

ITEM 3

POST EXHIBITION - WOLLONGONG DEVELOPMENT CONTROL PLAN 2009: CHAPTER D19 FORMER CORRIMAL COKE WORKS SITE

On 1 November 2021, Council resolved to finalise a Planning Proposal to rezone land at the former Corrimal Coke Works site. On 29 April 2022, the NSW Department of Planning and Environment finalised Wollongong Local Environmental Plan 2009 (Amendment 50) and the site has now been rezoned.

On 1 November 2021, Council also resolved that separate reports be prepared on the public exhibition findings in relation to the draft site-specific Development Control Plan (DCP) Chapter and the draft Letter of Offer to enter into a Planning Agreement.

The purpose of this report is to provide public exhibition feedback on the draft DCP and recommend that Council resolve to adopt a Wollongong DCP 2009 Chapter D19 Former Corrimal Coke Works Site, to guide future development. A separate report will be provided on the draft Planning Agreement.

RECOMMENDATION

The site specific Wollongong Development Control Plan 2009 Chapter D19 Former Corrimal Coke Works Site be adopted and a notice be placed on Council's website.

REPORT AUTHORISATIONS

Report of: Chris Stewart, Manager City Strategy

Authorised by: Linda Davis, Director Planning + Environment - Future City + Neighbourhoods

ATTACHMENTS

- 1 Site Location
- 2 Concept Master Plan
- 3 Table summarising key recommended changes to the exhibited Draft DCP Chapter
- 4 Marked up Recommended Changes to Exhibited Draft Wollongong Development Control Plan 2009 Chapter D19 Former Corrimal Coke Works Site

BACKGROUND

Subject Site

The former Corrimal Coke Works site is located at 27 Railway Street, Corrimal. It consists of four (4) lots and has an area of approximately 18.167 hectares. It is bounded by the main southern railway line on the east, Memorial Drive and residential buildings on the west, Railway Street to the north and Towradgi Creek to the south (Attachment 1). The site is traversed by Towradgi Creek along the southern extent and North Corrimal Creek through the site.

The Corrimal Coke Works operated on the site for over 100 years. The heavy industrial use ceased in 2014 and the site is not currently providing active employment. Currently there are coking ovens, stacks, two constructed dams for coke quenching, and associated administration buildings situated in the northeast, and coal and coke stockpiling areas in the central part of the site. Part of the site is listed in Wollongong Local Environmental Plan (LEP) 2009 as an item of Local Heritage Significance in recognition of its past industrial uses and contribution to the Corrimal community and wider Local Government Area (LGA). Listing of the site on the State Heritage Register (curtilage similar to that of the local heritage listing) was subsequently published on 6 May 2022.

Since the closure of the Coke Works in 2014 the site has been vacant with limited maintenance. Established vegetation is present across parts of the site and a Grey-headed Flying-fox camp is located in the southern part of the site associated with Illawarra Lowlands Grassy Woodland Endangered Ecological Community (EEC).

The site is surrounded by low and medium density residential zoning to the north, north-east and east, with some light industrial uses immediately to the north. Open space adjoins the site to the south. The site is located within a Low, Medium and High Flood Risk precinct, and includes a Planning Certificate notation that the site may be contaminated due to past industrial land uses.

Council Resolutions to Date

On 3 April 2018, Council resolved to commence the preparation of a draft Planning Proposal for 27 Railway Street, Corrimal, the former Corrimal Coke Works site. The draft Planning Proposal request sought to rezone the site from IN3 Heavy Industrial and RE2 Private Recreation to R3 Medium Density Residential and RE1 Public Recreation to facilitate medium density residential development. Council also resolved at that meeting that a site specific DCP Chapter be prepared prior to public exhibition, and to publicly exhibit the proposal for 60 days.

On 29 June 2020, Council resolved to progress a heritage amendment to Wollongong LEP 2009 as a separate process to the rezoning Planning Proposal. The heritage amendment (Amendment 46) was notified on 11 September 2020, listing part of the site as a Local Heritage Item in Wollongong LEP 2009.

The additional studies required from the Gateway Determination were completed, and a revised draft Planning Proposal and updated draft Master Plan submitted, supported by draft Development Control Plan provisions and a Letter of Offer to enter into a Planning Agreement. On 26 October 2020 Council resolved to defer the draft Planning Proposal, draft Master Plan and draft Development Control Plan Chapter for six months to enable the plans to be revised to reflect a reduced development density. Council resolved that the following amendments be made to the draft Planning Proposal -

- Maximum number of 550 dwellings, contained in a variety of housing types.
- Maximum building height of 4 storeys (or 15 metres).
- The Schedule 1 Additional Use provision be amended to permit development at ground floor for business premises and neighbourhood shops with a maximum gross floor area of 150m²; food and drink premises with a maximum gross floor area of 250m²; and neighbourhood supermarket with a maximum gross floor area of 500m²; the combined total gross floor area (GFA) for these uses cannot exceed 2000m².
- 6.5% of the proposed dwellings be made available for Affordable Rental Housing, through a Planning Agreement, to be managed by a Community Housing Provider.

On 19 April 2021, Council resolved to place a revised draft Planning Proposal, draft site specific DCP Chapter, draft Letter of Offer to enter into a Planning Agreement, and supporting technical studies on public exhibition for community feedback. The suite of documents was exhibited between 25 June and 31 August 2021. As a result of the exhibition 557 submissions were received.

On 1 November 2021, following consideration of submissions, Council resolved to finalise the Planning Proposal. On 29 April 2022, the NSW Department of Planning and Environment finalised Wollongong LEP 2009 (Amendment 50). The site has now been rezoned to R3 Medium Density Residential and RE1 Public Recreation, with a range of height controls (maximum of 15 metres - 4 storeys), a range of floor space ratio controls (maximum of 1.5:1), inclusion on the Urban Release Area Map, inclusion as a Key Site and limitations on retail development.

On 1 November 2021, Council also resolved that separate reports be prepared on the public exhibition findings in relation to the draft site specific DCP Chapter and the draft Letter of Offer to enter into a Planning Agreement. Council resolved in relation to the draft DCP and the draft Letter of Offer to enter into a Planning Agreement that -

- 5 *The draft Development Control Plan Chapter be updated to reflect the final draft Planning Proposal, the advice of the State Heritage Listing Committee (21/10/21) that the chapter be strengthened in terms of Aboriginal Cultural Heritage Values and industrial heritage, and the management of the Grey-headed Flying Fox camp. The revised chapter be subject to a further report to Council.*
- 6 *The draft Letter of Offer form the basis of a draft Planning Agreement and continue to be negotiated with Legacy Property and be subject to a future report to Council.*

This report relates to the finalisation of the DCP chapter. A separate report will be provided on the draft Planning Agreement.

State Heritage Listing

On 8 October 2021, Heritage NSW advised that the Heritage Council Listing Committee had issued a Notice of Intention to progress the State Heritage Listing of the entire Coke Works site. The Notice was placed on exhibition until 11 November 2021. The State Heritage listing process under the Heritage Act 1977 is separate to the draft Planning Proposal process under the Environmental Planning and Assessment Act 1979. On 21 October 2021, the State Heritage Register Committee advised its in-principle support for the Planning Proposal to rezone the site and for the Master Plan.

On 3 March 2022, the Heritage Council State Heritage Register Committee resolved (in part) that -

- 1 *In accordance with section 33(1)(d) of the Heritage Act 1977 considered submissions received during the period of public exhibition and resolved to advise the Minister that the item known as Corrimal Coke Works Site at 27 Railway Street, Corrimal is of state heritage significance, as shown in the plan at Tab 3.8G of the report.*
- 2 *Recommends to the Minister, in accordance with sections 32(1) and (2) of the Heritage Act 1977, that the Minister direct the listing of the item, Corrimal Coke Works Site at 27 Railway Street, Corrimal, on the State Heritage Register, with the curtilage at Tab 3.8A part 1 of the report and in accordance with section 33(1)(e) of the Heritage Act 1977, to give notice of its decision to persons notified under section 33(1)(a).*
- 3 *In accordance with section 57(2) of the Heritage Act 1977 (the Act), recommends that the Minister grant the site-specific exemptions for the item known as Corrimal Coke Works Site at 27 Railway Street, Corrimal at Tab 3.8E of the report from section 57(1) of the Act, in addition to the Heritage Council Standard Exemptions.*

On 6 May 2022, listing on the State Heritage Register was published. Site-specific exemptions enable the demolition of the majority of the structures on site and the development of the site in accordance with the Planning Proposal / LEP amendment, Master Plan, Development Control Plan and any future development consent. The exhibited State Heritage listing boundary proposed that the whole site be listed. The final boundary has been reduced to be similar to the local heritage listing boundary included in the Wollongong LEP 2009.

The Master Plan

A site Master Plan was developed and refined over time to address site opportunities and constraints, as well as issues raised by the community. The key development principles for the site and key aspects of the 2021 Master Plan, exhibited in 2021, are summarised below -

- Regional and Council strategies have identified Corrimal as a major urban hub in the northern suburbs, capable of infill development given its location and supporting infrastructure.
- Site specific and strategic merit/well positioned for residential development – proximity to public transport, town centre, jobs, schools, recreational facilities and related infrastructure.

- Medium density housing typologies are under-represented in the Illawarra – R3 zoning provides opportunity for a mix of medium density residential products in response to market demand, which may include apartments, terraces/semi-detached dwellings, seniors living/aged care and affordable housing. The current Master Plan shows 15 apartment buildings and 55 town house/terrace typologies. Council Resolution (26 October 2020) to cap the number of dwellings at 550 contained in a variety of housing types.
- Provision for 35 affordable rental dwelling units, provided and managed by a registered Community Housing Provider – Council resolved that the 35 affordable rental dwellings are to be part of the 550 dwelling yield.
- A station heritage plaza adjacent Corrimal Railway Station – commuter and resident convenience focus (small scale retail) and opportunity to celebrate the heritage of the site with the intention to retain some key heritage elements and others repurposed/interpreted.
- Ownership and ongoing responsibility for the maintenance of heritage structures (including funding) to be tied to tenancy of the retail precinct.
- Neighbourhood scale shops, cafes and restaurants to contribute to the activation of the Corrimal Railway Station and new heritage plaza to provide convenience retail for residents. It also raises the possibility of flexible commercial spaces to support tele-working and local business start-ups, a shared community space and child-care centre. Up to a maximum total GFA of 2,000m², comprising one neighbourhood supermarket of no more than 500m² in size, and other retail/nonretail outlets of no more than 150 - 250m² in size, located within 100-150 metres of Corrimal Railway Station.
- Opportunity to improve the streetscape, services and experience of commuters, encouraging active transport and public transit usage, including a street network that facilitates bus, bicycle and pedestrian access to Corrimal Railway Station.
- Traffic modelling identifies the need for intersection improvements/upgrade at Memorial Drive and Railway Street, to be designed to comply with TfNSW specifications. A roundabout at Railway and Harbinger Streets has been proposed as the safest access/egress point for the site. It has been suggested that the installation of traffic lights may provide for safer pedestrian movements. Council's Traffic Engineers have advised that the old road design manual previously promoted the use of signals for pedestrian safety. However, signals are now known to 'not provide the safest outcome' in local streets. The current "Safe System Approach to Road Design for Local Government" (2016) supports roundabouts as providing for safer pedestrian movements. The incorporation of solid splitter islands in the roundabout design, will provide 2 metre refuges to accommodate pedestrians and cyclists as they cross Railway Street, in what would be an appropriately slow-speed urban environment which self regulates traffic. Pedestrian safety will be considered in the assessment of the final design of the roundabout.
- Vehicular access boulevard entry at Railway Street with views to the retained heritage C1 Brick Chimney Stack.
- Approximately 52% of the site proposed as open space to provide a range of recreational settings, including the riparian corridor, a central neighbourhood park, southern recreation park and a heritage plaza.
- A realigned creek corridor to the western part of the site will be designed to provide a flood free area for development and improve flood, stormwater and drainage on site and at Railway Street/Cross Street. The riparian corridor design demonstrates stability of structure during storm events, will not negatively impact Memorial Drive and will be revegetated to provide an improved environmental outcome to the current highly modified creek on site.
- A bicycle/walking shared path is proposed linking Railway Street through the site to the Council owned open space south of the site.

- A pedestrian and cycle route upgrade along Railway Street and an internal cycling/pedestrian network as part of the street hierarchy, to provide enhanced linkage opportunities between Corrimal Railway Station and the town centre and community facilities, assisting with Council's vision for cycling to be a preferred transport option by 2030.
- Protection of identified threatened species communities in the south of the site.
- A 100-metre buffer between the core mapped habitat of the endangered Grey-headed Flying-fox (GHFF) camp and proposed residential development.
- Street alignment, urban design and distribution of proposed building heights to ensure key views are created/retained to the heritage C1 Brick Chimney Stack and escarpment. Central view/boulevard to proposed parks.
- Varying height limits and FSRs across the site, with indicative building envelopes supported by a view analysis/modelling. Council Resolution (26 October 2020) to limit height to a maximum 15 metres (4 storeys).

Draft Development Control Plan Controls

A site specific DCP Chapter was developed to guide the implementation of the Master Plan, identify site opportunities and constraints, and to provide guidance and a tool in the assessment of future Development Applications. Community, State agency, Council officer and other stakeholder feedback was taken into consideration in the drafting of the DCP Chapter for public exhibition, along with the findings of the range of technical studies undertaken.

The site-specific draft DCP is intended to supplement the land use planning controls contained in Wollongong DCP 2009, to achieve the vision for this unique site while ensuring site specific aspects are respected/protected such as (but not limited to) heritage values of the site, environmental qualities and key view corridors. The general chapters of the DCP still apply, such as subdivision, heritage, parking, flood management, stormwater management, riparian corridors. The site specific chapter contains site-specific provisions that override some of the generic development controls.

State Environmental Planning Policy (SEPP) Housing and the NSW Apartment Design Guide (ADG) are the key design controls for residential apartment buildings, and the SEPP Exempt and Complying Development - Low Rise Housing Diversity Code may be applicable for any dual occupancy or multi dwelling houses (terraces, townhouses and villas) proposed for the site. Additionally, Wollongong DCP 2009 Chapter B2 - Residential Subdivision includes best practice road cross sections that represent new development expectations across the Wollongong LGA.

The draft site-specific DCP includes the following provisions -

- Key objectives for development of the site to achieve the Master Plan vision.
- Desired future character statements, identifying 5 distinct character precincts.
- Mapping of key view corridors and provision of controls to ensure development maintains and establishes key views, incorporating key district views, the escarpment, heritage elements and public domain spaces.
- Building setback controls.
- Architectural diversity and building design controls.
- Non-residential development controls, including mapped location of types of non-residential uses proposed and indicative active frontages and loading zones.
- Movement network, street design and road width controls.
- Site specific parking rates recognising the site's location adjacent to Corrimal Railway Station (WDCP 2009 Chapter E3 Schedule 1) and in close proximity to the Corrimal Town Centre, including proposed time limited on street parking to discourage all day commuter parking on site.

- Key heritage objectives and controls specific to the site, to ensure that future development creates opportunities for conservation, retention, sympathetic adaptive re-use and interpretation.
- Overall public domain objectives and controls, and specific controls for the 4 public domain areas: the Heritage Plaza; Village Park; Southern Recreation Park; and Riparian Corridor.
- Grey-headed Flying-fox protection and management controls.
- Flood management and riparian corridor geomorphology / stability objectives and controls.

PROPOSAL

The draft site specific DCP Chapter was exhibited as part of a suite of documents prepared in support of the draft Planning Proposal to rezone the site for residential use.

As a result of the public exhibition there are a number of recommendations to -

- Refine the exhibited draft DCP, to reduce repetition and improve clarity.
- Include additional objectives and controls to respond to consultation feedback.
- Make amendments to exhibited objectives and controls to reflect consultation feedback.

CONSULTATION AND COMMUNICATION

The draft Planning Proposal, Draft DCP Chapter D19 Former Corrimal Coke Works Site, draft Letter of Offer and accompanying documentation (including all technical studies) were exhibited between 25 June and 31 August 2021, an exhibition period of 68 days.

Council widely advertised the public exhibition, through a mail out to surrounding residents and key stakeholders, targeted correspondence and follow up telephone calls, advertising in the local newspaper, media releases through social media platforms, Council's Community e-newsletter and on Council's website. Three on-line Community Information Sessions were held.

Table 1: Public Exhibition Notification/Engagement

Advertising	Public notice placed in Illawarra Mercury 26 June 2021
Letter to residents	At the beginning of the public exhibition period, letters were sent to more 1280 residents in the Corrimal area in proximity to the Corrimal Coke Works site, and to over 70 people who have commented previously on earlier versions of the draft Planning Proposal.
Letter to other stakeholders	<p>Letters were sent to all active Neighbourhood Forums and other key stakeholder groups and peak bodies.</p> <p>A total of 19 Aboriginal Groups were sent a letter asking about the best way to talk to them about the proposal, and were followed up by telephone. This was a targeted engagement strategy in line with Council's adopted Aboriginal Engagement Framework.</p> <p>The Gateway Determination stipulated a number of State agencies to be consulted during public exhibition of the draft Planning Proposal. The Council Resolution 19 April 2021 also included a list of agencies to consult during the exhibition.</p>
Media Releases and Social Media	<p>Media Release 2 July 2021 advising public exhibition</p> <p>Media release and social media 21 July 2021 advising need to change information sessions to online format due to Covid restrictions</p> <p>Media release and social media (August 2021) to remind the community that the exhibition closes at the end of August, to contact Council if they still have questions, and how to make a submission</p>

Council's Community e Newsletter	Exhibition information included in Council's July/August Community e newsletter
Council's Website	<p>An interactive exhibition page on Council's website dedicated to the Corrimal Coke Works exhibition was developed, containing the draft Planning Proposal, draft site-specific Development Control Plan Chapter, and draft Planning Agreement Letter of Offer, as well as all technical studies submitted in support of the application.</p> <p>A Question and Answer (Q&A) section was incorporated, where the community could ask questions, which Council officers monitored and posted answers for the community to view.</p> <p>An interactive map was included on the exhibition page where the community could view the site in the context of surrounding development, landforms and infrastructure. Visitors to the site could use the interactive map to drag a "topic" to a specific location and provide a comment. Visitors to the web page were then able to view these comments and add to the conversation, including the option to upload photos and leave comments for others to read.</p> <p>The opportunity to leave a submission was provided on the web page.</p>
Community Information Sessions	Three on-line Community Information Sessions were held on 24 th , 26 th and 27 th July 2021. The format comprised a 15-minute presentation by Council Officers, followed by the opportunity for the community to ask questions with Council technical staff. The sessions were attended by approximately 50 people and appeared well received.

Exhibition outcomes / submissions

As a result of the exhibition, Council's website exhibition page received 1279 visits with 648 opening a hyperlink or reading a document, and 169 making a contribution (submission, comment on the interactive map or asked a question in the Q&A). A total of 557 submissions were received, including feedback from seven (7) Statutory Authorities and nine (9) Community Groups & Peak Organisations. The majority of feedback focused on the draft Planning Proposal to rezone the land.

Feedback on aspects of the draft DCP exhibited was received from the following State agencies and key stakeholder groups.

Table 2: Feedback from State Agencies / Stakeholder Groups relating to the Exhibited DCP

Agency/ Stakeholder Group	DCP Related Issues/Comments	Implications for draft DCP
Transport for NSW (TfNSW)	<p>TfNSW takes the view that a car-oriented development with the proposed DCP maximum parking rates would be inappropriate in this location and would exacerbate existing traffic concerns.</p> <p>This site is well located to maximise the use of public transport, walking and cycling. Development controls and contributions to support this planning proposal, as well as future development applications, must focus on arrangements to minimise private vehicle trips, increase the attractiveness of public and active transport and improve the local</p>	A key recommended change to the draft DCP is a reduction in parking rates on site. The exhibited Site-specific draft DCP included timed street parking controls, to discourage commuter parking on site. The revised DCP now also includes the following control as 5.8.2: "Reduced parking rates for residential development in accordance with WDCP Chapter E3 Schedule 1 for development within 450 metres walking distance

Agency/ Stakeholder Group	DCP Related Issues/Comments	Implications for draft DCP
	<p>road network to ensure a sustainable transport system in the medium to long term.</p> <p>The site will be a designated Urban Release Area under the Wollongong LEP 2009. Future residential subdivision on the site cannot proceed until the developer has reached 'satisfactory arrangements' with the Director General for Planning for the provision of designated State public infrastructure. The proponent is to prepare a masterplan for an integrated transport precinct with supporting strategic designs of key elements –</p> <ul style="list-style-type: none"> • Provide an interface between the site, Corrimal Train Station and Railway Street. • Include a pedestrian bridge over the railway line. • Public road access to the western platform of Corrimal Train Station and surrounds via the Harbinger Street access. • Commuter parking. • Arrangements to support bus operations within the precinct and on Railway Street. • Strong pedestrian and cycling connections within the precinct. • A future vehicular overpass of the railway line (show any land dedications proposed by the proponent). <p>This is to be done in consultation with TfNSW and an agreed contribution to the overall infrastructure upgrades by the proponent determined.</p>	<p>of a rail station may be adopted, subject to a traffic and parking assessment submitted with the development application”.</p> <p>This reflects the TfNSW submission encouraging Council to achieve a more sustainable outcome by promoting an active transport approach for the site and limit the parking rates through the site specific DCP, given the proximity to the railway station and town centre. It also acknowledges the community concern that the future development should not add a large amount of traffic to the already busy Railway Street.</p> <p>A key vision for the site is the provision of shared and bicycle paths to increase the attractiveness of walking and cycling to key locations including the railway station, bus stops, the Corrimal Town Centre, schools and recreation areas. It should be noted that this proposed DCP control is only one component of a comprehensive strategy recommended by TfNSW as the most appropriate approach to the future development of this site. An integrated transport precinct masterplan, and appropriate upgrades /contributions to be delivered as part of the new development through a legally binding planning agreement (between the proponent and TfNSW) will aim to reduce the number of vehicles generated from the new development as well as encourage existing residents to use active transport options.</p>

Agency/ Stakeholder Group	DCP Related Issues/Comments	Implications for draft DCP
Heritage NSW (9/9/21)	<p>Height of 15m, supported by the protected view corridors in the master plan and development control plan, will retain the prominence of the landmark “brick stack”. Any future development application should give consideration to the retention and conservation of significant fabric, including subsurface structures -</p> <ul style="list-style-type: none"> • Proposed parks provide opportunities for heritage interpretation. • Interpretation of the Aboriginal cultural values of this specific site and its place as part of the surrounding landscape of Corrimal is supported and encouraged in conjunction with local Aboriginal stakeholders and the Illawarra LALC. <p>The DCP is commended. Possible additions to the objectives include –</p> <ul style="list-style-type: none"> • Conserve and protect the identified industrial and Aboriginal Cultural heritage values of the site. • Interpret First Nations occupation and use of the site. • Interpret heritage values and history of the site as a coke production enterprise for over 100 years. 	<p>Objectives and controls strengthened to include acknowledgement of Aboriginal and industrial heritage values, and encourage conservation.</p>
Sydney Water	<p>Sydney Water in their submission encourages the developer to consider on-site recycling and reuse (including stormwater harvesting) as part of water cycle management/wastewater services in their development site.</p>	<p>The development is required to reach satisfactory arrangements with State Agencies such as Sydney Water over servicing arrangements.</p>
Environment Protection Authority (EPA)	<p>Opportunities should be explored to work with Sydney Water: water quality and ecological function measures are a key direction in their current planning for water management in the Illawarra -</p> <ul style="list-style-type: none"> • WSUD should be an important design element of the development given climate change and urban heat. Examples are green roofs/wall and open/green space, and street tree pits to improve management of water and quality improvements to stormwater. • Integrated water cycle management (WCM) solutions recommended, where 	<p>The DCP encourages the inclusion of sustainability measures.</p> <p>DCP chapter E15 encourages the incorporation of Water Sensitive Urban Design (WSUD) into developments.</p>

Agency/ Stakeholder Group	DCP Related Issues/Comments	Implications for draft DCP
	<p>sustainable water supply, wastewater and stormwater management and reuse and recycling initiatives are encouraged to provide the best environmental outcome.</p> <ul style="list-style-type: none"> Encourage design excellence to deliver high levels of sustainability e.g., setting targets using sustainability rating tools. 	<p>Agree. DCP chapters E13 and E14 encourage an integrated approach.</p> <p>The site is identified as a key site, which will require DAs to demonstrate good urban design and be reviewed by Council's Urban Design Review Panel.</p>
<p>Neighbourhood Forum 4</p>	<p>Support limiting retail options to recognise primacy of the Corrimal Town Centre and support centres in East Corrimal and Bellambi. Consistent with Corrimal Town Centre Strategy.</p>	<p>Clarified in "Aims and Objectives" that the provision of a neighbourhood scale retail precinct is to be "at a scale that recognises the Retail Hierarchy". Note: LEP Schedule 1 amendment also limits size of shops.</p>
<p>Council's Heritage Reference Group</p>	<p>Ensure that the Aboriginal Cultural heritage impacts of the proposed development are genuinely considered, with careful consideration to the submissions and input provided by the Local Aboriginal Community.</p> <p>Consider opportunities to provide for a creative employment hub on the site and/or in the broader Northern suburbs, to ensure the availability of suitable land for industry in the future.</p>	<p>Objectives and controls strengthened to include acknowledgement of Aboriginal and industrial heritage values, and encourage conservation.</p> <p>Aims and Objectives expanded to incorporate opportunities for small business operations including tele working and start ups.</p>
<p>Corrimal Community Action Group (CCAG)</p>	<p>Long term viability of EEC in south threatened, to facilitate new creek line and shared pathway.</p> <p>Object to creation of off leash dog park within the 100m GHFF buffer.</p> <p>Development should not proceed unless guarantee of onsite water recycling and reuse, including adequate storm water harvesting. CCAG questions the veracity of this development gaining 5-star Green star rating and if they do whether by 2028 5 stars will be enough. The development should be planning for a solar powered system with batteries and an internal mini grid – could sell excess power to the community.</p>	<p>Vegetated Management Plan (VMP) controls included in exhibited DCP.</p> <p>Reference to off leash dog park removed – a decision for Council based on a wider review of off leash areas across the LGA.</p> <p>DCP chapters E13 and E14 encourage an integrated water management approach.</p> <p>Council cannot mandate a development to have standards higher than BASIXs. The applicant has indicated a voluntary commitment to achieving a 5-star Green star community", through the Green Building Council</p>

Agency/ Stakeholder Group	DCP Related Issues/Comments	Implications for draft DCP
	<p>The development should provide EV charging facilities in all garages and outdoor off street parking spaces. An integrated renewable energy system to be provided.</p> <p>A community arts precinct incorporated into the heritage plaza to contribute to the resilience of the community and provide a highly valued community meeting space.</p>	<p>Australia, which is supported.</p> <p>Requirements for EV charging facilities to be incorporated into major new developments will be considered through future reviews of relevant DCP chapters.</p> <p>The plaza precinct is proposed to be a community meeting place. The DCP and master plan guide the built form and design. The occupation of building spaces will be determined by the owner / manager of the space.</p>
<p>The National Trust of Australia (NSW) Illawarra Shoalhaven Regional Branch</p>	<p>Acknowledge Gateway determination to approve rezoning and hence the Trust would support opportunities for a creative, viable employment hub to be developed on site at the heritage plaza within proximity to public transport.</p> <p>The mature perimeter plantings are considered an integral part of the site's heritage – retention of existing tree lined character along the site's boundaries essential.</p> <p>Acknowledged the site is of importance to the local Aboriginal communities, and encourages Council to carefully consider the Aboriginal cultural heritage impacts of the proposed development.</p> <p>Realignment of North Corrimal Creek needs to ensure long term stability and functioning, along with up and down stream catchments (climate change - extreme flooding and more frequent storm events). Recommend consultation with local Aboriginal communities in finalisation of realignment plans. Support VMP for entire riparian corridor, efforts to improve ecological aspects of the corridor, retention of EEC and GHFF camp. Suggest integrated Interpretative Plan across entire site including Aboriginal heritage, industrial heritage and ecological/natural heritage.</p> <p>Support GHFF buffer zone 100metres.</p>	<p>Aims and Objectives expanded to incorporate opportunities for small business operations including tele working and start ups.</p> <p>Controls included in exhibited DCP to retain trees along Railway Street.</p> <p>Provisions for consideration of cultural heritage included in DCP. Aboriginal significance of the site was also considered by the State Heritage Committee.</p> <p>Controls strengthened in relation to riparian corridor geomorphological stability and climate change response.</p> <p>Support for buffer noted.</p>

Council’s Design Review Panel attended a site visit on 16 July 2019 and provided independent feedback on an early version of a draft Master Plan and the draft DCP submitted post Gateway Determination in May 2019. This feedback was incorporated into subsequent updates to the Master Plan and supporting DCP provisions.

Issues raised by the Aboriginal Community

A total of 10 submissions were received from representatives of Aboriginal groups and the Aboriginal community, following a targeted engagement strategy in line with Council’s adopted Aboriginal Engagement Framework. This total included a written submission from the Illawarra Local Aboriginal Land Council about the potential impact of the proposed development on Aboriginal Cultural Heritage.

Significant concerns were raised in relation to the Aboriginal Cultural Significance of the site with several noting particular attachment to the creeks associated with the development site, including Towradgi (Karadgi) Creek and its tributary (North Corrimal Creek). The site was identified by some as an important cultural ceremonial site, with direct attachments to key physical site features including re-established bush medicines found on site. The location of the site in relation to Towradgi Creek and Towradgi Lagoon, to the Illawarra Escarpment, Bellambi Point and Lagoon was identified as being integral to the site’s cultural significance.

The Aboriginal Cultural Significance of the broader site was a matter of consideration for the State Heritage Committee when recommending the State Heritage Listing, including its curtilage. While the State Heritage Listing does not include those parts of the site identified above as having particular Aboriginal Heritage Significance, specific objectives and controls have been added to the exhibited DCP to reflect this feedback.

Issues Raised by the Community Relating to the DCP

Feedback on aspects of the draft DCP exhibited was received from the community as follows:

Table 3: Feedback from the Community relating to the Exhibited DCP

DCP Related Issues/Comments	Implications for draft DCP
<p>A desire for a more sustainable development was expressed (30 submissions) – one that does not add strain to existing infrastructure but one that responds to climate change and pursues innovation, use of renewables, sustainable building design and water re-use. An opportunity to not only meet but exceed standards in sustainable building and living</p>	<p>DCP updated to include “Development of the site will ensure a commitment to achieving sustainable processes and outcomes”. The applicant has indicated a voluntary commitment to achieving a 5-star Green star community”, through the Green Building Council Australia. To achieve certification, assessment will be undertaken at several stages with detail on specifics of buildings, construction etc to come at future Development Application (DA) stages.</p>
<p>Concern the development will have narrow streets (9 submissions)</p>	<p>Chapter B2 - Residential Subdivision of Council’s DCP has recently been updated to include best practice road cross sections that represent new development expectations.</p>
<p>GHFF impacts/ Dog park inappropriate (50 submissions)</p>	<p>The Planning Proposal incorporated a minimum 100 metre buffer between the core camp and future residential development to protect the GHFF and avoid impacts to future residents. The resultant zoning boundaries reflect this buffer distance. The DCP has been revised to also reference this buffer distance.</p>

DCP Related Issues/Comments	Implications for draft DCP
	<p>The DCP contains a requirement for the preparation of a Camp Management Plan for the protection of the GHFF to be submitted at future DA stages – this will consider issues such as the proximity of any proposed activities. Reference to the off leash dog park in the DCP has been removed – this is a Council decision to be made in the context of a wider review of off leash areas across the LGA. The DCP also includes a control to include a “belly-dip” area for flying foxes in the realigned corridor.</p>
<p>A suggestion for the inclusion of more community spaces within the development was made (18 submissions), such as a performance or art spaces, or sporting facilities.</p>	<p>Aims and Objectives expanded to incorporate opportunities for community meeting spaces and small business operations including tele working and start ups.</p>

Other minor updates to the draft DCP Chapter are recommended for clarification and to ensure a more streamlined document by removing repetition– see Attachments 3 and 4 (Summary Table and marked up copy of exhibited DCP Chapter). If endorsed the tracked changes from the DCP will be removed prior to finalisation.

The Council teams consulted included Environmental Planning, Development Assessment and Certification, Land Use Planning, Open Space & Environmental Services, Landscape, and Traffic and Design Technical Services. Advice was also sought from Council’s Legal Team to check for clarity, legibility and legal correctness of the proposed DCP Chapter amendments. Council Officers have provided feedback in relation to -

- Setbacks, articulation zones, landscaping and deep soil zones to achieve the desired future character in some of the precincts, and to ensure privacy, amenity and solar access.
- Architectural diversity and building design to ensure materiality responds to the desired future character statement of the precincts and setting of the development, and is sympathetic to heritage items and visually recessive to significant structures.
- Objectives and controls in relation to the proposed realignment of the North Corrimal Creek.
- Objectives and controls to protect heritage values on site and encourage conservation, interpretation and adaptive re-use.
- Access, parking and internal road design/active transport networks.

PLANNING AND POLICY IMPACT

This report contributes to the delivery of Wollongong 2028 Objective *“The Sustainability of our urban environment is improved”* under the Community Goal *“We value and protect our environment”*. It specifically delivers on the following -

Community Strategic Plan Strategy	Delivery Program 2018-2022 4 Year Action	Operational Plan 2021-22 Operational Plan Actions
Manage land uses to strengthen urban areas	1.3.1 Impacts from development on the environment are assessed, monitored and mitigated	Action 1: Assess new developments and planning proposals for environmental impacts.
Manage visual and urban amenity resulting from urban development.	1.3.2.2 Mitigate the impact of development on the natural environment and visual amenity of our open spaces and urban areas	Action 1: Review and implement planning controls to mitigate the impact of development on the natural environment and visual amenity of our spaces and urban areas.

CONCLUSION

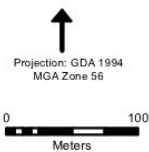
A draft Site-specific DCP was exhibited as part of a suite of documents in support of a draft Planning Proposal to rezone the former Corrimal Coke Works site to facilitate residential development. The purpose of the Site-specific DCP Chapter is to guide future development and provide a tool for the assessment of future Development Applications.

Minor amendments to the exhibited draft DCP Chapter are recommended as a result of the public exhibition. This report recommends that Council resolve to adopt a Wollongong Development Control Plan 2009 Chapter D19 Former Corrimal Coke Works site, to guide future development.



Former Corrimal Coke Works Site Location

Subject_Site



Scale 1:3000 @ A4



Map identification number:
Corrimal Cokeworks Aaphoto.mxd

Former Corrimal Coke Works Site Master Plan



Draft Chapter D19: Former Corrimal Coke Works Site

Post Exhibition Recommendations March 2022

<p>2. Aims and Objectives</p>	<p>Minor changes to proposed objectives/new objectives -</p> <p>b. Supplement the planning controls of the WDCP 2009 to create a diverse, liveable and sustainable residential precinct that provides high quality housing and demonstrates high levels of amenity for future residents and the wider community.</p> <p>d. Ensure that future development acknowledges, respects and celebrates the Aboriginal and industrial heritage significance of the site, and provides opportunities for public access to conserved, repurposed and interpreted heritage elements and values.</p> <p>New e. Provide for the conservation of significant heritage fabric relating to the history of the coke making operations on the site, noting the site-specific exemptions attached to the State Heritage Register (SHR) listing.</p> <p>f. (prev e) Retain the existing tree lined character along Railway Street as a green buffer to the development and incorporate new tree plantings to support a future urban tree canopy.</p> <p>h. (prev g) Provide for a neighbourhood scale retail precinct to meet the convenience retail needs of local residents and to activate Corrimal Railway Station and the Heritage Plaza, recognising the adopted Retail Hierarchy.</p> <p>New i. Enable the opportunity for flexible community and business spaces within the Heritage precinct, including the potential for tele working and start ups.</p> <p>k. (prev i) Develop a clear and safe hierarchy of roads, lanes, pedestrian and cycle ways to integrate the site with the wider Corrimal area, Corrimal Town Centre and Corrimal Railway Station, to encourage walking and cycling.</p> <p>Delete prev J</p> <p>l. (prev k) reworded: Realign and rehabilitate North Corrimal Creek to improve flood management, deliver a large PMF free developable area and enhance overall biodiversity</p> <p>m. (prev l) Protect the Grey-headed Flying-fox camp on site through the conservation of Endangered Ecological Communities and native vegetation, and maintenance of a buffer between the core mapped area and any future development.</p> <p>New p. Provide a suitable buffer distance between development within the site and the rail and state road corridors, and landscaping for noise attenuation.</p>
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Draft Chapter D19: Former Corrimal Coke Works Site

4.1 Vision	Deleted (repetition) – incorporated into Aims and Objectives of site specific Chapter and Desired Future Character Statements.
4.2 Key Master Plan Design Principles	<p>Deleted (repetition) – all objectives moved to “Aims and Objectives” section and all controls moved to appropriate locations in the “Controls” section.</p> <p>Built Form: moved to sec 5.3.2 (k)</p> <p>Natural Environment: moved to sec 2 Aims and Objs; 7.6.2 (k)</p> <p>Heritage: moved to sec 2 Aims and Objs; 5.3.2</p> <p>Views and Vistas: covered in 5.1.2</p> <p>Movement Network: moved to 7.7.1</p> <p>“Contribute to Memorial Drive/Railway Street intersection to ensure the new development does not negatively impact traffic movements and capacity” – removed as not a DCP control.</p> <p>Amenity: moved to sec 2 Aims and Objs; 7.2.1</p>
4.3 Existing Character	<p>Paragraphs 2 and 3 additions/alterations/updates eg to reflect heritage listing of part of the site -</p> <p>The site currently contains areas of disused industrial structures, large former stockpiling areas and more natural areas of native and exotic vegetation to the south. The site is not currently accessible to the public.</p> <p>Part of the site is listed as an item of Local Heritage Significance and under consideration for the State Heritage Register (SHR) in recognition of the existing industrial structures clustered in the north-east corner, reflecting the site’s past industrial operations and heritage significance. Since industrial operations ceased, many of the existing buildings and structures have degraded to a poor condition. Site-specific exemptions are attached to the SHR listing.</p>
4.4 Desired Future Character	<p>The former Corrimal Coke Works site will be developed as a contemporary urban village, providing a diversity of medium density housing types within a high quality public domain, that retains the heritage significance of the place, and reveals and reinforces the role of heritage buildings and sites in their context.</p> <p>Additional paragraphs for “Overview” section -</p> <p>The site will conserve significant industrial elements that are adaptively reused and integrated with innovative heritage interpretation in public spaces and through urban design outcomes to allow the community to engage with the history of the site. Aboriginal cultural values of the area will also be acknowledged and celebrated.</p> <p>Development of the site will ensure a commitment to achieving sustainable processes and outcomes.</p> <p>Civic Hub addition: Buildings are to activate the street with uses and design elements at ground level that encourage interaction with pedestrians and create interest for all types of passers-by.</p>

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	<p>The main retail and commercial building is of lower scale to respect the views and prominence of the heritage items.</p> <p>Green Edge: Line 4 reworded: - Buildings will address the riparian corridor and any internal roads or adjacent features (such as the Village Park).</p> <p>Village Precinct: line 1 reworded: The Village Park precinct provides for a mix of the lower scale and finer grain buildings comprising more townhouse and terrace housing than other precincts, while also including some apartment buildings. The lowest scale dwellings are located in the southern portion of the precinct, providing a transition in scale down from the Village Park to the riparian corridor and Southern Recreation Park.</p>
5.1 Views and Vistas	<p>5.1.2 Reference to “Brick Chimney” updated to “C1 Brick Chimney Stack” to be consistent with WLEP</p> <p>Figure 4: incorrect legend – to be updated</p>
5.2 Built Form Setbacks	<p>5.2.1 Obj a Provide design controls that define setbacks and articulation to create an appropriate street interface and maximise contiguous areas of deep soil adjacent to the public domain.</p> <p>5.2.2. WDCP 2009 Chapter B1 6.3.2.3 (RFB front setbacks) only allows for a 900mm breach of the setback for balconies etc Figure 5 to be updated to state: all articulation zones to be 900mm in line with WDCP 2009.</p> <p>Remove Control 3: WDCP Chapter B1 4.19 covers development controls for development near rail and road corridors.</p> <p>New Control 3: Ground floor setbacks, including articulation zones, are not to incorporate basement levels.</p>
5.3 Architectural Diversity and Building Design	<p>5.3.1 New obj Locate taller buildings away from the Heritage Plaza to respect the significance and character of the Heritage precinct.</p> <p>5.3.2 Control 1 addition to reflect Council resolution: A diverse range of housing types, sizes and built form is to be delivered, resulting in a yield of no more than 550 dwellings, and including 35 affordable rental dwellings subject to a Voluntary Planning Agreement (VPA). Housing types are to cater for a diversity of household types and demographic profiles, and include townhouses/terraces and apartments.</p> <p>Table 1: delete. Too prescriptive and not well justified through urban design analysis. Replaced with new control 5.3.2 (see below).</p> <p>5.3.2 Control 2 addition: Built form design should consider the relationship between conserved significant industrial elements and new built form.</p> <p>5.3.2 New control: Materiality should respond to the desired future character statement of the precincts and setting of the development. Materials are to be sympathetic to heritage items and visually recessive to significant structures.</p>

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	<p>5.3.2 Control 4: replace “with maximum building length to comply with the Apartment Design Guide” with “and maximise building separation. The modulation of the components of the buildings and the composition and detailing of their facades will also contribute to their perceived scale. Designs must demonstrate consideration of these elements”.</p>
5.4 Residential Flat Buildings	<p>5.4.1 Control 2 Limit blank walls to 30% of any façade facing a boundary.</p> <p>Control 5 Break up the built form at ground level to create glimpses of communal open space within the development.</p> <p>New Control 6: Ensure opportunities for outlook and maintenance of views through blocks. Setbacks to the side and rear boundaries should be a minimum of 6m up to 4 storeys.</p>
5.5 Multi-dwelling and Attached Housing	<p>5.5.1 New control: It must be demonstrated that the use of zero lot line setbacks will not adversely affect the privacy, amenity or solar access of an adjoining property and the streetscape.</p> <p>Delete Table 2: Codes SEPP and WDCP 2009 Chapter B1 already cover.</p> <p>5.5.1 New control: The maximum length of a zero-lot line on a boundary is as follows: a) for lots less than or equal to 9m wide the maximum length is 15m; b) for lots greater than 9m wide the maximum length is 11m, for a maximum height of 2 storeys.</p> <p>5.5.1 Control 3: replace “9 metres” with “6 metres”.</p>
5.6 Private Open Space and Landscaping	<p>Delete and rely on WDCP 2009 Chapter B1 and Codes SEPP</p>
5.7 Non-residential Development	<p>5.7.2 Control 2: delete</p> <p>5.7.2 Control 4 line 1 reworded: Any neighbourhood supermarket is to be located and designed to maximise the extent of active frontages including entries and transparent windows to public streets and open space.</p> <p>5.7.2 Control 5 reworded: Development within the Heritage Plaza shall integrate with the heritage of the site, through the retention, conservation and interpretation of significant heritage elements, as well as through landscaping.</p> <p>5.7.2 Control 7 reworded: Signage on heritage structures adapted for reuse should be kept to the minimum necessary for business identification and reflect the heritage character of the structures as per the controls in WDCP Chapter C1: Advertising Signage and Structures.</p> <p>5.7.2 Control 8 addition: Alternative loading arrangements may be considered where heritage items are being adaptively re-used.</p> <p>New Control: Shade devices and shade trees are to be included in the landscape plan for the Heritage Plaza.</p> <p>Figure 7 Indicative Uses and Spill Out Zone: key hatching unclear</p>

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	<p>Figure 8 Active Frontages and Loading: pink “active frontage” shading to be extended to the north</p>
<p>5.8 Car parking and vehicular access</p>	<p>5.8.2 Control 1: Basement carparking, including any above ground portion, is not permitted within the ground floor setback or articulation zone. WDCP 2009 Chapter B1 Residential Development provides controls for multi dwelling housing.</p> <p>5.8.2 New Control: Reduced parking rates for residential development in accordance with WDCP 2009 Chapter E3 Schedule 1 for development within 450m walking distance of a rail station may be adopted, subject to a traffic and parking assessment submitted with the development application.</p> <p>Figures 9 and 10: combine</p> <p>5.8.2 Control 11: Any above-ground parking is to be sleeved behind a landscaped podium or retail uses where relevant so it is not visible from the public domain.</p>
<p>6 Heritage</p>	<p>6.1 Obj c reworded: Provide for the conservation, retention, adaptive reuse and interpretation of significant heritage fabric and site features within the development.</p> <p>6.1 Obj d: Acknowledge and interpret the Aboriginal cultural heritage values of the development site, including the cultural values and significance associated with the creeklines and riparian vegetation on and adjacent the site.</p> <p>6.2 Control 1: Conservation, retention, interpretation and removal of existing structures shall consider the Conservation Management Strategy (Urbis 2021) and Heritage Interpretation Strategy (Urbis 2022) submitted in support of the Planning Proposal, while recognising that future development application stages will require the submission of more detailed and updated information.</p> <p>6.2 Control 4: The physical remains of the remnant rail tracks should be reinstated in the ground plane in or as close as possible to their current location and accompanied with appropriate interpretation.</p> <p>New control: Any future development application should be supported by an Aboriginal Cultural Heritage Assessment Report and include Aboriginal community consultation in accordance with the Aboriginal Community Consultation Guidelines.</p> <p>6.2 Control 6 reworded: Management of identified Aboriginal Heritage shall consider the Aboriginal Heritage Assessment (Kelleher Nightingale Consulting 2019) submitted in support of the Planning Proposal, while recognising that future development application stages will require the submission of more detailed and updated information. Further consultation should occur with local Aboriginal stakeholders to inform appropriate outcomes for acknowledging and interpreting the Aboriginal cultural values associated with the site and the surrounding area.</p> <p>Entire Section moved under “Development Controls” – Sec 5.9</p>

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<p>7 Public Domain</p>	<p>7.1 Obj a: Provide multiple open spaces of various scales as identified in Figures 2 and 11 to create a high quality public domain and cater for a wide range of user needs including both future residents and the wider community.</p> <p>Table 5: delete “proposed” in title. Updated to reflect larger size of Southern Recreation Park (0.7ha).</p> <p>7.2.1 Control 2: A landscaping plan is to be submitted to Council for approval with the relevant development application...below.</p> <p>7.2.1 Control 3: The landscaping plan is to detail any proposed public art in accordance with the WCC Public Art Strategy and Guidelines 2016-2021...safety.</p> <p>Figure 11 comment: elements 4 and 12 may not be supported in the long term due to the final topography. To be updated to reflect current Master Plan.</p> <p>7.3.1 Obj c reworded: Celebrate the heritage significance of the site through the conservation, retention and re-purposing of significant structures and features, and through innovative and interactive interpretation outcomes.</p> <p>7.3.2 New Control: The Heritage Plaza shall provide appropriate interpretive materials to allow for the interpretation of the retained industrial elements and the broader history of the site.</p> <p>7.3.2 Control 4: delete “in accordance with the CMS and HIS (Urbis 2019)” – studies already referenced in 6.2.1.</p> <p>7.3.2 Control 6 reworded: Provide lighting in accordance with WDCP 2009 Chapter E2 – Crime prevention through environmental design.</p> <p>New control: Shade devices and shade trees to be included in the landscaping plan for the Heritage Plaza. These shade trees are to be planted in soil which has a connection to natural ground to allow exchanges between soil profiles.</p> <p>Figure 12: to be updated to reflect revised Master Plan layout. The Concept should extend to also include the C1 North Stack (book ends) and to show location of private ownership versus public right of way easement to the Railway Station. Diagram from Heritage Interpretation Strategy (Urbis 2022) included.</p> <p>7.4.2 New Control: Visually permeable fencing is to be provided on the boundaries facing the park.</p> <p>7.5.1 New obj: Acknowledge and provide for retention and conservation of significant Aboriginal Cultural Value attachments to the creek and riparian vegetation areas in the south of the site.</p> <p>7.5.2 Control 2: reference to provision of designated off leash dog area removed – subject to Council decision based on wider review of off leash areas and pending recommendations of Camp Management Plan for Grey-headed Flying-fox camp on site.</p> <p>7.5.2 New control: Provide information/education signage or other acknowledgement of the Aboriginal Cultural Value</p>
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	<p>attachments to the creek lines in the south of the site, in consultation with the local Aboriginal community.</p> <p>7.5. 2 Control 6: Note that existing trees are not subject to this clause.</p> <p>Figure 15: update to reflect revised Master Plan.</p> <p>7.6.1 New obj: Acknowledge and appropriately interpret the broader Aboriginal cultural values to creeklines and riparian vegetation in the local area.</p> <p>7.6.2 Addition to Control 1 “The design of the realigned North Corrimal Creek shall consider the Corrimal Coke Works Creek Realignment Stability Assessment (BG&E 2019) submitted in support of the Planning Proposal, while recognising that future development application stages will require further detailed design and modelling, and that the objectives and controls contained in WDCP Chapter E13 are the primary design and modelling expectations for all development in the Wollongong LGA”.</p> <p>Control 3 strengthened to read ““The realigned North Corrimal Creek must be geomorphologically stable when considering shear forces, velocities, stream power and flow, as well as the impact and dynamic changes of debris for all storm events up to and including “bankfull” flows and more frequent flood events up to and including the Probable Maximum Flood. A study on climate change impacts must be undertaken to ensure geomorphological stability is achieved for predicted changes in rainfall intensity”.</p> <p>Control 11 strengthened to read “An updated Flood Study is to be submitted with the relevant development application for realignment of North Corrimal Creek in accordance with the requirements of WDCP 2009 Chapter E13”.</p> <p>Figure 16: diagram needs to be updated with current Master Plan layout. Comment: lower path is unlikely to be built in this section of the riparian corridor.</p> <p>7.7 Public Domain and Streets to be renamed “Movement Network” – move this section to be before “Parking” section (5.7).</p> <p>7.7.1 New objectives: a) Establish a new access to the site to connect with the surrounding Corrimal community; b) Deliver a site that is highly permeable for pedestrians and cyclists, linking the site to surrounding amenities, services and facilities, public transport and recreational opportunities; c) Facilitate improved access to Corrimal Railway Station from the west; d) Incorporate a safe and functional internal road network, including the provision of on street parking and bus access to the railway station.</p> <p>7.7.2 New Control: The site will be a designated Urban Release Area under the Wollongong Local Environmental Plan 2009. Future residential subdivision on the site cannot proceed until the developer has reached ‘satisfactory arrangements’ with the Director General for Planning for the provision of designated State public infrastructure, including satisfactory transport</p>
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	<p>arrangements with Transport for NSW. Although the masterplan and satisfactory arrangements may precede the lodgement of a development application, these aspects must be satisfactorily resolved prior to any development consent being issued.</p> <p>7.7.2 New control (from 7.8.1) WDCP 2009 Chapter B2 Residential Subdivision stipulates a hierarchy of streets and the requirements for street trees, footpaths and shared paths. This hierarchy of streets applies, with variations as illustrated in Figure 17 to provide sufficient road width to accommodate bus access to Corrimal Railway Station and a bicycle path through the Site.</p> <p>Figure 17: Legend not readable. Also updated to accommodate bicycle path adjacent specified streets.</p> <p>Entire Section moved under Development Controls – 5.7 and 5.10 – 5.14</p> <p>New section added: Grey-headed Flying-fox Protection: objectives and controls reiterated, and map of core camp area and buffer to future development included.</p>
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Document Control

Document ID: Wollongong DCP 2009 – D19 - Former Corrimal Coke Works Site

Adoption Date	Inforce Date	Revision Details

1 INTRODUCTION

~~————This Locality Chapter applies to land known as the former Corrimal Coke Works Site, located off Memorial Drive and Railway Street, Corrimal (“the Site”). The Site is legally identified as Lot 1 DP 795791, Lot 5 DP 749492, Lot 126 DP 598190 and Lot 11 DP749492, as shown in Figure 1 below.~~

This Locality Chapter is intended to supplement the land use planning controls applied by Part B of the Wollongong Development Control Plan 2009 (WDCP) ~~2009~~ to guide any future development at the former Corrimal Coke Works Site. This Chapter recognises the unique qualities of the Corrimal Coke Works site, and the ability to deliver a range of housing types in a high amenity, open space setting which celebrates the heritage ~~and open space setting of the site and takes advantage of its proximity to Corrimal Railway Station.~~

This Chapter ~~of the DCP~~ should also be read in conjunction with Part A, B, C, D and E of WDCP 2009, ~~and the relevant~~ Wollongong Local Environmental Plan (WLEP) and relevant State Environmental Planning Policies. In the event of any inconsistency between the provisions of this and any other chapters of WDCP ~~the Wollongong Development Control Plan 2009~~, the provisions of this Chapter shall prevail to the extent of that inconsistency.

~~This Locality Chapter applies to land identified as the Corrimal Coke Works site, located off Memorial Drive and Railway Street, Corrimal (Lot 1 DP 795791, Lot 5 DP 749492, Lot 126 DP 598190 and Lot 11 DP749492), as identified in the figure below.~~

Figure 1: Land to which this plan applies



2 AIMS AND OBJECTIVES

The overall aim of this Locality Chapter is to provide supplementary planning controls to facilitate urban renewal of the former Corrimal Coke Works site.

The key objectives of this Chapter are to include -

- a. Enable the development of the Site former Corrimal Coke Works site in a manner consistent with the Wollongong Local Environmental Plan 2009 and the former Corrimal Coke Works Site Master Plan outlined in Section 4 of this Chapter.
- b. Supplement the planning controls of WDCP the Wollongong Development Control Plan 2009 to create a diverse, liveable and sustainable residential precinct that provides high quality housing and demonstrates high levels of amenity for future residents and the wider community.
- c. Ensure that development of the site results in an open and welcoming urban environment to facilitate integration and connection between future residents and the wider community.
- d. Ensure that future development acknowledges, respects and celebrates the industrial and Aboriginal and industrial heritage significance of the site, and provides opportunities for public access to conserved retained, repurposed and interpreted heritage elements and values.
- ~~d.e.~~ Provide for the conservation of significant heritage fabric relating to the history of the Coke Making operations on the Site, noting the site-specific exemptions attached to the State Heritage Register (SHR) listing.
- ~~e.f.~~ Retain the existing tree lined character along Railway Street as a green buffer to the development and incorporate new tree plantings to support a future urban tree canopy.
- ~~f.g.~~ Deliver a public transport-oriented development adjacent Corrimal Railway Station including a high quality public domain, that promotes increased public transport use.
- ~~h.~~ Provide for a neighbourhood scale retail precinct to meet the convenience retail needs of local residents and to activate Corrimal Railway Station and the Heritage Plaza, recognising the adopted Retail Hierarchy.
- ~~g.i.~~ Enable the opportunity for flexible community and business space within the Heritage precinct, including the potential for tele-working and start-ups.
- ~~h.j.~~ Create a high quality, safe and accessible public domain that provides a range of recreational and community benefits.
- ~~i.k.~~ Develop a clear and safe hierarchy of roads, lanes, pedestrian and cycle ways to integrate the site with the wider Corrimal area, Corrimal Town Centre and Corrimal Railway Station to encourage walking and cycling.
- ~~j.l.~~ Encourage walking and cycling by providing high quality walking and cycling paths, including a broader regional connection through the site.
- ~~k.m.~~ Realign and rehabilitate North Corrimal Creek to improve flood management, deliver a large PMF free developable area and enhance biodiversity values on site, on site through the realignment and rehabilitation of the North Corrimal Creek
- ~~l.n.~~ Protect Ensure protection of the Grey-headed Flying-fox camp on site through the conservation of Endangered Ecological Communities and native vegetation, and maintenance of a buffer between the core mapped camp area and to any future development.
- ~~m.o.~~ Ensure that development of the site maintains and establishes key view corridors including: through the site to the escarpment from the east; and to the iconic C1 Brick Chimney Stack brick chimney from within and outside the site.
- ~~p.~~ ETo ensure future residential development is located and designed to mitigate against noise and other impacts associated with the Grey-headed Flying-fox camp on site.
- ~~n.g.~~ Provide a suitable buffer distance between development within the site and the rail and state road corridors, and landscaping for noise attenuation.

3 DEFINITIONS

For all definitions refer to **Appendix 4: Definitions of the Wollongong Development Control Plan 2009 (WDCP 2009)**.

4 **DEVELOPMENT CONCEPT / MASTER PLAN**

The Corrimal Coke Works Master Plan has been prepared to demonstrate the holistic vision, key outcomes and principles that will guide the future character and development of the site. ~~All~~ny future development applications ~~must are to~~ demonstrate that the ehow the objectives and development controls in this DCP Chapter ~~se key outcomes and principles~~ have been considered and will be achieved.

Figure 2: Former Corrimal Coke Works Site Master Plan



4.1 Vision

Corrimal Coke Works will become a community born of diverse people, places and stories that respects the site's past while showcasing Wollongong's future as the city of innovation.

The site will be revitalised as a place for people that provides a mix of housing choices within a landscape and heritage setting, while leveraging its accessibility to services and public transport.

4.2 Key Master Plan Design Principles

Built Form

- Deliver a range of housing types and diversity in the design of the built form, resulting in a yield of not more than 550 dwellings and including 35 affordable housing dwellings. Housing types to include town houses/terraces and apartments, noting that the R3 Medium Density Residential zone permits a broad range of housing typologies.

Natural Environment

- Protect the Grey-headed Flying-fox camp on site through the conservation of EECs and native vegetation, and the establishment of a minimum 100 metre buffer between the core mapped camp area and proposed future residential development.
- Realign and rehabilitate North Corrimal Creek to improve flood management, deliver a large PMF free developable area and enhance the overall biodiversity values on site.

- ~~Ensure that the development does not result in an increase in stormwater runoff so as to cause an adverse flood impact on the site or downstream from the site.~~

Heritage

- ~~Integrate the site's heritage through the retention, interpretation and adaptive re-use of key elements within the public Heritage Plaza to respect the history of the site.~~
- ~~Locate higher buildings away from the railway station to respect the significance and character of the Heritage precinct.~~

Views and Vistas

- ~~Maintain and establish key view corridors including: through the site to the escarpment from the east; and to the iconic brick chimney from within and outside the site.~~

Movement Network

- ~~Establish a new access to the site from Railway Street to connect with the surrounding Corrimal community and facilitate improved access to Corrimal Railway Station.~~
- ~~Contribute to Memorial Drive/Railway Street intersection to ensure the new development does not negatively impact traffic movements and capacity.~~
- ~~Deliver a site that is highly permeable for pedestrians and cyclists, linking the site to surrounding amenities, services and facilities, public transport, recreational opportunities and broader regional bicycle network.~~
- ~~Incorporate a safe and functional road network, including the provision of adequate on-street parking and bus access to the railway station.~~

Amenity

- ~~Deliver public open spaces that provide a range of recreational opportunities for the wider community.~~
- ~~Provide a neighbourhood hub and convenience commuter services in the Heritage Plaza near the railway station, at a scale that does not detract from the Corrimal Town Centre and East Corrimal shops.~~
- ~~Provide flexible community and business space within the Heritage precinct, including the potential for tele-working and start-ups.~~
- ~~Ensure future residential development is located and designed to mitigate against noise and other impacts associated with the Grey-headed Flying fox camp on site.~~
- ~~Provide a suitable buffer distance from the rail and state road corridors and appropriate landscaping adjacent to the site for noise attenuation.~~

4.3 Existing Character

The ~~S~~site is generally characterised by mature trees that ~~provide~~ **present** a natural green buffer ~~around~~ **on** the boundaries of the site, and the tall forms of the 5 existing industrial stack structures which are landmarks visible from a significant distance.

The site currently contains areas of ~~disused~~ **derelict** industrial structures, large former stockpiling areas and more natural areas of native and exotic vegetation to the south. The site is ~~currently~~ **not** accessible to the public, ~~and presents as a derelict former industrial site.~~

~~Part of the Site is listed as an item of Local Heritage Significance and listed on the State Heritage Register (SHR) in recognition of the E~~existing industrial structures ~~are~~ clustered in the north-east corner ~~of the site~~ and reflecting the ~~S~~site's past industrial ~~operations and heritage significance~~character. ~~There has been widespread vandalism across the site s~~Since industrial operations ceased, ~~and many of the existing buildings and structures are in poor condition have degraded to a poor condition. Site-specific exemptions are attached to the SHR listing.~~

The site is highly modified as a result of its past industrial uses, including realignment and damming of North Corrimal Creek to supply water for the coke works, and establishment of many large berms often containing discarded building materials.

The southern part of the [Site](#) is less disturbed by industrial activities and has a more natural, vegetated character including an area of Illawarra Lowlands Grassy Woodland, an Endangered Ecological Community (EEC) [and a Grey-headed Flying-fox camp](#).

4.4 Desired Future Character

Overview

[The former](#) Corrimal Coke Works [Site](#) will be developed as a contemporary urban village, providing a diversity of medium density housing [types](#) within a high quality public domain [that retains the heritage significance of the place, and reveals and reinforces the role of heritage buildings and sites in their context and reflecting the unique heritage of the site](#).

[The Site will conserve significant industrial elements that are adaptively reused and integrated with innovative heritage interpretations in public spaces and through urban design outcomes to allow the community to engage with the history of the site. Aboriginal cultural values and significance of the Site will also be acknowledged and celebrated.](#)

Built form [will be](#) distributed [so as around the site](#) to preserve and create key view corridors, as well as providing appropriately scaled [interfaces](#) to the heritage precinct.

Corrimal Railway Station and the adjacent heritage precinct will be activated with neighbourhood scale retail uses, as well as flexible community and business space. This will create a high quality environment with improved accessibility that promotes public transport use. Provision for a bus loop through the site will further encourage reduced car use.

The development will encourage walking through “green” streets and the provision of key off-road shared paths, to Corrimal Station and also connecting through the site to the Towradgi Creek corridor. Importantly, the site will be open and permeable to invite the broader community to use its public spaces and facilities.

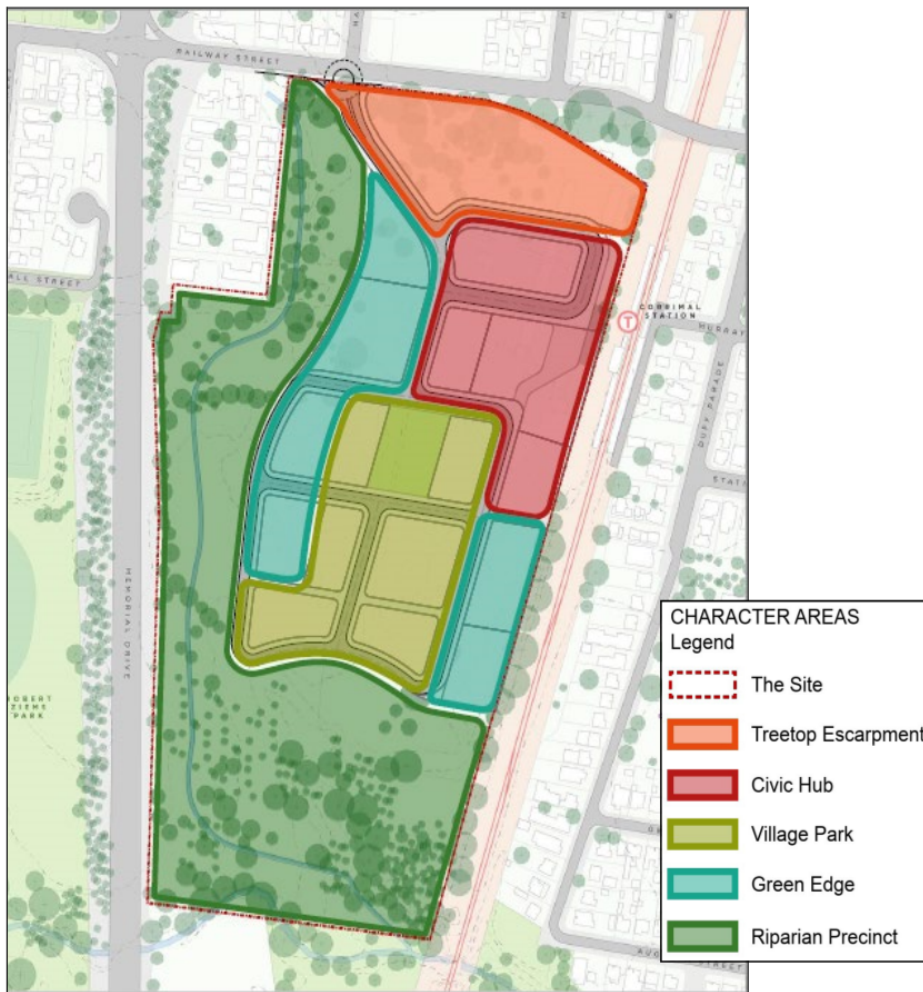
The environmental values of the site will be restored and enhanced, including establishing a new riparian corridor with increased biodiversity, and management of retained vegetation areas.

[Development of the site will ensure a commitment to achieving sustainable processes and outcomes.](#)

Character Precincts

[The former](#) Corrimal Coke Works [Site](#) will be developed with five character precincts that relate to key features of the Master Plan and will deliver diversity and interest in the future built form.

Figure 3: Character Areas



Treetop Escarpment

- The Treetop Escarpment precinct forms the entrance to the site from Railway Street, with buildings screened by the established green buffer that is retained in a generous landscape setback.
- The landscape character will extend with new trees planted between building forms and within private courtyards of residential apartment buildings.
- The built form is designed with strong vertical elements to emphasise the pattern of surrounding trees, while rooflines vary in order to reflect the character of the Illawarra Escarpment. A simple palette of materials complements the natural context of this precinct.

Civic Hub

- The Civic Hub will provide an urban and active character due to its proximity to Corrimal Railway Station. Buildings are to activate the street with uses and design elements at ground level that encourage interaction with pedestrians and create interest for all types of passers-by. Buildings are built to the street boundary to create a strong building alignment. ~~activate the street, while t~~ The architecture will reflect the industrial history of the site through the use of sympathetic materials such as ~~extensive use of masonry combined with~~ finer grain metal elements.
- The Heritage Plaza will provide a high quality public domain at Corrimal Railway Station and a focal point for the conservation~~retention~~, interpretation and adaptive re-use of key heritage structures.
- Retail and business uses are located within the Civic Hub to activate the Heritage Plaza and, Corrimal Railway Station, and provide amenity for local residents. The main retail and commercial building is ~~Retail buildings are~~ of lower scale to respect the views and prominence of the heritage items.

Green Edge

- The Green Edge precinct fronts the riparian corridor and green open space at the west of the site, providing a key interface between the natural and built elements of the site.
- New buildings will respond to this natural interface, providing a sense of openness and characterised by a lightweight materiality including fine grain timber elements and screens.
- Buildings will promote passive surveillance of the riparian corridor, while creating appropriate privacy for residential dwellings.
- Buildings will address both the riparian corridor and any internal roads or adjacent features (such as the Village Park). ~~orientate to the green edge, the internal road and Village Park as relevant.~~

Village Park precinct

- The Village Park precinct provides for a mix of the lower scale and finer grain buildings comprising more townhouse and terrace housing than other precincts while also including some apartment buildings. multiple dwellings/townhouses, interspersed between apartment buildings on the western and eastern side that provide appropriate scale to interface with the riparian corridor and rail corridor. ~~The lowest scale dwellings are located in the southern portion of the precinct, providing a transition in scale down from the Village Park to the riparian corridor and Southern Recreation Park.~~
- The Village Park precinct provides a visual and physical transition and connection from the Village Park to the Southern Recreation Park, promoting permeability through the site.
- The built form reflects an urban village character utilising contemporary materials and architecture, while promoting human scale architecture.

Riparian Precinct

- The Riparian precinct provides a ~~natural and functional~~ green edge to the site, providing a significant connection with the natural environment.
- Its natural biodiversity qualities will be retained, restored and enhanced, while offering opportunities for passive recreation. These outcomes are achieved while satisfying functional flood management, ~~and~~ engineering requirements and maintenance.
- Environmental values, particularly the Endangered Ecological Community and Grey-headed Flying Fox camp in the southern portion of the site, are protected and ~~complemented by~~ balanced with open space functions.
- Aboriginal cultural values associated with creeklines and riparian vegetation are acknowledged.
- The Southern Recreation Park provides a dedicated recreation space for community enjoyment, while providing an appropriately defined interface to more ecologically sensitive areas.

5 DEVELOPMENT CONTROLS

A diverse range of types, sizes and built form variety of building styles are ~~is~~ encouraged for the purpose of creating a vibrant urban setting. Chapter B1 of Wollongong DCP 2009 provides general development controls which apply to residential development. The following controls supplement Chapter B1, providing ~~variations to~~ controls specific to with regard to the former Corrimal Coke Works Site.

5.1 Views and Vistas

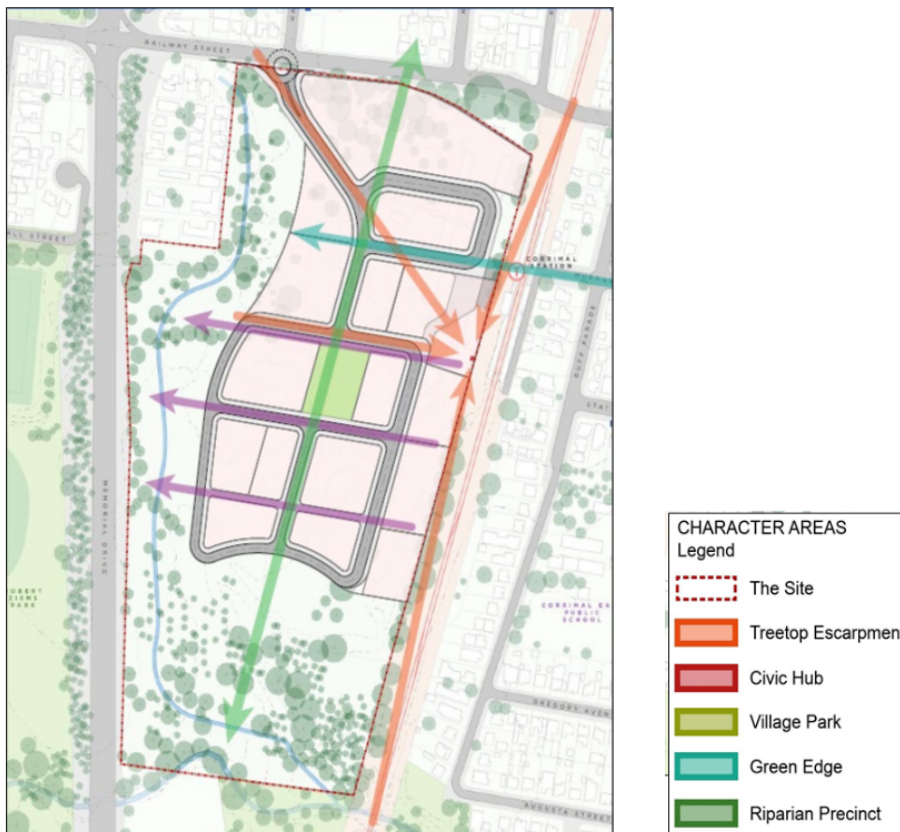
5.1.1 Objectives

- Ensure that development of the site maintains and establishes key view corridors. ~~including through the site to the escarpment from the east; and to the iconic brick chimney from within and outside the site.~~
- Ensure retained, repurposed or reinterpreted heritage items are prominent in views and vistas across the site.

5.1.2 Development Controls

1. New development will establish or maintain key view corridors as indicated in Figure 4. This includes: **a)** a key view axis from Railway Street to the **C1 Brick Chimney Stack**; **b)** views from Murray Street to the escarpment; **c)** a new east west road within the site to view the **C1 Brick Chimney Stack**; **d)** a green link central view axis between the Southern Park and northern tree lined Railway Street edge; and **e)** western view corridors to the riparian corridor and escarpment.
2. The **C1 Brick Chimney Stack** is a significant landmark. Views to the **C1 Brick Chimney Stack** are to be preserved from Corrimal Railway Station, Railway Street, **Corrimal Town Centre** and Towradgi Road overpass.
3. New development (not in existing structures) adjacent the **C1 Brick Chimney Stack** within the heritage curtilage should be stepped back in its form, or have an appropriate setback/buffer zone
4. Buildings adjacent the rail corridor shall utilise a natural colour and material palette to blend into the backdrop of the Illawarra Escarpment when viewed from East Corrimal.
5. New commercial buildings should be positioned, **be-of-a-two-storey scaled** and set back **so** to ensure views along the visual axis from Railway Street to the **C1 Brick Chimney Stack**.

Figure 4: Views and Vistas update legend



5.2 Built Form Setbacks

5.2.1 Objectives

- a ~~Provide design controls that define S~~setbacks and articulation **are** to create an appropriate street interface **and maximise contiguous areas of deep soil adjacent to the public domain**.

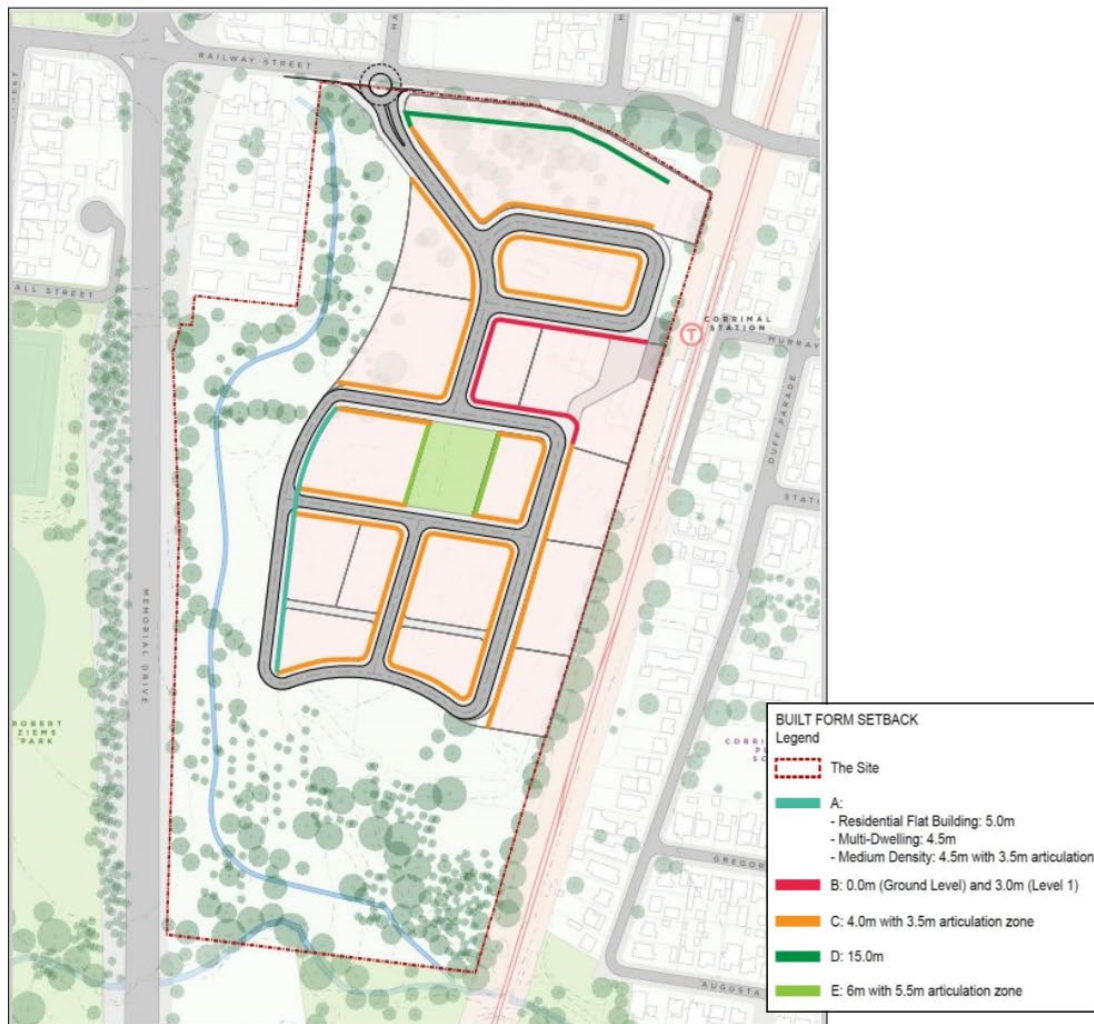
5.2.2 Development Controls

1. Building setbacks are to comply with **Figure 5**.
2. Up to 70% of the articulation zone can be occupied by architectural elements. Articulation zone means a zone forward of the main facade line that may include architectural features such as

pergolas, roof elements, bay windows, sun shading and verandas. The articulation zone may not include habitable floor area or basement levels above ground.

3. Ground floor setbacks, including articulation zones, are not to incorporate basement levels. Dwelling design is to provide allowance for acoustic barriers to the Northern Distributor.

Figure 5: Built Form Setback Update Legend: All articulation zones to be 900mm in line with WDCP 2009



5.3 Architectural Diversity and Building Design

5.3.1 Objectives

- a Ensure quality and innovative architectural designs that reflect the character precincts across the site and avoid a bland and monotonous architectural style.
- b Locate taller buildings away from the Heritage Plaza to respect the significance and character of the Heritage precinct.

5.3.2 Development Controls

1. The design of new residential and commercial buildings is to achieve architectural diversity reflecting the character precincts as outlined in 4.4. ~~and in accordance with Table 1.~~ A diverse range of housing types, sizes and built form is to be delivered, resulting in a yield of no more than 550 dwellings, and including 35 affordable rental dwellings subject to a Voluntary Planning Agreement (VPA). Housing types are to cater for a diversity of household types and demographic profiles, and include townhouses/terraces and apartments.

Table 1: Building Design

	Treetop Escarpment	Civic Hub	Village	Green-Edge
Primary Façade	Render	Masonry	Render / cladding	Cladding
Base Element	Masonry	Masonry	Masonry / render	Masonry / render
Feature Elements	Timber / metal	Metal	Timber / cladding elements	Metal screens / Façade greening
Balustrade	Glass	Metal / masonry	Glass / solid	Glass
Roof Form	Varied	Flat	Flat	Varied
Rhythm	Vertical	Horizontal	Vertical	Horizontal
Colour Palette	White / Neutral	Brown / Grey	Natural / colour highlights	Natural

2. Retained heritage items must be conserved and integrated into the design of the built form, and broader Civic hub. ~~The~~Any retained C1 Brick Chimney Stack, C1 Fine Coal Bin (coke ovens), and the remnant wall of the Ppowerhouse and C1 Northern Stack, in particular, must be incorporated into the overall design. Built form design should consider the relationship between conserved significant industrial elements and new built form.

2.3. Materiality should respond to the desired future character statement of the precincts and setting of the development. Materials are to be sympathetic to heritage items and visually recessive to significant structures.

3.4. Design of new buildings should minimise the overall sense of bulk and scale and maximise building separation. The modulation of the components of the buildings and the composition and detailing of their facades will also contribute to their perceived scale. Designs must demonstrate consideration of all of these elements, ~~with maximum building length to comply with the Apartment Design Guide. The use of~~ landscaping, articulation, balconies, sun shading devices and awnings should be used to will help reduce the apparent bulk of buildings.

4.5. Provide for a mix of built form types, whether north south orientated, courtyard type style or L-shaped, ~~and articulation in the built form~~ in order to reduce monotony in built form.

5.6. Buildings directly adjoining open space, such as the Village Park or Riparian Corridor, must be designed with an appropriate interface and frontage to the open space. An appropriate interface will include: buildings which front the open space; clear entries to residential lobbies and/or individual dwelling entries at the ground floor; sufficient landscaped setbacks to create a transition and delineation between public and private space; landscaped verge and shared paths and/or roads clearly defining the extent of public domain.

6.7. Buildings adjoining the rail corridor are to be designed with consideration of their presentation to the rail corridor. ~~The boundary to the rail corridor will be landscaped and planted with screen planting taller than the required fencing/acoustic barriers.~~ Buildings adjacent the rail corridor shall utilise a natural colour and material palette to blend into the backdrop of the Illawarra Escarpment when viewed from East Corrimal.

8. Buildings in the vicinity of the Grey-Headed Flying-fox camp are to be designed to reduce the level of potential disturbance, including orientation of buildings, material selection and noise attenuation.

7. —

5.4 Residential Flat Buildings

5.4.1 Development Controls

All residential flat buildings must -

1. Set back garage entries from the building line.
2. Limit blank walls to 30% of any the façade facing a boundary.
3. ~~Not include continuous balconies.~~

4. Include and maximise the number of individual entries to ground floor apartments which face facing a street or lane.
5. Break up the built form at ground level to create glimpses of communal open space within the development site
- 5.6. Ensure opportunities for outlook and maintenance of views through blocks. Setbacks to the side and rear boundaries should be a minimum 6m up to 4 storeys.

5.5 Multi-dwelling and Attached Housing

5.5.1 Development Controls

1. It must be demonstrated that the use of zero lot line setbacks will not adversely affect the privacy, amenity and solar access of an adjoining property and the streetscape.
- 1.2. Multi-dwelling and attached housing sites are to have direct frontage to a public road (i.e. are not to be built on battleaxe lots).
- 2.3. Front, rear and side setbacks provided for each dwelling shall comply with the following--

Table 2: Front, Rear and Side Setbacks

Minimum Lot Frontage	Max Length of building on a zero lot boundary	Front Setback	Side setback	Rear setback
>4.5m	15m (excl garage)	As per setback plan – Figure 5	0m	0.5m
7m-9m	15m		0.9m or 1.2m adjacent to zero lot boundary. Zero lot dwellings: 0m (zero lot line)	4m to façade line (Ground level) and 6m to façade line (Upper Level)
>9m-->15m	11m		Zero lot dwellings: 0m (zero lot line) or 1.2m 0.9m or 1.2m adjacent to zero lot boundary	4m to façade line (Ground Level) and 6m to façade line (Upper Level)

4. The maximum length of a zero lot line on a boundary is as follows: a) for lots less than or equal to 9m wide, the maximum length is 15m; b) for lots greater than 9m wide the maximum length is 11m, for a maximum height of 2 storeys.

- 3.5. For lot frontages 9.6 metres or less, provide car parking access must be from rear lanes only.

5.6 Private Open Space and Landscaping

5.6.1 Objectives

- a Locate and design private open space to ensure privacy of occupants of adjacent buildings and occupants of the proposed development.

5.6.2 Development Controls

1. Private open space must be provided for each dwelling within a multi-housing development in the form of a balcony, courtyard, terrace and/or roof garden, to comply with the following--

Table 3: Private open space and landscaping

Min lot frontage	Landscaped	Principle Private Open Space	Solar access

	Area	(PPOS)	
>4.5 m lot width	15% of the lot area	Minimum 16m ² with a minimum dimension of 3m	At least 3 hours of sunlight between 9 am and 3 pm at the winter solstice (21 June) to at least 50% of the required PPOS of both the proposed development and the neighbouring properties
7m – 9m lot width	15% of the lot area	Minimum 16m ² with a minimum dimension of 3m	
9m – 15m Lot Width	25% of the lot area	Minimum 20m ² with a minimum of 4m	

5.7 5.6 Non-residential Development

5.7.1 5.6.1 Objectives

- a Ensure that future development results in a high amenity public heritage plaza and is undertaken in a manner sympathetic to the heritage values.

5.7.2 5.6.2 Development Controls

1. All non-residential land uses permitted on the Site under Schedule 1 of WLEP, ~~primarily retail and business uses~~, are ~~to be~~ located on the Site in accordance with Figure 6 and are to be located at ground level.
2. ~~Buildings fronting the Heritage Plaza shall comprise non-residential uses on the ground floor to ensure activation and surveillance of the public space.~~
3. Non-residential uses may spill out into the Heritage Plaza as generally shown in Figure 7 and be managed by the owner.
4. Any neighbourhood supermarket ~~should~~ is to be located and designed to maximise the extent of active frontages including entries and transparent windows to minimise the extent of blank and non-active frontage to public streets and open space. The indicative location for a neighbourhood supermarket is shown on Figure 7.
5. Development within the Heritage Plaza shall integrate with the heritage of the Site, through the retention, conservation and interpretation of significant Heritage elements, interpretation of the heritage buildings as well as through landscaping.
6. Awnings should be included in developments associated with the proposed retail uses. Exceptions may be endorsed after, ~~but may be exempted after~~ a merit assessment where a listed current heritage structure is being interpreted and adapted for retail and business purposes.
7. Signage on heritage structures adapted for reuse should be kept to the minimum necessary for business identification integrate and reflect the heritage character of the structure, as per the controls in WDCP 2009 Chapter C1: Advertising Signage and Structures.
8. Access areas into buildings, active frontages and loading access shall be located generally in accordance with that shown on Figure 8. Alternative loading arrangements may be considered where heritage items are being adaptively re-used.
9. All loading and unloading activities shall take place wholly within the designated loading bay, at all times. Alternative loading arrangements may be considered where heritage items are being adaptively re-used.
- 9.10. Shade devices and shade trees are to be included in the landscaping plan for the Heritage Plaza.

Figure 6: Indicative Land Use

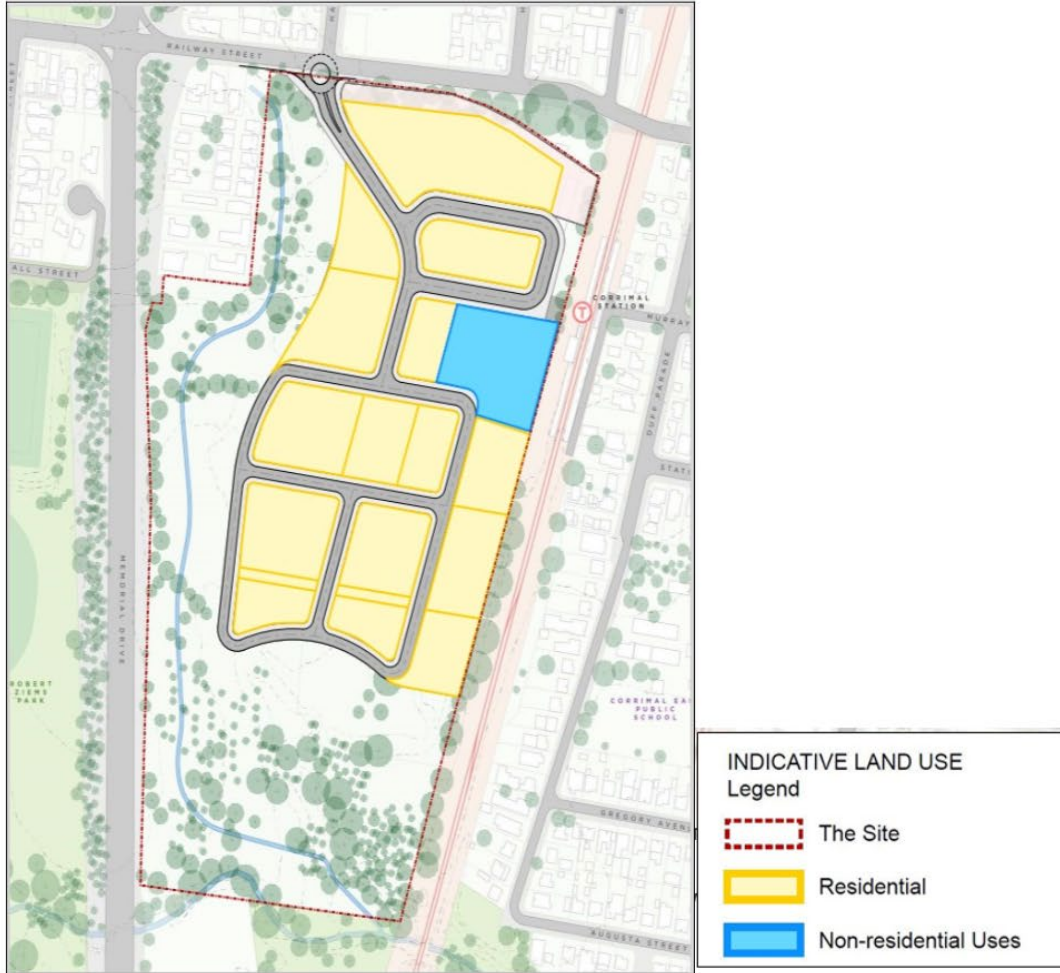


Figure 7: Indicative Uses and Spill Out Zone Update to reflect latest Master Plan layout.
Legend to include brown box and red lines

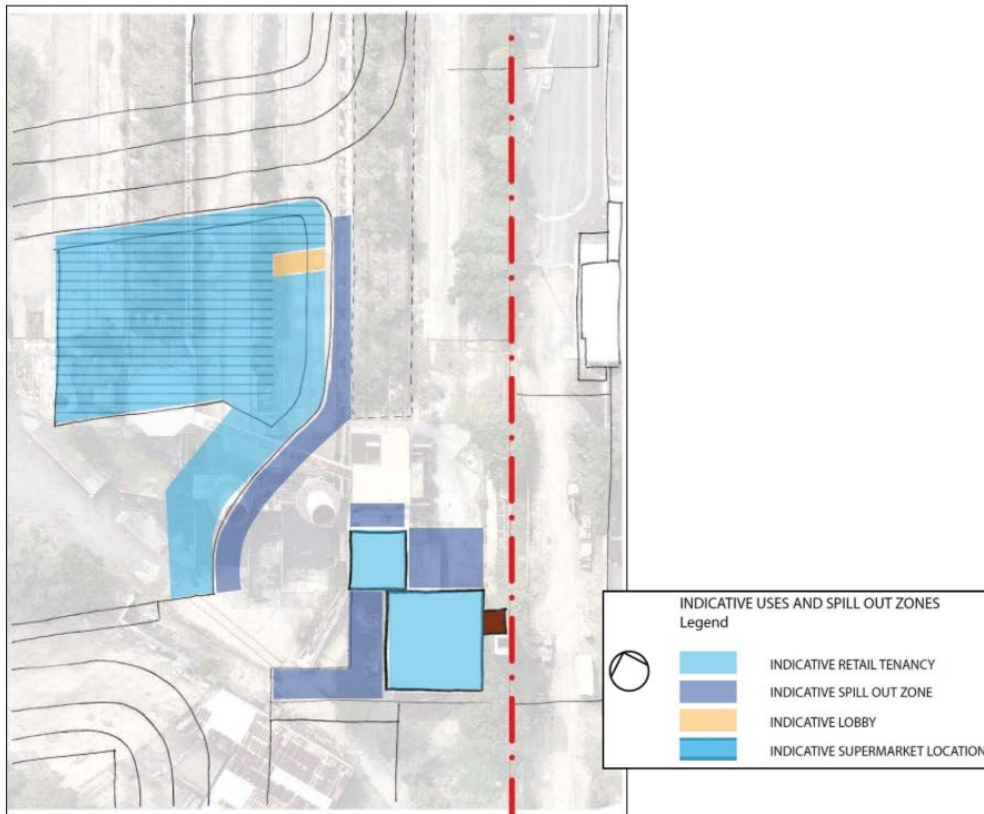
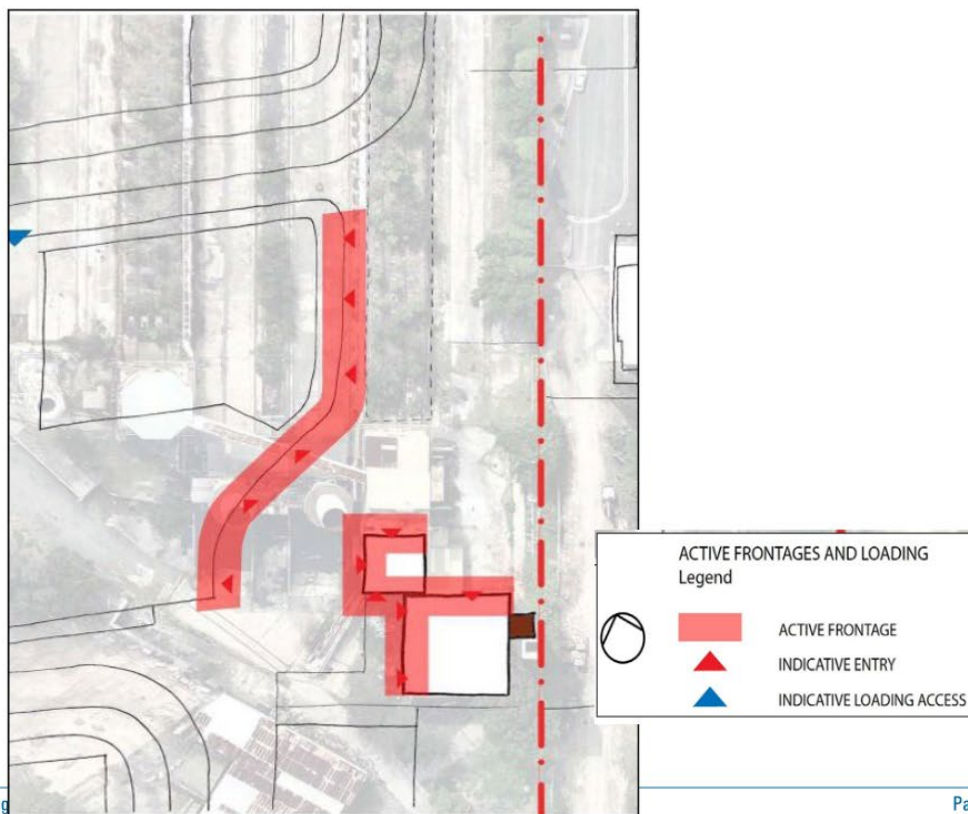


Figure 8: Active Frontages and Loading Update to reflect latest Master Plan layout.
Extension of active frontage along northern supermarket wall



5.8 Car parking and vehicular access

5.8.1 Objectives

- a Introduce time restrictions for on street parking to avoid the potential for all-day commuter parking and promote the turnover of on street parking spaces for visitors.
- b Provide for adequate car parking on the Ssite for various uses, while reflecting the opportunity for public transport-oriented development because the site is directly adjacent the Corrimal Railway Station.
- c Ensure appropriate access is provided for each of the buildings on the site whilst minimising the impacts on the public domain from parking structures.

5.8.2 Development Controls

1. Car parking for residential flat buildings may be provided in the form of a full basement, 'half in half out' basement or sleeved above ground. Protrusion of carparks should not exceed 1m above ground level as per the ADG. ~~The b~~Basement carparking, including any above ground portion, is not permitted within the ground floor setback or articulation zone. WDCP 2009 Chapter B1 Residential Development provides controls for multi dwelling houses.
2. At grade resident and visitor carparking must be located behind the building and not visible from the street. At grade carparks must be landscaped in accordance with WDCP 2009 Chapter E6.
3. Car parking in residential flat buildings developments areas should be designed to conveniently, efficiently and appropriately serve residents and visitors of the Ssite. ~~The following outcomes should be achieved for car parking areas is can be achieved in the following ways-~~
 - ~~Ensuring that car parking areas are~~located close to entrances and access ways; and
 - ~~Car parking areas to be~~sSecure yet easily accessible for all residents; and
 - Have clearly defined areas for visitor parking and disabled parking.
4. ~~Parking for cars, motorcycles and bicycles other than outlined in Table 4 must be provided and designed in accordance with the requirements contained in WDCP 2009 Chapter E3: Car Parking, Access, Servicing/Loading Facilities and Traffic Management.~~
5. Parking is to be provided for developments within the Ssite in accordance with the minimum rates in Table 4 below ~~Table 4 below, in recognition of its proximity to public transport.~~
- 5.6. Reduced parking rates for residential development in accordance with WDCP 2009 Chapter E3 Schedule 1 for development within 450m walking distance of a rail station may be adopted, subject to a traffic and parking assessment submitted with the development application.

~~Table 4- Parking Controls~~ **Table 4: Parking Controls**

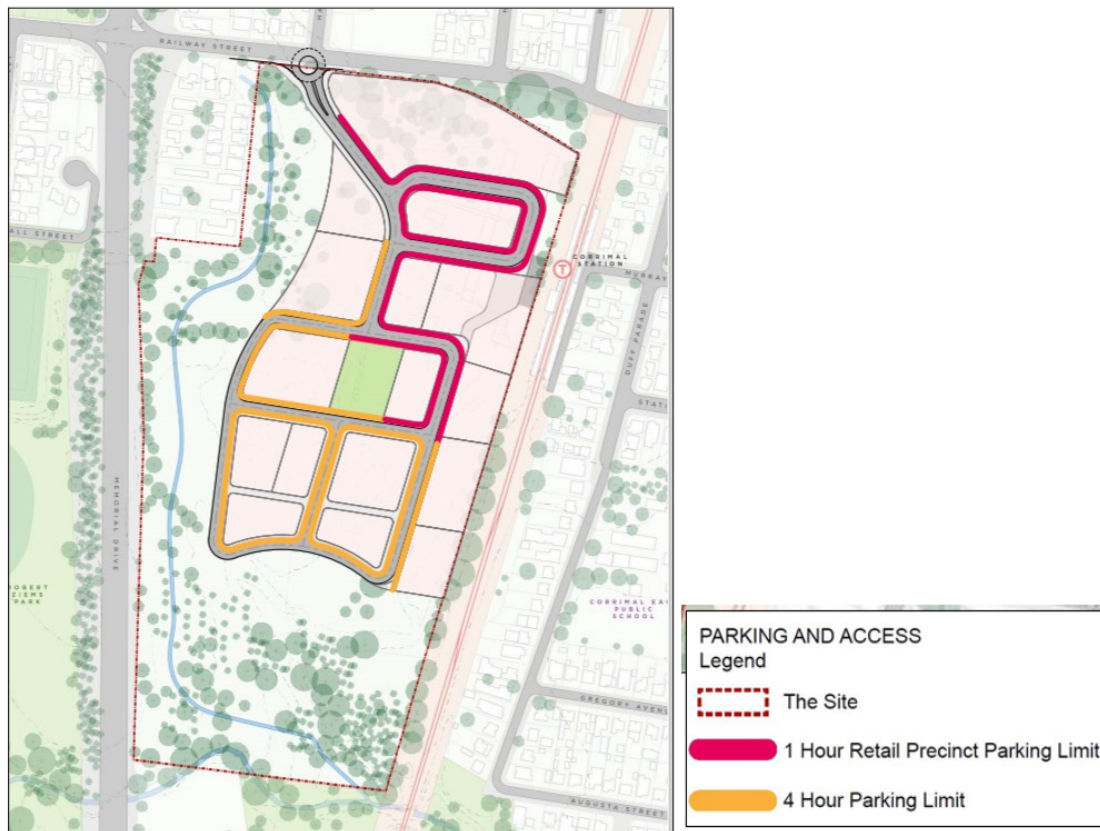
Land use		Car Parking Rates	Motorcycle Parking	Bicycle spaces
Residential Flat Building, and shop top housing and multiple dwelling housing	1 bedroom	1 space per dwelling (<70m ²)	1 motorcycle space per 15 dwellings	1 bicycle space per 3 dwellings
	2 bedroom	1.25 car space per dwelling (70-110m ²)		
	3 bedroom	1.72 car spaces per dwelling (>110m ²)		
	Visitors	0.2 spaces per dwelling for visitors	N/A	1 bicycle space per 12 dwellings
<u>Multi dwelling housing</u>	<u>3 or more bedrooms</u>	<u>2 car spaces per dwelling</u>	<u>N/A</u>	<u>N/A</u>
Retail		1 space per 25m ²	1 motorcycle space per 25 car parking spaces	1 bicycle space per 750m ² GFA for staff plus 1 space per 1,000m ² GFA for shoppers
Restaurant		1 space per 25m ²	-	-
Food and drink premises		1 space per 25m ²	-	-

6.7. On street parking will be subject to time restrictions in accordance with **Figure 9 and 10**.

Figure 9: Parking combine figs 9 and 10



Figure 10: On Street Car Parking



- 7.8. The design of basement car parking and access should comply with AS2890 and should support the use of natural ventilation where possible.
- 8.9. The design of basement car parking should be integrated with the overall design of the development and limiting the extent to which the podium extends beyond the building footprint will minimise the impact of the basement parking areas on the streetscape.
- 9.10. Ventilation structures/openings/exhausts for basement parking and air-conditioning units must be orientated away from windows of habitable rooms and private open space areas on the subject site as well as adjoining sites. They must be designed to minimise any visual or amenity impacts on adjoining public domain.
- 10.11. The visual impact of all basement walls must be minimised through the use of various design techniques including well-proportioned ground level articulation and relief, mixed finishes and materials, terracing and/or dense landscaping.
- 11.12. Any above-ground parking is to be sleeved behind a landscaped podium or retail uses where relevant so it is not visible from the public domain.
- 12.13. Waste collection vehicles may enter building basements from rear lanes to collect waste and/or recyclables subject to the requirements in WDCP 2009 Chapter E3.

6 5.9 HERITAGE

6.1 5.9.1 Objectives

- a Ensure that future development is undertaken in a manner that is sympathetic and responds to the heritage character of the Ssite.
- b Celebrate and interpret the heritage significance of the Ssite in the design of buildings and open space in a manner that contributes to a broader understanding of the site's history and function.
- c ~~Provide for the conservation. Ensure future development creates opportunities for~~ retention, adaptive reuse and interpretation of significant heritage ~~items~~ fabric and site features within the development.
- d ~~Provide for interpretation of~~ Acknowledge and interpret the Aboriginal cultural heritage values ~~of the in~~ development ~~of the site, including the cultural values and significance associated with the creeklines and riparian vegetation on and adjacent the site.~~

6.2 5.9.2 Development Controls

1. Conservation, retention, interpretation and removal of existing structures shall consider the Conservation Management Strategy (Urbis 2021) and Heritage Interpretation Strategy (Urbis 2022) submitted in support of the Planning Proposal, while recognising that future development application stages will require the submission of more detailed and updated information. ~~Retention, interpretation and removal of existing structures on site shall generally be in accordance with the Conservation Management Strategy and Heritage Interpretation Strategy (Urbis 2019).~~
2. Retention and re-use of existing structures will have regard to the condition of those structures and their suitability within a residential context in relation to safety, visual and physical connectivity and potential vandalism. Retained, re-purposed and interpreted structures on site (including, but not limited to, the C1 Brick Chimney Stack, C1 Fine Coal Bin (coke ovens), remnant wall of the Powerhouse and C1 Northern Stack) are to be incorporated into private structures and private lots (ie not in public areas or transferred to Council for care, maintenance and funding).
3. The salvage and re-use of materials from existing structures shall be included in future development outcomes, ~~where possible.~~
4. The physical remains of the remnant rail tracks should be reinstated in the ground plane in or as close as possible to their current location and accompanied with appropriate interpretation. ~~tramway do not need to be retained, however interpretation of its historical value should be considered in the design.~~
5. The existing industrial structures on the site shall be recorded through a photographic archival recording in accordance with NSW Heritage Council guidelines and a copy included in the Wollongong Local Studies Library Collection.
- 5.6. Any future development application should be supported by an Aboriginal Cultural Heritage Assessment Report and include Aboriginal community consultation in accordance with the Aboriginal Community Consultation Guideline.
- 6.7. ~~Identified Aboriginal heritage shall be managed in accordance with the Aboriginal Cultural Heritage Assessment (Kelleher Nightingale Consulting, 2019).~~ Management of identified Aboriginal Heritage shall consider the Aboriginal Heritage Assessment (Kelleher Nightingale Consulting 2019) submitted in support of the Planning Proposal, while recognising that future development application stages will require the submission of more detailed and updated information. Further consultation should occur with local Aboriginal stakeholders to inform appropriate outcomes for acknowledging and interpreting the Aboriginal cultural values associated with the site and the surrounding area. Interpretation of identified Aboriginal heritage is encouraged and should occur in consultation with Registered Aboriginal Parties.

7 5.10 PUBLIC DOMAIN

The former Corrimal Coke Works Site Master Plan in Section 4 of this Chapter provides a range of new parks and open spaces for the community, integrated with a realigned riparian corridor, biodiversity, cycle and pedestrian connections, proposed residential development and local retail hub.

7.1 5.10.1 Objectives

- (a) Provide ~~multiple a range of~~ open spaces of various scales as identified in Figures 2 and 11 the Master Plan to create a high quality public domain and cater for a wide range of user needs, including both future residents and the wider community.

7.2 Public Open Space Areas

7.2.1 5.10.2 Development Controls

1. New open spaces are to be provided in accordance with Table 5 -

Table 5: Proposed Open space typologies

Open Space	Total Area (ha)	Ownership
Heritage Plaza	0.3ha	Private
Village Park	0.3ha	Council
Southern Recreational Park	0.73ha	Council
Riparian Corridor	7.7ha	Council

2. A landscaping plan is to be submitted to Council for approval with the relevant development application for any of the open space and public realm areas, and generally be consistent with the landscape concept plan shown in Figure 11 below.
3. The landscaping plan is to detail any proposed public art in accordance with Council's Public Art Strategy and Guidelines 2016-2021. Public art should be considered at selected locations within the public domain, and particularly consider opportunities for salvage and re-use of the existing industrial elements. Any public art should be robust and low maintenance, and designed with consideration of public safety.
4. Locational and cultural interpretive signage, and appropriate lighting shall be provided as part of the open space system.
5. Ensure that any servicing facilities are located to minimise impacts on the public domain. Any substation located within the public domain is to be positioned to minimise its functional and visual impact, and appropriate screened.

Figure 11: Indicative Landscape Plan Update to reflect latest Master Plan layout.



7.3 5.11 Heritage Plaza

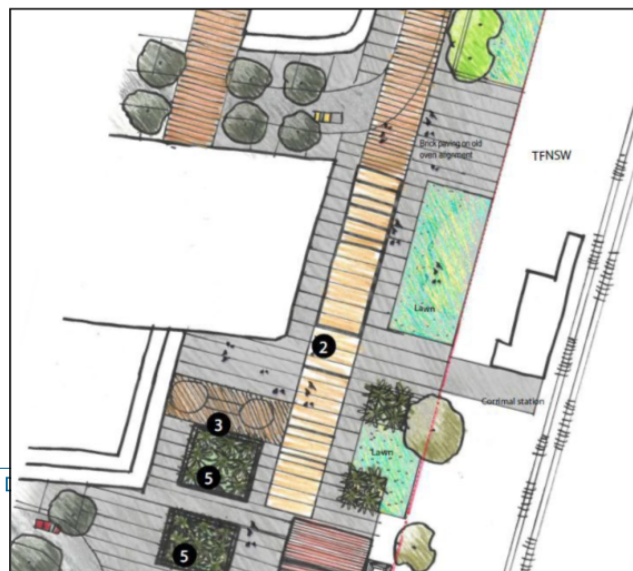
7.3.1 5.11.1 Objectives

- a Create a safe and accessible public domain that provides connectivity to Corrimal Railway Station.
- b Provide an attractive and comfortable community space that can be activated by adjoining neighbourhood scale retail and business uses.
- c Celebrate the existing heritage significance of the Site features through the conservation, appropriate retention and, re-purposing of significant structures and features, and through innovative and interactive interpretation outcomes.

7.3.2 5.11.2 Development Controls

1. The Heritage Plaza ~~must~~ will be a minimum 0.3ha in size.
2. The Heritage Plaza ~~must shall~~ receive at least 4 hours of continuous solar access to at least 70% of its area all year round (~~refer to Sun Plane Protection clause in WLEP 2009~~).
3. The design of the Heritage Plaza shall generally be in accordance with the concept provided in Figure 12.
- ~~3.4. The Heritage Plaza shall provide appropriate interpretive materials to allow for the interpretation of the retained industrial elements and the broader history of the site.~~
4. The design of the Heritage Plaza is to be appropriately integrated with and reflects key heritage elements, in particular retaining and interpreting elements of the former industrial use and materials ~~as part of the public realm in accordance with the Conservation Management Strategy and Heritage Interpretation Strategy (Urbis, 2019).~~
5. Ensure a high level of physical and visual permeability to facilitate access to Corrimal Railway Station and activation of the Heritage Plaza, generally in accordance with Figure 13~~generally in accordance with Figure 13.~~
6. Provide ~~appropriate~~ lighting ~~to promote a sense of safety in accordance with WDCP 2009 Chapter E2 – Crime Prevention through environmental design.~~
- ~~6.7. Shade devices and shade trees to be included in the landscaping plan for the Heritage Plaza. These shade trees are to be planted in soil which has a connection to natural ground to allow exchanges between soil profiles.~~

Figure 12: Indicative concept design – Heritage Plaza Update to reflect latest Master Plan layout. Update to show location of C1 North Stack and to show location of private ownership versus public right of way easement to Railway Station



- 1 BRICK CHIMNEY RETAINED
- 2 C1 COKE OVEN INTERPRETATION
- 3 QUENCH TOWER REINTERPRETATION
- 4 POWER HOUSE RE-PURPOSED
- 5 ELEVATED LAWNS WITH PALMS AND SEATING WALL EDGE



Figure 27 – Graphic representations of how the deconstructed C1 Coke Oven Battery ovens may appear.

Source: Heritage Interpretation Strategy (Urbis 2022)

- 1 BRICK CHIMNEY RETAINED
- 2 C1 COKE OVEN INTERPRETATION
- 3 QUENCH TOWER REINTERPRETATION
- 4 POWER HOUSE RE-PURPOSED
- 5 ELEVATED LAWNS WITH PALMS AND SEATING WALL EDGE

Figure 13: Visual permeability and sight lines

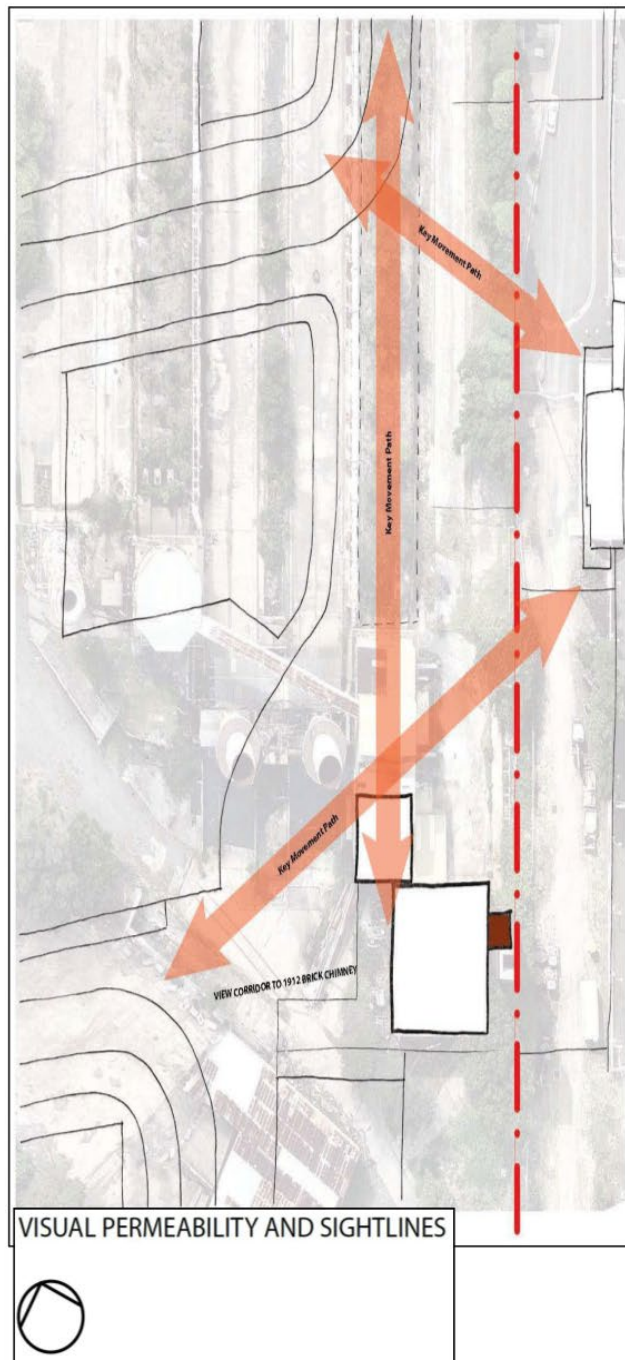


Figure 13: Visual permeability and sight lines Update to reflect latest Master Plan layout and include legend.

7.4 5.12 Village Park

7.3.1 5.12.1 Objectives

- a Encourage community interaction and facilitate unstructured recreation activities for a range of demographics.

7.4.2 5.12.2 Development Controls

1. The Village Park ~~must will~~ be a minimum 0.3ha in size (neighbourhood scale)
2. A minimum 50% of the park ~~must is-to~~ be provided as open lawn area.
3. Incorporate a designated playground area with an appropriate range of equipment as well as formal seating areas, as generally indicated in **Figure 14**.
4. Provide a separate access path for any residential dwellings that front onto the park, with appropriate landscape screening to create appropriate privacy but simultaneously ensuring surveillance of the park.
- 4.5. Visually permeable fencing is to be provided on the boundaries facing the park.
- 5.6. The Village Park shall receive at least 4 hours of continuous solar access to at least 70% of its area all year round (~~refer to Sun Plane Protection clause in WLEP 2009~~). Solar Access Studies showing the extent of overshadowing on the Village Park between 9am and 3pm on 21June are to accompany all development applications.

Figure 14: Indicative concept design – Village Park



7.5 5.13 Southern Recreation Park

7.3.1 5.13.1 Objectives

- a Encourage community interaction and facilitate unstructured recreation activities for a range of demographics.
- b Provide a transition zone between the Grey-headed Flying-fox core camp and future residential development.
- C Acknowledge and provide for retention and conservation of significant Aboriginal cultural value attachments to the creek and riparian vegetation areas in the south of the site.

7.3.2 5.13.2 Development Controls

1. The Southern Park ~~must~~ will be a minimum 0.73ha in size (~~neighbourhood-scale~~).
2. Incorporate a ~~designated off-leash dog area (fully fenced) and~~ community garden/urban farm, as generally indicated in Figure 15.
3. Provide appropriate facilities to support the operation of a community garden, including water supply and shed for storage of equipment.
- 3.4. Provide information/education signage or other acknowledgement of the Aboriginal cultural value attachments to the creeklines and remnant vegetation in the southern areas of the site, in consultation with the local Aboriginal community.
- 4.5. Provide information / education signage to facilitate community awareness and understanding of the Grey-headed Flying-fox camp located on the Ssite.
- 5.6. A southern edge defining element shall be incorporated into the design (ie a fence, a pathway or the like), to provide an adequate threshold between the park and the natural bushland and respond to the topography of that part of the site. A viewing platform may be incorporated on the park edge.
- 6.7. The Southern Park shall receive at least 4 hours of continuous solar access to at least 70% of its area all year round (~~refer to Sun Plane Protection clause in WLEP-2009~~). Solar Access Studies showing the extent of overshadowing on the Southern Park between 9am and 3pm on 21June are to accompany development applications. Note: existing trees are not subject to this clause.

Figure 15: Indicative concept design – Southern Recreation Park to be updated to reflect updated Master Plan layout and remove off leash dog area



7.4 5.14 Riparian Corridor

7.6.1 5.14.1 Objectives

- a Prevent flooding impacts on Site (and up and downstream) and improve environmental function through the realignment of North Corrimal Creek
- b Create a flood free area suitable for residential development
- c Ensure that the realignment of North Corrimal Creek provides for the long-term stability and hydraulic functioning of the creek.
- d Improve regional connectivity through the provision of a continuous concrete shared path that satisfies CPTED design objectives, is not located in a floodway, is appropriately fenced adjacent batters, and is accessible by all members of the community.
- e Provide passive recreational opportunities.
- f Protect the Grey-headed Flying-fox camp on site by ensuring a buffer between the Camp and future residential development, through the conservation and enhancement of its habitat, the Illawarra Lowlands Grassy Woodland Endangered Ecological Community located in the southern part of the site, and the establishment of a Camp Management Strategy.

G Acknowledge and appropriately interpret the broader Aboriginal cultural values to creeklines and riparian vegetation in the local area.

7.6.2 Development Controls

1. Incorporate a realigned North Corrimal Creek, as generally indicated in Figure-16. The design of the realigned North Corrimal Creek shall consider the Corrimal Coke Works Creek Realignment Stability Assessment (BG&E 2019) submitted in support of the Planning Proposal, while recognising that future development application stages will

require further detailed design and modelling, and that the objectives and controls contained in WDCP Chapter E13 are the primary design and modelling expectations for all development in the Wollongong LGA.

2. The realigned North Corrimal Creek must be geomorphologically stable when considering shear forces, velocities, stream power and flow, as well as the impact and dynamic changes of debris for all storm events up to and including "bankfull" flows, and more frequent flood events up to and including the Probable Maximum Flood. A study on climate change impacts must be undertaken to ensure geomorphological stability is achieved for predicted changes in rainfall intensity, ~~and be designed to withstand the shear forces and debris impacts associated with—~~
 - i ~~Extreme flood events up to and including the PMF.~~
 - ii ~~More frequent storm events.~~
3. All retaining structures are to be outside the floodplain.
4. Opportunities for passive recreation should be incorporated along the eastern bank of the riparian corridor, without comprising flood management and stability requirements. This may include a community event space, supported by access to power.
5. The riparian corridor must be naturalistic in character and planting to support its ecological function, while still providing appropriate recreation opportunities ~~and connectivity to deliver a regional asset.~~
6. A Vegetation Management Plan is to be submitted for Council approval at the time the initial DA is submitted proposing earthworks associated with the realignment of the riparian corridor, to achieve ~~required for~~ the ecological restoration of the entire length of the realigned corridor. L, ~~with~~ landscaping and vegetation species selection must be designed to ~~to~~ prevent the expansion of the Grey-headed Flying-fox camp further north near future planned residential development. The Illawarra Lowlands Grassy Woodland EEC in the southern part of the site and other native plant communities are to be conserved and enhanced. Landscaping along the western embankment shall be designed to establish a natural bushland context to provide a buffer to Memorial Drive while also minimising maintenance requirements.
7. A final Camp Management Plan is to be submitted for Council approval at the time the initial DA is submitted proposing earthworks associated with the realignment of the riparian corridor and/or at the time a DA is submitted that proposes earthworks within the 100m buffer area of the Grey-headed Flying-fox Camp. This is to ensure ~~for~~ the protection of the Grey-headed Flying-fox Camp ~~is to be submitted at the development application stage~~ and shall address ongoing management and protection outcomes, including (but not limited to) -
 - Vegetation outcomes and management within the buffer area.
 - Community education.
 - Provision of aquatic habitat within the riparian corridor
 - Any proposal for supplementary habitat to support expansion of the camp away from the residential development
 - Construction management measures to minimise potential disturbance to flying foxes.
8. The realigned riparian corridor design is to incorporate a "belly dip" area in the south to enhance the protection of the Grey-headed Flying-fox camp.
9. A continuous concrete shared pathway shall be provided linking Railway Street to the Council owned reserve south of the site (with bridges or as otherwise determined by Council) that satisfies CPTED design objectives, is not located in a floodway, is appropriately fenced adjacent buffers, and is accessible by all members of the community.

10. The site stormwater management strategy should provide flows to the gully through the Ecological Area to maintain the existing hydrology of the area.
11. An updated Flood Study is to be submitted with the development application for realignment of North Corrimal Creek [in accordance with the requirements of WDCP Chapter E13 objectives and development controls](#). ~~to demonstrate that the design complies with the general parameters and flood outcomes from the Corrimal Coke Works Flood Study (Cardno, May 2019) as demonstrated in Figure 25.~~
12. The development shall not result in any net loss of floodplain storage.
13. Vegetated Riparian Zones (VRZ) offset areas can be utilised for water quality treatment.
14. The 10m width requirement from top of bank, as outlined in Chapter E23 Clause 6.2 Table 2 and Clause 6.2.2 can be varied on the site, in cases where the realigned creek adjacent to Cross Street Residential dwellings will not result in any adverse impact upon the functions of the riparian corridor or any adverse flood hazard risk or other hazard risk, and in this situation Council may consider a variation to the minimum property offset.

Figure 16: Riparian Realignment Concept Design Updated to reflect latest Master



Plan layout

7.5 ~~Public Domain and Streets~~ 5.7 Movement Network (to be moved before “Parking” section)

7.5.1 ~~Access to the Site~~

7.7.1.1 ~~5.7.1 Objectives~~

- a ~~To Establish a new access to the site to connect with the surrounding Corrimal community ensure safe and efficient access and traffic movements to and within the site.~~
- b Deliver a site that is highly permeable for pedestrians and cyclists, linking the site to surrounding amenities, services and facilities, public transport and recreational opportunities.
- c Facilitate improved access to Corrimal Railway Station from the west.
- d Ensure a safe and functional internal road network, including the provision of on street parking and bus access to the railway station.

7.7.1.2 ~~5.7.2 Development Controls~~

1. The site is a designated Urban Release Area under the Wollongong Local Environmental Plan

2009. Future residential subdivision on the site cannot proceed until the developer has reached 'satisfactory arrangements' with the Director General for Planning for the provision of designated State public infrastructure, including satisfactory transport arrangements with Transport for NSW. Although the satisfactory arrangements may precede the lodgement of a development application, these aspects must be satisfactorily resolved prior to any development consent being issued.

2. Access to the Site is to be provided from Railway Street with a new roundabout constructed at the intersection with Harbinger Street. The associated removal of vegetation is to be assessed through a Biodiversity Assessment Report (BDAR) as part of the relevant development application.

7.6 Streetscape Character

7.6.1 Development Controls

- 43 [WDCP Wollongong Development Control Plan 2009](#) Chapter B2 Residential Subdivision stipulates the hierarchy of streets and the requirements for street trees, footpaths and shared paths. This hierarchy applies, with variations as illustrated in Figure 17 to provide sufficient road width to accommodate bus access to Corrimal Railway Station and a bicycle path through the Site. (see Figure 17).

Figure 17 Road Hierarchy (Updated hierarchy replaces version that appears below this Figure)





5.15 Grey-headed Flying-fox Protection

5.15.1 Objectives

- a. Protect the Grey-headed Flying-fox camp on site through the conservation of Endangered Ecological Communities and native vegetation, and maintenance of a buffer between the core mapped camp area and any future development
- b. Ensure future residential development is located and designed to mitigate against noise and other impacts associated with the Grey-headed Flying-fox camp on site.

7.6.2 5.15.2 Development Controls

1. A minimum 100 metre buffer is to be maintained between the core mapped Grey-headed Flying-fox camp and any future development, as shown in Figure xx.

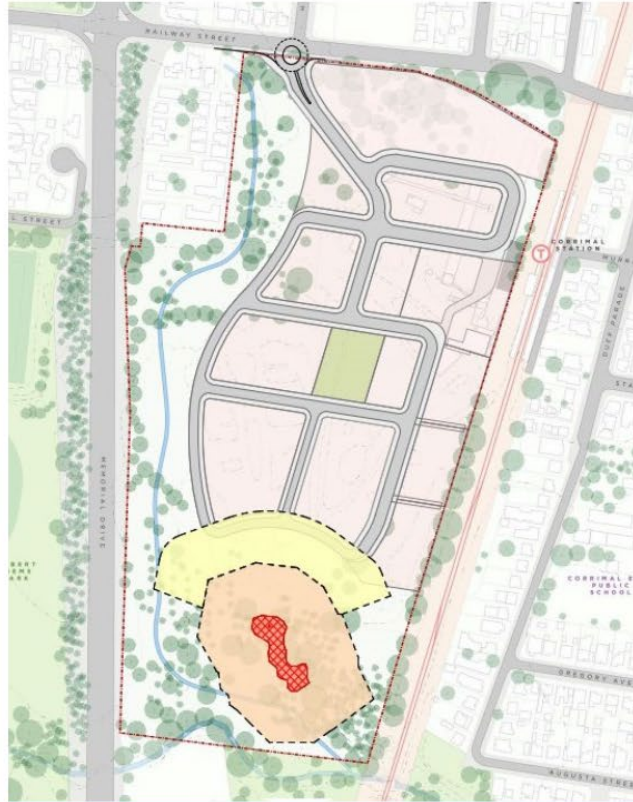
2. Buildings in the vicinity of the Grey-headed Flying-fox camp are to be designed to reduce the level of potential disturbance, including orientation of buildings, material selection and noise attenuation.

8. 3. A final Camp Management Plan is to be submitted for Council approval at the time the initial DA is submitted proposing earthworks associated with the realignment of the riparian corridor and/or at the time a DA is submitted that proposes earthworks within the 100m buffer area of the Grey-headed Flying-fox Camp. This is to ensure the protection of the Grey-headed Flying-fox camp and shall address ongoing management and protection outcomes, including (but not limited to) -


- Vegetation outcomes and management within the buffer area.
- Community education.
- Provision of aquatic habitat within the riparian corridor
- Any proposal for supplementary habitat to support expansion of the camp away from the residential development
- Construction management measures to minimise potential disturbance to flying foxes.

4.A Vegetation Management Plan is to be submitted to Council for approval at the time the initial DA is submitted proposing earthworks associated with the realignment of the riparian corridor, to achieve the ecological restoration of the entire length of the realigned corridor. Landscaping and vegetation species selection must be designed to prevent the expansion of the Grey-headed Flying-fox camp further north near future planned residential development. The Illawarra Lowlands Grassy Woodland EEC in the southern part of the site and other native plant communities are to be conserved and enhanced.

5. The realigned riparian corridor design is to incorporate a "belly dip" area in the south to enhance the protection of the Grey-headed Flying-fox camp



Legend

-  The Site
-  Core Camp Extent
-  50m Buffer
-  100m Buffer