident parking</li> <li>- design of site access from Hospital Road, including one entry/exit to Hospital Road</li> <li>- make internal loop street one-way to enable more street parking</li> <li>- road connection between Hospital Road and Dumbrell Road to help with traffic flow, access for ambulances</li> <li>- ensure the manor home driveways fronting Hospital Road do not impact potential additional parking on Hospital Road</li> <li>- drainage solutions to reduce impact of stormwater run-off and flooding</li> <li>- restore former hospital buildings for community use and historic value</li> <li>- incorporate design elements of Concept C, including the proposed internal street layout, greater amount of green space, through-site pedestrian connections</li> </ul> </li> </ul> |
| <p><b>Concept B – refer to Appendix A</b></p> | <ul style="list-style-type: none"> <li>• Support for:               <ul style="list-style-type: none"> <li>- mix of housing types</li> <li>- number of dwellings</li> <li>- amount of open space, two open spaces</li> <li>- trees being retained, supporting wildlife</li> <li>- proposed internal street layout and location, including the two entrances to the site</li> </ul> </li> <li>• Suggestions to consider:               <ul style="list-style-type: none"> <li>- retain trees along Hospital Road frontage</li> </ul> </li> </ul>   |

| Comments about draft design concepts   |  |
|--|--|
|  | <ul style="list-style-type: none"> <li>- maximise the number of parking spaces per dwelling</li> <li>- make internal loop street one-way to enable more street parking</li> <li>- drainage solutions to reduce impact of stormwater run-off and flooding</li> <li>- discuss boundary fence height with neighbours</li> </ul>   |
| <b>Concept C – refer to Appendix A</b> | <ul style="list-style-type: none"> <li>• Support for: <ul style="list-style-type: none"> <li>- mix of housing types, including low-rise apartments to provide more affordable options</li> <li>- number of dwellings, to provide more housing</li> <li>- development concentrated in one area to allow for more open space</li> <li>- higher density being delivered on a site away from the beach</li> <li>- amount of open space relative to other concepts</li> <li>- retention of trees, including the mature Turpentine on the western side of the site, to provide habitat for wildlife</li> <li>- proposed internal street layout and location</li> <li>- drainage solutions to reduce impact of stormwater run-off and flooding</li> </ul> </li> <li>• Suggestions to consider: <ul style="list-style-type: none"> <li>- limit number of dwellings to 50</li> <li>- reduce building heights. One respondent considered 12 metres to be excessive</li> <li>- no low-rise apartments. Some respondents considered these to be out of character with the area, one was concerned about it looking like a ‘ghetto’</li> <li>- retain open space and trees in northeast corner of the site</li> <li>- deliver enough parking for future residents and visitors, and hospital staff to minimise overflow parking on Hospital Road</li> <li>- extra traffic turning right onto Hospital Road</li> <li>- re-use building materials or design features of former hospital to provide visual connection to site’s former uses</li> <li>- provision for a café within one of the buildings</li> </ul> </li> </ul> |

| General comments |   |
|------------------|---|
| <b>Traffic</b>   | <ul style="list-style-type: none"> <li>• Consider one access point for the development, given number of nearby driveways</li> <li>• Consider two access points for the development to help reduce congestion on Hospital Road</li> <li>• Consider a through-site connection for vehicles between Hospital Road and Dumbrell Road to help traffic flow and for emergency vehicle access. One respondent suggested this could assist if the proposed Memorial Drive-Bulli Pass bypass proceeds and restricts local traffic from Hospital Road</li> <li>• Consider no private vehicle access to Dumbrell Road, as the access point is tight and would result in traffic incidents</li> <li>• Change the site’s shape to improve the line of sight along Hospital Road</li> </ul> |

## General comments

- Ensure the internal street is wide enough to allow two-way traffic and street parking on both sides
- Requests for traffic modelling to be completed prior to demolition of buildings, to consider:
  - existing conditions and road users, including hospital staff and operations, nearby childcare centre movements, school buses, resident movements
  - future hospital operations
- Note existing traffic issues in the area, in particular on Hospital Road, including:
  - Hospital Road is too narrow and cars parked on both sides of the street make it difficult for two cars to pass each other by
  - Hospital Road experiences regular traffic incidents, which are not always reported. One respondent said these incidents occurred mainly during business hours while the hospital is operational
  - Hospital Road is dangerous for pedestrians and road users
  - some road users do u-turns at the existing site entry, as well as at the Hospital Road intersections with Organs Road and Alanson Avenue
  - Hospital Road residents need to exit their driveways slowly due to the amount of parked cars and limited visibility. One respondent said it can take up to five minutes to exit their driveway
  - vehicles speed along Hospital Road to make a green light at the Princes Highway intersection
  - extra traffic is caused when parents and carers pick up their children from the school bus stop on Hospital Road
  - school bus stop is sometimes blocked by trade vehicles
- Suggestions for traffic upgrades, including:
  - reducing the speed limit on Hospital Road. Some respondents suggested speed humps or a shared zone in front of the hospital to slow down traffic
  - widening and straightening the section of Hospital Road with a bend/chicane to improve sight lines
  - removing parking on one side of Hospital Road to improve traffic flow, but noting this would exacerbate parking issues
  - extending the footpath on the southern side of Hospital Road to the intersection with Organs Road
  - creating a pull-out area for cars entering and exiting the site
  - turning Hospital Road and Organs Road into a one-way loop

## Parking

- Note existing issues with parking in the area including:
  - less parking spaces were provided in new hospital than were available at old hospital. There is limited parking for hospital staff and visitors
  - Hospital Road is full with parking, blocking driveways and impacting bin collection
  - parked cars have been damaged by passing vehicles
  - cars park in the Bulli community centre in school drop-off and pick-up hours due to limited parking
- Suggestions to address parking issues by:

|   | General comments   |
|---|--|
|   | <ul style="list-style-type: none"> <li>- using the site for hospital parking</li> <li>- providing two car spaces for each dwelling to provide extra spaces for visitors and limit overflow to Hospital Road</li> <li>• Concern more people will park on Hospital Road and Dumbrell Road</li> <li>• Recognition that parking issues are not as intense at night</li> </ul>  |
| <b>Flooding and stormwater</b>                        | <ul style="list-style-type: none"> <li>• There are current issues with flooding and stormwater overflow during wet weather events. Design should aim to retain water on site to prevent mud and debris run-off to neighbouring properties</li> <li>• Concern about new building hard surfaces increasing stormwater run-off</li> <li>• Support for location and type of basins proposed. One respondent supported bioretention basins and landscaping to soften the built form and attract wildlife</li> <li>• There is a stormwater issue in the northeast corner of the site, where a drainage pit constantly flows into the street gutter. One respondent shared a concern about the colour and odour of stormwater discharge at this location</li> </ul>   |
| <b>Urban design, landscaping and open space</b>       | <ul style="list-style-type: none"> <li>• Support for open space to include a mix of features, with respondents nominating what they would most like to see in the following order: <ul style="list-style-type: none"> <li>- interpretation of site's history (e.g. through public art and design)</li> <li>- open grass areas for passive recreation and play</li> <li>- seating</li> <li>- play equipment</li> <li>- picnic benches</li> <li>- outdoor fitness equipment</li> <li>- barbeque facilities</li> </ul> </li> <li>• Provide a park or garden and seating area for hospital staff and visitors</li> <li>• Suggestion for no housing to be included in the development and the site instead to be used for car parking or a park</li> <li>• Use some of the land for community benefit, such as a park or a community building for health-related activities</li> <li>• Enable public access, allow pedestrians and cyclists to travel through the site</li> <li>• Consider screening plants along the site boundary to soften views of the site and buildings</li> <li>• Move the site boundary fence closer to the former hospital buildings, as it is visually intrusive on neighbouring backyards</li> </ul> |
| <b>Housing – type, design and number of dwellings</b> | <ul style="list-style-type: none"> <li>• Acknowledgement that new housing would help address local housing need</li> <li>• Concern some households may convert garages into an extra room if development and dwellings are not appropriately planned or priced. A reference was made to this happening at a nearby development</li> <li>• View that multi-storey dwellings will change the area's character</li> <li>• Desire for fewer dwellings, as development will increase risk of traffic incidents</li> <li>• Suggestion there is not appropriate infrastructure to support the development, and that the development needs to consider employment, health and education infrastructure</li> </ul>  |

|  | General comments  |
|--|---|
| <b>Housing-Affordable Housing</b>          | <ul style="list-style-type: none"> <li>• Support for affordable housing</li> <li>• Suggestion to increase percentage of affordable housing, as there is much local need</li> </ul>  |
| <b>Flora and Fauna</b>                     | <ul style="list-style-type: none"> <li>• Respondents observed different wildlife on site including: <ul style="list-style-type: none"> <li>- Echidnas</li> <li>- Birds such as King parrots, Lorikeets, Rosellas and Honey eaters</li> <li>- Microbats</li> <li>- Frogs</li> <li>- Lizards</li> </ul> </li> <li>• Requests to maximise the amount of green space and vegetation retained. Trees that respondents felt should be retained include: <ul style="list-style-type: none"> <li>- mature Turpentine on the western side of the site</li> <li>- trees in the northeast corner of the site</li> <li>- southern site boundary tree canopy, as it is a wildlife corridor</li> <li>- two trees near where the basin in the southeast of the site is proposed, as wildlife has been observed in these trees</li> </ul> </li> <li>• Important to relocate wildlife that use the site before construction begins</li> <li>• Consider a wet basin for frogs and lizards</li> </ul>  |
| <b>Heritage and site history</b>           | <ul style="list-style-type: none"> <li>• Multiple respondents reiterated previously heard ideas as to how they think the site's history could be interpreted best, including: <ul style="list-style-type: none"> <li>- acknowledge the significance of Bulli's mining history</li> <li>- retain and re-use elements of structures, where possible. Some examples shared by respondents included bricks, the site gate and cafeteria signs</li> <li>- use names of people with a long connection to site for roads and green spaces</li> <li>- establish a rose garden to remember previous hospital uses</li> </ul> </li> <li>• Other suggestions for interpreting the site's history included: <ul style="list-style-type: none"> <li>- acknowledge community and monetary contributions to establish the former hospital, including the mining community, Organ family, Bulli Hospital auxiliary and hospital staff, such as through a memorial</li> <li>- provide information about the former hospital and its history, such as through plaques</li> <li>- retain the brickwork entrance gate in the new development, re-use oldest bricks in a creative manner, such as the development's future entrance</li> <li>- acknowledge the site's former use as a hospital in the name of the development</li> </ul> </li> <li>• Retain the former hospital buildings and repurpose them for community or health services</li> </ul> |
| <b>Construction impacts and management</b> | <ul style="list-style-type: none"> <li>• Concerns about minimising construction impacts including traffic, noise and the spread of dust, asbestos and other contaminants</li> <li>• Request for all construction workers to park on site, consider movement of residents and hospital when travelling to and from the site</li> </ul>   |

|                                       | General comments  |
|---------------------------------------|---|
|                                       | <ul style="list-style-type: none"> <li>• Concern about potential for a traffic incident with heavy vehicles on Hospital Road during works, as Hospital Road is narrow when cars park on both sides</li> <li>• Construction vehicles need to be aware of existing issue with speeding along Hospital Road</li> <li>• Consider using Dumbrell Road for heavy vehicles exiting the site to reduce traffic congestion on Hospital Road</li> <li>• Consider putting in controls to limit run-off to neighbouring properties during and after demolition works. Some respondents shared concerns about contaminant run-off</li> <li>• Concern about rats leaving the site when works commence</li> <li>• Consider starting works when construction is finished at the new hospital to minimise cumulative impacts of construction happening</li> <li>• Suggestion for rules about contractor behaviour to be put in place, such as no smoking or swearing, to minimise impacts on neighbours</li> </ul> |
| <b>Consultation and communication</b> | <ul style="list-style-type: none"> <li>• Suggestion that feedback provided verbally during consultation session should be recorded</li> <li>• Recognition that the ability to access information online in one's own time has been beneficial</li> <li>• View that information presented at the information and feedback session was difficult to understand</li> <li>• Suggestion that it is important to listen to the community and respect their wishes, not only consider profit</li> <li>• Concern that only some community feedback has been considered in the draft design concepts</li> <li>• View that Landcom is not listening to the community and responding to requests for the site not to be redeveloped</li> </ul>   |
| <b>Alternative concept</b>            | <ul style="list-style-type: none"> <li>• A community-generated 'Concept D' was shared with Landcom which outlined the following features: <ul style="list-style-type: none"> <li>- 'minimal housing'</li> <li>- retention of appropriate existing building for community use such as 'Men's Shed', Allied Health</li> <li>- memorials to mark miners, community and medical staff's contributions to community</li> <li>- retention of existing trees and park areas</li> <li>- restore seating areas for use by community and medical staff from current hospital</li> <li>- a large central car park</li> <li>- creation of pathways, cycleways for public use</li> <li>- one access road</li> <li>- widen Hospital Road and improve sight lines</li> </ul> </li> <li>• A handful of people provided feedback expressing support for the community-generated 'Concept D' and its features.</li> </ul>   |

## **Next steps**

In late February the Wollongong Local Planning Panel approved Landcom's development application for demolition works, and Council is assessing Landcom's development application for remediation works. We will notify neighbours prior to works commencing and will continue to provide regular project updates to the wider community.

We acknowledge the mixed views about the draft design concepts, with general preference for the concept with the lowest dwelling count, concerns about traffic issues and parking being exacerbated by future development, and support for community facilities including open space.

We have reviewed and shared all feedback received with our technical consultants. We are currently working to refine a design concept that balances community and stakeholder feedback with development opportunities and constraints, including planning controls and feasibility considerations, and Landcom's housing affordability, diversity and sustainability targets.

We aim to finalise the design concept and lodge a development application with Council by mid-2023. The community will be able to provide feedback to Council when the application is publicly exhibited as part of Council's development assessment process.

## **Your feedback on this document**

This feedback summary provides an outline of all feedback received in response to the draft design concepts we prepared for our proposed redevelopment of the former Bulli Hospital.

In keeping with our commitment to accurately document consultation outcomes, please email us at: [bulli@landcom.nsw.gov.au](mailto:bulli@landcom.nsw.gov.au) if there are issues that you feel we have not captured or if you have other feedback about this report.

Thank you to everyone who has participated to date.

# Concept A

## Design features

### Dwellings

- Indicative yield: 51 dwellings
- Larger manor homes and larger lots along Hospital Road and western edge of the site to preserve the current built form character along these boundaries.
- Rear-loaded terraces and some studios at the centre of the site, with semi-detached homes framing the balance of a new u-shaped street.
- Keeping the height and density of buildings lower provides less open space.

### Open space, landscaping and amenity

- Option A includes the least amount of open space.
- Approximate open space area (shaded green on design concept) - 2,500sqm (10% of site), excluding streetscape landscaping.
- Celebrates the western stand of trees on the hilltop being the focal open space.
- Footpaths throughout the neighbourhood and the open space would connect Hospital Road to the new houses and through to Dumbrell Road.
- Landscaped drainage basin to the southeast of the site behind some properties, with a pedestrian path running alongside the basin connecting to Dumbrell Road.
- Properties will sit high to enjoy views towards Wollongong and the coast.

### Street layout and vehicle movements

- A new local street makes a u-shape within the neighbourhood, making use of existing two intersections with Hospital Road.
- Distributing traffic across two intersections reduces the impacts on drivers using Hospital Road.
- The new local street would have footpaths, on-street parking, and allow two-way movement of cars.
- A new shared laneway would connect through the middle of the u-shape street, providing access to garages at the back of some properties and through-access for pedestrians and cyclists.
- The laneway would be too narrow for on-street parking and would allow for waste collection.
- The site would generate less than one car per minute during peak periods.
- Opportunity to connect to Dumbrell Road via pedestrian path only.

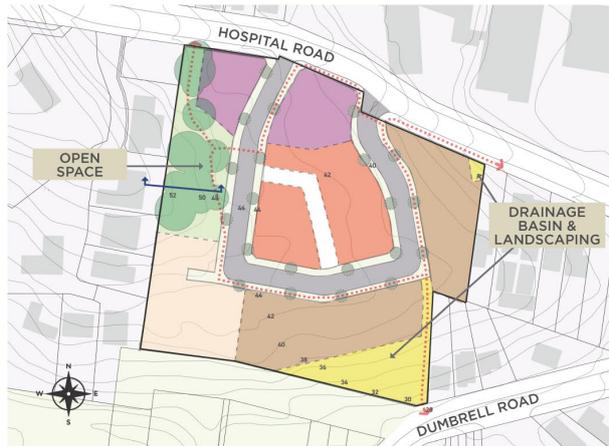


Cross section (marked on design concept with blue arrow) of elevation and landscaping opportunities



Creating more affordable and sustainable communities

Draft for consultation



### Legend

- Manor homes**  
This type of housing may look like a single large home, however includes multiple dwellings.
- Freestanding homes**  
This is a common housing type, generally for a single household, where the dwelling is in the centre of the lot.
- Semi-detached lots**  
This type of housing appears as a duplex - two dwellings that share a common wall.
- Rear-loaded terraces and laneway studios**  
This type of housing generally shares both its walls with other homes. Parking entry is intended to be at the rear of the home via the back laneway, with opportunity for independent studio dwellings above the terrace car space.
- Open space**  
Open space could include play equipment, pathways and picnicking facilities. Designs will be progressed during concept planning and will require approval from Council.
- Drainage basin and landscaping**  
Drainage basins will be installed at the lowest points of the site, with landscaping embellishments to improve their appearance.
- Tree to be retained or planted**
- Cross section of elevation and landscaping opportunities**
- Through-site connection**

What do you like about this concept?



What needs to be further considered to refine this concept?

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# Concept B

## Design features

### Dwellings

- Indicative yield: 62 dwellings
- Larger manor homes along the northern boundary preserve the current built form character along Hospital Road.
- Low-rise apartments, rear-loaded terraces and some studios at the centre of the site, with semi-detached homes framing the balance of a new u-shaped street.
- Requires an amendment to local planning controls on part of the site to allow for low-rise apartments up to 3 storeys (30m).
- Increasing the height of some buildings allows a reduction to the footprint of buildings to slightly increase the amount of open space.

### Open space, landscaping and amenity

- Option B is the only option with two open space areas.
- Approximate open space area (shaded green on design concept) - 2,900sqm (12% of site), excluding streetscape landscaping.
- A pocket hilltop park celebrates the established western stand of trees, with a second open space in the northeast corner of the site in the location of the former rose garden.
- Footpaths throughout the neighbourhood and the open space would connect Hospital Road to the new houses and through to Dumbrell Road.
- Landscaped drainage basin to the southeast of the site behind some properties, with a pedestrian path running alongside the basin connecting to Dumbrell Road.
- Properties will sit high to enjoy views towards Wollongong and the coast.

### Street layout and vehicle movements

- A new local street makes a u-shape within the neighbourhood, making use of existing two intersections with Hospital Road.
- Distributing traffic across two intersections reduces the impacts on drivers using Hospital Road.
- The new local street would have footpaths, on-street parking, and allow two-way movement of cars.
- A new shared laneway would connect through the middle of the u-shape street, providing access to garages at the back of some properties and through-access for pedestrians and cyclists.
- The laneway would be too narrow for on-street parking and would allow for waste collection.
- The site would generate less than one car per minute during peak periods.
- Opportunity to connect to Dumbrell Road via pedestrian path only.

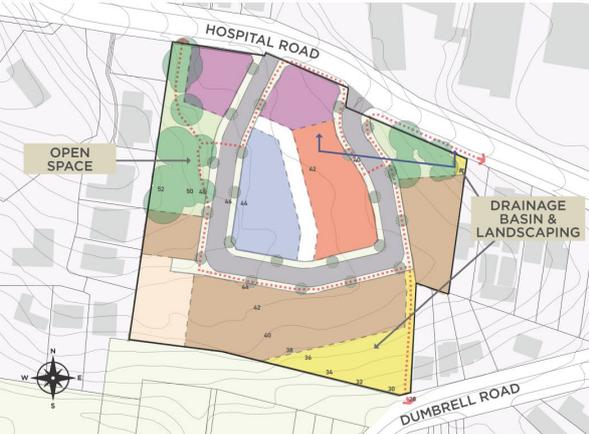


Cross section (marked on design concept with blue arrow) of elevation and landscaping opportunities



Creating more affordable and sustainable communities

Draft for consultation



### Legend

- Manor homes**  
This type of housing may look like a single large home, however includes multiple dwellings.
- Freestanding homes**  
This is a common housing type, generally for a single household, where the dwelling is in the centre of the lot.
- Semi-detached lots**  
This type of housing appears as a duplex - two dwellings that share a common wall.
- Rear-loaded terraces and laneway studios**  
This type of housing generally shares both its walls with other homes. Parking entry is intended to be at the rear of the home via the back laneway, with opportunity for independent studio dwellings above the terrace car space.
- Low-rise apartments**  
This type of apartment building is intended to be of moderate height and will allow for multiple households on a smaller footprint.
- Open space**  
Open space could include play equipment, pathways and picnicking facilities. Designs will be progressed during concept planning and will require approval from Council.
- Drainage basin and landscaping**  
Drainage basins will be installed at the lowest points of the site, with landscaping embellishments to improve their appearance.
- Tree to be retained or planted**
- Cross section of elevation and landscaping opportunities**
- Through-site connection**

What do you like about this concept?



What needs to be further considered to refine this concept?

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# Concept C

## Design features

### Dwellings

- Indicative yield: 70 dwellings
- Larger manor homes along the northern boundary to preserve the current built form character along Hospital Road.
- Low-rise apartments at the centre of the site optimising the coastal views, with larger lots along the western boundary and semi-detached homes to the east.
- Requires an amendment to local planning controls on part of the site to allow for low-rise apartments up to 3 storeys (12m).
- Increasing the height of multiple buildings allows a significant reduction to the footprint of buildings to increase the amount of open space.

### Open space, landscaping and amenity

- Option C includes the most amount of open space.
- Approximate open space area (shaded green on design concept) - 5,000sqm (20% of site), excluding streetscape landscaping.
- Celebrates the western stand of trees on the hilltop being the focal open space.
- Footpaths throughout the neighbourhood and the open space would connect Hospital Road to the new houses and through to Dumbrell Road.
- Landscaped drainage basin to the southeast of the site between the new cul-de-sac and Dumbrell Road.
- Properties will sit high to enjoy views towards Wollongong and the coast.

### Street layout and vehicle movements

- A new local street forms an L-shape with a cul-de-sac to the south, making use of the existing primary site entry.
- The new local street would have footpaths, on-street parking, and allow two-way movement of cars.
- A new shared laneway would connect Hospital Road with the new local street, providing a secondary access point to the site. The new laneway would provide access to garages at the back of some properties and through-access for pedestrians and cyclists.
- The laneway would be too narrow for on-street parking and would allow for waste collection.
- The site would generate less than one car per minute during peak periods.
- Includes additional access point to Dumbrell Road for Council maintenance and during emergencies, as well as day to day use for pedestrians and cyclists.

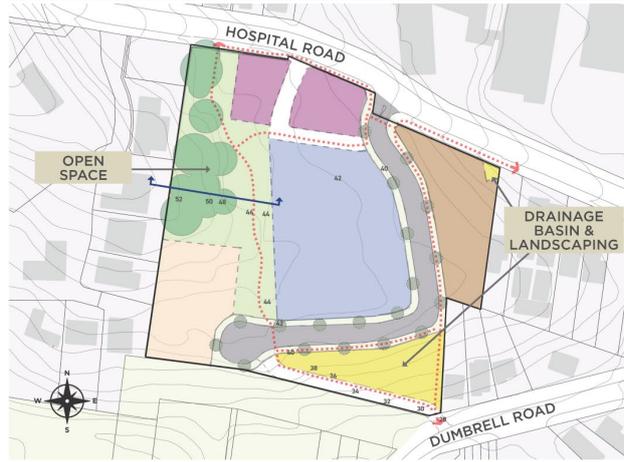


Cross section (marked on design concept with blue arrow) of elevation and landscaping opportunities



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What do you like about this concept?



What needs to be further considered to refine this concept?

## Legend

- 
**Manor homes**  
 This type of housing may look like a single large home, however includes multiple dwellings.
- 
**Freestanding homes**  
 This is a common housing type, generally for a single household, where the dwelling is in the centre of the lot.
- 
**Semi-detached lots**  
 This type of housing appears as a duplex - two dwellings that share a common wall.
- 
**Low-rise apartments**  
 This type of apartment building is intended to be of moderate height and will allow for multiple households on a smaller footprint.
- 
**Open space**  
 Open space could include play equipment, pathways and picnicking facilities. Designs will be progressed during concept planning and will require approval from Council.
- 
**Drainage basin and landscaping**  
 Drainage basins will be installed at the lowest points of the site, with landscaping embellishments to improve their appearance.
- 
**Tree to be retained or planted**
- 
**Cross section of elevation and landscaping opportunities**
- 
**Through-site connection**

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# Concept A

## Design features

### Dwellings

- Indicative yield: 51 dwellings
- Larger manor homes and larger lots along Hospital Road and western edge of the site to preserve the current built form character along these boundaries
- Rear-loaded terraces and some studios at the centre of the site, with semi-detached homes framing the balance of a new U-shaped street
- Keeping the height and density of buildings lower provides less open space

### Open space, landscaping and amenity

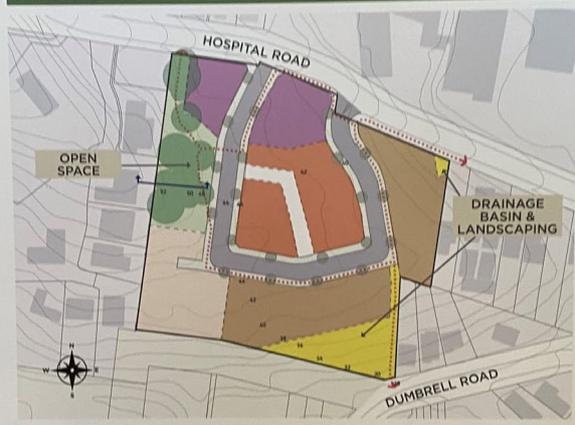
- Option A includes the least amount of open space
- Approximate open space area (shaded green on design concept) = 2,500sqm (10% of site), excluding street/road landscaping
- Celebrates the western stand of trees on the hilltop being the focal open space
- Footpaths throughout the neighbourhood and the open space would connect Hospital Road to the new houses and through to Dumbrell Road
- Landscaped drainage basin to the southeast of the site behind some properties, with a pedestrian path running alongside the basin connecting to Dumbrell Road
- Properties will sit high to enjoy views towards Wollongong and the coast

### Street layout and vehicle movements

- A new local street makes a change within the neighbourhood, making use of existing two intersections with Hospital Road
- Distributing traffic across two intersections reduces the impacts on drivers using Hospital Road
- The new local street would have footpaths, on-street parking, and allow two-way movement of cars
- A new shared laneway would connect through the middle of the U-shape street, providing access to garages at the back of some properties and through-access for pedestrians and cyclists
- The laneway would be too narrow for on-street parking and would allow for waste collection
- The site would generate less than one car per minute during peak periods
- Opportunity to connect to Dumbrell Road via pedestrian path only



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### Legend

- Manor homes**  
This type of housing may look like a single large home, however includes multiple dwellings.
- Freestanding homes**  
This is a common housing type, generally for a single household, where the dwelling is in the centre of the lot.
- Semi-detached lots**  
This type of housing generally appears as a duplex - two dwellings that share a common wall.
- Rear-loaded terraces and laneway studios**  
This type of housing generally shares both its walls with other homes. Parking entry is intended to be at the rear of the home via the back laneway, with opportunity for independent studio dwellings above the terrace car space.
- Open space**  
Open space could include play equipment, pathways and picnicking facilities. Designs will be progressed during concept planning and will require approval from Council.
- Drainage basin and landscaping**  
Drainage basins will be installed at the lowest points of the site, with landscaping opportunities to improve their appearance.
- Tree to be retained or planted**
- Cross section of elevation and landscaping opportunities**
- Through-site connection**

#### What do you like about this concept?

- Internal roads - one way
- Like the open space design

#### What needs to be further considered to refine this concept?

- I like this option, however more green space fronting Hospital Rd
- Increase green pathways (concrete) for ground dwelling + flying animals
- Prefer this option
- Shared zone on Hospital Rd?
- Consider traffic? one way internal reduced speed on Hospital Rd.
- Maintain the trees on the hospital road area.

## What do you like about this concept?

- Internal roads - one way
- Like the open space design

## What needs to be further considered to refine this concept?

- I like this option, however more green space fronting Hospital Rd
- Increase green pathways (concrete) for ground dwelling + flying animals
- Prefer this option
- Shared zone on Hospital Rd?
- Consider traffic? one way internal reduced speed on Hospital Rd.
- Maintain the trees on the hospital road area.

# Concept B

Draft for consultation

**Design features**

**Dwellings**

- Inclusive sized 62 dwellings.
- Larger manor homes along the northern boundary preserve the current built form character along Hospital Road.
- Lower-rise apartments, rear-loaded terraces and some studios at the centre of the site, with semi-detached homes flanking the balance of a new on-street street.
- Requires an amendment to local planning controls on part of the site to allow for low-rise apartments up to 3 stories (2m).
- Increasing the height of some buildings allows a reduction to the footprint of buildings to greatly increase the amount of open space.

**Open space, landscaping and amenity**

- Connects to the site's eastern and west open space areas.
- Approximate open space area (shaded green on design concept) - 2,300sqm (12% of site), including street-level landscaping.
- A pocket fitness park celebrates the established western stand of trees, with a second open space in the northeast corner of the site at the location of the former rose garden.
- Footpaths throughout the neighbourhood and the open space would connect Hospital Road to the new houses and through to Dumbrell Road.
- Landscaped drainage basin to the southeast of the site behind some properties, with a pedestrian path running alongside the basin connecting to Dumbrell Road.
- Properties will all be high to enjoy views towards Wollongong and the coast.

**Street layout and vehicle movements**

- A new local street makes a U-shape within the neighbourhood, making use of existing two intersections with Hospital Road.
- Distributing traffic across two intersections reduces the impacts on drivers using Hospital Road.
- The new local street would have footpaths, on-street parking, and allow two-way movement of cars.
- A new shared laneway would connect through the middle of the U-shaped street, providing access to garages at the back of some properties and through-access for pedestrians and cyclists.
- The laneway would be too narrow for on-street parking and would allow for waste collection.
- The site would generate less than one car per minute during peak periods.
- Opportunity to connect to Dumbrell Road via pedestrian path only.

**Legend**

- Manor homes** - This type of housing may look like a single large home, however includes multiple dwellings.
- Freestanding homes** - This is a common housing type, generally for a single household, where the dwelling is in the centre of the lot.
- Semi-detached lots** - This type of housing appears as a duplex - two dwellings that share a common wall.
- Rear-loaded terraces and laneway studios** - This type of housing generally shares both its walls with other homes. Parking entry is intended to be at the rear of the home via the back laneway, with opportunity for independent studio dwellings above the terrace car space.
- Low-rise apartments** - This type of apartment building is intended to be of moderate height and will allow for multiple households on a smaller footprint.
- Open space** - Open space could include play equipment, pathways and picnic facilities. Designs will be progressed during concept planning and will require approval from Council.
- Drainage basin and landscaping** - Drainage basins will be installed at the lowest points of the site, with landscaping embellishments to improve their appearance.
- Tree to be retained or planted**
- Cross section of elevation and landscaping opportunities**
- Through-site connection**

**What do you like about this concept?**

- the retaining of trees on Hospital Rd.
- the open spaces retained are great. A must for wildlife
- Drainage must be accounted for.

**What needs to be further considered to refine this concept?**

- Is there room in front of the hospital to have a pull out area for cars leaving? coming
- INTERNAL ROADWAY ONE WAY
- Maximise the Number of off-street parking spots
- will be interested in talking about fence height.

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- Maximise the Number of off-street parking spots
- will be interested in talking about fence height.

# Concept C

## Design features

### Dwellings

- Indicative yield: 70 dwellings
- Larger manor homes along the northern boundary to preserve the current built form character along Hospital Road
- Low-rise apartments at the centre of the site optimising the coastal views, with larger lots along the western boundary and semi-detached homes to the east
- Requires an amendment to local planning controls on part of the site to allow for low-rise apartments up to 3 storeys (12m).
- Increasing the height of multiple buildings allows a significant reduction to the footprint of buildings to increase the amount of open space

### Open space, landscaping and amenity

- Option C includes the most amount of open space
- Approximate open space area (shaded green on design concept) = 5,000sqm (20% of site), excluding streetscape landscaping
- Celebrates the western stand of trees on the hilltop being the focal open space
- Footpaths throughout the neighbourhood and the open space would connect Hospital Road to the new houses and through to Dumbrell Road
- Landscaped drainage basin to the southeast of the site between the new cul-de-sac and Dumbrell Road
- Properties will sit high to enjoy views towards Wollongong and the coast.

### Street layout and vehicle movements

- A new local street forms an L-shape with a cul-de-sac to the south, making use of the existing primary site entry
- The new local street would have footpaths, on-street parking, and allow two-way movement of cars
- A new shared laneway would connect Hospital Road with the new local street, providing a secondary access point to the site. The new laneway would provide access to garages at the back of some properties and through-access for pedestrians and cyclists
- The laneway would be too narrow for on-street parking and would allow for waste collection
- The site would generate less than one car per minute during peak periods
- Includes additional access point to Dumbrell Road for Council maintenance and during emergencies, as well as day to day use for pedestrians and cyclists.



Close section (marked on design concept with blue arrow) of elevation and landscaping opportunities

Draft for consultation



## Legend

- Manor homes**  
This type of housing may look like a single large home, however includes multiple dwellings.
- Preexisting homes**  
This is a common housing type, generally for a single household, where the dwelling is in the centre of the lot.
- Semi-detached lots**  
This type of housing appears as a duplex - two dwellings that share a common wall.
- Low-rise apartments**  
This type of apartment building is intended to be of moderate height and will allow for multiple households on a smaller footprint.
- Open space**  
Open space could include play equipment, pathways and picnicking facilities. Designs will be progressed during concept planning and will require approval from Council.
- Drainage basin and landscaping**  
Drainage basins will be installed at the lowest points of the site, with landscaping embellishments to improve their appearance.
- Tree to be retained or elevated**
- Cross section of plantation and landscaping opportunities**
- Through-site connection**

## What do you like about this concept?

- I'm glad the higher density is away from the beach front
- We are happy with the open spaces left retention of vegetation + habitat for bird/wildlife
- Drainage is very important
- Drainage (yellow) is great esp. with landscaping concepts around biodiversity and dry basins.
- Green areas are good + preferred level (except for loss of Hospital Rd facing part)
- Keep housing levels to 50 and no apartment blocks

## What needs to be further considered to refine this concept?

- Concerned about extra traffic on Hospital Rd & turning right onto Hoop Rd
- Traffic volume Hospital Rd increasing beyond 9am-5pm it probably isn't sufficient within development.
- Parking and traffic is a concern.
- Too many dwellings 3 storey apartment out of sympathy with environment
- I would not be happy to see one or two apartment towers
- 3 storey apartment will it look like a ghetto
- 12 meters height seems excessive!
- 20 Dwelling more traffic on existing Roads!



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